Report by Finance and Capital Committee (A) 11-19-2020

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

◉ Action ○ Information	MEAD Number: 202224	Resolution: ○ Yes ◉ No

TITLE:

FY2021 Budget Amendment

PRESENTATION SUMMARY:

Staff will review public outreach results related to the proposed service changes, request Board acceptance of the Public Outreach and Input report, seek approval of the Title VI Equity Analysis, as well as the FY2021 Operating Budget amendment, and repeal the previously approved FY2021 fare and service adjustments.

PURPOSE:

To seek Board acceptance and approval of the Public Outreach and Input report, Title VI Equity Analysis, and amendment to the FY2021 Operating Budget, and to repeal the previously approved FY2021 fare and service adjustments that have not been implemented due to Covid-19.

DESCRIPTION:

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

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

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

A full list of Procurement Awards is available at:
https:// www.wmata.com/business/procurement/solicitations/index.cfm#main-content

Metro has labor agreements with the following collective bargaining units:

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

Key Highlights:

- As a result of Covid-19 impact on local governments, school districts, businesses, and individual riders, the ridership outlook for the remainder of FY2021 is lower than was assumed in the May approved FY2021 operating budget
- At current funding utilization rate, CARES Act funds will not support the full fiscal year
- The expected budget gap, absent additional federal assistance or a significant improvement in ridership, is projected at $176.5 million by the end of FY2021
- To offset these budget pressures, staff proposes $30.5 million of management actions
- Board actions of $146 million are required to balance the budget, including approval to cut service changes effective February 13, 2021 and to defer capital projects to achieve the level of savings to ensure a FY2021 balanced budget

Background and History:

On April 2, 2020, the Board approved the FY2021 Budget, which included a $2.08 billion operating budget and subsidy requirements of $1.25 billion. Following the Covid-19 pandemic, the Board revised the FY2021 operating budget on May 28, 2020 to $2.052 billion and subsidy requirements to $1.12 billion. The amended budget utilized $546M of CARES Act funding, deferred implementation of the previously approved service and fare adjustments for six months, took additional management actions to reduce expenses, and provided a one-time credit that reduced jurisdictional subsidy contributions by $135 million. These actions enabled the Authority to balance its budget amidst a greatly reduced ridership outlook and constrained funding environment. CARES Act funding was previously estimated to be depleted around the end of the calendar year but due to aggressive cost management, Metro has been able to extend the funding for two additional months.

Continuing Covid-19 impacts has further diminished the Authority's financial outlook. To address this anticipated shortfall, the GM/CEO is proposing $30.5 million of management actions to reduce FY2021 expense, in addition to the $88 million included in the amended FY2021 budget. The actions include greater contracting efficiencies, eliminating meal relief for station managers, as well as non-represented employee performance pay deferment and discretionary reductions. In addition, Board actions of $146 million are required to ultimately balance the budget in FY2021.

Board deferral of capital projects will yield $30 million savings; with an additional $116 million in cost savings from service reductions, proposed effective February 13, 2021, to achieve the required savings.
The Board previously authorized a compact public hearing on the proposed service changes which was held virtually on October 13, 2020.

Discussion:

Outreach Results
Metro received 3,000 responses, of which nearly 30 percent were from Title VI populations (respondents were 28% minority and 9% low income). Despite the ongoing pandemic, in-person outreach was conducted for one day at twelve locations, targeting stations with high average weekday, low-income, minority, limited English proficient ridership, and rail-to-bus transfers. Outreach teams spoke with 5,100 customers, with one in five interactions in languages other than English.

Public comments were collected between September 26 – October 19 through surveys, written/uploaded comments, and at the virtual public hearing on Tuesday, October 13.

The survey emphasized that these proposals were being considered due to budgetary pressures, and respondents were asked if proposals were “unacceptable,” “acceptable” or, alternately, “acceptable if temporary.”

Survey results showed that the proposals are acceptable to large majorities of respondents. All proposed Metrorail changes are acceptable to most respondents. A reduction of Metrorail service hours was acceptable to 56 percent of respondents.

- Frequency, turnbacks, and weekend service changes are acceptable to 8 out of 10 respondents
- Maintaining current Metrobus service levels is acceptable to 7 out of 10 respondents

	Acceptable	**Unacceptable**	**Yes (acceptable)**	**Yes (acceptable if temporary)**	**No (unacceptable)**
Metrorail					
12-minute weekday headways	**80%**	**18%**	31%	49%	18%
Sunday Service on Saturdays	**84%**	**14%**	42%	42%	14%
Red Line Turnbacks	**82%**	**14%**	63%	18%	14%
Yellow Line Turnbacks	**76%**	**19%**	58%	17%	19%
Reduce Operating Hours	**56%**	**41%**	30%	26%	41%
Metrobus					
Retain August Service Plan	**72%**	**24%**	32%	41%	24%

FY2021 Funding Gap and Operating Budget Amendment
Based on FY2021 Q1 actuals, the revised funding gap is expected to total $176.5M. Furthermore, based on feedback from the public participation process, staff has identified $30.5 million in management actions, $30 million in capital projects that can be delayed without negatively impacting safety and state of good repair, and $116 million in service reductions to balance the FY2021 budget.

Recommended Service Levels and Adjustments

Thanks to aggressive cost management, the recommended service reductions are less than originally proposed in September and will be effective on February 13, 2021.

Metrorail

- Standardize weekday and off-peak rail service frequencies on each line
- Retain 11 pm system closure seven days per week
- Open Silver Line Phase 2: July 1, 2021

Metrobus

- Retain the August 2020 service plan
- Bus Service Improvements on 20 lines to address needed additional capacity

No longer recommended are proposals to implement turnbacks on the Red and Yellow Lines, as well

as the earlier 9 pm closing of the Metrorail system Monday-Thursday. On Metrobus, the August 2020 service plan provides approximately 75 percent of pre-pandemic service, along with targeted enhancements to address passenger crowding and provide supplemental capacity where needed. In addition, front-door boarding and fare collection on bus will re-start in January 2021 as approved by the Board in September.

The recommended service levels do not include changes requested by the jurisdictions to nine Metrobus lines requested by Maryland and Virginia which are currently not funded in the proposed amended budget.

Title VI Equity Analysis
The service changes do not result in a disparate impact (DI) for minority populations or disproportionate burden (DB) for low-income populations.

FY2021 Fare Adjustments Repeal
On April 2, 2020, when the Board adopted the FY2021 operating budget, it approved fare changes to be effective by July 1, 2020 that included the following:

Metrorail

- Peak base and peak max fare increase to $2.35 and $6.50 respectively
- Simplification of mileage tiers
- Weekend flat fare of $2.00

Metrobus

- Lower Price for the 7-Day Regional Bus Pass to $12

Metrobus + Metrorail

- Transfer Discount of $1.00

On May 28, 2020, the Board amended the FY2021 operating budget in light of the Covid-19 impacts and as part of the revisions required to balance the budget, the Board approved a six-month deferral of the fare changes.

Ridership and revenues continue to be significantly below pre-Covid levels. Through Q1 FY2021, passenger revenue was 89 percent less than the prior year and 20 percent below budget. The proposed fare adjustments would further reduce fare revenues by approximately $1.9 million over six months at current ridership levels, while Metro is preparing significant service reductions, related layoffs, and additional actions to balance a major funding gap. Given that Covid-19's impacts to ridership and revenues are expected to continue throughout FY2021 and FY2022, staff recommend repealing the proposed fare changes.

Budget Risks:
The proposed amendment is required to balance the FY2021 Budget.

FUNDING IMPACT:

Board action is required to approve the FY2021 service changes, maintain jurisdictional subsidy and balance the FY2021 budget.

TIMELINE:

	April 2020 – Board adopts original Pre-Covid-19 FY2021 Budget

Previous Actions	April 2020 – Board adopts FY2021 Operating Budget and FY2021-2026 Capital Improvement Program May 2020 – Board adopts revised FY2021 Operating Budget and defers FY2021 fare and service changes September 2020 – Board authorizes public hearing on additional FY2021 service reductions to balance the budget due to additional Covid-19 financial impacts October 2020 – Virtual Compact Public Hearing
Anticipated actions after presentation	February 13, 2021 - FY2021 service changes implemented

RECOMMENDATION:

Board acceptance and approval of the Public Outreach and Input report, Title VI Equity Analysis, and amendment to the FY2021 Operating Budget, and to repeal previously approved FY2021 fare and service adjustments that have not been implemented due to Covid-19.

SUBJECT: REPEAL OF PRIOR APPROVED FARE AND SERVICE CHANGES, APPROVAL OF PROPOSED SERVICE CHANGES AND TITLE VI EQUITY ANALYSIS, AND AMENDMENT OF THE FISCAL YEAR 2021 OPERATING BUDGET

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

WHEREAS, Compact § 62 requires a public hearing and Board approval for major service reductions; and

WHEREAS, Resolution 2020-09, Attachments E and F, approved certain service changes and fare changes; and

WHEREAS, Resolution 2020-20 deferred the effective date of those fare and service changes until on or about January 1, 2021, unless there was further Board action; and

WHEREAS, Resolution 2020-31 authorized a public hearing on certain proposed Metrorail and Metrobus service changes; and

WHEREAS, Staff prepared a Title VI Equity Analysis (Attachment A hereto) and a Public Hearing Staff Report (Attachment B hereto) on the service changes presented at the public hearing authorized and determined that the changes, as mitigated, do not trigger a disparate impact (DI) on minority populations nor a disproportionate burden (DB) on low-income populations; and

WHEREAS, The fare changes deferred in Attachment F of Resolution 2020-20 are no longer desired; and

WHEREAS, The service changes deferred in Attachment E of Resolution 2020-20 are no longer desired; and

WHEREAS, The adoption of the proposed service changes as shown on Attachment C hereto will result in an expense reduction of $203.1 million for the 2021 fiscal year (FY);

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Title VI Equity Analysis in Attachment A hereto; and be it further

RESOLVED, That the Board of Directors approves the Public Hearing Staff Report in Attachment B hereto; and be it further

PROPOSED

RESOLVED, That the Board of Directors repeals the fare changes in Attachment F of Resolution 2020-09 as amended by Resolution 2020-20; and be it further

RESOLVED, That the Board of Directors repeals Attachment E of Resolution 2020-09 as amended by Resolution 2020-20, and approves the service changes in Attachment C hereto; and be it further

RESOLVED, That the service changes shown on Attachment C hereto shall become effective on or about February 13, 2021, and shall remain in effect until the FY 2022 Operating Budget is approved and services therein are enacted; and be it further

RESOLVED, That the FY 2021 Operating Budget is amended to reduce the budget from $2.052 billion to $1.848 billion with such reduction to be apportioned among the expense categories as determined by the General Manager and Chief Executive Officer and with no change to the jurisdictional contribution amounts; and be it finally

RESOLVED, That to implement these service changes starting on or about February 13, 2021, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

/s/ Patricia Y. Lee
Patricia Y. Lee
Executive Vice President and General Counsel

WMATA File Structure Nos.:
6.6.4 Bus Route and Service Planning
9.12.9 Tariff (WMATA Fare Structure)
20.5.1 Rail Scheduling

PROPOSED

Attachment A

M E M O R A N D U M

SUBJECT: Equity Analysis of Proposed Service Changes – FY2021 Budget Docket

DATE: 11/13/2020

FROM: EVP/SPPM – Thomas J. Webster
EVP/IBOP – John T. Kuo

Thomas J Webster Digitally signed by Thomas J Webster Date: 2020.11.13 14:47:49 -05'00'

John Kuo E023756 WMATA Digitally signed by John Kuo E023756 WMATA DN: cn=US, o=Washington Metropolitan Area Transit Authority, ou=People, cn=John Kuo E023756 WMATA Date: 2020.11.13 14:53:50 -05'00'

TO: GM/CEO – Paul J. Wiedefeld

This memorandum summarizes the results of an equity analysis of low-income and minority riders who may be impacted by major Metrobus and Metrorail service changes proposed in the FY2021 Amended Operating Budget. Staff is seeking approval of the Title VI equity analysis required in order to change service. This action item will be reviewed by the Board of Directors at the November 19 meeting. The analysis does not show a disparate impact to minority riders or a disproportionate burden to low-income riders.

The summary provides the results of an equity analysis of proposed service levels compared to Metro's adopted Title VI impact thresholds for disparate impact (DI) to trips made by minority riders and disproportionate burden (DB) to trips made by low-income riders for each mode. Additionally, although not required by the Federal Transit Administration's (FTA) Title VI rules, nor the Board's-approved Title VI program, as requested by the Board, staff has also provided an evaluation of the combined Metrobus and Metrorail equity impacts.

Service Change Proposals

In response to reduced ridership and revenue due to the Covid-19 crisis, and less available operating subsidy following the expiration of the CARES Act, in September 2020the Board of Directors authorized a public hearing docket that included a number of service changes on Metrorail and Metrobus. Based on input from the public outreach process and consultations with the jurisdictions, the proposal authorized for public hearing was revised in the following manner:

- Metrorail:
  - No Turnbacks on Yellow and Red Lines. Service on the Yellow Line will operate from Greenbelt to Huntington, and will not terminate at Mt. Vernon Square as originally proposed. On the Red Line, instead of every other train operating from Grosvenor to Silver Spring, all trains will operate on the entire line from Shady Grove to Glenmont.
  - Operate service seven days a week until 11 PM. Instead of closing at 9 PM Sunday through Thursday, the proposal has been amended to keep the closing time at 11 PM on these days.

Washington Metropolitan Area Transit Authority

- Metrobus: Increased service levels on certain lines from the public hearing docket, such as the U5/U6, V7/V8, and Metroway. A complete list of these revisions is available in the Board presentation materials.

Metro's DI/DB Impact Thresholds

To determine whether the proposed service changes would result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders, staff applied Metro's Board-approved DI/DB thresholds adopted in Resolution 2013-27 (see Table 1).

Table 1: Ridership Thresholds for Disparate Impact/Disproportionate Burden

Total Daily Riders Impacted	Threshold for DI / DB
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

The thresholds set a target for the percentage of minority or low-income riders impacted by a service change that may exceed the percentage of minority or low-income ridership for the mode. For example, if a set of rail service changes impacts 15,000 daily riders, the threshold for this service change would be seven percent, as it falls between 10,000 and 20,000 riders. When conducting the analysis, if the difference to minority riders impacted is less than seven percent, there would not be a disparate impact. If the threshold is exceeded, there would be a disparate impact, and Metro would have to examine alternatives to change or mitigate the impact of the proposal.

Equity Analysis of Metrobus and Metrorail Service Levels

When a transit agency proposes a major service change, the FTA, in its Title VI Circular 4702.1B, requires that the agency conduct an equity analysis to determine whether the service change will result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders.

For this equity analysis, staff used the most recent comprehensive survey data to determine which riders would be affected by the proposed service changes:

- 2016 Travel Trends Rail Passenger Survey (Spring 2016)
- Supplemental Survey of Sunday Rail Ridership (Fall 2016)
- 2018 Metrobus Passenger Survey (Fall 2018)

Under normal operating circumstances, staff use ridership data from October and May of a fiscal year as a baseline, as data in these two months are less impacted

by special events, holidays, seasonal fluctuations in employment, or heavy construction periods. Because ridership in May 2020 was impacted by the coronavirus public health emergency and not representative of Metro's baseline customer patterns, staff used Metrorail and Metrobus ridership data from Fall 2019 to determine which riders would be affected by the proposed service changes.

Staff analyzed the cumulative change in the level of scheduled service relative to pre-Covid-19 service levels for each mode, and then applied this ratio to the pre-Covid-19 ridership and demographics to compare the impact of such changes across demographic groups.

Equity Analysis of Metrobus Service Reductions

The public hearing docket includes a proposed reduction of service on Metrobus relative to previously adopted levels of service. As discussed in the docket, in some cases service is reduced (with less frequent service and/or reduced service hours) on a given line, while in other cases service is removed from a line entirely. Staff analyzed the cumulative impact of all changes made on each Metrobus line for each service day (weekdays, Saturdays and Sunday) to calculate the percentage of passenger trips taken by minority and low-income riders.

As shown in Table 2, minorities comprise approximately 71 percent of the trips impacted while low-income riders make up approximately 34 percent of those impacted. Because the proposed service change affects Metrobus riders, Metro then compared that percentage to the system-wide profile for Metrobus (80.7 percent minority; 46.4 percent low-income). Overall, the proposal impacts more than 40,000 riders each weekday. Therefore, the DI/DB threshold is five percent.

Table 2: DI/DB Test, Metrobus Service Reductions

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	70.5%	34.4%
System Average	80.7%	46.4%
Difference	**-10.2%**	**-12.0%**
Threshold	5.0%	5.0%
DI or DB	**No**	**No**

As shown in Table 2, the proposal impacts a lower proportion (by 10.2 percent) of minority riders and a lower proportion (by 12 percent) of low-income riders than the system average. **Therefore, there is not a DI to minority Metrobus riders nor a DB to low-income Metrobus riders.**

Equity Analysis of Metrorail Service Reductions

The docket includes a proposed service reduction on Metrorail relative to previously adopted levels of service. As shown in Table 3, staff calculated the percentage of passenger trips taken by minority and low-income riders impacted by reductions in rail service (43.4 percent minority, 10.5 percent low-income). Because the proposed service change affects Metrorail riders, staff compared it to the system-wide profile for Metrorail (44.8 percent minority; 12.6 percent low-income). The number of daily riders impacted is more than 40,000; therefore, the DI/DB threshold is five percent.

Table 3: DI/DB Test, Metrorail Service Reductions

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	43.4%	10.5%
System Average	44.8%	12.6%
Difference	**-1.4%**	**-2.1%**
Threshold	5.0%	5.0%
DI or DB	**No**	**No**

As shown in Table 3, the proposal impacts a lower proportion of minority trips (by 1.4 percent) and a lower proportion of low-income trips (by 2.1 percent) than the system average. **Therefore, there is not a DI to minority Metrorail riders and not a DB to low-income Metrorail riders.**

Public Outreach

In accordance with the Title VI Circular 4702.1B, staff conducted public outreach and considered public feedback on the proposed service changes. The full Public Outreach Report is attached to the Board Action Information Summary.

Combined Equity Analysis of Metrobus and Metrorail Proposals

Metro's Board and FTA-approved Title VI equity analysis methodology considers the Metrobus and Metrorail systems separately when applying DI/DB impact thresholds. Although not required by Title VI or the Board's Title VI program, analyzing the impacts of the combined Metrorail and Metrobus service changes may provide a deeper understanding of the impact to minority and low-income riders overall. In the current context, staff conducted an equity analysis of the proposed service changes that combined the impacts to minority and low-income riders for both the Metrobus and Metrorail systems, the results of which are shown in Table 4.

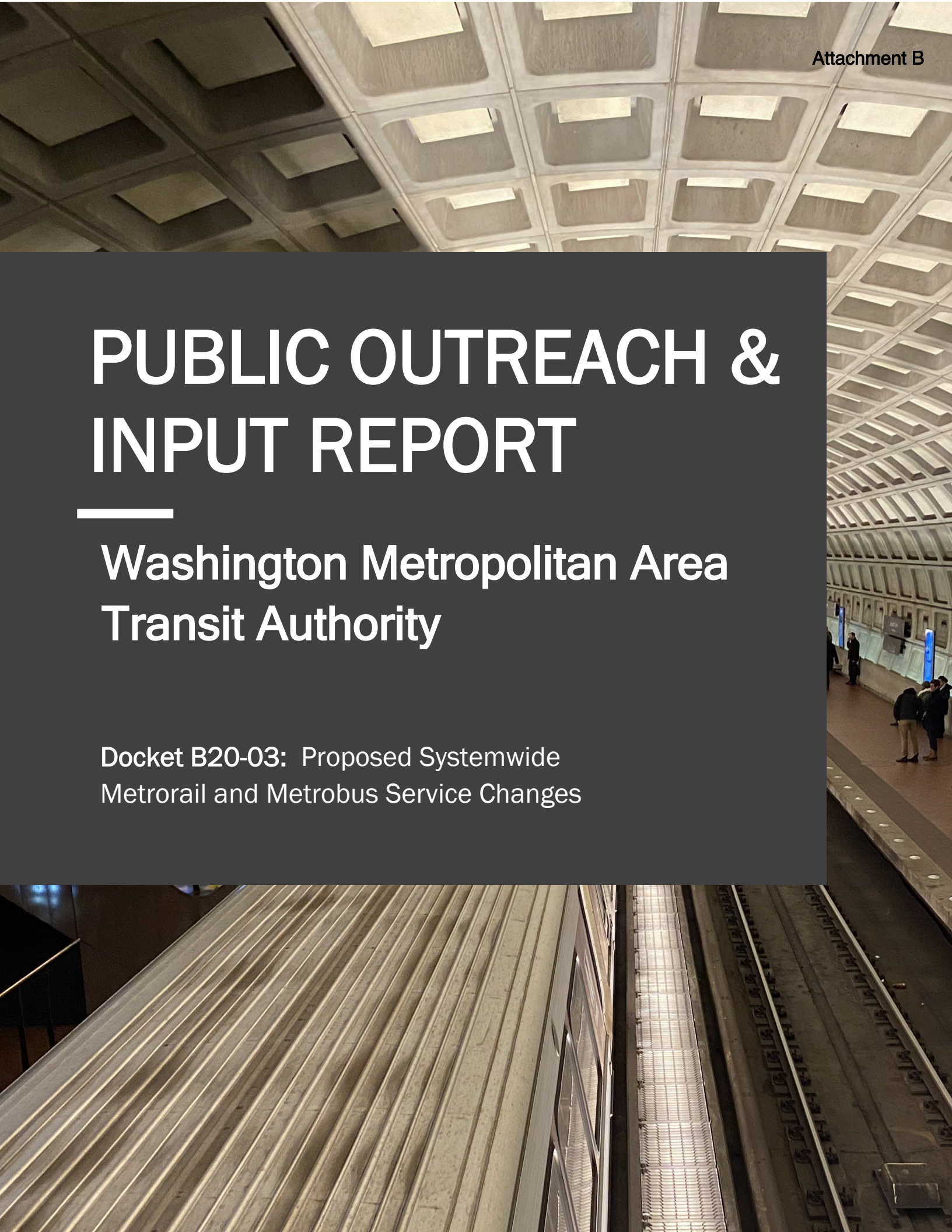
Table 4: DI/DB Test, Combined Metrobus and Metrorail Systems

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	49.9%	16.2%
Rail and Bus Average	58.0%	25.0%
Difference	**-8.1%**	**-8.8%**
Threshold	5.0%	5.0%
DI or DB	**No**	**No**

According to the analysis, the proposal would impact a lower proportion of minority and low-income riders than the combined Metrobus and Metrorail system average. This is in part due to the demographics of Metrorail riders, which typically have fewer minority riders (45 percent compared to 81 percent), and fewer low-income riders (13 percent compared to 46 percent) than Metrobus customers.

Overall, the proposed service changes reduce service levels on Metrorail more than on Metrobus. Therefore, the proposals impact a higher number of rail trips, which in the analysis has the effect of impacting a larger number of riders who do not fall into the Title VI protected classes.

Attachment B



PUBLIC OUTREACH & INPUT REPORT

Washington Metropolitan Area Transit Authority

Docket B20-03: Proposed Systemwide Metrorail and Metrobus Service Changes

Introduction

The Covid-19 pandemic has cost Metro hundreds of millions of dollars, and six months after the pandemic began, ridership has remained extremely low -- the combined ridership on Metrorail and Metrobus in September 2020 was down nearly 80% from pre-pandemic levels. This impact on Metro's budget has been significant. Safety precautions put in place to protect the health of employees and customers added new expenses, while revenue from fare collection has substantially declined to historic lows. No Metrobus fares have been collected since March 2020, and Metrorail fares, which typically account for two-thirds of Metro's total revenue, are extremely low.

The service currently being provided is only possible thanks to emergency federal funding in the CARES Act, but that money will soon run out. Without additional federal help, Metro has to consider every option to cover a budget shortfall of more than $200 million. Metro is already preparing to resume fare collection on Metrobus and cut costs by limiting the use of contractors, furloughing employees, and deferring some capital program expenses. But the budget shortfall is so large, service cuts and layoffs will also be needed.

The proposed service changes as part of the Fiscal Year 2021 amended operating budget include the following:

Cutting Metrorail service

- **Weekday service adjustments**
  - On all lines, trains would operate every 12 minutes all day (no differences in peak and off-peak service levels). Where lines overlap in the core, trains would arrive more frequently.
  - Additional trains would operate between Grosvenor-Strathmore and Silver Spring only, resulting in trains operating every 6 minutes in the core.
- **Weekend service adjustments**
  - Saturday service would be adjusted to operate at the same service levels as Sunday.
    - Orange/Silver/Blue/Yellow/Green lines: Operate every 15 minutes
    - Red Line: Operate every 12 minutes
- **Yellow Line Turnback**
  - All Yellow Line trains would operate between Huntington and Mt. Vernon Square, instead of Greenbelt

Closing Metrorail earlier

- Metrorail would close at 9 p.m. Sunday through Thursday and 11 p.m. on Fridays and Saturdays

Continuing reduced Metrobus service levels and hours

Metrobus service would continue operating at the service levels implemented on Sunday, August 23 – approximately 75% of pre-Covid 19 service levels. No changes to the current service levels are proposed at this time.

- **Operating hours:** All Metrobus routes would continue to not operate after midnight
- **Weekday service adjustments:**
  - Operating hours would continue to be reduced on the following routes: 3A, 22A, 22F, 89M, H12, T2
  - Operating hours would continue to be increased on the following routes: 7A, 7F, N6
  - Frequency would continue to be reduced on the following routes: 1C, 2A, 2B, 3A, 5A, 7Y, 16A, 16C, 16G, 16H, 22A, , 22F, 42, 43, 62, 63, 64, 74, 83, 86, C8, C11, C12, C13, C14, D2, D4, D6, D8, E2, E4, F6, F8, F12, F13, G2, H2, H3, H4, H6, H8, H9, H12, L2, L8, M6, Metroway, N6, Q1, Q2, Q4, Q6, R4, R12, U4, U5, U6, U7, V8, W2, W3, W6, W8, X8, Z2
  - Frequency would continue to be increased on the following routes: 7A, 7F, K6
- **Weekend service adjustments:**
  - Operating hours would continue to be reduced on the following routes: H12, K6, K12, G12, G14, R2
  - Frequency would continue to be reduced on the following routes: 4B, 16A, 16E, 23A, 23B, 23T, 42, 43, 64, E4, H6, H8, K6, L2, N6, U4, W2, W3, W6, W8, Y2, Y7, Y8
  - Service will continue not to operate on the following routes: 30N, 30S, 31, 62, 63, 86 (Sunday only), C12, C14, D2, E2, G2, M6, NH2, R4, R12, T14 (Sunday only), V12 (Sunday only), X8, Z6
- **Service eliminations:**
  - Service would continue not to operate on the following routes: 1B, 3T, 3Y, 4A, 7C, 7W, 7P, 8S, 8W, 8Z, 10E, 10N, 11Y, 15K, 16L, 16Y, 17K, 17L, 18G, 18H, 18J, 21A, 21D, 26A, 28F, 28G, 29C, 29W, 34, 37, 39, 60, 87, 89, 97, A9, B8, B9, B29, B30, C28, D1, D5, E6, G9, H1,H3, H11, H13, J4, K9, L1, N2, N4, P19,S1, S91, V1, V7, W1, X1, X3
  - Service would continue not to operate or be eliminated on some segments of the following routes: 1C, 2B, 16C, C29
  - Service would continue not to operate on some segments of the following routes: 1C, 2B, 16C, C29

Details about the proposed service changes can be found in WMATA Docket B20-03 posted on *wmata.com/budget*.

The following report includes an overview of the public participation plan that was followed as well as a summary of the public feedback received.

Communications & Outreach Overview

In order to encourage public feedback on the proposed systemwide service changes as part of the Fiscal Year 2021 amended budget, as well as to fulfill the Board-approved Public Participation Plan and Metro Compact, Metro tailored a communications and outreach plan that focused on impacted customers. The majority of the communications and outreach effort was concentrated within the official public comment time period, Saturday, September 26 through Monday, October 19, 2020. The final plan included the following efforts:

- **Stakeholder engagement**
- **Targeted marketing and media**
- **Outreach information booths** at Metrorail stations
- **Virtual Compact Public Hearing**

In order to best manage resources in the allotted amount of time, the majority of outreach efforts were focused on the proposed changes that would have the greatest impact on riders. A demographic overview of the impacted customers can be viewed in the Title VI equity analysis report.

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

- Online through the survey tool
- Oral testimony received at the virtual Public Hearing
- Written comments received by the Board Secretary's Office

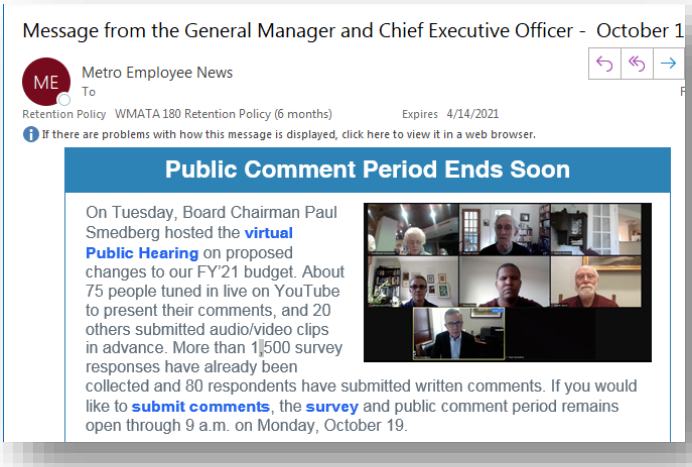
STAKEHOLDER ENGAGEMENT

Local stakeholders were key in getting the word out to their constituents about the proposed budget. Staff engaged with stakeholders in a variety of ways:

- The **Accessibility Advisory Committee (AAC)** was briefed by WMATA staff and the Board Chairman about the budget proposal and discussed the budget at virtual meetings via Zoom and email correspondence on September 19 and October 5-8, 2020.

- The **Riders' Advisory Council (RAC)** was briefed on the proposed budget revisions by WMATA staff on September 9, 2020. Board Chair Smedberg and Vice Chair Gidigbi also participated in the discussion. In addition, the RAC was given an overview of Metro's managed re-entry service plan, which is the framework for the service changes proposed in the revised FY2021 budget at its July 8, 2020 meeting. Finally, the RAC was provided an update on budget outreach activities at its October 7, 2020 meeting.

- **Employees** were informed and encouraged to participate in the process through numerous employee communication channels. Eight emails from the General Manager were sent to Metro employees beginning as early as July 31 through October 16, 2020. "Metro Voices Live", Metro's Facebook live programming for employees, hosted two live events on August 28 and October 2, 2020 and the "Metro Voices" podcast released three episodes about the proposed budget and impacts. Information about the proposed budget was also included in Metrorail, Metrobus and Grounds Maintenance & Custodial Services "hot sheets", newsletters that are shared with operations staff.


Message from the General Manager and Chief Executive Officer - October 1

ME Metro Employee News

To

Retention Policy WMATA 180 Retention Policy (6 months) Expires 4/14/2021

If there are problems with how this message is displayed, click here to view it in a web browser.

Public Comment Period Ends Soon

On Tuesday, Board Chairman Paul Smedberg hosted the **virtual Public Hearing** on proposed changes to our FY'21 budget. About 75 people tuned in live on YouTube to present their comments, and 20 others submitted audio/video clips in advance. More than 1,500 survey responses have already been collected and 80 respondents have submitted written comments. If you would like to **submit comments**, the **survey** and public comment period remains open through 9 a.m. on Monday, October 19.

- Information about the budget proposal was sent via email to a **stakeholder list** through an email on October 8, 2020. This list includes 2,900+ contacts, including Community Based Organizations (CBOs), community partners, places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social services, and more.

  A second message was sent on October 19, 2020 to notify CBOs that the public comment period was closed, and to share a taped virtual public hearing. This second message was tailored to CBOs, which included 453 unique individuals, working at 270 Community Based Organizations, and other institutions serving local and regional communities..

- **Elected officials and agency staff at the local jurisdictions** were provided extensive information from WMATA staff about the budget proposal in numerous ways:

    - Multiple email notifications were sent to lists of elected officials and agencies in the District of Columbia, Maryland and Virginia to inform them of the budget docket and public comment period between September 9 and October 19, 2020. WMATA staff answered many information requests via email and phone from various constituents. The Advisory Neighborhood Commissions in DC also posted this information on their listservs.

    - WMATA staff had multiple meetings with various officials. Between September 28 and October 5, 2020, staff briefed DC Council staff and Councilmember-elect Janeese Lewis' staff. WMATA also briefed the Northern Virginia Transportation Commission (NVTC) members as well as the staff Management Advisory Committee (MAC).

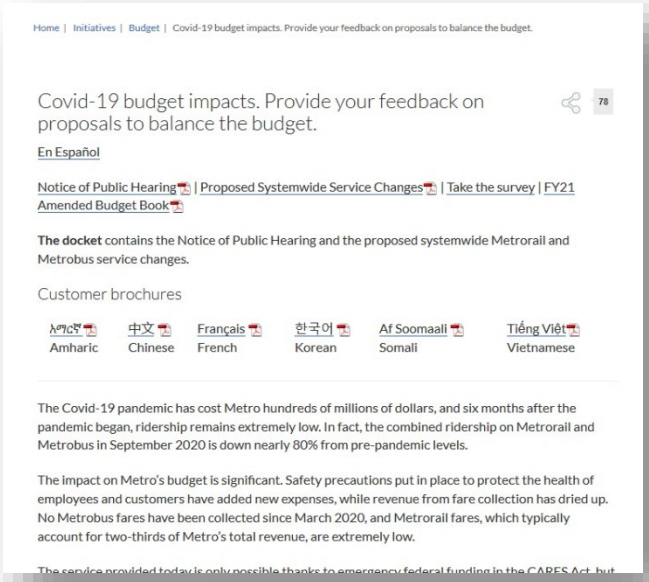
    - The Joint Coordinating Committee (JCC), comprised of staff from regional jurisdictions, participated in multiple meetings to discuss the budget proposals with WMATA staff.

TARGETED MARKETING AND MEDIA

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

Website

The webpage *wmata.com/budget* was updated to reflect proposed FY2021 amended budget information:



- The *wmata.com/budget* webpages received over 8,150 views from over 6,600 unique viewers.
- The landing webpage included **information in multiple languages**, including a link at the top to a translated page in Spanish, *wmata.com/budget_espanol* and pdf flyers in Amharic, Chinese, French, Korean, Somali and Vietnamese.
- Information about **how to provide feedback** was provided, including the link to the online survey and details about the Public Hearing.
- A **variety of content available** was available for review, including maps, the FY2021 Amended Budget Book, bus service proposal details for DC, Maryland, and Virginia, and the Notice of Public Hearing.

Paid Advertisements

Advertisements were placed in newspapers throughout the region, including multi-lingual publications:

- *The Washington Post* (legal notice)- September 26 and October 3, 2020
- *The Afro* – October 10, 2020
- *El Tiempo Latino* (Spanish) – October 2, 2020
- *Washington Hispanic* (Spanish) – October 9, 2020
- *Atref* (Amharic) – October 9, 2020
- *Epoch Times* (Chinese) – October 2, 2020
- *Doi Nay* (Vietnamese) – October 9, 2020
- *Korean Times* (Korean) – October 9, 2020

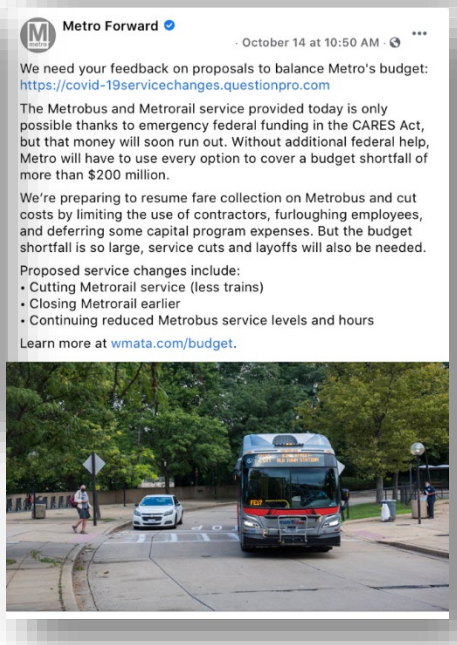
Print and Digital Sign Postings

Information about the proposed budget in English and Spanish was posted throughout the region.

- Signs were posted in Metrorail station mezzanines.
- Signs were posted in MetroAccess vehicles.
- Real-time arrival signs at 330 bus stops displayed information about the budget webpage.
- Over 100 signs were posted at select bus stops of impacted routes.
- Digital screens throughout the Metrorail system displayed information about the budget, including 91 information display screens on station manager kiosks, digital advertising screens, and new digital passenger information screens in mezzanines and on platforms at 10 stations installed as part of the Platform Improvement Project

Social Media Tactics

Using our social media platforms we promoted the budget proposal and encouraged feedback, with a combined 340,735 reach* and impressions**, and over 17,000 engagements (including likes, comments, and shares) across all platforms.



- Three @wmata Twitter posts on September 26, October 13, and October 18 received 51,214 impressions. and 1,994 engagements.
- Four MetroForward Facebook posts on September 28, October 13, and October 14 reached 276,916 users with 2,948 engagements.***
- One MetroForward Instagram post reached 4,251 people, and received 5,333 impressions, and 664 engagements.
- One LinkedIn post which received 3,021 impressions and 33 engagements.
- Separate English and Spanish posts on Nextdoor garnered 247,162 impressions, 60% from the Spanish post, and a total of 86 engagements.

**Reach = total number of people who see our content.*
***Impressions = number of times our content was displayed, no matter if it was clicked or not.*
**** 2 Facebook posts were boosted to expand our reach and engagement.*

Media Coverage

Metro's first press release on the proposed service cuts and other changes was released on September 18, 2020, followed by a press release on September 26 announcing the opening of the public comment period, which was also posted to the website in Spanish. Staff informed reporters of the budget process and encouraged news coverage of the ways the public could provide feedback. The General Manager participated in one-on-one TV and radio interviews with TV, print and radio reporters.

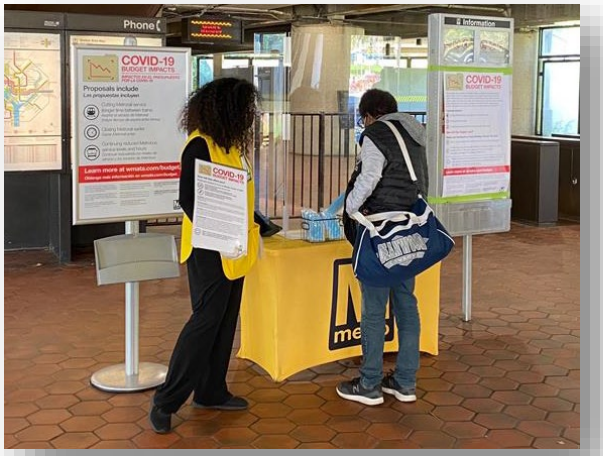
The budget process was covered in newspapers such as the *Washington Post*, all local television news stations, radio stations such as WAMU and WTOP, and blogs and neighborhood publications. A summary of coverage follows.

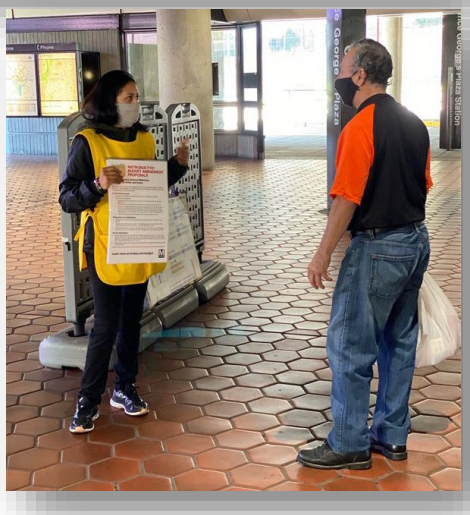
- **Press releases:**
  - https://www.wmata.com/about/news/Proposed-FY21-service-changes.cfm
  - https://www.wmata.com/about/news/Covid-19-budget-public-comment.cfm
  - https://www.wmata.com/about/news/el-periodo-de-comentarios-es.cfm

- **Media coverage:**
  - **Print**
    - Washington Post – Metro moves toward service cuts as talks stall on coronavirus aid bill
    - Washington Post - Metro board members question whether region's low-income residents will take unfair hit with budget cuts
  - **Television**
    - ABC7 - With Metro proposing budget cuts, station employees talk to riders about possible changes
    - ABC7 – Senior citizens plead with Metro to restore vital bus routes cut during the pandemic
    - NBC4 – Metro faces budget concerns with low ridership
    - NBC4 – Metro considers cutting $200 million from budget
    - FOX5 – Metro asking public to weigh in on service cuts, layoffs
    - FOX5 – DC Metro says service cuts on the way without Federal funding
    - WUSA9 - Metro considers service cuts, layoffs if CARES Act funding runs out
    - WUSA9 - With No Federal Aid In Sight, Metro Braces For Service Cuts And Possible Layoffs
    - WDVM - Metro forced to make budget cuts, Silver Line expansion delayed
  - **Radio**
    - WTOP – Metro asks riders for input on service cuts and other reductions as federal funding dries up
    - WMAL - Metro to hold virtual public hearing on proposed budget cuts
    - WMAL - Metro's seeking public input on budget that cuts service due to pandemic
    - WAMU – General Manager Wiedefeld interviewed on Kojo Nnamdi Show
  - **Local News Sources/Blogs**
    - Alexandria Now – Metro's Proposed Bus and Train Service Cuts Would Impact Alexandria
    - Georgetown Voice: D.C.'s Metro facing service cuts amid pandemic budget shortfall
    - Montgomery Community Media – With Budget Cuts Looming, Metro Opens Public Comment Period
    - The DC Line - Metro opens public comment period on service cuts, other actions necessary as federal funding support ends
    - Greater Greater Washington: Facing budget cuts, Metro asks riders to select the least bad options
    - Alexandria Times - WMATA proposes eliminating bus routes

OUTREACH INFORMATION BOOTHS

Outreach street teams traveled to twelve Metrorail stations on Wednesday, October 7, 2020 and set up information booths to notify customers about the proposals and encourage them to provide feedback. Locations aligned closely with jurisdictional station distribution and were chosen based on high average weekday, low-income, minority, limited English proficient ridership and rail-to-bus transfers.





- Morning rush locations: Columbia Heights, Fort Totten, Prince George's Plaza, Silver Spring, Union Station, West Hyattsville
- Afternoon rush locations: Anacostia, Ballston-MU, Pentagon, Pentagon City, Rosslyn, Southern Ave

Street team staff wore yellow Metro aprons, and staff who are bilingual wore large pins that identified them as speaking another language. At least half of all street teams were fluent in Spanish, and some teams also had Amharic and Korean speakers. To maintain social distancing and safety during the events, outreach teams displayed a large information sign and used hand-held oversized information booklets with large print in both English and Spanish. Each booth also had a bin containing face masks that customers could take.

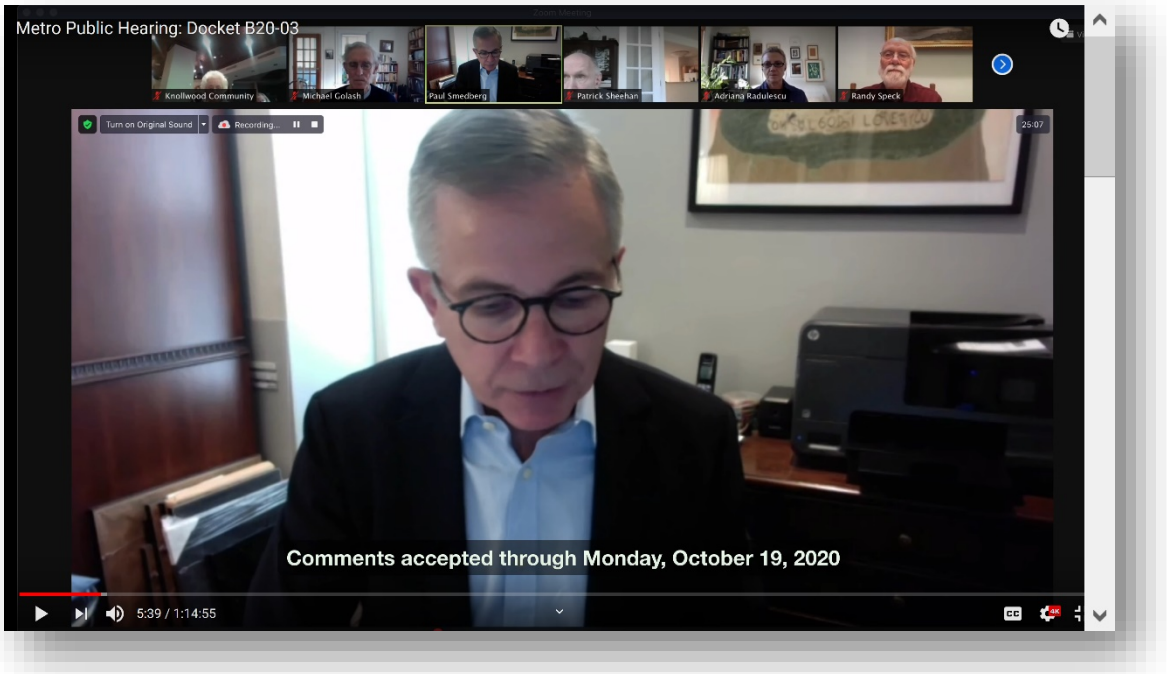
Street teams spoke with over 5,100 customers during these shifts, with approximately 21% of interactions in languages being non-English. 98% of these non-English interactions were in Spanish, with the rest in Amharic and Korean. Over 2,600 face masks were also distributed.

VIRTUAL COMPACT PUBLIC HEARING

As a response to the Covid-19 pandemic, Metro hosted a virtual Compact Public Hearing on Tuesday, October 13 at 3 p.m. for the proposed systemwide service changes This was Metro's first live streaming Public Hearing available for the public to watch online at *wmata.com* and *YouTube.com/MetroForward* or listen to by phone. The Public Hearing was also recorded and is available at *YouTube.com/MetroForward* for those that could not attend live.

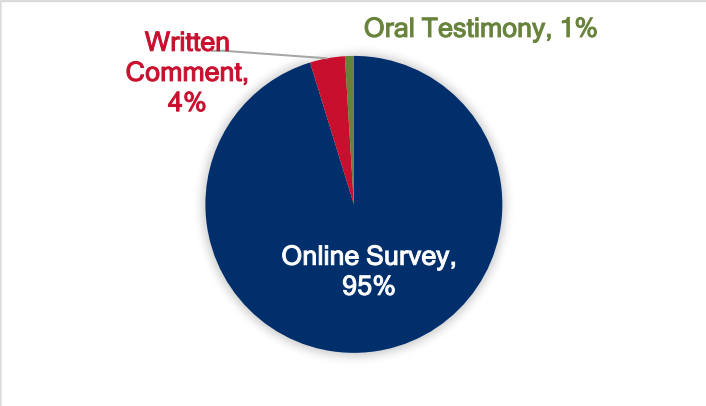
The public had multiple options to provide oral testimony for the Public Hearing. Individuals could participate live via Zoom video or audio (pre-registration was required) or pre-record audio and video testimony to play during the live Public Hearing. **A total of 30 individuals spoke at the Public Hearing, with 18 (60%) opting to pre-record their testimony.**

The Public Hearing began with Metro Board Chairman Paul Smedberg reading a prepared statement outlining the Public Hearing process, followed by live oral testimony, then pre-recorded oral testimony. The Public Hearing Presentation, typically presented at the beginning of an in-person hearing, was prerecorded and made available at *wmata.com/budget* one week prior to the hearing, The prerecorded presentation was in English and Spanish with closed captioning.



PUBLIC INPUT RESULTS

Metro collected public input through surveys, written comments (through the survey tool or letters sent to the Board Secretary's Office), and oral testimony at the virtual Public Hearing during the public comment period from Saturday, September 26 through 9 a.m. Monday, October 19, 2020. **Metro received over 3,100 responses to the proposed budget.**



PUBLIC INPUT SOURCES	
Online survey	2,958
Written comments	118
Oral testimony	30
Total	***3,106***

More than 95 percent of the input received came in using the survey tool. Analysis of public input collected through responses to survey questions can be found in *Appendix B: FY2021 Amended Budget - Customer Feedback on Proposed Service Changes*. Another 4% of the input received was written comment, with nearly all being provided through the survey tool via the upload or "provide written comment only" choice. Written comments and oral testimony can be reviewed in *Appendix A: Written Comments & Oral Testimony*.

APPENDIX A

Written Comments & Oral Testimony

Appendix A: Written & Oral Testimony

This appendix includes the written comments received during the public comment period, either through the online survey tool or the Board Secretary's Office.

- Pages 3-85: Written comments were received through the survey tool via the upload or the "Provide written comments only" choice. One letter was received by the Office of Board Secretary. Translations for comments provided in Spanish are provided on page 85.

- Pages 86-249: Written comments about individual proposals were also received throughout the survey. Translations for comments provided in Spanish are provided at the end of each section.

    - Pages 86-133: Changes to Metrobus service
    - Pages 134-171: Changes to weekday Metrorail service frequency
    - Pages 172-187: Weekday turnbacks on the Red Line
    - Pages 188-202: Changes to weekend Metrorail service
    - Pages 203-216: Turnbacks on the Yellow Line
    - Pages 217-249: Changes to Metrorail service hours

Thirty individuals provided comments at the public hearing. To listen and watch the oral testimony from Metro's Public Hearing on Tuesday, October 13 at 3:00 p.m., visit Metro's YouTube channel here: https://www.youtube.com/watch?v=ojwkT1gTIlE&t=339s

10/10/2020

Dear Metropolitan Transit Authority,

Thank you for allowing us the opportunity to voice our input on the budget shortfall that our community's public transit is currently facing. This are challenging times, and multiple and creative ideas will need to be employed to survive this.

I would like to propose something to bring in additional revenue from MTA's light rail. I will preface my idea with, I have no background or education in transit management, so hopefully some people with knowledge and experience on your end can review it, and see if it will help.

The idea is to switch Metro's current adjusted fare model, for a base fare model. In addition to being simpler for riders to understand, I think you would find more interest outside the DC city center in riding Metro. And most critically at this time, it would bring in additional revenue.

Below I've prepared a chart demonstrating revenue differences on Red Line to from Shady Grove to Metro Center. I'm using pre-pandemic numbers from August, 2018 to August, 2019:

Station	Ridership	Current Fare to Metro Center	Revenue	Revenue with $3 base model
Shady Grove	11.2 K	3.85	43.12 K	33.6 K
Rockville	3.87 K	3.85	14.89 K	11.61 K
Twin brook	3.98 K	3.85	15.32 K	11.94 K
White Flint	3.5 K	3.85	13.47 K	10.5 K
Grosvenor	4.8 K	3.65	17.52 K	14.4 K
Medical Center	5.3 K	3.20	16.96 K	15.9 K
Bethesda	9.1 K	3.00	27.3 K	27.3 K
Friendship Heights	7.8 K	2.60	20.28 K	23.4 K
Tenley town	5.5 K	2.40	13.2 K	16.5 K
Van Doren	5.5 K	2.20	12.1 K	16.5 K
Cleveland Park	3.82 K	2.00	7.64 K	14.46 K
Woodley Park	6.2 K	2.00	12.4 K	18.6 K
Dupont	23 K	2.00	46 K	69 K
Friendship Heights	28.9 K	2.00	57.8 K	86.7 K
Totals:	122.47 K		318 K	370.41 K

The results show 52.41 K additional revenue, or 15% increase over current fare. I realize 15% will not solve the current budget crises, but it would definitely help. This is also just one line, and doesn't factor in transfer stations. But I think if a study was done on the metro system using base fare, we would find an increase in revenue overall, as well as new customers from areas outside the city center.

Thank you for your time and consideration.

Sincerely, Paul Campbell

October 12, 2020

WMATA Board of Directors
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Chair Smedberg,

The Arlington Chamber of Commerce encourages the Washington Metropolitan Area Transit Authority not to make the proposed reductions in service starting in December. Reducing service could lead to further economic consequences, the impacts of which are likely to be felt most strongly by people who can least afford them. The Chamber further encourages all levels of government, especially the federal government, to support WMATA in maintaining its current levels of service.

Maintaining the current service levels is essential to help riders feel comfortable that they can socially distance on Metro services. According to the Greater Washington Partnership's recent Capital COVID-19 Snapshot, 47% of employers in our region, and 54% in Arlington, are very concerned about their employees commuting via public transit. Limiting service to five trains per hour on Metrorail lines and reducing frequency on many Metrobus routes will make it harder for passengers to spread out onboard, reducing the likelihood that riders grow more confident in the system's safety.

The burden of transit service reductions will fall hardest on our region's service sector workforce. Many service workers have jobs that can only be performed in person and hours that run past 9:00 p.m. on weeknights or 11:00 p.m. on weekends. Service workers have already endured business closures and reduced customer demand. Raising their cost and difficulty of commuting risks personal economic effects, which are unlikely to be distributed equitably across our region.

We appreciate the financial challenges that WMATA faces on account of its diminished fare box revenue since March. As a public service, it's vital that transit lead for a sustainable recovery. If transit services lag, they may stifle the very return of passenger volumes for which they are waiting.

Thank you for your consideration of these comments.

Sincerely,

Kate Bates
President & CEO

Anthony Oberg

Arlington, VA 22203

October 10, 2020

Feedback on Proposals to Balance the WMATA Budget

Dear Chair Smedberg and other members of the Board,

First, I want to thank you all for the work that you do, especially during this pandemic. 2020 has certainly thrown some curveballs and we still have a few months left. The solutions proposed for the public hearing could not have been easy to decide on and it seemed important to acknowledge that.

My name is Anthony Oberg. I write to you as an Arlington resident and metro rider, but I also serve on the Accessibility Advisory Committee as the Vice-Chair of the Bus/Rail Subcommittee. Under normal circumstances, I am a daily rider of both the bus and rail. I rely on the metro system for all my travel, so I am invested in how the board makes decisions to keep it running.

I live on the 22 line and its rededuction will affect me and many others, but I understand that WMATA, and the country, is in a different place than the last budget hearing. Though some cuts will need to happen, I urge the board to take each change seriously. People with disabilities, like myself, must use metro to travel anywhere in the region. There are plenty of people in the same position. On the proposed changes:

- Closing the rail at 9pm/11pm – Given the severe decrease in ridership, I support this. I would encourage enhancing bus service after 9PM to cover rail shut down for essential workers returning home.
- Continuing reduced bus service – keeping as much bus service as possible, even at a reduced rate is vital. I can see the board has tried to maintain as much of the service as It could from the last hearing. The changes will not be without consequence for some riders. Where possible Bus Service in suburbs (Fairfax/PG) using microbus and limit to times with highest ridership limited service (work start and end; school start and end).

I understand service reduction is one reaction to the massive reduction in ridership revenue, but I fear that once these cuts are made, they may become a “new normal.” I am aware that many management changes have also been made. The pandemic challenges both the ridership and WMATA and I want us all to work toward keeping the system operating in a way that addresses the needs of riders with disabilities. In that respect, thank you for maintaining the MAC service area and schedule.

I urge the board to ensure all notices used are accessible to all riders and consider implementing a Bus to Rail service (B2R) like the one in DC. It is important that we all remember that returning to normal operation in the current environment is not a budget issue for riders. It is a safety issue. The challenge beyond this budget is making riders feel safe to ride, while advocating that the regional partners that funding contributions to metro should remain a priority. I would not want to see service reduction continue in the future because of what is necessary now.

Thank you again for all your work for WMATA and the region.

Sincerely,

Anthony Oberg

October 12, 2020

WMATA Board of Directors
600 5th Street, NW
Washington, DC 20001

Comments Concerning the Elimination of the E6 Bus Route in the FY2021 Metrobus Service Plan

Dear Sir/Madam:

I am strongly opposed to eliminating the E6 bus route, which runs between the Knollwood Retirement Community and the Friendship Heights Metro station as described in the FY2021 Metrobus service plan due to the Covid-19 pandemic. The effect of this proposal would leave hundreds of residents in upper Northwest without any good public transportation options.

According to the transit authority's proposal, the change in E6 service has previously been estimated to save the District about $94,000 a year, $1,800 a week, or roughly $257 a day. Clearly, any savings for the District would be nominal, but the burden on a community with limited public transit options would be enormous. Hundreds of residents in upper Northwest's Ward 3 and 4 neighborhoods depend, and will continue to dependent on the weekday-only service throughout the day once we return to a post-pandemic economy. It will once again be a vital link for students traveling to neighborhood schools and for the many weekday commuters who use it to get to their workplaces throughout the region. Workers who rely on the E6 to reach their jobs at Knollwood would be affected negatively. The proposed change would also impact a lot of the seniors who live at Knollwood, local businesses, including the popular Broad Branch Market, the commercial strip on upper Connecticut Avenue, and a host of businesses located immediately at the Friendship Heights bus depot. Finally, the proposal runs counter to the sustainable community so many Council members tout. Riders would be forced back into their cars and onto crowded DC streets.

For these important reasons, I urge officials to reject the proposal to permanently eliminate the E6 Chevy Chase line, and I believe many riders hold the same view. WMATA should service all parts of the District with equitable public transit options. Instead of slashing it, there should be improvements to the E6 route that bolster convenience, frequency, reliability, ridership, and cost recovery. One simple step is to make sure that the E6 appears on WMATA's Next Arrivals app and website (currently the M4 often

appears as a nearby service option, whereas a rider must search for the E6 busETA). Other options to consider are greater frequency, weekend service, and the use of smaller buses that cost less to operate.

The E6 bus ridership community is eager to work with WMATA and DC transit officials to ensure that all DC residents, including those that live in the DC Chevy Chase community, can count on good public transit options for many years to come. Canceling a needed service during the unprecedented pandemic is a punitive and unreasonable step for WMATA to take.

Sincerely,

Michaela Platzer

Washington, DC 20015

October 12th, 2020

The following comments are presented to the Washington Metropolitan Area Transits Authority (WMATA) Board of Directors. These comments oppose the recent decision by WMATA to continue suspension of the Chevy Chase E6 metro bus due to impacts from COVID-19. We strongly urge the Board to direct that the E6 bus route to restart immediately and ensure the E6 is removed from WMATA's list of routes marked for permanent cancelation.

Directors,

I am the Chief Operating Officer of Knollwood Lifeplan Community located in Northwest Washington DC, home to over 270 older Americans the majority of whom have served our nation in the Uniformed Services or are family members of those who have served including Gold Star families. Additionally, we have a full-time work force of slightly more than 160 employees with an additional 70 who work part time. The average age of our residents in 80 years old and over 65% are women. Prior to COVID, most of our residents relied on public transportation for essential services and typically 25-30 of our employees relied on the E6 bus for their travel to work. **According to WMATA's website, they operate 325 bus routes across the DC Metropolitan region. Interestingly, only one serves the Chevy Chase community, including Knollwood**. Consequently, why would WMATA recommend terminating the only source of public transportation to the Chevy Chase community? The Northwest Washington DC area has some of the highest number of older Americans, citizens who rely heavily on public transportation for essential services. Canceling the E6 bus unfairly targets these seniors and it ignores the clear and present duty of the City to serve all its residents, and not ignore those who live in Chevy Chase. It also is at odds with the mayor's commitment to stop gentrification. Only the very wealthy can afford to live in neighborhoods not served by public transportation. Halting the E6 is out of step with her vision for our city and it puts out of reach for many of our City's less fortunate the opportunity to work in the Chevy Chase community.

At Knollwood, prior to COVID our residents relied heavily on the E6 bus as their only source of public transportation. Although we realize the efficacy earlier this spring of halting the bus in

order to curtail spread of the virus, our knowledge of the virus and the efforts to which each citizen must adhere to control its spread, now create a condition where the E6 must restart. The bus is crucial to the wellness of so many of our residents. Our residents previously used the E6 for essential services like shopping for groceries, refilling their prescriptions, and to see their doctors. Our residents use the bus, and public transportation is a responsible choice for older Americans to utilize versus driving their own cars on some of the busiest roads in America. The streets and sidewalks of Northwest Washington DC are busy with families enjoying the outdoors and escaping the containment of COVID. The very last choice we want to force on our seniors is to start driving again; canceling the E6 is doing just that. They never want to be put in a position again where their public transportation is cancelled. I suggest that if WMATA was a private corporation that they would not dream of canceling a bus that serves so many older Americans in an area with so few public transportation choices to serve the taxpayers that provide the tax base that funds their operations.

Moreover, the halting of the E6 has had a significant negative impact on so many of our employees. Many of our hourly wage employees are now having to spend on average $135 a week on Uber and Taxis for their commute from the Friendships Height Metro to Knollwood. This is forcing these employees to make choices that are flat out wrong. All too often there never was an extra $500 in their monthly budget to pay for their transportation to work. Instead, now they must too often choose between paying rent, utility bills and a car payment, groceries and feeding their family. We have a beautiful city connected by hundreds of bus routes. However, there is only one route that serves the Chevy Chase community and it must not be terminated. As an employer and as a leader in a community that serves older Americans, I ask that the WMATA Board of Directors takes immediate action to restart the E6 bus and reconnect Chevy Chase with the rest of the Washington DC public transportation system.

Respectfully Submitted,

COL (Ret) Paul W. Bricker
Knollwood Military Lifeplan Community

The West End is again getting short shrift. The Parkside at Alexandria, Condominium Community, has been environmentally responsible, as it has eliminated its shuttle service to the Metrorail system, relying on the WMATA bus routes 8W, 8Y, and 8Z for movement of its residents to the Metrorail system. By eliminating those bus route (8W, 8Y and 8Z), WMATA is forcing our residents either to get back on the road or to take an extremely long bus ride to the Metrorail system on King Street, via the DASH bus. Indeed, WMATA is merely transferring its costs to Alexandria's DASH bus system.

One of the selling points for our 374-unit community is that it is Metrorail accessible (via the current WMATA "8" bus lines). Eliminating that make the community less attractive for potential buyers, and ultimately, would likely reduce Alexandria's taxbase. In this time of COVID-19, such cost shifting from WMATA to Alexandria's taxbase would not be in the best interest of the City of Alexandria. As such, the City Council should go on record as rejecting WMATA's proposal and should recommend that such routes should be eliminated. Indeed, the City Council must ensure that its DASH bus system does not face similar reductions.

October 13, 2020

Paul J. Wiedefeld
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld,

I write today in strong opposition to the proposed cuts to the E6 bus line that provides critical transportation to families, students, our workforce of essential workers, and for retail.

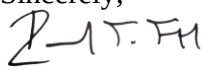
The E6 bus is particularly critical to the Chevy Chase community as it is the only bus out of WMATA's 325 bus fleet that services this community. Chevy Chase is home to many seniors who live in single family homes and at multi-dwelling residences, like the Knollwood Military Retirement Community. Knollwood is home to over 270 older Americans the majority of whom have served our nation in the Uniformed Services or are family members of those who have served, including Gold Star families. Eliminating the E6 bus route would mean getting rid of the only source of transportation that many of our seniors rely on. At a time when seniors are already suffering from isolation, and cut off from their family and friends, we must do what is necessary to continue to care and support them. Additionally, many of the 160 full-time employees and 70 part-time employees rely on the E6 to commute to work.

Chevy Chase is also home to three schools that serve Ward 4 residents, Wilson High School, Deal Middle School and Lafayette Elementary School. There was also a recent expansion of Lafayette Elementary to accommodate the growing population.

The District has established a clear goal to reduce vehicular transportation and increase public transportation and this proposed cut is directly counter to our goals. The cuts will negatively impact equity in transportation – by increasing the cost of transportation for people without cars. As a member of the Council's Transportation & Environment Committee for the past 5 years, I have consistently supported WMATA's budget requests in order to maintain service to residents as our city grows, and as Ward 4 grows.

Once again, I strongly urge this board NOT to move forward with any cuts to the E6 bus route, which our community desperately needs.

Sincerely,



Brandon T. Todd
Councilmember, Ward 4

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22035

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JEFFREY C. MCKAY
CHAIRMAN

October 9, 2020

Mr. Paul J. Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Reference: Washington Metropolitan Area Transit Authority's (WMATA) Proposed FY 2021 Budget Amendment and Service and Fare Collection Changes

Dear Mr. Wiedefeld: Paul

On October 6, 2020, the Fairfax County Board of Supervisors approved the following comments regarding the proposed budget amendments and proposed service changes included in the proposed FY 2021 Budget Update and FY 2022 Outlook.

- *Silver Line Phase II Opening* – Due to Covid-19 and in an effort to balance the FY 2021 budget, the WMATA Board proposes to delay the anticipated opening of the Silver Line Phase II to Dulles Airport from April 1, 2021, to July 1, 2021. While this proposal is understandable, the Board wants to emphasize the need for the entire system to be ready to operate as soon as possible and continue funding the start-up costs for Silver Line Phase II. The Silver Line expansion is already more than a year overdue, and efforts should be made to reach substantial completion by the end of 2020, so that additional delays in the start of revenue service do not occur. Delaying the start of Silver Line Phase II beyond July 1, 2021, is unacceptable.

- *Metrorail Service Changes* – The Board is appreciative of the even-handedness of the service changes proposed for existing Metrorail lines. By offering consistent and "frequent-enough" levels of service on all lines, customers throughout the Metrorail service area will still be able to rely on the system for commuting and other types of trips. Most importantly, the Board believes that this level of service will help restore customer confidence and mitigate the loss of fare revenues that more drastic measures might have incurred.

- *Metrobus Service Cuts* – In general, the Board is understanding of the service changes being proposed for Metrobus service, with the understanding that the proposed service cuts are only considered temporary. The use of the word "Discontinued" in describing the proposed

service reductions, seems to imply a permanent reduction. In that event, the Board objects. Fairfax County, like all jurisdictions in the compact, has budgeted for a level of service that is significantly higher than what is operating. Once the effects of the pandemic subside to an acceptable level, the Board will want all FY 2021 budgeted Metrobus services to operate at pre-March 2020 levels. Reinstituting these Metrobus services should not result in increases to local subsidies.

- *Fare Collection Changes* – Given WMATA's severe financial situation, the Board supports the decision to reimplement fares and front door boarding on Metrobus routes beginning on January 1, 2021, assuming that drivers' shields have been installed. That said, the Board remains sensitive to the health concerns of all our citizens, so we will be monitoring the pandemic as things evolve. We reserve the right to revisit this decision in the event that the situation worsens.

The Fairfax County Board is committed to ensuring the long-term success of the Metro system. To that end, we appreciate the need to take significant steps to shore up the current and future budget outlook. In addition to the measures already proposed, the County also hopes that the WMATA management team makes a concerted effort to market more widely the safety and cleaning protocols that have been put in place to provide a safe environment and encourage transit ridership to come back.

Thank you again for the opportunity to comment on these proposed actions.

Sincerely,

Jeffery C. McKay
Chairman

cc: Members, Fairfax County Board of Supervisors
The Honorable Tim Kaine, Senator, United States Senate
The Honorable Mark Warner, Senator, United States Senate
The Honorable Donald Beyer, Congressman, United States House of Representatives
The Honorable Gerry Connolly, Congressman, United States House of Representatives
The Honorable Jennifer Wexton, Congresswoman, United States House of Representatives
Members, Fairfax County Delegation to the General Assembly
Bryan J. Hill, County Executive
Rachel Flynn, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation
Todd Wigglesworth, Chief, Coordination and Funding Division, Department of Transportation
Brent Riddle, Transportation Planner IV, Department of Transportation

City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

October 12, 2020

Mr. Paul C. Smedberg, Chairman
Office of the Board Secretary
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, D.C. 20001

Re: Washington Metropolitan Area Transit Authority Proposed Systemwide Metrorail and Metrobus Service Changes; Docket Number B20-03

Dear Mr. Smedberg:

The City of Bowie is reaching out to you to express our concern regarding the proposed systemwide Metrorail and Metrobus service changes which Washington Metropolitan Area Transit Authority ("WMATA") plans to make on October 13, 2020 at its hearing. Specifically, the City is genuinely worried with the curtailment of Metrobus C-29's route between Pointer Ridge and Bowie State University.

With WMATA's FY21 Budget elimination of the C-28, residents but particularly students at Bowie State University were left with the C-29 as the only public transit option to travel between Pointer Ridge and Bowie State. And now, it has come to our attention that WMATA has plans to reduce the C-29 route. The curtailment of the C-29 route would deprive residents and students from traveling to and from Bowie State University to Pointer Ridge. The City understands that due to COVID-19, there has been a reduction of ridership for Metrobus. However, these are atypical circumstances in unprecedented times, and should not be set as a standard of measurement for service determinations.

The limitation of transit options would impact low-income, elderly, students, and disabled residents. The City would also see an increase in single occupancy vehicle rates, increase in GHG emissions, and an increase in commute time for many of our residents. Also, the consequences of the proposed route curtailment would be in stark contrast to your Bus Transformation Project Strategies. If the Project's ultimate goals are to reduce congestion and emissions, increase transit ridership, improve transportation, make transit more affordable, more efficient, and a better experience, then reducing the C-29 route seems inconsistent with your Project goals.

The City is currently working with the Maryland National Capital Park and Planning Commission ("MNCPPC") and Prince George's County on a Bowie Master Plan that will encourage the use and expansion of public transportation. The vision for future transportation is a single integrated transportation network of roads, rail and bus transit, and trail facilities. When you combine the future

MAYOR Timothy J. Adams **MAYOR PRO TEM** Adrian Boafo
COUNCIL Michael P. Esteve ♦ Henri Gardner ♦ Ingrid S. Harrison ♦ Roxy Ndebumadu ♦ Dufour Woolfley **CITY MANAGER** Alfred D. Lott

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Bowie Master Plan with the current mix-used development in Bowie, it is clear bus routes would be an intrinsic component of the City's future transportation plans. With a clear vision towards the future, WMATA will see that an increase in ridership is eminent.

The City of Bowie also encourages WMATA to communicate the details and effects the proposed C-29 route curtailment will have on the communities affected. We feel that it is important to engage the communities in issues that affect their daily lives.

The City of Bowie formally requests that the WMATA Board of Directors revise their recommendation to curtail the C-29 route proposed in the FY21 Budget systemwide Metrorail and Metrobus service changes which are planned during the October 13, 2020 hearing.

We look forward to working with you to meet our shared goal of a better transportation system for all residents and their communities.

Sincerely,

Alfred D. Lott
City Manager
City of Bowie

cc: Senator Ben Cardin, State of MD
Mr. Todd M. Turner, County Council Chair, Prince George's County, MD
Mrs. Angela Alsobrooks, County Executive, Prince George's County, MD
Mr. Thomas H. Graham, Metro Board of Directors, WMATA
Members, City of Bowie Council

AL/mb

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20004

MARY M. CHEH
COUNCILMEMBER, WARD 3
CHAIR, COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT

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October 15, 2020

Office of the Board Secretary
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, DC 20001

Dear Chairman and Members of the Board:

I am writing to you to comment on WMATA's proposal to balance its FY2021 budget. As you know, the District has been in a declared Public Health Emergency due to Covid-19 since March 11th, which the Mayor has extended until the end of the year. During this time, ridership on all forms of transit has sharply declined. Although I understand that WMATA must make cuts to all aspects of its operations in order to balance its budget due to these declines, I ask that it commit to restoring service to pre-pandemic levels once the District has ended the Public Health Emergency plus 90 days. I also ask that WMATA review its proposed bus service reductions to Ward 3, specifically those areas not served by Metro train to ensure that these residents have a reasonable option to use transit.

Earlier this year, my constituents and I fought hard to save the bus lines that WMATA had proposed cutting in Ward 3 as part of its FY2021 budget formulation. We were happy to find out in April that WMATA had agreed to remove nearly all the proposed Ward 3 bus service reductions in its FY2021 budget. WMATA now proposes major cuts again, albeit for different reasons, to bus routes in Ward 3. It may be true that right now many of those cuts would not cause overwhelming hardships for many residents while they work remotely or commute in a limited capacity, but the cuts will surely cause hardships when people begin returning to work, school, and other pre-pandemic activities. And in fact, there are many right now who are facing hardships due to the limited service. I recognize that ridership will likely not rebound overnight when the pandemic is over, and that WMATA may need time to restore its capacity. With that in mind, I ask that WMATA commit that these cuts be temporary, and that, within 90 days after the District's Public Health Emergency is over, it will restore bus service in Ward 3 to pre-pandemic levels.

In addition, I ask that WMATA review its proposed weekend service elimination in the Glover Park and Cathedral Heights neighborhoods. WMATA's current proposal eliminates weekend service on the 30N, 30S, D2, and leaves only one bus, the 33, to serve the Wisconsin Avenue corridor on weekends. This proposal leaves residents with

no practical transit alternatives on the weekend. These weekend eliminations would require some residents to walk many blocks to the nearest bus, which would cause extraordinary difficulties for seniors, those with disabilities, or anyone traveling with children.

I also ask that WMATA review its elimination of the L1 and reduction to the L2 on Connecticut Avenue. Although Connecticut Avenue is served by the red line Metro train, the train does not go all the way north on Connecticut Avenue, it turns west at Van Ness-UDC. Therefore, this elimination and reduction significantly affect residents living between Van Ness-UDC and Chevy Chase who do not have other bus alternatives. WMATA also proposes eliminating the E6. The E6 serves Chevy Chase and is the only bus route available for residents in that area northeast of Utah Avenue. The route is also especially important for seniors at the Knollwood Retirement Community. Knollwood is a military retirement community that is home to hundreds of residents, many of whom served our country in uniform. Eliminating the E6 bus route would mean getting rid of the only public transportation option that these seniors have available to them.

Lastly, WMATA should review its cuts to the N2, N4, and N6 that serve Massachusetts Avenue and parts of Wisconsin Avenue. WMATA's proposal eliminates service on the N2 and N4 and reduces service on the N6. These routes provide direct service to Dupont Circle for many residents near Woodley Park, McLean Gardens, and Tenleytown. These cuts paired with the other cuts along the Wisconsin Avenue corridor leave large parts of Ward 3 in a "transit desert," forcing residents to pay for costly ride-sharing in single occupancy vehicles. And, single occupancy vehicles disproportionately contribute greenhouse gases and hinder the District's ability to reach its sustainability goals.

Please review these proposed reductions and eliminations to ensure Ward 3 residents, especially those without access to Metro trains, have a reasonable option to use transit.

Regards,

Mary M. Cheh

Cc: Councilmember Robert White

City of Takoma Park, Maryland

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www.takomaparkmd.gov

Office of the City Council

October 15, 2020

Paul Smedberg
Chairman
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, DC 20001

Dear Chairman Smedberg:

We're writing to you regarding WMATA's proposed service changes due to COVID-19 budget impacts. We know that COVID-19 has resulted in significant ridership losses and that WMATA faces budgetary challenges during this difficult time.

As you consider changes to the budget, please prioritize maintaining frequent and reliable service and providing equitable opportunities for those most in need and with the fewest transportation options. Metrorail and Metrobus are important transportation connections for residents in Takoma Park and throughout the region, and provide access to jobs, healthcare, childcare, education, recreation, and other services.

In Takoma Park, we are committed to addressing climate change and racial inequity, and we see Metrorail and Metrobus as key elements to achieving these goals. We urge you to prioritize the needs of Metrorail riders and especially Metrobus riders, who often have low incomes and fewer transportation service options. Many who are using Metrorail and Metrobus during the pandemic do not have the option of utilizing alternative transportation methods or working from home.

It is essential to maintain an affordable and accessible transportation network in our region if we are to ensure COVID-19 recovery. Without access to jobs, healthcare, childcare, and more, residents throughout this region will face enormous financial and personal challenges.

Thank you for your work to make transit safe and secure in this region.

Sincerely,

Mayor Kate Stewart

Councilmember Peter Kovar (Ward 1)
Councilmember Cindy Dyballa (Ward 2)
Councilmember Kacy Kostiuk (Ward 3)
Councilmember Terry Seamans (Ward 4)
Councilmember Jarrett Smith (Ward 5)
Councilmember Talisha Searcy (Ward 6)

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October 16, 2020

Board of Directors
Washington Metropolitan Area Transit Authority
600 5th St., NW
Washington, DC 20001

RE: Comment on FY 2021 Budget Update

Dear WMATA Board Members,

On behalf of Alexandria Transit Company (DASH) Board of Directors, I would like to share our feedback on the proposed service changes included in the proposed FY 2021 Budget Update.

While we understand the uniqueness of the current situation and the significant budget challenges facing the agency, we are concerned that some of the bus service cuts proposed in Alexandria may have too great a negative impact on our essential workers and travelers, many of whom have limited options for getting to where they need to go.

Given the challenges that our riders in the region are facing due to the COVID-19 pandemic, we feel that it is important to see what can be done to minimize adverse impacts. WMATA is proposing $20 million more in cuts than budgeting shows is necessary. Therefore, DASH encourages you to consider restoring a greater level of bus service with that funding.

Bus Service Elimination:
As Alexandria appears to be receiving a greater share of cuts relative to its share of overall service, we would request that some of that funding be used to restore service in the Alexandria community. Alternative transit options are lengthier, require well-timed transfers (many which are more difficult due to reductions in service levels) and are more expensive if they require rail service instead of bus.

We are particularly concerned about cutting off service from the West End of Alexandria to the Pentagon with cuts to the 8's and 21's. While we understand that these routes may not be the most productive, they do serve a high share of low-income and minority households. We believe that many of whom work as janitorial or other support staff at the Pentagon do not get commuter benefits or have good alternative transportation options. We want to ensure that riders along these routes are not unduly harmed by these route cuts. As such we ask that these routes are restored or that other service changes are made in order to continue providing direct service to the Pentagon from the West End.

If restoring routes proves not to be feasible, we urge you to consider **fare policies** that limit transfer costs to rail.

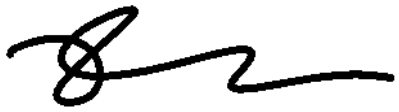
Bus Service Reductions:
Based on a staff review of the proposed service reductions, the reductions appear to align well with demand today. It will be important that WMATA monitor ridership and crowding and ensure that the service levels being promised are actually being provided and that accommodations are available to add in extra buses as needed.

Permanence of cuts:
We are greatly concerned that WMATA is considering many of these bus changes as permanent. This is particularly problematic as WMATA is also representing these cuts as "temporary" to the public. We ask that this be addressed directly. The public survey enables respondents to indicate whether they are OK with the cut *on a temporary basis*, but other language that is being used makes the cuts sound permanent.

Alexandria recently completed the Alexandria Transit Vision Plan (ATV), which presented a 2022 and 2030 new, frequent, all day network for the City. As routes are being restored in Alexandria when the budget crises eventually eases; we want to ensure that they are being restored in collaboration with the City and DASH, and that they are consistent with the planned network. Given the nature of a major network redesign, it will be important that both DASH and WMATA work in tandem ensuring that as the network is transitioning, riders are not left behind. We do not want to see any permanent cuts from routes that are included in our final network plan which involved extensive coordination with WMATA staff.

Thank you for the opportunity to provide feedback on these service changes. We hope that the results of these cuts will allow Metro to continue to serve the needs of riders who depend on it most, while enabling continued ridership increases as the region begins to stabilize after this crisis.

Sincerely,



David Kaplan
Chairman, Alexandria Transit Company

Cc: Mr. Mark Jinks, Alexandria City Manager
Mr. Josh Baker, DASH General Manager

City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314

Justin M. Wilson
Mayor

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October 16, 2020

Paul J. Wiedefeld, General Manager and CEO
Washington Metropolitan Area Transit Authority
600 5th St., NW
Washington, DC 20001

Re: Comment on FY 2021 Budget Update

Dear Mr. Wiedefeld,

On behalf of Alexandria City Council, I would like to share our feedback on the proposed service changes included in the proposed FY 2021 Budget Update.

While we understand the uniqueness of the current situation and the significant budget challenges facing the agency, we are concerned that some of the bus service cuts may have too great a negative impact on our essential workers and travelers who have limited other options for getting to where they need to go. Given the challenges that our riders in the region are facing due to COVID, we feel that it is important to see what we can do to minimize adverse impacts. WMATA is proposing $20 million more in cuts than it is budgeting will be necessary. Therefore, the City encourages you to consider restoring a greater level of bus service with that funding.

Bus Service Elimination: As Alexandria appears to be receiving a greater share of cuts relative to its share of overall service, we would like to request some of that funding be used to restore service in Alexandria on routes that are being proposed to be eliminated. Alternative transit options are lengthier, require well-timed transfers, which are more difficult due to reductions in service levels, and are more expensive if they require rail service instead of bus.

We are particularly concerned about cutting off service from the West End of Alexandria to the Pentagon with cuts to the 8's and 21's. While we understand that these routes may not be the most productive, they do serve a high share of low-income and households of color, who may work as janitorial or other support staff at the Pentagon, use the Pentagon to connect to other work centers in the region, and not get commuter benefits or have good alternative transportation options. We would like to ensure that our transit dependent riders along these routes are not unduly harmed by these route cuts and ask that these routes are restored, or other service changes are made to continue to provide some direct service to the Pentagon from the West End.

If restoring routes proves not to be feasible, we urge you to consider **fare policies** that limit transfer costs to rail.

Bus Service Reductions: Based on staff review of the proposed service reductions, the reductions appear to align well with demand today. It will be important that WMATA monitor ridership and crowding and ensure that the service levels being promised are actually being provided and that accommodations are available to add in extra buses as needed if certain lines begin to experience crowding.

Permanence of cuts: We are greatly concerned that WMATA is considering the permanent elimination of these bus changes, particularly while it is communicating to the public that these cuts are temporary. We would like this issue to be addressed directly. The public survey enables respondents to indicate whether they are OK with the cut *on a temporary basis*, but other language that is being used makes the cuts sound permanent.

Alexandria recently completed the Alexandria Transit Vision Plan, which presented a 2022 and 2030 new frequent, all day network for the City. As routes are being restored in Alexandria when the budget crises eases, we would like to ensure that they are being restored in collaboration with the City and DASH to be consistent with the proposed network. Given the nature of a network redesign, it will be important that both DASH and WMATA work in tandem to ensure that as the network is transitioning, riders are not left behind. We do not want to see any permanent cuts from routes that are included in our final network plan, which involved extensive coordination with WMATA staff.

Rail cuts: Alexandria supports the proposed level of rail reductions, as it appears to strike the right balance of reducing service levels to better match current and likely near-term demand, while providing frequent enough service to hopefully continue to attract ridership as riders feel more comfortable with the measures that WMATA is taking to promote safety on rail.

Thank you for the opportunity to provide feedback on these service changes. We appreciate WMATA's recognition of the need for responsible fiscal management in order to close the budget gap. We hope that the results of these cuts will allow Metro to continue to serve the needs of riders who depend on it most, while enabling continued ridership increases as the region begins to stabilize after this crisis.

Sincerely,

Justin M. Wilson
Mayor

cc: Paul Smedberg, Chair, WMATA Board of Directors
The Honorable Members of City Council
Mark B. Jinks, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services
Hillary Orr, Deputy Director, Transportation and Environmental Services
Jennifer Slesinger, Regional Planner, Transportation and Environmental Services

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G
CHEVY CHASE, BARNABY WOODS, HAWTHORNE

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ANC 3/4G Resolution on WMATA's FY 2021 Budget Proposal to "Eliminate" the E6 Bus Route
October 13, 2020

1. On September 18, 2020, the Washington Metropolitan Transit Authority (WMATA) Board voted to adopt potential service cuts, schedule changes, and other cost-cutting measures in order to balance its operating budget. Among those potential cuts was the "elimination" of the E6 bus route. This bus provides the only public transit service from the Barnaby Woods, Hawthorne, and Chevy Chase neighborhoods to Lafayette School, the Connecticut Avenue business corridor, and the Friendship Heights Metro. The notice of potential service cuts indicated that "service would continue not to operate" on the E6 bus route.[1]

2. For almost a decade, ANC 3/4G and the community have repeatedly opposed efforts to reduce or eliminate service on the E6 bus route. Most recently, in response to another attempt to shut down the E6, the Commission adopted a resolution that reviewed this history and again urged WMATA to retain the E6 service.[2] The Commission showed that the E6 provides a vital service for seniors, students, and commuters and is the only reasonable transit option for many of our residents. WMATA agreed and continued the E6 bus in its FY2021 budget.

[1] "Covid-19 Budget Impacts," WMATA, available at https://www.wmata.com/initiatives/budget/.
[2] "ANC 3/4G Resolution on WMATA's FY 2021 Budget Proposals to Combine the E6 and M4 Bus Routes and Capital Expenditures for Historic Bus Terminal Rehabilitation," February 24, 2020, available at https://bit.ly/2uyOhBO.

3. In response to the COVID-19 emergency, WMATA significantly cut back Metrobus service, including suspension of the E6. Given the serious public health concerns, this suspension was necessary and appropriate. More recently, WMATA has begun to restore services in some area, but it continues to experience a revenue shortfall because of significantly lower ridership.

4. The Commission is mindful of the havoc that the pandemic has created for WMATA's budget. Unfortunately, the federal government has done far too little to assist public transit authorities that have been hit hard by a dramatic drop in ridership. Absent additional federal aid, some service cuts are inevitable. WMATA must not lose sight, however, of its core mission — to provide transport service for those who need it most and have few alternatives.

5. It is not clear whether WMATA's current budget reduction proposal to "continue not to operate" the E6 bus means that it will be permanently eliminated or merely eliminated until the public health emergency is over. Either way, the short term impact is the same. Seniors at the Knollwood Military Lifeplan Community, located at 6200 Oregon Avenue, NW., will continue to have no way to get to essential doctors appointments or to pick up their prescription drugs. The front-line health care workers at Knollwood — who risk their own health to care for others — will continue to have no public transit to get to their life-saving jobs. Residents in the Hawthorne and Barnaby Woods neighborhoods will continue to have no public transit options to get to work or school.

6. Our community needs the E6 bus immediately. After postponing needed medical examinations and procedures, seniors are now visiting their doctors, many of whom are in Friendship Heights and accessible on the E6 bus. Students and teachers will be returning to in-person classes at Lafayette Elementary School on November 9, 2020,[3] and they need the E6 bus to get to school safely. Commuters are beginning to return to their offices and will use the E6. Caregivers and the essential workers at Knollwood cannot afford to continue using expensive taxis or ride share to get to their important jobs. Rather than eliminating it, now is the time to restore the E6 bus.

7. In making your tough budget decisions about which routes to curtail, the Commission urges the Board to focus on the people who will be affected. If it boils down to a triage decision, the Board should err on the side of providing service to the most vulnerable. Knollwood was particularly hard hit by Covid-19, but it has recovered successfully thanks to the vigilance of its management,

[3] "DCPS will #ReopenStrong for Term 2," October 5, 2020, available at https://bit.ly/371Ishb.

dedicated staff, and resilient residents.[4] It needs the E6 bus now more than ever to make sure that its residents continue to be safe. The E6 bus is a literal lifeline.

8. Similarly, as in-person classes resume, elementary students and their teachers need the E6 bus to get to school. Walking or biking are frequently not viable options, particularly as the weather gets worse. The E6 is a reliable, safe way for younger children to travel to school.

9. The Commission urges WMATA's Board to reject the proposal to "eliminate" or to "continue not to operate" the E6 and to restore service on the E6 immediately.

Approved by ANC 3/4G after a discussion at its regularly scheduled and noticed October 13, 2020 meeting by a vote of 6 to 0 (a quorum being 4).

_____ _____

Randy Speck, Chair Abe Clayman, Secretary

cc: Councilmember Mary Cheh
Councilmember Brandon Todd
Councilmember Robert White
Stephanie Gidigbi, WMATA Board First Vice Chair (District of Columbia representative)
Jeff Marootian, WMATA Board Member (District of Columbia representative)
Tom Bulger, WMATA Board Member (District of Columbia representative)

[4] See "Military-Style Response at One Retirement Community Stymies COVID-19," October 8, 2020, available at https://bit.ly/3lMRRNH.

ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation & Development

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October 16, 2020

Ms. Jennifer Ellison
Board Corporate Secretary
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

RE: Arlington County's Comments on WMATA Proposed Service Changes

Dear Ms. Ellison;

Arlington County wishes to convey the following comments on the WMATA service changes that have been proposed to combat Covid-19 budget impacts.

Arlington County seeks a commitment from the WMATA Board that if MetroBus service changes are implemented within the County that they be deemed temporary and that these service changes will be reviewed for reinstatement once ridership and revenues return to an acceptable level.

Additionally, Arlington County requests information regarding the proposed layoffs, including currently filled positions and the service mode these positions support as well as unstaffed positions and their associated service mode.

Arlington County understands the necessity to make temporary changes to counter the negative impacts that Covid-19 is causing to WMATA's budget. However, changes to service due to Covid-19 impacts should not be permanent. When the working public return to a commuting lifestyle, MetroBus needs to be there to transport them. The lack of sufficient bus service would only promote more single occupancy vehicle driving, which would directly oppose Arlington's long-standing focus, commitment and promotion of public transportation.

We look forward to a WMATA Board commitment to return MetroBus to pre-pandemic levels to attract and serve ridership in this region and in Arlington County.

Sincerely,

Dennis M. Leach

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Dennis M. Leach
Director of Transportation

cc: Arlington County Board Members
Mark Schwartz, Arlington County Manager
Lynn Rivers, Transit Bureau Chief – Arlington County

CITY OF FALLS CHURCH

October 16, 2020

Ms. Jennifer Ellison
Board Corporate Secretary
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

Re: COVID-19 Budget Impact Proposals/ City of Falls Church Public Comment

Dear Ms. Ellison:

The City of Falls Church continues to support transit and the vital benefits it provides to our region. We understand the extreme budgetary challenges posed by the COVID-19 pandemic and the end of federal support from the CARES Act. We believe that the budget changes proposed by WMATA move toward aligning the system with current ridership demand and fiscal constraints of Northern Virginia jurisdictions. Service reductions should be described as temporary versus discontinued as transit restoration is key to long-term economic recovery and congestion mitigation.

As WMATA looks at cuts to service, the City supports the following:

1) Focus on preserving reliable bus service at least March 2020 COVID-19 service levels since bus service generally supports the most vulnerable and/or transit dependent riders, especially for job access;
2) For rail service, choose longer headways (time between trains) and keep all stations operational instead of eliminating bus service;
3) Reinstate fares on metrobus;
4) Consistent with the Priority Corridor Planning, prioritize return to pre-COVID levels of service on City metrobus routes 28A, 2A, and 3A;
5) Return to pre-COVID levels of service as ridership levels increase and reinstituting these Metrobus services should not result in increases to local subsidies;
6) Pause new initiatives; and

7) For long-term planning preserve the rail system to protect billions of dollars in public investment to serve as a magnet for new private taxable investment and as essential to meet equity and climate change goals.

The City notes its continued concern regarding the increased share of local revenues for the capital program. The City was supportive of the 3.9% decrease in the City's operating budget subsidy for the adopted FY21 budget. The City notes concern over any increases to the proposed updated FY21 operating budget that would result in the City's operating budget increase being greater than 3%. The City cannot afford an operating subsidy allocation increase beyond the 3% cap.

Given the significant challenges faced by WMATA, the City also encourages continued advocacy for the renewal of federal funding under the Passenger Rail Investment and Improvement Act as well as additional federal COVID-19 transit relief funding, which is vital to keeping WMATA's capital subsidy growth to a level the City can afford and reinforces the importance of WMATA to the federal workforce.

The City looks forward to working with WMATA and the other funding jurisdictions to balance needs with a sustainable level of jurisdictional support as part of the FY2021 budget update process.

Sincerely,

P. David Tarter
Mayor

David Snyder
Councilor

Cc: City of Falls Church Council Members
F. Wyatt Shields, City Manager
Cindy L. Mester, Deputy City Manager
Kiran Bawa, Director of Finance
Melissa Ryman, Deputy Director of Finance
Paul Stoddard, Director of Planning

Advisory Neighborhood Commission 5C07

Government of the District of Columbia
2914 25th Street NE
Washington, DC 20018-2510

October 18, 2020

Letter of Opposition

To: Board of Directors
Washington Metropolitan Area Transit Authority
Office of the Board Secretary
600 Fifth Street NE
Washington, DC 20001

Re: FY21 Winter Budget Proposal Service Reductions and Eliminations

The WMATA Board of Directors,

This is an official letter of opposition voicing constituent objections to the proposed service reductions related to Metrobus operations falling within or near the Single Member District ANC 5C07.

What a difference a pandemic makes. WMATA has proposed through several budget cycles the elimination of the B8/B9 route serving the communities of Fort Lincoln, Woodridge South, Woodridge, Langdon, and Brentwood. Each time the community rebuffed those attempts citing the essential lifeline this bus line provides to those served communities. Nevertheless, opposition has not lessened WMATA staffs' efforts to eliminate the service. Where staff arguments offer that there is sufficient alternate service, which is patently untrue. The H6, being the highest touted alternate, was itself curtailed for a while. Then you offered little or no weekend service, returning running unreliable and unpredictable schedules.

The H6, Ft Lincoln-Brookland, only connects Ft Lincoln/Costco with Brookland. Shopping for staples not-in-bulk are non-existent along that line Whereas, the B8/B9 connected riders with access to local merchants, as well as chain groceries, and pharmacies, essential to, everyday supplies. Even when running it served as a school bus in the morning and afternoons, and transported workers in the AM/PM rush, the service restricted its access to the food centers. The H6 does not fill nor close this gap.

Further, service along 18th Street from Ivy City to Fort Totten Metro, provided some limited access to food at Ivy City/New York Avenue, and Riggs Road/S. Dakota Ave NE. Nevertheless, even that service was discontinued for a time, retuning with severely truncated hourly/service. Use of these services required careful planning, which challenged the communities attempting use. Of those affected, none was more severely impacted than seniors living in the affected communities were.

They were essentially forcibly imprisoned by a stay-at-home order, and their containment reinforced by service eliminations, for "their protection". Now WMATA proposes to make such curtailments and eliminations, reportedly because CARES funding will dry up. For this commissioner and the constituents, the question would be what were you planning to do had there been no CARES funding? What did you do with the CARES funding directly affecting bus service? For the bus service dependent, the answer appears, to be a callous and indifferent, "let them eat cake", we [WMATA] have a railroad to run. I will remind you that when the trains cannot run, the buses still do. Even during the pandemic, buses still ran, in the "preferred" communities. The lowest income and seniors depend

upon this essential service that you seem bent on terminating and ignoring their needs. Where is the transit equity?

The point of this is elevate that WMATA staff appears indifferent to transit dependent communities where bus service lacks frequency, or is completely absent by WMATA operations planners. Stop the denial of service to the transit dependent. Do not eliminate the B8/B9, And further on the on the opposite side of the city, do not discontinue the G2, nor the D6.

Again, think of the passengers and their needs, because they should be your main consideration. We are adamant that we need the B8/B9, and improvements in the 83, 86, E2, H6, and would like to have our G9 restored.

Very respectfully,

Jeremiah Montague, Jr.
Vice-Chair, Treasurer ANC 5C
Commissioner ANC-5C07
202-670-8543
5C07@anc.dc.gov

: Attachments

Comments to Proposed Changes to Bus Service
Solicited by WMATA Board of Directors

Submitted by
Steven Kaffen

Washington, DC 20008

Return Connecticut Avenue Bus Service at Dupont Circle (Bus No. 42) to Historic, pre-August 23, 2020, Frequencies

Since the change, described in "Situation" below, was made, residents of the Dupont Circle area who are aware that I serve on the Accessibility Advisory Committee have discussed with me the curtailment of Connecticut Avenue bus service at Dupont Circle that they consider "lifeline." This issue, I understand, was also taken up at the Dupont Circle Citizens Association's last meeting.

Situation: On August 23, 2020, MetroBus service on the No. 42 line, which is the only Connecticut Avenue bus line that stops at Dupont Circle, was cut by approximately 50%. Dupont Circle has the largest collection of senior residents in the city; they live in the many apartment buildings adjacent to the Circle. It also has many/most embassy staff. The reason for the cutback was to begin full-time 7-days-a-week service of Express Bus 43, which previously had been running M-F rush hours only. Every other bus, day and night, is now Express Bus No. 43, which bypasses all three Dupont Circle stops northbound and two stops southbound (including the stop adjacent to the major CVS).

Seniors are the single biggest users of Bus 42 since the pandemic began, and most of them board and alight at Dupont Circle. Northbound, it is their transport to shop in Adams Morgan (Safeway) and 14th Street (Target and Giant). Southbound, it is the transport of Adams Morgan and other area residents to the two-level CVS at Dupont Circle, which is the best stocked pharmacy of PPE in the area, and it is the most convenient transfer point at Dupont Circle North between bus and metro.

No one that I have spoken with in the Dupont Circle community to recalls being surveyed about or requesting this change. Residents recall that a survey was done prior to August 2018. In their opinion, it is obsolete and is being incorrectly applied. The survey asked about expanding *M-F rush hour service* of Express Bus 43, which since the pandemic began, is no longer needed.

Note that there are only two differences between Express Bus 43 and Bus 42:
- Bus 42 runs from downtown (MLK Library) and makes the Dupont Circle stops.
- Express Bus 43 runs from Farragut Square and bypasses all three Dupont Circle stops.

The stops at Dupont Circle add only approximately 3 minutes to the ride and pick up and discharge up to half the route's passengers since the pandemic began.

Until August 23, Express Bus 43 ran rush hours M-F only. Residents have noted that Express Bus 43 often runs with just 3 or 4 passengers at any one time during the day. It seems to be an inefficient use of Metro's bus resources to run Bus 43 at this time. Many state that it is a hardship to often wait 30+ minutes for their bus, and winter is approaching.

In my opinion, the public transit needs of this vulnerable segment or the riding community are particularly important during this pandemic period.

Board review: A diversity of residents at Dupont Circle has tried to contact Bus Operations personnel at WMATA, and gotten general responses to their comments from Customer Service. The residents hope that the Board itself look into this and, hopefully, return service to pre-August 23, 2020 levels.

A suggested solution:
Eliminate Express Bus 43 and return historic operations to Bus 42, OR
Keep Express Bus 43 service but M-F rush hours only, as was the case prior to August 23, and have Bus 43 make the Dupont Circle bus stops (Dupont Circle and Dupont Circle North) to pick up and discharge passengers.

<u>Return weekend G2 bus service</u>

Weekend G2 service, which runs along P Street, NW, was eliminated. It is requested that weekend service be reinstated. G2 is the only bus that stops at Georgetown University. More important at this time, it serves citizens from the Georgetown / Dupont Circle areas attending the Jewish Community Center as well as Scientology and Carnegie on weekends, and it serves shoppers of Whole Foods on P and 15th Street.

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD 20770

CITY COUNCIL
Colin A. Byrd, Mayor
Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

October 15, 2020

Mr. Paul C. Smedberg, Chair
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, DC 20001

Re: Proposed FY 21 WMATA Metro Service and Budget Changes

Dear Mr. Smedberg:

The Greenbelt City Council has reviewed the proposed service reductions/eliminations for Metrorail and Metrobus, and while it understands that these are unprecedented times presenting financial challenges for all, the Council cannot support the proposed service changes. Specifically, service changes that result in early closure of Metrorail and Metrobus, elimination of entire bus lines (i.e., B30), elimination of an entire day of service (i.e., Saturday service on the R12) and reduced hours of Metrobus service (i.e., Sunday service on the G12). Rather than eliminating Metrobus lines and/or weekend day service, the proposed changes should focus on service adjustments such as increasing headways as a means of retaining some portion of service where it has come to be relied on.

The City Council wants to reiterate its opposition to the elimination of the B30. The B30 bus provides the only direct bus service between Prince George's County and the BWI Thurgood Marshall Airport (the busiest airport in the region). It is the only convenient and cost-effective way to get from the DC Metro system to the BWI Airport via public transportation. Eliminating the B30 is not an equitable decision as National Airport has a metro station and Dulles in the future will also. This is an unfair and disrespectful elimination. The City Council urges WMATA to undertake efforts such as marketing, increased frequency and resumption of weekend service as a means of addressing the performance challenges that has plagued this line, rather than voting to eliminate this important regional service. The residents of Prince George's County deserve better.

The proposed service changes will have profound adverse impacts on our residents who rely on transit to reach jobs, schools, shopping, medical appointments and other business needs. During these challenging times, we need to be supporting our residents by providing the services they need and deserve to access jobs, economic and educational opportunities. Rather than eliminating service where it is needed, the City Council agrees with the Prince George's County Council that jurisdictional collaboration and innovative transit planning should be WMATA's focus during these challenging times.

Thank you for the opportunity to comment. If you have any questions, please feel free to contact Terri Hruby, Director of Planning and Community Development, at (301)345-5417.

Sincerely,

Colin A. Byrd
Mayor

cc: City Council
Nicole Ard, City Manager

Tino Calabia

Montgomery County MD

My name is Tino Calabia. I serve as chair of the Bus/Rail Subcommittee (B/RS) of your Accessibility Advisory Committee.

I've taken your survey. Now thanks for accepting written comments on Covid-19's effects on WMATA's budget and services. Whether or not Congress and the White House join to provide a new round of CARES Act funding, only a boost in ridership revenue will begin to improve WMATA's near- and long-term level of services. Even as health scientists, physicians and nurses, pharmaceutical experts, and others bring the pandemic under control, tens of thousands of local riders will still need to be convinced of the safety of our public trains and buses. Born in Washington DC eight decades ago, I fall into the highest risk bracket for suffering Covid-19's worst effects and, with reports of a new third surge, I'm deeply afraid of becoming infected.

In the spring, public transit companies launched unprecedented efforts to disinfect trains and buses for wary drivers and riders. As we move towards the ninth month of the pandemic, the growing consensus among health scientists -- epidemiologists, virologists, physicians, and others -- is now this: Yes, contact-infection remains a danger, but less of a problem than first thought. What appears most dangerous? Airborne transmission from floating, viral aerosols. (See **SOURCES** below.)

The next question is: Is our rolling stock equipped with ventilation systems best designed to irradiate and eliminate Covid-19 viruses, as air recirculates throughout our trains and buses? My return to riding trains and buses depends on the answer.

Neither a health specialist nor versed in transit engineering, I've learned by scanning dozens of articles that ultraviolet germicidal ventilators appear to accomplish the job best. Two articles report that San Francisco's BART subway system (using MERV-14 filters) and New York City's MTA system are already testing germicidal ventilators. Another article states that a nearby Westminster MD company even offers to install free of charge such a unit on a transit company's railcar to demonstrate it in action.

Due to their size, buses are less amenable to social-distancing and virus-avoidance than are trains. So it was instructive to find that Toronto is testing a bus with an ultraviolet ventilator. Dallas equipped almost all of its buses with such ventilators even before Covid-19 hit. In fact, way back in 2009, the Transportation Research Board of the National Academies issued its Transit IDEA Project 53 Report that explains basic antiviral ventilator technology. (See below.)

Late this past spring, the B/RS Vice Chair and I looked ahead to the post-pandemic. We thought then that once we ourselves would start riding WMATA's trains and buses, we should help to convince others with disabilities or seniors to do likewise. So, in addition to circulating future WMATA materials encouraging the general riding public to return, I foresaw publicizing photos of low-vision riders entering railcars, people in wheelchairs boarding buses, etc., as helpful. Well, that was what I was imagining in the early days of my naïveté about the pandemic.

Here we are many months later speeding towards 2021 when I'll be 85. Already in the age-bracket for the highest risk of dying from Covid-19, I'm almost too scared even to think about boarding a train or bus. So please, consider equipping them with germicidal ventilators. Should you decide to install them, let me know. I'll happily return to riding WMATA's vehicles when such ventilation systems are up and running, and I promise you: I'll do my utmost to persuade others to do so.

SOURCES

https://www.cidrap.umn.edu/news-perspective/2020/08/yet-more-data-support-covid-19-aerosol-transmission

Yet more data support COVID-19 aerosol transmission

Center for Infectious Disease Research and Policy, [Univ. of MN] Aug. 31, 2020

. . . The findings support previous studies that concluded that ***COVID-19 is most likely spread by aerosols rather than large respiratory droplets or contaminated surfaces,*** the researchers said.

* * *

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7323102/

Recognizing and Controlling Airborne Transmission of [Covid-19]

Joseph G. Allen, Linsey C. Marr - NIH National Library of Medicine - June 19, 2020

. . . [I]n addition to transmission via large droplets and fomites, ***[Covid-19] is also transmitted via inhalation of aerosols.*** . . . [M]easures we can take to reduce the risk of airborne transmission. . . include

. . . managing air flow direction and speed to prevent spread of aerosols across occupants

. . . consideration of **additional technological controls, such as UV germicidal irradiation. . . .**

.. . .[T]hese ventilation–focused engineering controls must be supported by strategies that address fomite transmission because viruses in droplets and aerosols that have settled on the floor and other surfaces can be resuspended in air, where they can lead to inhalation exposure to the virus. . . .

* * *

https://www.ashrae.org/file library/about/position documents/pd_infectiousaerosols_2020.pdf

ASHRAE* Position Document on Infectious Aerosols

Approved by ASHRAE Board of Directors April 14, 2020
*[American Society of Heating, Refrigerating and Air-Conditioning Engineers]

The entire ultraviolet (UV) spectrum can kill or inactivate microorganisms, but UV-C energy (in the wavelengths from 200 to 280 nm) provides the most germicidal effect, with 265 nm being the optimum wavelength. The majority of modern UVGI [ultraviolet germicidal irradiation] lamps . . . inactivates microorganisms by damaging the structure of nucleic acids and proteins with the effectiveness dependent upon the UV dose and the susceptibility of the microorganism. . . .

While ASHRAE Position Document on Filtration and Air Cleaning (2018) does not make a recommendation for or against the use of UV energy in air systems for minimizing the risks from infectious aerosols, ***Centers for Disease Control and Prevention (CDC) has approved UVGI as an adjunct to filtration for reduction of tuberculosis risk and has published a guideline on its application (CDC 2005, 2009).7 (Evidence Level A*** [A = "Strongly recommend; good evidence"] **)**

* * *

How risky is riding BART during the pandemic?

By John Metcalfe Berkeleyside [Berkeley CA] Aug. 26, 2020, 12:15 p.m.

. . . [In August, ***San Francisco' s rapid transit system] BART piloted a project to outfit five of its train cars with dense filters capable of trapping coronavirus. It also installed a UV light inside the HVAC unit of one car to zap flowing air with radiation.*** . . .

. . . The agency hopes these measures will lure commuters back to BART. . . .

. . . ***30% of the air comes in fresh from outside through intake vents on the sides of cars.*** The fresh air is mixed with the bulk of air that's constantly recirculated via HVAC systems on the underside of the cars. It takes just over a minute for the air in a car to get completely recirculated . . . .

. . . ***The cars in the pilot project are using MERV-14 filters, which are typically seen in hospital settings and can snare contaminants as small as coronavirus particles. MERV- 14s also stop all forms of bacteria, most cigarette smoke, and droplet nuclei***. . . .

* * *

https://www.nytimes.com/interactive/2020/08/10/nyregion/nyc-subway-coronavirus.html

What Happens to Viral Particles on the Subway

By Mika Gröndahl, Christina Goldbaum, Jeremy White New York Times Aug. 10, 2020

. . . Public health experts caution that not all the particles released from a sneeze — or those shown in these simulations — contain viral matter. And while it is still unclear how much virus is needed for someone to be infected, coming into contact with a few viral particles may not make you sick.

Still the simulations underscore the importance of both good ventilation and passengers wearing masks: ***Without proper ventilation, those [viral] aerosols would stay aloft in the air and build with each sneeze or cough.***

To help address that, ***the Metropolitan Transportation Authority***, which runs the city's subway, ***is testing out new ultraviolet technology that could be installed inside trains to kill viral matter in the air. This would prevent any viral particles a sick rider exhales from being recirculated through the ventilation system.***

* * *

The MTA is Testing a New Train Disinfecting Device - And You Probably Won't See it

By Dan Rivoli Queens Spectrum News NY 1 Aug. 21, 2020

. . . The devices have been ***installed on four train cars that are not in passenger service, so riders and workers are not exposed. There are also lab tests***. . . .

The test underscores the significance of train ventilation systems in protecting passengers from the virus. The MTA says ***air in a train car is recycled as many as 18 times in an hour***. . . .

. . . "The air exchange is, specifically, ***really for the aerosols. It's for getting those out of the air, removing them in some capacity, or at least thinning out the numbers or concentration so that you're reducing the likelihood of transmission,"*** added Dr. Jeffrey Shaman, an infectious disease epidemiologist at Columbia University.

* * *

MD: Spurred by coronavirus pandemic, Westminster-based Knorr Brake Company devises air filtration system for train cars

Westminster engineers are leading an effort to make public transportation safer during the coronavirus pandemic by developing an air filtration system for train cars.

Christine Condon Carroll County Times Sept. 8, 2020 [Reprinted in Mass Transit]

. . . The company's technology works in ***three stages. First, particles in the air pass through a charging grid. Once charged, they're attracted to a dielectric air filter. Then, the particles are treated with an ultraviolet light placed behind the charging grid in the HVAC unit. Finally, the system ionizes the particles in the air, just before they pass out into the ductwork that flows into the car.*** . . .

The system, which ***can be retrofitted into existing HVAC units on train cars,*** helps supplement the cleaning that takes place while trains are out of service, by cleaning the air while the train is in operation. . . .

. . . The system, which weighs less than ten pounds, takes about two hours to install, the news release said. As it was undergoing testing, the system garnered plenty of interest from transit operators, Hurst said.

"All of the major cities of the country are interested in this product and interested in doing something to protect their passengers," [Derek Hurst, the company's director of RailServices] said. ***"The New York area is certainly one where we have activity underway."***

Some large operators, though, were hesitant about the new technology, Hurst said, ***so the company made them an offer: It would install the prototype on one of their vehicles, free of charge, so that they could test it out,*** Hurst said. . . .

* * *

https://www.thestar.com/news/gta/2020/09/18/ttc-testing-uv-light-to-fight-covid-19.html

TTC tests ultraviolet light to fight COVID-19

By Ben Spurr Toronto Star Sept. 18, 2020

The TTC [Toronto Transit Commission] is piloting the use of UV light to treat air circulating through its vehicles' ventilation systems. TTC spokesperson Stuart Green said a UV light has already been installed in the rooftop air-conditioning unit of one bus as a test. Green explained that ***the light kills mold, bacteria, and viruses in the air as it passes through the ventilation system.***

"Frequent air recirculation through the bus is utilized to sterilize airborne bacteria and viruses multiple times, treating air inside the bus up to once per

minute on high speed," he said. Transit agencies in Dallas and Houston are among the operators that are testing the technology or have already adopted it, according to Green. . .

* * *

Reducing Risks in the Air on Buses

Confronted with the pandemic, here's how some transit agencies have made buses safer for drivers and passengers.

By Gabrielle Gurley The American Prospect July 15, 2020

. . . **Dallas Area Rapid Transit is one of the few transit agencies that has effective bus ventilation and filtration systems that predate the coronavirus. Most of the system's nearly 700 buses come equipped with ultraviolet germicidal irradiation—lights placed in air-conditioning ducts that clean the air automatically as it recirculates, killing viruses. . . .***

. . . Fears about COVID-19 transmission on public transit could persuade riders who've switched to cars to continue to drive—which does not bode well for the health of public transportation and anyone's ability to get around town. "If you have a wholesale abandonment of transit, no one will move anywhere," says Jack Clark of the Transportation Learning Center, a national research group based in Maryland. . . .

. . . [ATU safety specialist Brian] Sherlock continues to push for air quality improvements. The costs to transit agencies are negligible—a bus retrofitted with filters and UV lights pays for itself in about 18 months. After that, "it's profit!" he says. . . .

*Over 70% of DART buses are equipped with SanUVAire Breathe Safe Germicidal UV Systems that utilize ultraviolet germicidal irradiation technology to kill viruses as air is recirculated throughout the bus. DART News Release, May 1, 2020

* * *

Ask DART: Disinfecting Vehicles

DART Daily September 1, 2020

More than 80% of DART buses feature a germicidal air purification system designed to reduce the transmission of airborne bacteria and viruses as air is recirculated throughout the bus.

Germicidal air purifiers use materials and technologies such as ultraviolet (UV) light, natural silver, and sterilizing heat to eliminate airborne pathogens from your space. ***The natural ultraviolet light eliminates airborne bacteria, viruses, germs and allergens as room air moves through the system.***

The ultraviolet light breaks down the pathogens' DNA structures and destroys their reproductive capabilities. As a result, germs and allergens cannot reproduce and quickly die off. After UV light treatment is complete, clean air is returned to the bus cabin and the process repeats.

Since the air purifier is part of the bus's enclosed heating, ventilation and air conditioning system, the UV light never reaches passengers on board, making the system safe for humans.

* * *

http://onlinepubs.trb.org/onlinepubs/archive/studies/idea/finalreports/transit/Transit53_Final_Report.pdf

Ultraviolet Germicidal Irradiation for Transit Buses

Transportation Research Board of the National Academies - Transit IDEA Project 53
[Prepared by: Lee Huston JKA Company] July 2009

. . . ***By using the UVGI [Ultraviolet Germicidal Irradiation] System and Reusable Electrostatic Air Filters, maintenance cost savings identified are estimated to be approximately $129, 000 per year, per 100 buses. At an estimated cost of $2,100 per UVGI System, that would provide a return on investment in about 18 months.***

The health-related benefits for bus passengers, drivers, and employees were very positive. **There is also protection against many bioterror agents,** as shown in testing conducted by Biological Consulting Services of North Florida, Inc. EPA and the Department of Homeland Security test results for hospitals and commercial buildings were consistent with test results by Biological Consulting Services.

The combination of air quality improvements in transit buses and health-related benefits, plus the cost savings, makes the UVGI System cost effective and beneficial. . . . ***Based on the successful results of this Transit IDEA project, a number of transit agencies have subsequently purchased these systems and installed them*** in transit bus air conditioning systems.

* * *

Dear WMATA Staff,

I am very concerned over the proposed service cuts to Metrorail and Metrobus effective January 1, 2021. I am a federal government employee who uses a power wheelchair and cannot drive yet lives on her own. My government agency's office is located in Washington, DC. I rely upon Metrorail, Metrobus, and to some extent MetroAccess to travel about the Washington, DC Metro region. Thanks to Metrorail, Metrobus, and MetroAccess, I've been able to lead a full life and be a strong economic participant in society. Pre-pandemic, I was working at my government office at least four days a week because my office workstation is more accommodating to my disability than any setup I have at home. In addition, at my government agency's cafeteria, I was able to get healthy meals which are nearly impossible for me to prepare on my own at home. (I can hardly wait to return back to my office and my government agency's cafeteria once the pandemic has passed, so that I can easily obtain healthy meals once again.) My work at my government agency means that I engage with citizens all across this country on any given day, so I find it necessary to work beyond a regular 9 to 5 schedule.

Moreover, even pre-pandemic, I preferred to ride the Metrorail and Metrobus at less crowded times because I would get bumped into less and it would be easier to move my wheelchair in and out of the Metrorail cars or Metrobus. After work, I would often attend classes, movies, church activities, or even theatrical performances. One motivation for my seeing movies or some theatrical performances during the workweek would be that there would be less track work with which to contend than on weekends. Movie theaters would also be less crowded on weeknights. In addition, theatrical performances often have cheaper prices for weekday or weeknight shows. I have been a regular patron at the Kennedy Center as well as a subscriber to Arena Stage, Synetic Theater, and Theater J for the past several years. Currently, Arena Stage is still planning to put on two shows that have been rescheduled for 2021 for which I still have tickets. However, without Metrorail and Metrobus running at least until 11:30 PM on weekdays and even later on weekend nights (Friday and Saturday), I don't know whether I'll be able to see those two Arena Stage performances.

Why do I say that Metrorail and Metrobus must run until at least 11:30 PM and later on weekend nights (Friday and Saturday)? I have a sensible rule that like Cinderella I need to make certain that my ride home is available to me. I live in Maryland right outside of Washington, DC. To get to Arena Stage in Washington DC, or Synetic Theater in Arlington Virginia, if I knew that my trip to and from those theaters would be without any difficulty, I would allow approximately 45 minutes to an hour for both trips to and from my home in Maryland to those theaters. However, I have to allow for problems such as elevator outages and other types of problems such as delays all along the way. For me, an elevator outage usually means the entire station is closed. So suddenly I have to find another way to enter or exit the Metrorail system and usually catch a Metrobus in order to get to my final destination.

I've lived in the DC Metro area for over 20 years but I have yet to receive a straight answer to the question what would happen if I am on the last scheduled train from DC

back to my home in Maryland and there is an elevator outage which blocks me from exiting the station in my Maryland neighborhood. I will never forget the night many years ago in which I attended a weeknight performance of "Othello" at the Landsburgh Theater. The show ended around 11:15 PM. I was on the Metrorail train from Chinatown back to Maryland around 11:30 PM. When I arrived in my usual Metrorail station, the mezzanine to street elevator was not working and I could not locate the station manager. Since this was over 20 years ago, most people did not have cell phones at that time. So I frantically called one of WMATA's central offices on a pay phone and asked them to give me guidance on what to do about the elevator outage. Fortunately, the WMATA personnel with whom I spoke that night, paged the station manager who eventually appeared. She told me that she had turned off the mezzanine to street elevator prior to closing station because she did not think that anyone who would need the elevator would be traveling at that hour. Of course, she put the elevator back in service for me.

My power wheelchair weighs almost 400 pounds and does not fit in a standard car or Uber or Lyft type vehicle. None of my friends nor family have lift-equipped vehicles. Pre-pandemic, I sometimes would see several wheelchair accessible taxis rolling through Washington, DC. However, in my neighborhood in Maryland, I cannot say the same thing. Wheelchair accessible taxis seem to be still few and far between. I do not want to be stranded away from my home nor in a Metrorail system in the evenings. This seems more likely if the severe service cuts proposed to Metrorail and Metrobus are implemented. Severe service cuts to Metrorail and Metrobus once businesses and churches re-open would mean that I would have to eliminate attending church activities, classes, movies, and theatrical events in the evenings. Furthermore, I would be wary of working until 8 PM any longer because to avoid getting stranded by problems or closing of public transportation at a particular hour, my standard rule is to allow 1 and 1/2 to 2 hours to return home from almost anywhere I am in the Washington DC Metro area on public transportation. Of course, one possible solution would be for **WMATA to offer an ironclad guarantee of a timely ride home on appropriately accessible vehicles to a disabled patron as long as the disabled patron was trying to commence a trip home prior to Metrorail's or Metrobus's closing time.**

Another point I would like to make is that I still rely on Metrorail and Metrobus to get to places during the day besides work. One of the reasons I have been able to live on my own despite my physical disability is that I do a lot of physical therapy (two to three times a week outside my home) and seek out medical care whenever it is required. Moreover, my power wheelchair needs routine maintenance and repairs every so often. Thus I must often travel to the wheelchair repair shops by using Metrorail, Metrobus, or even MetroAccess.

.

I consider myself a disability rights activist as well as serving on the WMATA Elderly and Disabled Transportation Advisory Committee from 1999-2009. I know that committee has a new name now. I think it is the Accessibility Advisory Committee. My other similarly disabled friends expressed concerns with respect to their personal care aides being able to come and go from their homes morning and night to my similarly

disabled friends' homes to assist my friends with their activities of daily living. Their lives may not be quite as active as my own and they may have more community support. I do not have any personal care aides helping me. Nevertheless, their concerns are as valid as my own. I imagine most personal care aides have to rely on public transportation too.

Please reconsider the drastic service cuts to Metrorail, Metrobus, and MetroAccess. Although I have a physical disability, I am not unhealthy. I am not in terror of Covid, and I take the preventative measures such as social distancing, good personal hygiene, and mask wearing very seriously. I would be one of the regular customers on Metrorail, Metrobus, and MetroAccess as soon as church activities, theatrical performances, and classes go live again and my government agency and movie theaters reopen.

Thank you very much for your time in reading this statement..

Sincerely,

Beryl Neurman

WMATA Covid Hearing Budget Cuts Public comments:

By: Ancil Torres

WMATA ADA Civil Rights Violation

ADA title III Section 36.202 Part B says the following:

Participation in unequal benefit. A public accommodation shall not afford an individual or class of individuals, on the basis of a disability or disabilities of such individual or class, directly, or through contractual, licensing, or other arrangements, with the opportunity to participate in or benefit from a good, service, facility, privilege, advantage, or accommodation that is not equal to that afforded to other individuals.

WMATA MetroAccess terminated the Abilities Ride program in August 2020 and did not provide the disabled with a public hearing privilege in any forum prior to execution and the cut is not being address in this hearing. I strongly protest this blatant act of discrimination for the following reasons:

- As a disabled person my ADA Title III Sec. 36.202 (B) civil rights have been violated because I was not informed or allowed the privilege to participate in a hearing on cuts to the WMATA MetroAccess Abilities Ride ARMON program prior to the cut, while nondisabled WMATA customers are informed and given that privilege of a hearing on cuts to WMATA programs that benefit them prior to the execution of the cut.
- It was highly disrespectful of the members of the Accessibility Advisory Committee (AAC) established by the WMATA Board because they were not given the hearing privilege or even told about the cut before it was implemented
- It was disrespectful of the disabled community because we are being discriminated against and not treated with equality
- The decision defies logic because the Abilities Ride program saves WMATA millions of dollars annually while lowering costs and improving the MetroAccess service for disabled MetroAccess riders.

Questions:

1. Why do nondisabled WMATA customers receive a public hearing on their cuts and disabled WMATA MetroAccess riders do not?
2. Why was the AAC and the disabled community not provided with a formally documented explanation for such a major cut to the MetroAccess program?
3. Given that the hearing is to discuss potential budget cuts, how is it WMATA/MetroAccess has suspended the Abilities ride program that is a substantial money saver to WMATA and disabled riders?

Remedy:

The Abilities Ride program must be restored until the disabled community is provided the privilege of a hearing in the same manner that nondisabled WMATA customers were afforded a hearing on issues that were of concern to them. Failure to do this will represent WMATA's shameful endorsement of discrimination against customers with disabilities.

"Nihil de nobis sine nobis" Nothing About Us Without Us!

Comments on Diverse Matters
Solicited by the WMATA Board of Directors

Submitted by
Steven Kaffen

Washington, DC 20008

I previously submitted comments on returning MetroBus Line 42 that stops at Dupont Circle, to pre-August 23 levels, and returning weekend G2 on P Street, NW. Following are additional comments unrelated to specific bus service.

Side door boarding of MetroBuses is helping to keep operators and riders healthy, separated, and safe. Continue the practice during the pandemic period.

Side door boarding protects not only operators. It also protects seated passengers, who are in vulnerable situations as new riders walk past them as far as the rear at unsafe distances.

Free bus service has distinct advantages to continue it after the pandemic.

Free bus service may or may not be financially viable on a permanent basis. Its advantages, however, for rapid boarding and for using both doors, satisfy a prime objective of WMATA, to speed up bus movement. Issues of MetroCard vs. cash, which slow down buses, are eliminated, and operators can concentrate on driving and bus management and not financial management including fare non-payment and payment by cash, situations that slow bus movement. Speeding up bus movement may reverse the trend of riders leaving the bus system and seeking more timely means of surface transit.

It should be noted that if transfers between rail and bus are to be at no charge, a primary bus fare-collection activity would be eliminated, in any event.

Cities have increasingly gone to free bus service in their urban areas. Some examples include Baltimore and Melbourne, Australia.

It might be possible to get a subsidy, or a tax amount, allocated to WMATA for bus transit to help pay for the cost of free service. It is certainly of benefit to local businesses to promote more fluid movement around town.

Consider appointing a senior-level reviewer outside of bus operations to concur with proposed bus route changes, particularly curtailments, before they are made.

Some residents have felt that regardless of the depth of presentations made by them on proposed bus changes, determinations have already been made. An independent review, apart from that of Bus Operations, might satisfy these citizens.

In conjunction with DDOT, end permits to private bus companies to park at busy intersections, as they block right-lane traffic and MetroBus flow. With DDOT, correct current situations.

A good example is at Dupont Circle. DDOT gave several out-of-town private bus companies the right to occupy the right lanes at the entrances to Dupont Circle on Massachusetts Avenue (BestBus) and on Connecticut Avenue (Bolt and WashingtonDeluxe). These big private buses block traffic including MetroBuses. Please consider moving them off main streets or relegate them to the bus terminal at Union Station.

Thank you for considering these items.

Steve Kaffen

STATEMENT OF ANN LANE MLADINOV
FOR COMMUNITY HEARING BEFORE WMATA BOARD
ON PROPOSED METROBUS SERVICE CHANGES
FOR SECOND HALF OF FY2021
OCTOBER 13, 2020

My name is Ann Mladinov. I am a Commissioner in Advisory Neighborhood Commission (ANC) 3B serving Glover Park and Cathedral Heights. ANC3B Chairman Brian Turmail testified representing ANC3B and our Commission also submitted a letter through the WMATA website in this proceeding. I would like to support those comments and add some further points as a rider and a representative of my constituents in North Glover Park and Cathedral Heights.

The WMATA Board and staff probably remember that our area was among the most actively engaged in the comments about the FY2021 budget that was proposed last winter, which would have eliminated or reduced service on a number of the key Metrobus routes that our neighborhood depends on. We are not served by Metrorail and have to rely on Metrobus for public transportation to get residents, students, workers, and visitors to and from our area.

In the course of the review of the proposed reductions in Metrobus service in December 2019 through January and February 2020, our neighborhood turned out at WMATA board meetings, ANC meetings, citizen association meetings, submitted comments online and in person, and circulated posters and flyers in support of our then-existing Metrobus services, noting the crowded conditions on the Metrobuses serving our area and the number of riders left at bus stops during peak hours. We worked hard to preserve quality service on the D-line as well as the 30 lines and N lines that our residents use so heavily. The ANC3B has urged for years that WMATA increase Metrobus service to our area, not reduce it. We were very pleased and relieved that the WMATA Board agreed to maintain all the Metrobus routes serving our area in the FY2021 budget approved on April 2,2020: D1, D2, 30S, 30N, 31, 33, 37, N2, N4, and N6.

Right now, as the District works to get through the COVID-19 emergency and get back to work and school and other travel patterns, we have temporarily lost Metrobus service on several of those lines and have extremely minimal service on weekends. WMATA is operating Metrobus service on Wisconsin Avenue, but only the 33 runs on weekends. On the N-line, we have just the N6 seven days a week. And on the D-line, we have only the D2, just 5 days a week, not on weekends.

The D2 is the only route designed to serve interior of Glover Park, and many of the riders come from 8 or more blocks from the next nearest Metrobus line on Wisconsin Avenue. Without D2 buses, a large number of our residents have no practical option for economical transportation. We have a high percentage of transit-dependent individuals who do not or cannot drive, and have chosen to live where they do because of the availability of Metrobus stops a short walk from their resident. That includes seniors, people with disabilities, adults traveling with children, strollers, hand carts, parcels, or luggage.

The geography and development patterns also add to the challenges. Some people think all the large apartment buildings in our area are on Wisconsin Avenue, but that is not correct. We have a large number of apartment buildings located on the western edge of the neighborhood, along Glover-Archbold Park, as much as 8 or 10 blocks from the nearest bus stop on Wisconsin Avenue. And we have a lot of hills. Every walk of more than a few blocks usually involves a hill—sometimes up one hill and down another. That makes it even less practical for people from the interior of Glover Park to try to walk to a bus on Wisconsin, especially in winter cold and wind, sleet and snow that will soon be coming. Without D2 service on weekends, people living in the residential center of Glover Park are left without any practical transit alternatives to get to the grocery, pharmacy, religious services, recreation, or weekend jobs.

The same applies to people in all the neighborhoods around the edges of the city that are proposed to have reduced service or no service for the rest of FY2021. You can tell by the names of the communities such as Hillcrest and Congress Heights that they have similar geography to ours.

Last winter we joined with other bus-dependent communities around the District to defend continuing service on the 30S and 30N cross-town buses that serve far Southeast Washington, along Pennsylvania through Capitol Hill, across the National Mall and on through downtown, the West End, Georgetown, Glover Park, Cathedral Heights, to Friendship Heights. Dozens of witnesses appeared at the public hearing last February testifying about the importance of the 30S and 30N lines, especially for economical one-stop service to get to and from work. Many of the workers are doing jobs that are not highly paid but they are among the "essential workers" we all have valued so much this year, in health facilities, other emergency services, grocery stores, pharmacies, shops, restaurants, and other vital services, supplying assistance that everyone needs and values. Those jobs are not just on weekdays, they are often on weekends too. Employers and employees depend on having those services operating seven days a week.

After hearing from hundreds of riders and their representatives about the importance of the services, the WMATA Board and staff had to work to find the funds to make it possible to continue running vital Metrobus lines throughout the service area, and we truly appreciated that. Then COVID-19 hit and WMATA was forced to make far greater cuts than any we had ever experienced or imagined, outside an occasional snowstorm. You were able to keep the main lines operating and saved us from unprecedented deficits that would have been difficult to make up, especially without fares coming in.

Riders have been patient; we know everyone needs to make some sacrifices for the benefit of the whole community during this pandemic, and for the long-term health and viability of the people and the region and nation. But people in my area are justifiably alarmed that for close to 12 months, the neighborhood will not have a transit system that effectively service a large number of the traditional Metrobus riders in our neighborhoods. And once transit services are lost, it can be very difficult to get them back, and to get people back to using them. The ANC and our constituents are concerned we may never see some of our most important transit services again, in spite of all the people who rely on them and want to use them.

Clearly the COVID-19 crisis isn't over and the financial pressure is not past either. But the needs for transit have increased since April and will increase even further as schools and businesses reopen. I am already hearing from regular Metrobus riders at this phase of the COVID-19 emergency mentioned that when they take the bus to or from Glover Park, there are always other people riding the same buses, and sometimes the buses are at maximum capacity for riders practicing safe social distancing (6 feet apart). That does not leave adequate room for increasing riders as the months go by and more people are going to the office or to school, shopping, or other destinations and obligations.

As my ANC has said in our letter, we urge WMATA to work to find the funds within the FY2021 budget through June 30, 2021, to pay for seven-day-a-week service on vital Metrobus lines including the 30N and 30S and D2 that the Board and hundreds of riders found were so essential at the beginning of the year and remain essential now.

As we come through this extraordinary time and get back to going to school, offices, stores, museums, restaurants, and many of the other things that make up life in the District, we also urge the WMATA Board to commit to getting back to the strong network of quality high-frequency Metrobus services in our transit-dependent communities, as WMATA and the public worked so hard to support and save in the spring.

I want to include a few more details about the Metrobus lines serving our neighborhoods in ANC3B. The 30S, 30N, 31, 33 and 37 lines have been designed and operated to function as a strong coordinated system for transporting very large numbers of riders on the Wisconsin Avenue corridor, which is one of the highest volume routes in the District's Priority Corridor Network. The D2 is also a vital lifeline for riders to and from interior Glover Park, which will become even more important as schools open, as it serves many students a Hardy Middle School, the DCPS middle schoolers for ANC3B.

Currently on weekdays, the 30S, 30N, 31 and 33 are in operation on Wisconsin Avenue. (At present, there is no service on the 37 MetroExtra weekday peak hour line from Friendship Heights via Wisconsin Avenue to Massachusetts Avenue to the Dupont Circle and Farragut Square area.) On weekends, only the 33 bus runs on Wisconsin Avenue from Friendship Heights through Cathedral Heights and Glover Park, and its route ends at Federal Triangle. Without the 30S and 30N, there is no direct "one ride" connection across the National Mall between the ANC3B area and Southeast Washington.

Connections on weekends between the 33 and a bus going to Capitol Hill/Pennsylvania Avenue SE can take as much as half an hour, waiting at a bus stop in Federal Triangle. That can mean that a trip for the entire length of the 30S or 30N can take 50% longer to make on a weekend than on a weekday; for shorter trips, the time is double the length or worse. Where riders would usually have a bus coming by their stop every 10 or 20 minutes on Wisconsin Avenue, to have a bus every 30 minutes and then have to wait downtown for a transfer does not feel like urban public transportation that people can depend on, certainly as a practical way to get to a job on a regular basis or to make time-sensitive appointments.

The D-line buses that are so important to Glover Park have also been subject to serious reductions during COVID-19 emergency. Riders appreciate being able to get some weekday service on the D2. (In this stage of the COVID-19 "managed recovery," the D1 Glover Park-Franklin Square weekday peak time service is not running.) But service on the D2 route has been cut back considerably from pre-COVID-19 service levels.

Right now, the D2 Glover Park-Dupont Circle runs during the week with headways between 20 and 36 minutes. The D2 is not running at all on weekends.

Without the D2 bus, there is no direct "one ride" public transit connection between Glover Park and the Dupont Circle area.

Connecting Metrobus services to get to Dupont Circle or other destinations to the east or west either are not running or require a long wait between buses:

- G2 runs during the week with headways up to 40 minutes. There is no weekend service.
- D6 runs during the week with headways of 20 to 36 minutes.
- D6 runs on weekends with headways of 30 to 45 minutes.

In comparison, for Glover Park riders before COVID-19, and also in the WMATA FY2021 budget approved in April 2020:

D2 Weekday service headways

- 17-20 minutes in early morning from start time until 7:14 am
- 10 minutes starting 7:21 am (NOT counting D1 buses, which together with the D2 buses had headways of 6 or 7 minutes in peak times)
- 21 minutes midday (14 trips between 10 am and 3:16 pm), down to 16 minutes by 4:15 pm
- 10 minutes during peak times (not counting D1) till 7:51 pm
- 20 to 22 minutes till 9:40 pm
- 40 minutes after 9:40 pm through the end of the day

D2 Saturday service headways
- 18 minutes from 6:33 am to 9:15 am
- 20-22 minutes from 9:15 am to 9:14 pm
- 40 minutes after that

D2 Sunday service headways
- 35 minutes from 6:17 am to 9:06 am
- 20 minutes from 9:34 am to 9:14 pm
- 40 minutes after 9:14 pm

October 19, 2020

Paul J. Wiedefeld
General Manager & CEO
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld:

We want to thank you, your team, and the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors for your hard work providing safe public transportation to our city during this COVID-19 public health crisis. We are particularly grateful that WMATA has remained open throughout the pandemic so that essential workers can get to work.

The past several months have been full of difficult decisions and financial uncertainty for families, local governments, and public transportation systems, like WMATA. We understand that without additional federal funding, WMATA will have to lay off workers and further reduce service levels.

While service changes proposed in WMATA's revised budget are understandable for the remainder of the public health emergency, we are deeply concerned with the proposed bus line eliminations in the District, including the 34, 37, 39, 60, 97, A9, B8, B9, D1, D5, E6, G9, H1, H3, L1, N2, N4, S1, V1, V7, X1, and X3.

Service level changes and bus eliminations made in response to the public health emergency, and without public input, should not become permanent. Residents throughout the District are very concerned that WMATA will not restore service after the public health emergency has ended.

We ask that WMATA commit to restoring these District bus lines when the District's public health emergency ends, or, in the alternative, engage the public again on permanent bus service changes after the pandemic. While ridership is low now, many residents rely on these lines and hope to renew their use when life returns to some semblance of normal. Certainly, WMATA cannot unilaterally cut lines without a public process.

Thank you for your attention to this matter. Please contact Kirti Suri from the Committee on Facilities and Procurement, at ksuri@dccouncil.us, if you have any questions.

Sincerely,

Robert C. White, Jr.
Councilmember, At-Large
Chair, Committee on Facilities and Procurement

Mary M. Cheh
Councilmember, Ward 3

Cc: Stephanie Gidigbi, *Principal Director to the WMATA Board for the District of Columbia*
Tom Bulger, *Alternate Director to the WMATA Board for the District of Columbia*
Jeff Marootian, *Alternate Director to the WMATA Board and Director of the District Department of Transportation*

(1.)

rec'd 10/7/2020

September 19, 2020

To Paul Weidefeld - G.M.

I do not use computers & I hope any public hearing this budget year will accept old fashioned mail in comments since I am better at in person hearings than virtual.

What is coming out in the press is really a message to the Federal Government saying "Give us another handout in an election year or your transit riders will suffer.

As for reinstating bus fares & front door loading, my problem is that no plans right now are proposed by other regional bus systems with yours to do the same as well. Let me add that Ride-On did not install partitions like yours even though they still do rear door loading as well.

As for service cuts, my only suggestion for your Metrobus, is to scale back to a system wide Saturday supplemental schedule for weekdays & Saturday or Sunday schedules

(Page 2)

(2.)

on the weekend. Please note that I still have the document called Docket B20-02 (Operating Budget) & perhaps some of the route changes (additional ones) can occur in December.

As for your bus & rapid transit fares, this might be the time to hike or change transit fees that probably should have occurred in late June because I cannot see the Federal Government & local governments 100% bailing out this nation's transit carriers for huge losses.

Since management & the board wants to stick with it's current fare structures, an accross the board fare might be necessary based on user frequency & ability to pay. Also the free ride programs such as those in Montgomery, P.G. & R.T.A. (Central Maryland Regional) might have to go until things can really improve tax wise.

(Page 3)

3.

Please consider my comments before you publicly send any proposal to the board for consideration be 't this fiscal year or FY/22.

Oh one more thing! Ride-On has been training operators on it's new Flash (B.R.T.) buses & kind of curious as to when they want to start service & your staff wants to ~~waste~~ restructure Z Line service? That's it & no reply is necessary in case staff is working from home

Sincerely yours,
Ed Gitterman

Bethesda, MD. 20814

P.S. M.T.A. in New York decided to be loose on it's mask policy rather than a $50.00 for not wearing (they are giving masks out to those riders without one). Thank you!

DCST
DC SUSTAINABLE TRANSPORTATION

Adams Morgan Partnership BID ★ Capitol Hill BID ★ Capitol Riverfront BID ★ Coalition for Smarter Growth
Destination DC ★ Downtown DC BID ★ Dupont Circle BID ★ Events DC ★ Federal City Council ★ Georgetown BID
Golden Triangle BID ★ Greater Greater Washington ★ Greater Washington Partnership ★ Mt. Vernon Triangle CID
NoMa BID ★ Rosslyn BID ★ Sierra Club DC Chapter ★ Southwest BID ★ Washington Area Bicyclist Association
1275 K St NW ★ Washington, DC 20005 ★ 202578-5075 ★ info@dcstcoalition.org

October 16, 2020

Dear General Manager Wiedefeld and members of the WMATA board,

DC Sustainable Transportation (DCST) is a nonprofit organization that works to make DC a global leader with frequent, rapid, safe, affordable, and reliable transportation to, from, and around DC job centers. DCST brings together business, advocacy, and government entities around shared priorities for DC transportation.

Our members include eleven Business Improvement Districts in DC and Arlington; business groups including the Federal City Council and Greater Washington Partnership; and advocacy groups like the Coalition for Smarter Growth, the Sierra Club DC chapter, and the Washington Area Bicyclist Association.

We wish to provide the following feedback on proposed cuts to the FY2021 budget, which have been advanced for public hearing. We recognize that the broader fiscal situation unfortunately makes it necessary to make broad cuts that will reduce service for many.

We encourage approaches that will make service more efficient and that promote an equitable and expedient economic recovery. Of critical importance is the recognition of the role that transit will play in the economic recovery. Providing service that connects people to jobs and commercial activity is crucial to a strong and speedy recovery for Metro's funding jurisdictions--and for future funding for Metro.

We encourage WMATA to prioritize improvements to the regional bus network. In this light, we appreciate WMATA's efforts to take up recommendations of the Bus Transformation Project, and recommend full use of streamlining mechanisms to reflect the greatest need, such rationalizing bus stop placement. In particular we ask that cuts reflect an intentional effort to cut services in ways that will allow for longer term improvements, such as what was done during the "Back to Good" period where temporary cuts were tied to concrete longer term improvements.

We support WMATA taking measures that will be straightforward to reverse in a future, more forgiving fiscal environment. We ask for a detailed timeline for restoring service, for example that the Board commit to restoring January 2020 levels of service by July 2022, or at the very least to propose levels of service at that time that proportionally reflect pre-COVID levels.

We oppose cutting late night bus service after 12 AM across the board in favor of an approach that reflects rider needs. Cuts to late night service cause significant hardship for workers in late-night businesses, a sector already hard hit by COVID but still with some needs, particularly workers who live in Maryland and Virginia and have few or no affordable other options for getting home late at night.

We ask for WMATA to make more real-time transit ridership data available. An accurate, real-time tool can give riders power over their journeys and risk levels, which may increase the appeal of transit and contribute to long-term trust and the viability of transit as a premiere transportation option. At the same time, promotion of mask wearing will also lower COVID transmission rates and may strengthen the appeal of Metro to riders across the board.

We ask for more information about proposed bus cuts. Stakeholders need fuller information concerning the impact and ridership affected by the extensive proposed bus cuts, a lifeline for many workers and residents in the region. We ask that the agency provide easily understandable maps, text and an equity analysis to inform riders and help stakeholders form useful conclusions.

Frequent bus service is an important component of enabling people to travel to commercial and job centers. Many workers and visitors depend on late-night bus service which would also see reductions under this proposal.

Both bus and rail have a considerable impact on the ability of the region's economy to recover and reshape; lower-income workers will increasingly need access to safe means of transportation to and from employment centers, and the commercial real estate environment also needs office workers to be able to access it in order to thrive and continue to contribute to the region's tax base.

DCST appreciates that WMATA faces few good choices in responding to the shortfall created by COVID-19 and associated policy responses. We support efforts to base decisions over cuts on data on rider needs and will be pleased to support WMATA with further consultation as required.

Thank you,

Caitlin Rogger
DC Sustainable Transportation

Community Connections • DC Central Kitchen • DC Education Coalition for Change • DC Families for Safe Streets • DC Primary Care Association • Greater Greater Washington • House of Ruth • SOME (So Others Might Eat) • SMYAL • UNITE HERE Local 25 • Washington Area Bicyclist Association

General Manager Paul J. Wiedefeld and WMATA Board of Directors
600 5th Street, NW
Washington, DC 20001

October 19, 2020

Dear General Manager Wiedefeld and members of the WMATA Board,

The DC Transportation Equity Network (DC TEN) is a coalition of direct service, advocacy, and labor organizations working together to advance mobility justice for the District's most marginalized and underserved communities.

We write to you in regard to proposed revisions to WMATA's Operating and Capital Budget for FY 2021. While we understand that tough choices must be made to ensure the system survives, we do not believe those choices should be made on the backs of the District and region's most marginalized residents. Unfortunately, this budget process has begun without a clear understanding of just what proposed service cuts and adjustments across Metrorail and Metrobus will mean for the most vulnerable communities in DC, Maryland, and Virginia.

To alleviate this confusion and to provide stakeholders the context to effectively comment on this revised FY 2021 budget, we urge the agency to complete an analysis of these proposed changes under Title VI of the Civil Rights Act of 1964. It is our view that riders should be made aware prior to the beginning of the comment period who, where, and how service cuts will affect communities. Because of the ongoing public health crisis, engagement with these budgetary revisions is likely to be limited, and for that reason it is even more important for this proposal to be contextualized in a way that is easily understood. We ask members of the Board to hold a special comment period prior to a final vote to approve or reject the budget proposal.

We urge you to prioritize the needs of lower-income riders and to minimize the cuts to Metrobus services. . Based on WMATA's own data, bus ridership has been higher and more sustained than rail ridership over the course of the pandemic. For some commuter-oriented riders, a reduction in bus service may be negligible. For transit-dependent riders, an across the board reduction in bus service will keep thousands from essential jobs, health care, and grocery stores, and car ownership is not an option for many. In addition to prioritizing based on need, we'd highlight that loyal, transit-dependent populations will be the driving force of WMATA's eventual recovery, as well as that of the region's economy.

We ask that WMATA prioritize reducing crowding on rail and bus as opposed to breadth and regularity of rail service to wealthier, suburban jurisdictions. WMATA should preserve the yellow line past the convention center (based on WMATA's own ridership data) to avoid crowding riders. If rail service does needs to be reduced, WMATA's ridership data suggests it makes more sense to cut back on the number of trains traveling to Glenmont and Grosvenor.

By the same token, it doesn't make sense to extend silver line service to Ashburn while cutting service to lower-income, worker and/or riders of color, especially if those underserved riders are made to advocate to get these services back in FY22.

Finally, we recommend that WMATA provide easy-to-use access to correct, real-time data on transit use to allow riders to spot potential crowding. Giving riders the ability to manage their own exposure will not only build trust and rebuild the appeal of transit. It will also smooth out usage and free up WMATA to move away from the peak time focus.

Signed,
Ron Thompson
DC Transportation Equity Network

CC: CM Robert White

Woodridge
CIVIC ASSOCIATION

Woodridge Civic Association
Office of the Vice President

Washington, DC 20018-2510

October 18, 2020

Letter of Opposition

To: Board of Directors
Washington Metropolitan Area Transit Authority
Office of the Board Secretary
600 Fifth Street NE
Washington, DC 20001

Re: FY21 Winter Budget Proposal Service Reductions and Eliminations

Board members,

The Woodridge Civic Association represents community residents in an area bounded by Eastern Avenue to the east, 18th Street to the West, Michigan Avenue to Eastern Avenue at the north, and Bladensburg Road NE to the south. Many of the residents are older, includes seniors, persons with disabilities dependent upon public transportation to reach essential life support services, and resources. Many of these persons are middle, lower, or fixed income households. Many of those toil daily providing essential services to the region live within Woodridge. To them using the bus is not a choice but an absolute necessity. Over time, bus service has eroded, become inefficient and unreliable, causing economic harm to the residents who experience transit inequities on a daily basis.

Now before us is a matter of great urgency demanding a reconsideration of the proposals for eliminating the B8/B9 bus route. For this community, this is a mobility lifeline connecting residents to food and service centers. Of great concern also is the proposed service reductions on other lines slated for our area where transit service is often absent, or unreliable to the point of uselessness. We have no metro stations in our service area. The nearest can be two miles walking distance to reach.

The often-touted H6 as an alternate is nothing of the sort. It is inefficient, and unreliable. Running between Brookland and Fort Lincoln, it does not connect residents to essential food and resource centers. On the other hand, even during its limited service hours, it connected the center at Port Townes, Maryland and Rhode Island Avenue Center – Washington Place NE. The B8/B9 provides residents connection to major chain grocery

stores, pharmacies, and urgent care, as well as, access to a variety of local merchant offerings.

Even the E2, which experiences severe service reductions, too frequently offers poor service, lacking necessary timeliness and providing very little schedule adherence. Although it does allow access to Ivy City Target to the south and Walmart to the north, it comes with difficulty and considerable travel time, requiring careful planning to use.

Additionally, we have lost the G9, presumably temporarily, although the District of Columbia financed its operation. The routes 83, and 86 are unreliable local stop service along Rhode Island Avenue NE. Further, the T18 is often a more reliable limited service, along the Rhode Island Avenue, but its frequency is such that buses are nearly always overcrowded. This situation comes preventing social distancing, and elevates a potential public health threat to the ridership. Furthermore, the route T14 along the avenue, too often follows rather than precedes the T18 between Mount Rainer Maryland and the Rhode Island Avenue – Brentwood Metro station. None of these supplements or enhanced the proposed B8/B9 service coverage area.

As our residents view the proposal as another indifference by WMATA toward our area, we support our residents in adamantly opposing the elimination of the B8/B9 bus service. We demand a reconsideration of the service cuts and reductions you propose affecting Woodridge and the nearby transit dependent communities in the northeastern District of Columbia. The budget shortfall because of the loss of CARES funding is insufficient reasoning to inflict a clear transit inequity and economic harm upon our community, to balance your books. You need to step back and get this right, and stop the harm you are directly causing.

Respectfully submitted,

Jeremiah Montague, Jr.

Vice-President, Woodridge Civic Association

Mr. Niels W. Pemberton

Reston, VA. 20190

Mr. Paul Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, DC 20001

October 14 2020

Attn: Mr. Wiedefeld.

I am a satisfied user of Metrobus (since 1973) and Metrorail (since 1976).
I am writing you about the proposed cuts in Metrobus and Metrorail service that were proposed last month.
These cuts were posted on WMATA's web site in September. On Sunday, September 27, I answered an on-line questionnaire.

Now I am following up with a letter.

If our economy is to re-bound, we must have good public transportation. More single-occupancy automobiles on our roads will contribute to and exacerbate congestion and poor air quality. I have seasonal Asthma.

If our economy is to re-bound, we must have good public transportation to serve people who work 9 PM to 5 PM and to serve people who work non-traditional hours as I do.

The proposed closure of the Washington Metro at 9PM on weeknights will cause more single-occupancy automobiles to be on our roads at night and will poorly serve those people who work non-traditional hours.
It would crimp Washington's nightlife and hamper people wishing to attend evening classes, meetings and sporting events by forcing them to drive or take taxis and buses. It is not in the public interest.
It makes a mockery of the Washington area's claim to be a world-class metropolis.

It would have a ripple effect in a "transit patronage death spiral" that would discourage the use of the remaining metro service during the day. Especially in the late afternoon and early evening hours.

Now for my personal situation; In 09-27-2020, I found out that WMATA is thinking re: cutting back weekday train service hours from 11 PM to 9 PM in 2021 due to the impact of COVID-19 and the fact that no USG help is coming to WMATA.

This would in turn cause me to lose my jobs with DC United and the Washington Nationals as soccer & baseball games go for 3 hours in the evenings starting @ 7PM during the season. Other people who work for DC United and the Washington Nationals would also be affected by this. If the cuts go through. I will not have a way to get home from work. This in turn will cause me to have to quit my jobs.

So, in my eyes, **this proposal is dead-on-arrival.** I have to have the Washington Metro service available to me when I get off work. This is non-negotiable to me. If the worst happens, I strongly suggest you keep the Washington Metro open evenings when there are baseball, basketball, football, hockey and soccer games. This is so fans and stadium staff can get to and from game venues via public transit; Metrobus, Metrorail and local transit.

The last point I want to make is that the Washington area is a world city. That is to say, a world class city. If so, it stands to reason that the Washington area must have world-class transit.

I'm warning you. I am a tenacious opponent. Copies of this letter are going to Fairfax County, DC United, the Washington Nationals and people in the environmental action community. I am also sending copies of this letter to my congressional representative and my 2 senators.

Sincerely,

Niels W. Pemberton

Mr. Niels W. Pemberton

PRINCE GEORGE'S COUNTY COUNCIL
Service. Community. Progress.

Todd M. Turner
Chair
District 4

October 16, 2020

Mr. Paul C. Smedberg, Chair
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, D.C. 20001

Re: Proposed FY 21 WMATA Metro Service and Budget Changes

Dear Mr. Smedberg:

As you are aware, Prince George's County is home to over 60 Metrobus lines and 15 Metrorail Stations, all of which are heavily used by our residents and visitors. Among these are thousands of essential workers who reside in the County, including many who work for WMATA and make it possible to transport residents and visitors in the Washington Metropolitan Region. WMATA Metrobus employees and essential workers depend upon transit services every day. We, as a governmental entity, understand the budgetary pressures and hard choices confronting the Board and General Manager because of declining revenues and ridership. It is a situation that we did not anticipate nor imagine.

The County has reviewed the proposed service reductions and Metrobus eliminations and is concerned about proposed eliminations in areas without nearby or alternative transit service. Specifically, these areas of concern include the removal of Saturday service in Hillcrest Heights on the C12/C14, on the C29 between Pointer Ridge, Bowie State University and weekday service in Fort Washington on the P19. The County strongly urges WMATA to retain some portion of service in these areas because there are few alternative transit options.

As the County noted in our joint letter regarding the Bus Transformation Project, we urged, and continue to do so now, a deliberate and inclusive process for reimagining transit in the region. We are encouraged by outreach meetings among jurisdictional staff to discuss service guidelines. In the end, the County wants to make sure that any final guidelines recognize past and potential ridership trends, service equity, the ability to access activity centers, and alternative service delivery approaches. WMATA, as a steward of public transportation resources, must develop minimum standards to ensure service delivery is provided as efficiently and equitably, as possible.

Without a doubt, we face unprecedented times in our region and nation. The County stands ready to collaborate, within our resources, to make sure that transit service is preserved for our residents.

Website: pgccouncil.us/District 4
Telephone: (301) 952-3094
Fax: (301) 952-4910
County Administration Building
14741 Governor Oden Bowie Drive, 2nd Floor
Upper Marlboro, Maryland 20772

In addition, we hope that this situation will enable WMATA to expand or encourage "out of the box" thinking about how to provide transit service in our County.

Sincerely,

Honorable Angela D. Alsobrooks
County Executive

Honorable Todd M. Turner
Council Chair

cc: Council Members
Mr. Paul J. Wiedefeld, General Manager/CEO
Council Member, Prince George's County Council
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive
Terry Bellamy, Director, Department of Public Works and Transportation

Website: pgccouncil.us/District 4
Telephone: (301) 952-3094
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County Administration Building
14741 Governor Oden Bowie Drive, 2nd Floor
Upper Marlboro, Maryland 20772

Comments - General

October 16, 2020

Dear General Manager Wiedefeld and members of the WMATA board,

DC Sustainable Transportation (DCST) is a nonprofit organization that works to make DC a global leader with frequent, rapid, safe, affordable, and reliable transportation to, from, and around DC job centers. DCST brings together business, advocacy, and government entities around shared priorities for DC transportation.
Our members include eleven Business Improvement Districts in DC and Arlington; business groups including the Federal City Council and Greater Washington Partnership; and advocacy groups like the Coalition for Smarter Growth, the Sierra Club DC chapter, and the Washington Area Bicyclist Association.
We wish to provide the following feedback on proposed cuts to the FY2021 budget, which have been advanced for public hearing. We recognize that the broader fiscal situation unfortunately makes it necessary to make broad cuts that will reduce service for many.
We encourage approaches that will make service more efficient and that promote an equitable and expedient economic recovery. Of critical importance is the recognition of the role that transit will play in the economic recovery. Providing service that connects people to jobs and commercial activity is crucial to a strong and speedy recovery for Metro's funding jurisdictions--and for future funding for Metro.
We encourage WMATA to prioritize improvements to the regional bus network. In this light, we appreciate WMATA's efforts to take up recommendations of the Bus Transformation Project, and recommend full use of streamlining mechanisms to reflect the greatest need, such rationalizing bus stop placement. In particular we ask that cuts reflect an intentional effort to cut services in ways that will allow for longer term improvements, such as what was done during the â€œBack to Goodâ€period where temporary cuts were tied to concrete longer term improvements.
We support WMATA taking measures that will be straightforward to reverse in a future, more forgiving fiscal environment. We ask for a detailed timeline for restoring service, for example that the Board commit to restoring January 2020 levels of service by July 2022, or at the very least to propose levels of service at that time that proportionally reflect pre-COVID levels.
We oppose cutting late night bus service after 12 AM across the board in favor of an approach that reflects rider needs. Cuts to late night service cause significant hardship for workers in late-night businesses, a sector already hard hit by COVID but still with some needs, particularly workers who live in Maryland and Virginia and have few or no affordable other options for getting home late at night.
We ask for WMATA to make more real-time transit ridership data available. An accurate, real-time tool can give riders power over their journeys and risk levels, which may increase the appeal of transit and contribute to long-term trust and the viability of transit as a premiere transportation option. At the same time, promotion of mask wearing will also lower COVID transmission rates and may strengthen the appeal of Metro to riders across the board.
We ask for more information about proposed bus cuts. Stakeholders need fuller information concerning the impact and ridership affected by the extensive proposed bus cuts, a lifeline for many workers and residents in the region. We ask that the agency provide easily understandable maps, text and an equity analysis to inform riders and help stakeholders form useful conclusions.
Frequent bus service is an important component of enabling people to travel to commercial and job centers. Many workers and visitors depend on late-night bus service which would also see reductions under this proposal.
Both bus and rail have a considerable impact on the ability of the region's economy to recover and reshape; lower-income workers will increasingly need access to safe means of transportation to and from employment centers, and the commercial real estate environment also needs office workers to be able to access it in order to thrive and continue to contribute to the region's tax base.
DCST appreciates that WMATA faces few good choices in responding to the shortfall created by COVID-19 and associated policy responses. We support efforts to base decisions over cuts on data on rider needs and will be pleased to support WMATA with further consultation as required.

Thank you,

Caitlin Rogger
DC Sustainable Transportation

Comments - General
Charge more fares instead of reducing service.
UNACCEPTABLE ES MUY MALO
I cannot accept Metro cutting my rail service I rely on if we are going to pack more people into cars without enforcing masks. MTPD needs to be on the trains enforcing masks and writing tickets. The number one reason I tell people not to ride Metro right now is that there are too many people riding Metro that ignore the mask mandate. MTPD needs to enforce and ticket for violations. Period.
Congestion pricing
Depend on wmata for night and weekend work. 11 pm to 7 am. Uber lyft more expensive.
Please do not shutdown the E6 bus line.
NOT ACCEPTABLE
The E6 bus line should be restored - but think about shorter hours. It's quite often empty so running just during morning and evening rush would make more sense.
For board members not familiar with this route: By consolidating N2, N4 into N6, 7-10 minutes are added to a full trip from Friendship Heights to Farragut Square. Service on Wisconsin Ave. from Friendship Heights to Nebraska Ave. is eliminated.
I just read in the Alexandria Times that you are considering discontinuing the 11Y bus route. PLEASE PLEASE don't do this! I am a single mom and I depend on it to get to my job -- when we are allowed to return to work. It's the highlight of my day to take it both ways and it's heavily used!! Please don't discontinue it. I cannot attend the public hearing on October 13 because of work. DO NOT DISCONTINUE 11Y PLEASE!
The E6 bus line is a critical element of our community. It connects people across all generations and demographics. It is essential that it resumes service in order for our community to remain a vital and vibrant part of Washington.
Consider cutting the salaries of your executives. Clearly they weren't bringing value before the pandemic, so why keep paying their ridiculous salaries?
Please do NOT eliminate 16L service.
The E6 bus, even with the limited schedule, is a lifeline for seniors like me to access medical services, grocery, pharmacy retail and the subway. Please do not discontinue
Reduce the administrative overhead burden. I don't need an Art in Transit department, 100+ people working in external relations, a swag store, or a brand manager. I need frequent and reliable trains and buses. Layoffs and furloughs for the fluff, not the vital public service.
Make better route more exoress routes to and from dc therfore allowing shorter times less stops every major country city has this in place look at ny and Europe.
Please KEEP bus route 11Y!!!

Comments - General
Among those potential cuts was the â€œeliminationâ€ of the E6 bus route. This bus provides the only public transit service from the Barnaby Woods, Hawthorne, and Chevy Chase neighborhoods to Lafayette School, the Connecticut Avenue business corridor, and the Friendship Heights Metro. The notice of potential service cuts indicated that â€œservice would continue not to operateâ€ on the E6 bus route. It is not clear whether WMATA's current budget reduction proposal to â€œcontinue not to operateâ€ the E6 bus means that it will be permanently eliminated or merely eliminated until the public health emergency is over. I personally use the E6 bus on all weekdays to commute to work. Our community needs the E6 bus immediately. After postponing needed medical examinations and procedures, seniors are now visiting their doctors, many of whom are in Friendship Heights and accessible on the E6 bus. Students and teachers will be returning to in-person classes at Lafayette Elementary School on November 9, 2020, and they need the E6 bus to get to school safely. Commuters are beginning to return to their offices and will use the E6. Caregivers and the essential workers at Knollwood cannot afford to continue using expensive taxis or ride share to get to their important jobs. Rather than eliminating it, now is the time to restore the E6 bus. At its October 13, 2020 meeting, ANC 3/4G approved a resolution calling for the immediate restoration of E6 bus service. Keep the E6 bus. Thank you.
It is critical to keep trains running frequently during the week, especially during rush hours, to prevent the transmission of COVID. Having reduced train frequency during rush hour, resulting in more crowded trains, will be a health hazard and less people will ride metro.
I have been a loyal Metrorail user for well over a decade. I need to use the Metro to get to work and would encourage others to do so but I must say there is NO enforcement of mask wearing. It's super disappointing. I'm trying really hard to support you and public transport and you are not helping me help you. Please, please, please enforce the rules so more people will come back and some of the service cuts may be avoided. Safety first.
Eliminate the 8Z would create severe transportation issue for many who live in condos along the route. Prior to the Pandemic, the 8Z was well traveled with most buses pretty full. Without the 8Z, transportation options would be very limited. Please reconsider cancelling the 8Z. Thank you.
Addendum from Mr. Niels W. Pemberton. I do NOT have access to a personal vehicle. I BEG YOU NOT TO CUT SERVICE BACK TO 9pm. There are more people in my predicament than you think. I'm willing to pay double fare after 9PM to have Metro rail service to get me home after 9PM from work @ DC United and the Washington Nationals.
metro rarely runs on time so not sure how this would be any different?
Please do not change the Route W2 times for pick up at 6:15 am on the weekends at Mellon St SE.

Comments - General
Please don't stop providing the 11Y bus service! This is vital to our community and offers a way to get to DC without driving. Please keep this service running! Thanks, Georgia Harlow
I believe keeping the service we currently have is appropriate. Cutting down metro rail to closing early Sunday-Thursday wouldn't be a bad idea. I believe for now, the metro bus fare should be free. Most people who are using the bus are people who are working. These people are risking it to go out and make sure their tamiles are fed. It would help tremendously to keep the fares free finically for everyone. Obviously this can't be forever but, just until we at least see a bright light at the end of the Tunnel. Plus, if Metro is requiring riders to wear mask, then the buy out of that would be a free fare.
To Whom it may Concern 1: Management structure in many departments are way too top heavy, positions have been created which duplicates the same work and communications become very difficult. Will redundant positions be cut to help balance WMATA budget ? 2: We all know there is a great increase in contractors, will contractor positions be cut to help balance the budget? Thank you.
Due to the change in the services om the metro I have having a hard time to get back from work. Before when metro closed at 9 it was impossible for me choose metro as my transportation. I had to leave my work an hour an half early and lose my hours at work.
Please do not get rid of the E6 bus is the way I get to work from my house. Also kids use the bus to get to school at lafayette
Please restore Wisconsin Ave service to it's pretty March 2020 levels. Our nanny depends on this service in order to report to work every day. She takes our child to activities in Georgetown to uncle the library, the Park, and art class on these buses. Without this service, our child will not be able to participate in these activities and we will need to find a new nanny.
Start charging again. We need our jobs all of us. I don't want to see any employee to lose their jobs. We were working all throughout the pandemic with no hazard pay. We came to work everyday and risked our lives and our health. We continued to be deficated throughout.
Start charging fares. And, BRING BACK the 11Y!!! The 11Y services areas that are not otherwise serviced. We need to get to work, also!
que cobren lo mismo
You want to know how to get riders back to fix budget problems? Clean the trains. Stop the crime on in the stations. Increase service. Make riding safe (why do trains catch on fire regularly? Ridiculous problem to have in 2020. You also had a train come apart the other day. Absurd.) This is really just a long way to say: BE BETTER
If this sounds mean, so be it--it reflects my experience with Metro: Please do lay people off. In the stations, the staff are rude and dismissive; in some offices (e.g., Parking & Locker Rental), I ran into near complete incompetence and clerk-like approach to customer service. The whole culture is problematic, tons of waste, lack of professionalism. Start over! You can do much better.
Yo creo que deberí-an cobrar tan siquiera la mitad de el pasaje por que no vas a despedir a tus empleados tal y disminuir el pago a los empleados por algún tiempo

Comments - General
I believe fare restoration as any hike on metrobus is cruel as I believe other means of service could be met if Congress and the administration will release funds in a public health emergency as the Cares act or FEMA or al least a Small Business Administration loan or grant to offset pressure
Hello! I understand the budget impacts and appreciate everything Metro has been doing. As a federal worker who goes to the office Monday - Friday, I rely on Metro. In July, when the time between trains was 18 minutes, it didn't feel as safe to go to work. It does now, because there is social distancing. I hope that Congress approves additional funding to keep Metro running without huge service cuts and job losses! Thank you for trying so hard!
Lay off all the problem staff (by my experience, that'd be about 90 % of folk). Every time I've had a question or needed help, I just knew I was keeping Metro staff from chatting, hanging, checking their phone, taking their break, doing anything besides a good professional job. Start over! As the culture among your employees totally blows. You can do MUCH better.
Understand metro is considering cancelling the 8Z line. This line is critical to our area and before the pandemic was fully utilized through out rush hour. Removing this line would significantly impact a large number of people who have used it for many many years.
Hello My son uses the E 6 every day to get to Metro during normal times. He is going to school part time and now we need to drive him to the metro since there is no E 6. I understand that it may be difficult to run E6 now but anything you can do to get E6 up and running asap would really help our family. Also please do not discontinue this important busline, the E 6, to this neighborhood. Thank you Anne Zorc
The 8Z is an important bus line for my neighborhood. Once we are out of the Covid quarantine, we will need it again. I am not opposed to having no bus service during the Covid quarantine. That makes sense. But you should reinstate the 8Z service once most people are back in the office.
Please consider cutting SIlver Line service by turning trains back at Stadium-Armory (or another station, if feasible). With other turnbacks being reinstated this makes sense. I don't think it's fair to eliminate interlined service at some terminal stations but not others. Why should riders at Largo get twice as much service at all hours than those at Vienna or any other end of the line station?
No queremos que se cierre este trabajando hasta la 11.pm como bamos asobrevir los pobre
Unless mask use is required and enforced, I will not be taking the metro or bus. If mask use can be enforced elsewhere, there is no reason it cannot be enforced on the metro. I know mask wearing is â€œrequiredâ€now but that it is not enforced and that is unacceptable.

Comments - General
This comment refers to proposed change #4, closing Metrorail at 9 P.m 4. Close Rail Earlier Sunday Through Thursday The Metrorail system would close at 9 pm Sunday through Thursday instead of 11 pm; Friday and Saturday closure would remain at the current 11 pm.â€ I understand that Metro is in a difficult financial position. However, implementing this change puts a large part of the burden on those who can least afford it. Individuals who must use public transportation to travel to and from work could lose jobs because they cannot work at the needed time, or who are looking for work and could not accept a jot because they can't get back and forth to work when needed. This also affects those who have religious activities that occur on weekday evenings would not be able to attend those activities. This is not a time to be taking hope away from people. I hope you will reconsider this very bad idea. Eleanor King
A Metro Transit Officer should be at every station ALL DAY. There are so many fare evaders--it's nuts! The metro employees in the kiosks or hanging around do NOTHING! If that is not their job to stop these fare evaders, then a transit officer should be at each station full time monitoring the fare gates and the public. Metro constantly begs for money or reduces service but NEVER addresses this issue adequately! Until I see a transit officer at each station--by the fare gates--metro has no right to whine about costs--raising fares or reducing service!!!
I am writing about your proposal to eliminate the 8Z bus. That bus route is my major route to and from work and into DC. I started using this bus as an alternative when my metro stop was closed for construction. I love it! It is more convenient - I have a 1/2 hour walk to the metro stop -- to the bus is 10 minutes. I have recently turned 65 and this time difference really matters to me physically. Please do not eliminate! Thank you.
Es triste pero es la realidad el METRO los da un muy buen servicio gracias a Dios que están ellos para a saludarlos
Gracias metro por su alluda yo no huso mucho pero es una gran alluda para mí- comunidad pero es Tiempos empiezen a cobrar.
I work at Unity Healthcare at Columbia Heights and if Wmata I won't be able to get home if wmata close early
I moved while the pandemic was going on. From my new location, when I return to work, whenever that is, I would have been riding the 7C bus from the Shirlington area to the Pentagon. This bus will be discontinued under the plan. The discontinuing of the route right now does not impact me, but if the route was to be permanently eliminated, that would reduce transportation access in the future. I am hopeful that when ridership increases as more people return to work at offices that bus routes like 7C would be resumed.
Ami me afecta mucho porque utilizo mucho el bus y el metro no me gustarí-a q nada de eso pase espero yeguen a un acuerdo porque si me afecta ami y a muchos
why don't you cut services in the morning people need to get home at night and it makes it a whole lot harder when you don't have the transportation needed at that time. it would be a whole lot better for night ours to stay the same and cut morning rail services, because I can get up early enough to walk to work in the morning but night is a different story, night is dangerous, night is filled with bad people, murderers, rapist, thieves. so I rather not be on the streets with all of that please rethink your decision.

Comments - General
SO WRONG. NO! NO! NO! NO! NO!. GET THE MONEY SOMEWHERE ELSE COVID CARES ACT. DOES THE MAYOR AND THE VA AND MD GOVERNORS KNOW THIS? PLEASE PUT POSTERS ON BUSES AND METRO SO PEOPLE CAN GIVE THEIR FEEDBACK. THEY MAY EVEN FORCE THE POLITICIANS TO GET YOU THE MONEY YOU NEED. METRO, UR DOING THIS WRONG. IT IS AN ELECTION YEAR, CAPITALIZE ON THIS, MAN/WOMAN!!!! SEND THIS TO CHURCHES, MOSQUES, SYNAGOGUES, BLM ACTIVIST, PROUD BOYS, I DON'T CARE. EVERYBODY WILL SUPPORT YOU GET YOUR BUDGET MONEY, BUT PUTTING IT ON YOUR RIDERS ESPECIALLY THE POOR PEOPLE? NOT COOL. LET THE PEOPLE FIGHT FOR YOU.
I write to strongly oppose elimination of the E6 bus line. Once school is back in session, our high school student will take the E6 daily as part of his commute to School Without Walls High School. Given that our public schools do not provide bus service to students, keeping this bus line is essential for our community. Many others in our neighborhood use this line to commute to work and school. Thank you. - Stacy Beck,
Elimination of the 8Z bus would be a significant hit to our neighborhood - Cameron Station. Many people commute to the Pentagon, which is a rare, affordable middle class option for the metro.
Im a regular metro rider even throughout the pandemic. One, have fare enforcement. Everyday i see people pass through the gates, even as a group, and the station managers do nothing. Bring back monthly passes but simplify the passes you do offer. I think with the amount of investment that metro has gotten from dc va and md have put in through taxpayer dollars you have a service to provide. The top executives should take a pay cut. Its not fair to the people for you to increase fares and limit hours during a pandemic. When the service was greatly reduced in phase 1, i saw crowded platforms waiting for trains for 20 minutes and the carts being full. This is a time where you must put the needs of the people ahead of the needs of the â€œbuisnessâ€
I don't generally ride the train or bus so am unfamiliar with routes but would ask that support be given to keeping routes available iin wards 7 and 8, since there was limited service pre-corona and to cut now when a lot of the citizens are frontliners would be unfair.
- These cuts are terrible to hear, however they are predictable. It is no secret that WMATA is one of the most mismanaged and terribly run metro systems on earth. The DMV community only uses it out of necessity but has no love for it. For years the working class has been overcharged, mistreated, and has been left unengaged by WMATA leadership. All the money the community has put into the WMATA system, where is it? We have paid exorbitant prices for years and yet, staff furloughs are still expected? Do what you have to do now, but the truth is that I don't think I will ever return to WMATA. I am sick of paying such high prices for trains to always make me late; for staff to never be at their booths to help with the constant tech issues that come with the smartcards, and for the buffoonery we must all endure from misbehaving co-riders who are never approached or asked to stop. There are no express options to cut through downtown without a million stops, and the WMATA staff is beyond incompetent. Even the NYC subway is far better managed. Lesson here is, when COVID is all over, do better. I paid 300 dollars into my smart card and never received ride credits because nobody at WMATA has a clue what is going on. You guys lost the support and faith of DMV residents like myself years ago, and it's laughable that you look to us to save you during times of duress. Adios. Uber, Lyft and taxis can have our business. Board up WMATA for all I care and start from scratch.

Comments - General
IF FUNDING IS NOT PROVIDED BY THE FEDERAL GOVERNMENT, IN ORDER TO REDUCE LAYOFFS WMATA COULD DO THE FOLLOWING: OFFER EARLY RETIREMENT TO EVERYONE WHO IS VESTED. ENOUGH EMPLOYEES MAY VOLUNTEER FOR THE EARLY OUT, SO THERE WILL BE NO NEED TO LAYOFF ANYONE.
I would propose the Metro consider ultimately bringing back the 11Z line, in lieu of the 11Y. The 11Z was more Fort Hunt Road centric and included Mount Vernon hospital on its route. The 11Z then ran northeast along Sherwood Hall Lane and then north on Fort Hunt Road. Combining the two alignments might be a good compromise, would pass closer to more residences and employment sites, and reduce the number of people having to run across the GW Motor Speedway in the AM rush.
I strongly oppose the elimination of the 16Y bus route. This is one of few buses that goes from South Arlington directly into the district. Pre-COVID, this bus line was packed in both the mornings and evenings. Eliminating the route will force the ridership onto the Orange line, which already runs at capacity during rush hours in normal times. I appreciate the need to reduce Metro's budget, and if this is a temporary measure until ridership comes back up (hopefully early next year), I understand. Otherwise it is a terrible disservice to both bus and train Metro riders in Northern Virginia. Bruce Hall
Perhaps service changes, some drastic, would not be as necessary if the DC Government would allow fare evaders on the subway (not an issue right now on the buses), even Adults, to be arrested by Metro policemen. Those who pay are subsidizing those who refuse to pay whether they can afford it or not. Metro constantly needs work and this does not help. Complaints to the Mayor's office and Metro (as well as Metro police) are dismissed. PLEASE PAY ATTENTION! Thank you.
The 11Y bus service is listed as 'eliminated'. Residents in the Mount Vernon through the City of Alexandria depend on the 11Y for an efficient and cost effective commute to and from employment in the District of Columbia and want to make sure this service is restored as soon as the Covid-19 crisis passes. We want assurances that WMATA intent is for the 11Y to return as soon as feasible. Besides serving a loyal ridership sure to keep using the 11Y after Covid-19, a number of arguments should justify the restoration of that service: The 11Y is reputed to have shown the highest fare return on subsidy of any bus route in the Northern Virginia area. Past experience has shown 11Y ridership can be expanded further by better WMATA advertising. Past ridership has been limited largely by a schedule that exclude many willing commuters who cannot use the 11Y only because the time between the earliest bus northbound and the latest bus southbound do not support a normal DC working day. Ridership of DC commuters from and to the City of Alexandria has grown to the point that there was often standing room only on that northern segment of the trip. The convenience of 11Y commuting meant that 11Y riders who needed to move around within DC during the working day were likely to use Metrorail or Metro bus for those movements, The 11Y ridership reduced growing motor vehicle congestion on the George Washington Memorial Parkway and other parallel streets. For these reasons, residents of the 11Y service area request that, once the Covid-19 situation permits, 11Y service be restored and that WMATA promptly informs the affected people and their elected representatives that WMATA is committed to that action.

Comments - General
I very much hope that the E6 bus line will be restored. I depended on it as a senior citizen who does not drive. Before the pandemic I did my grocery shopping using the E6. I visited my daughter using the E6. I took my preschool granddaughter on outings using the E6 and the Metro. After the pandemic, I wish to resume using public transportation as I described above. I know only too well how difficult and isolating life without public transportation is, since the pandemic forced this realization on me.
Comments from Montgomery County Department of Transportation, October 17, 2020 Contact Gary Erenrich, Special Assistant to the Director, 1) It is unfortunate that Metro is considering reinstating the turnbacks so soon after their elimination and inclusion in the FY21 budget. Ridership along both sides of the Red Line was improving with the elimination of turnbacks and reinstating will further erode ridership and make COVID recovery much harder. Riders need to have confidence that the Metrorail system will be there for them. 2) At the September 2020 WMATA Board meeting, approximately one dozen residents from the Leisure World area testified that the reinstatement of the Silver Spring turnback will create hardships on them with the reduced service levels and longer waiting times and required transfer at Silver Spring to continue towards Glenmont. 3) Previous testimony from last budget year and from County public meetings focused on the need to have all trains go to Glenmont to improve their commuter reliability and meet family obligations. 4) The reinstatement of the Grosvenor turnback is counter to the Metro staff argument to postpone the construction of the remaining 200 spaces lost for the Grosvenor development. The staff argument was that the Grosvenor turnback was eliminated and commuters could easily use parking spaces at White Flint and Twinbrook. With the reinstatement of the turnback, there will be greater pressure to construct the 200 parking spaces now, thus adding to the CIP construction costs. Thank you for the opportunity to provide our comments.
I wanted to provide general comments: You need to protect the core of the system so that you can expand it after ridership recovers. You should cut as hard as you have to now and use the cuts to make your workforce stronger by removing under performing staff. You should plan for a step change in service when things return to normal. That means planning for reasonable headways and service in mid-2021. For now you need to provide minimum QoS to keep the system going. That means as you are considering: early closing hours and 12-15 minute headways. Do your best to keep short headways on the rush services. In the end that's the core user of metrorail. You have to focus on OPM's guidance. Closing metrorail even earlier and running buses in place of rail between rail stations should be done as needed. You should consider running that service 24 hours a day. When ridership of the buses reaches a certain level, you can expand the hours of the rail line to meet the demand. Buses are used by people who have few mobility options, you will need to work through the crisis with only changing frequency. Returning to metrorail it is critical to plan for a post-COVID it is safe to use the system packed plan. You might get their with events. Maybe the 4th of July in 2021 will be a time when people will feel safe enough and enough will need to go to the mall that you will get people to come back. If such a step function plan is unattainable then you need to plan for a slow ramp over 2 years to get back to the level of service we had in Dec 2019.

Comments - General
I am a dedicated bus rider. I do miss riding the bus but have not done so since the quarantine began. While I understand the importance of protecting drivers I believe Metro created a dangerous environment by squishing everyone on to the rear of the bus. Many people who ride the bus are considered essential workers or are on the lower end of economic class and need the bus to get to work or are seniors. I think the way Metro is running the buses exposes those riders who are already at a heightened risk of COVIC-19 infection, to additional exposure. I will not feel comfortable riding the bus again until I see a more sane approach to protecting BOTH the public and the drivers. I think Metro bus service is the most efficient way to get to areas of town that are not serviced by metro rail. I sincerely hope you pull the bus situation together. I hate the fact I have to take a cab every where now, when a bus could have easily gotten me to where I am going.
I like the idea that you can get smart cards using the talking smart card machine at the Rockville metro station. They come in very handy.
I am submitting these comments as it relates to the E6 bus line service which runs in my neighborhood. I have heard that the E6 may be permanently eliminated. Such an elimination would mean our son has NO transportation to school. Our children have been and continue to be enrolled in the DCPS system and we REPLY on public transportation to get to and from school. Living close to Western and Oregon, the E6 is the ONLY option for us. Since DCPS does not offer school bus service, it does not seem reasonable, fair, or prudent to remove a bus line that students use to get to school. This is my primary concern, however, I too use the bus to get to the metro which is 3.5 miles from my home. Without this service, I believe we would be one of the few neighborhoods with no service. Finally, I know that many of our local residents who do not drive, rely heavily on the E6 to get groceries at Friendship Heights and also many healthcare and childcare provides use to E6 to get into our neighborhood to work. Please do not eliminate the E6. Thank you for your time and consideration.
No cuts to Metrorail weekday service, yes to closing earlier, yes to service cuts for weekend Metrorail service. Yes to offering early retirement to employees, Yes to using contractors, Yes to cuts to Executives Salaries! No further work on expansion of the Silver Line. Cover escalators - to reduce cost of repairs. Installation of Smart motion sensors on escalators (like they have in Europe) to reduce electric costs. Sue contractors for faulty work on the Silver line - stop any further repairs - a total waste of money. This was the contractors fault - they should remain responsible and reimburse Metro.
I would like to voice my concern over any reductions in the Glenmont Station service. The Glenmont station is very important to all folks living outside the metro area (park and ride), plus as a Leisure World resident it has been extremely important for those residents still working in DC and those that need to go into DC and other areas for their living needs. Many seniors no longer drive and need the metro. Taxis and Uber/Lift are often too expensive to really - live life. Thanks for listening.
If you want to inspire confidence and encourage folks to ride again, start cracking down on the maskless. Every time I ride, someone is openly riding along without their masks, and everyone else has to move cars. Prove it's safe for the rest of us to come back, and ridership (and revenue) will increase again. Also, charge a flat rate for all rides (like NY), and offer late night service to compete with Uber and Lyft. Think folks want to spend $20 to get home when they've had a few? No, but you close so early, they have no choice. Lastly, stop any expansion projects. People from the burbs aren't using it right now, focus on the city core and expand service after the pandemic.
Para mi que comiensen acobrar porque el servicio del trasporte de los bas es.muy importante para la gente que comenzamos atrabajar i asi muchos choferes no se queden sin trabajo para mi ellos dan un excelente servicio ellos asen un buen trabajo yo no tengo quejarme anque por beces pasan tarde pero pasan el trasporte es muy interesante michas gracias
What ever Metro fare price to ride on Saturday and Sunday,Metro should raise the price up five dollars more to their existing price.I believe less people ride on the weekend right now because of covid and there's a lot of things still closed down now.But in 2021 if there is a cure for covid and things get back to normal more things will open up like sitting in restaraunts,concerts,etc,people will ride Metro more on the weekened and people won't care if the fare is five bucks more to ride,people will get out more on the weekened to have a good time.

Comments - General
Survey question about riding bus and rail did not let me answer accurately. I normally ride both, but the survey only let me enter one. I normally ride both 5 days a week. I have a transportation subsidy through work, I wish that metro at least would make it optional to pay for the bus during Covid, since you are passing on free money, but I guess you are trying to protect the drivers. Also showing how full or empty the trains,stations, and buses are during Covid will help me make informed decision if I feel safe riding. The configuration of the rail cars, will poor ventilation will cause me to find other transportation modes if the trains get to crowded. 6 feet apart is difficult to achieve if the train is only at 20 percent capacity.
Changes will affect low income, customer service employees, and minorities disproportionately. DO NOT CUT YELLOW AT MT VERNON. do not cut hours of metro to 9 PM uber is expensive for for night workers like security guards. The proposed changes will affect LEP limited english riders as metro is the least english requiring mode of transportation. Extreme reduction of hours for specific locations, ethnically biased selective locations, and hours when historically low income minorities and low skilled workers go to work is a new age red-lining of services by a government sponsored agency and could be a violation of title VI of the civil rights act and will be resisted. The gentrification of inner city people who were pushed to the outer fringes of the city and then cutting off cheaper metro access is not just access issue but a civil rights issue. I and most reasonable people will agree that this issue is just beyond budget issue but more targeted racial issue. It is wrong. Please have the federal and the states government appropriate the funds from the COVID funding or other emergency contingency plans. Putting the burden on low income instead of a government responsibility is wrong and I disagree cutting services at all. We have doled out trillions to mega for profit companies and I dont see why we cannot allocate the same funding to a vital artery of the capital. Please do not change or burden us.
I am concerned with the curtailment or elimination of the Ability program under Metro Access service. I am an essential Government employee who needs flexibility in terms of transportation. The Ability program allows me to schedule transportation the same day when needing to get somewhere or get something . Using metro access van system requires scheduling transportation a full day ahead & then the schedule is very limited in spite of requesting a 30 minute pick-up or drop offtime window..
As you look into this issue, please answer my submitted questions during your live meeting. The changes proposed are going to increase the negative racialized history associated with redlining, sidelining, and blocking access to low income and minorities in this city and country. People of color disproportionately and adversely impacted by this CHANGES and are the majority of your riders are minorities and low income. How did you come to this conclusion and why did you come up with this conclusion? Is it because the people providing the ideas, solutions and changes are not and do not look or speak, or live like or near the people actually using the rail or bus metro platforms? ? How come during your last meeting there was only 2 minorities participating in the metro board meetings but over 81% of users/riders are minorities? Have you looked into specific impact on different communities of color? Are stakeholders from different racial/ethnic groups â€“ especially those most adversely impacted â€“ leading the development of proposals to address the issue of the budget and changes to correct it?NO? How can METRO develop authentic and accountable relationships with communities of color, including helping to build community members' awareness of the systems of power that need to be interrupted to gain racial equity? Are this proposed changes going to increase racial equity or increase the gap? how will the changes reduce or eliminate racial inequity? Is increasing fare, changing frequencies of rides, or cutting routes going to help or hurt racial inequity goals? What changes should be considered alongside or instead of the changes that you selected to maximize positive impact? What are the possible unintended consequences of the changes metro proposes? Who might be negatively affected and how could these unintended consequences be minimized?

Comments - General
R emoving the 8Z and 8W routes will have a significantly impact on my commute and budget. I understand the hard times we are ALL experiencing during COVID, but please reconsider keeping the 8Z or 8W routes. I made the decision to live where I do due to the convenience of having the metro bus available close to my rental apartment and being able to commute to my job. If after COVID, 8Z and 8W are not brought back, it will double my Commute as well as I would now need to pay for parking at the metro station. This is a significant change going from spending about $112 per month to $409 per month. That is an increase of $297 of month I would have to figure out how to pay this increased to get to my job. I would greatly appreciate you taking a second look at 8Z and 8W routes. If all possible please keep 8Z! Thank you for your time and consideration. - a very concern Alexandria Resident
Pleaae stop cutting service! This whybyall are losing money and will lose even more! Ppl catch these buses and trains to work and to other places! Cutting bus rouyes will cause alot of ppl who dknt drive to work to drive and clog jp roads and yall to lose money on the rail also! I depend on Metro everyday going to work!
Metrobus literally abandoned my neighborhood for months. You lost a lot of trust and good will in a very few days. It started back in March when busses were simply not running to any schedule. My last day on a Metrobus started with walking 3/4 a mile to a 'transit center' to get any bus to a metro station. I finally got on a bus that was operating on a weekend schedule which added at least 20 minutes to the the commute. Going home, NO METRO BUS ARRIVED IN WAITING FOR 90 MINUTES. I ultimately ended up on an affiliate system's bus that eventually got me close enough to my home to walk. From that point forward, Metro has abandoned my neighborhood. They've collected enough riders by the time they get to this part of the line under 'social distancing' that they just bypass this part of the route. Since August 23rd, there have been more busses through the neighborhood and I think that I can find my way to work with some assurance. I'm more skeptical about the reliability of how I would get home. And what I can do if I cannot rely on Metrobus to get home. You people lost a whole lot of good will and credibility in the way you handled this situation initially. I drive into the office multiple times during the week but am unwilling to go back to relying on Metro because you've betrayed any sort of trust I have in getting home. Good job!

Comments - General
You need to be open 24/7 now and after covid. You are making it so people really can't ride metro now who would because of these covid changes. And you stop sooo many people who would ride metro from riding by closing. I can't get to work on time on weekends if I'm working 7 to 3 because of the hours you open. I can't get home from work if I'm working 3 to 11 ever unless it's Friday or Saturday. It's absolutely ridiculous... How many people that work at fast food places, restaurants, bars, hospitals, fire departments, the Pentagon can't use metro because of the hours. You need money, but you aren't open to let people who would love to give you money give you money. During the pandemic I would not care if you ran every 20 mins during peak and every 30 or 40 off peak. I can adjust around that. I can't adjust around closed. I'd much prefer to pay 9 bucks round trip than 25 one way in a Uber. But I'm forced to do just that because of your hours. OPEN UP AND PEOPLE WILL RIDE. And honestly you were absolute fools for running metro bus free at all... Why the hell did you do that? Did you want to help the spread of covid? I mean you closed my station, College Park, making me have to walk 3 miles so I ended up buying a scooter. Now you wanna make it so I can't ride metro at all for work. And make it so when I go out I can't get home. You guys are idiots... Fire most of your rude ass station managers and hire a new guy at half the price. I'm not sure why you have them at most stops because they don't do anything but give you a attitude when you ask for help most of the time. These people that make 80k as a station manager after 25 years is nuts. I'll do it for 40... I work 4 days and I'm off 4 days as of now. If you can work around that schedule I just saved you 40k a year. I have a PhD, so I'm sure I'm more than qualified to the job. Hell a trained monkey would be better than what you have at College Park most of the time and all of the time at U Street. You cry you're broke but don't sell advertising like you should. Stop letting government ride free. Or make it so they use it or loose it daily. I have lots of military friends who never use it but get it. Stop letting students ride free, let it be 1 dollar. I frankly don't understand how you are funded sooo well but can't make ends meet. Well actually I do. You let your union rape you. Stand up to them... Put pay caps in place. Stop paying overtime... Hire more people and cut over time... At least cap it if nothing else. No more bonuses for anyone other than safety related rewards or best employees. Zero reason anyone who is salary should be given a bonus that isn't a operator or maintenance. No one that sits in a office should be able to get one. There are soooo many ways you are throwing money away it's stupid. Like you did with the cleaning staffs that never cleaned. Btw did you fire every station manager at the stations that didn't get cleaned for weeks? Shouldn't they be checking that. Fire the people who can't be bothered to look at the camera to see I'm on the platform and locked me the station. I lost my card in my bag and it took me 10 minutes to figure out it was in my coat. I was on the last train and that dude gave me a attitude like I was wrong because he didn't check the camera or walk the platform.
Every Metro budget crisis, we always have to justify keeping the 3T bus route. I am 100% transit dependent (no car) and the 3T is invaluable because I can pick up the bus on Pimmit Drive to continue my errands, etc. It services two garden apartment communities and three high-rise buildings in just two blocks (between Leesburg Pike and Idyl Lane). There are several blind customers that use the bus. It alleviates me going up and down hilly Pimmit Drive to get off or on the 28 bus carrying packages, groceries, etc., especially in inclement weather. By eliminating this route, you cut access to the Safeway on Anderson Road, and Pimmit Hills High School and Senior Center at Lisle and Griffith Road, and the McLean Metro station. Also, my trips into the City of Falls Church to see doctors, bank, pharmacy, entertainment, shopping would be made difficult. Currently, there is construction at W. Broad and West Streets in the City of Falls Church. When completed, there will be hundreds of apartments, retail, restaurants and movie theatres which means those living there will need the 3T. More revenue for Metro. I do not want to use the 28 bus because it means crossing six very dangerous lanes of traffic and hiking up Pimmit Drive, plus it's rarely on time. It's not the safest, especially in the dark, considering I have two knee replacements. I am not going out much at this time because of the pandemic and when I do it's in cabs. Metro always says that ridership is low on the 3T, but when you only offer service once an hour during non-rush, people have to make adjustments to their lives. How can we ride when the service isn't there? I am not asking for any special treatment, just good service. KEEP OUR 3T!!!

Comments - General

My name is Cara Liebowitz and I am a Montgomery County resident. I am physically disabled, do not drive, and rely on public transportation to get around. I am deeply concerned about the proposed cuts to Metrobus and Metrorail service. In particular, I am concerned about the proposed 9 PM closing time for the Metrorail system on Sunday through Thursday nights. I am a power wheelchair user and often cannot find a wheelchair accessible taxi or Uber, particularly in the evenings or in areas outside of the District proper. Metrobus service often does not reach where I need to go, and that problem will only be exacerbated with Metro's proposal to cut many bus lines in Northern Virginia. This 9 PM closing time for the Metrorail would effectively place a curfew on me during the weeknights. Depending on where I was in the DMV area, I would have to leave an event or other gathering at 8:30 or even earlier in order to ensure that I don't miss the last train and can get home safely. I am an active 28-year-old woman and should not be forced to fit all my after work activities into a 3 to 4 hour timeframe simply because of Metro's budget issues. While I am heartened to see that there are currently no plans for cuts to Metro Access paratransit service, Metro Access must be scheduled at least a day in advance with specific times for drop-off and pickup. This takes away any opportunity for spontaneity and is inherently unequal. Furthermore, Metro Access is a shared ride service, meaning that routes are not always direct, and rides will often take longer than if I took Metro directly. I moved to the DMV area almost 4 years ago specifically because public transportation was more accessible than in my home state of New York. However, the service cuts would severely curtail my freedom and limit the independence that I have found so empowering since moving here. I urge you to consider the enormous impact that these service cuts will have on people with disabilities and others who exclusively rely on public transportation. Thank you.

Comments - General	
Original comment in Spanish	**English translation**
UNACCEPTABLE ES MUY MALO	UNACCEPTABLE IT'S VERY BAD
que cobren lo mismo	charge the same thing
Yo creo que deberí-an cobrar tan siquiera la mitad de el pasaje por que no vas a despedir a tus empleados tal y disminuir el pago a los empleados por algún tiempo	I think they should charge at least half the ticket price because you're not going to fire your employees like that and lower employees' pay for a time
No queremos que se cierre este trabajando hasta la 11.pm como bamos asobrevir los pobre	We don't want it to close; working until 11pm how are us poor people going to survive
Es triste pero es la realidad el METRO los da un muy buen servicio gracias a Dios que están ellos para a saludarlos	It's sad because the reality is the METRO gives very good service, thank God they're there to greet them
Gracias metro por su alluda yo no huso mucho pero es una gran alluda para mí- comunidad pero es Tiempos empiezen a cobrar.	Thank you metro for your help; I don't use it much but it's a great help for my community but it's time they start charging.
Ami me afecta mucho porque utilizo mucho el bus y el metro no me gustarí-a q nada de eso pase espero yeguen a un acuerdo porque si me afecta ami y a muchos	It affects me a lot because I use the bus and metro a lot and I don't want any of that to happen; I hope they come to an agreement because it does affect me and many people
Para mi que comiensen acobrar porque el servicio del trasporte de los bas es.muy importante para la gente que comenzamos atrabajar i asi muchos choferes no se queden sin trabajo para mi ellos dan un excelente servicio ellos asen un buen trabajo yo no tengo quejarme anque por beces pasan tarde pero pasan el trasporte es muy interesante michas gracias	For me, they should start charging because the bus transportation service is very important for those of us who are starting to work, and that way a lot of drivers won't be unemployed. I think they provide excellent service; they do a good job and I don't have reason to complain, although sometimes they come late but they do come. Transportation is very important. Thank you very much

Route	Comments on Metrobus service changes
31	While we are not riding this bus very much recently as soon as school and work open this is a bus that we take daily.
31	if weekend service could be brought to the same as the weekdays, that would be so ideal
31	31 bus is important to be able to commute to work from Grover park area to downtown (federal building along constitution) during the weekday and weekend.
31	It's not clear how exactly this would affect me but given the inconsistency of Metrobus service levels right now, I don't think this would make my life better.
34	I don't mind the reduced service if the live tracking apps were actually accurate and updated to reflect when the next bus was coming. Too often the timetables provided are incorrect or the live tracking isnt working so I miss the bus by a minute or two and have to wait over half an hour for the next one
37	Once offices re-open, this is my primary means of commute.
37	The wait times for buses on the Wisconsin Ave corridor are occasionally very long now. And then the buses are very full. This is especially so on weekends when there's only one bus line on Wisconsin Ave.
39	Buses are often packed - especially considering distancing, and more people will need bus once the weather is less nice. Further drops are illogical when bus service should seek to be increased.
39	Only ok while kids are not in school
42	I don't take the bus regularly so this would not affect me. I can adapt my travel as needed
42	Just make sure it's on weekends
42	I don't ride the bus anymore because the Covid protocols in place are not enough. I hear again and again that it's budget cuts that's not allowing for deep cleaning, but without deep cleaning we can't ride the bus! It's barely coming to our stop anymore, once every 24 minutes during the work day and without enhanced cleaning is forcing those who would be regular users into an awkward state of finding new options for transport
43	Yesterday I wanted to take the bus, but it wasn't coming for 30 minutes -- both the 43 and the 42, and the L2 wasn't running at all.
43	The split between the 42 and 43 is very annoying, as it means that neither service runs particularly frequently. Just make all trips 42 or all trips 43. I'm fine with all being 43 as long as you have the northbound buses have a stop just north of N Street and just north of R Street (like the southbound 43 buses do), as the current gap between northbound stops at Jefferson Place and S Street is too long.
62	I am s senior. I do not drive. I can work around the adjusted weekday scheduled, provided your drivers adhered to the WMATA published timetables. That is the problem, they don't. However, more important is the weekend. I and other seniors and non-drivers are 'trapped' in our neighborhoods unless we use cabs, Uber, or Lyft. Yes, grocery and pharmacy shopping and doctor appointments can be scheduled during the week. However, church services are held only on Sundays. What do we do, how will you serve the needs of non-driving Christians on Sunday? I know the answer is nothing, it's not cost effective. But I as one, wanted to speak up.
63	I need Metrobus to continue to be able to make it to work
63	I use several bus routes that go from Petworth to downtown (so also the 64 and 70, 79 buses). Even before COVID, buses were crowded and came infrequently.
63	I have not ridden on a MetroBus since March, because service was so deeply reduced at first, and then real-time bus-tracking has been so unreliable, if not downright non-existent. The lack of bus availability has forced me to walk at least 1 extra mile (at least 2 round-trip) every time I need to take the Metro. Not having a car, MetroRail and MetroBus are my primary means of transportation, and Covid cuts have completely precluded me from taking the bus. This is totally unacceptable.
64	I've had to wait an entire hour between buses from Metro Center (No.64) heading to Columbia Heights, and without the 63 running, that is simply to long an interval.

Route	Comments on Metrobus service changes
64	Many people rely on the GPS tracker to plan their travels. They don't seem to work during the weekends when still rely on them to get to work. This should be kept on. Not sure if COVID had an affect on it but it seemed to have started when the pandemic hit the community.
64	While I have not used the bus in months I know that my neighbors need and rely on it to get to work. When and if the schools open the buses will need to be available and safe (ie - not over crowded)
74	I feel unsafe riding metrobus due to the lack of requiring face masks. By cutting the schedule will only make the busses more crowded. Enforce your rule or get rid of it!
74	I am fine with this, especially as long as the circulator continues to operate.
74	No one is safe and metro does not care the x2 buses be so packed no one is 6feet and the driver keeps stopping the bus be packed people be coughing bad
83	I want you to return to normal service for 83 Cherry Hill and 83 Rhode Island Ave. busses. Until you have normal service I have to get a ride. How can you get ridership up without normal service? People need busses early and late and more regularly and without that you FORCE us to not use Metro Bus. You FORCE us to get a ride or walk because the bus isn't really providing what we need. Get back to normal service for Metrobus or I am forced to not use the bus.
86	No esta trabajando ese bus
86	I would be willing to have a reduction in service if you extend Bus 83 or 86 all the way to Downtown DC location Rhode Island and M Street.
86	Can adjust to either 86 or 83 usage
10E	Please continue the 10E route. It is a convenient route for commuters going to/from Alexandria and the Pentagon
10E	I hope the 10E route stays viable long term, that one is important to me for when I go back.
11Y	Please don't cancel this route. I use it to got to work and do not have another way to get in.
11Y	This is a good route that should be kept
11Y	I ride the 11y to commute to word on a regular basis. There is no comparable service offered by metro
11Y	When the pandemic is over, the 11Y will be essential for me to get to work.
11Y	Need the 11Y for work commute
11Y	this is our only transporatation. Please keep the 11y
11Y	Please don't eliminate the 11Y. Its the main way I commute to/from Farragut North
11Y	This route is necessary for the community
11Y	Many friends and neighbors use the 11Y and find it very convenient and economical, as well as environmental. This is a much needed route. Please do not remove.
11Y	While reduction in service due to the current pandemic makes sense, my worry is that once eliminated certain bus routes - like the 11Y - will not be reinstated.
11Y	Many in my community take the 11Y bus from South Alexandria to both Old Town and DC. It has a very negative impact on my neighbors. I implore WMATA to keep the 11Y bus service
11Y	Again, this is fine as long as teleworking continues
11Y	This proposal is unacceptable as it is the only mode of public transport for the neighborhood
11Y	Please keep 11Y!!!
11Y	Continue the operation of the 11Y bus service.
11Y	I have relied on and used the 11y for years and plan to continue to do so once it starts running again. It is my preferred method of transport daily to work.

Route	Comments on Metrobus service changes
11Y	This bus is critical to me and many of my neighbors in the area. We rely upon it to get to and from work. Please do not Eliminate the 11Y bus route!!!
11Y	If the 11Y is discontinued permanently, this would significantly affect my ability to work in downtown Washington, DC.
11Y	Do not cancel 11Y! My family depends on it.
11Y	Please do NOT eliminate the 11Y bus. It provides a vital downtown to NoVa link for families that do not have access to a commuting car or other mass transit options. Any reduction or elimination in service (whether temporary or permanent) will mean more cars on the road, more pollution, more accidents and more people who cannot get to work.
11Y	Keep the 11Y
11Y	Only way to get to work.
11Y	11Y is a critical service for riders south of Huntington / Old Town otherwise without ready access to service into DC. MUST REMAIN after COVID.
11Y	11Y service is necessary to reduce congestion on the south GW parkway through Alexandria.
11Y	Temporary change is okay.
11Y	This is a fantastic service route, please don't eliminate it. In fact, it should start 30 minutes earlier.
11Y	11y provides a critical connection for many VA residents into the city.
11Y	This is a very well liked and needed bus line.
11Y	I want to use 11Y but am concerned with how crowded the busses are when they get into Old Town Alexandria.
11Y	This bus line is essential to our community! It's packed every day. It takes hundreds of cars off the road! Keep this route!
11Y	I would like 11y service to return
11Y	This is my only way for going to work in DC. Please if canceled it's going to be very expensive to Uber all the way to DC
11Y	Need this bus route reinstated. Missing medical appointments and treatment without this bus
11Y	This is a critical route for many and will continue to be so as pandemic restrictions are lifted. Please maintain. The 11Y at historical routes.
11Y	Please keep the 11 Y route. The bus is usually full and is Much more convenient and cost effective for me when I have to work in DC
11Y	Stopping the 11y would affect the way I get to work. This is a needed bus and is always full or riders.
11Y	It is critical that 11Y be offered in 2021. I use this bus daily!!!
11Y	Please KEEP THE 11Y route as a commuting option for my neighborhood.
11Y	My husband and I both use the 11y as a routine commuting option.
11Y	This bus is critical to the Fort Hunt, GW Parkway population. It is a vital link for workers, citizens, seniors and folks with disabilities. DO NOT CUT THIS SERVICE. It is a lifeline, especially now during these challenging times.
11Y	We have come to depend on the 11Y bus route. Reducing or eliminating it will impact many of our neighbors.
11Y	Why would you eliminate the 11Y??? That is the only line servicing several neighborhoods in Mount Vernon. Do you want all those people to have to drive to work??? DO NOT DISCONTINUE THIS LINE.
11Y	11Y Express is needed to serve the Mt. Vernon region.
11Y	I love the 11y bus service but my office is remote until there is a vaccine. Save the 11y please!
11Y	Unacceptable, only public transportation available in this area.
11Y	The 11Y is a crucial asset in our neighborhood. Please reconsider the decision to cancel this line.
11Y	Provides a service that is extremely important to myself and neighbors

Route	Comments on Metrobus service changes
11Y	If Metro is stopping the 11Y bus route temporarily due to D.C. office closures and budget issues, please consider restarting it in 2021 or 2022 as normal commuting returns. Our neighborhood area in Fort Hunt depends on it.
11Y	The 11Y is a critical piece of my commute into Washington, D.C. I have been a rider for nearly ten years. Please do not cut!!
11Y	11Y is used throughout our neighborhood. It cuts down significantly on traffic on the route.
11Y	I understand the need to cut back service during the pandemic. But I would like to be certain the 11y will return to operation when federal offices reopen
11Y	Stopping this route would make it very hard for me to get to work.
11Y	This route has been especially helpful to me and I would definitely miss it if it were eliminate. There was a time I rode it every day. I still use it at times. As a working parent, knowing this was always an option was an incredible relief
11Y	Changes during COVID are fine but this is an important bus line and would have a negative impact on how get to work.
11Y	you should maintain the 11Y route. It keeps traffic at a reduced level on the GW parkway. This route gets a substantial amount of use and without it there will be more traffic on GW parkway and more frustrated drivers because of the heavier traffic. Due to the lack of traffic lights on the GW parkway, there are increased accidents and so increasing traffic by eliminating the bus route is dangerous to the communities along the route. Further, you'll be increasing pollution by forcing more drivers out onto the road if you eliminate this bus route.
11Y	The 11Y is an essential route for many commuters from Alexandria. Further, it creates less congestion on the overtaxed GW Parkway through Old Town. Please keep this bus route!!!
11Y	I depend on the 11Y to get me to and from work. Discontinuing the 11Y bus would make it very difficult and more expensive to get to and from work.
11Y	This line is crucial to our neighborhood during non-pandemic times. Please do not permanently cut the service of 11Y
11Y	The 11Y bus and biking are my two forms of transportation to get to work. As the weather changes, not having the 11Y bus as an options will have a significant affect on me including exposure to the elements throughout the winter. Please consider reinstating this route.
11Y	Don't change it
11Y	I am unable to take my usual bus option right now because the route isn't running. This adds over 30 minutes to my commute. The 11Y bus was always busy. If anything it is a route that should run more buses.
11Y	The 11Y is an important bus route that links neighborhoods with no other transportation options to DC.
11Y	Please RETAIN service of the 11Y, which is a critical bus service for those of us living in the Mt Vernon-Waynewood area.
11Y	I'm retired but the 11Y service was invaluable when I was going into DC. Many riders out on Waynewood Blvd.who love this service.
11Y	Elimination of the 11Y Mount Vernon route would put more cars, including mine, on the dangerous, deadly, often backed up GW parkway. Pre-pandemic, I couldn't get a seat on the 11Y, and now it's being eliminated? That bus is PACKED with riders. Imagine all those extra cars on the GW Parkway.
11Y	I am opposed to the elimination of the 11Y route â€” it's the only bus route I use and have access to on foot.
11Y	THis is the only direct source of transportation for people in the SE Quadrant of Old Town (Hunting Towers) to DC. I would take the 11Y every day to and from work. This would be a terrible impact
11Y	Save the 11Y. Pre-Covid, this was a very popular route for many federal workers living in Fairfax County and city of Alexandria. Please, please do not eliminate, but rather discontinue until federal offices reopen in 2021. If ridership does not does not return then consider elimination.
11Y	This bus service is critical to me and my neighbors, many of us could not get to work without it. PLEASE DO NOT eliminate this route!
11Y	11y is one of the only ways to make it down to my neighborhood, and I worry about the safety and financial implications of myself and marginalized people if a reduction of service were to continue or get worse.
11Y	The 11Y is a money maker for Metro. Unclear why it was cut.

Route	Comments on Metrobus service changes
11Y	Cutting a service line altogether that has no viable alternatives that are within a mile is not acceptable. If you need to reduce the service, that would be one thing, but there are people who rely on that service to get to and from jobs, some who already walk a mile or more to get to stops along the parkway. That's because they don't have a viable alternative. Reducing schedules due to low ridership is understandable. You could do a morning and evening run on the parkway that would likely be a better option for folks in the area. But to cut altogether seems to mean that WMATA wants Fairfax County money for projects and improvements, but doesn't want Fairfax County to actually use WMATA. Considering it's a bond proposal on the ballot now, that seems rather shortsighted.
11Y	This service is critical to the area near Mt Vernon given the distance from any viable Metro Station
11Y	Please do NOT eliminate route 11Y.
11Y	I take the 11Y when there is not a pandemic. I am fine with the the service being suspended temporarily during the pandemic, but do NOT want it suspended any longer than that. Once Covid is under control I fully expect to take the 11Y bus to work in DC again. If this bus route is being halted it MUST be ONLY temporarily.
11Y	If you eliminate this route it will prevent me from getting to and from work. Please do not eliminate this route! I know many people who rely on help that use this route to get to them. Please do not eliminate this route!
11Y	this is a much needed transportation line for our community. Any reduction of service of the 11Y Would have tremendous detrimental effect on the commuting ability of this and southern Fairfax communities.
11Y	while my office may be closed for the next several months, I would be seriously affected if the service was cancelled permanently. There is no good option for me without it, both timewise and greatly added expense
11Y	11Y is critical for Mount Vernon.
11Y	The 11Y is the only bus route from mount vernon/fort Hunt area into down town DC. Eliminating or reducing this route has a huge negative impact on my commute.
11Y	I don't drive and relied on this line to get to work
11Y	Reducing the service, and the possible removal of this service would be detrimental to so many in my neighborhood, as it is the only bus service that is here. When metrorail was under construction on the Huntington station, it was the best transportation into DC. It is reliable, mostly on time, and has a large ridership. This bus line is critical to our commuters in 22308 to get to Old Town Alex and beyond. Please, do not remove or diminish its significant value to our community.
11Y	This route is a lifeline for many living in this part of NOVA. A short break would be acceptable, but not permanent.
11Y	please keep this service it is much needed and the only means of getting into to DC for many living south of old town
11Y	Ridership is down for this route since the Federal Government is not at full onsite capacity. Once that changes the ridership should rebound.
11Y	Please keep the 11Y service. It is invaluable to our neighborhood and our only direct link to DC. No 11Y means more cars on GW Parkway, longer commute times for all. Practically speaking, a 45 minute 11Y ride to the city doubles to an hour and a half metro or metro and Fairfax Connector commute. Most will end up driving, which takes at least an hour and adds to overly congested Parkway and Old Town Alexandria, not to mention the pollution. Save the 11Y! It's the best service you offer.
11Y	The 11Y bus provides me with service close to my place of work and I use it frequently in inclement weather. I live near Mount Vernon and it is an important link for our community to the DC Metro area. We need this bus!
11Y	Because Metro doesn't come further south than Huntington, the 11Y is critical for me when I need to go from my home in 22308 to GWU. This helps reduce the traffic load on the GW Parkway and saves fuel and the cost of parking.
11Y	This 11Y route is the only public transportation option into DC and pre COVID was standing room only. This supports the working American and there are no Slug lines or other economical options.
11Y	I would again become a daily rider were WMATA to reinstate the 11Y, especially in the northbound mornings.

Route	Comments on Metrobus service changes
11Y	I used the 11Y Metrobus before the pandemic, and I would like to use it in 2021. I used the 11Y Metrobus 1-2 days a week.
11Y	I ride the 11Y and it has been canceled since the shutdown started. 11Y is CRUCIAL for our area from Mt. Vernon through Old Town Alexandria. Please DO NOT CANCEL 11Y!!!
11Y	we need y11. We are very limited on how to get to DC from Fort Hunt Area. Please keep it.
11Y	I understand the need to temporarily modify the schedule for this bus, but don't think eliminating it Is the best solution. As people go back to work in increasing numbers there is a need for this bus route not only for the rides themselves, but also for drivers of cars. Eliminating the route would greatly increase the number of cars on the parkway and through Old Town Alexandria causing commuting and environmental issues. Thank you for reading my concerns.
11Y	As a long time rider of the 11y, 8 years, I have grown costumed to the service this provides from south Alexandria (Mt. Vernon area) to downtown DC. This line is a life line for many in our area as it is only metro bus that goes directly into the city on weekdays. I understand the need to cut the services while individuals are still working from home due to the pandemic but once individuals, especially the federal government, go back to work, it will be important for the 11Y to again start operating. 11Y allows less cars on the road and quicker commute times for individuals who are going downtown. Please do not consider removing this service permanently.
11Y	COVID has impacted my current bus usage but I expect to return to the office early 2021 and 11Y is a major portion of my commute.
11Y	Running the 11Y at 75% of pre-Covid 19 service levels seems appropriate for the near term. Removing the route although is unacceptable. Every time I've ever ridden the 11Y it's been full. If you get rid of this route, we'll all have to jump in our cars to drive to Huntington, pay to part and then pay to ride. This will cost much more in time and money than it does when i drive and park.
11Y	Please do not eliminate the 11Y
11Y	I'm a regular 11Y rider and rely on this bus to get in and out of the City for work. We only have one car, like many residents in my neighborhood, so we rely on being able to walk to the bus, rather than having to drive to metro. I hope you will continue 11Y service in 2021 when many of us will be returning to work. Thanks for taking feedback.

Route	Comments on Metrobus service changes
11Y	It appears as though this route will continue to be eliminated from service. As companies continue to phase employees back into the office, this route will be critical for those of us along the route who still do not have a private vehicle. My company is beginning to phase back into the office full time beginning next week. I understand that having this route run every 30 minutes (approx.) as it did before is not feasible, but every 60 minutes during commuting times would be better than nothing. I am sure that many riders along this route would be willing to pay the standard fare, but you could leave it optional for those individuals who are having financial troubles. Please consider this option.
11Y	Route 11Y was a high ridership bus line during normal times. According to 'Connections 2015: Fairfax County Comprehensive Transit Plan' online at https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation%20projects,%20studies%20and%20plans/ctp/service-recommendations.pdf, pages 7-167 and 7-168: 11Y riders are loyal: about 76 percent of the riders use the bus on a daily basis because, they report, it is a cost-effective and convenient means of travel into DC. These riders would like more frequent service and expanded service hours. During normal (non-COVID times) standees are common, particular during afternoon trips. The lack of seats at sometimes may be discourage ridership growth. During the Safetrack surge (when part of the Yellow Line was shut down): '11Y ridership was up 128-133%, or more than double,' according to https://planitmetro.com/tag/ridership/. During WMATA's 2nd Quarter of 2019, the 11Y Afternoon and the 11Y Morning runs were BOTH in the TOP 10 WMATA bus route in Virginia! -- And they a load factor of 1.5 (which indicates 'continuous crowding'). See https://www.wmata.com/about/records/scorecard/upload/Q2FY19-Metro-Performance-Report.pdf While reduced service is understandable during COVID times, this route must â€œcome backâ€ when life returns to â€œnormalâ€ in the DC area.
11Y	Once the pandemic is over, I hope the 11Y bus service will be restored.
11Y	The 11Y is vital to our neighborhood and provides easy access to Washington, D.C. We must keep this bus line to support the community!
11Y	This area desperately needs the commuter buses we had when workers resume employment in their offices in DC. Otherwise, already crowded arteries will jam metro stations incapable of servicing the higher volumes and even bigger traffic jams.
11Y	The time schedule for 11Y was not great before Covid, with the proposed cut to the service would be terrible. You would cause all of the Mt. Vernon area neighborhoods to have to take their own personal vehicles into town.
11Y	The 11Y is the only option for me during rush hour. If the federal government makes employees return to the office daily I will need to take the 11Y. Please keep this route! It's good for the Mt Vernon and Old Town Alexandria communities. Thank you!
11Y	11Y is service is critcal to commuters in the Fort Hunt area. It allows us to leave our cars at home and complete our commutes entirely on mass transit. The 11Y is a critcal feeder line for the Yellow Line. This level of service will require more parking to be built at Huntington.
11Y	Those of us who rely on the 11y will continue to rely on this line and several other line once COVID-19 restrictions let up. The temporary suspension of service is acceptable for now but a permanent removal of the line would mean I would not longer be a metro customer. That would add hardships to many Alexandria residents whose taxes pay for a portion of these services. It's not fair to anyone.
11Y	Please retain this route - it's the most direct way to get downtown from our area which is beyond the reach of metro and a great resource to reduce traffic and pollution. Thank you!
11Y	I have not had the option to use metrobus as the 11Y bus has not been running. Please resume the 11Y bus route. This route reaches many people who are not in walking distance to a metro rail stop. Cancellation of the 11Y bus would increase traffic.

Route	Comments on Metrobus service changes
11Y	Suspending the 11Y bus has meant that I can not longer get to my job. Currently I am able to tele-work but I will be returning to the office and the 11Y is my PRIMARY transportation option. The 11Y is a busy and growing route that should be expanded with more buses throughout the day, not terminated.
11Y	The 11Y is a commuter life-line for so many. It is always full, each bus everyday.. and that is just at Ft Hunt and Waynewood Blvd. The alternative, taking the 101 to the Metro, adds 25 to 35mins on trips, each way! Most of the 101 running during the day are empty. I don't understand how it makes sense to cancel a router that is so popular, or what reasoning could be behind the decision? 11Y i s a small route, with just a handful of busses each way one-direction rushing hours can be so the saving would be minimal to WMATA, the route can't be unprofitable with busses being filled, and the impact on commuters will be hardship affecting families and employers.
11Y	Under normal circumstances, the 11Y bus has served our Mt. Vernon area neighborhoods extremely well. The buses have always been packed and I can't imagine the route wasn't very profitable for Metro. Under current circumstances, it's understandable that you've shut the line down, but please resume it as soon as the China virus has been brought under control. Thank you!
11Y	Again, you are too vague about the conditions under which service would be restored. And the 11Y which you've been threatening to eliminate for years, is THE service that my neighborhood depends on.
11Y	This is the only way to get to metro! Please do not cut services for Stratford, Waynewood, Riverside Gardens, HollinHall, Mt Vernon! This also affects tourists to Mt Vernon
11Y	The 11Y Bus is very important in my neighborhood and allows my neighbors and I to get to Washington D.C. from Northern Virginia without needing a vehicle. If the 11Y bus is discontinued, people like me will have either need to use multiple modes of public transport like bus and metro, raising the cost and length of our trips tremendously, or need to gain access to vehicles for our commutes. The 11Y bus connects those living just off the Mount Vernon Parkway to various parts of downtown Washington D.C. I'm the second generation of my family to take the 11Y and it has been a major part of my family's way of life for decades. The 11Y bus takes cars off the Mount Vernon / George Washington Parkway, I-395, and off D.C. roads during very busy commute times and it demonstrates how popular and useful one-way commuter public transport can be. Please preserve the 11Y bus route.
11Y	I understand the need to reduce service in the short term, however, as a daily commuter on this line, the elimination of this route would remove my ability to use public transportation. I purchased my home last year with the bus stop as a major factor, so that I could use it on a daily basis to travel from Mount Vernon to downtown DC. Please do not completely eliminate this route.
11Y	11Y Metrobus provides reliable services from Fairfax Co and Alexandria City to downtown DC. Except for COVID, it's been my experience over 25 years that a lot of Metro customers rely on the 11Y.
11Y	The 11Y bus service is essential to the community. If eliminated as planned, it would add more vehicles to the GW Parkway, thus increasing auto accidents. Elimination of this service would increase pollution and add a financial hardship to ridership. I encourage Metro to keep the essential 11Y bus service.
11Y	Please do not eliminate the 11Y bus. It is an important resource for those living in this area. My spouse, who is deployed now, used it almost everyday when here. Expanding bike racks on the bus (if possible) might make it easier for people to use both forms of transportation as their method of commuting. We are pretty far from DC or even Old Town to commute using a bike round trip. Many times the bike racks are full.
11Y	Transportation options to my job (King and Washington Sts.) during the week would cause economic hardship would be much more expensive than bus fare.
11Y	Pre-pandemic, I used the 11Y four days per week. It is always crowded and in demand. Please do not permanently eliminate this route
11Y	My spouse and I always used the 11Y to get to and from work (we are now retired). We had only one car and Metro was our way into or out of town during the week-days. Anyone who moved to our neighborhood got an 11Y schedule from me. Friends who sponsored foreign students got them into DC for classes via the 11Y. I support cancelling for the year, but when things return to normal, it would be good to get back on the bus.

Route	Comments on Metrobus service changes
11Y	Proposal to eliminate the 11Y on a permanent basis would greatly impact the Mount Vernon area. The 11Y has been the direct, FAST, non-Metro train, route to Washington DC for over 30 years. It was enhanced when the Yellow line was under construction last summer. Consideration should be given to reducing the number of runs instead of eliminating it. Some riders would prefer to take a bus versus a bus and metro in order to get to work. The 11Y option should remain available -- even if the runs need to be reduced. Thanks for your consideration.
11Y	Restoring 11Y service is essential to ensure that its riders continue to use public transit rather than drive. For the areas served, Metrorail takes significantly longer and driving would be faster. The 11Y has increased the number of runs in recent years due to demand and has become a consistent money maker for Metro. The route is used by employees of the Federal government, the World Bank and various law firms and non profits.
11Y	While I understand implementing service reductions in light of the pandemic's impact on ridership, WMATA employee safety, etc., I'm concerned that the service reductions and cuts could lead to the 11Y route in particular being eliminated permanently from Metrobus routes. I would urge WMATA not to eliminate its 11Y route, which is an important lifeline for communities in the Alexandria and Fort Hunt areas to reach downtown D.C. Eliminating this route would impact countless residents and commuters in our communities, as well as youth and students, who rely on 11Y service daily to reach destinations in D.C. to attend school, work, and other programs. I implore WMATA to restore 11Y Metrobus service to its normal schedule once the COVID pandemic abates. Thank you.
11Y	Commuter lines have always been well trafficked in the AM and PM. The suspension of the 11Y service was ill-advised. Other commuter lines are probably negatively affected as well. Instead multiple buses overlap on common streets and are unnecessarily duplicative and wasteful.
11Y	The 11Y Route must continue. I don't understand why every few years we must fight to keep this route going. There is no other public means to travel from Mount Vernon, down the GW Parkway, into Old Town and into DC. It is vital for so many in the neighborhoods along the parkway to get to and from work. There is no alternate bus route that goes to Old Town or DC. Traffic on the parkway is already so bad and unsafe, and I don't want to see it increase more because there is no public transportation available. Before Covid the 11Y was often standing room only- why would anyone consider stopping the service altogether? Please don't leave the residents here stranded!!!
16A	I need to be at work by 6:00 am and there is only one bus on columbia pike running between 5:00 and 6:00 that gets me there on time. In addition, the bus keeps skipping me at South Glebe road because it is full and I have to keep calling Uber. The Columbia Pike route needs to be at full service on weekdays because of the number of riders.
16A	We are glad that bus fares are free, but I have read that it's not going to be the case anymore. That's so sad.
16A	My concern is that metro bus is a common transport for lower income and essential workers and that they will be the ones most affected, and least likely to be online doing your survey
16A	I use the 16A 5 to 6 days a week to travel to and from my job. Not having the 16A run, even on weekends, may prevent me from keeping my job.
16A	If you reduce the level of metro buses then you should increase the time the metro buses stop running. Again if you close around 1-2 am instead of 10-11 pm you'll see more people take buses especially if you are reducing the number of buses on the street.
16C	The 16C provides vital transportation from VA to DC for riders with limited mobility. It eliminates the need to transfer to a Metrorail. The 16C should remain in service. Likewise the 18H should remain in service as it provides a necessary connection to the Pentagon transportation hub.
16C	I would prefer if the 16C could be extended to Federal Triangle daily to supplement reduced train service.
16G	A lot of people frequent this bus and is much needed more buses with precautions to avoid the massive but very much fill the needs of these people
16G	I am glad metro upped service to 75% but I am still avoiding this bus, which I used to use twice a day to commute to work and instead take an ART bus, which comes less frequently but is far less crowded. When I see the 16G (as well as 16H, 16C, and 16A) come by on Columbia Pike in Arlington they are so crowded and no one is able to social distance. It does not appear safe. Please do not reduce service any more.

Route	Comments on Metrobus service changes
16G	I don't have any specific ideas, but I think that it's weird that you require riders to wear masks, but the workers who chat with the bus drivers don't wear masks at all during the whole trip on one of the 16 routes on Friday. .
16G	I try to use the bus whenever it makes the most sense but am not riding the bus currently since I'm working from home and not going out during the COVID-19 response. Reduced bus service makes it harder to rely on the bus and makes me less likely to take the bus.
16H	I want Skyline City Columbia Pike because both station counts if its 16H can go to 6:00 to 8:00
16L	This leave no WMATA bus service north towards the Pentagon on a very busy stretch of seminary road. Now one is required to walk all the way to the Mark Center to catch the 7M or to Southern Towers, which is quite a walk from the homes along Seminary Road. They are building apartments right there and eliminating that bus service, along with the lack of a Metro station nearby, is not going to help the already terrible traffic congestion in that area.
16L	Without 16L or 28G we don't have acceptable public transportation in my neighborhood. You don't seem to realize that you are a public service, not a business.
16Y	I would ride the 16Y if it was back in service today. Please don't eliminate it permanently!!!
16Y	There are so few ways to get into the city on the bus. This route is crucial and it is always full! Always! Why on earth are you considering getting rid of it?
16Y	The 16Y, even when it's only showing up every 10-15 minutes, is ALWAYS standing-room only during rush hour. I've had to wait for the next bus or even two buses later to board. There's no lack of riders for this route and stopping it entirely is a hardship for those of us who live a considerable distance from a Metro station.
16Y	This bus is a critical link and the main reason I choose to use metro for my commute.
16Y	Please do not permanently eliminate the 16Y. Within a few months, more and more people will be expected to commute into DC and the 16Y is by far the most efficient way to get to NW from the Columbia Pike area. My office has already expected me back for several months and I've been forced to drive (and find a place to park) because the 16Y is not in service.
16Y	I hope WMATA is already tallying, in some way, how many people are still using each bus line at given times. This survey is only going to capture data from those plugged in enough to even know there's a survey.
16Y	It is NOT acceptable to me that 16Y will be canceled permanently. However, I am ok with suspending it until people start working in office.
16Y	This route has been cutand that affects me because I use it.
16Y	As people start going back to work in the gov't and contractor fields, the 16y is going to become invaluable again to those that live from the Columbia Pike corridor through Lyon Park. Without it, many will be forced to extend their commute by at 20-30 minutes each way. That is significant productivity lost for the primary driving sector in income in the area.

Route	Comments on Metrobus service changes
17K	Please do not cancel the 17K; without the 17K, there will be no WMATA bus service in 22032 along Zion Road or Sideburn Road, and there will be reduced capacity on Braddock Road, an important traffic artery in Fairfax County. The 17G and the 17H have returned to service, but these lines are not convenient or close to 17K and 17L riders. The closest 17H bus stop is 1.5 miles away from my home and the closest 17G bus stop is 1.5 miles from my home. The 17K is 100 yards from my doorstep on Zion. The 17K is popular in my part of Kings Park West along Zion and Sideburn Roads, and most of us on the 17K can't just walk to another 17 stop - they'd have to drive to catch a 17G/H, too. I also see that the 17B and the 17M are returning, but those buses don't start running until 8:20 am, and I am required to be at my desk by 7:30 am. The 17G, the 17H, and the 17K all start in Kings Park West and go down Braddock Road; the 17G only goes down Braddock; the 17H goes along Twinbrook and Commonwealth Roads; and the 17K goes down Zion and Sideburn Roads. All three become crowded very quickly as we pick up more riders along Braddock as we approach the Beltway; prior to covid-19, the buses were frequently standing room only. Without the 17K or the 17L, the 17G and the 17H will be very crowded, which will make social distancing impossible. If you chose to cancel the 17K and the 17L anyway, will you be adding additional service times to the 17B to replace the 17K and 17L routes? The 17B doesn't start running until 8:20 am, but the 17K and 17L both ran six trips (12 buses total) to the Pentagon between 6 am and 8:30 am. Again, in the afternoon, only two 17Bs are scheduled to Kings Park West (3:40 pm and 7 pm). Will there be additional 17B return service from the Pentagon back to KPW between 4 pm and 6:30 pm? There used to be 6 17Ks and 6 17Ls (12 total) that ran back to Fairfax from the Pentagon in the evening. Why are the 17B and the 17M both being brought back before the 17K? What metrics and factors are being used to determine which bus routes will return? Why is the 17K being cancelled? Why is the 17L being cancelled? From the WMATA Bus Rider Data Portal, I viewed some metrics on the 17 routes that demonstrate that the 17K has positive ridership numbers. The 17L also has positive ridership numbers. Based on ridership alone, the 17B and the 17M should be canceled first. Eliminating the 17K without any direct service to the Pentagon and without supplementing the the 17B is a grave mistake. If you do go ahead and cancel the 17K anyway, at least add additional bus times to the 17B in the morning after 6 am and in the afternoon after 4 pm, because you'll need to replace the 33%+ capacity you're losing on the Kings Park West Express routes (the 17G/H/K/L, if you take out the 17K and the 17L, you're down 33-50%). WMATA is forcing residents in Fairfax County to drive to work because bus routes are being cancelled; this just puts more cars on the road, more people paying tolls, more people paying parking, more traffic, and more pollution. We depend on WMATA to get us to work, and we all need the public transit system to work the way it is supposed to. How many people are like me, who no longer have any good commuting choices, and are now forced to chose the least bad out of the worst? Parking at the Pentagon is limited; tolls on 495, 395, and 66 are expensive; gas is expensive; the highway use fee imposed on 1 July 2020 is exorbitant; WMATA and VRE rail service is unreliable; and time is money. There aren't any options left - WMATA has gutted public transit in Fairfax County. We all decide where to live based on a variety of factors, and the commute is one of them. If your commute suddenly changes, at no fault of your own, and you have no other options, what are you supposed to do? All I really know is that if I want my commute to be stable and predictable, and if I want my mode of transit to be 'safe' from service cuts, I will need to live within walking distance of a Metro station. Now I know that WMATA can cancel any bus route in any neighborhood at any time for any reason, and there's nothing riders, residents, and taxpayers can do about it, because local jurisdictions and our local elected representatives won't do anything about it. They'll let you cancel our service with a smile. They don't care. Why should they? Why should you?

Route	Comments on Metrobus service changes
18G	Cut the routes to save money unless you are going to reduce staff payroll costs
18H	Permanently eliminating this route forces riders to walk up to two miles one way (up to four miles round trip) to an 18P bus stop, adding to overcrowding on that bus line. ABSOLUTELY UNACCEPTABLE GIVEN CURRENT CDC AND LOCAL PUBLIC HEALTH GUIDELINES
18H	18H bus is the only one that I am able to take to go to work in DC. I live in the heart of Orange Hunt. Without this bus route & the Metrorail, I, the sole income earner of my household of three people, cannot go to work. The work that I do is specialized work for Federal Govt. agencies and I must be able to get to DC from Orange Hunt. I currently need to go into my office, but I cannot do so because the 18H route is not running at the moment. Once my office opens up, I am scheduled to go to work everyday. 18H is the only one that services my neighborhood. There are a lot of people who take the 18 bus routes and the buses are generally packed. I have seen multiple disabled customers ride the 18 routes and they would also no longer be able to go to work. The 18 bus routes service many residential neighborhoods and we need them.
1B	Consolidate stops to improve service speed and increase frequency!!!!!!!! Some stops are so close!
1B	Bus service should remain at pre-pandemic levels. If bus service is cut I will have to re-consider buying property in this area.
1C	This bus and route is historically ghetto but it's nothing that can be done about that but anyway this bus during covid is still overly packed. Sometimes people and even drivers don't wear mask. Strollers, carts etc. With winter approaching cutting service more is crucial to the spread of covid in the DMV area. More buses equal less people.
21A	while I have not used this (or 8Z) since March, these routes are critical connections for west end Alexandria residents who commute to DC. eliminating these routes would also put more pressure on the Dash AT1/8 that are also running at reduced capacity
21A	Please consider reinstating this route when federal government workers are back working in the office and commuting. This is the primary route for an entire complex in Alexandria. During pre-COVID this route was always busy.
21A	As long as my boss allows me to continue working from home 98% of the time, this is manageable. It is not manageable if I have to commute daily.
21A	I ride both 21A and 21D.
21A	I understand that Metro has severe budget problems because of the Coronavirus. I think it quite reasonable to limit service while social distancing is required for health reasons, however permanent closure of the 21A bus route would severely effect my neighbors who use it to commute to and from work. My husband and I are retired, but we also used to use the bus once or twice a week to get to and from DC for cultural reasons. When we did use the bus, before the current problem, we found it was mostly full, sometimes to the point of standing room only. Please do not permanently cancel this very useful service.
21A	Before the pandemic I rode the 21a every morning and many evenings. It was much more reliable than metro plus a city bus or a shuttle bus. It goes right to my neighborhood, the landmark area. I don't know when my workplace will stop maximum telework, but when I do start to commute again, this bus and route will be my first choice, if it still exists. If you bring back the Yellow line rush plus to van dorn street metro, I would probably take that more than the bus, but absent that, I greatly prefer the 21a.
21A	Don't eliminate 21A and 8Z. These are the only routes in western Alexandria which take riders to the Pentagon. Van Dorn metro station is too far for most people to walk to. And taking 29 to King Street is a length detour and slow because the streets around King Street metro are heavily congested. If these bus routes must be cut, at least set up a shuttle bus from Landmark Mall to the Pentagon as was done in the summer of 2019 during the shutdown.

Route	Comments on Metrobus service changes
21A	Eliminating the 21A and 8Z makes it very unattractive for commuters in western Alexandria to use Metro and many of us will continue teleworking which will further worsen Metro's financial condition. There is no Metro station within walking distance of people in western Alexandria. Van Dorn is isolated and has a small walk shed with little population in that. Having to take a bus to King Street adds a lot of time and when you combine that with reduced train service makes for a commute so long many people will telework. If Metro can't afford to run 21A and 8Z, then suggest setting up a park and ride at Landmark Mall similar to what was offered in the summer of 2019. Having a bus make one stop at Landmark and then go to the Pentagon would make the bus service less costly and provide a feasible way for western Alexandria commuters to get to work.
21D	We chose our current residence based on the bus route and commute ease.
21D	I oppose the permanent elimination of the 21A and 21D bus lines. I support their suspension during the pandemic, but the lines should resume service once operations can return to normal, whenever that may be. When not working from home, I and many others rely on that line to commute to and from the Pentagon Metro station, which allows easy access to multiple points in the city. Without the 21 lines, my only option is to use an Alexandria bus and the Van Dorn Metro, which is much less convenient during normal commuting hours.
21D	Horrible. The main reason I live where I do is that I am a 2 minute walk to a 21D bus stop. It is my only method of getting to work. I have been able to telework since the closer of the line, but my employer wants us to start coming back. I will gladly pay to use the bus again. If it does not run again I will either have to move or Uber to a metro station. The estimated cost of the Uber and train daily will be about $30 dollars, or $150 a week/$600 a month. I cannot afford to pay $600 a month to get to and from work. Limit the runs if you must, but do not eliminate 21D!
22A	This route has already been reduced from every 30 minutes on weekdays to every 60 minutes. Further increases in headway or reduction of hours will result in ridership reduction.
22C	Some people are having financial hardship and public transportation is critical right now. I have ridden Metro bus since COVID (when Metro did the second expansion of time after the shut-down) there were so many people on the bus it was difficult to socially distance, especially if you needed to sit down. Many disabled people (like my sister) has this issue. Please consider this as decisions are made. Additionally, closing the system at 9 PM is difficult when you are riding a bus. 10 PM may be better, especially if service is limited.
22F	I agree on focusing the 22C/F into the 22C. As crowding builds in Fairlington, a prompt response will be needed to add trips enabling distancing.
22F	Because I'm teleworking the current service does not affect me, but when we return to the office it will. To date, we don't know when we'll be returning.
23A	Please have more seats on the bus.
23A	Please provide frequent service.
23A	Please provide transit to Tysons Corner Metro.
23A	Metrobus is vital to lower income customers, as well as for me getting to the Metrorail system. Any cuts here would impact my commute but would adversely impact those that rely entirely on Metrobus...
23B	I am able bodied and can walk around to most places I usually take the bus for. It is also how I get my exercise now that I am at home all day.
23B	Being able to reach Martha Custis Dr from Pentagon or Crystal City
23T	I use 23T now during the pandemic times for essential errands. In non-pandemic times I use the Columbia Pike route of bus 23, sometimes daily, to get to Pentagon City or Pentagon to get on metrorail.
26A	I ride the 26A to and from work, as well as to East Falls Church station when I need to go into DC. Eliminating this route creates problems for me. The route I need to take to get to Patriot Drive is a rather arduous one. Now that it is getting darker earlier I am not comfortable having to walk back home on Americana alone at night. Apparently I am living on the wrong side of Patriot Drive when it comes to transportation. Also I noticed the 3A are going to be affected too, that frequency of trips will be reduced. I take that bus to the doctor's office. I know this probably won't change a decision you've most likely already made, but I felt like I needed to tell you how these changes will effect me. Thank you.

Route	Comments on Metrobus service changes
28F	Thank you for great ride service.
28G	28G is very useful for morning and evening rush hours. Increase 7F if you reduce 28G.
29W	The proposal to eliminate route 29W is ridiculous. I don't understand why WMATA insists on getting rid of this route. This is a unique route with no alternatives. Plenty of people ride it- the reason to eliminate because of low ridership is false. Many, many families rely on this route to get to the Pentagon. I do not drive so this bus is my only source of transportation to work. Please do not eliminate the 29W.
29W	Please do not eliminate the 29W entirely. Ridership has been low pre-COVID because the bus was inconsistent and unreliable. There are lots of neighbors who would use it more (and prefer to) if it would be more reliable.
29W	If this bus would operate again I would ride it. There isn't another Metro option that is a time and cost equivalent.
29W	There is no 29W bus in my area.
29W	Eliminating the 29W service would greatly impact by ability to get to work. This express bus serves as a direct line for PENTAGON officials to get to work.
29W	Do not want this bus route to be cancelled.
29W	Commute access to the Pentagon from Fairfax neighborhoods is important. This line has high ridership at commute hours; broken meters on board have artificially lowered recorded ridership levels.
29W	The removal of 29W has eliminated my primary commuting options. While I have returned to work, my options have not returned.
29W	Prior to the strike, the 29W was an important part of our community. We are not close to a metro rail stop. Metro bus is what our community relies on for rush hour service to the Pentagon. It was always well used fare boxes were â€œbrokenâ€ or covered up. Primary times need to be covered!!
2A	I don't ride the bud generally. But you cut the am/pm nova suburb routes such as the 17H,17G,3Y,2B, 29G, and many other am/pm buses only, that would not affect me
2A	I use 2a so often to go the grocery store since I dont have a car. Please don't axe 2a please! The chinese supermarket is so important to me, Great Wall
2A	I would like to see a timescale of when the full service may return on the 2A or at the least when a 30 minute off peak service would return (weekdays and Saturdays). I also think that the NH2 should operate at weekends at the casino at National Harbor is currently open and employees (and visitors) from the Virginia side need access this site without a long detour through DC.
2A	It's fine with me
2A	I came home on Metrorail to Vienna on Sunday evening. To get home without having to wait for 90 minutes, I wound up getting a Lyft, which cost a lot more than a bus ride would have done. I'm lucky because I can afford this occasionally, but it was frustrating to be out of sync.
2B	Run more often!! Get rid of these nasty seats!
2B	Buses are more crowded as a rule: with concerns about Covid-19, reducing service means more crowding. Buses have been skipping stops if they are â€œfullâ€which means riders have no idea when their actual bus ride will come. Not great if you are relying on buses to get you to work.
2B	As long as it doesn't affect my trips to Oakton (for the worse) once the pandemic is lifted. Besides it was already bad enough as it was. I'd need to be there by 2:45PM every second Saturday of the month and I'm usually either way too early or way too late. I think buses should come more frequently on saturdays. (After the pandemic dies down and ServiceSource reopens of course)
30N	Metrobus covers the same area as Metrorail but Metrorail does not cover the same area as Metrobus. Reducing Metrobus service would leave some areas very underserved, reinforcing social inequalities.
30N	The 30 busses have been running much less frequently, despite the fact that these routes are one of the most common ones that run across the district diagonally. Many people depend on these routes to get their places of employment, grocery stores, and other bus transfers.

Route	Comments on Metrobus service changes
30N	These comments are for both 30N and 30S but there is no option to select both. And it is regarding the elimination of these routes in weekends. 30S and 30N are the only cross town buses connecting NW and SE of DC. Residents along Wisconsin Avenue use these buses to reach the many federal and international agencies along Pennsylvania Avenue and in Capitol Hill. People who live in SE and working at, or shopping at the businesses along Wisconsin Avenue NW: Safeway, Trader Joe's, Ace Hardware, Giant, CVS, hair saloons, drycleaners, numerous restaurants curently open, construction workers, are frequent users of these buses; you can see them as daily riders. 30S and 30N are Glower Park's direct connection to the White House and the National Mall museums, used by locals and visitors from out of town. I use the 30S and 30N buses frequently to go to the Library of Congress, the US Capitol, Eastern Market, and museums, or doctors offices midtown. The 30S and 30N buses serve the Woodrow Wilson public high school and the Hardy Middle Scholl. When the schools reopen in person these buses will be packed in the morning and early afternoon with school kids. The schedule reduction of these bus routes will negatively impact the students' commute. The current and proposed deletion of the 30S and 30N buses in weekends surely feels as disadvantaging people living in SE who rely on buses as their main means of transportation. There are many businesses along Wisconsin Avenue employing residents of other wards. These businesses usually have work shifts, meaning that buses should be available during the day and night for people to commute to and from work. Many riders are employees of Safeway, Trader Joe's and CVS in Glover Park, Giant in Cathedral Heights. Further North on Wisconsin Avenue there is a non-profit center, named Friendship Place, providing housing and other services for homeless people. It is a very effective organization, and they will also run the new temporary family housing center currently under construction in Ward 3. The people Friendship Place takes care of have no cars. Many of their volunteers do not have cars. The 30N and 30S buses provide a one trip directly from origin to destination for many people. One can ride with a single bus from SE to NW or vice versa, while a change of bus and Metrorail will significantly increase the duration of the ride. The â€œreplacementâ€bus has different end points going SE. The 33 bus goes only to Federal Triangle. The 32 and 36 buses turn south at Washington Circle. For riders to transfer going either direction at Washington Circle it will mean going around half of the circle to reach the transfer bus, as these buses have no common bus stops up to the Washington Circle, and have no coordinated schedules to allow for a smooth and efficient bus to bus transfer. I've waited for 26 minutes on a Saturday to transfer from 33 to 36 at Pennsylvania and 14th St NW. The scheduled 32 bus never showed up. And with the weekend deletion of these buses it means that on Public Holidays these buses are not running as well. I believe the current and proposed deletion of the weekend bus routes currently serving Glover Park have and will have a major negative impact on this neighborhood. The quality of life will fall for an area with reduced public transportation. There are many families here with just one car, or none, and this is how it should be in a modern 21st century city. There is mostly street parking in Glover Park and already is hard to fins a spot within few blocks of the residence. Reliable public transportation is a critical measure a city can take to reduce traffic congestion, combat vehicle pollution and support viable, flourishing neighborhoods. Besides the residents there are people employed in this neighborhood. With reduced public transportation options and increased commutes, these people will look for jobs in other areas served by better public transportation or will have to spend a lot more time and money for other means of getting to work. Employees and businesses will suffer.
30N	I also use D6 or D2 or D1 to go to DuPont circle(we don't have access to metro) 30N and 30S are vital to go to Chinatown, museums, or bank or even Whole food at GWU

Route	Comments on Metrobus service changes
30N	Discontinuing all but the 33 line on the weekend would impact ridership from the Wisconsin Ave corridor to NE and SE. There are many employees that work along this corridor that depend on metrobus to get home on the weekends.
30N	I have to be at 6am so it would really hurt because I walk with a cane
30N	Despite what Metro thinks, bus service matters. If service remains reduced, I'll keep feeling uncomfortable riding on buses that are crowded, that I can't know whether they'll be crowded, and that I can't know if they'll actually come or I'll be able to get on
30N	I think it's fine, but maybe you should at least try to add back some of the service where bus crowding is a problem.
30N	To cut or take away this bus 30 n would really hurt me because I have to be at work at 6am and have NO other transportation and the metro don't open until about 5am weekdays and Saturday 7am and Sunday 8am and I always pay my fare I have been riding the metro for almost 40 years and now I walk with a cane fare increases I don't fight against I just want the service if you eliminate the 30N I don't know how I would get to work thank you
30N	during rush hour the bus is crowded and social distancing is impossible same goes for the 30S, all the Penn Ave lines get crowded in the evening.
30N	Es lento algunas veces o pasa tatde y no hace todas las paradas . Yo uso el metro bus a diario y el tren
30N	I noticed more 32, 36 buses on the weekend. Do that on the weekday and temporarily suspend 30N, 30S. Run 32, 36 every 25 minutes during the week and 35 minutes on the weekend. Bring back the 34 during so called rush hour to help out.
30N	For decades, I have used the cross-town service on the 30-line to get from my home near Wisconsin Avenue and Massachusetts Avenue to my place of work on weekdays, and to museums, concerts shopping, historic sites, restaurants, and friends' homes on the south side of the National Mall, near the Wharf, the National Conservatory, the Captiol, or further south along Pennsylvania Avenue, Barracks Row, etc. My office was initially located at L'Enfant Plaza, which is a short walk from the bus stop near the National Air and Space Museum, but is a much more considerable hike from the Federal Triangle/Archives area, especially on a day of rain, wind, extreme heat or cold, and ice, snow, sleet or wintry mix, The sidewalks are treacherous in ice, walking across the Mall in ice or slush or high water. And in the dark, I also worry more about personal security making that trip. Now my agency has relocated to the Navy Yard area so there is no chance to walk from Federal Triangle-Archives where the 33 bus stops. I know why people say transfers between buses are a major 'impedance' factor because I generally won't even make the trip if I have to transfer.from one bus to the other because it means standing outside, exposed to the elements as well as safety issues if I'm on my own as an older woman. I may walk to the nearest Metro and continue the trip on Metrorail, but I am deeply averse to standing and waiting for a bus to make a transfer downtown, near the 10th Street bus stops or the National Mall/Archives area. It is not safe at night and is not well protected from wind and precipitation. When I listened to the testimony of riders dependent on the 30S and 30N at the Community Hearing on proposed Metrobus service changes in February, I was impressed and moved by the large number of people who depend on the cross-town bus service on the 30S and 30N to make a direct transit journey between far Southeast and far Northwest, especially for work. The jobs they spoke about were often 'essential work' such as health aides, domestic workers, nannies and cleaners, as well as employees at restaurants, food stores, pharmacies, and other essential businesses. Those jobs often involve work on Saturdays and Sundays. The people who work so hard to support everyone else's lives may not have access to this survey or time to complete it, but they deserve the same safe, reliable, efficient, and economical transportation service as any other residents, and probably need it much more. This is an equity issue and matter of extreme importance for safety, livelihood, and budget of hundreds of people with limited means, who work long hours, sometimes multiple jobs, starting early and ending hours after most of us are safely home. I urge you please to offer 30S and 30N service on weekends to your loyal, transit-dependent riders, especially over the challenging winter months.
30S	Essential works rely on Metrobus and should not be left out in the cold by service changes.
30S	I use 30N 30S 31 and 33

Route	Comments on Metrobus service changes
30S	This is a valuable service to residents who are not within reasonable walking distance to any metro stations!
30S	Honestly my biggest concerns is the number of schoolkids on the bus.
30S	I was standing in a bus station the other night as the bus drove by. I waved and jumped to try and make sure the driver saw me and stopped, unsuccessfully. This is not the first time this has happened. It was especially frustrating since the next bus wasn't due for another 17 minutes. The reduction in service is acceptable as long as the bare minimum - lazy drivers stop at stops where customers are waiting - is being met. If MetroBus operators cannot meet that low bar, any reduction in buses is unacceptable.
30S	The 30N and 30S are the only crosstown buses going through our neighborhood in Glover Park, where we do not have metro access. These buses are currently not running in weekends and this is proposed to continue until June 30, 2021 and possibly beyond. In addition the D2 bus that runs one block from my house is not running in weekends either. My choices of going anywhere by bus in weekends are heavily diminished, by more that the 25% reduction Metro says it's implemented. The 30s buses not only serve this area of town, but they bring essential workers to businesses and shelters along Wisconsin Avenue. Having to connect between buses for weekends rides it add lots of time to the commutes, especially the buses are not schedule coordinated to have a quick connection between a 33 and a 32 or 36. I experienced these delays myself. These weekend cuts along with weekly reduced service are a disservice to our community. There is talk of reopening schools, we have 2 primary and 2 high schools in our area served by the D2 and the 30s buses. What will happen then? Everyone driving? Already the 30s buses are at full capacity for social distancing during the week and in weekends. Please find a solution to maintain adequate and safe public transportation service to our neighborhood in Glover Park.
30S	I am concerned by the proposal to eliminate 30S service on weekends. I sometimes use the 30S to travel to areas served by the red line on Saturdays during times before the red line opens for the day. Elimination of 30S service would potentially leave me with few good options for those trips during those timeframes.
30S	I understand Metro budget issues, and I do not wish to see furloughs. I, however, fought very hard earlier this year to keep the bus service in the Burleith/Glover Park/Dupont Circle areas, and am very concerned that if changed now, even temporarily as Metro says, Metro will not return to that full service again. I am sorry to say that I do not trust Metro leadership.
30S	This is the line that my family and I use to get to/from work from SE DC and making any further changes to this line will cause greater hardship for many riders in this area.
30S	This line is particularly important for me on those Saturdays when I need to get to work before the red line opens for the day. I am concerned by the proposal to eliminate 30S weekend service combined with proposed cutbacks in weekend red line service.
3T	The current level of service is adequate, but some day I would like the 3T to restart service
3T	I need this service to get out of my neighborhood.
3T	The 3T bus line is my life line, especially not having a car.
3Y	You just keep cutting and cutting and charging more
3Y	Frequency reductions are acceptable, as long as ridership remains low, and rider spacing allows. Service hour reduction is not.
5A	We need to stop the out of control spending at WMATA.
5A	The way that the metro bus is running now is great and not being charged is even better but if you all have to start charging again all i ask is that maybe for the 5a you put into place that airport employees get charged maybe $5 instead of what everyone else gets charged because we ride every single day and thats alot of money for us compared to someone who rides 1 time and we aren't working hours like we were before covid started,maybe we can show our ID or you all can make a airport smartrip card like you have for the seniors. Please take this into consideration and keep up the good work, thank you
5A	Having the 5 a Metro Bus leaving the airport between 9:45 and 10 p.m. the latest will allow people to get to the subway station before the 11 p.m. closing having this bus leaving after 11PM wouldn't help riders connect with the train
7C	the elimination of the 7C/7P route will greatly affect my commute once I my office reopens.

Route	Comments on Metrobus service changes
7W	I almost left wmata when the 7x bus was eliminated. If the 7w is eliminated you've lost me as a customer.
7W	Please do not eliminate the 7W bus. Pre-pandemic, this route was always busy. Busses were routinely packed to the gills, with every seat and every inch of standing room taken. I regularly voiced the opinion that you need MORE frequent 7W busses. Also, many low income individuals rely on this bus. Elimination of the 7W will disproportionately impact people of color and recent immigrants. Many people who ride the 7W do not have sources of transportation other than the bus. I implore you not to eliminate the 7W. Once the worst of the pandemic is over the 7W will be needed again.
89M	The bus already does not come frequently enough. By the time I get to greenbelt from gallery place, I have to wait for over an hour for the next bus to NOT SHOW UP, and I end up having to take the RTA 302 bus instead. Meanwhile, other routes are receiving two or three buses in the same span of time. It is unfair to those who commute from Laurel, especially those already reeling from the loss of the 87 and 89 routes.
89M	We need to partner with other transportation authorities to maintain overall service. The B30 was WMATAs only connection to MTA MarylandBus/Light Rail. We should maybe combine the B30 and 89M. Look to re-align service and not eliminate it. Combine the Z6 and Z7
89M	I use from Greenbelt to to Laurel after 8pm twice a week.
8S	The 8 buses have not been running since COVID but that's the only reason I'm not riding it now. This bus line provides critical service to the West End of Alexandria - a lot of us rely on it. If this line is completely eliminated, I honestly don't know how I could afford to continue to work where I do.
8S	Must keep at least some 8 bus running!
8S	Please keep the 8-line buses!
8W	I need this bus!
8W	Please do not do away with the 8W - it the key transportation from our neighborhood to the Pentagon
8W	Please bring back the 8W! This is critical transportation for our neighborhood to the Pentagon!
8W	Do not eliminate route. Crucial to my commute
8W	This bus line is absolutely critical for people on the FoxChase-Seminary line. We need it to get to metro in a timely and cost effective manner.
8W	Once the pandemic is over, I will rely on the 8W and 8Z service to get to and from work.
8W	This is really the only option for getting from Brookville/Seminary Valley to the Pentagon in a reasonable amount of time. If you want to drop a route, pull the 25 or the 28, which don't do anything. In my neighborhood, the 8W/Z are the only rides available with reasonable service to the Pentagon, which is THE MAIN VIRGINIA METRO HUB!
8W	Please don't discontinue this route permanently
8W	I use 8W and 8Z to get to the Pentagon to take another bus into DC for work.
8W	Please don't eliminate 8w/8z!!! I take this bus to the pentagon and it takes me 10 minutes to get to work. If these routes are eliminated, my commute will increase to 40-55 minutes and involve a transfer. Pre pandemic, 8w/8z were always packed. People utilize these routes.
8W	I use this bus to get to work at the pentagon
8W	2 lines running through this area would be cut, hindering the commute for a lot of people.
8W	Routes 8W and 8Z are largely duplicative so one could be discontinued but if both are discontinued on a permanent basis, I have no way to get to work. Please don't eliminate both!!!!
8W	This is an essential route for many in Alexandria.
8W	There never seems to be a bus these days
8W	Eliminating this bus line (or any of the 8 bus lines) would add 45 minutes to our commutes. If that was the case, I would consider not using WMATA at all and look at other options such as driving.
8W	Please do not eliminate 8W, 8Z or 8S, the Foxchase-Seminary Valley bus lines. This is vital to many people who work in the metro area. This is my only way to commute to work.

Route	Comments on Metrobus service changes
8W	8W and 8Z are incredibly important for me to be able to get to work at the Pentagon. For now, I am able to park there on the days I need to go in, but when we return to the office full time, I will need this bus to get to work. If it were running now, I would ride it.
8W	i used to ride this every day. Eventually I'll need it when things open up again
8W	I am not currently commuting to work. However, when it is time to return to the office, it is important to me that the 8W/8Z are restored to pre-COVID service levels at minimum. Ideally, greater frequency in the evening. The 20 minutes long wait for buses were a deterrent for me using the service.
8W	The 8w and 8z are both very important for my neighborhood. Once COVID is better and we return to work the bus is normally full. I do not have the optikn to park at work without paying over $20 per day.
8W	The 8W as well as the 8Z are extremely important for this whole part of western Alexandria! Please do not stop this service. Thank you.
8W	The 8lines are needed to get to the pentagon as a way to get to work. I love on Van Dorn so I can take any of the 8's. Please do not remove this vital line
8W	I use the Foxchase line the most as I picked that apartment complex b/c of the proximity of the metro bus. I take the bus every work day (and some weekends) to the closet metro.
8W	I also use 8Z and 8S
8W	Cutting back service on 8X/8W/8S completely eliminates the ability to metro into DC in a reasonable timeframe. The alternative would be to take a bus to Van Dorn Metro, and take the blue Line all the way to Pentagon adding potentially 30 mins to a commute.
8W	After the COVID-19 pandemic is over, please restore the 8W line.
8W	Eliminating either the 8z or 8w lines would have a severe impact on Alexandria residents. Both buses were always packed and eliminating those services would leave thousands of commuters stranded. I know wmata has been struggling through the pandemic, but eliminating those lines would be a long term solution to a short term problem.
8W	Cutting this service has been unbearable. It has doubled my commute time. Cutting this line will also significantly increase my cost to use metrorail since I'd have to go to a station that is farther away. I would seriously look into driving to work instead.
8W	Eliminating the Foxchase-SeminaryHill-Pentagon line altogether would add at least another 30 minutes to the commute from this area. Rather than going in the direction of the city (Pentagon), we would have to take a bus in the opposite direction to Van Dorn metro station. This driving away from the city only to get on metrorail in the direction of the city would add significant time to the commute. This bus line is a major reason I purchased my home!
8W	When I'm directed to return to the office, the proposed bus route cuts would leave me with ZERO options to use metro bus to reach my office on the Mall.
8W	While we are working from home during covid, the 8W and 8Z lines are the only buses that pass our home and allow us to get to the Pentagon. We rely heavily on these lines when going to the office. Removing them during the pandemic has not impacted us (as we are working remotely), but once those restrictions are lifted, we will need the lines to return to full service. They already only run during rush hour (AM and PM), and should continue.
8W	I have not needed to take the bus to work because my husband has been teaching virtually from home. We only have 1 car. As schools go back to in-person teaching in the next few weeks, I will have to take the bus.
8W	Since the cancellation of the 8 series busses, I have had to Uber to the pentagon for work daily at $22-25 round trip. This is a significant cost as public transportation is my only option since I don't have a car.
8W	Please do not cancel the 8W, 8Z and 8S routes. Literally half of Alexandria relies on these routes to get to work on DC on a daily basis. It would be a direct disrespect and inconvenience to a major part of the community that supports and works in DC This would add 45 min to an hour minimum to our commute.

Route	Comments on Metrobus service changes
8W	8W and 8S are my most often used and really would prefer increased hours on these to include weekends. They are incredibly necessary for commuting purposes.
8W	The 8W Route is not currently running. However that is fine if it is only temporary. A permanent reduction would have serious consequences once I am called back to the office in November 2020.
8W	This is the easiest and quickest route into DC
8W	If this bus line is eliminated then I will not be able to use public transportation to get to work where parking is extremely limited.
8W	My commute time will increase if 8s, 8w and 8z is eliminated. We need Metro bus 8w,8s,8z in Alexandria
8W	This route has been eliminated - if we go back to non- remote work, this would be very inconvenient. I rely the on this service.
8W	So, you plan to take away only bus route people on Van Dorn St. can use. (All 8 buses). When work places will be open again, how we should get to work!!!
8W	Please keep the 8W and 8Z routes!
8W	8W Route is needed DESPERATELY! Return this route ASAP. Riders on 8W are mostly federal employees going to work at Pentagon! Having to ride 25B to Van Dorn Station is ludicrous! 8W bus is one DIRECT commute to Pentagon! Save time, save money, save gas, save climate!!
8W	Hello, I understand the need to reduce line service for the 8W, 8Z routes. I agree to hold back on the 8 lines to the Pentagon, but I do not see the elimination of all these lines permanently would be beneficial. Once the pandemic eventually eases and people are reporting back to work, this line and the 8Z is needed by many needing to travel into DC like myself. Pre-pandemic, these buses were already full during the rush hour times, if eliminated there are few options few people to travel into the city. I suggest there is more thought in not eliminating the 8 lines, but eventually gradually add them back to the system when more people report back and ridership increases.
8W	The '8' routes have been completely shut down since March. Since going back to my workplace, I've driven or ridden my bike to catch a different bus. This works as a temporary measure, but driving gets expensive and biking will be less practical in winter. The 8W and 8Z serve a large and diverse neighborhood featuring single-family homes and high-rise apartments. Many people will depend on the bus when normal economic activity resumes, as they did before.
8W	The previous question asks whether I have ridden metrobus in the last seven days. I said NO but that's only because it has not been running. If this bus line was running, I would take it. Getting rid of this route permanently would be devastating for me - a much longer commute time and increased cost.
8W	The cancellation of both the 8W and 8Z lines will have a severe impact on our family comprised of working professionals who commute daily to the Pentagon. The only reason we bought a house and moved to Seminary valley was for the convenience of these bus lines to the Pentagon. With our location between Duke and Seminary roads, we have no other options but to incur a 40 min additional commute and double the price to take the 25B bus and then get to the Van Dorn metro station to the Pentagon. This will cause a financial hardship to many professional families here and will dissuade working professionals from moving in the Seminary Valley neighborhood. As such, the area's diversity will be negatively impacted.
8W	This is an essential bus in the neighborhood to get to DC. Reducing the service even more would hinder commute time!
8W	Need to keep 8W and 8Z to Pentagon
8W	Cancellation of 8z and 8W is not acceptable. Using 25 makes the commute significantly longer and more expensive.

Route	Comments on Metrobus service changes
8W	The elimination of the 8W and 8Z would remove all service to the Seminary Hill area of Alexandria. I rode both the 8W and 8Z to and from work on a regular basis before service was temporarily stopped due to the pandemic, and depend on that for access to and from work. I've had to find alternative transportation for the last few months since there is no other Metrobus routes within walking distance. Making this change permanent would severely impact myself and those that live in my neighborhood. The 8W and 8Z were routinely packed in both directions - more often than not, I was standing for the duration of the trip. I understand this is a challenging time, but it seems harsh to remove both the 8W and 8Z that serves our community. I would like to see one of those two routes kept - understanding that schedule changes/route changes may be needed - so long that some service remains for Alexandria's West End/Seminary Hill area instead of cutting us off from public transportation all together.
8W	For now I am able to work from home which is crucial because my bus, the 8W hasn't been running since March. That bus is how I get to the Metro station to get to work. Without it my commute is easily 30 minutes more. My commute with the 8W is already 45-60 depending on traffic and the status of the Metros. I cannot afford to add another 30 minutes each way to my commute.
8W	8z too. I do not have a car. My work is back to in person Monday through Friday.
8W	Please o NOT eliminate this line. Recently Alexandria built a new school for Patrick Henry, one that is K-8 and will attract students from across the city. How are parents to make parent teacher conferences if they have to walk a half mile or more to get to the school? Furthermore, the residents of the area would like to be able to rely more on buses rather than less. Why not make the bus service attractive and gain support?
8W	8W and 8Z need to be running again. These created an efficient way to get to work in the city, without, there's not another good option. Would be able to start riding again if it was running.
8W	I rely on the 8W and 8Z to get to the Pentagon to catch the Yellow line train to Gallery Place. When I am allowed back in my office, I intend to use Metro to get to work. Please keep the bus routes, even with a modified schedule. Thank you.
8W	until we return to working in office this does not affect me.
8W	The 8w, 8z, and 8s bused aren't currently running due to covid related schedule changes. Once the pandemic is over, however many in our neighborhood will rely on these buses to get to work. If the buses were running now, I would ride the bus to the Pentagon each day
8W	Eliminating the 8W will be devastating to my commute and force me to drive to work in DC. I have taken the 8W bus for the past 10 years and it has been essential to me getting to and from work.

Route	Comments on Metrobus service changes
8W	Please do NOT eliminate the Foxchase/Seminary Valley bus line (8W/8Z/8S). Shrubs non pandemic tiles, I (and many others) rely on this line to get in to work. I usually ride the 8W but have also used 8Z in the past. If the bus was not available to me, I would not be able to get in to work. The presence of this bus line played a factor in the purchase of our home; it would make things very difficult if the bus line was eliminated. I know others in the neighborhood feel the same way as well.
8W	Due to covid-19, this route along with the 8z has been affected. I am unable to get to work in DC using the metrobrus. I, along with many of my neighbors depend on these routes to get to our destinations on a daily basis. Prior to covid, I would ride this bus to and from the pentagon, as would countless others. Previously, the 7am buses were packed, so packed that I would have to wait for the next bust that would follow a few minutes behind. I am back to work in DC and do not have a stable mode of transport every day. I am currently dependent on the MT5 that makes my journey closer to an hour and a half each way -- rather than 30 minutes. I understand cuts must be made, but at the expense of those who loyalty ride these routes? And the beloved drivers? Please do not cut these routes. Thank you, Kristen G.
8W	Complete discontinuation is not good. Reduced service perhaps?
8W	Many of my neighbors and folks in my area rely on bus 8W to get to work and eliminating this route would be insane. This bus is full to capacity with allot of riders standing when it arrives at the pentagon.
8W	Pre-covid, I rode the 8W bus to and from work every weekday. I have no other way to get to work.
8W	Cutting this bus route is unacceptable before the pandemic I had to take the 8w to get to work this is the only bus that would get me to work on time when I have to be to work at 7 a.m. that didn't require me to leave the house before 6 a.m. the only other bus that could take from my house is the 25 which takes a very long time to get to a metro station otherwise I have to walk out to Seminary Road which is a 20-minute walk by buy buy Metro own accounting I do not own a car so I find this to be unacceptable to me and the other people who live in My Condo building and in Foxchase Apartments that Metro is basically willing to cut service to a line permanently because of a budget for short fall during covid I know Metro is struggling and I know they haven't been running that bus but some people still have to go to work everyday and I'm one of those people I'm essential to our US government and it really hurts me that Metro thinks that it's acceptable to cut services to balance a budget without really looking at how people are affected and to do this on the sly the only reason I was aware of this was because the city Alexandria put it out in a in a daily text message Metro you should be collecting fares on buses I don't know what happened to the plan to put smartrip caps on the back doors and I don't know why bus drivers can't just close the shields that are on most of the buses because those plastic Shields are about the equivalent of what most taxi cabs have and people are required to wear masks so it would seem to me like the time is right start collecting fares again no one can get a free ride forever furthermore I think Metro should Lobby Congress to district and Virginia and Maryland to help Metro out budgeting is going to be a problem but federal employees still have to be able to get to work and so do people have low incomes time for Metro to push harder you should be talking to the news you should be telling this media what's going on

Route	Comments on Metrobus service changes
8W	Your are killing ALL service to the Seminary Hill/Valley - Brookville - Foxchase area of Alexandria with the elimination of the 8 Routes. Those lines were VERY well used before COVID - Even standing room during the rush hours. Now transit for this area to the Pentagon is COMPLETLY eliminated. Now not only do we have to walk further to get a bus (adding time), that bus now goes the WRONG way to (Van Dorn or Eisenhower/King Street adding time) Now you ALSO want to reduce Metro Train Service on Blue and Yellow Lines. Can you see the Domino effect here. You are going to add an HOUR to my Commute EACH WAY Why does a high density - high ridership like like the 8W (and 8Z and 8S) have to be eliminated ? How much do the people that live in this high density area have to endure just to get to work ? At least save the service during the rush hours so people can get to/from work.
8W	Please do not eliminate the 8W bus on a permanent basis! This is a very popular route that pre-covid was operating at full capacity. Completely understand and accept suspending the route while most of us are working from home. But when the pandemic is 'over' I am expecting to return to working full time at the office in Washington. Most 8W customers are federal employees who will be returning to their offices in DC eventually. This is the only real way for commuters in the west end of Alexandria to get to downtown. I bought my house specifically because of the convenience of this bus route. Again, this was a very well-used route and will be again once life returns to normal.
8W	it would be devastating for me and many families in my neighborhood if you discontinue or bus service. Ridership may be down right now, but as soon as the pandemic has passed, ridership will increase - many of us in this neighborhood have no other means of transportation. There are many seniors (and seniors who travel to the Senor Center on Taney), and low income families, as well as students who live in this area that depend on Metrobus. Without our neighborhood routes (8W, 8Z, 8S), we would have very limited options - all of which would add considerable time to our already long commutes. Please don't take away our bus route! We've suffered enough loss and devastation this year. Removing our bus lines would cause even more financial harm to our already destabilized lives.
8W	THE 8W, 8Z AND 25B ARE LIFELINES TO RESIDENTS OF ALEXANDRIA DO NOT ALTER THESE! ppl are working from home but once we go back the need for these lines will go back !! do not change them!!
8W	Although currently my office is not open, I expect that will change. When I go to my office, I take the 8W to and from the Pentagon to ride Metrorail. Taking away the 8W, 8S, and 8Y routes will cut off Seminary Valley from bus service to the Pentagon, where many people here work. Moreover, it will leave people like myself with no good non-car-based option to either get to work or to the Metrorail. As a result of this cut, more people will have to drive, increasing traffic congestion and air pollution while simultaneously depriving WMATA of a revenue stream now and into the future. Without the 8-series line of buses, there will be no bus service in Seminary Valley at all.
8W	With limited other transportation options nearby, this will hurt the neighborhood.

Route	Comments on Metrobus service changes
8W	It is unacceptable to cut our bus service. Far too many people rely on this service as a lifeline. Ridership may be down to COVID, but to remove a vital route in an area with no other alternatives is disgraceful. With the road diet the city of Alexandria has imposed and the proposed reduction in service from Metro, it will be nearly impossible to get around. There are far too many people in this area who rely on the 8W, 8Z, 8S route for it to be cut. I vehemently oppose this proposed cut. Further, there wasn't sufficient outreach to gather feedback from riders. I just learned of this devastating proposal today, on the last day of the survey. I called five other people I know who depend on this line. Not one other person was aware of this service cut proposal! Please don't cut off our lifeline. This route is vital to our existence. It is already proven that those who rely on public transportation give up a much larger portion of their time (that they could be working another job or spending with their children). If you cut this route, it will add at least and additional HOUR (!!) to our commute daily for those of us who use it. This is unfair and unacceptable. Why aren't you proposing such cuts in wealthy neighborhoods? PLEASE DON'T CUT OUR BUS ROUTE!!
8W	In the Brookville Seminary neighborhood, there are a lot of government/professional workers using this bus route (8X) to get to work at the Pentagon or transfer into metro/bus services at the Pentagon metro center. Taney is about one mile long to walk to another bus service on Vandorn street. It is unacceptable. During rush hour of pre-COVID, the bus was usually full when it got to Vandorn.
8W	Reducing service further creates challenges in finding alternatives when other bus lines are not operating at optimal levels. Having more than one option for getting to/from work is ideal.
8W	Please don't eliminate 8W! 8W and 8Z serve Foxchase and Seminary Valley. It is impractical for folks going to the Pentagon to backtrack to Van Dorn Station- adding on *so much* commute time- perhaps 20 or 30 minutes!, and also for commuters in Seminary Valley, eliminating theses routes also adds a *significant* walk.
8W	Eliminating the 8W and 8Z bus routes is completely unacceptable. Our neighborhood uses these routes extensively to get to work every single day, and the buses were always full. People in these neighborhoods bought homes based upon these Metrobus routes. This is a lose-lose-lose scenario: WMATA will lose business, because people will use other options (like ride-sharing) rather than doubling their commuting times using other routes, more well off customers will lose out on the most cost effective way to get to work, and those already struggling to get by will be slapped in the face with no way to get to work. There are ~28,000 military and civilian employees who work at the Pentagon alone, and many people in these neighborhoods rely on this route to get to the Pentagon and other federal places of work. What a disgrace and slap in the face to our active duty service members that WMATA would eliminate direct routes to get these workers to their offices to help keep America safe. WMATA should be completely embarrassed by this proposal and seek alternate means of funding immediately.
8W	I would love to ride the bus to work, but your hours don't fit my work schedule.
8W	I'm currently working from home. Once I am called back to work I need a way to get from my house to the Pentagon. My children will need to go to school and our family only has one vehicle. 8W/8Z is a critical route for me.

Route	Comments on Metrobus service changes
8W	please dont eliminate the 8W, 8Z and 8S routes. We live close to I395 between landmark and seminary road and those areas are too far to walk to catch transit. Also we dont live close to metro so the 8w and associated routes are really our only options. These busses were FULL (often standing room only during commuting hours. They serve high density areas like foxchase. Brookville/Seminary Valley. Commute times with elimination of these routes and less frequent metro trains will add almost an hour to my commute each way. Please dont eliminate the 8w, 8s and 8z busses
8W	it is unacceptable to cut off access to vital public transportation. Lines 8w, 8Z, and 8S should remain and NOT be eliminated. I question why neighboring routes in more affluent areas used for access to the Pentagon have not been proposed for elimination, but yet it is proposed that 6 neighboring lines in Alexandria with access to the Pentagon/metro stations be eliminated. It is unfair that more affluent areas are not being target and the brunt of the eliminations are being borne by the less affluent. Who arguably need the services more. I am very disappointed with the proposals to eliminate the 8W, 8S, and 8Z lines. These are routes that are heavily depended upon. Eliminating them will add significant time burdens to those who depend on then.
8W	The 8W, 8Z, and 8S are really important to this corridor. Many people need this bus to Pentagon to get work.
8W	If I didn't have access to the 8 bus route, it would drastically impact my commute to work, adding an additional 1 hour to get to DC from Alexandria VA. Eliminating this bus route would make it very taxing for any commuter traveling to Washington DC and services should be resumed once COVID is over and a majority of commuters have to go back into the office. During non-COVID times, this bus routes is heavily used and typically the bus was always full, thus showing the high demand for it.
8W	Getting rid of any of the 8 buses will force me to have to drive or something like that. It will be too expensive and take too much time to get to work now.
8W	Eliminating the 8W and 8Z bus routes is completely unacceptable. These routes were heavily utilized prior to March 2020 by me and my neighbors, and were always quite full. These routes will again be needed when businesses re-open. When I am required to return to work in the coming months, without these routes, I would be unable to get to work Monday - Friday in under two hours utilizing WMATA services, doubling my commute to four hours per day. With this in mind, I would not simply take an alternate Metrobus route, as is proposed, I would instead cease to ride Metrobus and would no longer be a WMATA customer, and my neighbors, previously loyal riders, will be forced to do the same.
8Z	The 8Z is absolutely vital for persons who travel from West Alexandria to the Pentagon or into DC.
8Z	8W and 8Z are incredibly important for me to be able to get to work at the Pentagon. For now, I am able to park there on the days I need to go in, but when we return to the office full time, I will need this bus to get to work. If it were running now, I would ride it.
8Z	The reason I haven't ridden metrobus in the last seven days is because it's no longer running near me. I need the 8W, 8Z, and 8S!
8Z	People rely on these extra bus lines to get to and from work. Please do not eliminate.
8Z	The only reason I haven't ridden the bus in the last seven days is because the route has been cut. I and other people in this area desperately need all of the 8 buses - 8W, 8Z, and 8S. I have been driving instead but once things get back to normal and the traffic picks up again, I would rather take public transportation. If these buses don't come back online, I'll probably continue to drive even though I don't want to.
8Z	I haven't been able to take the metro to work since March because the elimination of this bus line increased my commute from 35 min to 90+ min.

Route	Comments on Metrobus service changes
8Z	Eliminating the 8W and 8Z through July 2021 is a MAJOR CONCERN for me. I have not returned to office yet, but expect to before the new year. If these routes are eliminated then I will not have a way to work!!!!!!!!
8Z	The 8Z is essential for me.
8Z	8Z and 8W necessary to travel to work.
8Z	I want the 8Z service to continue as I use it extensively and especially use the stop closest to the corner of Pickett and Duke and the bus is often very full
8Z	This route is the fastest way to the Pentagon and eliminating it would take even more time to commute.
8Z	I understand the 8z currently has low ridership. When I start commuting again one day this is my primary bus and the primary route to the pentagon to metro for many in the west end along Duke. Please do not permanently discontinue the 8z-w lines. We value and need them.
8Z	The only reason I haven't been on metrobus in my area is because the 8W and 8Z have not been running. I use this bus every single day to get to metrorail. If this bus line doesn't come back, I honestly don't know what I'll do.
8Z	This bus line is essential for commuters in this neighborhood who work at the pentagon or need quick reliable service to get onto DC for work.
8Z	Please restore the 8Z route! It is the quickest route to metro rail for commuters along Duke Street and North Van Dorn Street. Eliminating it for the DASH bus would add AT LEAST another 30 minutes to my commute!
8Z	Eliminating the 8S/W/Z line in Alexandria cuts that community off from ANY north-south Metrobus service. Continuing the current pause if fine, but eliminating the route is a disaster and makes no sense.
8Z	Please continue to run the 8Z bus from Alexandria to the Pentagon.
8Z	My husband and I recently purchased a home on this service line and cutting the 8Z and 8W lines would eliminate my ability to take metro bus and metro rail to my office in the city. There is a large population here that will depend on those lines when offices reopen.
8Z	Although I won't return to the office until next year, the elimination of this bus route effectively eliminates how I get to the office. Basically you are forcing me to drive.
8Z	Don't eliminate this line. It is a convenient link to the Pentagon metro stop.
8Z	As Pentagon workers return and parking is no longer available, the 8z is essential for my neighborhood.
8Z	People are returning to the Pentagon; these routes should not be cut, but offered on a reduced basis. Either way, the 8z, and similar pentagon routes, MUST come back.
8Z	Please do not cancel this route. It serves alexandria residents, eapecially thoae traveling to the Pentagon. By not having it, i am currently frced to bike to metro. While this works for now, it does not work fr the winter months. I will be forced to drive. Id rather influx money to wmata and reduce carbon footprint instead. 8Z accomplishes both objectives.
8Z	I stopped riding the bus because of discontinued/reduced service and health concerns. I have the option of riding 8z or 8w. If I want to walk an extra 1.5 miles I can ride 7m or any buses that service Southern Towers in Alexandria.
8Z	My route (8W/8Z) has been eliminated since March; if it were active, I would take it! Instead I have to pay $25/day to park in the city, and I can't afford it any more. I need my route back, even at a reduced schedule.
8Z	A lot of people from the Brookville Seminary community take the 8-line bus to go into DC for work.
8Z	This is the only bus that takes me to pentagon station. If this bus line is discontinued I will have to walk more than a mile for another bus.
8Z	The 8 bus is the only one that runs through the Seminary Valley neighborhood and connects the neighborhood to Metrorail. The closest Metrorail station is not within walking distance. Please do not remove or significantly limit Route 8 buses.
8Z	I see from the materials that the 8Z is one of the routes scheduled to be permanently cancelled. I've been driving to work since the 8Z hasn't been running, and now that traffic is getting worse I would prefer to take the bus, but I understand that cuts must be made. So while I would love it it the 8Z resumed, I ask that you do what is necessary to keep WMATA in good financial condition.

Route	Comments on Metrobus service changes
8Z	Temporary elimination of 8Z route is permissible, but I oppose eliminating this route that many of us use to commute to work.
8Z	Please do not get rid of the 8z, 8w, 8x. These lines are crucial for getting to work
8Z	The 8Z is instrumental in my and my neighbors commutes to the Pentagon from Alexandria's West End. While currently I am working from home, many of my neighbors are military and use this route to avoid traffic that can build on 395N. It would be a disservice to the community to remove that route permanently.
8Z	It would be entirely unacceptable to completely remove the 8Z and 8W Metrobus lines permanently. There is no other, reasonable way for the individuals who live along this bus line to get to a metro station. The Alexandria DASH bus takes way too long to get to a metro station and for those of us who need to get to downtown DC, the 8Z and 8W lines are the most direct routes. During the pandemic, we have been allotted parking or parking reimbursement at our places of employment or have been able to work from home. But, all of those things are temporary and we will be required to go back to our normal commutes before too long. Please do not permanently remove these bus lines from operating when COVID is over.
8Z	Bringing 8Z back soonest would bring revenue back to WMATA. Majority of riders are gov employees whose parking lots are filling - the Pentagon is 80%+ back to work - MUCH MoRE than other companies. If 8Z were operating, I would be riding daily. I can name right now 10riders you woukd have daily just from my knowledge and neighborhood. Removing it removes a key pathway to Pentagon (and bridge to DC), espec w limitations of Blue/yellow rail lines. Reinstate fees immediately. And if you start running 8Z, I think you will see high ridership immediately - w full paying customers
8Z	I travel to the Pentagon 3 days/week. 8Z was my usual bus route. I now use less convenient, more expensive, and less sustainable transportation options. My current transportation options frequently do not include a WMATA mode of travel. Before the pandemic, 8Z was usually 'standing-room-only'. Even with reduced ridership, capacity and physical distancing restrictions, the bus would probably be fairly full.
8Z	My only work transport option is the 8W/8Z route - luckily, my company covers uber rides when it's necessary for me to go into work during the pandemic, but it's only a temporary fix and I need the bus routes to be available when in person work is required full time again. Most people relying on the bus don't have other transport options, so pausing is a headache and eliminating is unacceptable.
8Z	I used everyday the bus Z8 and the train . Please do not cancel the Z8 . Most of people use this bus . About the train , I can manage my time to be in time at work . I know everybody struggle right now . Thank you so much for everything you did since this pandemic came in . Thank you
8Z	I'm not currently commuting to D.C. for work because my company has gone full time teleworking for the time being. Once the offices open back up, I plan to resume using Metrobus and the Metrorail to travel back and forth to Mount Vernon Square 5 days a week, a year round.
8Z	If service is completely eliminated on the 8s, 8w, and 8z lines, that will greatly hamper my ability to get to work in DC. I do not have the option to drive as an alternative. Metrobus service to Seminary Valley is a big draw for residents and tenants, and the loss of this service would be detrimental to this area, and ultimately to Metro as riders from pre-Covid-19 days, like myself would ultimately find alternative, more environmentally harmful ways of traveling into the district for work and tourism, which will cause the entire system to fail entirely. Please do not eliminate the 8x, 8z, and 8w bus service.
8Z	I had to alter my route due to 8Z and 8W not being operated during COVID which makes it harder to plan and longer
8Z	My community (and entire neighborhood) relies on the 8W/8Z commuter buses to get to and from work. While many people are still on telework right now due to the pandemic, we will still need a way to get to work when we go back. This change will be a huge financial burden that the vast majority of people cannot afford and will result in even more people losing their jobs because they simply cannot get there. Eliminating all buses from a line is not acceptable - can you consider eliminating ONE bus from some of the NoVA lines, so perhaps we have longer wait times, but still have an option to get to work without buying a car or paying for uber (which again, many cannot afford)? Eliminating SOME instead of ALL buses on a particular line and raising the fees would be much more manageable for most Northern Virginians than what WMATA is currently proposing.

Route	Comments on Metrobus service changes
8Z	8S, 8W and 8Z are vital routes for the Seminary Valley community on the west end of Alexandria. Right now, ridership is likely low due to many of us being home on telework. Once the pandemic is over, many of us will rely on the bus to get us to work!
8Z	My wife and I live in Cameron Station and we both work at the Pentagon. Prior to the pandemic, we rode the 8Z bus two times every weekday to commute to work at the Pentagon. We spent $160 in bus fare every month (or $1920 per year). We have returned to work at the Pentagon and now commute by passenger car because the 8Z bus service is not available. We have been waiting for the 8Z service to be restored so we can use the bus to go to work. There are a lot of military and civilian personnel who live in Cameron Station and work at the Pentagon. Many of them (including us) purchased their homes in Cameron Station because of the ability to take the 8Z bus to work at the Pentagon. Elimination of the 8Z bus line will have a negative impact on the home values in Cameron Station and the quality of life for many people who live there and work at the Pentagon. Elimination of the 8Z bus line will have a significant impact on the Cameron Station neighborhood and West Alexandria. My wife and I recommend in the strongest terms possible that you reject the proposal to eliminate the 8Z bus line. Thank you for your consideration.
8Z	This bus line (all of the 8buses - Foxchase-Seminary Hill) not resuming service will force me to start driving into work. The cost and time if this bus line permanently goes away will just not be worth it.
8Z	Getting rid of the 8 bus line altogether will be devastating to this area. We rely on it to get to the Pentagon station to take us into DC. The buses running to Van Dorn are out of the way, not nearly as frequent and the trip will be more expensive.
8Z	The 8z 8w are no longer running during COVID-19 and this is the bus I need to get to work, to the city, everywhere. This bus route needs to be returned when the majority of offices and businesses reopen after COVID-19. I've been temporarily taking the 7F but it takes twice as long as is a pretty long walk to get there so if the bus comes early at all then I have to walk another half hour or so to get to the Mark center for me to even get a bus. The 8z 8w was the perfect rush hour work and downtown bus because it takes you straight to pentagon in half the time as the other metrobus routes.
A9	Typically, I ride the A6 or A8 to work. Then I catch the train. Its going to be hard on employees and patrons. But do what you can, to keep us running
B30	Agree to modify the service
B30	This provides the only access from Prince George's at a Metro station. National and soon Dulles are also accessible by WMATA. It wouldn't be wise to cut this service.
B8	I'm ANC Commissioner 5C03 and for the reasons expressed in letter disagree with cutting the B8/B9 beyond WMATA previously cutting those lines to only Weekday service. WMATA should not completely eliminate those lines, as I testified at the October 13, 2020 hearing (Minute 9:00 of hearing).
C28	I would like the C28 to start running again. It is the only bus that operates where I live and its elimination has made it very difficult for me to make it to the New Carrollton Metro Station to get to work every day.
C29	I think everyone has to be flexible and if not, spend more money on taxi or uber. It's a hard time in everyone's life.
C8	I hope full service returns after the pandemic is over.
C8	I like ride the bus
C8	though ridership is not increasing as fast as expected, it is because people do not believe that public transportation is safe to ride. we need some studies on whether public transportation increases the risk of spreading and contracting covid-19. I would also like to know if the old proposal on permanently discontinuing z2, z8, and z11 service in exchange for increasing/ rerouting z6 service to greencastle park and ride is on the table since the flash just began today. also, discontinuing services across the DC and Virginia areas will severly hurt the communities in those areas. If you have some way of decreasing the DC and Virginia cuts it would be a good idea.
C8	I really don't like the proposal I will on the bus services and off of the train services if you go for filling proposal I won't be able to get to work and come home from work. So can you inconsiderate not to go with opposal I'm very grateful and thank you in advance please do not karno mobile services in Twin services

Route	Comments on Metrobus service changes
D1	The proposal above eliminates my bus. I would have to find another way to get to work.
D1	The D1 and D2 buses are a lifeline for our neighborhood. While I understand changes may be necessary during Covid, these are only acceptable if TEMPORARY. We need these buses to get back and forth from work and essential services such as grocery stores, etc.
D1	D1 and D2 as well as 31 and 33 buses must remain as per pre-covid running schedules so as to not cause irreparable harm to users who rely on public transport.
D2	The cuts to service are understandable under the circumstances. I hope, in turn, that metro is also planning on ramping up services back to pre-pandemic levels when people begin returning to work.
D2	I am fine with this reduction in service temporarily, during the pandemic. But continuing it after the pandemic is over would be a huge step back for our city and our community.
D2	Not frequent enough. I'll most likely permanently shift to driving to work.
D2	DONT cut the D2 it is vital for movement from Glover Park to Dupont Circle and it is crucial for this community
D2	Keep weekend service
D2	Please reconsider reevaluation every 3 months in 2021 as the Covid situation evolves.
D2	I'm concerned that the changes will become permanent. The d2 is my only lifeline to the rest of DC on public transit and the cuts should not be Xeon permanent!
D2	The D2 is the only route that still serves Glover Park and surrounding areas, and that gives us access to the Metro. Please do not cut it further.
D2	This is the only bus line in the neighborhood that serves us all. My family decided on purpose to refrain from buying a car because we could use public transportation and the whole family relies on this line. Further reductions in scheduled departures would affect our daily routines to a considerable extent.
D2	This needs to run seven days a week. Otherwise Glover Park is completely cut off, especially if you are eliminating the 30N and 30S
D2	This proposal is fine as long as this plan does not continue after COVID. People in Glover Park are going to be crammed on buses which defeats the point of a steady commute and maintaining our health and we will be stranded on the weekends because of no bus service to Dupont Circle at all.
D2	Glover Park residents depends on Metrobus for public transit service because we do not have Metrorail within close walking distance.Glover Park goes deep into the West part of DC, and the only bus reaching the end of it is D2. Now D2 runs with a modified schedule, which spaces the buses between 20 min to 36 min wait. This is a lot of time to wait for a bus. This schedule is to be continued into 2021. The D2 is not running in weekends. This bus takes GP riders east to Dupont Circle where one can connect with the metro redline. G2 also goes towards Dupont Circle and it is also not running in weekends. So in weekends, without the D2 bus running, or the G2, one has to go to the buses on Wisconsin Ave, which go north to Tenleytown to the red line, or S to Foggy Bottom to the orange/blue lines. For many, that walk is quite a hike. To add insult to injury, the buses going on Wisconsin Avenue are also cut in weekends, from the 30S,30N, 31 and 33 to only the 33 bus running on Sat and Sundays. The 30N and 30S are the only cross-city buses available for riders between upper northwest/west of Rock Creek Park and areas east of the National Archives/south of the National Mall along Pennsylvania Avenue and across the Anacostia River. Even with the no fee bus rides transferring between Metrobuses, the cost in time for using alternatives to the 30N and 30S could be a serious burden, particularly for low income riders. Making a transfer also adds to trip time and the risk of missed connections. The full trip is already 90 minutes, when the bus is on schedule. Recently I had to wait 26 min for a transfer from the 33 to a 36 bus to go towards Capitol Hill on a Saturday evening, time added because a scheduled 32 bus didn't show up. I learned that since the early 1970s the District has been committed to keep up the 30-series Metrobus as links between distant and disparate neighborhoods, not solely for mobility but for the connections between people and communities. Eliminating the 30N and 30S in weekends, and who knows down the road, represents not only a loss of a transit service but also a loss of social and economic ties.

Route	Comments on Metrobus service changes
D2	I have relied upon the D2 bus to get around the Metro DC area. As a Glover Park resident, the metrobus is the only public transportation available to me for commuting between my home and the office. On the weekends or evenings, the bus is the way in which I can get from my home to DuPont to use the metro most efficiently against city traffic. The abbreviated metrobus schedule (cutting weekends) has made my commute throughout DC very challenging and difficult.
D2	The current cuts to the D2 are too deep. This is the only bus route that provides direct service from Glover Park to the red line. As it is now, the D2 is running so infrequently that it's difficult to rely on for those times that I do need to use public transit during this pandemic. Is it even running on the weekends? I've given up on catching it on Saturdays and Sundays.
D2	Glover Park residents rely on the D2. When the weather turns colder, we rely on the D2 bus service that much more. It's already very difficult not having bus service on the weekends. Please do not take away our bus service! Thank you.
D2	This is the only bus stop by my house. If it is caught it affects me greatly, please do not cut it.
D2	It is absolutely crucial to keep the D2 bus operating at the minimum at the current schedule since there is no other bus whatsoever in the Glover Park area that covers a couple of different streets, especially now when D1 was also canceled. It would be fine to keep it on the current COVID-19 level but without cutting down further as it has already been cut, and definitely keeping it on the weekend is a must. There are a lot of people who depend on it over the weekend for their errands.
D2	The D2 is important for this part of DC ... PLEASE don't reduce service!
D2	The schedule is manageable considering that there are alternative routes
D2	I live in Glover Park. We have NO direct access to any metro train line. Cutting all weekend buses on the D2 line on the weekend cuts my entire neighborhood out of any public transportation to the rest of the city. Is there some part of the phrase"public"transportation you don't understand?
D2	need weekend service
D2	With the loss of the D1 bus, the D2 is the only public transportation between the Dupont Circle area and Glover Park. Right now I try to not use the bus since I can walk and others might need the limited space available. But as fall and winter approaches, walking or biking is not an optiom every day and there is no usable public transportation alternative. Removing the weekend service will completely cut off parts of Glover Park from a significant part of the city. Lots of people in the area don't have cars and rely on public transportation. Having long waits during the week and no transportation at all on the weekend is severly limiting people's lives.
D2	Under normal circumstances, I need to take the D2 every weekday before 9 am in order to get to work on time. That has changed due to COVID but many others still rely on this specific bus to get them to the red line.
D2	The current reduced D2 schedule is already too limited for me to utilize to get to work on time, so returning to the pre-COVID times would be the most helpful. In addition, I depend on the 30N/S/31/33 as do a large portion of the district so cutting them at all would be detrimental.
D2	My neighborhood (Glover Park) is severely underserved on the weekend, with only the 33 bus on Wisconsin Ave, which is several blocks from my. We need the D2 operating every day
D2	The D2 service cuts have worked ok for me thus far during the COVID pandemic, but are a continuing hardship now that I am going back into the office more. The Wisconsin Ave 33 bus is an ok substitute especially since the D2 has not been running very often and on weekends, but it increases my commute times on both the front and back ends. As a result, my shoe leather has been very much adversely impacted. I realize and sympathize that there are budget issues, but smaller non-Metro accessible neighborhoods very much rely on their bus connections. Ridership may not be as high as on some routes, but we have many fewer transportation options overall.

Route	Comments on Metrobus service changes
D2	It would be awful if service associated with our neighborhood-Glover Park, and the surrounding neighborhoods such as Burleith had reduced service. When I am not quarantining, I often ride the D2, as well as the N2 and the G2.
D2	It is very inconvenient that it doesn't run on weekends as I have no other way to get to DuPont Circle to transfer to the rails and other buses. You are isolating an entire community and the D6 no longer runs on time at all.
D2	Also the 30S 30N 31 33 Bus routes. My Glover Park NW neighbored relies on public transportation. Please don't cut back more.
D2	The D2 is the backbone transportation for Glover Park where I live. We do not have a Metrorail station closer than 2 miles. The D2 is our direct, faster connection to Dupont Circle to the red line if the destination is downtown DC. With no weekend service for D2 that connection is gone. It means taking the only bus running thru Glover Park, the 33 bus on Wisconsin Avenue, up to Tenleytown to get the metro and come back by metro to Dupont Circle. That adds about 20-30 min to a ride that otherwise takes 20 min on the D2. Plus the extra cost of riding the train for a longer portion than actually needed. Please reconsider these bus cuts, already one has to wait for the D2 for 28-48 minutes during the week and having no weekend service is a hardship we cannot accept. Thank you.
D2	The deletion of D2 in weekends leaves us,here in Glover Park in complete transit isolation! To get to downtown DuPont Circle area, I have to either take a 33 bus up N to Tentleytown metro station and then ride back S by metro, or walk further to the DC circulator to Union Station, get off in Georgetown on M st & Wisconsin Ave and transfer to the DuPont Circke circulator. That makes a 20 min trip last 40 minutes. I do not have a cat and do not want one. I find riding the bus much safer than taking a paid car ride such as Uber or Lyft. Please consider the Glover Park neighborhood has no close Metro access, and D2 is the only bus going all the way to the end of the neighborhood. You cannot leave us without any bus, please reconsider your decisions.
D2	As it is, it takes me over an hour to travel 3.3 miles. I CANNOT AFFORD FOR IT TO TAKE LONGER

Route	Comments on Metrobus service changes
D2	Having the D2 bus run regularly and on weekends is absolutely fundamental to the Glover Park neighborhood. With the elimination of the D1 it would be the only bus to run through the neighborhood, and many, many people in Glover Park rely on it, especially during rush hour, including teens who go to school in other neighborhoods in the city. Not everyone (including me) in Glover Park owns a car and by cutting service WMATA would essentially be stranding people, especially senior citizens. If WMATA cuts the level of service during the Covid crisis, all of us in Glover Park would FULLY EXPECT THAT FULL SERVICE WOULD BE RESTORED AFTER THE COVID EMERGENCY IS OVER. Please don't leave us stranded. Glover Park has no Metro and we rely on the D2!!!
D2	I live in an area of DC that is not close to a metro, and I rely heavily on the D2 for its fast and reliable connection to Dupont Circle, as well as to the grocery stores on Wisconsin. While the reduced frequency means I have to be more thoughtful and plan ahead, it's manageable.
D2	While we remain in a pandemic, I do not mind longer wait times for D2, BUT once the pandemic is over it is very important to re-establish the previous routes and schedules. Glover Park is really isolated due to no metro stations nearby and the busses are my lifeline to work. I also work on weekends and need bus service then. Plus, we bought our condo because it is nearby a bus stop and I worry that with reduced service and no service on weekends that our property value will stagnate.
D2	D2 is vital to Glover Park. Without weekend access, there is no direct or easy route to DuPont Circle and Metrorail. There is no access to the farmer's market. Even during the pandemic I rely on bus service for gig work as well.
D2	This line is the backbone for the many elderly and others who live in Glover Park to be able to get at the Red Line. Please keep it if possible.
D2	The proposal linked below indicates that the D2 will be eliminated on weekends. If this happens, much of Glover Park will be without direct bus service into town (Dupont Circle). This, coupled with the proposed elimination of the G2, 30N, and 30S on weekends will nearly cut off Glover Park from the rest of town, meaning that residents who have cars will have to drive (which increases congestion) or bike, which is not always an option. I understand that service cuts are necessary, but if cuts to the D2 cannot be avoided, please consider modifying service on the D2 on weekends rather than cutting it outright. For the same reasons as stated above, please also consider modifying the 30N and 30S schedules on weekends rather than eliminating these bus routes entirely on weekends. https://www.wmata.com/initiatives/budget/upload/proposed-service-adjustments-by-jurisdiction.pdf
D2	The D2 is a life line to Glover Park. This summer I biked to work because trying to get a bus that comes once every 40 minutes if it comes at all was not something I could rely on. I was able to pull this off and just adjusted to arrived to work bathed in sweat. I don't know if this will be an option for me during the winter. 40 minute waiting times in the cold is not something I look forward to.
D2	D2 on Sunday had been crucial for us to get to Dupont Farmers Market or upper Georgetown businesses. These two areas both have extra traffic and difficult parking situations. Driving our own car to these places do not make any senses. Please keep weekend service of D2.
D2	Many residents of Glover Park moved here because of the frequent bus service On the D2 especially but also the 30 series. In addition to current riders the sharp cutback in D2 service and the total elimination of the D1 rush hour service will be a great inconvenience but also a significant financial blow to our property values. I wouldn't be living here without the full D2, D1 and 30 series buses. Some day I or my heirs will sell my townhouse in Glover Park. One of the first or the first questions that prospective is bus service. If these changes are adopted my answer could cost me or my children tens of thousands of dollars. This is far worse than a tax increase to keep a top flight public transportation system in DC and the metro area. I am quite angry about this aspect of your proposed eliminations of metro and metrobus service.

Route	Comments on Metrobus service changes
D2	In 'normal times,' our area would be served by the D1 and D2 buses, and they would all be crowded in the morning and afternoon peaks, with people often left behind at bus stops. We have gotten used to seeing those lines on WMATA's lists for proposed cuts, but each time, the riders--supported by local officials--stand up and explain to the Board that these services are vital to the lives of hundreds of people in the Glover Park neighborhood. Fortunately the WMATA planning staff and the WMATA Board have seen the data and agreed to maintain the services. But with COVID-19, we were left without any service on the D1 or D2. Now the D2 runs on weekdays with wait times of as much as 35 to 40 minutes at the beginning of the morning and end of the evening, 20 minutes through most of the day. That is the level of service we were accustomed to seeing on weekends. But how there is no D2 service at all on weekends. It is important to look at the geography, development patterns, and demographics of the area to understand how this works. The D2 is the only Metrobus route serving the middle and western side of the Glover Park residential neighborhood. Many riders come from 6 or 8 or 10 blocks from the bus stops on Wisconsin Avenue that are their next nearest alternatives. And the neighborhood is not a light density area with widely separated houses and driveways. We are a neighborhood of row houses close to Wisconsin Avenue, on narrow streets without much off-street parking. The western edge of the neighborhood, alongside Glover-Archbold Park, is almost entirely apartments, some of them quite large buildings. That is the part of the community where the D2 operates in Glover Park. And it is the hilliest part of the neighborhood as well. Almost every trip involves going up a hill, sometimes going up one hill and down another so you cannot avoid a steep climb in either direction. Without D2 buses, a large number of our residents have no practical option for economical transportation. Glover Park is known as one of most highly transit-dependent neighborhoods in the whole area. Many residents do not or cannot drive, and have chosen to live where they do because of the availability of Metrobus stops a short walk from their residence. As you probably have seen at previous hearings on WMATA service, riders who depend on the D2 include seniors and people with disabilities, as well as families with children (which often means also carrying extra items such as strollers, as well as shopping baskets or rolling bags, as well as heavy backpacks for students, and luggage for travelers. The D2 is the best route from the center of Glover Park where most families live to the local middle school, Hardy Middle School, on 35th Street just north of Georgetown. The combination of distance to Wisconsin Avenue and hills along the way make it very difficult for many of the D2 riders to try to walk to a bus on Wisconsin, especially in severe weather--rain, wind, snow, sleet, ice, and slush that we are expecting to hit in not too many weeks. When there is no D2 service on weekends, there's no practical public transit available for people going to or from the center and western side of Glover Park when they need to get something at the grocery store or pharmacy, want to go to religious services, visit friends, get to Metrorail (at Dupont Circle on the D2), have access to social and recreational activities, or get to weekend jobs outside Glover Park, or come from another area to jobs within Glover Park as health aides or staff at apartment buildings, shops and other services in that area. People cannot continue to live and thrive in their homes in our area when we don't have the local routes running, for direct service to our destinations or as feeders to other bus routes, Metrorail stations, or modes of transportation. We were so grateful to see the WMATA staff and Board recognize the importance of our D1 and D2 services, thanks to the outpouring of comments and testimony from people in the community last January, February and March. The Board's decision to maintain those routes in the 'final' FY2021 budget in April was a great relief. I understand that the COVID-19 emergency demanded unprecedented cutbacks in service to keep WMATA from getting into such a huge financial hole that the

Route	Comments on Metrobus service changes
	taxpayers and local jurisdictions would have had a hard time ever making up the gap. We haven't gotten out of the health emergency yet, and a lot of us are still working from home, watching to see if it will feel safe and be safe to get back to our previous patterns. Some people, because of their jobs, have no choice. If they work at service businesses like restaurants or stores, or they are health aides or cleaners and janitorial workers, or otherwise have to do their work in person, they still need transportation. For them to take cabs or use Uber or Lyftt would eat up a good part of their pay. And it is not practical for everybody to hop on a scooter or an e-bike, or walk long distances. Please look at the bus services off the 'trunk lines' where people are so reliant on local bus routes. I know WMATA's initial hope was to phase in more services as the city continued to re-open this fall and winter, and schools open, businesses open, offices go back to in-person work, and people start doing more of the things they used to do. We have holidays coming and are hoping to go shopping and attend events and church services. If the health experts actually get a vaccine, and/or we all wear masks and get the virus under better control, we are going to want to move around the way we always did, including on our buses. If you have any flexibility, try to restore 7-day a week service as soon as possible. Thank you very much for the chance to comment.
D4	I haven't ridden the bus yet as I don't feel comfortable with the crowding that has been reported.
D4	I'm currently working from home and do not take the bus
D4	The D4 line was merged with another line some time back and has been horrible ever since. The X2 and X9 are dangerous so I can no longer take them. People do not wear masks on buses, and it's not enforced by the driver so I cannot ride the bus any longer.
D4	Acceptable changes
D5	Please do not get rid of the D5. Instead, you could get rid of the D6 that has a similar route through NW DC.
D5	When commuting to work and not teleworking, I use the D5. If Federal government reopens, you must bring back the D5 !!
D6	It would be fine for me if the current reduction continued until things opened up again. Once things open up, I would hope the busses would go back to their regular schedules. How long is this reduction for?
D6	I work in va and live in dc
D6	after federal offices reopen, please make D2 and D6 as they were pre-covid
D6	Once I stop working from home, this would have a big effect, but for now, it does not affect me.
D6	keep in mind the people who use the system as their primary and sometimes only means of transportation.
D6	I think it's important to retain as much bus service as possible, as bus riders tend to be lower-income riders who I would think are less likely to have cars available. In what I've seen about ridership in general, bus ridership has not fallen as much as rail ridership.
D6	I am out and about less these days, but I depend heavily on the bus in general. It's very critical to me that the current service is not reduced further and that it eventually returns to normal levels.
E2	I'm glad to see the E2 running again. I miss the regular, more frequent service.
E4	serious impact on the working poor
E4	The E2 and E4 bus routes provide critical cross-town service. Many use the bus to get from neighborhoods in NE to their jobs in NW. Liimiting/eliminating these routes will have an extremely negative impact.
E4	This line runs very late and there are always passengers on E4 buses, even at late hour. My household used this line very frequently before the pandemic as well. It's also an important line for school kids.

Route	Comments on Metrobus service changes
E6	I see the need to suspend E6 service during the pandemic emergency when many of us are working from home. I strongly urge you not to make any long-term decisions about the future of the E6 until things return to normal or near to it.
E6	Please do not terminate this bus. As many of us have indicated in the past 12 months, this is our neighborhood bus. Many neighbors, including my children, rely on this for work and school. Thank you.
E6	Please do not eliminate or reduce the E2, E4, and E6. Our child care provider uses those buses regularly and I use it during inclement weather and when I was pregnant.
E6	Do not eliminate the E6 line. I need it to transport to my office.
E6	You are planning on discontinuing the E6 bus which affects many people affiliated with the Knollwood Military Retirement Home. Its residents who don't drive sorely need a bus available; additionally there are employees who use the bus to get to and from Knollwood. This would be a very bad change. And this residence are all former career miilitary members! Let's take care of them!! Thank you.
E6	Do not cancel permanently. Vital transport to redline metro.
E6	I am highly opposed to continuing the service cuts of the E6 line.
E6	Although the E6 is temporarily stopped, I've been able to use the E4 to get to Friendship Heights. The real issue is that the E6 presently goes down Broad Branch Rd, which is very narrow and has a very busy elementary school (Lafayette) and market (Broad Branch Market) on the route. I worry about the safety for the many children that typically go to school if/when the present E6 route resumes. Why can't the E6 use the wider and much less congested Nevada instead?
E6	I am 80 years old. I rely on the McKinley CVS. the Community Center and the nearby food stores. No other one su h as the M4 in any way serves my needs. Do not take the E6 away!!
E6	Essential services are provided at Knollwood to keep people alive and safe. We have wonderful workers right now who are having to pay Uber and cabs to get to work. This is unacceptable. There are residents who don't drive who need the E6 and don't have it right now. It should be reinstated to include weekends even if the frequency must be reduced.
E6	I have dozens of older Americans, senior citizens, and over 30 employees who, prior to COVID, relied on the E6 bus for transportation to Knollwood. The targeting of the E6 for elimination is the latest attempt by WMATA leadership to undermine public transportation for residents of Chevy Chase. The bus previously operated M-F. At a minimum, WMATA should restart the service again for at least 120 days and make clear an announcement to review ridership before arbitrarily canceling service. It is difficult enough for older Americans to navigate DC streets, especially in our area where there are so many children. Canceling the E6 is forcing seniors to drive for essential services and indirectly putting themselves and the countless hundreds of small children that live in this area. Why would you cancel the sole WMATA bus in Chevy Chase?
E6	This bus route is very important to those that depend upon it. Removal - as proposed - would negatively affect people that have no other choices for transportation.
E6	The E-6 is currently not running. u use that bus when I volunteer at the Air and Space Museum, which is temporarily closed. I would not like to see the E-6 terminated permanently, too many people need it to get to school and work. Workers need it to get to work at Knollwood.
E6	Although the E6 is an important connector to get to the Friendship Heights metro, the E4 is a fine alternative. Also, because the E6 (when it was running) goes right by Lafayette Elementary School and the Broad Branch Market while going down a very narrow Broad Branch Rd, it creates great congestion and safety issues for the children during normal school times. Why can't the E6 be rerouted to the much wider and less congested Nevada and still provide service from Friendship Heights to Knollwood?
E6	The E 6 bus is important to me as it is the only means of transportation I have to get to medical and dental appointments at Friendship Heights from Knollwood - 6200 Oregon Avenue NW

Route	Comments on Metrobus service changes
E6	The E6 bus is the only public transit option that reaches my neighborhood, in Hawthorne. Without it, Knollwood community employees are spending hundreds each week on Ubers to get to work, and individuals providing childcare in my neighborhood have no way to get to work. Additionally, when schools open in person again, children in my largely sidewalk-less neighborhood will have no way to get to school unless a parent can drop them offsomething increasingly difficult with many two-income households already precariously juggling childcare duties or they walk alone, which is inappropriate for early elementary students. Long term, with no E6 bus in the neighborhood, I don't know how DC Gov would expect these children to get to school (would they pay for a separate school bus?) Additionally, our part of the city would be completely cut off from Metro rail access, for which we currently rely on the E6 bus connection. Without the E6, I would need to walk 15 minutes to get to a bus stop, from which I would need to ride 23 stops, then walk 8 minutes to get to the Tenleytown-AU Metro stop. 38 minutes just to get from my home to the Metro, including 23 minutes' walk and 16 minutes on a bus, is unacceptable within the District.
E6	I am dependent on E6. I do not drive. The bus is the way I get to Friendship Heights to shop and to the Metro.
E6	It is extremely inconvenient having no bus service between Friendship Heights and the Barnaby Woods and Hawthorne neighborhoods in Northwest DC. The E6 bus provides transportation to the Friendship Heights Metro as well as to the numerous medical offices located in Friendship Heights. which many of us -- including many elderly residents -- frequent. Also, a number of household workers rely on the E6 bus service.
E6	We urge the Board not to continue to omit the E6 services. We have been users of E6 since we moved to Chevy Chase DC 37 years ago. For 17 years, we relied on E6 as our only connection to wider DC and suburbs transport systems because we did not own a car. One of us commuted on E6 to the subway for 30 years. In retirement, have used the E6 less and less because service was reduced and schedules became undependable. Now, a renewed E6 would be our best connection to Friendship Heights and to the subway and the wider DC area.This is very important to us. We urge you to see the buses and subways as necessary services, and therefore to fully-fund and -operate them so that residents can depend on them. Sincerely, William Barnes and Eva Domotor
E6	The E-6 bus service has not resumed since it stopped in March due to Covid. It is essential to our community here at Knollwood Military Life PLAN Comminity
E6	This bus provides service between Friendship Heights and Knollwood Military Retirement community in Northwest DC. It is the only option for public transportation which the seniors of this community have for public transportation, since many of us have no cars or do not drive anymore. It is also the only option for public transportation which many of our kitchen, maintenance, and caregiving staffs have to connect with the Friendship Heights Metro Station and Knollwood. There are so many buses which cover other destinations, but this E-6 is our only way to stay connected. Please don't stop it!
E6	In normal times, I count on both the E6 primarily. The M4 is my second choice because (pre-covid) it was unreliable during evening hours. Pre-covid, the the M4 was unreliable, primarily because at the 40th & Abelmarle (Tenleytown) stop, departures were often delayed and passengers had to wait outside in the rain and cold. Standing outside Wilson High School after dark is unsafe. Right now, I'm using the M4 only, and I'm glad to have it back. When offices re-open, I'll need the E6. Again, the M4 is too unreliable for those who work 9-10 hours per day and need to get home safely.

Route	Comments on Metrobus service changes
E6	I worked for 27 years for the Library of Congress, taking the E6 every morning to Friendship Heights. I wouldn't know how to manage my commute if the E6 had not been there, other than hiking the distance since it is nearly impossible to find parking near Friendship without forking over lots of money. I realize that during non-rush hour there are not that many riders, but couldn't WMATA use the small bus-vans they once used? I also think of the children at Lafayette school and Blessed Sacrament who must now rely on parents and childcare helpers to pick them up, adding more cars to the streets.
E6	This is a line that serves an area with very few lines even close to it. I urge you to keep the current lines running.
F13	You allready chanced that bus schedule already and i adjusted to it to my job. How can you reduce that schedule again.
F8	This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
G12	A temporary reduction in Sunday service is acceptable for a few months, but it is not acceptable as a long term solution.
G14	The cuts will only make routes more crowded and no alternative services anywhere.
G14	Sometimes I want to take the bus to the Greenbelt station, but the bus won't get me there by 5 AM, in time for the first train. Probably not enough passengers to justify adding this service.
G2	Bus is always empty. Eliminate route and add better service to other routes.
G2	Empty busses; not needed
G2	The G2 bus needs to resume it's usual service when Georgetown University is back open. The bus was already unacceptably busy before the pandemic, and it would be irresponsible to make the bus even more crowded when social distancing is necessary and the university has it's usual load of commuters.
G2	I would like the services to increase when the city plans to go back to 100% capacity at workplaces.
G2	Cut enough so you aren't reliant of grants that will dry up. Unfortunately metro does not make money and continues to offer services that aren't paid for by fares. Please do the responsible thing and cut service to enable fiscally sound decision making free from emotion.
G2	The proposal to eliminate G2, D2, 30N AND 30S routes on weekends and reduce service on weekdays mean that Georgetown and Glover Park will be effectively cut off from public transit on weekends and significantly reduced service on weekdays. There are a lot of people employed by and visiting Georgetown Medical, not to mention thousands of residents and tourists, who will be left without any public transit options. This is not acceptable.
G2	I'm very concerned about WMATA's proposed service reductions. I understand WMATA needs to reduce hours for the near future (while many people across the city continue to telework), but making these changes permanent will create challenges for many District residents, such as myself, who rely on the G2 to get to work, particularly during the morning and evening rush hours. A bus every 30 minutes during rush hours will not support regular ridership levels.
G2	I work at Georgetown University and although we have only a small number of students on campus, many workers continue to come to campus and rely on the G2 to make it to work and then back home for the morning-to-afternoon shift or the afternoon-to-evening shift. In most cases they are riding the G2 to commute into Maryland and Virginia. If you continue the reduced G2 schedule, please only do so temporarily so that the burden on our staff and community is lessened.
G2	Doing without weekend service on the G2 and D6 has been a huge inconvenience. As reopenings progress, the heart of Dupont Circle's restaurants and retail is cut off from patrons who aren't in convenient walking distance or who don't have cars. Taking a rideshare or taxi would add $20-$40 or more for a round trip where they could make the round trip by bus for less than $5. This harms patrons, the businesses, and the District's revenue. As with my previous comments, there must be a guarantee of restoration of any reduced or eliminated service (weekend or otherwise) as ridership increases with continued reopenings.

Route	Comments on Metrobus service changes
H1	I understand reduced service, but with both the H1 and S1 routes eliminated I am not able to take public transport when I go into work. I have to walk an hour each way. If Metrobus wants me to return as a client I need one of those routes to be restored at least during peak hours. I am concerned if the H1 and S1 routes continue to be eliminated and I have to return to work full time that I will struggle to get to my job on time and will often have to walk outside for an hour in adverse weather conditions or pay to take an uber which is too expensive for me to do regularly.
H12	Currently, there is no bus service in my neighborhood at all on Sundays. This isolates many people, due to the idea that the PG County bus also doesn't run, and the bus routes that are up are a distance away...a minimum 1/4 mile walk
H12	There is no Sunday service in my neighborhood under thecurrent scheduling. This is difficult for my area, especially in light of the PG County bus also unavailable in weekends. The nearest operating bus route is 1/4+ miles away.
H12	Before the shut the buses were fairly on time. When the shut down happened and the buses where on a Sunday schedule the buses barely showed up. Which lead me to get an Uber or Lyft ride from the station to St Barnabas Road the really sad thing about that is it cost $10 to go up the hill and around the corner. This plan would work if the buses actually came according to the schedule and not have people waiting for 30 minutes to and hour because its late when people have places to go like WORK. I dont really understand how can you be late on a SUNDAY schedule. They are late more so then on time for months now.
H2	Keeping the timing as it is now is inconvenient and delays my trips. But I do see the need to reduce service, if temporarily
H2	Only allowing me to share only 1 bus route I use 'mostly' is inadequate. Eventually these cut backs can impact MetroAccess service area AGAIN limit the travel and lives of people who are dependent on public transit who are often the least able to afford other options. There is a disparate impact for sure!
H2	I use many lines frequently, not just one. Including: H2/H4, 96, 30's (down Wisconsin), 52/54, etc.
H2	Please advise people if timetables change. The crosstown buses are delayed frequently and usually arrive later than scheduled.
H2	I think Metro should keep in mind that heavy rail is unfortunately set up to be commuter rail in the DMV, so it is not really a great way to get around within DC. The buses serve more of that purpose, which likely at least partially explains how well ridership has maintained compared to rail. Again, I understand why cuts would need to be made. But it also seems like an ideal time with ridership reduced to try to implement the changes/revamping/updating of the bus system that were proposed pre-pandemic if possible. Additionally, some residents would like to see a longer-term plan to expand heavy rail in the city to make it a more feasible means of transportation within the city. Obviously it requires significant funding which is a big problem right now, so not expecting to see a new proposal soon. But it would be cool to see, once the pandemic dies down, a plan at least floated to, say, add 3 or 4 (or any) new lines (and stations) by 2040 or something. That would be a good way to spark renewed interest in Metro as well.
H8	Need more social distancing and mask enforcement, have seen several people get on without masks and I then get off as well as people who come sit next to me when there are open seats
H8	I sincerely hope significant planning is going toward ensuring that as much frequency and service areas as soon as demand returns. I also hope that paratransit service hours and area will not be affected by the changes. Currently, I am fortunate enough to be able to bike to most places, but when I used to rely on the bus, many of the current changes would have been much hard to accommodate.
H8	It's been very difficult to socially distance on the bus, so I'd prefer to increase it if possible, but understand if it's just a temporary continued cut.

Route	Comments on Metrobus service changes
H8	Thanks for restoring the weekend service! I can deal with temporary limited service as long as bus service is not cut any more. I also frequently ride the R4, the C4, the 80, the B38 and occasionally the J2 and the Y8. I also know many people who depend on many routes and it would be a grave disservice and would cause Metro to lose even more money to cut Metrobus hours. I can deal with paying bus fares again as early as next week if need be.
H8	During the temporary weekend of the h8 route. Riders suffered terribly. People still have to work. Meaning the reduced rate will. Make. The buses more crowded this risking more virus results
J1	Please continue to provide service from Silver Spring to NIH locations
J1	The increased frequency and addition of J1 and J2 routes made commuting comfortable and smooth during the weekdays, however, current shift-like schedules force many to work modified 5 days weeks, which include weekends. It would be helpful to run J routes more frequently on Saturdays and Sundays as it gets crowded
J1	I personally am still working from home and plan to drive to work when the time comes in order to reduce my risk of being infected.
J2	fine with the current level. not going far these days
J2	Please at the very least keep metro buses running normally. It's very difficult for both metro rail and metro bus to be running either shorter hours or infrequently. When metro rail shuts down it causes the buses to fill up and then you end up waiting for 2-3 buses before you can get on even one.
J2	My husband and I don't own a car, so we are completely dependent on Metrobus and Metrorail for our transportation. Pandemic services levels were unacceptable. The restoration in service is OK but still difficult. Metrobus needs to be restored. I suggest raising fares to $2.50 or $3.00, encouraging use of the passes to mitigate fare increases and completely restoring Metrobus service to pre-pandemic levels. During the pandemic, it took my husband up to 2 hours to get from Silver spring to Bethesda on the J2. UNACCEPTABLE. It's 4 miles. People rely on this service and it's continued use is vital to our economy and our planet. We have added 30 minutes to all our trips to ensure we get to places on time, which is unrealistic to continue doing another 12 months. We have also limited longer distance trips and instead rent a Zipcar for the day to reach locations we should be access by metro and bus. Until recently, both were reliable, but now our ability to get anywhere has been severely impacted.
J2	I think it depends on the current capacities of the buses...if they are empty, this is fine, but on routes with crowding there needs to be more service for everyone's safety.
J4	I used the J4 bus to get from College Park to Bethesda, I had planned on continuing to use it until the Purple Line began operation. Eliminating this route would put make my commute incredibly difficult and expensive, as a 2 dollar bus ride is far more tenable than a 7 dollar Metrorail trip that takes just as long.
J4	I use it exclusively to commute to the University, and would be seriously inconvenienced without it.
J4	I use the J4 bus to commute to the University of Maryland every day, so would be seriously inconvenienced if the route were eliminated.
J4	The J4 is the only direct public mass transport between Bethesda and Prince Georges county. Most of the J4 route coincides with that of the now delayed and vastly over budget Purple Line. An explanation is needed for the cancelling of an efficient, low cost bus line when the alternatives (Purple Line and Beltway expansion) are enormously more expensive, wasteful of resources, and uncertain.
K6	Works great with Real-Time App
K9	Any reduction of service on the K9 would have a big impact on my daily commute
L1	The only bus route I would use regularly is the L1. Before COVID, I used it at least four days a week, to and from work. Since COVID and suspension of service on the L1, I have not used Metrobus at all.

Route	Comments on Metrobus service changes
L2	Please make these buses be ON TIME!
L2	Fewer buses means more crowding and more danger
L2	I worry that the longer these supposedly 'temporary' service cuts continue, the more likely that they will be made permanent. Past 'temporary' WMATA service cuts (e.g., late-night rail service) have turned to stealth permanent service cuts, as WMATA adjusts to its new normal and seeks budget increases to restore the service that was supposedly built into its prior operating budget. Simply put, I no longer trust WMATA on 'temporary' service cuts.
L2	Do not like the idea of eliminating route L1 and reducing frequency of route L2
L2	Waiting a half hour for a bus in the winter is unacceptable--when the bus actually shows up. The L2 route is chronically affected by buses just not showing up, and now with reduced levels of service, that issue has become even more serious. I really do get it--something cannot be made from nothing, and Metrobus currently has no money coming in--but how exactly are people supposed to encouraged to support local businesses, etc., when they can't get around, esp. in the winter? And eliminating the rush hour L1 is OK in the time of pandemic, but once work levels return to somewhat near normal, this elimination will be unacceptable. The same for the E6.
L2	Friends that have riden the L2 tell me that it's not safe. That people take their masks off, wear them on their chins.
L2	While this change would not impact me, I think this would negatively impact those who are most financially vulnerable (ie. waiters/waitresses, retail workers, cleaners, etc.)
L2	The citizens of this city deserve frequent reliable bus service regardless of whether it's being used by many at this unprecedented time. If service goes away, what guarantee do we have that it will return? And how does reducing service serve the needs of those still riding who are often essential workers. Do they deserve to be forced to wait longer or get up earlier to make it to less frequent buses?? No! The governments of this region need to fund this essential service fully- even when ridership is down. Public transportation is essential.
L2	There are lots of people who still need to get to work. They need metro bus service for the first or last leg of their trip home, or to places where metro doesn't run.
L2	Same comments as metro rail service. Metro needs every day, ordinary, yet extraordinary as a major part of making decisions and creating these surveys. A minimum wage earner, primariy who depend on Metro, would never pose such absurd questions. Carmen Grey is sorely missed.
L8	I'm just thrilled to have the L8 back at all after 5 months with no service. The August service plan seems like a reasonable TEMPORARY solution to reduced ridership, but I hope this decision will be reconsidered on specific lines that experience crowded conditions.
M6	Please don't take this bud away from us. I would have to walk down Penn and Branch at 5am to catch the 30N bus. Not to safe for me and others. I can deal with not having the m6 run on the weekends for the time being.
M6	Currently it does not run on the weekends. I do work weekends. I can manage if I need to.

Route	Comments on Metrobus service changes
M6	I ride the M6 4 days a week. I work on the weekends but since it doesn't run in the weekends I have to make other arrangements. One day is not bad but when it wasn't running at all it was difficult getting to and from work and to the grocery store and very expensive.
M6	The M6 used to run on weekends now it does not. Getting across to Captiol Hill is inconvenient and a much longer commute.
Metroway	If this is about simply continuing what is already happening that is fine my daily commute has already adjusted to match it.
Metroway	Metro way is so unpredictable currently, please don't make it worse.
Metroway	I have not ridden any buses since the pandemic began (but have taken rail), but expect to in the near future. Bus levels should stay at the current 75% levels for those who rely on buses and don't live near a Metrorail station. The service levels should increase as ridership increases.
N2	Please don't kill this line - that's the way I get to work!
N2	I miss having a bus to take me to Tenleytown, or simply a bus that runs through Nebraska Avenue.
N2	If N2 service were restored, I would use it.
N2	Your plan to eliminate the N2 bus would be devastating to me. If this is temporary, that is ok. But permanent, this is horrible.
N2	Temporary suspension is somewhat acceptable but bus is the only form of transportation available in this part of the city.
N2	I understand the N6 only for weekends. But the N2 during the working week is needed for those areas not covered by the N6.
N2	discontinuing the service would affect our own ability to use public transportation, that of our employees and friends.
N2	My link to DuPont Circle. I would have difficulty walking to another stop.
N2	Please do not permanently eliminate this route. For some seniors that live in the high density Cathedral Heights neighborhood this is their only means of transportation to get to doctor's appointments and other appointments. Many seniors can't walk the distance to the closest N6 stops.
N2	Without the N2/N4, I would have no way to visit certain doctors or get to work.
N2	Eliminating the N2 and N4 would create a great hardship for me. It is my only way of getting to subway stations, my doctor's and dentist's offices, and my volunteer work (I am retired). The buses are basically our link to the larger world.
N4	this is the only bus route that gets me directly to my office in dupont circle
N4	The metrobus service is most vital to the low income residents of Washington, DC.
N4	Please do not eliminate this route.
N4	Please do not eliminate the N4 service. Having only N6 service would lead to more crowded busesâ€”sometimes the buses are already packed (standing room only) before the bus reaches Wisconsin Ave (when headed to downtown).
N4	The proposed elimination of N2, N4 and 37 services would leave my neighborhood with no public transportation to get downtown to go to work. I know we are all working from home at the moment, but we are hoping that office buildings will open back up in 2021 and will need to utilize the bus service.
N4	For board members not familiar with this route: By consolidating N2, N4 into N6, 7-10 minutes are added to a full trip from Friendship Heights to Farragut Square. Service on Wisconsin Ave. from Friendship Heights to Nebraska Ave. is eliminated.
N4	We are residents of Cathedral Heights who are committed to using WMATA bus lines to meet our commuting needs. We use to Mass Ave bus line in order to take our child to school every single day. We also use the Wisconsin Avenue bus lines to take our child to extra curricular activities. We also use the buses to commute to our jobs and go out on the weekends. Cutting back service to Cathedral heights would severely negatively impact our child's education. It would also lower our quality of life and access to city services. Please return bus service to the pre- March 2020 levels.
N4	The cuts on Mass Ave are too severe. With students back in town, there's still demand for more service than is being provided. The indirect N6 loop-de-loop service pattern makes it even worse.

Route	Comments on Metrobus service changes
N4	I live in Cathedral Heights. I appreciate having N6 service come through Cathedral Avenue on each run, and it is good for the people living in Massachusetts Avenue between Ward Circle and Idaho Avenue to have service on each run. However, that means that every bus on the N line takes the clockwise loop (Idaho Avenue-Cathedral Avenue-New Mexico Ave-Nebraska Ave back to Massachusetts Ave at Ward Circle). That means that each bus on the route makes a 'double pass' on at least some segments of the route. It also adds about 8 minutes to the full route. That may not be significant compared to any other existing public transit option -- counting transfers/connections -- for those of us in the middle of Ward 3. But many riders on the N2 and N4 have been regular commuters riding to or from their workplaces, starting from the far western edge of the city to Dupont Circle or farther downtown. Adding 8 or 10 minutes to the trip time for them could be a significant deterrent to their return to using Metrobus to make their work trips. As people begin to get back to going to work, at least while the city is still experiencing reduced vehicle traffic and reduced demand for downtown parking, I am concerned that the circuitous route of the N6 will discourage the former riders from returning to the Metrobus. If we lose those riders to Uber, Lyft, or personal motor vehicle, it is going to be harder to sustain frequent service on the N2 and N4 that has become so important to residents and employers along those routes. That will be a loss to the transit system and to the residents in this area, which has been known for fairly high use of transit. Development plans also are relying on continued high transit use. I hope you will remain sensitive to this situation ad get back to N2 and N4, as travel demand comes back.
N6	This bus line is crucial to my work and daughters school. Without it, I cannot get her to school and then travel to work.
N6	I do not ride the bus now because of my age and covid, but I used to take it regularly and expect to use it again when covid has resolved.
N6	My concern with the reduced busses is that the schedule and/or tracking isn't accurate enough to effectively judge my ability to leave for places I need to be so my schedule needs to be adjusted by at least an hour each way and that's really difficult. I can't imagine what others are dealing with, especially those who need to ride longer distances to the city core
N6	N6: The status quo is great! (N6 service seven days a week) N2: Feel free to abolish. N4: Feel free to abolish. M4: Please retain the status quo.
N6	Reliable bus service serving Cathedral Heights was an important part of my decision to locate there. I need to it get to work downtown. I sincerely hope that this essential public service is retained now and in the future. This includes the N6 as well as the 33, the 30N, the D1, the D2, and the 30S.
N6	N6: The status quo is great! (N6 service seven days a week) N2: Feel free to abolish. N4: Feel free to abolish. M4: Please retain the status quo (service five days a week).
NH2	I work at National Harbor monday-friday. If you need to make adjustments, make the buses once an hour. While a lot of people don't ride it, it is a route that is needed. Also, maybe metro should invest in smaller buses for smaller crowds.
NH2	I have had to change my schedule to accommodate the changes effective August 23, 2020. If you don't make make any changes NH2, I will be fine. There is no other way to get to and from National Harbor from King Street Metro without the NH2 (M-F). There are about 10 to 15 passengers on the bus during rush hour traffic and don't mind paying the bus fare.
P18	This bus runs so little as it was but cutting it or making it short would affect me a great deal I am still young and don't know how to drive and barely have any money as is so taking the bus is everything to me. If you want to start charging people again for the metro I would be willing to pay the fee I just can't go with it not running again. I would possibly lose my job.

Route	Comments on Metrobus service changes
Q2	I take more that just Q2; Y7, Y8. The issue is connections with other related connections in travel service. The fact that there's never been the respect of a 'reasonable' rush bus service from point to point (ie Rockville to Wheaton), causes more issues. Lessening this service will result in rush hour crowding and possible health dangers because of the inability to eliminate multiple stops at every Metro route mark even those that are not the correct route stop! This has always been my peeve with this service - rush travel is never considered for those of us who transfer from bus to go direct from Montgomery-up county to reach a Metro station.
Q4	Times for the buses were very unreliable even before the pandemic, therefore reduced service is even harder to rely on.
R12	Service levels are too low and the bus does not run often enough for me to get to work easily.
R2	Need any changes or reductions to be temporary
R4	It was better when the R4 ran more frequently.
R4	Buses running from 6am are extremely important to me.
R4	Pues la verdad no me gusta esperar cada hora un bus la verdad estamos usando mas el metro por la poca frecuencia que esta eol Metrobus.
S1	Do not reduce service at all on bus or train.
S1	I need the S1 bus fully operational and frequent enough to allow proper social distancing.
S1	I typically ride S1 and all the S buses. But the buses are now filthy, and I walk or taxi instead. To increase ridership, clean the buses! Some simple changes: allow passengers to enter at the front, pay, but deny entry to anyone not wearing a mask. Passengers should have to wear their mask the entire ride. No standing. The bus interiors should be sanitized at least half-way through each day. These changes would at least allow some normalcy to return.
T2	It sux, but I get it. It isn't great, but as long as you keep to the schedule, I can deal with it.
T2	I use the T2 (River Road) line to run errands and to get to work. If the buses running are reduced, I would have to wait longer during winter when running errands and I am unable to use or get to a personal vehicle.
V12	I need sunday service on the V12
V12	You would push leftover revenue to your competition on a massive scale.
V8	I use the v8 and the l2 , and the v4 to get work or to check on my sick mother. These proposed changes would again for me to use ride share services which I do not have access to the funds to get home and to work
W2	Please let the first bus that runs on Saturday at 6:15 am on Mellon St SE run. I catch that bus to work on the weekends. Have to be at work by 7:00am
X1	The federal government is slowly pushing period to come back to work (which I did not agree with but it is what it is). The X1 serves federal employees from the NE
X1	With the limits on trains, the lack of the X1 has been especially hard to deal with. At a minimum, there should be X1 like service between H St and 4th St and downtown. If it has to start or end there, then at least there is the tram and the X2 to make up for part of it but that is also REALLY crowded right now in Covid times. When the National Mall circulator stopped running as well, there was no way to get downtown by Virginia Ave by bus from H St NE.
X1	If the current reduced service is temporary, I can accept that. However, once the Covid situation is under control, regular service needs to resume and be improved. The X1 bus should run outside of weekday rush hour times, including evenings and weekends. It is one of the only buses that goes East to West, and is necessary for many of us.
X8	Completely cutting route service on the weekends is devastating. It's the only bus to service Carver neighborhood. Is our lifeline to groceries, medicine, and retail.
X8	I tend to ride the x8, x2, and b2 buses. There have been times when I would have gotten on the boss but because it appeared too cramped, I decided to walk. This will become more difficult as the weather gets colder and so while the current schedule is okay cuts would be very hard to navigate.

Route	Comments on Metrobus service changes
X8	This is not a acceptable for all of the residents that live on Maryland Ave (2100 block to Aldi) A lot of the residents are elderly and use the bus to go to the grocery store, doctors appts. etc. Most can't walk up the semi-steep hill.
Y7	Currently not using because not commuting/no baseball.
Y8	Living right next to a Y8 bus stop, I used to use this route for personal errands in my broader neighborhood. Since the pandemic began, I have largely stopped to help reduce congestion and reserve the seats for those who need it more. With that said, I often walk by this stop and see that people are waiting long periods of times due to crowding on the buses. This is anecdotal - and I don't want any measures taken that would put riders or bus drivers at any increased risk of exposure - but I wonder about how continuing service cuts will impact those who need these routes the most as if ridership possibly increases.
Z2	Consider those who depend on the bus to get to work, especially during the winter months when commuting can be hard.
Other	I am in support of the elimination of the E6 bus line, due to low ridership & the danger it poses to children/pedestrians on narrow Broad Branch Road in front of Lafayette Elementary.
Other	You take too much of my tax dollars not to work
Other	I live in Glover Park and work in Capitol Hill. The D2 and D6 bus lines are absolutely essential to my commute. They should not be cut or have more reduced service than they do now. Waiting for up to 40 minutes between busses would be unacceptable to both myself and the countless others who rely on these lines.
Other	Start charging for bus so you don't lose money.
Other	Do NOT eliminate the Foxchase/Seminary Valley bus line
Other	FEMA disaster assistance
Other	It is not clear what will happen post-COVID. Please explain (perhaps that is on the next screen)?
Other	I ride the G8 bus most often.
Other	I don't see lines 52,53, or 54 on the list
Other	Don't.
Other	I work with low income individuals throughout Montgomery County who depend on Metro Busses as their sole form of transportation. Reductions in busses limit their opportunities. If busses are going to continue to be reduced, other low income transportation options need to be available for our most vulnerable citizens, particularly as the cold weather is starting.
Other	Where do we vote to defund Metro? Seriously. WMATA has done a terrible job with safety, efficiency, maintenance, and customer service for my entire lifetime...no matter how good or bad the economy is. No matter the weather. No matter the politicians in power or whoever is leading the agency. You can count on a couple things every morning...the sun will rise and Metro will suck!
Other	My main concern about reduced Metrobus service is how that will make it harder to socially distance, since there is significantly less room to spread out on buses than trains.
Other	Needed for grocery runs. I can't afford the luxury of instacart and some cvs visits require an in person presence
Other	10B most frequent, 23A, 16* also
Other	Why did you ask if I'd ridden Metrobus in the last 7 days, but did not ask if I'd ridden Metrorail?
Other	I am a home owner zipcode 20020 i catch the 92, w2, v2, circulator, etc
Other	Bus cuts affect many people so please consider them carefully and keep them temporary.
Other	Need more late night and frequent service
Other	This is fine because I can use my bus app to time my ride.

Route	Comments on Metrobus service changes
Other	38B
Other	I work in Washington DC as an security officer and I don't get off until 10:00pm Monday Thru Friday I don't have extra money for uber or lyft's and I'm very unhappy about metro closing at nine
Other	I think cutting Metrobus in unacceptable because it will severely impact low-income transit-dependent riders.
Other	I appreciate the effort to maintain the same routes as have been operating since late August, and at better frequencies.
Other	Frequent and reliable service is essential to a functioning bus system
Other	Buses should remain free
Other	I have not ridden in 7 days due to COVID-19. I rode (and will ride) 5 days per week end I can work at my office
Other	I do not frequent MetroBus, but my income likely affords me a lifestyle in which I do not depend on it. I favor minimizing cuts to Metrobus and transferring those 'cuts' to MetroRail.
Other	I see that the 38B is not listed. Is there a plan to include service for this bus line?
Other	29 K and N 38 B
Other	My busses run fine. Y7,8,2. Keep it that way pls. That's a major route. Georgia ave
Other	Buses are crowded, fast more than metro rail. How can you justify keeping the reduced service levels?
Other	I agree with the proposal, as long as metro fare doesn't not change to a higher fare
Other	If you insist in closing rail at 9pm, you must provide some sort of bus shuttles for rail. We are not a small town, everything doesn't just close at 7pm
Other	I am fine with the current bus frequency.
Other	Buses serving Georgetown, Palisades, Glover Park, Wisconsin corridor are essential as they are the only only public transport option available to people who work, study and live there. Those areas have no metros nearby and rely on buses - D6, 31S, 31N, 33, etc. these are lifelines to reach grocery stores and supermarket, livelihood sources. Please make sure bus lines to these areas are kept at frequent times.
Other	Ride the 101 Huntington to Mt Vernon
Other	Metro needs to increase bus service, not have it stuck at 75%
Other	Keep your drivers safe! Thanks for keeping our region moving.
Other	I believe Metro Bus provides service to many who have no other means of transport and for this reason should be given priority over Metro Rail. Regular times routes are critical.
Other	Please consider more additional longer buses on busy routes like you did with the C2/C4 route. Great customer QOL addition
Other	Uso autobús todos los dí-as de la semana, la línea anteriormente mencionada y otras, lo único bueno es que ahora es gratis. El servicio e metro y autobús es francamente mejorable, y no hablo de la situación actual. Para solucionar un poco los problemas de presupuesto pueden promover la apertura de todos los negocios oficiales, los que dependan de ustedes, y animar a que abran los federales. Así- como organismos internacionales, bastante vagos son ya. Como no va a ser así- pues todo irá empeorando. Yo soy residente legal aquí, pero no ciudadana americana, así- que como no voto aquí- creo que mi opinión es menos subjetiva que otras. De verás que el transporte público aquí- es muy, muy mejorable.
Other	At the moment I will not be effected but so many other riders that are will be extremely sad.
Other	The 96 is good route but there are many instances where buses coming from the East heading west just do not show up at all. Even getting to a stop 10 mins early to make up for buses being on time and efficient the buses just don't show up

Route	Comments on Metrobus service changes
Other	There are bus drivers, specifically on the 10A/B routes that do not stop for hispanic riders going northbound. Can't help but throw the race card. They drive right by mothers with small children waiting for the bus, while they're waiting directly at the bus stops. Please hold them accountable!
Other	It's interesting that in the selection of bus routes above, neither of the buses that run through my neighborhood are listed as options when there are several people on this side of DC who rely heavily on Metro service. Reducing Metro service to 75% in these neighborhoods is not optimal and creates more crowded buses.
Other	the bus routes are already too reduced... my normal one way commute of 50-55 minutes took over 2 hours. Buses are not aligned with metro schedule so you arrive just after the trains have left, how does that make any sense. To compound upon that metro trains dont even coordinate with each other for transfers.... if you only have trains arriving every 15 minutes then you can coordinate transfers at the major hubs at lenfant, chinatown, rosslyn, metro center ect... so you are not pullling up and watching the next train you need to get on roll out of the station... that would have saved me hours of my commute last week.
Other	Reducing or eliminating bus service shouldn't happen as it would make people's commutes difficult. If the goal is to reduce car usage in the DC metro area, there shouldn't be any cuts.
Other	I have been avoiding riding Metrobus due to concerns about crowded conditions during the COVID-19 pandemic. Reduced service means more crowding, which means I will continue to avoid using it.
Other	It's important that WMATA monitor bus ridership and increase service if buses are getting too full to be able to be safe. If buses come too infrequently, the most vulnerable will be affected the most because the bus is their only option. People with other transportation options will shift to other options.
Other	Most of my trips use the Alexandria DASH bus to a metro station. I hope you will take the needs of workers into account.
Other	I hardly ride buses but the trains are my mode of transportation which includes my car. However, I'm nearing retirement and DC is not changes to suit older citizens as it relates to affordable. It may be time for me to transplant sooner than later.
Other	I'm concerned about other people who use the bus more than I do and loose critical service.
Other	You should supply as many buses are demanded (even extra, if necessary) but SHUT DOWN the entire metro train system. Use the next year to focus only on making major improvements and checking off the repairs that are set to take place years from now, so that when the pandemic is nearing its end, Metro can start back up on a strong, appealing, and positive note. Furlough the staff who runs the system and add platform screen doors, replace old elevators, and replace the poorly constructed concrete walls alongside the new silver line extension with completely new ones to prevent future delays. What are you all doing?!
Other	I am writing to protest the continuing elimination of service on Metrobus routes 8W and 8Z. I rode those buses when I was commuting to my job in southwest Washington, DC. I have not ridden those routes since I retired in 2013, but I understand that many of my neighbors do and have come to depend on the service. Continued elimination of this service will leave Seminary Valley and other West End Alexandria neighborhoods without environmentally friendly transportation to the Metro subway system. It is not at all acceptable.
Other	Reduced service is fine. I've been on some pretty empty buses. I think WMATA does a pretty good job of sending another bus out quickly if another bus is too crowded to try to let riders social distance. I skipped getting on a nearly full bus and literally 2 min later, another bus of the same route appeared completely empty. I got on. That kind of service should be maintained.
Other	I avoid metrobus and walk during the pandemic. They could consider cutting frequency of a second route that is parallel to a major route while maintaining the major route.
Other	Hybla Valley/Richmond Highway is an increasingly busy business hub. Needs for dependable bus service extend to many local people.
Other	Please show real time bus service - if Uber can do it, you can too. The buses are rarely never on time
Other	I wish we all could have the mentally of 'some sacrifice by all of us so that some of us don't lose it all'. By this I mean, I am will to leave out earlier or use alternative modes of transportation if it means that metro workers don't lose their jobs.
Other	In cases where Metrobus service is not available, I would have to use the trains, and then walk home from the subway.

Route	Comments on Metrobus service changes
Other	I do not believe Metro is currently operating at 'approximately 75% of pre-Covid 19 service levels.' Perhaps system wide it might be, but it certainly isn't in Burke where the only line currently running is 18P. There currently is no service offered on 18G or 18H, so service in Burke is less than 75%. Limiting service to just the 18P will result in riders who normally take either the 18H or 18G to have to walk up to 2 miles to get to an 18P stop and would lead to dangerously unsafe overcrowding of 18P busses.
Other	As long as W14 continues I would be okay. I understand the G14 and G12 would continue to have reduce service which are the main two other MetroBus routes that I use, but as long as they went back to prepandemic levels and the W14 remained running I would be okay as long as the W14 doesn't get cut and the G12 and G14 continuing running.
Other	With select schedules in consideration routes that operated on a 7 day schedule lost operations on Sundays, some routes that operated 6 days per week lost Saturday operations and the standard 5 days per week routes even using tracking apps they are hard to predict arrivals for buses so the daily commute to work and back home is unpredictable and changes daily.
Other	We need our buses. We rely on the buses to get us where we need to go when Metrorail cannot. While I am no longer directly affected by this, I don't feel good about ANY cuts in Metrobus routes/services, because I know how important they are. Cutting Metrobus routes/services would be extremely inconvenient to so many people.
Other	I use 29 k and 29n most. Need more late night with them on weekends 29k from George mason u. Main st market place. To and from duke st landmark plaza
Other	In cases where bus service is unable, I usually walk home after exiting my closest Metrorail station; i.e.: CAPITOL HEIGHTS.
Other	Even before COVID service level was remarkable poor for a route passing through a highly populated and busy commercial zone. Should be no surprise that ridership is low. Cut backs would would make WMATA service even less appealing.
Other	I use the W4 route to get home, which is not affected by the current adjustments.

Comments - Metrobus service changes	
Original comment in Spanish	**English translation**
Es lento algunas veces o pasa tatde y no hace todas las paradas . Yo uso el metro bus a diario y el tren	It's slow sometimes or comes late and doesn't make all the stops. I use the metro bus and train daily
Uso autobús todos los dí-as de la semana, la línea anteriormente mencionada y otras, lo único bueno es que ahora es gratis. El servicio e metro y autobús es francamente mejorable, y no hablo de la situación actual. Para solucionar un poco los problemas de presupuesto pueden promover la apertura de todos los negocios oficiales, los que dependan de ustedes, y animar a que abran los federales. Así- como organismos internacionales, bastante vagos son ya. Como no va a ser así- pues todo irá empeorando. Yo soy residente legal aquí, pero no ciudadana americana, así- que como no voto aquí- creo que mi opinión es menos subjetiva que otras. De verás que el transporte público aquí- es muy, muy mejorable.	I use the bus every day of the week, the line mentioned earlier and others; the only good thing is that it's free now. The metro and bus service frankly leaves room for improvement, and I'm not talking about the current situation. To solve the budget problems a bit, they could encourage opening all official business, which is dependent on you, and encourage them to open federal business. International entities too; they're pretty idle now. As long as that doesn't happen everything will get worse. I'm a legal resident here, but not an American citizen, so since I don't vote here I think my opinion is less subjective than others. Public transportation here really, really leaves room for improvement.

Comments on Metrorail Proposal about changes to weekday Metrorail service frequencies: ***Trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels)***
12 minutes doesn't seem enough in high peak times
I would be okay with this
Have to plan more
Preferably keep service as it is
Late to work
The on-peak service is crucial for getting me to and from work on time.
Until you actually require mask wearing I will not be able to ride Metro as it is unsafe.
More frequent trains during peak hours
I would be late to work and home after work
It would take me longer to get to work than if I drove. It would take up to 45 minutes based on this timing vs 10 minutes driving. But I would prefer to take metro
It would be helpful to know how 'temporary' temporary would be.
Don't love it but also haven't been using metro in covid
Makes it very difficult for people who rely on only one train line.
Peak times are the most important time for workers
We need more trains at peak.
I am still working from home.
I commute to water reed everyday and have an ever changing schedule and work long hours this would hurt my commute home
I need the 11y to get to work when things open up. Parking is too expensive.
I have a team of 50 employees who would have to find other arrangements to get to and from work
Rush hour trains every 12 mins is not acceptable, even during the decreased passenger count. People that continue to go to their physical workplaces require frequent trains during rush hours.
I'm happy to pay more, but this schedule adversely affected my coworkers and me during COVID. We could do it again, but I do not support this becoming the new normal. I am happy to pay more.
Do not reduce service at all on bus or train.
I feel like it wouldn't be a huge deal if transfers were timed well at the major transfer stations like gallery place and metro center. But waiting 12 minutes for a train twice would add a lot on to the commute
people still need to commute. We don't know when COVID will end. Changing the schedule will impact lives on multiple levels.
Won't this end up so crowded on weekdays that it will result in massive auto traffic jams and cause problems for the environment as people have to use other than mass transportation to commute?
Would make rush hour trains much more packed which is not acceptable when distance is needed with pandemic
if ridership goes up, peak frequency may need to surge upwards to allow for social distancing
preferably 10 minutes would be nice.

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In light of the social distancing requirements, it does not seem as though prolonging people's wait times in the system or making trains more crowded would be a good idea at this time.
health care professionals have 7-4 schedules
Red line a must for high frequency trains!
The 12 minute change is certainly not ideal for a great many people. Going back to the current schedule has been a welcome change and must stay the same.
trains get full during peak hours and waiting 12 minutes between trains can be a long wait during peak hours
i take the red line, currently getting on the platform and having to wait at most 4 minutes versus 12 minutes feels very different.
As long as its temporary probably acceptable
I think right now this is good idea. If / when more offices switch back to in person and there is a vaccine, the 12 min trains wouldn't work. But I think for now it's ok.
I've been an avid metro user since moving to DC years ago, and I love the service. It elevates us over so many other US cities. But given the current pandemic I have only used metro twice since March, and I don't see myself using it anytime soon. Normally I would oppose any service cuts but this seems necessary and won't affect too many people.
Changes would be dependent upon work from home
You'll make more money running trains frequently. Advertise that it doesn't take an hour and a half to get any where anymore, enforce the mask rule, and people will start coming feeling inclined to take the train again.
I think we should try at all costs to keep the hours and times as they are since many essential workers rely on the metro but if there is literally nothing else you can do then...
I would be late to work and back home
I still have to work in the city despite the pandemic. Fewer trains means more crowded trains and that is unacceptable during a pandemic.
Good proposal to slash costs
Just have to plan accordingly to allow extra time to get to destination
In the context of the current pandemic, this is a deeply dangerous proposal.
You have to factor in that some people don't have the option to telework nor are they in possession of an automobile. These frequencies throughout the day are unacceptable in a metro area of this size.
it would work as long as there is social disancing
Trains should run more frequently at least during peak times.
Do not end the Red Line turnback.
Please provide more frequent service and offer service in Great Falls, VA.
It will be challenging in peak hours if more people go back to work to social distance and people continue to not wear or wear their masks incorrectly.
It would be acceptable to me because I don't need to travel for work, but I strongly encourage Metro to conduct dedicated research on the effects of these cuts on low-income and minority communities.
I don't know when I will be using metro again
I think it's not fair to the ones that use the service

Comments on Metrorail Proposal about changes to weekday Metrorail service frequencies: ***Trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels)***
if trains are less frequent, wouldn't social distancing be harder? especially during rush hour; I feel like you wouldn't maintain the same level of ridership if riders know they have to wait in crowds for trains
May make the few times I have to go into the office more difficult
12 minutes is too long between trains, 8 minutes was also too long.
Too long of a wait during rush hour. Trains will be too crowded to get on after a few stops.
As long as the dc area is operating in a telework environment, this will not affect our household
The frequency of the trains should be based on their usage - I don't understand why you would adopt a single standard
As long as there is no fare difference between on and off peak
This wouldn't work very well during rush hour. It's already impossible to safely socially distant with trains running more often.
It is not a burdensome time, especially since most of the stations have multiple lines serving them.
It is ok, but prefer 10 minutes frequency
More offices are sending people back to work, do not make this change
Not acceptable. I'm not taking a train with more people on it, when I was told to social distance.
If this does go through then cut our peak fares
Use trains for commuting, need more frequent service
I am completely dependent on the metro and will not be able to get to work and or meetings on time with all the transfers I have to make.
This is inappropriate and would lead to huge waits on busy stations
This will make commuting even more treacherous with longer wait times and more crowded trains. Definitely not ideal.
I rely on metro railway service to work, change of frequency will impact my commute time.
I would accept this only if peak fares were eliminated
while I am currently avoiding metro due to the pandemic, I plan on returning once a cure is coming down the pipeline and I fully understand why Wmata has to cut back
Lot of folks in Rockville need peak service to DC - every few minutes as it was before.
That's better
Please make it no more than every 12 minutes during off peak hours.
I only use the Metro for occasional trips, even before the pandemic.
I'm okay with this as long as it gets pulled back to existing service levels as the pandemic abates. Certainly, every effort will need to be made to make sure essential workers are getting consistent service.
I commute to work and pay peak fares. If you reduce service for peak-paying commuters you will lose more riders.
I would prefer changes in frequency than a further reduction in operating hours.
I take the train from Friendship Heights to Farragut one day a week, but my office will likely have me going back to work full time soon. This concerns me because with less trains they are going to be a lot more crowded and service has been so unreliable to begin with in the past few years I cannot imagine wha tit will be with this.

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Need more frequent trains during peak hours
This is a good idea.
Can increase time to 15 mins as well considering less number of people travelling at all times.
As long as it's actually 12 min and not some 12min some 14min some 22 min
I worry that a decrease in frequency of metro trains could drive people away from using the metro
This would be very difficult once people return to working in person
It seems appropriate given decreased ridership as long as social distancing can be maintained
It should be only a minor inconvenience
This is what riders have been dealing g with for a bulk of this year, so its an easy 'change'
This would hurt essential workers who have been commuting throughout the pandemic. Trains would be too crowded during peak hours, affecting safety.
I would rather the time between trains get longer rather than closing at 9pm.
It would increase the travel time to get to my office in the morning as we are not working from home extensively
This is only acceptable for so long as teleworking is generally continuing in the federal government.
I live at the White Flint metro. The turnback would affect me in a very negative way.
Rush hour should be less between trains
12 minutes would not affect me severely because I don't catch a bus.
Reducing frequency would be the least disruptive cost saving measure.
As an airline pilot and essential worker out of DCA, I rely on the metro to get to work on time
Less frequent train will also be more crowded, which means less safe. Less frequent train will make metrorail not that convenient, I will be less likely to use it.
This is too long to expect customers to wait plus will not allow for appropriate social distancing. DC is no longer operating essential businesses only, so increasing numbers of customers will rely on timely *and safe* Metro transportation.
The change in service would affect me, and frustrate me very much. You're telling us we need to social distance, and then cut trains? How does that make sense? Also, I've seen how the metro works. Temporary things always become permanent, therefore I adamantly say NO to limiting trains during rush hour.
Candidly, I would prefer this as it would be a more predictable and simpler schedule than the current system of different frequencies at different times.
I need the trains to get to work. Cutting trains means more people in railcars and the more likely to catch COVID
Reduce 8 car trains to a mix of 6 and 4 car trains
This change would make it very hard to use metro and arrive in a timely manner especially when having to transfer at stations.
Metro feels unsafe and unclean. Buses are more direct and necessary.
Metro is my only way into work, and my office is requiring me to continue to come on. Fewer trains mean more crowded trains, which concerns me in terms of social distancing.
Would be terrible for anyone living on the red line
A schedule of being under 15 minutes all day long I would say is most important and that is achieved with this plan.
If we had certainty there would be a train every 12 minutes, we could plan around it.

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every 12 minutes is very sparse and can mean being late or early for a lot of people.
While this would affect my ability to commute to work, the flexibility in my work hours would buffer this.
would be nice to have a shortened peak service timeframe where trains would run more frequently
If transit numbers improve and this causes ineffective social distancing of at least 6-feet, metro should reverse course and put public safety first by decreasing time between trains.
It can be a vicious cycle where people don't use the metro if it doesn't run enough, leading to even lower ridership.
This would double my commute time from 45 minutes to an hour and a half. I'm a health care worker already working longer shifts because of the pandemic so this would essentially add two extra hours to my already long day trying to service people.
12 minutes between trains will ruin commutes. Sacrifice service during non peak hours to offset increased service during rush hour
This would
I would be concerned about potential crowding during peak hours, if the COVID pandemic is still ongoing. The metrorail, being an enclosed space, would make it difficult for riders attempting to commute to work to socially distance. The mixing of people from different neighborhoods could have knock-on effects by creating multiple outbreaks.
There needs to be some differences is peak and off peak. Maybe 8 minutes during peak and 13 off peak
En el área donde vivo estos son los únicos buses que me llevan a mi lugar de trabajo, durante este tiempo sin los buses se me a dificultado mucho llevar a mi trabajo!
Metro should run more not less service. Encouraging people to take Metro requires more space, which requires more service.
Once a significant number of metro area jobs return to offices, I would expect more frequent peak service.
Running trains less often would be ok
with a pandemic, the longer waits on the platforms lead to crowded trains which leads to exposure
If this change goes into effect please make sure to make the updated schedule available on Google - it's how I and a lot of others access the train schedule. I will manage, but without being able to figure out the schedule I might be late to work.
While WMATA is not enforcing mask requirements, removing train services is concerning by forcing more people into one train.
Since very few people are taking Metro these days, keep service at 12 minutes, and make all the needed upgrades to the system while ridership is so low.
A recommendation would be to let the train sit there for 5 minutes or more to allow more people to ride the same train. Also if you set it up with every bus arrival time you can get everyone which will allow you to use less train and get more people.
Reduce from 8 cars per train to 6..
whatever it takes is fine with me. i am not using trains now.
If this were long term it would be a huge burden. But as a temporary measure I could handle it.
This would be slightly inconvenient but manageable especially if it helps Metro to survive long-term
Eight car trains all day long
If Metro sees that trains at peak times are very crowded I would like to see service increased during those hours -- thinking the pre-pandemic crowds seemed to be usually between 7-9am and 5-7 pm on the line I ride.

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Prefer that on-peak service continue at the current level to provide adequate ability for safe physical distancing in Metro cars. Cutting this should be an absolute last-resort until the pandemic is over.
Running more frequently does not seem necessary given low ridership.
I'd still rather have shorter headways in peak times, even if it means longer than 12 minute headways in off-peak times
On-time performance better increase.
Our neighborhood is not close to a metro. If you take our bus, you basically make public transportation impossible. We are served by Title One schools. Are you taking public transportation from the poor?
If this is temporary and there is a change in charging off peak pricing to match the fact that service will be exactly the same length all day.
I use metro to commute to work every day multiple times a day. Need it running often and frequently
This is likely to promote crowding as employees return to work in offices and I would not feel comfortable entering a crowded car, and waiting 12 minutes for another is unacceptable.
Nobody is riding metro rail anyways. My entire office is still teleworks.
It would take me longer to get to work than if I drove. It would take up to 45 minutes based on this timing vs 10 minutes driving. But I would prefer to take metro
Don't charge a peak date if the trains are operating the same schedule all day.
Change would need to be temporary - less than 12 months.
With fewer trains running, more people will be packed into each train, which definitely won't help the pandemic go away (especially without any enforcement of the face mask requirement).
Please don't stop 11Y ever
This would lead to a lot more single person, single use driving trips.
To take COVID safety into account I think this would need to be tested to make sure peak time trains were not too crowded.
Considering my current usage of the metro (from a few times a week before to none now), this makes sense.
Peak times should remain being every 4 minutes maybe go to 5 or 6 max
FEMA disaster assistance
If trains run at the same interval all day, do not charge peak/non-peak prices
This would make me unlikely to return to metro, to not have faster service during rush hour
this is very convenient, but environmentally irresponsible
Would they actually run on time, though?
I work for the Washington Nationals and DC United on game days.
The longer wait times are not ideal but manageable. However, I'm nervous about less trains meaning I will be forced to sit or stand near others without social distancing.
This would only work while the Federal Government/OPM has everyone teleworking. Once the Feds go back, it needs to be normal rush hour.
My only concern is how longer gaps between trains could lead to more crowded trains.
Depends on if peak fares are being charged for the reduced peak service.

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I am concerned about overcrowding of trains during peak hours.
I'm okay with the change as long as Metro isn't charging PEAK FARES.
Right now I'm full time telework due to COVID but I'm concerned if trains run infrequently on a permanent basis will be dangerous for crowding during COVID and post COVID times.
This will mean more crowded trains. Not good for Covid.
It's more important to keep trains running early and late than to have as frequent service while it's open. I won't be a metro customer if the trains stop too early.
Trains should never have more than 10 minutes between them.
Trains should run more frequently during rush hour.
It's inefficient
Your service has always sucked. Your employees are always rude, mostly overweight and pathetically lazy.
I am concerned about the waiting time with a crowd of people given the amount of time between trains and the usually problems that happen.
If there is no difference in peak or off-peak service, then the dates should be at a constant off-peak rate.
During a slow down, trains would absolutely have to be eight cars long, especially during the morning and evening rush. I'd prefer to keep the schedule during rush at at least every eight or nine minutes, but...
I currently work evenings and due to off peak times making connections is difficult which makes my commute longer than it should.
Some trains come to fast back to back and then you get held up because it's another train ahead
Totally understandable given low ridership. Would hope that given increasing ridership the numbers would go back up.
It was really difficult to get to work when the trains operated so infrequently.
If this is just during the next few months while people are working from home during coronavirus, this is fine, but if this is gong to the be the level of service back whenever I have to go into the office, this is too long to wait during rush hour and the platforms and trains will be overcrowded.
Will the off peak fares be in place then? Otherwise it is incredibly frustrating to have to deal with the delays in commute from noma galludete station all the way to old town, and have to pay the $4 ish dollars one way
Would change my commute to work and add much longer commute times.
Don't know if I will return to commuting in 2021
Yes, this would significantly affect me, as I still need to take the metro almost every day to get to work.
12 minutes seems far too long for headways. Can you come up with a compromise that is in the range of 5-10 minutes?
I still am required to go to work in-person and it would be challenging to have 12 minute wait times during peak levels. I think if there would be a window earlier and later during typical commuting times it would be more beneficial to me.
There needs to be more trains in the AM and PM for people to get to work and catch the limited buses home. If the change is temporary, fine, but longer term, no. There needs to be peak/off peak service.
Please communicate these changes WITH information about the conditions under which service will return to normal (re-evaluate on X date; when ridership returns to Y% of normal; whatever). Help your customers understand what to expect.
Cutting am/pm rail service frequencies would delay my trip to VA (Rosslyn) for work.
Every 12 minutes during the weekday rush hour is a long time.

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As long as there are no 'turnbacks', this option is the least disruptive to my commute.
The university I work for and attend will be online only at least through Decemberâ€”when we open up again, the 12 minute schedule will be a major pain, but it's not applicable in the near future.
As long as Metro can continue to ensure that rail cars are as uncrowded as possible
Decreasing the number of trains running might make my transfer from the red to the orange line trickier, which could significantly increase my commute time.
This would likely lead to more people on each car and greater risk if the pandemic is not resolved. Ultimately this could have the long term effect of further reducing ridership.
Trains should come every three minutes, otherwise the time for travel pushes me to Uber or a personal car
I would like the services to increase when the city plans to go back to 100% capacity at workplaces.
Need 11Y bus reinstated
Why would it operate the same all day? We know when peak demand is. You operate more in peak and less in non-peak but always on time. Duh
With the elimination of bus service near me this would make my commute unbearably long.
We have to reduce service to reduce costs. Put up with a little inconvenience now to contribute to long-term financial health of the system. It's call sacrifice.
Commuting by metro is linked with other forms of transit (bus, work shuttle, etc.) that may not align well. Commute time increases by 20%.
In order to reduce crowding on any given train, the frequency of trains passing throughout each station should be increased.
Much fewer people riding trains. Makes sense.
12 min between trains during rush hour is unacceptable
You are planning to further punish essential workers by limiting our transit
I'm not commuting to work at the moment, so packed trains probably aren't an issue during typical busy hours
My issue isn't about the time difference, but one of safety. 12 mins between trains will cause too much ridership and increase challenges to social distancing.
There need to be more frequent trains during rush hour.
As an essential government employee the 12 minute delay ALL day is very frustrating. Rush and modified peak service would be better.
Frequency is already less than ideal, further reduction would be completely unacceptable.
If trains are not running at peak service levels, do not charge rush hour fares.
I take metro rail at least twice a day, seven days a week. This would greatly affect my commute times.
If service will be this spaced out, it would be convenient to have some schedule of when the trains will be going through each station, like MARC trains.
Less frequent trains would mean people who rely on public transportation have to take even longer to get to work and other commitments.
Since you won't enforce mask wearing I cannot ride Metro
This would affect how early I need to leave for work and how long it will take me to get home
With traveling back and forth to work time is of the essence. If you reduce rail times obviosly you must reduce the amount of trains on the track.
I am sheltering in place so it would not effect me.
I use the metro to get everywhere and probably will consider moving to a different city if I always have to wait that long especially when commuting late at night
OK if it is only for the duration of the pandemic

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Expand windows further to every 15 or 30 minutes, until the numbers justify increased frequency.
I cannot accept Metro cutting my rail service I rely on if we are going to pack more people into cars without enforcing masks. MTPD needs to be on the trains enforcing masks and writing tickets. The number one reason I tell people not to ride Metro right now is that there are too many people riding Metro that ignore the mask mandate. MTPD needs to enforce and ticket for violations. Period.
The only reasons I started reading Metro again were the mask mandate (that's not a mandate...) and the trains are more frequent. Less frequent = more crowded = more Covid.
Trains must run frequently enough to ensure appropriate distancing (6') can be maintained. If this is not possible, service cannot be cut.
Considering the health risks of public transport, reducing the abysmal frequency will cause me to look for alternative forms of transportation
The change in service would affect me but if it's only temporary I can deal with it
I'd rather have reductions this way, even though they impact me, than shutting early and really badly impacting people who need late service.
When the federal government returns to the office this will have a huge impact on those commuters. I hope an increase in service will accompany the increase in ridership.
People who depend on the trains need service as it is. By cutting services you are impacting us. Our hours get cut because we can't make it to work or get home from work
This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
While I am taking metro less than I usually do, its ability to get me somewhere with minimal wait time is still crucial. I am definitely not alone in this.
ED physician at WHC and depend on the train/bus to get to and from work since I don't have a car
I think that WMATA should work with bug venues downtown to provide service outside of the proposed hours when large events resume/are scheduled.
Reduce costs or enter a death spiral. Simple as that.
I don't know if there's a large volume change with peak vs off peak with the pandemic, but if making trains less frequent during off peak would reduce passenger density that might be smart
There needs to be a change the metro is losing so much money (and it was before the pandemic). With the rise of other transportation options, WAMATA needs to adjust it's operations. Once most people are working downtown WAMATA should increase but not back to original hours
I support this if it's only until the pandemic is resolved.
This will cause over crowding and not social distancing
I hope this also stays for any service interruptions but only if it is temporary
If this is temporary I can manage. This cannot be permanent.
As long as the schedule is maintained I can plan my day around the service adjustment
I take the metro every day from where I live in DC to work in VA. This extended time between trains would affect me
I think you should still provide some sort of distinction between peak and non-peak, particularly if you continue to charge more fare. I am already going back to work and traveling during peak hours and I imagine more people will be, even if it's on a slower pace than expected.
If the changes will only be temporary - they're understandable during the COVID pandemic or for a period afterward as businesses try to recover. However, once returning to a daily commute to work, I would have to look for alternative travel options. I cannot imagine waiting on a crowded platform for 12 minutes. The platforms are crowded enough as it was, and some trains were too full to fit on.

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The less frequently the train runs, the less viable it becomes as a transportation option, but I understand the constraints.
this may present problems for transferring lines
Don't know what current average time But think this will not work after baseball and hockey games
Higher service at rush hour is very important to winning riders back post COVID
The trains should run at normal schedules during peak hours. The trains would get too crowded if they only run every 12 minutes and I would stop riding
Rush hour trains would get overcrowded again. This is unacceptable during flu and COVID season.
Every 12 min it's acceptable it's fair
Hopefully it would not be permanent
Peak times need more than 12 min. The amount of people returning is going to be growing and that is going to put a strain on commutes and you may not be able to accommodate.
Few people are riding. This is a no brainer. Why spend time and money on this process?
If this is only temporary, I can accept it. But this can't be a long term plan. If the pandemic still on going, long waits between trains will only lead to more crowding and less space to social distance.
I'm working from home and not currently taking the metro.
If this proposal were selected, Metro would need to run 8-car trains. The 6-car trains are already far too crowded to be safe, even off peak.
I am more concerned about busses right now.
Please keep changes temporary, maybe include a sunset clause
So silver line and red line needs to go to Ballston II Orange Line would do the same it will be all service all five lines and train station will save money
There should be different service levels for peak and non peak hours.
These changes don't affect me personally, but I can see them being a major issue for commuters and essential workers who still require the metro for transportation. Fewer trains -- yet the same number of travellers -- would also mean that there are more people per train and likely in closer proximity to one another, which could increase the number of COVID cases in the city, which is the last thing we need.
I have found Metrorail to be very dependable and 12 minute intervals is fine as a permanent change.
Concerned about crowding on platforms if trains are spaced out too long which could further prolong the virus if increased likelihood of crowding and spreading.
Fewer trains mean more crowded cars, which is not safe, especially during a pandemic. Also, waiting for 12 minutes for the next train if you miss a train is very frustrating and a waste of time. There will be insufficient rail service during rush hours with trains running only once every 12 minutes.
A healthy society has a healthy transportation system. The goal should be moving people from place to place not making a profit. Quality of life should be the goal here.
I am not using the metro as long as my work allows telework.
Closing low use stations at times the use is lowest
I count on public transportation to get around and hope that its services are not reduced.
Mornings and late evenings should be the focus

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Reduced performance would only work if it is announced with a hard end date (i.e., we will only continue this until 04/01/21 or some such). It's vastly preferred to entirely line shut downs, though I'd prefer no line shutdowns whatsoever. Keep in mind that any service reduction will lead to slightly more train crowding, which will scare more people away.
If times change then why we paying peak prices for trains that aren't running rush hour times.
extremely modest
I am concerned about overcrowding, especially for essential workers who are still commuting at regular levels.
My commute is already 1 hour 15 minutes using metro. These service times would cause me to get a car and never use metro again.
Once I stop working from home, this would have a big effect, but for now, it does not affect me.
If there is a vaccine I will take the metro from Dunn Loring to downtown DC full time.
Prefer this be a last resort -- after shortening hours, etc.
It will take longer to get to appointments.
The trains become too crowded at rush hour for proper social distancing when they do not come often enough.
Based on where things stand with covid-19 and the budget, can live with this change if this was the case for a year but not sure about how I will feel if things ever turn to normal
The change would not impact me personally but fewer trains would limit the metro's ability to effectively social distance
This is a reasonable level of service that will not disproportionately impact transit-dependent communities.
Right now I don't take the metro because of Covid, but if I did start again, this isn't a great schedule. But would be doable if it's needed/
I am an essential worker and metro rail is the only access to transportation to my work this could change could affect my timelines and could cost me my job
I would just need to plan ahead more. I would rather the trains run with more frequency, but both colors that pass my neighborhood metro stop take me to my office so it isn't as big of a deal if they run less frequently, I can just take the train that comes.
Reducing the frequency, mostly during peak hours, will increase the amount of people per train and, as a consequence, increase the risk of infection with Covid-19
this change in service would affect my commute into work.
I haven't taken a trip on metrorail since march 12. I likely won't again for some time.
This will become a self-fulfilling prophecy, where cutbacks result in less service, which then results in less ridership, and you will then demand more cuts.
This would be understandable until the end of the pandemic but at that point rush hour service would need to be restored or riders will not return.
Assuming lower level of service with off peak timing would also be charged at off peak rates. Otherwise it may make more sense to resume commuting by car.
The fares would also change to be the same all day, right? If you do this you must charge 'off-peak' fares all the time.
Recommend studying the stations with lowest and highest use per day during pandemic and keeping more frequent service on lines still frequently used while reducing service on other lines. Need to ensure equity for most vulnerable who depend on Metro to get to work even during this pandemic
Can the length of time between trains be modified based on public comment (e.g. if public comment finds it acceptable or preferable to wait 10min versus 12min)
Doesn't make sense to run more frequently until there is a widespread adoption of a vaccine

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While this change would not affect me personally, I worry that it would have other adverse affects such as overcrowded cars or longer wait periods which would cause great inconvenience to riders, which would reduce overall ridership.
It would mean a little more crowded train, but it's doable
I mostly use the service off peak, and every 12 minutes seems like a good level of service.
12 minutes is too infrequent and may serve to further reduce ridership
For the time being, the service change would not affect me; presumably, when folks head back to work, there will be some adjustments to accommodate the greater demand for Metro service. If this continues in perpetuity, it will not be tenable or appealing to the public. If this allows Metro to continue to operate and serve the community, it is acceptable.
If anything in my commute is interrupted and delayed I will have to add on even more time waiting for the next train
This would be especially challenging for those commuting from end line stations, such as Shady Grove, and potentially create overly crowded cars.
Waiting 12 minutes between trains in rush hour is not acceptable. If you add in delays and train issues or track issues, it could easily be half hour wait.
12 minutes between trains during rush hour is unacceptable even if ridership is low.
I am mainly a bus rider
This will make social distancing impossible. An increase would be more appropriate.
Trains would pack, make it impossible to social distance. Peak times should have more trains available.
During the pandemic, sure, this would be fine I guess. But if we ever get back to normal, this would be totally unacceptable during current rush periods. Not only would it make commutes take longer, but given the crowding that can already exist during rush hours commuting into/out of the city, extending the headways would make me reconsider using Metrorail and strongly consider starting to drive to my office each day
Given low ridership, I can manage, so long as trains adhere to schedules so I can plan accordingly
It would increase wait times for trains and make transfers more costly in terms of time, but only during peak hours
This adjustment isn't too drastic in the sense I can simply adjust my timing of leaving home for my commute.
This will be inconvenient for many, and hopefully all trains will be eight cars long to accommodate the demand.
Since it affects me I understand it's a temporary measure. But I would like to go back to a more frequent schedule, so the amount of people in the trains don't build up
If the city would reopen there would no problem! This is crazy!
Saldría un poco más temprano para estar a tiempo según el cambio
Not ideal but makes sense in a world where business hours have changed dramatically
Although I obviously prefer to have higher frequencies, I am not oblivious to the short-term realities of ridership on a system where 85% of revenue comes from fares. My concern is long-term - I'd like to see some kind of evidence that Metro has a plan, even anecdotally, to restore full service at some indeterminate point in the future.
I am a federal worker who will be working remotely for at least another month (likely longer). I am not using Metrorail for personal travel during the pandemic (I have also curtailed my personal travel dramatically).
Although it's always nice to have more frequent service, I think it's more important to keep WMATA in a healthy financial position. Also, 5 tph is still pretty good.
The last time my mom and I took the train, it's not free. Is it really not free? The buses' fares are free, but the trains' fares are not.

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Seems reasonable
Due to pandemic my hours change and without metro rail it would affect me to my final destination in the evening to get me closer to home.
Reduce the peak time schedule
8 car trains all day please
Every 9-10 minutes would make commute to work easier
It will affect me but I can use the app to predict when the train is coming. I can time it and plan better.
A train every 12 minutes is better than no train at all
Our office is still working mostly remotely - that could change in the next 6 months. It depends on so many unknowns.
I found the platforms crowded when the trains were operating every 15-20 minutes earlier in the pandemic. I purposefully had to cut out a transfer and chose to walk a little over a mile instead to avoid waiting on a crowded platform to avoid contracting the coronavirus. Since metro started running trains more frequently, I've found them less crowded and much easier to social distance and have since added my transfer back into my route.
The yellow line and red line efficiency on weekday mornings is critical. Longer waits would prevent me from getting to work on time.
As long as these changes are pandemic related/timed then I support any and all changes necessary to keep metro running for our essential workers.
What happens when there is a vaccine and everyone goes back to work. It will be extremely crowded.
Would be ok while pandemic is going on and this is fairly temporary. When offices start going back to work, I would worry about being able to get on the train at rush hour
Metro needs as much service to fix its fiscal budget and reducing service has two problems. The first problem is fewer trains. The second is crowded trains, especially where there are no other trains at certain stations.
This is better than 20 minutes. If more than15 minutes wait - now that it iwll be dark and cold son - I will drive
I rely on metro to commute to work. Expanding the time between trains to 12 minutes vice 8 is acceptable to me, but I wouldn't want it to go any longer than that. Parking isn't readily available where I work, and I think it's cheaper for me to take metro, and it is faster than driving.
I think reduced service throughout the pandemic makes total sense, especially with reduced ridership. The metro needs to continue to be a reliable method of transportation. However, I think resuming the normal schedule when people stop working from home is essential to regain ridership.
This would be horrendous as trains need to be emptier to reduce crowds
This will inconvenience people and probably make some less likely to take the train
Would be late for work Would get home later
I think everyone has to make sacrifices and compromises during this pandemic. Running Metrorail cars every 12 mins is not a big deal.
Can probably go every 15 or 20 minutes!!
I would reduce this further.
Peak times are still busier and should have higher frequency to avoid crowding. Even every 8 min would be fine.
If, after we get back to 'normal' and ridership has increased, I would like to see the frequency of trains increased back to pre-COVID levels. But, for now, as long as ridership is extremely low, cutting back to 12 min intervals is acceptable.
I am an essential worker and I depend on the metro to get to work in Friendship Heights from Columbia Heights. It is important for my work to have the metro running quickly so I can get to my work and help my patients.

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If the trains become crowded because of reduced times, then some trains may not have room for passengers making the wait longer than 12 minutes.
Please do not eliminate the 11Y bus that services the Mt Vernon/Ft Hunt area. Many many people rely on this route for transportation into DC and it is vital for residents who work in DC and also for tourists who originate their visit to DC from Mt Vernon and other contiguous historic sites. We need this bus route to continue. Thank you.
It is understandable you have to do this.
It seems sensible. Twelve minutes is still not a very long wait time.
I use metrorail every work day and don't want to wait 12mins for a train
I worry that the reduced number of trains will result in overcrowding. Metro is the main way that folks come into the District to work, and as we all start going back to the office, and as museums and other sites open, there will be a greater need for Metrorail. Crowding will make me less willing to take Metro, and therefore reduce your ridership even more. I can accept it short term while there is still a dip in ridership, but any plan should detail how you intend to ramp back up in the future.
I must truly only be temporary - until ridership levels start to increase/the pandemic ends.
I got off of work at 10:00pm Monday thru Friday I don't have money for uber or lyft I'm very unhappy
I believe this is a feasible solution because the frequency is still pretty high and with proper planning will allow people to get to their destination.
This would affect me greatly because I work in as a cafeteria cook for DCPS and have to be at work by 7:30. If the trains run every 12 minutes, I may have to leave home even earlier to make sure I'm at the station in time that won't cause me to be late for work
Take the train to from West Hyattsville to Rockville Metro
Metro service levels have always been too low, and there is way too much bloat in other budget areas
Please don't reduce or eliminate service to Glenmont.
Due to the pandemic I am now working from home. When I decide to return to work, I will be driving versus taking public transportation until there are no active cases.
Peak fares would need to be adjusted.
These changes don't affect me at the moment, but may soon. This change seems like a manageable option.
During these pandemic times, I care more about Metro trains being cleaned regularly and effectively than about the schedule. I rode the metro in September 2020 for the first time in 6 months and was deeply disappointed by how dirty and smelly the train was despite there being so few riders. Clean your cars if you want people to pay to ride them.
This sounds fine if you can ensure that there are safe levels of riders - with few people riding, less crowding helps people stay safe. But if demand rises and trains become crowded, that's a problem
My commute is from the courthouse neighborhood in Arlington to Alexandria which involves getting on an orange or silver line train for one stop and then transferring to a blue line train at Rosslyn. Running less trains would unnecessarily lengthen my commute to work and further incentive me to drive (which was already faster). I want to take Metro into work like I did before the pandemic, but will find it even harder to do so with this service cut
12m centers during peak lead to crazy packed platforms. Especially as 8m trains get slowed down enough to be almost 12 minutes. On lines like Blue/Orange/Silver corridor, if you're heading to the end of a line, missing your train during an off peak schedule is catastrophic
If the trains run less frequently, they will subsequently be more crowded. In lieu of the pandemic, crowding on the trains should be avoided at all costs. If anything, the trains should run more frequently than normal until we at least have a vaccine available.

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Where are the analytics? This does not seem ideal. Ridership cannot support the need of services at 12 minute intervals 24/7.
This would be challenging and I would be more concerned about encountering more people in the car which may make it more difficult to keep six feet apart. It would be comforting to know that density is being monitored after this change is made.
We are responding on behalf of the Parking and Transportation Department at George Mason University. The Mason community comprises about 43,000 people--students (37,000) and faculty/staff (6000). A significant number of this community travel via the orange line to our Arlington Campus (Virginia Square stop) and our Fairfax Campus (Vienna stop). While a reduction in service would be impactful, we feel it is imperative that the start/end times of Metro be retained. Our classes run until 10pm and having Metro available to our community until 11pm is essential. We would also mention that all evening workers in the region -- regardless of employer -- would need transportation before and after their work days.
I understand needing to save money with lower ridership but extending wait time will further reduce the number of riders -
The consistency would be good and needed.
For people using the metro, this might mean more planning, which is okay. The possibility of crowding could be counter balanced by using additional cars for the same train.
Longer times between trains make it difficult for me to catch my bus following my metro ride. With buses also having less service, this can mean waiting for an hour if I miss my connection.
That would only further exacerbate delays
With this proposal, it would be important to keep trains running on a set schedule (especially during peak travel times) to minimize passengers time wasted waiting for trains.
Please advertise scheduled arrivals outside the entryway since the walk is only twenty minutes for me, if at the 12 minute wait, it is effective to walk rather than wait.
I ride the VRE to L'Efant Plaza and catch either the blue, orange, or silver line to Federal Triangle. Because the trains run back to back I can make it to work on time, if the trains are arriving every 12 minutes I'll be late to work and it'll cause overcrowding on trains which is a safety concern. The scenario is the same when I leave work, the changes will cause me to miss the VRE to return home, causing me to wait an additional 30 minutes or so for the next train.
It will be less efficient for riders but if it's specifically kept to 12 min I think we can plan around it.
Understand the need to balance loss of ridership with availability. Consistent availability is key. Going back to more frequent trains once ridership comes back is good.
I catch the 5:45am bus C22 Addison Road Line.....if you cut this I will be late to work as I was when you cut it early on in the pandemic. I solely rely on Metrobus and Metrorail. I don't own a car and Uber and Lyft can get expensive if used daily
No qualms with metro rail service. A tad too expensive for end-of-line to city center commutes when also needing to pay for bus fare
Concerned about the impact of less trains and more people riding on potential for COVID exposure
It's important to keep trains running every 5 minutes during morning and evening rush hours to prevent overcrowding during the pandemic.
To return to normality we all need to adjust and make small sacrifices to salvage all workers. If this saves jobs important to workers and their families I agree and will adjust. Thank you!
If this change is finalized, the difference in fares between peak and off peak times should also be removed
I could still use metro as long as the trains do not have start times later than they presently do.

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I am disabled and need a seat on metro. If trains run less frequently, then they are more crowded, which means no seats are available. Pre-COVID, I already had to wait for several trains to pass during rush hour in order to get a seat. You either need to really reserve those seats for people with disabilities, provide more disabled seating, or have more trains so that the trains are less crowded. Post-COVID, maybe this won't be a problem if ridership remains low. But if ridership rises to what it was before, then something needs to be done, or else your system is not in fact disability-accessible. Also crowded trains are more likely to spread COVID.
It would made it much more difficult for me since I am a teacher in early childhood and I do have to take the metro during the week.
I don't ride the train much.
During rush hour when going to work it would be good to be shorter (6 minutes?). No problem in waiting 12 minutes during the rest of the time (other than 8am-9:30am and 5pm-6:30).
Ridership will go back up after the pandemic, do NOT let these changes become permanent!!!
I do not ride Metro that often/regularly these days so this change wouldn't have a severe impact on me personally.
I haven't ridden metro since the pandemic started so this change wouldn't affect me. But it might affect others who are relying on metro for work.
This would make trains more crowded. I won't go back to metro if trains are that crowded. It's not safe while covid is still around.
It will not affect me as long as when the COVID emergency is lifted (and offices reopen), it is rescinded.
If the price is the same of non peak hours would be fine. But if the price is the one for peak hours it will be unfair and will affect everyone.
This could very likely disrupt my commute in both morning and afternoon causing me to miss connecting trains and adding significant time to my travel
This would certainly dely my trip to and from work every day and make metro less convenient.
Solo voy a mi oficina dos o tres veces por semana. Y no tengo un horario fijo. Es por eso que el cambio no me afectarí-a. Me dará mucha pena ver cómo afecta a gente con horarios fijos de trabajo.
There are a lot of people who are rushing to work in the morning. I know the future is unclear but we will be back to our new normal soon and having trains run every 12 minutes will put more people in harms way. We are not out of the pandemic but you have essential personnel who right the trains and buses who still need to get to work.
Perhaps excluding service to Union Station synching w Amtrak MARC and VRE.
While COVID restrictions are in place and citizens are mainly working from home and tourists aren't coming to visit at the pace they normally would, I think this makes sense...maybe even make it 15 minutes. However, once things begin to truly move back to 'normal' my expectation is that WMATA will do the same.
It will require that I take an earlier VRE train (5 am vs. 5:34 am) to be at work on time and, if I have to wait longer than 5 min for a metro train, force me to a later VRE (6 pm vs. 4:40 pm)
The service cutbacks only make sense if there are only limited numbers of riders. Once businesses reopen and people are commuting downtown regularly, the trains will be absolutely packed and maintaining social distancing will be impossible. These cutbacks HAVE to be temporary and flexible to ramp up based on ridership.
My main worry is getting to work and from work on time. My husband and I juggle the days so someone can be with our children during this time. If the trains run too infrequently, especially with the busses running less frequently also, it can be an hour between when I get off the train and onto a bus. This makes it very difficult to commute.
When things go back to normal, a train every 12 minutes would be completely unacceptable. But, during this time of reduced ridership, I can manage.

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You don't share whether this plan is limited to the time that many people are working from home during the pandemic. It does not affect me now, but would if my office opened. Why not shut down most operations to focus on fixing tracks and safety issues? Those were huge issues pre-pandemic, and have not improved recently. Metro is fundamentally not serving its customers by having an unsafe system and broken service culture.
I think as long as there are more cars that come less frequently people can be managed - if there isn't enough capacity (ie: enough cars) it would be a problem
Dejarle saber a la gente mediante todos los medios posibles (Tv, prensa escrita, redes sociales, Metro Alerts, etc) de este cambio y las razones es fundamental. Dejarles saber que ofrecemos un servicio y que qeuremos seguir ofreciendolo aun y estamos en situacion critica.
Red line more often (no other line covers same core trajectory)
How about everyone be 6feet apart on them buses it be so packed how are ew going to get rid of covid 19 even on the train i don't understand how the buses be that packed its sad
peak & non-peak differentiators add unnecessary complications, simplifying the timetable and fare structure would benefit riders.
Longer headways sometimes mean that train cars are fuller, making it difficult to social distance within a Metrorail car.
Fewer trains mean more people in each train, longer commutes and wait times. All will result in more people alone in cars.
Seems lik a god way to still provide needed service and save funds
I understand the advantage of such a proposal. It would cut cost and actually make it very clear with exact schedule for everyone. The only issue would be how crowded would the train be during peak hours…
Sounds reasonable. People wouldn't be waiting more than 12 minutes for the next train.
Understandable.
The change in service WILL affect me, but I am willing to accept it if WMATA lives within the budget.
The cancellation of both the 8W and 8Z lines will have a severe impact on our family comprised of working professionals who commute daily to the Pentagon. The only reason we bought a house and moved to Seminary valley was for the convenience of these bus lines to the Pentagon. With our location between Duke and Seminary roads, we have no other options but to incur a 40 min additional commute and double the price to take the 25B bus and then get to the Van Dorn metro station to the Pentagon. This will cause a financial hardship to many professional families here and will dissuade working professionals from moving in the Seminary Valley neighborhood. As such, the area's diversity will be negatively impacted.
Metro is my only means of transportation (personal and for work).
I have been able to manage with the limited schedule knowing that it was temporary. It took so much longer to get to work and go home when Metro train operated in a limited capacity which deterred me from using the train.
There should be a change during peak and non-peak hours, if commuter numbers are back up. But it's fine to slow down non-peak hours to as slow as 20 minutes between trains
I understand the financial constraints of both WMATA and riders and appreciate any way to accommodate both. However, the 20-30-minute frequencies throughout the spring and summer were pretty unsafe for pandemic conditions and the proposed 12-minute frequency is a much better option (though not as good as the current 6-8 minutes).
less harmful than cutting Metrorail's hours of operation
People should be able to accept less frequent service, as long as the service covers enough hours of the day. People can leave a few minutes earlier to get to work and get home slightly later, especially during this temporary time when many places are closed and everyone has a smartphone to look at. I would rather see less frequent service than lines closing at 9 PM.

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This wouldn't affect me as much as I'm working remote due to covid but I imagine it would impact people who are reliant on the train in the morning.
Mucha pandemia todaví-a, demasiada gente y sin saber si tienen covid
PLEASE make All the other changes needed But try to keep our wait to no longer than 8-10 during peak. Which in reality is our actual peak wait time now on Orange & it really is a long brutal wait. Please try!
Service should be more frequent during peak hours since you are charging more for peak service
With so many people still working from home, I don't think this change will have much of an impact.
As long as the trains run ON TIME at the every-12-minute mark, I can deal with it. But excuses as to why trains would be late would be completely unacceptable to deal with.
I urge you to provide as much service as possible. I do not have a car and I rely on Metro for transportation. The closure of my station (Grosvenor) for three months earlier this year was a hardship for me--I was stranded in the suburbs, and just getting groceries and going to the pharmacy was difficult. Again, please provide as much service as possible. Reducing service--or, even worse, closing stations--is a significant hardship for Metro riders.
As long as ridership is low and workers can get to work this is fine. And provided metro can easily respond to changes in ridership, eg if there is a vaccine or other change increasing commuters on metro.
In order to justify such infrequent service, I would expect metro to charge off-peak fares all day for the length of the service modification.
It makes sense until Washington commuters resume regular work hours downtown.
My only concern to this is the crowding that could then happen- I go in once a week for my job and am able to distance... and am nervous about what less frequent trains would mean
The delays can be a issue though cause it makes me late
Limiting the amount of chance for croweded cars
My main concern is the overlap between lines. I take the yellow line and have to transfer to the blue line. While the shutdown I had to wait like 20 min for the next blue line, let say I take the yellow line at Huntington and then transfer to the blue line in kings street, once the yellow line gets there the blue line just moved 2 minutes ago. So I had to wait 15-20 for the next train. I wish the frequency of trains would be better organized
I would have to see but if the fares stay the same this would probably be all right. No longer between trains. I already have to get up 30 minutes earlier to be on time for work!
If this leads to more crowding, I will not ride BC of health risk.
This pandemic is not going away as seek funds thru FEMA rather than collect fares
We all know bus route cuts will be permanent so I cannot support any cuts. People literally bought houses due to transit proximity and you want to change that. Unconscionable.
This is a pretty good idea since a large number of people aren't commuting any more. If it continued past when normal rush hours started back up, it'd get way too crowded.
Trains should be at most 2 mins apart. Like most other places in the world. 12 mins is embarrassing for a major capital city.
This would make my commute longer and more unpredictable. This is not acceptable. Rush hour service needs to stay.
Greater headways okay on Sundays
Weekday commute is going to be crazy

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It's better to run trains a little farther apart than to cut trains completely.
Trains need to operate more frequently during commute hours. The delays for connections will discourage metro usage for commutes if trains are infrequent.
What is the impact of this when transfering trains, or between the train and the bus? Do you know how many of current riders have multiple legs of their trip?
arrivals should be staggered to 6 min intervals for lines partially running the same route, e.g. orange/silver or blue/yellow
That creates more crowding on the platform and inside trains. Many people will try to avoid using Metro service, further causing further reduction in revenue!
This is not frequent enough. If you miss a train, you are at least 12 minutes late to work. I ride the red line to work and would hope a train would come at least every 5 minutes.
Too long wait period during peak hours.
No difference in rush hour would increase my commute time but I believe it would be manageable if it were only temporary. I managed during track work on my line too.
Please keep service at current levels, having more frequent trains allow for shorter commute times and less time waiting for trains and more importantly allows for better social distancing on trains which is so important especially as winter approaches and we are unsure how covid will surge in winter.
12 minutes is too much especially when it is super cold our side.
If this were a temporary change I would be okay, but I would want a date on which service is expected to return to normal so it is not used as a way to make permanent cuts
Teleworking now for Federal Government. This would affect my return.
Bus should operat every 5 minutes
Every 12 minutes is not acceptable for the public transit system in America's capital city. That is so infrequent as to be useless - think about waiting 12 minutes for a train, only to wait another 12 at a transfer - you could wait almost an hour a day during a commute. Find a better way.
Peak service levels should be maintained early mornings (6-7:30 am) and late afternoons (4:00-5:30 pm)on weekdays when ridership is usually heaviest.
Well, if there's no difference between peak and non-peak service, I'd expect no peak fares. As the proposal doesn't mention that, I chose no.
I use this to commute to and from work daily. Now that stay at home order has ended I no longer work from home. I do not have a car.
Many of us are still required to report to work especially if working in the medical field. Having frequent train operations would keep me using the metro vs uber in case I miss the train.
When school reopens, the students and business people will be packed onto trains and this will make it very challenging to get to school and work. Why not put the metro 12 minute times from 0900 -1500 instead?
Preferable to cutting hours
Metro continues to be an unreliable mode of transportation in and around the DC/MD/VA area. These latest proposed cutbacks once again prove that Metro could care less about the people who rely on it daily and nightly.
I'm not traveling much right now so I don't mind
Metro needs to move people through quickly and safely.

Comments on Metrorail Proposal about changes to weekday Metrorail service frequencies: ***Trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels)***
My biggest objection to less frequent trains is then there will be a lack of social distancing. Some days that is already a problem, especially when I'm headed home around 7, and I already don't like having to wait for the next train when it is coming soon. I would suggest Metro see if it could reduce what hours count as peak hours rather than having no peak times. I mean, I get it if it is not possible, but I won't say that I find it a good compromise.
I live in Arlington and take Metro to my job at the DC Department of Health, in DC. Currently, I am teleworking. So, this change will not impact me. Once I am asked to return to the office, this proposal would impact me, but I could manage.
During rush hour/peak time, the increased time between trains would increase my commute time by 20-30 minutes to ensure I was at work in time.
Peak hours should be faster otherwise taking the metro is not 'efficient' mode of transportation.
As long if yellow line trains can turned back at Fort Tottenham instead of Mount Vernon Square.
If it allows for the metro to run its service...I am for the 12 minutes between trains
How would cutting the frequency of trains at rush hour help achieve your goal of social distancing?
Once trains get full, it will be difficult to board trains and keep any semblance of social distancing between riders. Shorten cars but don't lengthen time between cars for rush hours. Maybe go to 15-18 minutes between trains during off peak instead?
If there would be no difference in peak or off-peak service, there should be no difference in peak and off-peak dates. Raise the fare to an even number...$3 ato ride, for instance, anywhere, anytime. It's easier to do the math of what's.left in the SmarTrip, and it levels the playing field. Also, institute measures to prevent fare evasion. Revisit the law with Mayor Bowser, station MTP at suburban stations.
También pueden aumentar el precio
Maintains a set schedule allows me to get to and from work on a schedule but you need to be reliable and stop holding at stations or in between.
Rush hour trains must run more frequently. They were typically crowded with more frequent trains before the pandemic.
I am on mandatory telework for the foreseeable future (through at least next spring, almost certainly). I'm a federal employee, so I have an incentive to ride metro to work because of the subsidy and I will once able. Ideally, I would like to see full service return once most federal office buildings are open again.
It would suck but it would not be the worst thing. Preferably it'd be nice if the trains more frequently during peak levels.
DO YOU REALIZE WHAT RUSH HOUR IS GOING TO BE LIKE IF THE FEDERAL GOV'T RETURNS TO WORK AND THE TRAINS ARE RUNNING ONLY EVERY 12 MINUTES?!?!!? WE BARELY HAVE ENOUGH ROOM TO STAND ON SOME LINES WHEN THEY OPERATE EVERY 6 MINUTES. THIS WILL CAUSE MORE PEOPLE TRYING TO BOARD THE TRAINS AT THE SAME TIME AND MORE ISSUES OF RIDERS HAVING CONFRENTATIONS WITH EACH OTHER. THIS WILL ALSO IMPACT THOSE SUCH AS MYSELF WHO HAVE 1 AND 1/2 TO 2 HOUR COMMUTES ALREADY FROM THE WESTERN SIDE OF VA. SINCE THE SILVER LINE PROJECT IS STILL NOT UP AND RUNNING (WHICH IS ABSOLUTELY RIDICULOUS BTW...) THIS WILL PROLONG COMMUTES AND FORCE SOME OF US NOT TO UTILIZE METRO SERVICE AND SIMPLY DRIVE INTO THE DISTRICT. YOU WILL LOOSE MORE RIDERS AND MORE PARKING FARES IF THE FEDERAL EMPLOYEES ARE CALLED BACK TO WORK AND THIS PLAN IS IMPLEMENTED. YOU CAN NOT CUT TIMES DOWN....COMMUTES ARE LONG ENOUGH AS IT IS
Because I still am teleworking, the change will not affect me, but when we return to the office, it will. To date, we don't know when we'll be returning to the office.
It would be inconvenient but I could manage. The trains would just have to come at the time they are supposed to or else I would be late for work. I think it would also make the trains more full since they are coming less often especially during peak times which would increase the risk.
The Federal Government is still operating, many employees are NOT working from home. Every 6 minutes during rush hour, and every 12 minutes during rush hour is fine. Anything else is not good.

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This seems like a good compromise if possible, I'm concerned trains will get backed up then you will have multiple trains in the span of 12 minutes then none for almost 20 to 30 mins.
This probably would not affect me unduly unless I had am imminent appointment I was rushing to/somewhere time was really a factor.
It has been very difficult to travel on a normal schedule period whether it's metro rail or metro buses. The schedules and routes are all ruined. The metro system has been getting over for a few years now on scheduling valid transportation to its paying customers. Then you want more money for these filthy stinking' dirty trains and buses that needs brand new seating and more effective seating for seniors and the disabled. People are tired of METRO and it's bullshit!
Metrorail Service is great but the cars are filthy and stink!
too infrequent
It has no impact on me during pandemic isolations and teleworking.
I live in DC and primarily walk. I use Metrorail occasionally and it is helpful to have it available, even with limitations.
This means that I would be inevitably run a bit late to work. Hope both parties would understand
I live in maryland and take the train to work . Which is in D.C (Children's Hospital) I can't be let so I look for the trains to come on time.
Metro is my only transportation option as I do not own a car. This means I take it to any appointments, work, etc. Longer time between trains means a longer commute and a loss of productivity time at work.
If this is going to be a long-term or permanent solution, would prefer if there was a slight decrease in wait time during weekday rush hour periods. Say, trains every 8 minutes.
If rush hour is basically the same for the trains and the buses it shouldn't affect me
I commute to and from work M-F on Metro. This is a manageable change for the forseable future -- even into next year.
Every 12 minutes is fine, as long as I can plan for the train at a specific time. When there were 4 trains an hour during early COVID, this worked fine. I do not understand having to pay peak rates for non-peak service.
I cannot afford any other means of transportation and these changes would affect my ability to get from job to job
This is a big deal and makes it much more likely i would rely on driving to work and then using Uber around town.
The length of waiting would deter me from taking metro. It becomes a longer commute for me and i would simply drive or bike if it becomes time consuming to ride metro.
If a large percentage of Metro ridership is working remotely, consider longer service intervals during working hours, and shorter service intervals in the evenings to support after-work travel (parks, restaurants, etc.)
Fewer trains would indeed mean less traffic and less possible spread of the virus. I would be able to make appropriate adjustments for this.
I think we can all adjust. We just appreciate having the service.
Trains will be more packed, which is a health issue and a travel safety risk.
As long as ridership remains low, and riders spacing allows, a reduction in service frequency is acceptable.
I believe leaving as is during peak and off peak cutting back. Off peak by def is less traveled and Is much less now I can imagine. Every 12 hours not taking into account minor delays can really unpack commutes and clubs connection.
The metro services relieve the bus services in this area. They also are a day long reliable service where as the buses are merely rush hour buses.
Frequency during peak hours should be elevated, otherwise get rid of peak fare.

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We so often talk about transit as a lifeline for lower income residents. These cuts may be fine for me because I am working from home, but for the essential workers who must be at their jobs and have a right to get there safely, it is unconscionable to continue keeping bus route cuts.
Why should I pay peak prices for off peak service? I could understand when this first happened. I am glad there is more service now. But id trains are to run every 12 minutes, then the fare should be reduced.
12 minute is acceptable and appropriate
I like the peak hour operations where trains are more frequent. I do not support long wait times during off-peak hours though. 12 min off-peak wait times is acceptable but should be quicker during peak hours.
I'm currently working from home but when it is safe to do so again my preferred commute will be Brookland to Wheaton. A long term change to this level of frequency will make it difficult for me to use the Metro as much as I would like.
As someone who has a particularly long metro commute and has to change trains, this could add up to 24 minutes to my already 55 minute long ride
Having to either wait for the next train or get off at Grovesnor and wait for the next.train. to one more stop to.White Flint is unacceptable.
I would vote for any option that keeps metro operating at close to the levels pre-pandemic. Maintenance and keeping people employed would be high priorities in making any changes moving forward
It will affect me a whole i ride the bus and train
When I commute, I typically change trains and have to catch a bus, so waiting for trains can drastically increase my commute time if missing the train means I miss the bus.
I'm already starting to see more people on the trains during peak times than even a few weeks ago - as the trains are enclosed spaces I would not feel comfortable with too many more people on them without much more vigorous enforcement of everyone wearing masks all the time. Slightly less frequent than now would might work but without mask enforcement not much less frequent.
This really affect me weekend and holidays
This would need to be monitored and if trains are crowded then begin reducing time by a minute until trains are at a safe capacity.
Working from Herndon to the district makes this a problem to effectively get to and from work. Adds a long commute significantly longer
I will be late for work if the trains are 12 minutes apart. Train will be crowded as I try to board at New Carrollton.
During the work week, while more and more people have started returning to working from their place of employment, the lower number of trains have made it increasingly hard to safely social distance on those trains.
Many people are still working from home. I think ridership will remain low for the next year. I've used Metro for commuting to work and to Nats Park, but don't do either now
This is terrible, but better than cutting hours. Also, make sure all riders pay fares!! Too often riders are allowed on without paying fares.
The change would not affect me currently, however, I will start using Metro again when conditions improve and this change is manageable if service levels will increase in the future.
The 12 min headways are fine but the truncation of service resulting in lower service for northern MoCo and norhtern PG County for the yellow and red lines should be re-evaluated.
If this is only temporary I will manage with the delays in my travel but if this becomes a permeant close I would have to end my use of the Metro system.
Please start using algorithms to determine which and how often metro trains and buses run. The neighborhoods where we need affordable public transit most seem to have the least frequent service. 12 minute intervals for all trains might actually be an increase in service for some neighborhoods.

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the need for peak and off-peak service is not going away. Trains will not be able to handle peak service and commutes will take longer and this will force riders into cars. This change is wrong for Metrorail!
If trains run only 12 min on mornings from 6 to 10 am they will be packed. This makes me uncomfortable and increases risks of infections and disease spread. During peaks, trains should operate at a normal level.
It might make me not take Metro for short trips and drive instead. If there was a set timetable, that would help me plan to avoid an 11 minute wait.
The decrease in ridership means there is no longer the overcrowding during peak hours. It should not be problematic for people to have to wait a few extra minutes for a train.
This hurts rush hour commuters and high-traffic lines. There's no value in running trains every 12mins at the end of the Silver Line 30mins before closing on a Sunday night, no one will take it
Sounds good as long as safety is the first priority.
Absolutely a hardship on people. Pre-covid, cars were filled to the brim. With this change, it will take a few cycles before a train is empty enough to get onto. Also, you'll lose riders who have significant and inflexible start and end times to the workday.
My commute has been significantly reduce when the metro started running every 5min, compared to a 20 min wait, but I consider 12 min understandable.
I work at night and take the subway . Cutting service will hurt my transportation needs. Cutting the time to 11pm really hurt. Now you want to cut the service to 9 PM . I am willing to pay additional of you change the closed time to 11:30 pm.. Charge more but please don't cut service time for the subway.
I'd consider acceptable if you roll back the egregious practice of charging mostly low-income and essential personnel a peak-fare rate for sub-par, off-peak service.
Life is already hard enough.
I'm one of many essential healthcare workers who relies on metro rail to get to work. Reducing trains from every 8 to every 12 minutes makes it more difficult for me to get to work on time. Any reduction in service beyond every 12 minutes would be unacceptable and make it nearly impossible for me to continue to both work and take care of my home responsibilities.
I think the proposal is very fair considering the difficult financial situation of the Metro Services
This will result in more crowded platforms and trains what will be a health hazard, especially if COVID-19 pandemic will still be an issue. Moreover, more people will be resorting to using their cars or uber/lyft/taxi services which will make already congested city even more jammed and will increase environmental impact from traffic. And obviously, these changes will primarily affect the most vulnerable residents who have already been hit very hard by the pandemic.
This will make it hard for me to get to work on time, my only source of income without a car...
Considering the current pandemic, this is the most insane suggestion I've heard. I would also add that given no one enforces the mask policy on metro rail, reducing the frequency is a huge risk to DC's public health.
I think this is the worst option because the train will be more full of people and could increase the risk of contagion of covid-19
While that train schedule is acceptable, I would suggest looking at making trains run 10 minutes during peak, and 15 minutes off peak. The longer the times are, the less likely riders will return. 12 Minutes is just on the cusp of me considering taking my car to work (Which is already faster most days, but because I travel to Virginia, I can be bottlenecked by the bridge) That just considers time - if there's an increase in transients and beggars on the metro, on top of delayed trains, I'll start driving.
Reducing the number of trains creates longer waits and crowded trains, especially at stations with reduced service.

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It depends on how long the changes will need to be implemented.
This may be acceptable given COVID crisis while ridership is down but once COVID is over, this would be unacceptable, especially during rush hour. Even before COVID, there was too much time between trains at peak times. On weekends, the gaps are so large i often choose another form of transit even though I live within 2 minutes of a metro station.
I rely on metro for my daily commute to work and this will greatly extend my commute time
run every 7 mins between 0600-0830 and 1600-1830 and then run every 20-30 mins during non-peak hours.
Run trains every 10 minutes
If I am back to commuting, this would make me late to work frequently.
I am an essential employee and rely on using the metro daily to get to commute. It would be acceptable to space trains out farther during non-peak and weekends.
This seems a reasonable accommodation.
Until there are effective vaccines and therapies for Covid-19, I will not use public transport. Once there are effective vaccines and therapies for Covid-19, I will be a frequent user of Metro bus and rail services. In normal circumstances, the trains and buses should run more frequently on weekdays during normal business hours.
Que durante las horas con mayor afluencia como son entre las 7 a 9am el servicio siga igual pero despues de las 9am de ser necesario las lineas funcionen cada 15 min. Asimismo que en el horario de 5pm a 6pm cuando las personas alen a trabajar de igual manera reanuden la actividad y pasen cada 5min.
My suggestion is instead of turn backs specially on Red lines, because most of the passagers on this line are middle clas or lower class families. Majority of them don't drive, so its better to charge the frequency of the trains may be instead of 12 mint change it to 25 min in between the train at off pick hours and reduce the # of trains on the system.
I'm currently not commuting to work downtown so this would not impact me very much now, but when I do go back to the office this change would not be acceptable
I feel like every 20 minutes during peak and 30 minutes off peak would be acceptable.
I don't use Metrorail on weekends because your service is already too limited to benefit me. It takes far too long to get anywhere on the weekends.
Less waiting time between trains is preferable especially at night.
My concern is in the potential for train crowding during the peak times I am usually traveling to and from work.
this does cause a delay when connecting trains. previously i found an additional 15-20 minutes added to my commute due to trains not synching.
Once ridership increases, trains should resume running more frequently to ensure that social distancing can still occur during periods of heavier use
As long as you remain flexible to respond to returning ridership.
If peak service is eliminated, the premium peak service fare should also be eliminated.
Regular service is a good thing, and if the times between trains needs to be lengthened to accomplish this, then this is what must happen.
Can you consider 10 minute intervals? Can help customers time their commutes more easily.
Peak service should be more often than every 12 minutes. If peak service is every 12 minutes fewer people will ride metro - those who have the option will choose to drive.
Need to ensure that the system is calibrated so that riders are NOT CHARGED EXTRA during peak periods.

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This would affect me as I travel on metro two days a week (round-trip) and make a connection, so I ride on 2-3 lines twice each day. However, I would rather this option than some of the other options that would impact those who are financially less stable than I.
I can manage the reduced schedule as long as the trains are reliably on schedule.
Run more trains during rush hours am/pm when demand is greatest and reduce frequency in between those peak times and after 7 pm, when there are less riders.
No lo sé porque a penas uso el metro, pero no me parece la solución. No lo uso porque siempre, desde que vivo aquí 7 años, funciona de pena.
Would still like more service at rush hour even if you have to sacrifice midday service
I tend to think that between less-frequent service and cutting hours (i.e., ending service earlier in the day), less-frequent is preferable. The times I have ridden recently (I am working from home but still use Metrorail for medical appointments) the trains are not terribly crowded and I have not noticed much of a difference by time of day. That suggests to me that it would serve more riders to retain service early and late while cutting frequencies, especially for workers not in 9-5 type jobs.
To be a competitive, you need to serve the customer. Not increasing frequency during peak hours would cause crowds, long waits, longer travel times, missed transfers and make people not want to ride.
As long as the train service still began at the 5:00am hour
Ill continue to ride provided I can socially distance on train and stations. Trains need to be 8 car trains if operating at the reduced schedule.
I am definitely riding Metro less now, but the proposed changes will be burdensome once things begin to reopen.
This proposal is extremely insensitive and harmful to people who live in Alexandria, Virginia. Alexandria residents depend upon Metro bus services and slashing them is extremely cruel and hurtful. The 11Y bus route -- when operating normally -- is ALWAYS FULL. This is a growing bus route that needs more buses throughout the day to be added.
As long as cars remain 8 cars each to mitigate overcrowding, especially for those who must commute to work.
Metro is a service essential to the lifeblood of the tri state area. It is a heartbreak that the pandemic has do drastically cut its operating revenues. We must all pull together to support our beloved transport system.
Extending the length of time between each train ride would work. When we resume our regular schedule, I would like peak hours to resume to five (5) minutes apart.
I don't take the Metro that often. However I do take when I don't feel the need to drive a car into Downtown Washington. I think people will for the most part make the adjustment.
I rather have this than a cut back in hours. A cutback in hours affects people who work in the restaurant and entertainment industries when they come back on board..
Well I haven't needed metro as much as pre-pandemic. It all depends on how long it takes til the pandemic dies down
As ridership increases, the interval must decrease. You do not provide any indication that the decision to end or reduce the 'temporary' increase will be based on ridership. Give us hope that you're adapting to the circumstances we riders face.
This depends entirely on work situations. There will not be enough capacity if people return to the office in 2021. Trains will be overcrowded. If remote work is still heavily in place, then this would be fine.

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That is too much time between trains and would result in more crowded train cars. That would make me uncomfortable to the point where I would drive rather than take Metro downtown to work.
This seems reasonable as a temporary measure.
The less train service during morning and afternoon rush hour means more passengers, less social distancing, more COVID-19 risk.
12 minutes is a long time for a morning commute and when you have to factor in bus transfer it lengthens your commute double fold
12 minutes is totally acceptable. I personally won't be back in my DC office until at least January/February 2021.
I think that as long as the volume of ridership is sufficiently low that you wouldn't get too much crowding on trains from trains running every 12 minutes, then it could be ok. But as more people return to the system that could be a problem.
This does effect me and I will adjust by getting up earlier than my normal time and try to catch the first train leaving the station. (New Carrolton)
The metro change is fine but having it run longer into the night would be helpful
If doing this, please create a schedule of which 12 minute marker patrons can expect to use the services. For ex. 9am, 9:12am, 9:24am.
Peak service should remain the same. Individuals are still required to report to work and a decrease in the frequency of trains leads to increased crowding on the trains. This crowding will ultimately increase the risk of spread for COVID-19 between riders and employees, thus increasing the length of the pandemic and the length of low ridership.
If the federal government returns to normal work conditions, this wouldn't work long term. If on the other hand telecommuting remains the norm, this would be fine for many.
It is acceptable.
Between the time I leave home @ 5:am until I return home from work, I'm gone 10.5 hours. That is already a long day. Having hip issues and needing a hip replacement, this will only cause more distress and pain waiting for a longer period of time for a train and not being able to take my medicine and do the necessary things until I arrive home.
I would just have to build in some commute time..
So long as most Metro customers are still subject to working from home, I find the lack of AM/PM rush-hour timetables acceptable. As soon as workplaces start to return to normal, however, WMATA needs to respond accordingly, and promptly.
am 92 years old and live in a retirement community called Knollwood. I use the E6 bus to go to the Safeway, CVS, and Post Office. Some of the workers and staff at Knollwood use the E6 bus also and are very dependent on it. So we are concerned that the bus continue to serve our people here. I do not use the trains though I am sure they are also very important to many citizens.
You have resources. Use the capital budget to supplement the operations budget. You have badly mismanaged the capital budget anyway (i.e. been way too slow to deploy new trains).
If I need to make a transfer to get to my destination and the trains run every 12 minutes that means that each train has to be perfectly on time, realistically that is probably not great to expect. If I miss my connection because my first train is not on time and the next train isn't coming for 12 more minutes then that could affect me getting to work on time.
New adjustments will be needed as the regular economic activity comes back again.

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First, I thank every member of Metro for their dedication to getting us to and from work safely and putting their well-being on the line despite this pandemic. I work as a pediatrician at Walter Reed National Military Medical Center and commute to work via Metro at least four days a week and have continued my ridership throughout the pandemic. I have anecdotally noticed that the trains are already becoming fullerâ€"especially between 4:30 and 5pmâ€"even with trains running five minutes apart on the red line. It has become increasingly challenging to find an empty seat six feet away from another passenger in order to provide for a safe physical distance. If trains will only come every 12 minutes, I am concerned that it will be that much more challenging to maintain a safe distance between me and my fellow riders.
for those who live in DC, by the time a 12 minute train comes to your stop, trains may be too crowded for on-boarding and remaining socially distant. Every 7-10 mins would be more optimal.
the current (10/07/2020) allows for social distancing and an acceptable travel time. I was using the metro all year including during the height of pandemic which more than doubled my normal commute time and with the first and last car unavailable, made social distancing harder because more people in train cars and longer waits at the metro stops.
It would be an inconvenience for sure, but ultimately something that could be adapted to. Once ridership levels begin to rise though, peak and off-peak service levels should begin to return to normal.
WMATA needs to defund and remove its union. There is incredible amounts of waste in the corrupt and incompetent union contract.
Employers are considering bringing more and more people back to the office. Only having trains every 12 minutes will make them even more crowded thereby leading to an outbreak, not to mention extended commuter times. You do not coordinate trains to arrive for prompt transfers between lines... the other week my normal 50-55 minute commute was 2 HOURS one way... that is not sustainable for an employee to keep up and still be able to function at their job and in their daily life. As a person with a disability that prevents me from driving... I need metro to get to work. No one is going to pay the $40 one way uber fare for me. Metro is the only affordable option.
Eso implica que el tren serÃ¡ mÃ¡s lento en el servicio y por mÃ¡s que madrugo no llego a tiempo a mi trabajo
Assuming full reopening, I would take metro rail for work because I have to, but I would avoid it in any other circumstances.
If trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels), will there also be no differences in peak and off-peak fares?
If this is one of the only major ways to cut costs then I am just going to have to adjust.
This delayed timetable would make it very difficult for me to travel. Metro is my only means of transportation, and it already has delayed service on weekends and at non-rush hour times. A 12-minute wait for every single ride would extend my travel time and be a terrible burden.
I am disable so trains should be free for people who have reduced fair cards
oNLY UNTIL THERE IS A RELIABLE VACCINE AND KIDS CAN RETURN TO SCHOOL.
On a temporary basis, but in peak/commuter travel in non-pandemic times, this would be unacceptable, especially in rush hour.
I urge you to provide as much service as possible. I don't have a car and I rely on Metro for transportation. The closure of my station (Grosvenor) for three months earlier this year was very hard for me--I was stranded in the suburbs, and just getting groceries and going to the pharmacy was difficult. Again, I urge you to provide as much service as possible. Limiting service--and, worse yet, closing stations--is a hardship for riders like me who rely on Metro.
I rather wait a little longer for the train than nit have service at all.
Please keep weekend service levels at reasonable levels. Trains every 34 minutes is not acceptable during the day on Saturday and Sunday. Do track work overnight instead or provide service at least at 20 minute intervals during the day.

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Metrorail provides a fundamental and necessary service to residents and DC tourists. I realize ridership is low, but there are those who use it rely on as their sole means of transportation. Basically, riders are being penalized for WMATA's continued mismanagement of funds that existed long before COVID-19.
I think busier routes should have more frequent trains than routes that don't normally have many passengers
As long as that 12 minutes is actually on time, I can plan for it. However, many times, I have found. The buses running late. I waited over an hour the last time I took the bus in the wind and cold. That was not acceptable.
Waiting longer during winter months can be tough for commuters.
METRO is the backbone of the NCR and if the region is continuing to re-open, we will need more, not less, METRO service to maintain social distancing on trains. So, while I understand adjusting service slightly to accommodate lesser volume, I think METRO needs to plan to ramp back up as we continue re-opening the region and DC enters Phase 3 (hopefully soon).
We're in a pandemic and we understand that there may be some delays with providing the same level of transit services. I would rather wait longer for a train than have faster service at the expense of someone being laid-off.
I'm teleworking 100% of the time right now due to COVID, therefore, this would affect me.
If you go to 30 Minutes, you might be able maintain late night service during the rush hours. Crunch the numbers, please
When the trains run infrequently, I don't even bother to try to use Metro. If you want to increase ridership, you need to increase frequency of the trains, not decreases.
This change would be inconvenient, but the inconvenience itself can be managed if the change is just temporary. However, what is more concerning is the possible COVID-19 transmission impacts that this change could have. I've been riding the metrorail for about three months, and it seems to me that in that time ridership has steadily increased. The once nearly empty trains I enjoyed back in July are starting to fill back up. This is being managed during peak times in large part due to the more frequent train schedule, but if this were to change then there would be even more people packing into each rail car. This could have an adversely detrimental affect--more riders in the rail cars and closer proximity to each other could lead to rapid COVID-19 transmission between riders. This is especially true if these same riders are spending more time with each other at the station while waiting for the train (less frequent trains means more time spent together at the station waiting for a train). The resulting consequences can be even more devastating to WMATA... should riders lose confidence in WMATA's ability to provide a safe service (via more frequent and therefore less crowded trains), then ridership may rapidly fall off again--similar to when COVID-19 first hit earlier this year.
Even if temporary, this is unacceptable for those citizens that need metro rail to get to work and have no alternatives. They are often essential workers who we privileged citizens who can stay home now, rely on to provide life saving healthcare and delivery food and other essential services. The governments of this region MUST commit to provide public transportation that is not based on ridership but is provided at a consistent high frequency regardless of the numbers of citizens that may need to use it. Just because many don't need the metro now doesn't mean those that do need it deserve to have it run less reliably.
I take Metro Bus so I am not affected.
If there's no difference in peak/off-peak service, there should be no difference in peak/off-peak pricing. This would be fine temporarily, but metro should still be striving to provide more quick and more affordable service.
How would running fewer trains further social distancing we keep being told to do? In other words, having crowded trains at rush hour is going to make employers reluctant to send their employees to work which will extend teleworking and thereby worsening Metro's financial condition.

Comments on Metrorail Proposal about changes to weekday Metrorail service frequencies: ***Trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels)***
Why have trains run every 12 minutes when people need to get to work and having to wait 12 minutes in between trains makes a huge difference. Not to mention metro is always has delays and maintenance problems. 12 minutes would make me not take metro anymore even if a Lyft ride is more expensive I rather do that than wait for a train to maybe be on time.
As long as the Federal Government (NIH) is preferring we telework, it doesn't matter to me what Metro does. After COVID you should not charge peak service for non-peak service--in fact it will be worse service because the fewer trains will be more crowded. For now, it doesn't matter to me, but it is disingenuous to claim higher costs during peak hours to justify peak fares.
If there is no difference in peak and off-peak, then I'm assuming the fare is the same. This change would be acceptable to me if I no longer have to pay peak hour prices.
This brings relatively large savings and seems a reasonable response to low ridership, however, it could also lead to crowding which is harmful to public confidence in being able to socially distance. I hope that the these 'temporary' cuts will be reversed on lines where crowding returns.
I live a 20 min walk from Takoma metro, then I take the Red line to Metro Center, then I switch to Blue Yellow or Silver to Foggy Bottom, then I have I a 10-15 min walk to my office at C and 23rd NW. Waiting 12 min to get on a train and then 12 min to possibly transfer could increase my hour, multiple transfer commute to an hour and half or more. I would request to work from home before having to spend 3 hrs a day to commute 7 miles.
If this happens, WMATA must adjust fares to reflect the fact that 'peak' service is anything but. Especially for those who commute from terminal stations with only one line. I am extremely fortunate to have an unlimited pass subsidized by my employer. many aren't so lucky.
I take the Red Line from White Flint to Farragut North, and this 67% reduction in rush hour service (from 4 minute to 12 minute headways) is completely unacceptable. At the very least, Red Line trains should operate every 6 minutes on the ENTIRE line, as the Red Line is the busiest line in the system, and trains were extremely overcrowded before the Grosvenor turnbacks were eliminated in 2018.
It would affect me, since it would cut down on my travel time. Please make the change.
Run trains more frequently during peak hours and less frequently during off peak.
This would make it very difficult for me to make necessary trips, as I rely on Metro. I often have to make transfers from the red line to the green/yellow line, and having 12 minute headways would likely make transfer times unacceptable. While I can accept less service during the peak time, the overall headways should be shorter.
Due to the coronavirus pandemic, I have not taken the metro or bus since mid-March and do not plan to resume taking public transit until I feel it is safe to do so (i.e. there is a vaccine). Therefore, operating trains every 12 minutes will not have an impact for me.
Trains should run more often, in general, and with greater frequency during rush hours, especially during the pandemic to give riders as much space as possible. More trains, not fewer.
This seems pretty reasonable. I'd worry about the Red Line since that can get pretty crowded, but it seems mostly reasonable given what usually runs right now.
Will there still be WMATA staff and security available at all stops? I am a dedicated senior citizen who stills work. I worry about safety if I have to work later ... College Park and Greenbelt stations are dangerous for older women. Thoughts?
I don't have a car and am not going to get one. I have been trying to bike to work but it depends on the weather. I go into the office every other day and don't know how I would get there without public transportation.
My main concern is that metro be able to ramp up service when people are required to head back into offices, and in the meantime, that people who have to go to work are able to do so safely without crowded trains.

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That is a huge delay which just causes there to be large groups of people who crowd the train, creating an unsafe situation because we cannot maintain social distance from each other. This is not acceptable during rush hour unless your goal is to drive away more riders because of the crowded conditions. You shut down the Orange line for months and I found an alternate means to get to work during this time. If you make me wait 12 minutes in crowded conditions (for a pandemic situation, that is) for every trip,I won't come back. There must be more creative ways to adjust. Drill down the data and you will find other solutions, but a 12-minute wait during rush hour is not acceptable.
During rush hour, trains are extremely crowded. By having trains arrive every 12 minutes, trains would be more crowded than they would normally be during a typical rush hour on Metro.
Having the trains operate every 12m all day will be really nice .
Wait times on trains will overload trains during Peak times which makes it more difficult for wheelchair users like myself and people with other disabilities from finding adequate safe space on the train or entering/exiting the train.
I think this change is reasonable given the reduced demand.
It doesn't always have minutes waiting. It often on time.
We are both retired but use Metro several times a week for classes, museums, Mall visits, theater. Of course, right now we are going nowhere but hope to resume our use as a vaccine becomes available.
We don't depend on Metrorail. Metrorail has been undependable for years.
N/A
I'm awfully skeptical due to living near Potomac, Minnesota Avenue, and Stadium Armory subway stations. Over the years I've seen certain Blue and Orange stations get lesser services such as skipping stations related to express stops only, untidy inside facilities , and machines that aren't operating at full capacity. This situation worries me most.
Like Metro workers who adhere to a strict timetable to arrive and begin work and are held accountable if they are delayed, I to must be at my place of employment 'On Time' and this schedule difference may impact my ability to do hat which could impact my ability to report to work on schedule. The changes are very worrisome to me.
With the increased wait times how will you manage keeping passengers physically distanced on smaller platforms especially when schools begin to open later this year/ early 2021.
The trains will be running less frequently, carrying more riders=cars will be more crowded. There will reach a point where if the trains are more/too crowded due to few trains running that I will stop taking metro for safety reasons. I'm just saying , that could be an unwanted outcomeâ€” more riders on fewer trains lead to levels of crowding that scare people away from riding metro.
will the fares change? I wouldn't have rush hour service so why would I pay rush hour fares

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Having less trains makes sense in the short term when people are riding it less - BUT - As soon as businesses open up the Metro needs to go back to normal service levels, if not more trains, and swiftly - without bureaucratic delays. Have a plan in place now so you can enact it later. We can anticipate that a) once businesses require people to be physically back at work they will need to use the train to get there - if not you are jeopardizing their ability to be employed and it will cause a chain reaction for the region, no work, not riders, b) People will need to know that the trains are not overcrowded, that when they are required to go back to work the trains will not be the source of the next big outbreak. Why don't you - run 80% less trains for now because ridership is down by that amount, and then when the ridership goes back up you will have the necessary funding to bring the service level back to normal. If you are concerned about furloughing employees- the situation is more uncertain in the New Year in terms of pandemic assistance than it is today. I can't speak for your employees, but I'd imagine they are better off being furloughed while there is still an opportunity to collect assistance.
Given the current situation and the adverse effects of COVID-19 Worldwide, if cutting the service for no longer than needed, means people can still get to their jobs and remain employed, I would support the change whole heartedly. Having to wait extra few minutes should not be an issue for anyone, given they do not only think of themselves, but globally and ethey should be willing to work with WMATA as it is not just WMATA's issue, it is an issue for us all to deal with, in this time crisis that we all face at this time. We need to work together and help out.
Service available instead of no service is important. Off peak hours/days could include longer wait times if it could help with budget cuts. But not too long to discourage ridership.
Do not charge more at peak times if there is no additional frequency in service at those times
We need this service to continue in our area. Many of us depend on this scheduled bus route to provide needed transportation to our jobs downtown. The alternative for those who live in our area but work in D.C. is to be in private vehicles negotiating traffic and lack of parking facilities near our jobs. This bus route has allowed a reasonably-priced, reliable way for users to get around in this end of the county for many years and we urge you not to discontinue this service.
12min intervals will increase travel time especially for seniors during cold weather
If there were no difference in peak and off-peak service levels, fares should also be reduced to off-peak rates so as to remain consistent with the level of service provided.
There should be more frequent service during busier times to alleviate congestion. If people have to sit directly behind another person, the car is too congested and social distancing can't be maintained.
The rarely use MetroRail.
There are less commuters and precovid the frequency of service needed to be higher because of the number of people traveling. This is acceptable with the decline in commuters and it's still quicker than the bus in most instances.
I can manage, provided 'temporarily' ends by the time I return to working on site at my job (I take Metrorail to and from work).
After pandemic ends next year, would need peak service to be resumed. I think off peak could go to every 15 minutes during the pandemic, but not further.
I have employees who have children to get to school and childcare, as well s get themselves to work. Waiting up to 24-30 minutes for a train is too long considering the system also wants to shut down at 9 pm - Ridiculous considering the amount it costs to ride the train. Every jurisdiction in America had the same situation, and only Metro is acting like it is unique. No more fair increases. Deal with it from the top down and furlough more managers who do little. And, this is not an angry response. It is the response of a citizen who has had to make the tough choices.
This area needs alternative transportation. Although I no longer commute to work, I need a backup system, as does many of my neighbors for times when I need a way to special events on a bus route.
No quiero que corten los servicios de metro train porque me afectarí-a a mi entre semana ya que yo y varias personas trabajamos en la noche y si cierran temprano a las 9:00 o cortan el servicio nos afectarí-a mucho.

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If ridership numbers do begin to increase, Metro should reconsider this 12-minute headway to reduce congestion in a time of social distancing.
I am currently working from home so this change would not impact me. However, 12 minutes during peak times when returning to full-time in the office would certainly be an issue. Shut metro down for the rest of the calendar year, save money, and focus only on maintenance / capital improvement projects. Also, you need to get costs under control - stop throwing good money after bad. Service during normal times (pre-COVID) is terrible and a large reason I would leave this area. This is the capitol of the U.S.; we should have a world-class system, not one where there are constant fires, de-couplings, and mid-day rapes. Commuting to work shouldn't be a scary experience.
In reality the trains could operate less often and I could still manage with planning.
I am for any options that will protect jobs. I would prefer service cuts and less hours than someone losing his or her job.
I confess I used to ride daily but have not ridden since covid-19
A 12-minute service interval is reasonable, as compared to the 20-minute run in the past. Still, it could mean that I would have to leave my house earlier in order to arrive at the train station.
Instead of leaving for work at 515am, I will have to leave at 5am
N/A
Please at least offer more frequent schedule, could be every 6~8 minutes during peak hours.
I come from Southern Ave(Green) to White Flint(Red) for work and would like to the rail system be efficient enough for my morning travel it takes me about an hour and fifteen minutes tops to get there.
The whole point of using metro is to save time at rush hour. A 12 min wait on the platform plus having to drive or taking metro bus from my home to the metro station is pointless. I would rather just drive in my car. Also the risk of catching COVID is less in my car than in the subway.
This proposed change does not impact the Blue or Yellow lines as much as it impacts the Red line. 12 minute headways on the RL during rush hour (non-pandemic environment) will lead to significant overcrowding of trains during rush hours. It was already overcrowded during rush hour on the RL with 4 minute headways; it would be impossible to ride on the RL during rush hour with 12 minute headways.
Thank you for trying to balance the demand for transit service and the operating costs you can afford. If you tried to maintain operations at the pre-COVID-19 levels, you would already be out of funds for the year. I hope you will keep monitoring ridership and making the adjustments needed for safe distancing and safety for riders and employees
Cutting metro rail service like this would make it unusable for commuting and other activities and this would result in me giving up on taking it at all.
During the regular rush hours (pre-COVID), we need the metro trains be operated at least every 5 minutes. During regular off-peak, 12 minutes is OK
I will have to leave home at 5am in Falls Church City in order to walk to East Falls Church Station so I can connect to the Blue Line to King Street in order to take the N2 at 630am.
Run 6 car trains to reduce cost
There are a lot of people not paying there fares and they are getting away with it Southern ave when the station opens after that most of the day
That is approximately what rail service was without COVID19 when I took Metrorail to Silver Spring, Greenbelt, and Morgan Blvd before COVID19.
Uno puede ajustarse al cambio, pero es necesario que siempre haya transporte porque trabajamos y dependemos del transporte pÃºblico

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I commute from Baltimore and ride from Union Station to Tenleytown, and generally have to be at work on the hour, either 7:00 or 8:00am. The frequency may or may not affect me, but the timing would.
This change would affect me--my primary concern is the likelihood of train crowding and inability to maintain social distancing if trains are running only every 12 minutes during peak times, which are the times I would most likely be riding to get to and from work.
This should propose reduced wear on equipment.
This change would be workable
The trains need to run as often as they did before Covid 19. Otherwise, my commuting hours, which is about 3 hours per day, will increase.
Will be off-peak if approved?
The MOST impacted service that this service change will have is on the Green/yellow line from Mt Vernon Sq to Fort Totten, where people have become very used to 4 minute intervals between trains during rush hour. Having only green line trains at 12 minute intervals would not only wreck covid havoc on the diverse community that is Shaw/Columbia heights/petworth, it would significantly increase loading in each car during rush to pre covid rush levels which would be utterly disastrous. I plead for an extension of the yellow line to fort Totten at rush only to at least mitigate some of the expected crowding during rush only.
This change puts the onus on the individual to time their journey perfectly with no other delays; otherwise, even more time is wasted, childcare costs increase or loss of work accountability will occur.
Every 12 minutes on weekdays significantly affects the large government population that uses the rail service. If the government is allowing maximum flexibilty in the times of arrival with the change in operating times it would be more manageable. Can you arrive within 1 hour of your normal arrival time without it negatively affecting your performance.
Would you still charge for peak/non-peak fares in this scenario? If so, than this proposal makes no sense and simply will push riders away from WMATA at the very time WMATA wants them to return. Time and time again WMATA fails to realizes that while the system was ultimately built to carry white-collar workers into the city from the suburbs for employment, there are countless individuals who live in the city's core that don't have a car and rely on WMATA for both employment and other essential activities. 12 minute headways are ridiculous, as are charging peak fares in this scenario.
why are the buses not Running, example this columbus Day the X8 was not running at all, and i has to work, i am a Essential worker and no buses were Running to Maryland, nor Leaving Maryland Ave
This change in service would mean that I would have to leave my house earlier in order to be on time for work/appointments. While I would prefer trains to operate more frequently, this change in service would not be terribly inconvenient.
Longer waits, but better than losing service or paying more.
People that are fortunate enough to have to work, still have to be to work on time. Cutting service will definitely affect them and also put more people together, at one time on the platforms, and during this pandemic, I don't think that is a good idea. Plenty of riders are still not wearing their mask properly. They have it around their necks, but it is not over their nose and mouth.
I support these measures as temporary. I can handle a longer wait time between trains As long as all communities retain fair access to transportation.
This question is loaded. It will not affect me, because I don't have to travel for work. This mostly affects the lower paid workers, who use the Metro system to get to work and back home. I understand the ridership is down, but consider the workers who need this service. The lower wage worker will be penalized again.
I rely on Metrobus and metro rail to get me to where I am going. I don't drive to get to places. WMATA is the only way for me to get around. I don't work for a government agency where I get driven around.
This is a reasonable proposal. Trains every 12 minutes yield an average wait of 6 minutes per person, which given the circumstances is bearable.

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The proposal would affect riders during the morning and afternoon rush-hours. I hope this will not result in riders resorting back to travelling by car, thus causing more gridlock on the streets of DC, but I'm afraid it will.
What if you did the above and on weekends use less train service as less people use train on weekends.or say don't run trains on weekends that could save you $150,000,000 year and you could use thoes days to do needed up keep
In reading through your materials I have seen nothing about any proposed changes to Metro Access Service. Is it safe to assume there will be no change in that service? Have you engaged your Metro Access Committee in this effort for their thinging? What does Metro know about the Metro Access Service for each station, more importantly end of the line and transfer points so a disabled person is not left in the cold or dark as we head into Winter
Why should I spend peak prices for non peak service. When the COVID began I could understand. It was supposed to be for a short time. And now you finally have a true peak period, trains running about 6 minutes apart. But to reduce trains so they run for 12 minutes , you must reduce the peak fare. Reduce the peak fare and I will adjust.
I'd honestly be ok if you only ran trains every 30 minutes after say 8:30pm as well. I think during peak peak it would be really bad to run every 12 minutes once covid is over and ridership goes back up to normal. It is already crazy packed on green and red lines during peak. I couldn't imagine gallery and metro at 640am on a Tuesday every 12 mins... You also need to run 24/7 even if only every hour. A lot of people can't use you who work 3 to 11, I know that I can't when my swing is on that leg and it sucks because I want to and don't want to pay for parking.
Any change in service would affect me since I depend on the metro for commuting.
Would the fare be the same for peak and off-peak since the service levels would be the same?
Consider operating all trains 20 minutes all day.
Close these stations & layoff the staff: Arlington Cemetery, Greensboro, Court House, Virginia Sq,, Navy Yard, McPherson Sq, Judiciary, Crystal City, Farragut North, Federal Center, Smithsonian, Grosvenor, & College Park.
Although this would certainly be inconvenient, it would be manageable as a temporary fix, because at least everyone could leave earlier in the morning as needed. However, this will also result in increased personnel in each train car, which is not safe at this time.
My children go school in FairFax Country and DC and you going to cut out the x3 and the 2b and 1c.What about the train it should stay out until 11pm 7 day a week .I come out pocket to ride the train and bus with my children.
To make former riders comfortable with riding Metro now and in the future, riders need the assurance that the train will not be overly crowded. Before the pandemic, I was a frequent Metro rider. When the Grosvenor Turnback was eliminated, there was a noticeable improvement on the trip from White Flint to Metro Center. There is now substantial residential and commercial growth under way and planned for the near future in the area between tion White Flint and Shady Grove. The existing and potential Metro riders need to know that they will have reliable and comfortable service rather than being forced to get off one train and onto another to reach their destination.
I think any metro service is better then none at all. I want to have catch the bus every where because the train is faster.
I am a physician who works at the hospital complex north of the Capitol. Reliable transportation to and from work is extremely important to me, especially as I have had to work a lot of long hours this year. Decreasing frequency isn't ideal, but I understand why it is necessary. I think it is also important to communicate well what the anticipated increases in service might be (ie: â€œwe cannot predict the future and changes are contingent on abc things but if ridership increases by x percentage for y time we would anticipate increasing the frequency of trains by d time or extend the hours by e time' etc).
Wmata is corrupt. The only thing more corrupt is ATU 689. You can't even publish a Timed bus/ train schedule let alone maintain normal bus routes

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A Reasonable change. Let's go with this.
It seems the wait time is just as long as waiting for buses. Plus. It makes security worse. People smoking on platform. Kids misbehaving. Making customers vulnerable to more crime
are you kidding me?
In the past, I was livid that about the 20-minute service runs. I had felt that your trains are barely available. Your 12-minute service runs sounds reasonable. However, what I don't like is having to leave my house early. In which case, I would miss the first train, and possibly having to endure the long waits.
I strongly support having peak service be at the same level as off-peak service. For transit agencies, peak service tends to be the most expensive service to run (due to split operator shifts, etc.), and so taking out the extra peak service usually means being able to add a greater quantity of off-peak service. Although we're looking at a scenario of reduced overall service, this principle still applies to the distribution of service â€" and it's critical that we not have horrible frequencies during off-peak hours. Additionally, as many offices are closed (and will continue to be closed for the foreseeable future), peak ridership is way down.
Job's, doctor's appts (DMV), no vehicle, so the community relies on public transportation. Easy and faster way of traveling. With the covid19 - I trust taking the trains then taking a risks catching cabs and uber's because due to close contact. You can sit at a distance on the train's!
it's going to be an inconvenient for me I ride metro bus and train. I get off at 10:00 pm I can make the last to Benning road station 11:00pm .
Every morning going to work is very hard for me to go to work on time. I am always late and my boss is not happy with me. I would like to pay fare but at least I want bus early morning to go to work. I am very stress
All I'm currently worried about are CROWDED trains as more businesses open while covid-19 rates are now increasing AGAIN.
As an employee who works downtown, I need the train for my rush hour commute. I just need to get to/from Pentagon to downtown.
I ride Metro when going from Vienna to DCA. This timing should work fine, particularly for when I'm traveling from DCA back home.
Its not what will work for everyone but people will have to adjust knowing that one's descision is for and all for one this decision is not looking out for self but eachother..
Trains have been very empty when I have ridden on them. I believe they can run less and still be safe. These changes should be implemented now, and they should continue until schools and government agencies show signs of fully reopening.
Rather than standardize everything, you should still differentiate between peak and non-peak. For example, Red line every 6 minutes increase to 9 minutes, and off-peak increases from 12 to 15, rather than have everything 12. This is especially true so you can try to retain the people who you need the most and will keep you in business - commuters.
At this point, this change would not affect me because I am able to work from home. Public transit is vital to this region so I am interested in any and all ways we can consider to keep it functioning for the riders who don't have the same remote work opportunity I do.
The connections to bus service AND MARC Rail would be greatly affected, especially because reduced MARC Rail service changes the ability to connect with Metro services AND make required work schedules other commitments in the Silver Spring/Wheaton/Rockville corridor areas.
It should be adjusted amd monitored as people go back to offices with federal government and other businesses in DC
I like the idea of no difference between peak and off-peak service (without raising fares) but 12 minutes is TOO LONG of an interval to be waiting for the metro. Additionally, what is the guarantee that the metro will surely arrive in 12 minutes. Oftentimes, trains stop in between to allow another train to pass, which causes delays. People like me who depend solely on metro to get to work and back will be negatively impacted.

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The biggest problem Metro has is it's incredible unreliability. 12 minutes, 19 minutes, 8 minutes; whatever the arrival board says is utterly meaningless, if it says anything at all. In the last 9 months the Medical Center Station board has been blank every single time, same as the computer screen above the manager's booth. No idea if the train is pulling in RIGHT NOW and I could run to catch it, or if I should go back upstairs and catch a Montgomery County MD bus, because the next train is 30min (??) away but the next bus is 17minutes. And when I have tried my luck on the train, at a station with an arrival board they actually use, I can track by my watch; 8 minutes has been 4minutes, but it has also been 15. In a better world I would HAPPILY take metro every day, but in this one I have no idea if a commute is going to be 10 minutes or 45. I have lived in DC 13 years, and this cycle seems to be endless: Poor service---> reduced ridership--->worse service----> reduced ridership It was shameful to see the hideous amount of money spent on the 'Back to Good' campaign. Money spent on advertising that could have been spent on figuring out how to actually be reliable. The Germans and Japanese have train systems, multiple, that are incredibly timely. If I KNEW the trains reliably came at 703, 723, 743, and 803, EVERY DAY, then I would exclusively take metro. What actually happens, and has already happened to me over the years, even before the pandemic: 703, 711, 750, did not arrive at all, empty train, and 837. I actually can't get to work or doctor's appointments this way. So these proposals are always meaningless, because whatever gets proposed, something else actually happens. After 10 years of no car, and 3 years spent increasingly walking, biking, ubering, and bumming rides off of friends, I finally got a car.
No service cuts until you fix your budget and provide service worthwhile to taxpayers.
Parking has become very expensive in Washington DC. With the reduction in public transportation such as the suspension of the 11Y routes and other commuter services, parking in DC has become more limited. On a temporary basis, I and other neighbors can 'tough it out' for a while, but it's getting to be onerous. Doctor and other necessary office visits become a major planning effort, and UBER and LIFT often impose expensive and unpredictable cost adjustments.
By what logic is punishing the few customers you have with less service and more dangerous crowding going to help your cause?
Something has happened at WMATA over the past few years. It feels like they've moved on to other initiatives such a new website (which is worse than the old one), producing commercials, selling merchandise, etc. Transportation seems to no longer be a core business in the new portfolio. I have incrementally ridden Metrorail and Metrobus less and less. I used to ride it daily for commuting, and often on the weekends. I'm down to the point that I only use Metrorail to get to and from the airport. (I live two stops away.) In the spring of 2019, when fare evasion was decriminalized, it was as if a message was sent that anything could go. From that point, at least once a month I'd see people smoking cigarettes, usually on (outdoor) platforms. People who haven't ridden for a few years a very surprised when I say things like every fifth passenger has coffee in the morning or that people are eating take-out food on the train or in the station. This is quite a departure from Fawn Hall being fined for eating a banana. I've never personally felt unsafe in the Metrorail system, but I am feeling somewhat vulnerable by the occasional random acts of violence. The persistent presence of beggars and people selling stuff on trains has made what was a world class system feel like a third world country experience. I feel like Metrorail has become financially unsustainable and should be shutdown if it can't be reformed. Its costs far exceed its benefits.
The feedback system is unfair and is not equitable to LEP riders and since more than 81% of the riders are minorities with limited english it is biased and frankly is a vioalation of title VI. The LEPs cannot use ZOOM, or other options for feedback here because they cannot express themselves. I suggest you use flyers and notices on the buses and trains so that they can participate and leave a voicemail and say their thoughts on this issue. 12 minutes is too long since most of us have to catch 2 buses and a train or two. DO NOT CHANGE THE ROUTES, TIMES, AND FREQUENCIES PLEASE.
I condition acceptability upon ridership levels. 1) All trains must be 8-cars at all times. 2) Metro must provide an absolute guarantee right now that it will promptly add trains and reduce headways if it becomes problematic or impossible to maintain passenger distancing as ridership increases with the progression of reopening. Without such guarantee, this will not be acceptable.
Recommendation: Due to Covid-19, increase 12 minutes to 20 - 30 minutes.

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My husband and I are 78 and 83 we previously would go to Pentagon City park in the parking place near the soccer field and take the train into the city to go to museums. Sometimes I would go into downtown Alexandria try car or bus to go to meetings at or near City Hall. Our neighborhood is very mixed in terms of income. While my husband and I are not taking public transportation right now because of our ages and the fact that I have several auto immune diseases we are very concerned that many people near us may not have a car and rely on buses to get to work, medical appointments or shopping for groceries. The highest priority must be for those who travel by bus. This is the population which has suffered the most during the pandemic. They must be our priority. The elimination of the 8w and 8z routes through Seminary Valley are key bus routes that are used by neighbors
For a temporary period, this seems like a reasonable cut
Depending on the length of the change it could have a negative impact on my work life balance
If an accurate timetable is provided I could organize and show up at my station just on time to catch my train and then limit the useless waiting time..
I travel between state lines to get to work in the morning, and the change would likely make my commute longer. However, I understand that ridership is often low. I would be okay with the change if the Metrorail schedule chose to run trains less frequently but chose to run these trains at times when ridership is highest.
I do not like the proposal because I won't be able to get to work. And I hopefully they would reconsider not to eliminate bus service and the train service.
If I didn't have access to the 8 bus route, it would drastically impact my commute to work, adding an additional 1 hour to get to DC from Alexandria VA. Eliminating this bus route would make it very taxing for any commuter traveling to Washington DC and services should be resumed once COVID is over and a majority of commuters have to go back into the office. During non-COVID times, this bus routes is heavily used and typically the bus was always full, thus showing the high demand for it.
If the service levels can be adjusted at a later date, I would accept this as a temporary measure to overcome the immediate funding shortfall.
What are the peak and non peak fares be, one fare structure for entire day?
A change in metrorail coupled with the proposed changing in metrobus (eliminate the 8W line) would force me to abandon public transportation.
This would affect me greatly. I travel far to work and have children
Peak trains would be more crowded

Comments - Metrorail Proposal about changes to weekday Metrorail service frequency	
Original comment in Spanish	**English translation**
En el área donde vivo estos son los únicos buses que me llevan a mi lugar de trabajo, durante este tiempo sin los buses se me a dificultado mucho llevar a mi trabajo!	In the area where I live these are the only buses that take me to my place of work; during this time without the buses it's been very difficult for me to get to work!
Saldría un poco más temprano para estar a tiempo según el cambio	I would leave a little earlier to be on time due to the change
Solo voy a mi oficina dos o tres veces por semana. Y no tengo un horario fijo. Es por eso que el cambio no me afectarí-a. Me dará mucha pena ver cómo afecta a gente con horarios fijos de trabajo.	I only go to my office two or three times a week. And I don't have a set schedule. So the change would not affect me. I will feel really bad to see how it affects people with set work schedules.
Dejarle saber a la gente mediante todos los medios posibles (Tv, prensa escrita, redes sociales, Metro Alerts, etc) de este cambio y las razones es fundamental. Dejarles saber que ofrecemos un servicio y que qeuremos seguir ofreciendolo aun y estamos en situacion critica.	It's essential to let people know in all possible ways (TV, written news, social media, Metro Alerts, etc.) of this change and the reasons for it. Let them know we offer a service and we want to keep offering it and are in a critical situation.
Mucha pandemia todaví-a, demasiada gente y sin saber si tienen covid	Still a lot of pandemic, too many people and you don't know if they have COVID
También pueden aumentar el precio	You could also increase the price
No lo sé porque a penas uso el metro, pero no me parece la solución. No lo uso porque siempre, desde que vivo aquí 7 años, funciona de pena.	I don't know because I barely use the metro, but it doesn't seem like the solution to me. I don't use it because since I moved here 7 years ago it's always operated terribly.
No quiero que corten los servicios de metro train porque me afectarí-a a mi entre semana ya que yo y varias personas trabajamos en la noche y si cierran temprano a las 9:00 o cortan el servicio nos afectarí-a mucho.	I don't want them to cut the metro train services because it would affect my weekdays since I and many people work at night and if they close at 9:00 or cut the service it would affect us a lot.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Not applicable
Please don't do this on the Silver Spring side. It's a tremendous equity issue
Do not reduce service at all on bus or train.
I don't usually ride this part of the system. This change doesn't affect me, but it would affect other people.
I use twinbrook to medical center during the week and this would greatly impact me getting to and from work
I stopped riding metro when you ended the Grosvenor turnback. The cars were too full by the time they got to me so I started to drive to work.
would be acceptable to me, but would bus service be provided for further stations?
I dont ride the red line but I dont want to see this happen.
Please don't bring back the Grosvenor Turnback.
Please go to Greenbelt
See response to previous question.
We live near Grosvenor metro and that would mean more noise from trains for us.
I don't take the red line
It doesn't seem like a lot of suburban dwellers are using metro. It makes sense to focus on the city core.
I live between Wheaton and Glenmont stops. This would impact me and my family negatively.
I generally do not take/utilize red line trains
I do not take the red line.
I live beyond Grosvenor, so this would impact me if I needed to ride metro, but I completely understand why it might be done
It is not acceptable for customers to pay more for less service, which is what the turnback does. Please do not bring back the turnback!!
Again, this is acceptable as long as it is temporary and will be rolled back as the pandemic abates or more funding comes in.
I think this is a good plan. Fully support.
I think this sort of change makes sense, if people are taking public transport it is usually not the train currently
Keep trains stopping at Fort Totten!
This is far better than system wide reduced service. Good idea!!
Confusing
This also makes sense as a fairly nondisruptive way to meet the budget needs
Having the turnback is reasonable. Metro shouldn't have gotten rid of it last year.
I believe this may cause crowding on trains as I use a station beyond Silver Spring. It would extend my travel time having to wait for an extra train to get to my destination.
This proposal is reasonable, or at least more reasonable than leaving headways at 12 min. I depend on Metro service to Medical Center for work as do many essential workers

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Nothing is more defeating than coming into a station and seeing the next train on the redline will not take you home, and you have to wait in the exposed Silver Spring station.
While it doesn't affect me I know this makes things confusing for passengers and that it makes thing inconvenient to those living farther out on the line, which are the people already likely to drive and you don't want to lose those people.
My place of work is in twinbrook and this would be extremely difficult
I use the Rockville metro station, so this would be particularly difficult for me.
This change does not affect me
I need the rockville metro station to be open in order to get to work if grovesnor was the last stop it would take me two hours to get to work
I'm not sure how this would effect Red line metro stops that are just outside the core - for instance from Twinbrook to Medical Center.
Again, not many people are taking Metro now. Cutbacks are fine during the COVID-19 pandemic.
do what you must
I depend on 8W/8Z to commute and bought my home because of the proximity to this route.
This was horrible when it was done before and it's definitely not necessary anymore because of the fewer passengers originating from the core stations.
This doesn't seem safe to suddenly have trains turning around -- and you're already cutting service so the last thing we need is a way to create more delays
This is not acceptable--one of the better things you have ever done was eliminate the turnbacks. They led to congestion and delays and the turnarounds (leaving a crowded train, waiting additional time to get on an even more crowded train). We already pay more for distance--why should we get a lower level of service?
I don't use red line
This was never a good system, but if there is no choice I could deal with it for a while.
Fema disaster assistance
Space out the interval much more afte4 your analysis of ridership by time period
This is fine.
Great for the core region to have more frequency on the red line.
I rarely ride the Red line.
When I do return to work, this would impact me a lot, because I live past Grosvenor. But since I'm rarely riding now, it's okay.
Live on silver/orange line so would Not affect mean
I practically can't travel to work then.
Won't use metro if this happens!
NA
I DON'T RIDE RED LINE, ONLY ON CERTAIN OCCASIONS
I don't travel that route

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
We already pay more because we live further out. We would be less likely to use Metro if this change occurred.
Whatever your timing, you'll likely get it wrong.
Shady Grove and Rockville are local hubs for getting into and out of DC. 12 minutes is too long between trains.
Red line. Eww.
You guys just eliminated all turnbacks last year and why would you reinstate them again
Red line service disruption is a great idea.
Don't screw over the shady grove passengers again
don't use red line
Faster service for core stations would be a good option than 12 min delays throughout
This could help alleviate some burden without having to run to the end of the line.
I live by Silver Spring station so the change would not affect me.
The Red Line has too many safety issues so I NEVER used it even before COVID
I may work late and cannot ride train after 9 pm Sunday thru Thursday.
Having trains every 6 minutes is acceptable.
I rarely ride Red line before Covid and now do not ride at all.
Expand the windows to 15-30 minutes
I board and exit at Shady Grove, and I found the old schedule (when every other return trip ended at G-S in the evenings) quite inconveneint.
I use Twinbrook metro station, I plan on riding again once my office opens back up next year. As I understand the turnaround does not cost a massive amount of money so cuts can be made elsewhere.
I get off at Rockville Metro Station
This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
Love this idea. Providing transportation to the core is crucial.
Perfectly acceptable for me
I don't think every 6 min is needed. It could be 10 or 15
I do not normally ride the red line outside the core so this would not effect me.
this doubling of redline frequency in the core is critical
The turn backs were killed off with good reason those short turns are useless for someone who lives at end of line
Not riding metro right now but this would not affect me, however I'm privileged and in Woodley Park
What about starting from Glenmont Metro to Strahmore/Governor every 6 mins.
so the problem is if we lose budget we need to to go back up
Pre-pandemic red line was extremely packed. During covid-19 the increased concentration of riders this would cause could be dangerous right now and certainly would be once ridership stepped up a bit.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
I live in an area that is outside of the 'core'‚ and I would not appreciate a reduction of service by 50 percent. It would be very inconvenient.
since this is the most congested part, this change would definitely alleviate some crowding
extremely modest
I need to go to Glenmont.
This change would be preferable to lower service levels system-wide. Perhaps turnbacks could be instituted on other lines, as well to keep core service levels high.
I do not go out that far on the red line.
This seems unnecessary. If traffic is down at least 75% and nearly 90% at most stations within the 'core,' it would seem unnecessary that trains need to run every 6 minutes.
The turn-backs hurt the red lines lowest-income riders.
Doesn't make sense to run additional trains until there is a widespread adoption of a vaccine
I think fewer frequency trains is a more equitable choice to cut costs than to have a turnback that harms the handful of communities at the end of the lines. On the west side of the Red Line if there has to be a turnback, it should be at White Flint, not Grosvenor-Strathmore, because the White Flint metro is the cornerstone of the White Flint Plans.
Reimplementing the grosvenor/silver spring turn back is not acceptable. Riders have fought for years to make ending this turn back permanent. Reducing service outside the core will reduce ridership and harm new development that relies on metro service.
While this benefits individuals with the 'œcore'‚it will likely add additional congestion for those coming from end line stations.
I take the red line but not at those stations so the change would affect me only at the core where I take it: Chinatown, Union Station and Noma.
This is a good operational move for efficiency and we do that in Chicago (where I live) as well for example not all Blue line trains on the Forest Park branch go all the way to Forest Park - some turn around to increase service frequency on the busier O'Hare branch of the line.
The red line does not affect me.
No uso lí-nea roja
If ridership doesn't justify it, why should the red line stretches outside the beltway have double the service of every other line outside the beltway?
I live at Grosvenor and commuted into DC at the time they removed the Grosvenor turnaround. This would be a welcome change for me, though I'm again not riding metro at this time. I no longer need to for commuting and have curtailed personal travel because I don't feel safe doing it.
More economically disadvantaged communities need the stations that would be closed. This would be very unacceptable. Longer times that 12 minutes between trains would be preferred.
I don't use the red line
The line i will be taking from work to home will be exclusively the silver line.
I do not take the red line that far, so I could manage
Additional trains should continue to Shady Grove (unless track work is needed), but alternate the final stop for every other train in the direction of Glenmont: Silver Spring & Glenmont
What about the people at shady grove, rockville, twinbrook, etc?!

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Why are you leaving Shady Grove Out of the Loop? The workers don't live in Bethesda, they work in Germantown, Frederick and Gaithersburg, and Damascus.
I do not use the redline for my commute, so would not be impacted.
for people with disabilities who need the missed stops, this is a huge hardship
Same as #1
I would reduce this further.
I do not go all the way to Silver Spring station.
I need to get to Rockville for medical treatments. It's already difficult to time the transfers between lines.
As long as trains are running on both sides every 6 minutes, this would not affect me.
Turnbacks at Grosvenor-Strathmore would be a major disruptor for all the commuters that have to go to Twinbrook, Shady Grove and Rockville Metro Stations and especially the growing White Flint station. Please do not re-implement these 'turnbacks' as they would actively encourage a lesser ridership.
Where would the trains go from Grosvenor? That is half a cycle.
i don't ride the red line often so I don't know how this would affect me.
What about going to Shady Grove
Please keep full service to Glenmont.
During these pandemic times, I care more about Metro trains being cleaned regularly and effectively than about the schedule. I rode the metro in September 2020 for the first time in 6 months and was deeply disappointed by how dirty and smelly the train was despite there being so few riders. Clean your cars if you want people to pay to ride them.
This makes a lot of sense to lower wait times for most riders
Why can't the red line have service just like every other line?
6min service on the busiest line puts wmata close to the best systems in the country
This is a good solution . This is acceptable.
This seems like a great solution
I need to go to Glenmont.
I go past Grosvenor, so this still means bus to my stop every 12 min
I use the Rockville station occasionally on the weekdays, and having trips only between Grosvenor-Strathmore and Silver Spring would not be helpful if I had errands to run in the Rockville Town Center area.
I most often travel from the Woodley park stop to Rockville, so this would require me to be standing at the unheated strathmore stop for 12-20 minutes even during rush hour? That is a long time! Also- many 'œregular'commuters will want to resume service. I understand right now a lot of suburban commuters aren't using metro, but I'd like to pretend one day we will be able to return.
I only use red in the core of DC.
I ride Red line trains from Dupont to Metro Center or Gallery Place and back daily. This change would still make my commute doable
The trains above Silver Spring are always pretty empty. It is annoying to wait but doable.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
This is okay if it's only for the length of the COVID state of emergency.
Living past Grosvenor this would severely hinder my ability to travel downtown
Would there be bus service for people that live beyond these stations?
Show does this effect Shady Grove station where you have several bus and commuter buses coming in on a frequent basis. You are forgetting about this factor.
Excellent way to help w downtown connections esp Union Station connections.
This change is dangerous during the pandemic as the Glenmont/Shady Grove trains may be overcrowded compared to the Silver Spring/Grosvenor trains.
My preference is to save money during the pandemic to deal with safety issues. When you open up eventually, you should be safe.
focusing on areas with highest ridership is common sense solution
I travel from the downtown core toward the eastern end of the Red Line, so this would improve my commute time.
It seems to me that this conflicts with a previous proposal to provide service every 12 minutes. I think you could stretch this service to every 10 or 12 minutes as well
Also sounds like a reasonable adjustment.
Yes, we need to reduce WMATA costs!
I am worried about whether this is safe since turnarounds make safety risks and you've blamed them for creating delays before
If you think this is necessary to match the demand/concentration of riders, it sounds like a good idea.
Creo que sería mejor si se alarga mí¡s los tiempos de espera entre trenes como cada 12 minutos
If any data points to this being beneficial, this is fine.
I live at twinbrook and rely on the metro to get to work.
Turnbacks are unfair to customers who live north of grovernor and South of silver spring. You are forcing customers in upper Montgomery County to further adjust their travel times in order to meet their daily obligations
Running trains every six minutes on the Red Line would be helpful for me.
I get on at Rockville so I would still be on those more packed trains
This is very unfair for people who live at the end of the line. Passengers will have to crowd on the platform then it will be even more crowded as more passengers board at each station. This makes it impossible to keep a safe distance.
This change isn't necessary given today's extremely low ridership and the strong likelihood that ridership will remain extremely low until at least the end of 2021. For this reason, there is no need to rapidly clear out the core stations, because there are very few people at those stations.
WMATA owes more to the urban core of the DMV than to white suburban commuters. Maybe implement the turnbacks only during non commuter periods?
Service should be for essential personnel and trips only until the CDC clears it
Again, this is FAR to infrequent for a major capital city.
If change implemented, Red Line riders are used to this
This is how it used to be and worked well. This is also a good option because the majority of people that take the red line work between these stations.
Is this the only line in which more frequent trains are being considered?

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Would take away the main reason we move here from Ohio. Need frequent service from Glenmont to DC. Already wasted too much time in Silver Spring and Glenmont waiting for every-other-train to pick me up.
That covers all my needs
This wording is confusing. I am not sure what you mean.
The red line need to be shut down in my opinion. Make a new line.
I do not take the redline so it would not affect me.
Better than 12 minutes! Teleworking now for Federal Government. This would affect my return.
This is the nation's capital - this 3rd world level of service is not acceptable.
I almost never use this line
Not ideal, but given Red Line traffic, much better than the alternative.
Please go to Glenmont.
Never ride red line up to those stations. But I like the concept of minimizing end of legs but keeping the core very active and on regular schedules.
I rarely take the Red Line.
This harmful reduction in service for each end of the Red Line would lead to long-term decline in ridership among the fast-growing communities of White Flint, Twinbrook, Rockville, Forest Glen, Wheaton, and Glenmont. Reinstating the turnback would send a message to these communities that public transit is an unreliable commuting option and undermine the transit-oriented development taking place in these communities.
I'm concerned about crowding at the stations that would have to wait 24 minutes for a train, but as long as the rider numbers don't become an issue, I have no problem with this.
If glenmont has high lower income aka hourly shift workers, seems shame to cut out ease for their commute
I live in Wheaton, near that metro station, so this would be a service cut for me, no question. However, since I am on mandatory telework through next spring, I can handle this if service is eventually returned once more people are back in the office.
This was done and eliminated; don't go back to reduce the amount of trains and make some passengers wait for trains to the end of the line.
This probably wouldn't be a problem for me unless I was due for an appointment and time was a serious issue.
If it only temporary for Customers!
Don't live around there! !
The north-of-Grosvenor downtown trains get packed like sardines at rushours
Though this does not affect me personally, making it so those who need to utilize those lines have to pay the same price for half the service is absolutely absurd. If turnbacks are reinstituted, anyone tapping in at the affected stations should be given reduced fares.
We just finally got rid of that turnback and I was happy to see it go. I'd rather have a slightly longer wait time between trains than have to wait double the amount of time for a train I can actually use.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
I find this completely unacceptable. In my experience during COVID, the largest number of passengers are getting off the train past Grosvenor - at White Flint, Twinbrook, Rockville and Shady Grove. I've ridden the red line train for 12 years, and the best thing metro has ever done was eliminating the turn around. Finally, I don't understand the turnaround at Grosvenor, when that station wasn't even deemed busy enough to be open during the early months of COVID. I do not have any experience with the Silver Spring side of the Red Line.
I depend on the red line to run as is
I don't regularly use the Red Line - is a 6 minute service interval warranted, or can this be increased?
I live at Rockville, so it would be harder to catch train, but this was normal before and would be fine again if needed.
My commute to work starts at Glenmont station to the Rosslyn Metro station. The train trip limitations of Grosvenor to Silver Spring Only means that you will have to add shuttle services? That will add more commute time for me to get to work.
Don't ride the red line, but as long as ridership remains low, and rider spacing allows, a reduction in service frequency is acceptable.
It affects me but it's fair. It used to be that's way few years back.
Why is the red line, which serves mostly dc and Montgomery county the only line that gets extra redundant service
My stop is Silver Spring. It will help to have trains run every 6 minutes,
See previous comment. When I resume commuting I would prefer to do so on Metro from Brookland to Wheaton. Turnbacks at Silver Spring would make it difficult for me to take Metro as much as I would like.
As I am at Silver Spring, this wouldn't be a massive problem for me especially with ridership at its current levels.
Too long to wait for those of us beyond GS.
I have big inpact on me
I frequently have to go to Glenmont
I could make this work under the circumstances. My stop is Glenmont. I could either drive into Silver Spring, or Uber, or transfer to a bus home.
My most frequent ride is Bethesda to White Flint, so this is terrible for me, but if every 12 minutes for the whole system is OK with me, I guess this should be too.
Its bad enough U have to go way downtown D.C. and loop back up to Md. Waste of time.
Having only have the trains going to Shady Grove was allows an issue for me because of the crowdedness of the trains going to shady grove and the delay is waiting for a train that was traveling passed Grosvenor.
Turnbacks' and 'core' are jargon that most of us must guess at understanding. My answer above assumes that 'turnbacks' means that the west-side train will turnaround at Grosvenor and the east-side train will turnaround at Silver Spring instead of at Shady Grove and New Carrollton, respectively.
more Red Line service is requied and this change would move more traffic on the Red Line.
I believe it is important for metro to be financially responsible and cut what needs to be cut to make that happen.
I do not rely on the red line for my commute so cannot comment on whether this change would or could be acceptable to those who do rely on it.
My station is White Flint. Putting this back on the table doesn't make me happy. And the turnbacks actually took extra time to implement when Metro used to do them. So trains were more than 6 minutes apart even in core stations when there were turnbacks.
This change will definitely affect me.
I only ride the yellow line to work. That said, it sounds like a reasonable compromise.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
All trains should continue to Shady Grove, but alternate final stops in the direction of Glenmont for every other train: Glenmont & Silver Spring.
I will have to catch the Metrobus to get home. I prefer the train.
If it runs only part way every other time. that means that if someone mis
This is unfair to those who commute in from farther areas who already have a longer commute and this will increase my commute longer than acceptable since COVID isn't going away anytime soon
This seems a regression after just recently sending all Red Line trains the entire route, but still doable.
Yo tengo que tomar de silver spring a forest glenn todos los dias
My suggestion is instead of turn backs specially on Red lines, because most of the passagers on this line are middle clas or lower class families. Majority of them don't drive, so its better to charge the frequency of the trains may be instead of 12 mint change it to 25 min in between the train at off pick hours and reduce the # of trains on the system.
Again, this would impact me once I had to go back to the office so if this was only applicable during Covid and went back to 'normal' when I had to go back to the office that would be okay
I don't use Metrorail on weekends due to already limited service.
I do ride the red line, but usually within the area between Silver Spring and Grosvenor-Strathmore. I am most concerned with reducing train rider density in the central core of the red line.
Screw the red line
I don't use this part of the Red Line often.
I don't ride Metro subway right now except for emergencies. Not everyone wears masks on the train. Because this isn't enforced, I don't feel safe. I would ride more but stick to my neighborhood instead.
Depends on what other changes are made: if this is coupled with reduced trains (every 12 minutes) then it is not acceptable.
Lo dicho, no me afectarí-a.Y es la lí-nea que antes usaba. Ahora me muevo en autobús y en UBER. Lo dicho, una lástima.
Similar to previous comment.
O don't believe I would be able to get to my job at NIH.
Although it should work temporarily, I would like it to resume to normal once the service picks up.
Since the pandemic started, red line (and yellow line) were the two lines ive needed the most due to dentist trips. He's at Van Ness.
The question disguises the facts: How often could I catch a train from outside the core to a destination outside the core ?
Again, this depends heavily on the remote versus in-person office working conditions.
You missed an option--Yes, and I would fully support such a change on a permanent basis. I miss the turnback at Grosvenor option and do want it to return. Please, bring back that option permanently! It reduced wait times in both directions and resulted in less crowded trains. It provided options that you took away. I frequently boarded at Shady Grove and could transfer to the next train at Grosvenor if I wished. Same for the evening return. Without it I end up standing in both directions.
I usually ride the Blue and Yellow lines

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Removing the turnbacks has been a top priority for Montgomery County and Maryland. Return of turnbacks will have economic impacts to both sides of the Red Line.. Glenmont riders have already testified at September Board meeting about their hardship.
If ridership is significantly down from the stations beyond the turnbacks, then it makes sense.
Yes this change will effect me but I get off at Medical Center station because I work at NIH.
It would prohibit people who live past the Grosvenor stop to be able to get into the city efficiently
I rarely use the red line
Grosvenor is the station I use going to and coming from work.
This has been done in the past and seems to work, creating more service in the core metro area... a good solution.
How about instead of promoting service cuts you promote how you will keep cars clean to mitigate COVID-19. I have yet to see a single video or statement on the nightly cleaning process for cars and stations....but given pre-COVID cleanliness (lacking) you should have taken the COVID-19 crisis as an opportunity to re-think how you clean and make a big deal via PR on how you are keeping cars and stations clean.
I do not travel on the red line daily, however, I feel as though limiting service will hinder people relying on metro as a mode of transportation to work
I commute from Rockville to Medical Center. And the though of having to wait outside in the winter for trains that are more likely to be fuller with passengers than they are now is not safe nor ideal. As I mentioned in the previous question, I work as a pediatrician at Walter Reed National Military Medical Center and commute to work via Metro at least four days a week and have continued my ridership throughout the pandemic. I plan to continue doing so. In addition to my work as a pediatrician, I also serve as one of the City Councilmembers in Rockville, MD and rely upon Metro to get me to and from both jobs in a timely manner.
selfishly this would not affect my commute.
N/A, I don't live near or travel to affected stations.
WMATA needs to defund and remove its union. There is incredible amounts of waste in the corrupt and incompetent union contract. Metro should also consider eliminating 1/2 of all senior management positions, who have utterly failed in their job.
Why does the red line always get extra service.... i keep seeing extra trains for them all the time, while the yellow and green lines have ridiculously long waits
Befor the pandemic my transportation was metro. I used to use red line to get to work but then, because I didn't want to risk my health using public transportation, I bought a car so all the changes doesn't affect me. Also, I understand we still need a fast service because people are still using metro .
I rarely take the red line outside of the core
N/A
This change would disadvantage those of us who need service beyond the Grosvenor-Strathmore and Silver Spring stations.
Need to serve Bethesda for the hospital
This would elongate commutes for many customers that use the red line as it is the busiest of the six lines.
Not in support of this proposal. This would create crowding at stations, such as Silver Spring. It would also make it even harder for commuters with bicycles and passengers with disabilities.
Running trains on the Red Line every six minutes would be helpful for me.
This change should be temporary and lifted when ridership increases.
I use buses for the most part.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
I understand why this action is being proposed, but I am very concerned about the riders that will have even less service outside of the core.
When I was required to go to DC for work everyday (100% teleworking now), I only rode the blue and yellow lines.
When vehicle traffic builds back up, I will plan once again to take metro rail starting at the Shady Grove station (located near my home). Right now, I'm driving to a parking lot near work (the Pentagon) and am only on the metrorail briefly between Pentagon City and Pentagon. If this change is just temporary, then it will likely have no affect on me. If it's permanent, then it will have a significant affect on me. With trains only running every 15 minutes, then I almost have to plan to arrive 15 minutes early every morning to make sure I catch the last train that I know will get me to work on time. My normal commute (once I go back to riding the metro from Shady Grove) is about an hour and a half door-to-door, so having to plan for an extra 15 minutes each morning just to be safe would be a big deal to me.
I don't take red lines but I would say 6 minutes is a respectable time between those core station.
Discriminating against Shady Grove riders with longer wait times may be fine for Metro--sucks for past-the-core riders.
I hate to see this after finally winning the long fight to achieve it, but it seems tolerable if temporary.
This change is the very service that was successfully (finally) eliminated for several good reasons just a year ago after similar surveys. It is absolutely paradoxical to return to this unnecessary service which will cost more not just in more service but in terms of track maintenance, which consistently falters between Grosvenor and Silver Spring due to this specific train frequency. Indeed, the increased frequency between the red line core is perplexing as during the pandemic, less people are actually using mass transit. It is illogical to actually increase such service for such a narrow, density populated region while doing so to save money by finding areas to cut budget that only serves as an inconvenience to those more rural areas the red line services that have to wait for every other train that is not a turn-around train. This idea should be struck from those being considered for such reasons.
I take the Red Line from White Flint to Farragut North, and this 67% reduction in rush hour service (from 4 minute to 12 minute headways) is completely unacceptable. At the very least, Red Line trains should operate every 6 minutes on the ENTIRE line, as the Red Line is the busiest line in the system, and trains were extremely overcrowded before the Grosvenor turnbacks were eliminated in 2018.
I live in Silver Spring, so I could manage this as long as it is temporary. The turnbacks must be eliminated within a few months.
More trains, more often, to give riders more space, especially during the pandemic.
I'm not too familiar with the statistics of ridership outside those borders.
I take the Red Line, along with buses, but I live in DC.
All trains should run to Shady Grove during the midday and evenings, alternating between Silver Spring and Glenmont during those periods if trains run every 12 minutes. During rush hour, trains could operate between Silver Spring and Grosvenor...if the intervals are less than 12 minutes.
This change is better than the first change (all trains running 12 minutes apart).
I don't like to commute by bus to Twinbrook to shady grove
N/A
The Red indeed has suffered the greatest with the past fire/smoke incidents. I'd like to hope safety measures are taken first as the climate changes this year. Safety is first.
I don't travel out that far on the red line, and don't plan to.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
Having less trains makes sense in the short term when people are riding it less - BUT - As soon as businesses open up the Metro needs to go back to normal service levels, if not more trains, and swiftly - without bureaucratic delays. Have a plan in place now so you can enact it later. We can anticipate that a) once businesses require people to be physically back at work they will need to use the train to get there - if not you are jeopardizing their ability to be employed and it will cause a chain reaction for the region, no work, not riders, b) People will need to know that the trains are not overcrowded, that when they are required to go back to work the trains will not be the source of the next big outbreak. Why don't you - run 80% less trains for now because ridership is down by that amount, and then when the ridership goes back up you will have the necessary funding to bring the service level back to normal. If you are concerned about furloughing employees- the situation is more uncertain in the New Year in terms of pandemic assistance than it is today. I can't speak for your employees, but I'd imagine they are better off being furloughed while there is still an opportunity to collect assistance.
Refocusing red line service to prioritize stations in the core would be a smart idea. Due to the ongoing pandemic, there are far fewer commuters from suburban Maryland. Prioritizing stations in the core allows MetroRail to serve the urban riders who most rely on the service while still offering access to those in suburban Maryland with service to both Silver Spring and Grosvenor-Strathmore.
It makes sense if that's where the highest traffic is on the redline. most people aren't rising end to end.
I would prefer every 10 minutes end to end, unless this makes the core too crowded for a pandemic. What would be the cost of that? Recently we found that eliminating turnbacks increased revenue by about 8%. However, I would turn back orange line so it only runs from Vienna to East Falls Church, and then require transfer to silver. Besides Smithsonian, usage here has decreased the most as it was mostly commuters avoiding the now free flowing I-66.
Yo pienso de que el servicio lo deberí-an de dejar igual como está ahora porque seríamos muchos los afectados con eletro train.
As someone who needs to use Metro to get from Glenmont to my essential job in DC, this turnaround (coupled with 12-minute headways and likely no fare decrease) places an disproportional burden on commuters beyond Groversnor and Silver Spring by asking us to wait far, far longer than any other Red Line rider while also paying far, far more than any other rider. And in the East County, where many of the residents are lower-income and there are numerous medical facilities in Forest Glen, it seems especially unfair in the midst of economic and medical crises.
I live in Old Town Alexandria; this would not impact me.
People that use Forest Glen, Wheaton and Glenmont shouldn't be sacrificed.
While it seems reasonable to operate every 6 minutes apart, what I don't like is having to transfer from one train to another, because it would only complicate my destination.
It will be to many people on train if it's every other train.
This operation does not affect at all
I use green & Yellow line.
Yes '" the change in service would affect me and I would like it. It would save Metro money too.
My question to ask is how will you provide public transportation to those who live on Rockville Pike? Public transportation goes all the way to Shady Grove.
For those attempting to reach up-county stations, the proposal adds travel time, less safety from Covid 19 exposure by cramming more riders into train cars and unfairly treats passengers who live in less affluent (farther out) neighborhoods.
I ride from southern ave to Rhode Island Avenue Brentwood station I have to be at work at 6AM Long as I get there at that time it's ok to me

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: *On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.*
I mostly use Metrorail within the service area that wouldn't be effected by this, but occasionally I have to go to the part of the region that would be effected. I loved that Metro extended the red line to the whole other end. As long as Metro brought this back, I would be fine with it being temporary.
Although I don't like to see the turn backs it is a small price to pay for improved service overall
En lo personal esa lí--nea no me afecta pero hay otras personas que si lo usan
I ride within this core (Union Station to Tenleytown) so this proposal would not affect me.
This was very inconvenient before. It caused overcrowding during peak hours on the trains and platforms. It was also annoying to see a train approaching only to realize it won't make it to your station. Many riders were happy when this ended.
I do ride the red line, but not often beyond Grosvenor-Strathmore or Silver Spring. I am more concerned with maintaining frequency of trains (and minimizing train packing) in the central core of the red line.
Historically ridership was always lesser on this line for station outside of the core areas so this is ideal!
Since white collar workers in Montgomery county that use metro have decreased in number, I worry that the Grovsenor to Shady Grove segment would lose even more of the few workers who contribute $12 a day to the system. These workers form the core of Metros fare and it is essential not to lose them.
I do not rely on the red line for most trips but I can appreciate others time that would be affected
It would help to know the stats or reason why each of these changes are being proposed...not just because of low ridership.
I use the Red line for the majority of my travel (frequenting Bethesda, Tenleytown-AU, Dupont, and Union Station), so I would appreciate having service every 6 minutes.
Getting north one stop from medical center is worthless to me. When trains previously turned around at Grosvenor, I witnessed almost every passenger had to wait for another train to continue forward - the bulk of the traffic needs to get to Shady Grove.
Geographically this would not affect me as I live at the Silver Spring stop, but every day I would see people stay on heading to Grosvenor. What would they do? I don't think they have an alternate way of getting there.
Why run two sets of trains?...just have one train to Shady Grove which seems like it would help with cutting costs.
Since the start of COVID my traveling has reduced and society has not been able to fully open without infection rates increasing so, I have not strayed far from home.
I would probably need to use the Red Line rail with friends from school. Some metro riders like to stand near the doors and other metro riders have to squeeze by them which is not showing respect.
I don't agree with this proposal. Turning back trains at Silver Spring will affect the Wheaton station, which has one of the lowest decreases in ridership (80%), versus plenty of stations which have over 90% of decrease in ridership. The Wheaton Station is a station with a higher proportion of latino and people of color residents and workers than other areas and thus this proposal would disproportionately affect latino and black populations. Why not propose a similar turnback at other lines' ends at the West side of the system, for example at the Vienna end of the Orange line. There, the last 3 stations had a decrease in ridership higher or equal than 90%, way more than the last 3 station of the Red Line eastern end.
See my prior comment. This may have an affect on the disabled community in terms of other connections or appointments.
My stop is Silver Spring .To have trains run every 6 minutes is ideal
I rarely use the Red Line so I can't make a judgment on this.
I don't care if it is permanent honestly. And I'd say run it between ft totten and medical center.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: ***On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.***
So what would happen if I needed to commute from Farragut West to Silver Spring?
Consider running red line Grosvenor to Silver Spring every 12-15 minutes on weekdays.
See previous comments.
I am assuming limiting the changes on the red line has something to do with the consistency of use of the red line? But it would be good to state why that is the case so riders who use other lines can understand why our line isn't getting this special treatment.
Please define every 6 minutes. Normal minutes or wmata minutes?
again are you kidding me
Bottom line, I don't like having to change trains, midday, peak periods, whatever. Because it only adds frustration in my travel plans.
When you eliminated the Silver Spring turnback, I thought that was a little wasteful, given the low ridership at stations north of Silver Spring (and the general lack of crowding on the eastern side of the Red Line compared to the western side). So I think bringing back the Silver Spring turnback is fine. Bringing back the Grosvenor turnback is unfortunate but still fine too. It's most important that core frequency be higher.
Why six minutes with this line and twelve or more on the other's? If you're gonna change the arrival time's, should these time be in sequent order?
Those living outside the 'core' need regular service too. Please do NOT bring back the Grosvenor turnaround. This is quite disruptive.
As long I pay my fare. I want the metro rail to come every two minutes. I don't mind in afternoon because I get off from work but in the morning I want early buses and metro rail to take me to work
I very rarely ride on the Red LIne, and even less on that section.
If it is necessary to cut service for the entire Red Line, that should be done. I really wonder why people at the end of the Red Line should be singled out for more service cuts.
We fought hard to stop these turnbacks and it is important to maintain them because of the needed connections to access areas in Montgomery County that are not served well by either Bus, Rail, or MARC rail service.
I do not use the red line
At present this would be doable but NOT long term.
This would put the final nail in the coffin of White FIint Shopping Center. Also a number of Federal Agencies beyond Grosvenor would receive poorer service. Why include Grosvenor anyway, it's only useful for concerts and events. Treat it like Arlington Cemetery.
By what logic is punishing the few customers you have with less service and more dangerous crowding going to help your cause?
Doe
NOT ACCEPTABLE. The majority riders that need metro are already at the end of the line with COVID and affecting their access to their jobs and other destinations is going t cause a domino effect that will be catastrophic especially in the winter hours.
This was the service pattern for decades. With far fewer riders, this should be workable. However, Metro must guarantee thru-service will be restored as ridership increases and/or passenger distancing cannot be maintained.
This is good. The core should be prioritized.
These used to be applicable routes when my husband worked up ion rockville but not now.

Comments on Metrorail Proposal about weekday turnbacks on the Red Line: *On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.*
I get off at a stop beyond Silver Spring.
I do not like the proposal for the simulation for the buses and the shortening of the train services. And I would like to if you reconsider not to and I'm going to buy services and shorten the training services. If you consider doing the proposal that means I won't be able to get to work and you know either way I can get to work and home. So again good consideration not too limiting the bus services and train services

Comments - Metrorail Proposal about weekday turnbacks on the Red Line	
Original comment in Spanish	**English translation**
No uso lí-nea roja	I don't use the red line
Creo que sería mejor si se alarga mí¡s los tiempos de espera entre trenes como cada 12 minutos	I think it would be better if they extend the wait times between trains more, like every 12 minutes
Yo tengo que tomar de silver spring a forest glenn todos los dias	I have to take it from Silver Spring to Forest Glen every day
Lo dicho, no me afectarí-a.Y es la lí-nea que antes usaba. Ahora me muevo en autobús y en UBER. Lo dicho, una lástima.	Whatever, it wouldn't affect me. And it's the line I used to use. Now I get around by bus and Uber. Whatever, it's a shame.
Yo pienso de que el servicio lo deberí-an de dejar igual como está ahora porque seríamos muchos los afectados con eletro train.	I think they should leave the service like it is now because a lot of us would be affected by an electric train.
En lo personal esa lí--nea no me afecta pero hay otras personas que si lo usan	Personally this line doesn't affect me but there are other people who do use it

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
I already frequently choose not use metro rail on the weekends due to how infrequent service is. This seems like a penny wise but pound foolish approach. Metro needs to make changes that encourage ridership, not discourage it.
Will probably continue to drive on the weekends rather than wait for a train and chance it being too full.
I would fear '15 minutes' actually becomes '25 minutes' or instances where two trains arrive minutes apart every 30 minutes.
It would take me longer to get to work than if I drove. It would take up to 50 minutes based on this timing vs 10 minutes driving. But I would prefer to take metro
Would love to know how often they come now fot comparison
Do not reduce service at all on bus or train.
Because in reality it will be every 30 minutes
Do not change. More trains are needed especially if missing another train
Again I have to work in the city. More crowded trains during a pandemic is unacceptable
But you still won't be on time
Please provide service in Great Falls, VA and have more frequent service.
See response to question #1.
Every 12 minutes for the Red? The line with the most demand more than ever on the system getting reduced that bad? No thanks.
Yellow-Green line is always busy - should be run more frequently
For stations with multiple lines, the 15 min should be staggered, not, say, a blue line coming 3 minutes after a yellow.
How about 10 or 12 minutes on all lines?
This would lead to insane wait times to get out of Virginia and into DC
Keep service as is especially on YL to ease crowding on GR line
I think these changes are necessary during COVID. I hope that when there is a vaccine you all will reconsider these changes because they will affect redline service significantly.
I do not travel on metro on weekends during covid.
Yes, my work continue through Saturday.
Same as before - must be something that gets changed as the pandemic abates.
It would not effect me but if there are tourists it would effect them.
I can manage the extra wait on weekends without work. Anything to keep metro from closing earlier during the week. Good plan!
I would rather the time between trains get longer rather than closing at 9pm.
This change essentially makes Metro unusuable and you will see more riders electing against choosing Metro
I work on weekends
Again, having to go into work even on the weekends the limited trains negatively impacts me.
Operating level is still at or below 15 minutes and I think that is key. Considering Metros weekend service is lacking anyway this may be the least harmful but also it doesn't do many favors in terms of getting new passengers.
Can manage
That will be very stupid. Metrorail station should be open at 7am on weekends
No one likes cutting service but better to do it on the qeekends

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
Reduce from 8 cars per train to 6..
not riding trains these days
I commute from PG to Gallery place from my job so this would affect me
This might be mildly inconvenient but worth it if it helps Metro to survive
Weekend times are already unacceptable and make Metrorail much more difficult to use.
Our neighbors are the kind of folks who have to work on the weekends while also managing family obligations (kids are home). Time is precious.
This would make my work commute up to 50 min vs 10 min if I drove. But I would prefer to support metro and take the longer commute.
Having more trains reduces crowding, therefore enabling passengers to distance.
Sunday service has always been ridiculously inconvenient
Why doesn't metro rail shut down on the weekend during COVID to save money? You could help reduce impact to people working the weekend by expanding bus service instead.
I would not return to metro on weekends if there would be 15 minute headways
Would disproportionally affect retail, grocery, and service employees who work weekends
This is bullshit and you know it. This is why people don't ride the metro on the weekends and/or get incredibly angry about it. Especially in the evenings and when there major events going on.
While the frequency change is acceptable, the shorter Sunday hours are not. Metro needs to open earlier on Sundays.
Trains should never be more than 10 minutes apart.
As long as trains run on the weekends...
It should be manageable, I suppose. It may not be optimal, but assuming that it's temporary, everyone should be able to handle it.
Similar to my previous statement it'll make commuting longer.
I use metro as my primary means of transportation and spaced out trains will impact commuters
The wait time on weekends was already way too long and made it frustrating to take metrorail. I'd probably drive or spring for an Uber.
I often go to work in person and take the metro on the weekends. If this service was temporary, it would be acceptable.
The primary lines I use daily are blue, silver and orange
We need the trains running more frequently
I feel the Green, Orange and Blue Lines should operate every 12 minutes due to their higher ridership.
Should be the same as weekday
Rarely ride metro on the weekends
Why do you not have the data to make these choices based on current and historical demand? Do you really think this survey is going to help you make decisions that data cannot? Why was more money wasted on this?
I have waited 30 minutes for a train - don't see where this is different?
Metro still operates on the weekend?
No one takes the metro on the weekends anyway.
I don't often take metrorail on weekends any longer
I do the majority of my errands on the weekend so reduced service will mean I will need to significantly decrease the stops I make
Weekend service is extremely important to me and 15 minute frequency is far too unreliable. This will surely result is lower usage.

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
If all trains were eight cars, that could work, otherwise it's a joke.
This would greatly affect the extent to which I use metro rail with this reduction in service.
This will just keep more people off the trains.
I rarely ride on Weekends before Covid and now do not ride at all.
OK if change is only for the duration of the pandemic
EXpand the windows to every 30 minutes, until ridership justifies increased frequency
Weekend service is already terrible
Allow Blue, Orange, Green, Yellow, & Silver to operate at 12 minutes as well
This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
Operate all at 12 if this is possible.
ED physician at WHC and rely on the train/bud to get to work. Getting to work already difficult when the times were reduced.
I think that WMATA should work with bug venues downtown to provide service outside of the proposed hours when large events resume/are scheduled.
This would be a bit inconvenient but manageable
I feel like every 15 minutes for every train is acceptable.
No issue here. I just have to plan
I'm an essential worker who relies on the Orange line to Vienna
Long-term, I would not take the Metro on the weekends if I was waiting 15+ minutes. In many cases, I take the Metro just to go to a nearby store or local attraction. Having to wait that long for a Metro would result me in walking or taking a bike, scooter, etc. It defeats the purpose unless using Metro for long trips.
The same as previously - longer intervals between trains make users look at other options.
Blue and Yellow lines go to the airport so they probably should not be reduced
Weekends are less crowded so this is more acceptable. But I hope if any big protest or other event like inauguration happens extra service could be provided.
Not metroing but this seems reasonable.
Would struggle to get to work
This is not good! The green and yellow line are crucial to me. I could do 8 minutes, but no more than 10 mins
Always a good idea save you money
No se si por aquí- puedo decir que porq los buses el 86 no está trabajando
Again - slightly longer intervals on the weekends is fine as a permanent change.
No one is going to want to ride the subway if the train he or she wants to take comes by only once every 15 minutes. Such infrequent service will push more customers toward other forms of transit, even if they are not as affordable.
Metro provides a social good
Metro is most useful for me when commuting so I am fine with limited weekend service
Can you seriously consider spacing out trains better? Often it will be a situation where three lines all service one station and all arrive within a minute of each other thus negating any benefit

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
Blue line service on weekends is already like every 20-25 minutes or so practically anyway. This would make it worse.
Shouldn't change it. You should do more to catch the fare jumpers that you all not doing anything about
extremely modest
Once I stop working from home, this would have a big effect, but for now, it does not affect me.
I use the Red, Green, and Yellow lines but the Green and Yellow are closer to where I live.
Yes, this wouldn't be great, but I'm not taking the metro right now due to Covid.
Weekends are always ooverlooked specially at night and early morbing
I work on the weekends and this would affect me
It doesn't really affect me, I just like the convenience of every 12 minutes. The only days I have ever experienced significant delays are on Saturdays and Sundays so whatever the schedule is for the weekend I want it to be reliable.
I typically take the Metro on the weekdays.
This will become a self fulfilling prophecy where reductions in service lead to further reductions in ridership and further budget crisis'.
The service cuts before Covid have made me avoid Metro on most weekends anyway.
Would affect shopping. more likely to order online.
I work on the weekend and need metro to commute
See above comment on equity. Make sure that this decision does not harm most vulnerable who rely on metro to get to work and those who do not work Mon-Fri 9-5 schedule
Doesn't make sense to run additional trains until there is a widespread adoption of a vaccine
Changing the time would effect me getting to work on time i am a healrhcare workers and i need to be on time
It's much better than waiting 30 minutes like the last time.
Service every 15 minutes on the Silver Line would be a good level of service for me.
I don't live in DC - I travel there on business from Chicago. I am occasionally there on weekends but usually weekdays.
The blue line is what I use and I can make sure to adjust my commute schedule to match the new slower schedule.
Weekend service should extend trains from every 12/15 minutes to every 30 minutes. Weekends are not the busiest times and weekend riders already don't get charged for parking (which has long been a problem for me --- if you park you pay, that's it).
Not idea but fine for the time being when casual users are not using the metro. But its a bad idea once you are trying to attract casual users on the wekeends - long headways make the metro very unappealing
I would like to see evidence that Metro has some kind of plan in place to restore full service.
Although more frequent service is always good, it's more important to keep WMATA in good financial condition.
This would be acceptable. I can use Uber at night
Although there may be times where I will need to drive to work instead of taking metro I would be fine with this reduced schedule rather than having no train at all.
I don't take the lines on weekends as much, so I could deal with this timing
This would not be the greater option for individuals who have to connect to other lines. While it would not impact me at this time, if I have to resume going to the office it would force me to readjust my schedule.
I would reduce this further.

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
It's not ideal, but tolerable.
this is consistent but will it last long? Please provide service in Great Falls, VA.
I plan my travels to account for travel times such as missing a train or bus so this would not affect me much.
These trains are so infrequent that they can't be relied on to get anywhere on time
Please don't eliminate Glenmont from regular service.
Trains that run on same track (blue, orange, silver and green, yellow) should be staggered to provide more even, consistent service. 3 trains arriving within 5 minutes leaving a 15 minute wait until the next cluster of trains is not customer focused service.
Doesn't affect me at the moment, but seems reasonable.
During these pandemic times, I care more about Metro trains being cleaned regularly and effectively than about the schedule. I rode the metro in September 2020 for the first time in 6 months and was deeply disappointed by how dirty and smelly the train was despite there being so few riders. Clean your cars if you want people to pay to ride them.
Sunday service is already abysmal. Don't do the same thing to Saturday.
Agee with this .
Same problem of ultimately reducing ridership (we use the metro every weekend- but taking the car might make sense with longer waits and more crowded cars.
Weekend service would affect the least number of workers and is the best to cut.
I work for the United Ststes Postal Service with the metro train being my only means for transportation to Vienna I've already adjusted to the station opening at 7am. Please don't make any changes to the Saturday schedules (metro rail or buses)
This would have a negative effect on the region's performing arts just as they are struggling to survive the pandemic and return to live performances.
This stinks, but for a temporary fix will be fine.
This would.m be particularly painful, but again, if it was limited to 12 min and not like 20/30, it's workable.
It is Consistency and Predictability that are key. Once ridership licks up frequency should pick up. Would be hard for the temp change if going into dc on Saturday but understandable.
Makes the commute longer and more of a burden but doable
Will not affect me but will affect our weekend essential workers.
If metro is transparent about the wait time. Gallery place china town didn't even show their wait times on platform this past Friday night.
Keyword is TEMPORARY! Must restore service in 2021!
I would be much less likely to go anywhere on the weekend at that point by metro.
Serí-a útil si publicaran un schedule online, with specific times of arrival and departure at each station. Sorry for the Spanglish. Just realized I go back and forth between Ingles y Español
This is too long a headway for navigating connections. Simplify and make Metro service on lines every 12 minutes at all times. Only exception would be red during weekdays with 9 minute.
That makes it almost impossible to ride the metro on the weekend. No one wants to wait that long for a train regularly (not even thinking of additional delays).

Comments on Metrorail Proposal about weekend Metrorail service changes: ***Saturday service would be adjusted to operate at the same service levels as Sunday.***
Safety first--cut back now to make improvements. Nobody likes to be on a metro plagued with delays and safety issues, which has become the norm. Please do better!
Simplifying the timetable will benefit riders. Setting one weekday timing/pricing structure & one weekend timing/pricing structure would be fine. Better yet, use this occasion to switch to a flat rate entry price for all dates & times and expand ridership repulsed by current high costs.
Every 15 minutes is very reasonable and you could probably go to 20
Actualmente, el metro se encuentra ya con este cambio. No quisiera que el metro se retrasara aún más porque si los buses pasan cada 45 min, como tendré la certeza de que al menos el metro pasará en 15 min al menos, tendrí-amos que esperar 2 horas básicamente para tomar el metro.
Pero que siempre los sábados se comienza a trabajar temprano porque debido ala pandemia lo abren hasta las 8 y los que trabajamos temprano nos afectan
Honestly, this is roughly the LOS I can expect in non-pandemic times, given the amount of weekend track work that traditionally takes place.
Would be inconvenient but I'd rather have trains operate less frequently than having services end at an earlier time
Mucha pandemia
Again, if the trains run on time as per the times given for this proposal, I would have no problem with it. But I will not be able to accept the usual excuses given when trains are late if we are already going to deal with reduced service as I use the trains quite frequently to commute.
These changes do not reflect the interests of the essential workers who rely on metro for transit to/from work on weekends
The issue is not jusr frequency of service, but predictability (be god damn on schedule metro!!) of trains arrival at a given station as well as synchronizing at transfer stations.
I do not drive and rely on metro to get to DC for work (managing IT for a non profit)
A 15 minute headway is bad enough to get people to drive
12 minutes between trains on the red line is too long a wait on saturdays.
Essential workers like doctors nurses and trips only until CDC clears it
During a pandemic (and after) we need more routes and options...not less. Unconscionable.
That's a lot less convenient, but if ridership is very low due to lockdowns it makes sense.
Again, this frequency is simply embarrassing.
Weekend service is already painful, please don't make it any worse.
Waiting time should never ve more than 10 minutes, or they should have heaters at the station
I'm not using weekend metro .
Saturdays should have the same schedule than week days
Seriously? Beg for money from congress if you have to. Are you trying to get people to abandon metro for a generation?
I don't travel much on weekends even before this
I'm used to waiting longer on the weekends, pre-pandemic, so this is not as much of an adjustment. Just the regular thing you have to weigh before using Metro on the weeknds
Please provide disinfectant after each train use.
Prior to the pandemic, I traveled on Metro on weekends at least 2 out 4 weekends for leisure activities. At present, I'm not taking Metro on the weekends due to avoiding crowds.
Would increase the amount of time allotted for travel by 20-30 minutes to ensure on time arrival at my destination.

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
The weekend schedules of trains running on Saturday schedule would work
I've given up riding the metro on weekends (pre-covid) as it was too slow and unreliable. It's an embarrassment to try to take visitors and tourists on the metro on weekends.
As long as trains run on weekends...
If Arena Stage opens again and I continue to usher, it is very impoortant for me to be on time one hour and a half before the show starts. i take the Bethesda metro station and if I knew how to check the schedule that would be helpful to me. Could Metro provide that information to its' riders?
You aresdy give riders from the branch av end of the green line extremely poor service with longer wait times by far than in the opposite direction, and you're not honest about it. Then factor in all the very frequent delays due to your poor performance, incompet and bad work ethic. How can you justify even worse service? Almost no line on metro's bizarre layout takes passengers where they need to go without changing lines. All these added delays will finally render metro useless to many if not most riders. It is clear metro is committing suicide. It's clear you don't want to make any effort to provide high quality service.
Why not also 15 minutes on the Red line?
This is a minimal change I don't have a problem with. I do ride metro into DC on the weekends a bit, but much less so since COVID started.
It ok
It depends on how long this will occur. It can't coincide with track work.
As I have said with the last two questions, it would not affect me seriously unless I really needed to get to an appointment or be somewhere. But I would just adjust my time (in case) and that's the way it is anyway with Metro.
People work on Saturdays as well. Some people have public transportation as their only source of tray. It's not fair and you need to hire more metro workers to train for positions that are needed to fill those spaces for operable transportation on metro rail!
The Metrorail won't be able to keep up with the amount of volume from the City, Pentagon workers, and tourists who would use the system daily after COVID.
During the years of construction delays we stopped using Metro on weekends at all, a DEPENDABLE 12 minutes on redline would be bearable
Having trains available is more important than a few minutes' wait time.
Sunday service levels are unacceptable. I often have to wait more than 10 minutes for a train. Even though I live near a station with 3 lines (Orange, blue, silver) the trains come in bunches and if you miss one you are left with a long wait.
This would be fine.
I rarely use the metro on the weekend as there is too much scheduled track work. It's usually easier to drive.
It will affect my ability to het from job to job and cause a loss in income or employment
I am an essential worker, like most of the people currently using this service. The nature of essential worker jobs is that they are often not bound to a typical M-F, 9-5 job. This would make the many times I do use metro inconvenient and I'd be less likely to use metro.
Again, I can manage adding additional time to commute if needed.
Preferably temporary. As we get to winter, that's a long time to wait outside.
As long as ridership remains low, and rider spacing allows, a reduction in service frequency is acceptable.
Too inconvenient. Interval should be 10 minutes at most.
People have to work on the weekends and longer headways means people will be packed in tighter

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
Weekends should not experience longer wait times than during the week. People rely on the metro on the weekend to go out and those that take the metro typically do not have a car. in addition, people work weekends as well. Treat weekends like weekdays.
I'd always rather see more frequent trains but understand the budget strain you are currently experiencing.
This isn't great, but weekend Metro service is often not too far from these levels. It's liveable.
Trains to seem to be busier on weekends. Make more time between buses and less for trains so you push more people to trains were you collect revenue.
As my work continues to increase, this makes taking the metro more problematic and impossible due to 3arly and late hours
Not enough frequency
With no baseball, I'm not using metro on weekends
Like thousands of others in the area, I need to go to work on Saturdays. I take the Green/Yellow line AND the Red line.
This change works as we can adjust to less service on weekends. It will hurt people who work on Saturdays
Again, a set arrival/departure schedule and better train coordination will be key so you don't wait 11 min for a red line and then 14 min to transfer to the other color. That would make me stop taking Metro.
I use the sliver lines to go to work on the weekends, and every 15 minutes or longer would make my commute longer than necessary. I was displeased with the train schedule during Covid because it affected how early I would get to work and late I would get home. This was an issue because I would have to leave work early and avoided staying late at work in order to still be able to come home at a time where it wasn't too dark and just come home at all using metro.
Why not proposal to end Sunday service and bolster bus, as needed.
Reducing trains to every 15 minutes would put a significant burden on essential workers who rely on metro rail to commute to their jobs on the weekend.
I hope this is temporary.
I work outside DC and need to be to work early on Saturday. It was fine during lock down. It's not something that can not be maintained indefinitely.
I only ride the yellow line to work, and for the rare weekend trip, I don't care about a longer wait. Make it 20-25 minutes, save some more money. One thing I WOULD say is critical: make sure the trains are on schedule. A late train is no big deal, but a train coming and leaving 3-5 minutes early when they only arrive every 15-20 minutes is immensely painful. Even for weekend trips.
Can the 12 minute frequency be applied to the Yellow Line due to riders traveling to DCA/National Airport?
Duration between trains on weekends is long enough at 12 & 15 minutes, especially when there is track work.
even before COVID, headways between trains on weekends were so large, I often opted for other modes of transit
I work on weekends and this will extend my commute to work and home
Trains should be open until at least 2 on Fridays and Saturdays; blue, orange, yellow and green should be every 10 minutes for majority of the day and every 20 from 11PM-2AM. Red should run every 15 on the same time slot.
This would cause me to drive most places on the weekend instead of taking metro.
This seems a reasonable accommodation.
I don't use Metrorail on weekends due to already limited service.
I ride the red line on some Saturdays to get to work. I am concerned with how reduced service on Saturdays would affect train rider density and whether trains would be running at times that would allow me to get to work on time.

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That's fine - just do it already so we can get used to it.
Regular timing is what riders need to plan their trips and so should be maintained at whatever levels are fiscally possible.
As a DC Main Streets Director, I represent nearly 300 businesses, including 2 weekend markets, that depend on rail service to get our customers to/from our neighborhood. As we saw earlier this year, reduction in weekend service will significantly significantly reduces the number of people visiting our neighborhood and impacts small business sales. WMATA needs to shift its focus from supporting weekday government employees and make decisions that support the survival of our small businesses.
Pero si ya funcionaba fatal los fines de semana. Yo necesitaba usarlo todos los sÃ¡bados, lÃ-nea roja, era DESEPERANTE. Si ahora va a funcionar peor pues vamos divinamente.
Blue & Yellow lines have the least service of any line on the metro
Same comment as previous.
What time will train service start on the weekends
Primarily use trains during weekdays.
This is WAMATA failing the residents of Maryland, Virginia, and DC
As long as late-night service on Saturdays resume by maybe the spring of 2021.
These are highly used lines for game days and exploration. If they do not run as normal, traffic will pick up tremendously.
I think I would sometimes work weekends. I believe it will depend on what the hours are.
As long as it's not as long as 25 minutes and the hours aren't cut to Sunday Hours.
It's a long time to wait if going downtown to visit museums, theater, etc. But it would impact far fewer people than such a change during the weekday rush.
Less passengers on the trains
Not everyone has a M-F 9-5 this places an undue burden on ppl that use WMATA to get to work
Half the time Saturday frequencies are that slow or worse anyway, with track work.
I think these should be determined on a case by case basis for every line especially if certain parts of the city are only accessible by one line
This change would not have an impact on me while Covid-19 restrictions are in place.
I would just adjust my travel schedule...
Your annual report does not address ride sharing services. You wonder why ridership has dipped but it is as if Uber does not exist to you. Making someone stand on a platform for 15 minutes is a sure way to drive more people to Uber.
Personally I use metro heavily during the week and occasionally on the weekends
As I stated in the first question, I work as a pediatrician at Walter Reed National Military Medical Center and commute to work via Metro at least four days a week and have continued my ridership throughout the pandemic. I have anecdotally noticed that the trains are already becoming fuller especially between 4:30 and 5pm even with trains running five minutes apart on the red line. It has become increasingly challenging to find an empty seat six feet away from another passenger in order to provide for a safe physical distance. If trains will only come every 12 minutes, I am concerned that it will be that much more challenging to maintain a safe distance between me and my fellow riders.
As someone who doesnt own a car, I rely on the metro to get places and this affects what free time I have outside of work to be spent waiting for a train.

Comments on Metrorail Proposal about weekend Metrorail service changes: ***Saturday service would be adjusted to operate at the same service levels as Sunday.***
Again, it's adaptable if it isn't a long term thing. WMATA should be making the push to have Metrorail available 24/7 like other major systems though. I understand COVID is a major disruption, but once things return to some semblance of normality, we should really strive to make Metrorail as accessible to everyone as possible.
WMATA needs to defund and remove its union. There is incredible amounts of waste in the corrupt and incompetent union contract. Metro should also consider eliminating 1/2 of all senior management positions, who have utterly failed in their job. Trains could be run even less than they are currently. METRO should be spending this time to fix its innumerable safety and performance issues.
Se espera mucho tiempo . Igual yo trabajo los fines de semana . Si fuera mis dÃ-as libres del trabajo o dÃ-as off estarÃ-a desacuerdo. Pero afe ta exageradamente .i trabajo
I would probably never take metro rail on the weekend on this schedule.
N/A
The problem I have with cutting service for Saturday and making it similar to Sunday would be opening up at 8am instead of 7am is a huge problem for me.
This is the capital of the United States. It is unacceptable to have to wait 12 and 15 minutes for a train on the weekends. I depend on Metro as my only means of transportation, and having such long wait times on Saturdays would mean I could not really go out at all on the weekends. You are really limiting everyone who does not have the luxury of a car or other ways of travelling.
Only until there is a reliable vaccine
This is fine, but try to minimize weekend work and single tracking. As more customers are returning to the system, they shouldn't have to endure 30-34 minute intervals between trains, especially those who work odd or late hours.
In non-pandemic times, especially during tourist season and events, this creates crowding. I would hope this would be temporary.
for essential workers that work weekends this may mean they will have to adjust their time to be able to catch the train and be on time for work.
In reality, there is track work on most weekends. This weekend, the blue, silver and orange lines are operating every 34 minutes. That is not acceptable for daytime hours. It is understandable that weekend track work needs to be done, but reducing service to such a level inconveniences many people who have no choice but to ride public transit.
I determined several years ago that Metro Rail was not a viable transportation option on weekends.
Using METRO on weekends is for most not a necessity, so even though this change will only impact our family's using METRO for fun weekend stuff, many use it to get to essential work, so reducing service might impact many. Plus, if you want to encourage people to go out and do stuff on weekends (residents of the region or tourists as they start traveling again) MTRO service needs to get better not worse.
This type of temporary adjustment is understandable under massive budget constraints and during the pandemic.
Though I used to visit DC regularly on the weekends before COVID and Civil Unrest, I haven't been there since March.
Save money where you can during times of low ridership
Having 15 minute headways on the weekends makes Metro of little value. People will drive because it is faster and more convenient.
Saturday is when people need to get to work the most. Again waiting 12-15 minutes for a train would cause more riders to take other means of transportation like Lyft, Uber or carpool to get to work. I for sure would stop using metro all together if I had to wait over 10 minutes for a train and I'm not the only one.
Again- will affect me post covid, but not now.
I work on weekends. 15 minutes is too long to wait for a train.

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I hate to see such long headways on the Red line and truly hope it will be temporary
It would not affect me, but I think we have to do the best we can to provide service for service industry folks who probably need transit on the weekends to work.
Yes, we really need this better schedule, because, with CoVID, we have more weekend travel to and from work.
Fifteen minute headways on any line at any point are unacceptable. These headways will reduce ridership even more so, and make transfers extremely difficult. Metro needs to be a useful option every day of the week, both during peak and off-peak times.
More trains, more often, to give riders more space, especially during the pandemic.
As a college student, I like to go places on weekends and I rely on Metro. I definitely prefer the pre-pandemic Saturday schedule. Also, this disproportionately affects working families/hourly workers because they don't always have consistent work schedules and this could disproportionately impact them.
Increasing wait times for trains would increase crowding of trains.
I recognize that it would be important to those who have to work on Saturdays.
It would be better if all lines can operate every 12 minutes.
It getting cold so not sure about the minutes
N/A
I understand the slower intervals of services in order to keep the subway systems running and employees paid....
Just as Metro employees and the service Metro provides is 7 days a week, being able to arrive to work on time is essential and the standard is needed one weekends as it is on weekdays. This schedule change is worrisome to me.
The longer time between trains on the lines besides the Red Line will affect people Who for example want to trip downtown for tourism. Yes, the locals want to see the museums too. The Smithsonian is reopening, and more and more of the museums are reopening. Some people can drive, but metro won't be a practical option with a long lag time between trains.
Better than you reduce the weekend service drastically now (people should be using the train to get to work, not for leisure!) in order to free up funds for later. Have trains run once an hour so that when people need to get to jobs there is still a metro to get them there.
All lines should have 12 minute maximum wait times - it does not make sense to provide better service on the red line at the expense of every other line.
I would mostly use the service on weekends so this is one of my least favorite propositions
Saturday 15min intervals would jeopardize patron safety on the Green line and increase customer ride share use
Reductions in Saturday service should be consistent across MetroRail Lines. There should not be inequitable changes in service that have the potential to create further socioeconomic inequity in terms of access to jobs and essential businesses. If service were to be reduced to every 15 minutes for the Blue, Orange, Green, Yellow, and Silver Lines, then it should also be reduced to every 15 minutes for the Red Line. Presumably, this would result in even greater cost savings to WMATA without exacerbating existing inequity in the DMV region.
Again, trains service should be more frequent for the few hours when more people are riding. I would imagine afternoons when people might want to run errands or dinner time when people might want to pick up take out might be times to increase the frequency of trains
I am more concerned with cutting hours and people not being able to get to critical jobs or arriving late, than cutting frequency if we maintain a reliable schedule.

Comments on Metrorail Proposal about weekend Metrorail service changes: ***Saturday service would be adjusted to operate at the same service levels as Sunday.***
The majority on front-line and essential employees continue to work weekends - they do not have the luxury of working from home, nor do they have the luxury of time to wait since many have to take more than one train and/or bus to get to and from work.
I do not own a car and this would impact me. Please shut down the service on the weekends if you can't provide realistic times.
Terrible weekend service is a large reason why people have given up on Metro. The long waits are not worth it.
Absolutely ridiculous knowing people still have to work and get places during weekend
Again, I would rather have less service hours than to have someone at Metro laid off from work. I would rather have to leave out a little earlier or adjust my schedule (which would just be a slight inconvenience, really) than have someone lose a job. I hope every measure possible will be taken to protect employees.
I haven't ridden since covid-19 so can't say
Not good. It could only mean that I would use the Metrorail system on weekdays. A 15-minute run would only frustrate me.
N/A
I work on Saturdays
Why is it that the rich people on the red line always get better service. Make it the same service time for everyone.
15 minute headways on weekends is the absolute upper limit I am willing to wait to use Metro.
Cutting metro rail service like this on Saturday would make it unusable and this would result in me giving up on taking it at all. The Sunday schedule is already unacceptably infrequent and Sunday service should actually be increased.
Making the 15 minutes adjustments will be fine, easier to manage and with fewer trains have more than 3 people in a train car at a time. Maybe permanent?
I ride on the weekend sometimes long as the station opens at 7 AM good people have to go to work now
I do not travel on Metrorail on the weekend.
Se debe salir temprano de casa para poder estar a tiempo en el trabajo, podemos ajustarnos a ese horario y llevar la secuencia de las salidas del metro
I don't ride Metro on the weekends
I do use the red line to get to work on Saturdays, and I would be concerned that service on the red line would not allow me to get to work on time if Saturday schedules were altered to Sunday timings. Combined with the proposed elimination of weekend 30N and 30S bus service, I am concerned that I might be left with no good public transit options to get to work on Saturdays, and I do not have a car to fall back on.
It would depend on connections between the Yellow/Green lines and Red Line were affected at Gallery Place, and Fort Totten.
This will wreck weekend ridership in full. I urge 12 instead of 15 as more people head out to enjoy the city as the FY goes on. A lot more people will uber during the weekend both bc of this reduced frequency and bc of safety concerns. Most people uber now bc of their perception of safety in the metro system which has decreased slightly.
Increases in time between trains makes it more stressful for individuals trying to meet other trains and buses' schedules, most especially trying to get to an airport. The only thing I can say is at least it's not 20 or 30 minutes between trains.
There are more businesses opening and travel is increasing as more things open which mean more people visiting the area that want to use the metro.
Not really fair to Red Line riders considering that other lines will come every 5-7 minutes in the central core where each line shares trackage.
truthfully that seems pretty fast honestly

Comments on Metrorail Proposal about weekend Metrorail service changes: ***Saturday service would be adjusted to operate at the same service levels as Sunday.***
I would have to leave my house earlier when traveling on weekends, but it wouldn't be terribly inconvenient.
Even waiting 12 minutes on the Redline seems like a long time, but it is what it is.I appreciate the Service, even if less frequent.
I am a Saturday worker, and opening at 8:00a.m. would not allow me to get to work on time.
I can handle this temporary arrangement as long as each community is given fair access to transportation.
Again, the lower wage people need to travel to and from work.
I use the blue, orange, and silver line rails when I need to get from place to place.
Would the policy change for major protest events, celebrations for the system?
I use the Blue, Orange, Yellow, and Silver, and this is fine for me.
Sooooo the hours already make it so I can't get to work on weekends when I'm working 7 to 3 so metro is worthless to me on weekends and I want to use it. I hate that I can't. You need to be open 24/7. Just run 2 cars every 30 mins or 45 mins. But again sooo many people can't use metro who would if you'd just be open for them to use. DC has a lot of services works who are poor and want to use it because it's much cheaper than uber. I'm a doctor and live in College Park and work at GW. I can't use metro to get to work or home from work depending on the shift. Run 24/7 and see how many people you get...
Terrible idea! People take public transit with their families and friends over the weekend to visit various monuments, memorials, as well go shopping on Saturdays and Sundays. By reducing service and increasing the wait time you are forfeiting the revenue that would be generated if the service was faster and timely. Many working people, including me do our chores on Saturdays, 12 minutes is too long a wait especially if one needs to transfer from train to train and or train to metrobus.
ALL weekend rail lines should operate every 15 minutes. The red line line people should not get preferential treatment. We in the inner city need to reach our destination just like everyone else, even those who live in the suburbs. Equality!
Operate every 30 minutes would suffice. Metro was intended primarily to move workers to/from DC on weekdays. There's no tourism and no reason to go into DC.
This is acceptable on a temporary basis, but long term this is unacceptable. Packing traincars like this is unsafe and will undoubtedly lead to increased aggression, inappropriate behavior and touching, and potential for injury and death is people try to pack onto so many fewer trains.
It should be 12 minutes for all train not just one.
Weekend trains are usually not as crowded as weekday ones so the longer time between trains would be acceptable .
This is reasonable.
Again please define your minutes. More trains on the weekend means less traffic on the road.
As long as it is every 15 minutes, this is a change we can work with.
Again on yellow and green line is more insecurity to crime. The longer customer wait for metro train. The more the crime rate goes up on the weekend.
do you want people using the metro to go downtown? because running trains every 15 minutes is how you get people driving downtown
Rarely I use the transit system on weekends. I call it the 'graveyard shift'. Usually they would be available, sometimes not. Since transit is my only option though, I have to decide which type of day or week is suitable for me. Because what I don't like is having to be left behind.
These are terrible levels of frequency.
I can live with a train every 12 min as long as the service covers all stations (no turnaround at Grosvenor)
I would not mine Saturdays and Sundays because I don't work on the weekend
More people ride on Saturdays than Sundays, so there needs to be more Saturday trains to support social distancing.

Comments on Metrorail Proposal about weekend Metrorail service changes: *Saturday service would be adjusted to operate at the same service levels as Sunday.*
Sometimes tuff choices make things more better at end of the day
If you're going to do that, you should turn around yellow lines at Ft. Totten and not Mt Vernon. That would help alleviate some of the grievance with the red line being only 12 minutes.- there would be two options for people coming/going within 13ish stations with that small adjustment. Plus you have up-and-coming areas like Shaw and the most densely crowded area of the city (Columbia Heights) that will be heavily stressed with only one line.
None of this is ideal, but this is a pandemic. I think we are all struggling with the service changes, however, I'd rather the metro continue to exist. Whatever metro does must consider the impact on riders of all income levels, disability, and age.
Much depends on the connectivity of ALL the services that connect together for travel within Montgomery County (up county into Wheaton, Glenmont, down county into Silver Spring and into the District.) SOV traffic will increase greatly and will impact the value of your services because driving will be more efficient and timely than what you are proposing.
I do not typically use metro on weekends
This has been the biggest problem with metro - Lots of families with children and visitors ride the metro on weekends, especially in the DC region to visit the mall and/or the museums, for shopping, etc. - people should NOT have to wait that long for public transportation.
No service cuts
Downtown DC has been struggling even before the Covid pandemic. I often use the Red Line to Macy's to shop at Macy's or other stores, see a movie and eat at a restaurant. Hopefully we will return to a more normal life sometime next year and having Metro operating frequent trains would be a boost to business and the convenience, enjoyment and mobility of your riders.
By what logic is punishing the few customers you have with less service and more dangerous crowding going to help your cause?
Most low income people that use the metro are already taking more than 2 hours to get to work one way and increasing the time between rides is going to make it harder on their lives. So not acceptable. Also increase direct bus services to DC so people who cannot afford the metro fare can use a bus instead.
Again, there must be a guarantee that trains will be added/headways reduced if maintaining passenger distancing is challenged or compromised by reopenings.
I feel like this proposal could do more harm than good on the weekends 4 trains an hour without scheduled tracked work is horrible but would be so much worse with track work factored in
Facebook Pozo Al real angry with you and I don't work on the weekends

Comments - Metrorail Proposal about weekend Metrorail service changes	
Original comment in Spanish	**English translation**
No se si por aquí- puedo decir que porq los buses el 86 no está trabajando	I don't know if I can ask on here but why aren't the 86 buses working
Será útil si publicaran un schedule online, with specific times of arrival and departure at each station. Sorry for the Spanglish. Just realized I go back and forth between Ingles y Español	It would be helpful if they could publish a schedule online, with specific times of arrival and departure at each station. Sorry for the Spanglish. Just realized I go back and forth between English and Spanish
Actualmente, el metro se encuentra ya con este cambio. No quisiera que el metro se retrasara aún más porque si los buses pasan cada 45 min, como tendré la certeza de que al menos el metro pasará en 15 min al menos, tendrí-amos que esperar 2 horas básicamente para tomar el metro.	Currently, the metro has made this change. I don't want the metro to be delayed even more because if the buses come every 45 minutes, how will I be sure that the metro will at least come in 15 minutes? We would have to wait basically 2 hours to take the metro.
Pero que siempre los sábados se comienza a trabajar temprano porque debido ala pandemia lo abren hasta las 8 y los que trabajamos temprano nos afectan	But they should always start working early on Saturdays because due to the pandemic they open at 8 and those of us who work early are affected
Mucha pandemia	A lot of pandemic

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
Stretching to Columbia Heights or Silver Spring would be more ideal to help travelers going to and from DCA and could help reduce congestion at Gallery Place. But I agree it doesn't need to go to Greenbelt.
Very disruptive, would require my moving out of my apartment
I use it for fort totten
Do not reduce service at all on bus or train.
I don't usually ride this part of the system. This change won't affect me, but it will affect others.
I dont ride the yellow line but I dont want to see this happen.
I need the yellow line from greenbelt to pentagon city
i live in College Park and relying on the green line only is a huge pain because i often need to take yellow to the airport
It will still be a problem
Please go to Greenbelt.
See response to question #1.
Crowding on the Green Line was terrible prior to the extension to Greenbelt was introduced. If this happens when normalcy returns, it's not gonna look too well…
Seems like it's convenient for metro but inconvenient for riders.
This makes sense
Keep YL trains to Greenbelt to prevent overcrowding on GR line
I do not take yellow line.
Combined with frequency changes this would result in a dramatic reduction in train service for those north of Mt Vernon.
I take this route to visit friends, but I would be able to take the Green line instead.
This feels like far more of an imposition given the significant cutbacks in service.
Mt Vernon Sq is still downtown. It would be better if the trains could turn back further north on the Yellow/Green line. But I guess it depends on where you have the pocket track.
Good call, since an extra transfer wouldn't really hurt much. The most important thing about the yellow line is bridge. I hope this change is permanent to save money.
Does not affect me
It's only a few more stations and there are so many working people who will get affected by this
NO NO NO NO NO Please don't do this. I take the yellow from U street to National Airport. This would be terrible. Please keep the yellow line's route as is. Please.
I need the yellow line to go to pentagon city from Greenbelt since I sometimes go to Pentagon City and I do not want to transfer
The trains that go to Prince George's plaza are necessary
great news. include Yellow rush service to Franconia
Would ruin service for anyone living north of downtown and make the yellow line functionally useless

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
I live in Columbia Heights and commute regularly between this station and Gallery Place. When yellow line service is eliminated, wait times become untenable.
Commuters on green line would wait forever now as opposed to ever four minutes or so as before. Why not extend yellow to fort totten? Mt vernon seems so arbirtraty
I don't take the yellow
This area has seen population increases. This constant back and forth with the length of the yellow line is confusing. Adding this on top of the increased time between trains compounds the impact of these service cuts for those that live past Mt. Vernon Square. It would make it so that I would be extremely unlikely to use metro.
Definitely do this.
Absolutely not. Keep them going at least through fort totten, people from shaw to Fort totten use the trains often
Would prefer this not to happen
I depend on the yellow line and this would no longer go to Columbia Heights. Columbia Heights is closest to several of the main DC hospitals. This is not acceptable.
Service should continue through the entire DC sections of the system at a minimum.
Reduce from 8 cars per train to 6..
never on yellow, even before pandemic
This amounts to cutting service in half for those of us who live north of Mount Vernon, increasing commute and travel times by up to twice as much, and increasing the risk of long waits when transferring.
Service is needed north of Mt. Vernon
Cutting service the most in Prince George's and the least in Virginia? And you claim to care about people equally?
You do this, and you'll lose me as a customer forever!!!!
Implementing these turn backs with the reduction in service is just too much. I could make the other cuts work for a limited time given that my section is currently serviced by Green and Yellow cutting my waits in half. 12-15 minute waits put into effect by this change are a failure for me and would probably lose me as a rider long term.
I often ride there yellow from King Street to College Park
What are people in Greenbelt supposed to do for transit?
Hard no. This extension makes such a difference for those in Shaw, U Street, and Columbia Heights. This was a huge change when it happened. Please don't go back.
If you're cutting back on train run times, how difficult is it to add a couple more stops? How much money will that really save?
I travel from Crystal City to College Park. This would make my commuter much longer.
This would affect me as I live in Columbia Heights, and like being able to have the option of riding the Green and Yellow lines
It would take me longer to travel to/from work. I transfer at L'Enfant Plaza to the green/yellow line to go to Shaw. Eliminating the yellow line going there would mean fewer options.
With the yellow line going to green belt, it has helped with more trains heading out to that area. With all the other proposed changes, it just seems like decreasing an entire line for 9 stations will just make life miserable

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
It would be an increased burden on passengers between Ft. Totten and U Street. My suggestion is to have the turnback at Fort Totten instead of Mt. Vernon Square given the decrease in frequency.
It's the yellow line. Rich people are on it and at the end of it. I suspect it will continue to be fine while the red line towards Wheaton will be shit no matter what this survey says. Facts.
All riders from DC residing north of Mt. Vernon attempting to reach Virginia will be required to transfer. This change substantially increases travel time for any of those residents trying to reach large employment centers in Arlington, such as National Landing or the Pentagon. Requiring a transfer will encourage many riders to drive to save time, particularly in light of increased transfer wait times due to reduced service.
Yellow line. Gross.
Trains get packed pass Mt Vernon everyday and people will miss their connections if the cuts happens
Yellow line service is not used by many people.
I would prefer for it to go towards Greenbelt, given that UMD students and NASA employees may need to commute to VA
This will force more people into extra trains or buses increasing their risk of exposure
This is unacceptable unless green line train frequency is increased.
If Green line service is frequent enough this will be understandable
This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
Should be Fort Totten
With Columbia Heights and Ft Totten stations being some of the most heavily used during COVID-19, this cut would impact more people. It also would cause crowding on the platform at Mt Vernon Square as people offload and wait for a GR line train.
Don't ride yellow
I use green line. Although having both yellow and green line trains available is great, losing it would just require me to plan.
With reduced service frequency, the need to change from Yellow to Green and vice-versa will significantly lengthen travel time.
as long as the green line continues to go there, everyone will just have to connect to the other train
Why does the Yellow line has to always take the cut? Why not turn some of the Green Line trains at Mt. Vernon Sq?
Yellow trains should operate to the Fort Totten stop, not Mt. Vernon.
Are there buses instead?
It is very important that I ride the yellow line all the way until PG PLAZA. So many people use this line to get to the plaza.
Nah
Generally don't ride that segment - so doesn't matter.
Ideally keep yellow and green line the same
This would still allow green line service, right? Assuming they could green -> yellow transfer, that's probably acceptable but annoying due to wait times on transfers
This is not acceptable as I commute from Greenbelt to the Pentagon twice a week. I already have a 20 minute drive from my home to get to Greenbelt. Reducing this service would either (1) add to my drive time or (2) force me to switch to using MARC to Union station then metro to Pentagon. It's not my preferred method of commuting but I would switch.

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
Once I stop working from home, this would have a big effect, but for now, it does not affect me.
I need to go to Columbia Heights and Waterfront.
With the elimination of the B30 and additional local reductions, access to BWI will be restricted to numerous transfers or to using MARC train, which may be outside of passengers' ability to pay. This change in service potentially impacts riders trying to access the airport or work at nearby facilities.
Turnback should be at Ft. Totten rather than Mt. Vernon due to heavy ridership between these two stations.
I always thought it was weird that two lines went to Greenbelt.
This will cut off Reagan Airport access for many citizens who will not connect to the blue line, and will thus take Uber or Lyft, clogging our streets.
Maybe recommend running all the way to Fort Totten, to ensure easy connection in northern Green and Red line portions.
Concerned about impacts to riders on remaining lines and access to other kinds of transportation based on impact.
Doesn't make sense to run additional trains until there is a widespread adoption of a vaccine
This would be an inconvenience, possibly leading to overcrowded trains, longer waiting periods if there is not enough space on a train or overall reduction in ridership due to more attractive transit options.
The yellow line will not affect my commute.
I believe metro should STOP CONSTRUCTION ON ITS VA OFFICE IN ALEXANDRIA.
Annoying but another reasonable cut for the time being
I would like to see evidence that Metro has some kind of plan in place to ensure this is only temporary.
I use the yellow line but I don't go past Crystal City normally
My primary line for work use will be the silver line
I do not take the yellow line that far
I take trains to College Park so that would not work fo rme.
I think that cuts out too much of a route and would affect too many people. The metro needs to remain reliable for everyone.
This should be fine as green line goes to the other stops.
People with disabilities who need the missed stops will not have other options
I would reduce this further.
The section from Fort Totten to Chinatown needs higher frequency trains. This urban portion should have more service as more people are likelier to take transit than the suburbs (especially now as people are not commuting as much).
I go up to Columbia heights . I am a health care professional and metro is my only means of commute.
Essential workers would still have to go to Greenbelt.
I ride the yellow line and green lines to and from Greenbelt and that would tremendously affect my travel.
continue to run trains yellow. Line to Greenbelt
During these pandemic times, I care more about Metro trains being cleaned regularly and effectively than about the schedule. I rode the metro in September 2020 for the first time in 6 months and was deeply disappointed by how dirty and smelly the train was despite there being so few riders. Clean your cars if you want people to pay to ride them.
This was irritating and inconvenient when you used to do it, but I can understand doing it temporarily
Why not do a turnaround at Ft Totten so at least Yellow could get northern DC exposure?

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
Good idea
I need to go to Columbia Heights and Waterfront.
Feels selfish To say ok but this doesn't impact me.
I ride Yellow line trains between Gallery Place and Crystal City, so this change is acceptable
I live in college park so it will definitely affect be because of the number of people in each wagon and the time.
I hate this. Being able to take yellow line all the way through from my starting station to my ending station is greatly convenient. If this change was started AND the 12 minutes between trains was in affect my commute would be much longer as I would have an additional transfer between green and yellow.
This greatly reduces service to College Park, which will have an impact on me whether I use metro or alternative means of transportation, as UMD is currently reopening and staff and students need transportation.
Only if headways are 12 minutes, not 15 minutes.
That will make it so much harder for those of us in PG county or northern DC to get downtown. Ridership will decrease long-term because it's just not viable to transport that many people and maintain social distancing. And the lack of train frequency makes it so much harder to plan commutes or rely on metro on the weekend.
I'm in Georgia Ave/Petworth and weekend trains are already incredibly crowded with both the green and yellow lines operating - cutting it in half to only the green line would make social distancing impossible.
This is entirely absurd for the extremely low level of service crucial stations like Columbia Heights, Georgia Ave and Prince George's Plaza would get compared to stations with much lower ridership downtown on the Blue/Orange/Silver Lines
I enjoyed the yellow line trains going all the way to Greenbelt
I wish Yellow would continue further north to ease traffic and frequency throughout the Green Line route but I understand demand might not warrant that.
If possible, it would be better if they terminated at Fort Totten.
My concern is for workers who need the green belt line to get to work.
The yellow line Express way to Greenbelt is a great alternative if you happen to miss the green line
If you do this how will I get to greenbelt to go home
Keep the extention to greenbelt/ft totten during commuter periods only
I don't normally take the yellow line, but I take the green line. I think it's going to make travel difficult for weekend workers if you don't have it the whole length. It's just going to make their trip longer.
Essential trips and services only until cleared by the CDC
Didn't you stop doing this because it doesn't even save any man-hours to do the short-turns outside of rush hour? Then it doesn't make any sense to do it.
Why? If you can run this route on a weekday you can run it on a weekend. Less options will increase covid transmission. More public transit options is fundamental to reducing emissions to provide a clean future.
This would only work if the service from Mt. Vernon Sq to Greenbelt on the Green line was not majorly impacted
Access to college park is important to me.
Is there any data to justify this cut to green line service?

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
Very rarely use these destinations, will replace them with Uber. But again, further loss of revenue for Metro!
I find that switching to the Green line when I need to is fine.
You might as well just give up and go home. Do you think boarding the system up is acceptable - you might as well if you make the yellow line unusable.
I use this line to go to work during the week. It is very important for this to keep running.
Back to the whole waiting for the next train where I can social distance. At least if it was every 12 minutes but I have service on either Green or Yellow I have a chance to get home at a reasonable hour without waiting forever to get a better train.
Please go to Greenbelt.
What about turn back at Fort Totten instead.
This would be an option I could live with because shortening the length of the Yellow Line would allow fewer train operators to provide the same frequency for Va commuters. Turning them at Mt. Vernon would save probably 30 minute round trip to and from Greenbelt.
Same comments as red line proposal. Minimize the legs and end of lines while keeping the core at normal intervals.
Y'know, yes I'm in favor, but is there an issue with potentially doubling your spread of infection by requiring more people to take two trains to reach their destination?
As long as they can switch to other line to access Greenbelt, on
Bringing it up to Ft Totten would be a big help in connecting Silver Spring/Wheaton to DC. That being said, I don't go into DC as much now since I moved to Maryland and because of COVID.
This would ONLY be acceptable in non-rush hour.
Would prefer a plan to address the riders who rely on Greenbelt service - most people on the outskirts take metro because they have no other reliable options to get into the city.
We need metro rail in all areas of the DMV open 7 days a week!
Don't live around there.
Much like the red line turnbacks, reducing service and charging the same price is ridiculous. Running both lines out to greenbelt finally made the green/yellow lines actually reliable and usable in northwest
during pandemic teleworking i sm not impacted
Yes. I can live with transferring to Green to get home to U Street.
I use the yellow line to travel north beyond mt. vernon square to Shaw. Only 1 line servicing shaw means even longer wait times and more crowded trains.
Prior to the pandemic, I took the yellow line every day from L'Enfant to the Pentagon so frequency there is very important to me
Affects my travel from Alexandria to U St on weekends
As long as Green Line continue past MVSq.
Don't ride the Yellow Line, but as long as ridership remains low, and rider spacing allows, a reduction in service frequency is acceptable.
As long as I can get on Braddock and get off at Gallery Place I am fine.

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
This is a massive service cut that impacts the availability and mobility of taxpayers that live north of Mt. Vernon Square. I purposefully bought a home near Petworth because it was on the Yellow line and that is the line my work is on. If I have to transfer from green to yellow, I can expect to add potentially 12 minutes to my commute if your 12 min between trains is adopted. That is potentially 24 min a day extra on a commute which adds up over the year and reduces my interest in taking metro.
I never use that part of the system.
I often change trains at Fort Totten, so this would affect me, but on weekdays I am going to an exclusively green line station. I do think this would lead to crowding, though. At the very least turn back at Fort Totten.
Because I usually get off at Fort Totten or Prince George's Plaza, stopping at Mt. Vernon Square would effect me. I was happy when all Green and Yellow line trains went to Greenbelt Station..
Metro rail is extremely reliable/ affordable for me. As long as quoted wait times are accurate - I can manage with the change.
A family member lives in Greenbelt
We need world class service throughut the system to bring it back. This hurts riders from Northern PG and AA County.
This is a good change. It will allow riders to reach the entire line without having to change trains
This limits people in that community who rely on the yellow line to connect to the green.
These hard-faught for and logical decisions to run the trains over the full spectrum of stations should not be rolled back.
Sounds like a solid change. The green line still runs to greenbelt, which would make the yellow line a sort of office commuter line only.
As someone who lived off the Green/Yellow Line north of Mt. Vernon Square, I strongly dislike this suggestion. It is a real pain traveling to Virginia if you have to take two trains. That could take 20-30 minutes on waiting for the two separate trains.
Yellow line trains should operate to Fort Totten & Mt Vernon Sq, as they did before July 2019. Metro could restore rush+ service between Greenbelt & Franconia-Springfield during peak hours.
again, assuming this is just a COVID measure, i could live with it. It's not tenable as a permanent solution, especially if paired with greater headways between trains.
I need the train to go to greenbelt for my job.
This makes sense. This would still allow service up north every 12-15 mint
This will disproportionately affect the poor who need this route.
This used to stand me at Mt. Vernon all the time. I could never take a yellow line because of it and I was continually delayed. I live at Ft. Totten.
Again, as with the Red Line, this seems a regression. but it's workable.
This would be extremely damaging to me and my family. I use the College Park Station to go to L'Enfant Plaza daily for work. When you cut this before, it resulted in overcrowded trains and long delays in my commute both ways. We need full service in College Park during rush hour. If you made this temporary until Federal employs returned to work downtown, it would be more acceptable.
this will cause the need to make a connection from green to yellow
Could the turnback be Fort Totten instead of Mt. Vernon?
This would affect me as I travel on metro two days a week (round-trip) and make a connection to from the Yellow/Green line to Prince George's Plaza, so this would mean up to a 12 min delay in my train transfer. However, I would rather this option than some of the other options that would impact those who are financially less stable than I.

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
Taking the yellow line to/from Fort Totten is far more convenient and direct than switching at Gallery Place-Chinatown.
How would I get from Mt. Vernon Sq to Greenbelt
Not sure. I don't know how many people ride the green and yellow lines that far up the line.
Well I've never needed to go anywhere beyond fort totten yet. We'll just have to see.
Yellow line trains should go to Fort Totten. There are a lot of people who ride the stretch from Gallery Place to Fort Totten now. It's much more populated than it was a few years ago. Again, this is dependent on office versus remote working conditions.
Yellow train passenger in Virginia
I live in greenbelt it has been beneficial to have two lines operate at this station
Why not do a turnback at Fort Totten instead, the original end point, to include Shaw and U St and Columbia Heights? Seems more fair. But I guess if ridership for those three stops is that low, it might make sense.
This change does not effect me but so many riders will be sad.
Rarely use the yellow line.
This makes sense... putting more service where it is needed if there are other metrorail service cuts...
I use the yellow line from the Columbia heights metro 5 days a week
it was very convenient and reduce my travel time when the yellow line expanded.
Reliable and frequent Yellow Line service at the stations between Mount Vernon Square and Greenbelt is an *absolute* necessity for me and my family. Reductions in this line would be a major hassle.
WMATA needs to defund and remove its union. There is incredible amounts of waste in the corrupt and incompetent union contract. Metro should also consider eliminating 1/2 of all senior management positions, who have utterly failed in their job. Trains could be run even less than they are currently. METRO should be spending this time to fix its innumerable safety and performance issues.
No use linea amarilla . Es muy raro el uso de esa lí-nea en mi trayecto
I would probably take metro rail less, but I would not avoid it outright.
Some should go to Greenbelt during rush hour.
N/A
Make sure the pocket track at Mt. Vernon Square is well-maintained and inspected.
Again, you are disadvantaging people who live outside of a certain area. Transportation to Greenbelt is already limited, and removing service from ALL Yellow Line trains would exacerbate the problem.
The first green line train of the day always arrives to L'Enfant right before the first yellow line train of the day. The result is that YL passengers wanting to go beyond Mt. Vernon Square have to leave their YL train and wait an additional 15 minutes to board a green line train to go beyond Mt. Vernon Square.
What are people between Mt. Vernon Square and Greenbelt to do, especially as this cuts off airport access.? Better to have it run every 12 minutes on the full route
As with the red line, this would make people commutes difficult on top of having to wait 12 minutes for trains instead of 8 minutes. Let's not make commuters suffer.
Not sure if not providing service at Greenbelt will affect essential workers, low income families that need to provide for their families, if it affects them than I propose no.

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
Still may effect others FYI...
The stop at Mt. Vernon is incredibly inconvenient for those on stops between Shaw and Petworth stops. If trains only run every 12 minutes that means that users trying to access those stops are waiting 24 mins for a train.
Among the changes proposed, this is one of the less bad because more Yellow line trains could operate for Virginia commuters. And Maryland and DC riders would still have Green line service. They would just get lower frequency.
The Yellow Line to Greenbelt is very helpful and needed by me to get to Maryland
This is tolerable, but Ft. Totten would be a better option and help avoid losing intown riders to Lyft & Uber.
When I lived off the Green line- a yellow to Ft. Totten or Greenbelt was such a pleasant unicorn to come across.
It is unclear how often the green line would service the rest of North DC (Shaw through Fort Totten) and Fort Totten through Greenbelt. This should be yellow line to fort Totten because of the red line connection.
I often have to transfer at Fort Totten to reach destinations in PG County. The wait times before the Yellow line turnback was ended were unacceptable.
Provided there would still be green line trains going to Greenbelt station, I think this would be fine.
More trains, more often, and more available, especially during the pandemic. Keep people who have to use this public service safe.
I see no reason to cut the yellow line down to Mt. Vernon Square. Again, I don't have ridership statistics but if there's generally high ridership on the yellow line from Greenbelt to past Mt. Vernon square, I don't really get why you'd just cut service.
I depend on both the yellow and green lines.
Yellow line trains should operate as they did prior to July 2019. During peak hours, trains operate between Huntington and Mt Vernon Sq. During midday and evenings (Monday-Friday) and weekends, trains operate between Fort Totten and Huntington.
That would mean predominantly only VA service will be served with both green and yellow trains. Why should VA get that priority!?! It for ces people to get off the train and reboard if yellow line passengers are going further into DC or MD.
Needed Greeenbelt route
Concern that the families in Greenbelt are OK. Is ghrr set it ridership higher?
N/A
As stated earlier, if it was DuPont Circle or Georgetown this would be deemed unacceptable because of the class and color of the residents. This is not acceptable at all.
I am sure metro will operate shuttles to make up for this change but that shuttle will not be as fast as the train and will demand the customers make, in some cases, very hard choices regarding their primary transportation in order to arrive at destinations on time. This change will present a hardship.
I use the Fort Totten Metro frequently to get to and from the airport and not having to change trains is the main reason why. I would opt not to use the metro at all to get to the airport if I had to change trains.
I consistently ride the yellow from Huntington to Fort Totten station. It makes a big difference for me as I travel with me 2-year old using a stroller and transferring from train to train adds a layer of difficulty. However, I feel that by taking multiple trains I increase my level of exposure to Covid-19 for myself and my toddler.
METRO is FOS

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
I take the Yellow line but service will continue just fine for me. What happens to the people who live between Greenbelt and Mt. Vernon Square? Will they receive more buses or a shuttle?
Is there a turn-back option that more accurately reflects the current populations of rider-dense neighborhoods? Maybe something at or after Petworth? Turn-back at Mt Vernon leaves too many population-dense stations under served .
The green line runs tim greenbelt along essentially the same line so this makes sense
I rely on the Yellow line to get to DCA (Reagan Airport) for my semi-frequent trips, so I'd strongly prefer that this service is not drastically shortened.
Use the 3rd middle platform at national air to turn around the yellow line! Service at the two stations served only by yellow has decreased over 90%, so people can transfer here or at King St while the yellow line runs from Huntington to National Air.
Essential and front line workers continue to need service - even if they are not the multitude - they are the ESSENTIALS
It's not practical to go to Mt Vernon Square. Just go to the next hub at Fort Totten.
No me parece justo que lo corten y no llegue hasta Greenbelt porque somos muchos los que tomamos la lí-nea amarilla en PG Plaza o west hyatssville y si lo cortan no lo podrí-amos tomar más
I live in Old Town Alexandria, but rarely take the train past Mt. Vernon Square.
Why not implement all these proposals? Again, I would rather have service cuts than a bunch of jobless people.
As greenline rider, having yellow go to greenbelt was great
Rarely I use the Yellow line, because normally I would need the Green line for excursions to and from Prince George's Plaza and other related business. Why not leave the Green/Yellow service to and from Greenbelt? It is much more sensible.
As long as there is green line service to Greenbelt.
Trains will be to crowded if you do turnbacks.
I periodically need to be able to catch the green line train to Greenbelt on weekends
This is another hassle. Its faster for me to drive than use metro.
I live at Columbia heights metro station and this would prevent me from taking the yellow line. This would make my life impossible and cause extreme hardship as I could not get to the airport or to work.
See prior comments
They can transfer at Mount Vernon Square station
I live near Shaw station and work just near Pentagon station, so with the Yellow line going all the way north, I do not need to transfer trains. This proposal would require me to transfer trains on every single trip, greatly increasing the length of my commute and my exposure to COVID-19. If the Yellow Line must turn back, then I would request that it least go to Fort Totten station before turning back, instead of turning back at Mt. Vernon Square station, so that the Yellow line is still useful for reaching stops on the Red Line near Fort Totten station.
I travel to Greenbelt frequently but mostly on the Green Line but I occasionally use the yellow when something happens on the Green Line. I would be fine with this being temporary if Metro brings back the Yellow Line to Greenbelt afterwards.
La lí-nea verde sigue hasta más allá y uno puede transbordar el metro
With Green line servicing Greenbelt the Yellow service there really was not needed and there is ample allotted transfer time for rider from Huntington seeking to go to Greenbelt to exit the yellow and same side wait the green line to Greenbelt.
It would be acceptable if additional Green Line trains operated between Greenbelt and Mt. Vernon Square every day to bridge the gap.

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
I STRONGLY disagree with this. People living in the mt Vernon square to greenbelt section have gotten very used to 4 minute intervals during rush and crowds are considerably heavy during rush hours, especially from E01 <> E06. A 4 min wait to a 12 min wait will be disastrous. Each Green line train rail car be filled, breaking covid guidelines, and rush hour would look exactly like it did at pre covid levels before the YL extension. I URGE a YL line that would run to fort Totten during rush hours only, this will alleviate most of the crowding that will occur on the trunk line.
I rely solely on the yellow line. It killed me when I had to endure endings at Mt Vernon in 2019. Bringing this back in 2021 would kill a part of my soul.
Greenbelt is a hub for so many other means of transportation including buses that go out of state and the Marc train. If any station should have more service it would be the Greenbelt.
I think some Yellow Line trains should run to Greenbelt. Based on the 'Change in Rail Ridership' graphic, there has been less of a drop off in ridership at stations above Mt. Vernon Square (e.g. Columbia Heights, Fort Totten, West Hyattsville, Prince George's Plaza).
This is unacceptable, considering how the ridership has grown at Shaw/U Street/Columbia Heights/Georgia Ave. Why can't the trains turn back around at Fort Totten like they once did? I understand the reasoning for turning back at Mt Vernon Sq was due to a lack of pocket track at Fort Totten, but considering that WMATA is proposing not to have rush hour service, surely this will be possible.
guess this would Effect folks, and thats unfortunate
Just give fair access to every community to public transportation.
I will need help if I'm using the yellow line rails because I don't know what's off those stops.
Again, this proposal is both inequitable and unreasonable. First, areas around West Hyattsville and Prince George's Plaza have higher proportion of Latino and people of color residents, thus this proposal would disproportionally affect these populations. Second, both Stations have 2 of the 3 lowest ridership decreases (67% and 73% respectively) and in fact West Hyattsville has the lowest overall ridership decrease from all stations. So, I think it is unreasonable and unfair to implement a change that directly and only affects two of the stations that have had the lowest decreases in ridership. In conclusion, I strongly disagree with this proposal.
Again I believe this needs to be viewed through your data for the disabled community that might park at lots at the end of the system and need to get there. So again, prepositioning MetroAccess vans at the end of the line to acces lots so they can get to such lots should be considered based on your data.
I ride the Yellow Between Braddock and Gallery Place . This would work for me.
I honestly don't understand why you started this. It should go away full time. Absolutely pointless other than a better pitstop for the train operator.
Since Greenbelt is my main station, I will be sad to loose this service, but I assume this is a reasonable change based on usage levels.
This would be completely unacceptable to those living in the Greenbelt area, and likely discriminates against lower income people in the metro area.
I understand Metro's concerns with reducing overall operational costs. However, reducing service via turnbacks will discourage many potential riders. Especially while we are still in the Covid pandemic, potential riders must have the assurance that their trains will not be overly crowded.
I catch the yellow line to the green line going to Branch Avenue

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: ***All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.***
I was so happy when this turn back ended a year or so ago, because I would often have to wait for the green line north to get to work (via the hospital shuttle at Columbia Heights) with a prolonged wait time at the stationâ€"it seemed like no matter when I arrived it was always a yellow line arriving first and I always had to wait for green. That said, I understand why this would be a change made here. But please plan to bring back through service to Greenbelt as soon as possible.
Your a transit company that doesn't want to run trains?
I don't like have any line tweaked, so it would fit your bottom line. I said, leave things alone.
This is completely unacceptable! Shaw, U Street, and Columbia Heights are some of the densest neighborhoods in the region and home to lots of jobs and other key destinations. It would be devastating to only have service every 12-15 minutes. Please turn back Yellow Line trains at Fort Totten instead! (I think it's fine to turn back at Fort Totten and not Greenbelt... but please don't do Mt Vernon Sq.) If this change were to be implemented, I would probably stop riding Metrorail.
Why not going to Greenbelt? Some of my doctor's appt.'s are in the greenbelt area! Will there be shuttle buses to accommodate passenger's who need to travel in the direction of greenbelt and returning?
It going affect me I ride every day
I don't take yellow line; therefore, it wouldn't affect me
I use the Fort Totten station, and I believe trains are empty enough that running fewer trains will not endanger anyone's health.
The Yellow Line needs to go to Fort Totten. Period. You're selling us short if you lengthen all these intervals but don't reconnect the yellow up to the red at Fort Totten. That would help ease the strain to everyone in the Green/Yellow Line and Red Line circle.
If there is reliable service to Greenbelt then temporarily it may be doable but NOT permanently.
Even pre-pandemic I have thought the turnback at Mt. Vernon Square is ridiculous, as the station is not very far from Gallery Place-Chinatown and as such creates a bottleneck during rush hour. Pre-pandemic many people travel to stations in heavily residential neighborhoods like Shaw, U Street, Columbia Heights, and Petworth, and the current higher ridership numbers at stations like Columbia Heights, Petworth, and Ft. Totten demonstrate yellow line service at these stations would still be justified rather than having such trains turn back and carry fewer passengers to stations were ridership numbers are much lower. A better idea would be a turnback at Ft. Totten, although even these feels unfair to those trying to get to one station farther at West Hyattsville, which has the lowest ridership changes percentage in the entire system based as cited by WMATA.
es decir, mientras que yo pueda contar con la lí-nea verde para llevarme hasta el fin.
By what logic is punishing the few customers you have with less service and more dangerous crowding going to help your cause?
You are alienating the core metro users who live outside the city due to gentrification and now cutting the lifeline to their jobs is unacceptable. Metro is our last option and some or most users it may be their only option. Please do not cut this important artery to the city's economic lifeline. Greenbelt and Virgina riders will be impacted gravely.
This was the initial service pattern. As long as ridership remains reduced it probably won't affect many people. Again, must guarantee additional trains/reduced headways, then restoration of thru service when ridership increases and challenges/prevents adequate passenger distancing.
Forcing customers coming from VA would have to transfer, plus this would delay Green line trains heading towards Greenbelt station.
The other stations can still be serviced by the Green Line.
Travelling to DCA would require a change (If boarding on the Shaw-Greenbelt stretch) and thus it will extend travel times

Comments on Metrorail Proposal about Turnbacks on the Yellow Line: *All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.*
while this change wouldn't have an impact on my trips it could pose issues for travels from VA
I do not like the proposal cuz I want to see both green and yellow line my destinations in College Park and Prince Georges plaza.
Yellow lines should go to U street.

Comments - Metrorail Proposal about Turnbacks on the Yellow Line	
Original comment in Spanish	**English translation**
No use linea amarilla . Es muy raro el uso de esa lí-nea en mi trayecto	I don't use the yellow line. It's very uncommon to use that line on my route
No me parece justo que lo corten y no llegue hasta Greenbelt porque somos muchos los que tomamos la lí-nea amarilla en PG Plaza o west hyatssville y si lo cortan no lo podrí-amos tomar más	It doesn't seem fair to me to cut it and not go to Greenbelt, because a lot of us take the yellow line at PG Plaza or West Hyattsville and if they cut it we wouldn't be able to take it anymore
La lí-nea verde sigue hasta más allá y uno puede transbordar el metro	The green line goes further and you can transfer to the metro
es decir, mientras que yo pueda contar con la lí-nea verde para llevarme hasta el fin.	So, I can count on the green line to take me to the end.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
Many of my neighbors work second shift jobs and require trains later than 9 PM.
Very important since maintenance is so critical and metro funds need to be spent wisely.
Well for night workers like me meaning getting out between 10-11 it affects me by not having transportation and having to pay for either cab or walk longer distance for buses
Very disruptive
This would mean I could take metro TO my job, but I would have to figure an alternative, an expensive alternative, to get back home FROM my job. One I can't afford right now.
9 pm during the week is still quite early. Perhaps a compromise could be 10:00.
there should every day 5 am to 2 am the service
For a major city, this early close time seems very early. There must be many people who work evenings or nights and use Metrorail for their transportation. It just seems to be too early!
This doesn't directly affect me, but it would affect service workers and essential workers in the region.
This is terrible for service workers who have to get home late at night
Some of us get stuck at work late, closing at nine would screw me over
Weekday closures at 9pm would affect me commuting. Needs to be 11pm every day of the week. The service frequency adjustments won't affect me, but this reduction in service hours will.
That's just nuts. Why not just shut it down entirely?
As long as these measures are only temporary, I think this is acceptable. But once the pandemic is over and things hopefully return to normal, service on Sunday through Thursday should be extended later.
Do not reduce service at all on bus or train.
You are directly Impacting the poorest members of our community
I need the later train service to get home from work.
I won't be able to return home from work if the Metrorail closes at 9. There are no accesible bus routes for my commute, all of them have multiple transfers and double my commute time.
this would greatly affect staff at our business.
sometimes i need to work late, past 9, and there isn't another convenient way to get home other than the metro if working that late
Healthcare professionals
This would affect essential workers who have to work later hours
With no nightlife to speak of in DC, this is fine.
People need service after 9:00 pm on weekdays especially if they work overnight hours
I like to ride a bus
Huge impacts with closing early, especially to the service industry. Should be open until at least 12am every day (understanding earlier time now due to COVID-19 restrictions)

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
9pm is too early. maybe 10pm
How are service workers who depend on Metro supposed to get home if they do not have access to a car?
Having Metrorail service end at 11 PM is not sustainable. The traditional midnight closing time needs to be restored ASAP.
The WMATA already closes way earlier than most city public transportation. I cannot imagine working late and being able to get home should the hours be further reduced.
Provide later service for those working the night shift.
Please do not change Metrorail hours!!! I would prefer increased time between trains over reduced hours. This would extremely negatively impact me.
See response to question #1.
Change closing time to around 10:30 as people need to get around beyond 9. It'll be a huge blow.
This would be great. Less noise from nearby trains.
Weekday early closure is fine. Early weekend closures are not beneficial to the city or its residents.
Closing at 9pm makes the system effectively a first-shift commuter rail; late shift workers can no longer use the system during the work week.
The essential workers we rely on during the pandemic should not be neglected; many of them rely on the late-night service.
Closing metro at 9pm is unacceptable. You can increase headways to 20 or 25 minutes to reduce costs but it is shameful that the public transit system of the capital of the US would close at 9pm.
Many ppl work at jobs that go past 9 especially in the service industry where you have to clean after you close. Please don't do that.
This would critically harm shift workers who rely on metro to get to and from work.
Closure at 9PM is just too early. I could live with all the other proposals.
This is really early for dinner shifts. Sometimes I need to Uber home; anytime I can make the train by 10 is appreciated.
This is completely unacceptable for al of the industry service people who need a ride home for work
Recommend this option
This would make the problem so much worse. You could no longer go downtown for dinner or a show, a sporting event, anything. Last train would be at 8pm near the end of the lines, which is AWFUL.
It would make navigating system harder
Wow - this one would be insane. Imagine trying to get home after a Capitals game - what a complete and utter nightmare. I don't really care about the weekend hours by 9pm on a week night would be extremely limiting.
I work at a restaurant, so I won't be able to make in time for the last train.
Like so many people that use metro, I work later hours and rely on weekday service to get home from work after 9pm. That is unreasonably way too early to close.
This is outrageous and will severely impact the ability of working people without cars to get home from work
I commute to work during weekdays and if I have to run the risk of not getting home from my shifts I won't take metro and you'll lose the riders you do have.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
9pm is too early.
Late metro hours feel important to maintain to me
I work late at a restaurant, this would cost me a lot of money in ubers since I don't feel safe waiting in Farragut square for the L2 at midnight
Sometimes I go out on the weekends or get stuck at work late and I would need to take Uber or Lyft home which is a lot more expensive since there is no more Lyft line or Uber pool now.
I think weekend days all trains should stop at 11pm because most people work until that time. On weekends trains should be 8 or 9am to 10pm. Some people work on weekends and train only way get home.
People without vehicles who work late hours would be stranded with no way to get home safely.
We get off work at 11pm
I work past 9, so I could no longer use metro at all. Please don't do this option.
I get off of work at 9pm and would have no way home.
Perfect, then I can get out of work early
Based on the previous options, I think cutting the service hours to 9pm would be preferable to cutting service to trains every 12 minutes, all things being equal
I frequently work past 9pm. 10pm would be tough but I could probably work around it.
metro is unsafe late at night so I already uber as standard practice
I would rather the time between trains get longer rather than closing at 9pm.
It would make it harder to get home in the event I have to work overtime or run errands elsewhere in DC.
For those that work after 9 it would be hard
I often have to work after 9 pm on weeknights and the service cuts would great impact my ability to commute home on those nights. It would cause me large amounts of stress to find alternate transportation at night.
This is dangerous for women who may rely on the metro; they may be forced to use buses or ride-hailing services.
Many plays and concerts end then. Would be better to keep off Fri/Sat/Sun this change.
This regularly left me stranded somewhere when it was enacted in Phase 1. Now that I have to use it for work again (and my work is doing AM/PM shifts), it's going to make it impossible for me to use the metro to go to a PM shift at work.
Since I am on the pm shift, I get off work often times past 9 pm. As some one with reduced hours it would be very expensive to have to uber home. Please don't close at 9
9 pm is way too early to close. Even 11 is too early but it's manageable.
This is tough. I'd known to be a temp solution, backed up with data shared with public, ok
Event and entertainment venues will be killed by this, more so than they already have been. Late night service is critical to getting the area reopened and helping these businesses survive.
I depend on metro rail when I leave work at 10pm. Taking a bus isn't an option for me.
My parents need late night service (after 9 pm)

Comments on Metrorail Proposal about changes to Metrorail service hours: *The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.*
I have often have to work late and metro is my only way home- even pushing back to 10 pm would be more ideal.
This makes it impossible for anyone to go home from their jobs late at night or go out to restaurants and bars. Would kill city businesses
Metro hours can be limited and its extremely hard to find public transport past 8pm in this city, limiting it further only incentivises people to use Uber and Lyft.
12 midnight people are getting off of work at 12midnight
This change would most negatively affect low income riders who rely on metro to get to/from work in the late evening.
Absolutely not. This is the worst of the proposed options.
I don't use the metro late often, but when I do it's been so much more convenient than the alternatives (mainly ride sharing that would take twice as long) that I would be unhappy with an earlier shutdown. Perhaps you could increase fares during this time instead to compensate for less frequent use?
I would do this only as last resort
This would gravely impact late night workers. We need to retain service, even if slowed.
I believe the later hours are better for business!
Should be 11. Maybe except for sunday
This has the potential to greatly impact the workforce that has already been greatly impacted. I understand there may be only a handfull of riders at this time, but I'd happily wait 15-20 minutes for a train rather than risk essential workers not being able to get home from work.
I work and need the train past 9p.m
Due to my work, I sometimes need a train later than 9pm
Reduce from 8 cars per train to 6..
some of us work late - this sucks
not riding trains now
My job closes at 10 PM. I would not get out till 10:30 or 10:45 most nights. This would make me Uber 4 nights of the week from DC to PG Plaza that Uber is usually 20-30 dollars
This could be inconvenient sometimes but I can adapt even if it's long-term or permanent.
this would make metro almost useable
As business are opening back up, this change causes regression on any progress made to date.
Closing at 9pm on a weekday would be too early for me and I'm sure many other workers.
I am concerned about the impact this may have on local restaurants given that many have already closed due to the pandemic.
TOO EARLY
We work shift work.
Not only is this unacceptable, this question lies about what the 'instead of' is
9pm is too early - I would be ok with a 10pm closure though.

Comments on Metrorail Proposal about changes to Metrorail service hours: *The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.*
This would mean I could take metro TO my job, but I would have to figure an alternative, an expensive alternative, to get back home FROM my job. One I can't afford right now.
You do this as well and you'll lose a 10 year customer as well
This strands people who work swing shift.
This means the last train is running sometime before 9 PM. Absolutely too early!
This would make getting around the city much, much harder, and put more cars on the road. That's not only frustrating for drivers, but dangerous to pedestrians and cyclists.
I work till 10pm most week nights
This is a terrible proposal. I and many others have to work late. How are we supposed to get home? Please do not close that early!!!
I often work late nights. If this continues, I will have to stop taking metro at all.
This change would severely affect anyone who needs to work late at their job on weeknights, as well as local businesses that may rely on later traffic. This would not be acceptable.
Might as well shut it down completely.
The train should not close at 9 PM. I spend beyond to much money in Uber and Lyft when y'all close at 9 the first time.
Need later night service to keep restaurants and nightlife alive and to serve workers
Many grocery workers, and other service workers, work later than 9 pm. Lower paid workers are less likely to have cars and thus need public transit.
I work until late night this would be very inconvenient
Closing earlier makes a lot of sense, d9 it now
Totally unacceptable. I work for the Washington Nationals and DC United on game days. I live in Reston VA. I have NO OTHER WAY TO GET TO & FROM WORK. Without Metro Silver Line service I would have to quit my job and go on welfare !!!
I often work late and rely on the train to commute between Rockville and Columbia Heights daily. I chose to move to the DMV and chose my specific house based on that accessibility.
This would kill the restaurant industry. This is stupid, and whoever thought of this should be forced to retire.
You can't have a viable mass transit system in a major metropolitan area that shuts down at 9 pm.
9 PM is too early, especially if I am traveling back from somewhere.
That is unacceptable and completely insensitive to the schedules of truly â€œessentialâ€workers.
A lot of people rely on public transportation to get to and from their late night jobs. This change wouldn't affect me but I know it would affect those people
I would no longer be able to take metro home. Late service is vital, and it would be a complete mistake to eliminate this service. On the contrary, metro should expand hours to gain more customers who can actually rely on the system.
Trains should be 24 hours.
Would impact attending nighttime events in DC. 9pm closure is too early.
It limits the availability of Metro to shop, to have evening life, and especially for late night workers.

Comments on Metrorail Proposal about changes to Metrorail service hours: *The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.*
I guess it depends on how you feel about impaired driving...
This early closure would result in me not being able to take Metro anymore.
The train should be open to 11pm on weekdays to allow flexibility for commuters
The hours are already an annoyance (many other major cities provide later hours). This would pose an issue and i would opt to not ride given the frequency of times i ride between 8-10pm
too early
My work place closes at 9pm this makes it extremely difficult for me to get home when you close the metro before 9pm. I would have to take two buses home instead, and with bus service being really unreliable it can take me 2-3 hours just to get home from work.
Most essential workers work late until 10-11pm and it would greatly affect us, making it extremely harder for us to get home. Our pay have been affected and reduced tremendously. Taking an Uber home everyday would be very expensive. Please think of the essential workers.
9 PM during the week is unacceptable to try to go to an event or restaurant after work and try to get home via Metro. If it is for a temporary period while I'm still working from home and not going into the office or downtown that'd be fine.
Would change my commute to work and add much longer commute times. I work past 9PM and rely on the Metrorail
I sometimes work late hours and I would be difficult to get home if it ends at 9 PM.
This would significantly affect me, as sometimes I have to stay in the office after 9pm
Not acceptable when sporting events return
This change is not acceptable. Many, many people work closing shifts and don't get off work before 9pm. We need transit rail service that runs until 11pm at the earliest.
These closure times are too early. Please compromise.
People that work night shifts need the later hours.
9pm is not acveptable, what if i am working late and not getting off until 10pm i miss th train and cannot afford to Uber or Lyft
As long as its a temporary change. When things get back to normal, this would be harmful.
I get out of work past 9 PM everyday and this would affect me as I work in downtown DC and live in PG MD a 20 Minute Uber that would cost about 100 extra in Ubers without surcharge and on a good day
Please consider those of us that are essential workers who still have jobs that do not close. No one is providing anything extra to us as far as transportation goes and metro is many peoples only means of transportation to and from work.
While this does not affect me personally, it seems like a hardship on folks who work later shifts.
Concerned about potential impacts on essential workers, even if there aren't a lot of them riding in those hours
Though this doesn't affect my commute, I'm concerned that it would make many people's commutes impossible to complete via Metro.
I would like the services to be at least until 11 pm on all weekdays when the city plans to go back to 100% capacity at workplaces.
I am concerned about the potential increase in drunk driving if this change occurred.
Oh great. So people can get drunk and drive because you can't staff past 9 pm.
Metro needs to be available for major events such as hockey games, baseball games, concerts, etc.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
Sometimes I have closing shifts at work until 10pm
The Metrorail closing at 9 would routinely strand me at work during winter hours when biking or alternate means of transit are unavailable. Such a change would eliminate me as a Metrorail customer.
9 pm is early for us to get home after work
9 PM is simply too early and would have devastating effects on late night commuters. Extend train arrival times but keep the current standard of 11 PM.
9:00 is too early. Maybe 10:00 could be a compromise.
This would be really bad for people leaving jobs at restaurants who have no other way of getting home.
Ain't nobody need to be travelin' in & out the city that late! We can't be congregatin' anyhow.
This is significantly earlier and would require me to depend on Uber.
I only currently take Metrorail to travel for work 1-2 times per week, so a 9pm closure would not affect me, but it might have a measurable impact on service workers with later shifts.
people would need to rely on metro after 9 pm
Closing at 9pm is acceptable.
Do not punish people for working late!
I take metro late at night, this would really affect my means of transportation to and from work.
Unacceptable. Many people depend on metro to go back home after work and they would be terribly affected by the proposed change.
11pm is already too early - a real city's public transportation system runs nearly 24/7. While cities like London are striving for 24/7 coverage, it is appalling that DC would consider reducing service to end at 9pm. Coverage should be extended, especially as bars and restaurants start to re-open. I would recommend an extension to 2am every day.
I work in food service. This is unacceptable.
Bars and residents rely on staff that can get to and from the metro at later hours . It should not close earlier than 11pm on weeeknds and 10pm all over says
This is an absurd proposal! 9pm! Late nights at the office would become quite costly. Who wants to live and work in a city that can't provide public transit? Furthermore, the 11pm on the weekends is already absurd.
I am a disabled person who relies on public transportation and frequently cannot access wheelchair accessible cabs or Ubers, especially. It is highly offensive to me that I, in effect, would be forced to have a 9 PM curfew on the weekdays, which means I would have to leave wherever I was even earlier than 9.
There's no where to go anyway
I often take the train late, and having the last train depart before 9pm would be a huge inconvenience
I would not have a way home from work.
This is too early and kills later night events. This is absolutely unacceptable.
Public transportation should be available during evenings

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
If bus service is available this will be understandable
People need it, especially workers who work nonstandard shifts.
How am I supposed to get home from work. If you reduce hours get hours cut at work and wouldn't be able to work
So much for ever getting 'back to good' huh? This whole budget is a farce. No one asks the highway systems to turn a profit. Stop playing political games with our lives.
I currently take one trip a week on Metro. That trip ends after 9pm. Can I manage? Yes, but I would have to reschedule multiple things to accommodate it and it would affect others. The other people I see on that trip are almost all black and from their clothing they are NOT going to bars. Late evening service is important to me, and vital to others. Historically, when Metro has cut hours it has been years before they were restored. And this is when I need Metro. I am aware I'm only one person, but you said no rider is more important than any other whilst continuing a pattern of prioritizing early morning over late night that has lasted for years. I don't trust that this change would be temporary, and it appears temporary is at least six months, which starts getting into medium term. My final point on this: If this continues as the city starts to recover, the impact on restaurants and other businesses in DC would be substantial and likely fatal. Increased headway is something the regional economy can survive. Reduced hours to this point are, in my opinion, not. I don't mind waiting for a train. I do mind when the train is not there. (No, I cannot use buses, esp. at current levels, as a reasonable alternative. I looked).
ED physician at WHC and my shifts are around the clock at different times.
I think that WMATA should work with bug venues downtown to provide service outside of the proposed hours when large events resume/are scheduled.
Alot of people work downtown at night that live on the Maryland and Virginia outskirts and this will distractedly people who close downtown D.C.
My husband will hopefully her returning to work soon. He works at a movie theater which closes late in the evening. He already has to Uber home from Shaw to Alexandria about once a week when he closes the theater after 11, which can be costly. If he has to Uber home every day we will have financial difficulty, particularly following his 6 months of unemployment.
Inconvenient for me, but may cause issue with other people's work schedules
I only take metro during the day.
I work until at least 9 PM every weeknight, and Metrorail is my only way home. Without the extended hours, I would need to walk Over an hour to get home after standing for 8.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
There are many industries that rely heavily on the train when bus service is scarce.
As a hospitality worker I depend on the Metro to get to and from work. For far too long we have been forgotten by Metro. Reduce late night service but don't cut it
Usarlo sÃ¡bado y domingo, luego de 11 pm es un lujo. Estamos en un virus. Quien desee salir a fiestar que use su carro. Es mÃ¡s razonable que cierre 9pm todos los dÃ-as pero circule mas durante el dua
Early closure on weekdays means I won't use Metrorail for evening dinners or theater (hopefully) in DC. Will impact travel and economy.
Weekend trains should run till 1am and weekdays close at 9pm
It probably won't affect me, but I think a time of 10 PM would be more reasonable as it would impact dining for many.
This would mostly affect workers who work late shifts in DC and commute out to the suburbs - mostly service industry who are likely to not own a car. Please don't close metro earlier.
This is honestly unacceptable. If you went to this model, even temporary, WMATA would more than likely permanently lose people that rely on the service to other modes of transportation. It could cause people to lose jobs that they can no longer travel to later at night and potentially cause businesses to lose significant amounts of traffic.
9PM seems too early, a lot of people rely on it for transportation to and from work. Now that it is getting dark out earlier, it is more important for people to have a safe system for transportation.
People work thur all times of hours and closing at 9 would put a limit on a lot night shift jobs 11pm would be more acceptable
Some of we still working until 11pm ion weekdays and its realy going to be hard for us to get home
This change is fine as a temporary solution, but long term early closures will lead to more people traveling by vehicle, leading to more congestion and pollution in the city.
People who work late hours and people who do NOT have cars or alternate transportation would be affected.
Is this all based on data collection from card swiping at entry and exit points? I worry the impact on people who work late shifts and whether that means they're paycheck to paycheck and need help.
We use metro to go into downtown for sporting events, concerts, etc. Metro should continue to be used for safe travel. In fact 11p has been disappointing considering we are a world class city with a curfew that unnecessarily puts more cars on the road.
It should go until 2 AM. I know about the setbacks but cutting the time that far back won't help anyone who relies on Metro like myself. I get off at 10 PM and this won't help me or anyone else who works late.
I work evenings Sunday through Friday. Metro is my safest option for getting home, and really my only option aside from rideshares, which are outside my budget.
Why not close at 9pm every night?
Please consider keeping closing time at 11pm, or even 10pm, nightly (or at least Mon-Sat). I work in Reston where the last train leaves 45 minutes before closing and this impacts me when I have evening commitments. This is a priority for me. 9pm is too early.
I think 1030 pm is good, but 9pm is not good. Graduate students get out of class at Howard University at 9pm, many of us living on the green&yellow line. We use the metro to get home.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
I guess you want to change to 11 p.m. because while rains like silver and orange can run until 11 p.m. trains will be closed
9pm is fairly early, particularly if you go out to eat or to an event somewhere around the city. However, under the circumstances it is completely understandable and those occasions can be supplemented with ride-share programs or other options.
This seems like it could be a hardship for essential workers.
Having such short hours is very limiting and very inconvenient.
I can manage this change if it's only for like a month or 2. Every Tuesday night I take the metro home after 9:00pm. Ubering home every Tuesday would be extremely costly after a while.
I only occasionally use Metro at night. This change would affect those evening trips into DC for dining or entertainment.
9:30 or 10:00 pm would be more reasonable
My job often ends after 10:30pm on week days. I don't have a car and I rely on the metro to get home. If the metro closed at 9pm, I would have to spend $30-40 on a ride share service to get home, which would significantly cut into my income.
No that would hurt alot of people who are working.
Essential workers depend on Metro during the week. Weekenders staying out late can find other ways of getting around. Don't prioritize the weekend nights over the weeknights
I am an on call employee. This change would give encouragement to get a car instead of relying on metro during off hours.
Would prefer 11 pm closing for 7 days a week.
I believe peak/commuter service M-F is the critical piece to preserve as much as possible. People need to commute to work.
9pm is too early for a major city! If this is temporary during Covid, that's understandable. If it is more of a permanent change, it is unacceptable. Additionally, there are workers in evening or night shifts who need MetroRail.
I work in rosslyn and i be getting off around 10pm i always take the metro back to Huntington and this Service change will make me work less hours just to catch the train I do not like this proposal closing Metrorail at 9 PM it should stay at least until 11 PM
I'm not usually on the trains at night. They are NOT SAFE, especially the Green line.
People work later than 9pm. Trains should stay open until 11pm or later, and just run every 20-30 minutes
I am concerned for the workers who rely on Metrorail to reach third shift jobs.
This would render the system useless for anyone working outside a normal commuter schedule and would decimate ridership outside of commuter hours.
People work late hours and need more service late nights
I don't have a car, though I do bike into the district a lot. Especially as the temperatures drop there needs to be a way for me to get home when I am in the district later.
i work later than 9 every single weeknight
Late at night I would typically take alternative transportation
9pm is incredibly early. I would rather see cuts elsewhere to save a later end time.

Comments on Metrorail Proposal about changes to Metrorail service hours: ***The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.***
In the long run, this is a terrible idea for a major US city. Frequency and reliability are what create ridership. Preventing drunk driving is another important factor for later service.
I would greatly prefer to take metro instead of driving into the city
Again understandable at rider levels during the pandemic but not acceptable for the transit system in the nation's capital during normal times.
I recommend closing the Metrorail system at 10 pm Sunday through Thursday instead of the proposed 9 pm. This would allow public and private-sector employees, commuter university students, and other people to accomplish more with another hour of time on their hands.
Will affect overtime possibilities.
If cuts must be made, we suggest 10pm all days to account for retail/restaurant shift workers needing to get home.
If temporary, and depending on the phase of reopening DC is in. If restaurants, theaters, etc. open, then Metro should stay open later to accommodate increased numbers of people going out.
No. You can reduce the frequency of the trains, but you have to keep them running. 9pm is too early. 11pm is also too early.
I like having the option to ride metro to meet friends, go out to dinner, etc. on wekeends
Most heavily impacts restaurant workers who are providing services during this pandemic. Need data to confirm that this would not overly impact the most vulnerable, i.e. people who rely wholly on Metro to get to and from work
Many city businesses are still open at 9 pm or later: the workers and customers at those businesses still need to be able to access public transit after 9 pm, particularly those who do not have other transportation options readily available.
Metrorail should remain accessible to riders who are working later shifts during the work week. Lowered Friday and Saturday closure times should be assessed over week day closure, based on lack on patronage to local bars/restaurants due to social distancing in the late weekend hours.
This closure time is too early during week days. It is only saving 10 trips per line directions. Metro should consider closing at 10pm instead which would cover most people.
Doesn't make sense to run additional trains until there is a widespread adoption of a vaccine
This is hardest on the people who most need the metro right - those who cannot afford cars to get to service jobs, many of which are open way past 9. Don't do this.
This would reduce options for so many people who do not work standard 9-5 jobs and do not have alternate forms of transportation.
So far, I have not used Metrorail after 9, so this service change would not effect me.
Late night service is essential to me.
Many people, especially those in the service industry rely on late night service to get home from work.
Many people who rely on metro are out or working into the late evenings. Closing by 9pm would be a great disservice to customers.
I am not currently taking public transportation and even when/if I resume, the change would not affect me but weekday 9pm closure is pretty early in the evening to close; especially for those working until 10pm or so in the service industry.
As someone who used to work late and often caught the last train home, reducing nighttime hours is not acceptable, even if ridership is low.
I work in a scientific environments where work often extends into the evening hours. I would miss the train many times if you close at 9 pm. This already happened to me when you closed at 9 pm every day earlier this year. 10:30 pm (Sunday through Thursday) would be a good compromise.

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9pm closure on weekdays while the pandemic still rages, sure. But would also basically make Metrorail functionally useless for anyone wanting to grab dinner, go to an appointment, a show on a weeknight. I personally would just automatically use Uber or a cab and would not consider taking Metrorail except directly to and from my office in this proposal
Midnight is already really early to shut down.
This change does not affect me I use the train around 7 am and 7 pm
The change won't affect me, as I rarely use Metrorail past 9:00 pm. However, this will be quite burdensome for many and I think the system should remain open late, even if the trains run less frequently.
It already closes too early. I believe metro sound STOP CONSTRUCTION ON THE VA Office in Alexandria.
Not the best cut given that the users who are on at these hours rely on the metro, unless there is matching bus service in its place.
You would push revenue to uber and lyft.
I do not trust Metro to ensure this is temporary. Service hours have been radically reduced in the past decade, to well below even other 2-track systems in the US and worldwide, and even before the pandemic there was no indication that Metro had any plans to restore those hours.
A lot of people that work late depend on public transportation.
I typically fly into DCA on an evening flight landing between 9-10 PM. Would prefer the lines stay open to 10:00, or at least examine DCA operations and when the last evening flight arrives.
This would effect my evening commute if I dont get off until 10pm, I would not have a way from work to home.
Thinking in people working until 9 pm, maybe trains should be tuning with 20 min until 10:30 pm
this was make it very again to get home after work at 11pm or getting to work by 11pm
Way too early
This would affect too many people who depend on metro to get to work and back. While it would not affect me, if temporary, others would be
As stated earlier, I may need to drive my car or find another way to work sometimes. But the metro being open 7 days per week is more ideal than other potential scenarios.
For such a large metropolitan area, closing this early is unacceptable.
We use the metro to travel to events that often end after 9:30 pm. If we weren't able to metro home from these events, we'd likely drive to events instead of using public transportation.
9 is very early. What if you work late and go out to dinner. If you go to a theatre or ballgame you would be stranded. This is unacceptable.
When I take the metro, it is normally to get home from night class, and I take the train at 10pm. The other times I take it are when drinking alcohol. I would worry about the levels of drunk driving/those who can't afford ubers
If I am downtown for any reason, I could not stay late past 8pm
No alternative given for services needed by those that rely on metrorail for service after 9PM to travel from work to home.
I come back from the airport mostly thru metro, that's really the only time I use it, so late night service is REALLY important to me
Not affect me personally but worry about employed people who work late, etc.
My employees take the metro to and from their jobs. Oftentimes they do not finish work until 8:30-9:00. They would have no way to get home.

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This makes it difficult for those who work late and also for those with disabilities
I would reduce this further.
Though this change in service does not affect me personally, I would be concerned about people who work late shifts or overnight shifts that rely on public transportation to get to/from work. I think this may disproportionately affect them and they may be the ones that are most affected by COVID to begin with.
I am attending an evening program at a university, but right now it is virtual due to COVID. This proposed changed to the service hours would affect me if the evening program moves back to campus while the Metro closes at 9 pm.
I probably won't go into the district during the week to a restaurant or event if I cannot take metro after 9 pm
I would be forced to pay for ride sharing services at night to get home from work, costing me more money I do not have
Si hacen el cambio, yo perderia mi trabajo y estaria desempleado, junto a muchos companeros, usamso el metro para ir a trabajar y regersar en las noche a casa, si cierran a las 9 no podrianmso trabajar, seri amuy caro volver a casa en taxi.
I believe 9pm is too early. Oftentimes I, and my employees, don't conclude our work until at or after 9pm. This is not supportive of employees that work in the District but live outside of it at all. 11pm is reasonable (probably still too early for folks that are out socializing, but appropriate for workforces that aren't hospitality based.)
Earlier closings would discourage people from seeking public transportation in the evenings. Instead, consider reducing service for these late hours.
Please provide later service for those who work the night shift.
Night time workers need public transport (Not me, but thinking of others)
I work evenings and commute via metro to and from my job. Sometimes I don't get off of work until 8:00pm and I may not get to a train station until 8:30. If the metro closes at 9 I may not make the last trains and will essentially be stranded.
There are people who get off late and that would cause more stress on them trying to find alternatives to get home
Changing the frequency of trains and buses is much easier to deal with than closing early or opening late - one is a question of inconvenience, the other could totally change the ability to move about the city without getting stranded.
9pm is too early to close.
Don't close early--what about people who work and need train service. We don't need later hours on Friday and Saturday to accommodate people going out but rather we need service for working people.
This change would hurt more than the others if extended long term.
During these pandemic times, I care more about Metro trains being cleaned regularly and effectively than about the schedule. I rode the metro in September 2020 for the first time in 6 months and was deeply disappointed by how dirty and smelly the train was despite there being so few riders. Clean your cars if you want people to pay to ride them.
If you're only running 4 trains an hour, please do not close earlier. It makes no sense and traps people.
Many flights arrive at the airport after 9 and they should have access to metrorail.
Do you really want more drunk drivers on the road? This is irresponsible and will cause needless accidents, injuries, and deaths
Quite often a 9-5 job can run late, especially if you have errands to run after work or grab dinner, closing at 9 is ridiculous

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Yes, in agreement with this solution. Good way to save money.
We are responding on behalf of the Parking and Transportation Department at George Mason University. This option would impact anyone working or taking classes in the evening anywhere in the WMATA service area. As both a large employer (6000) and a large student community (37,000), Mason's work and learning day extends well beyond 9pm. We have classes until 10pm and other facilities are open later. Our Fairfax campus is about a 20-30 minute bus ride from the nearest Metro stop at Vienna and our Arlington Campus is about a 5-10 minute walk to the nearest Metro stop at Virginia Square. It is extremely important that Metro's hours of service are not cut. While it would be inconvenient for people to have to wait longer for a train or bus, having one available for all workers and students in the region is key. There is a large contingent of people who work and learn in the evening. They need to be able to get home.
This will limit my ability to attend late classes.
Service thru 11PM is appropriate
Muchos que usamos el metro salimos de trabajar a las 10 o 10 y media pienso si nos afectaria mucho
This change will make it so that people don't want to go out for fear of not being able to get home if they don't make the last train. This could cause riders to not want to take the metro and hurt ridership even more.
What happens to the folks (mainly those struggling or working poor) who depend on this very service and likely have working hours beyond 9 pm? I hear so much about cuts on one end, and then take care of those in need on the other end. This proposal is not taking care of the other end.
Washington DC is a global city. To have cut rate service is a shame. If Metro needs to do this I'd rather shut the whole system down.
This is a great idea. Limiting the service to cover peak hours so that people going to work are least affected. With current and pending job losses, it is essential to provide service for people getting to work.
I don't ride the trains at night, especially the Green line which is NOT SAFE!
I work till 10:30pm on Sunday so that last train is very crucial to my commute
Could you please at least have the trains run until 11 pm every night would be more acceptable because 9 pm is too early, unless metro provide a late night bus service that overlaps the rail service.
This change I think would really impact low-wage workers and could lead to further large service declines. I bet many people taking Metrorail now are using it for leisure trips and cutting hours would destroy that.
See previous comment - impossible to attend an evening sporting event or performance - music, theater, etc.
Many of the hours we are keeping are changing, but no service industry job ends before 9 pm to be honest. Restaurants and bars are struggling enough right now, we don't need additional constraints in finding people to work.
That's extraordinarily early.
11:00 pm vital for workers. As the economy comes back Metro must serve workers.
If the bus still runs late i can manage
Inconvenient when out even slightly late.
Sunday closures at 9 p.m. are hard on travelers.
If the last metro trip left at 9pm from it's beginning destination this would be acceptable but from previous experience that is not the case-- it actually ends up being that the last metro in downtown DC is around 8:15 because it has to get to it's final destination by 9pm

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Completely unacceptable...too many workers rely on Metrorail to go and come from work.
This completely screws over lower income people who don't have cars and can't afford cars but who need to be places for work or other purposes after 9:00 PM.
I hope this would be until midnight on weekends instead.
Get serious. We need MUCH LATER hours when night life returns. But for 2020 this is OK
This is not good for restaurant workers, etc who need income and rely on train for transportation to work
This would mean I couldn't use metro. I can't be sure I'll be off work and in a train by 8:50. That means I could be stranded or trying to get an Uber. I'd rather stick with work at home and not take my offices offer to come into the office. Even though I want to.
This is not fair to service workers attempting to stay employed.
Stations should return to closure at 1 AM or Midnight as applicable.
The people riding Metrorail later are workers who can't get home otherwise, or people who choose not to drink and drive. This change would hurt both public safety and those unable to find an alternative other than reduced hours/wages or unemployment.
This one does not personally affect me, but I could see how this could affect other's that rely on the metro (i.e. returning from work).
I still say on Friday's and Sunday it should close at 1 or 2 am . Even midnight would be acceptable
workers who rely on merto need to have access as late as possible
This is impossible for second shift workers
This is the absolute worst part of the proposal. There are things that happen in downtown DC in the 7-9pm block and this essentially cuts off any ability to attend such an event. If this change is permanent even after the end of the pandemic, it essentially makes the system useless to me, as well as anyone who works non-standard hours. A solution could be to run replacement shuttles using articulated buses as a normal MetroBus route, e.g. have a 'Red' MetroBus line that follows the MetroRail Red line and stops only at replacement shuttle stops during the hours of 9 pm-midnight (or later).
As someone in the restaurant industry who has been gravely affected by this pandemic those changes would mean I'd have to take an Uber home every workday. This would cost me an additional $100 a week. When metro expanded its hours a few months ago it was my saving grace. Please do not roll this back.
How are workers supposed to get home if the metro closes so early?
As long as the metro opens by 5:20am closing doesn't affect me.
Please just cut service now to make trains better. Why would you run at full capacity if there are fewer people?
9:00 is quite early for a lot of people. I agree with this as a temporary measure while people still hold back from visiting restaurants and bars, but in the long run a weeknight 9:00 PM closure would strand a lot of people.
people using the late night service are least likely to be able to afford other method.
This is a ridiculous attempt to cut cost! It will affect everyone! No more possibilities to stay late at work or to dine in the city. This would be an absolute disaster for businesses
Makes sense to close at 9pm on weekdays and 11pm on Fri/Sat. Definitely a good idea.

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I work 11pm to 7 am. Will have trouble getting to station by closing. But I understand
This is acceptable, but on nights of sports games or dinner out with friends I'll either drive or Uber.
Working at the Pentagon on National Security matters, my workday does not always follow traditional working hours as our adversaries and allies are on different time zones. I often find myslef staying int he office until 21:30-22:00 and having metro and buses is essential for me.
Yet another example showing Metro doesn't care about actual riders at all, and only cares about rich commuters to 9-5s who used to ride once a week
This would be VERY UNACCEPTABLE. This change would make it so I can't go to night classes, late shifts, etc. Even going to dinner in the city would be not possible with a 9pm metro close. This suggestion is unacceptable. Instead, run chains at low-frequency, such as 1 every 20 minute
This is the worst alternative for riders, and would be self-defeating for Metrorail.
I often work late nights and would miss the metro back home several days a week. When you combinded the longer times between trains; cutting hours as well makes it more difficult to serve the customers needs.
No. Late-night workers still need metro. Limit the number of trains, instead.
Would prefer higher metro rates and reduced service times to reducing service hours
It would be better to have it close at 11 all 7 days then.
This proposal would lead to undue hardships on commuters who rely on Metro for getting to and from work and would force those commuters to make further adjustments to their already tight schedules in order to be able to work. This proposal should not even be on the table it was bad enough when late hours were cut to cut them further would be an insult to your customers
That will greatly impact restaurants in both DC and in NoVA.
I own a business of the red line. My restaurant closes at 10. My whole team takes the train. This will force me to close my business early because my team would not be able to get home and many of my guests would probably not be able to get to the restaurant to buy food. This question is the only reason I am taking the time to do the survey. The restaurant industry is already hurting and this will just make things much worse for all of us who are just trying to survive during this time.
Is ridership high enough Friday and Saturday nights to justify later hours?
Closing the metro early eliminates the most safe and affordable method of transit in the city for any essential worker who happens to work after 9pm.
Got to have trains, even if at reduced frequency.
As a non driver supporting a hotline open until 11 it would mean I would rely on a ride share to get home. I prefer to support more unionized and ecologically sustainable way to get to work
That would definitely affect me since I work out in VA and I'm sometime dont get off till 10pm
Service workers rely on public transportation to get to work. So many have already lost their jobs. Closing earlier means they will have to crowd on buses to get home. More danger for the vulnerable.

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Yes the change in service would greatly effect, as I work the midnight shift(11:30pm-7:30am) at G.W. Hospital. Uber prices are double during this time and greatly puts a strain on financially
The metro already has such limited times compared to other neighboring cities such as New York. I would rather there be a cart reduction rather that a time of service reduction.
Works until 9:00pm
I work late how will I get home because I live in Maryland
Unreliable service / not being able to use the Metro is what will get people to buy and use cars instead. Once they have a car, they'll have less of a need to use public transit ever again. So this is a structural change that would have permanent negative impacts
A 9:00 closure is too early for a city with a 7 day-a-week, vibrant night life and would force people in to their cars.
The few things I go into DC for are evening activities.
This is totally unacceptable. Metro is to benefit communities and not just a service to bring in daytime employees. This would be most inconvenient for people that rely solely on metro. An alternative is to have late service for the denser core of stations close to DC.
I often work late and need transportation after 9pm on weekdays. If metrorail closes At 9pm I will Be forced to take an Uber or taxi ride from DC to Huntington. $$$
I'm a retail working who's main station is naylor road. The lines stoping at 9pm on week nights will seriously affect my work as my store doesn't close until 10pm. I would be stranded in the NW. Or I would have to tell me work that I can no longer work evening's. Doing the latter would cause them to cut my hours and then I'll have problems paying my rent.
Do people not have to use transit during these times all of a sudden?
I don't like it and it will encourage more driving and even drunk driving. But if ridership is really low due to lockdowns I guess it makes sense.
Do people not need a metro after 9pm? Have we gone home by then!? The is frankly ridiculous. Major capital cities like London, paris etc would not dream of leaving their citizens without transit after 9 pm. Why are we inferior to them?
Rail is needed later into the night. Even at 20 minute headways later is needed.
Even half-hour headways make a major difference for late-night workers
There would need to be alternate forms of transportation available for those that work late hours and rely on public transportation
People will not use metro for evening access to DC if these hours are not kept.
I would rather see a reduced in frequency finish changing hours. 9 PM is just in adequate, especially for people that don't have cars and have to work service related jobs
THIS IS RIDICULOUS!! With minimizing travel, I have to stay at work late to reduce the number of trips. In the last few months already spent hundreds on Uber. Make price higher (maybe triple) but run until 11 or midnight!!
This is way too early. The current 11pm is too early already, and 9pm would not be possible.
I think that 9pm ia a good and safe time. But people do work at night and get off after 9pm. No police present
That seems awfully early but if it were temporary that would work. If it was permanent I would end up spending more money on taxis and Ubers.

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I know friends who works at restaurants and takes metro after 10pm. Would not be convenient for them
With many businesses still open at 9. This would make commuting after work very difficult
Teleworking now for Federal Government. This would affect my return.
You've got to be kidding me. Are you serious? This is not a serious proposal. You run trains and buses. If you can't run the trains and buses, go home. Board up the place - this is a stupid proposal fitting of a 3rd world country. The 3rd world can probably do better. Why don't you just shut down all the roads at 9pm too - that would be fair.
Sunday-Thursday closure at 10 pm or even 9:30 pm would be more convenient instead of 9 pm.
That would be a true shame. Closing so early would affect many people.
Many of us get home from grocery or shopping at night after work.
It would make it much harder to get around in the evenings and could adversely affect mobility in the region.
Big question - would service adjust back when sports/concerts/events begin again?
People with night classes would not be able to use Metro under this plan.
Please provide longer hours for late night shift workers.
This change may impact workers who take Metro home in the evenings; individuals dining in DC in the evenings;
While this would not impact me, it would impact the recovery of restaurants and businesses that surround them.
Working as a front line worker during this pandemic, when the trains cease operations at 9 pm Sunday-Thursday I am unable to take the metro. I therefore have to find alternate modes of transportation, either bike or Uber/Lyft. Bus is timely and in too close of quarters for me to take. This would make me try to find alternate transpiration permanently and give up on taking the metro as my main mode of transportation for work.
It would affect me but I would support the change
This would be hugely inconvenient and likely cause drinking and driving. No other major city shuts down so early. This is the capital of the United States - that would be embarrassing.
The early closing cuts into after work activities, and especially makes commuting difficult for nighttime workers.
People are still active and moving after 9:00pm.
Arena stage ends their shows around 10 o'clock or later so it will be a very big problem if Metro shuts down that line from the theater in SW DC to Metro Center and then the Red Line to Bethesda. Currently, it is not an issue as the theater is shut down.
This change will have an inordinate impact on shift and service workers who rely upon public transportation. Cutting evening service on weekdays will amount to a tax on these workers, many of whom are the working poor and are especially reliant upon Metrorail.
I am ok with weekday service cuts, I would like to see service extended back to midnight or 1 am on weekends. However I am unlikely to use such service until restaurant/bar restrictions are lifted.
THERE ARE TOO MANY PEOPLE WHO DON'T WORK YOUR AVERAGE '9-5' SCHEDULE. THIS WILL HINDER THOSE WHO WORK LATE SHIFTS SUCH AS COOKS, LAW ENFORCEMENT, GOV'T EMPLOYEES, STORE MANAGERS, ETC. FROM USING METRO

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Sometimes I work late so I would get off work after the Metro closes and it is my only transportation. My other option is Uber or Lyft which is 4 times the price of the Metro.
HORRIBLE IDEA!!!!!!!!!!!!!! 11::00 pm every night, except Sunday at 10:00 pm, would be viable!
I have a standard 9-5 job -- im concerned about others who dont
Greatly affects retail workers (who make up a large share of people going into work during the pandemic).
You have some people who go to work at night and rely on Metro!!! No I disagree with this tremendously!
All of these changes only seek to serve the peak fare rider traveling to downtown for work. They aren't coming back anytime soon, stop revolving your proposed changes around them.
This will not work due to me not always knowing what time I'm going to get off work.
I am often involved in events that keep me out past 9 pm. 9 pm is not even dark during some times of the year. If metrorail closes that early I will have no other transportation option than to use ride share which is expensive and I do not feel safe at this time.
And some rare times I would need to train a past 9:00 p.m.
I cannot afford any other form of transportation and this would cause me to have to go on unemployment
As a shift worker I do not have a standard 9-5 job so I would not rely on metro if I couldn't commute back home.
This is the only issue I have. I might have to work night shifts at my job, so it would impact the hours we would be able to be open if they are unable to have another employee take those shifts. That being said, I understand Metro is also in a rough spot and could make do with this change if necessary.
This is more impactful to me, but can manage as long as it is temporary.
While a service frequency reduction is acceptable while ridership remains low, and rider spacing allows, a reduction in service frequency is acceptable, as reduction is service hours is unacceptable. Too many people rely on metrorail during those hours. Service hour reductions hurt frontine workers who are suffering enough during this crisis. This is totally unacceptable.
Like many Metro riders, I commute to and from work. I am never done work before 9pm but can catch a train before 11
Reduce service after 9. Maybe every 30 mins. But it ward hard earlier during he pandemic. 9 is early. Reduce service or consider closing at 10.
9pm weekdays is too early
Why should the night shift lose their metro service? The trains are not just for 9 to 5 riders. Many first responders need service.
Strongly suggest keeping the metro open until 12 or 1am on the weekends unless you want metro riders to take ubers or drive drunk and further take away ridership. Maybe adjust the spacing in the later hours to reduce costs.
I'm not currently going out or using Metro during the COVID-19 response, if these hours remain in effect once it is safe to be going out again they will mean that Metro is not a viable mode of transportation for us for heading downtown to go out to dinner, concerts, shows, etc.
This wouldn't be too bad in a temporary sense but would be pretty unworkable post-Pandemic
I recognize the need to cut costs in these strange times, but for thousands of DC's essential workers, losing access to the Metro at night will increase their transportation costs significantly because unless everything else stops well before 9, they are going to be stuck

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I rely on metro closing times to be at least 10:30pm, even if that means fewer trains. This helps me keep a job that usually ends at around 10:15pm most days.
this would require additional planning ahead for me some days if I need to be out later than 9, but I have alternatives I can use in those few instances if needed.
Sunday I would be fine, Monday though Thursday would really hurt me money wise
I'm a firm believer that Metro should run trains 24/7. You could keep the end stations on each line open, then pick and choose which other stations shall remain open. Orange Line , for instance. Vienna, Clarendon, Rosslyn, Foggy Bottom, and then every 3rd station in DC. And don't under sell yourself. A $5 a trip night pass is fair and affordable.
Trains close to early for weekend service.
Makes it near impossible to use the train for late work hours
What about all the healthcare shift workers?
Many shops/stores/etc have closing hours that make it impossible for folks to finish work and make the last train if it is at 9pm.
I only use Metro that late when I go to baseball games or events in DC. I'm currently doing neither due to Covid-19
People whose only way to get home from working until 9 is to take Metro should be able to keep their jobs and get back to their homes. Is metro a public transit system, or a tourist trolley? WMATA acts like its a little tourist toy that allows tourists to feel like they're getting a taste of real urban experience. The DMV will never be a real city until it treats its public transit like a public utility instead of a tourist attraction.
This change would not affect me now, but may in the future as things get back to normal.
Some weekdays (Monday-Thursday) I get off work after 9pm and therefore would have to take multiple buses to get close to home, which means a 3 hour bus trip and 30 minute walk very late at night. For a young woman that is just not safe!
11pm service is needed. This allows fewer cars on the roads and allows access to the region for evening events.
I fly back on Sunday evenings and count on Metro to get me home. 9 is too early.
Really, more than 99% of riders can get to and from work using metro without being affected by this change. The others will just have to make other accomodations so Metro can stay solvent.
Sunday is fine, but Metro must go back to closing at 1am on Friday's and Saturday's to support the restaurant/bar industry for both workers and patrons to take the metro back
I would like to see 24hour service but if this is only temporary I will adjust if it would helps wmata and customers
Definitely makes it hard for folks doing social or entertainment things that end after 9pm to get home. Would it run later for things like concerts or sports games.
Please don't cut the time . Increase the fair to make up for the loss
What accommodations will be made for late night workers - those for whom Lyft everyday is not acceptable, especially in the face of rollbacks to bus service.
As a healthcare worker, my shift officially ends at 7:30 pm but often I am not actually able to leave until 8:30 pm or later. If trains stopped running at 9pm, I would be at risk of being stranded at work nearly every day. Why would we choose to reduce service hours on days that would primarily affect/harm essential workers?

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9pm is why to early, we I have to work late this means I couldn't get home. Some of us don't have cars, some of use can't just Uber. Unless WMATA plans to pay for an Uber from Bethesda to downtown every night, or the cost of parking and owning a car in the city, this wouldn't be a disaster.
It is not a good item to put Saturday schedule as the same as weekdays.
I would not be able to get home from work without taking an Uber, and im already struggling financially...
Due to covid19 situation many people including myself need to work on alternate shift and if I work on afternoon/night shift it means I cannot go home
I've never taken the metro that late. I would say that if you make a change like that, do be sure everyone knows AHEAD of the change. You don't want your riders to show up at 10pm thinking they're getting home... and they're not.
Please keep the trains running on the weekdays as long as possible. Even 10 pm would be better than 9 pm. I'm sometimes still returning home from work at 9 pm.
Regarding operating hours, the metro should be open later. Closing earlier is completely out of the question.
If only a COVID measure, it would be a real inconvenience but could live with it. Once COVID is over, this time frame would be a disaster. I'm sometimes not out of work by 9 and if trains are only running until 9, it means I'd never be able to take metro after the theater, a ballgame, or socializing with friends.
No way! This is entirely too early!
Don't close until, at least, 11... there is A LOT of security in the DMV, majority of which take Metro, not to mention restaurant workers and the like those are late running jobs security doesn't get off until 11-12 at night depending on the company.
9p is really early even for the average person. So many ppl rely on metro service and those hours makes it impossible to run errands after work or get home if you get off at 9
This change will make it harder for me to get home from work when I work 1500-2300 or I wouldn't be able to make it to work when I work 2300-0700
Absolutely not. Workers who have to stay out until late night serving the city NEED to be able to get home after work. No.
People live later than 9pm. That is simply too early. My church choir finishes at 9:30 on Thursdays - so even church people are still out.
This will definitely affect those employed in businesses that are open late--what other provisions are being put into place to accommodate their needs?
That eliminates the ability to use Metrorail for anything but a commuter service. I could not stay late at work nor go downtown in the evenings with this early time.
Earlier closing would not affect me most of the time. Later opening would negatively affect my ability to get to work.
unless the city is changing hours of brick and mortar locations, this will be a hindrance to those that work after 9
Folks would be unable to support restaurants and other businesses open later in the downtown and surburban areas if you close at 9.
If you do this, you need to explain to everyone why those 2 hours a night are worth cutting service to service workers.
This would put undue burden on workers in the service industry. It is hard to keep track of different closing times on different days for Metro.
I think the Metro should run as late as possible to ensure that people who work late shifts would have access to Metro rail.
This hurts people who do not have the option to drive.

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That is not fair to the people that ride out of necessity ; for some metro is their only means to get around. We can't sell this town as an international city and then act like a small town. Shutting trains down early is unsophisticated.
Many of the employees (especially food service workers) of our small businesses live outside of the district and work beyond 9PM. This service adjustment would negatively impact the most vulnerable members of our economy.
I have evening jobs and no car. Those jobs don't exist now because of Covid, but they will come back (Nats Park & Capital One arena). I don't ride Metro subway right now unless for emergency because mask wearing isn't enforced and I don't feel safe.
While this change would not impact me, I think this would negatively impact those who are most financially vulnerable (ie. waiters/waitresses, retail workers, cleaners, etc.)
The people who work in my neighborhood would be affected -- people who work in restaurants, groceries, drug stores, etc. So if it's too hard for them to get to and from work I would be affected.
Seems odd to me to keep shorter hours M-F when workers need the service seven days per week. Is ridership that heavy on weekend nights? I tend to think of that as something that facilitates nightlife, which during a pandemic is a nice-to-have vs. a critical need.
What time will it start?
While most days I ride home before 9. Losing the safety net of a later train during the week may have select others transport options. It will depend on the number of times I have to Uber home
Too many people will end up stranded, especially those who must work late. Cutting service hours would only cause Metro to lose even MORE money, which would then become a vicious cycle of lost money=more service cuts=even more money lost. So, no DON'T cut Metrorail hours!
I believe the hours of operation should remain as they are. There are too many people who depend on Metro to get to work at late or overnight hours.
If the entertainment and restaurant businesses start back up; this is UNACCEPTABLE! Night time Football, Baseball, Hockey and other venues would be affected by this hour change. So would Bars. This is worse than during REPAIRS. ONLY IF YOU PROMISE TO RETURN TO REGULAR NITE TIME HOURS WHEN BUSINESSES COME BACK.
There have been many instances where I thought I was going to have to sleep outside in the windy night because of how early wmata closed at one point. I liked when it closed at 1AM. Maybe that'd even help those looking for night shifts too.
While this change would not personally affect me, I fear this will significantly impact retail and service industry workers.
Late work schedules, social activities such a theater, etc. would be too negatively impacted by a 9pm closing.
The early closing would leave stranded many workers leaving the night shift.
Harder to catch trains with evening flights landing at the airports
I use metro during the week when i get off at 11. Closing will mean i have to spend money on Uber my hours are already cut

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'9pm' service closure means you have to get to the metro at at least by 8:30 depending on where you are and where you are going - this is a bit early but manageable if its temporary
Not applicable to me, but what about the many who work in the evenings? Metro always winds up jeopardizing many who are already marginalized. I understand there is no right/wrong response here, COVID uprooted many norms.
9 pm is far too early for a system to close when the people most likely to be working out of the house right now are those with service jobs that are more likely to have unconventional hours.
Are we considering the people that work overnight, or third shift and depend on Metro to get to work and home to their families?
These closures hurt essential workers who work longer hours or not normal 9-5 jobs
I rarely use metro in the evenings, especially during Covid-19 restrictions but it would seem that there is a segment of the population that this would impact.
This would allow for less time spent with family and only allow the trains to become crowded endangering the health of the passengers.
If needed, this would be tolerable. I would hope that when the pandemic fades we return the service levels, thoug.
Reduced Metro hours force customers to find alternative, and often more costly, forms of transportation, such as Uber.
I assume you have good data on the number of pre-COVID riders after 9pm. Something tells me some stores close at 9pm or 10pm so hourly workers will be left without service to get home.
However I am mindful that this may have effects on others who work shifts different from the ones I work.
There are many people in the DMV area who rely on Metro as their only mode of transportation to get to and from work even during the pandemic. It should remain as 11pm everyday.
people have to work long hours, it will impact them.
WMATA should be pushing for 24/7 service and making Metro as accessible as possible. Reducing operating times so drastically is unacceptable.
Since restaurants and bars and clubs are closed, there is no need to run METRO at night on the weekends. Close it at 9pm, or earlier on Friday and Saturday.
No one is riding that late recreationally right now. People need it to get to and from work.. what you are doing is making already underpaid retail and service industry workers to have to pay for an uber. Not to mention staff at DCs many hospitals. At least keep a train every half hour after 9pm until normal closing.
Perhaps an alternative to the 9 pm Sunday-Thursday closing would be: On Sunday-Thursday, offer every 30/40 minute or so service between 9 pm and 11 pm - this would save Metro money vs more frequent service between these hours. (On Friday and Saturday, the service between 9 pm and 11 pm would be at the regular intervals.)
No por q salgo a las 10 pm de mi trabajo y muchos nos quedamos sin transporte
I would probably only take metro rail for work.
i would say till 10 everynight
The current Monday - Thursday 5 am - 11 pm rail hours are good after I finish working at 9 pm.

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Closing on Sunday through Thursday at 9pm is not an option. That is totally going to destroy my ability to work at night. This seems like a crazy proposal. Why not close on Friday and Saturday at 10pm. Because it isn't like there are any games or bars open on the weekends that people are going to need transportation to get back home.
Nine pm is very early for closing and would limit the possibility of traveling on Sundays.
Sometimes my shift at work doesn't end until 9pm, so this would not be good for me.
This would adversely affect night workers who depend on rail service.
only until there is a reliable vaccine
This would be a disaster for those who work late hours and don't have any frequent bus routes near them. Not all employers can stagger work times. Additionally, not everyone owns a vehicle or can afford Uber/Lyft. If it has to come down to this, then enchanted bus service to cover those who need to travel during late hours.
10pm would be more acceptable Sunday through Thursday. What about workers with evening shifts needing to head home or go to work?
my only concern is those who work shift work such as 11pm to 7am and won't be able to take the train.
That is much too early to close. It should remain open to at least 11:00 p.m. on weekdays. This will leave essential workers and transit dependent riders stranded.
I generally do not use Metro after 9 PM because of concerns about my physical safety when walking home from the Metro station. For that reason, it would not affect me personally.
Not all your riders are government contractors with 9-5 jobs. Eliminating late service penalizes those who work later hours, and is classist nonsense. Additionally, this impacts area businesses as people will not be able to stay out to patronize these businesses. If movie theaters were to reopen, I could not even get home from a 7pm movie on a weeknight. You are driving what ridership you have away with these asinine cuts.
I strongly disagree with closing metro early. For many essential workers that must also work night shifts, such as airport employees, this creates a real burden and threatens their livelihoods if they rely on metro to get to and from work. Keeping metro open till 11 makes it possible for these people to keep their jobs and care for their families. Please do not close early.
This would affect our staff who serve us here at Knollwood and cause them to rely on taxis and Uber, which is costly.
I think having a real METRO system that stays open past 9 PM on weeknights is key to this region recovering. So, while this might be OK for now, as the NCR reopens, events start back up\, etc., we need the system open later, not closing earlier!
What late-night bus options would be provided for shift workers?
What % of existing post-pandemic riders would benefit from 2 additional hours when most businesses now have earlier closing hours?
Think of late night alternatives to get people home.
I am not an essential worker. This change might be much more impactful to those working late shifts at grocery stores or hospitals.
You are now lowering your chances of people taking metro by cutting the hours of operation down. It's already not enough that you close at 11 which causes late night workers to find other means of work or to take expensive rides. If anything if you stayed open later you would increase the likely hood of more riders especially late night workers to take the metro home. In my opinion if you want more rides consider closing at 1 or 2 am instead of 9 pm.
9pm is a bit early for essential employees and others who work late on Weekdays

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Understanding the need to save costs, but reducing Metrorail availability at night will increase nighttime traffic and discourage late night activities, which are important for many businesses such as restaurants.
remain open until 11pm with 15-20 minute frequencies. It was already tough closing at 9pm during the early part of the pandemic.
For a city where people often work late and restaurants are struggling to get back on their feet, this proposal is incredibly damaging. While 11pm closures are bad enough, many restaurants have reduced hours such that workers can still ride home. Closing at 9pm would eliminate transit as an option for a whole class of hospitality workers and even office workers who can't count on a reliable schedule. Once those workers are forced to invest in cars to get to/from work, it seems unlikely they'll ever return to Metro. Please don't do this! Other cuts like longer waits are painful, but a 9pm close (or even 10pm) is much, much worse.
I know tough decisions needs to be made, this change would not impact me or my travels but I think it really hurts the ppl- shift workers, service industry, health care workers who need transit not during regular rush hour.
As the region steadily returns facets of the work force. More and more people will depend on metro rail. Last trains at 9pm is critically close to when a considerable amount of riders would still depend on it for returning from work. Further, the pandemic has shifted ridership of savvy customers to opt for more 'off hours' of travel. Thus while ridership is down, overall riders are perhaps spread out over the day than metric reveal. Closing rail at 10:00 or 10:30pm would be more reasonable.
Closing at 9:00pm Sunday-Thursday (with the last train leaving earlier than 9:00pm) is too early and would lead to extreme crowding on the last trains of the day.
Please stop relying on subsidizing ride shares (Public dollars going to private companies) to address decreased service hours. Some pretty extensive inquiries need to be done about who is profiting from this diversion of public money into those companies.
It is honestly insulting that anyone at WMATA would think it acceptable to end service at 9 PM. People have to make trips after 9 PM, and Metro is going to leave those people stranded. Metro should instead be figuring out the best way to cut costs without major service reductions.
Essential workers andnothers, especially people without cars or the ability to afford car services, need more trains, more available and more frequent, especially during the pandemic.
Working people need to get places after 9pm on weeknights -- not everyone can afford an Uber and Metrobus isn't nearly as fast. This really not a good option. 9pm is just simply too early.
This would be a major hit to businesses. Especially those who have employees who depend on public transportation.
Some people are still having to travel to work. I don't think closing at 9pm is acceptable. Metro already spaces train schedules out more in the evening.
Metro would lose money by closing at 9:00 Sunday through Thursday. If anything, Metro should consider closing at midnight. This would give riders more time to get home and help Metro get the funds it needs.
Pleas do not! There are a lot of workers that needs the metro rail to be continue open at least at 11pm on weekdays .
Many of the people who rely ONLY ON PUBLIC TRANSIT ARE POOR which often means they have shifts at work in the evening and they NEED public transit trips home!
9 PM is way too early to close Metrorail. Many people (myself included) depend on Metrorail service later at night. I would like the system to stay open until 11 PM every day. I think 10 PM is the earliest I could manage.
Working employees after five often at time stayed until at least 845 pm It is needed to have how about 1030pm

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A problem only when the theaters reopen.
In ordinary times, we would sometimes get back to Union Station in Washington on a Sunday evening, and we would ride Metro to Alexandria. We would miss the evening service. However, we aren't traveling anywhere unless it is urgent, such as caring for an elderly mother, so we can manage without the later Sunday evening service.
Places a hardship on workers and tourists?
Close as late as possible even if you operate the train even every 30 minutes or 1 hour. Closing time does matter much more than train operation interval time . I must go to work late at night. If I take the train at 9 o'clock, I should stay at work more than 2 more hours without getting paid.
Closing to early customer can't get home when their is sporting events.
I do drive, however this early train station closure doesn't allow for night outings after 9pm unless you use alternate transportation to return home or getting to a destination after 9pm.
It seems this closure favors vendors and merchants and forgets the core customer of Metro, those who ride Metro for work, leaving those who work alternate shifts no choice after 9pm to get home or to get to their destinations. This schedule change is worrisome to me.
This would unfairly affect many workers -- especially many lower-income workers.
Late night service is essential to workers in the service sector whose hours are not flexible and for whom waiting for a bus (if any) would be unsafe.
would two hours make that big of difference in costs? I need the system open longer as I might be in DC later than 9 p.m. and don't want to get stuck paying a $40 Lyft
This makes no sense to me. The weekend train should not run any later than the weekday train. Ask yourselves WHY the train needs to run until 11 p.m. these days? There are not concerts or recreational events right now- so why do the trains need to be running???
This is unacceptable because this drastic decrease in hours would kill its usefulness for many youth who stay out late and give them no other option but to take increasingly expensive Ubers (can't even use uberpool anymore). Not only would it make metro incredibly inconvenient, but it would kill restaurant and bar businesses that are already struggling because they depend on later service. When things open up, many rich Virginians want to go to DC, but with no late night service they'll opt to keep their spending in Virginia. This would by far be the worst decision.
Metro should fire Weidafel. His leadership has discouraged citizens from using public transportation and has severely affected service industry workers. How can ANYONE recover from the pandemic if we don't have reliable public transportation. Reduce management salaries in lieu of furloughing employees!!!
A reduction in service to close at 9:00pm instead of 11:00pm from Sun.-Thurs. would be completely unacceptable. Essential workers rely on MetroRail to get home safely - a reduction in service to close at 9:00pm would increase the likelihood of essential workers becoming victims of crime. It would also reduce the ability of local essential businesses and workers to contribute to the recovery and the DMV economy.
Closing at 9pm is too early to close the Metro. If people have several errands to run in different places (I'm definitely not alone in wanting to only go outside once to run all my errands instead of taking the risk over several days), and Metro service is already running LESS frequently, it will take longer to complete those errands. Cutting frequency of trains AND cutting hours of operation is way too many cuts. Walmart, Harris Teeter, Whole Foods, Target etc. are all open later than 9pm. We need to be able to get to grocery stores and not worry about getting stranded. 11pm is a much more reasonable time to close the Metro.

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Will there be buses to supplement the closers, I'd hate for people to get stranded especially that late and if buses are also running less frequently. Coverage of the overlap needs to be verified
Honestly the station should close at 9pm all week. There are no activities that are going on right now to need the extra late hours on the weekends.
I regularly take the Metrorail past 10 PM on weekdays for work, so it would greatly affect me.
Concerned with cutting hours so that they end before the end of second shift. I would go to every 20 minutes and extend to midnight.
TOTALLY UNACCEPTABLE. This is so ridiculous - what job do you know of even within the Metro System where essential workers as well as others don't need to get to and from work after 9p.m. Every meeting I attend, Metro likes to compare itself with New York - then act like New York and serve the people ALL of the time and ALL of the people - not just white collar workers - This change would hinder my business and hurt my dedicated employees who have managed to get through the pandemic thus far even when the decision-makers who came up with this idea were safely in their homes - self-quarantining. NO WAY this is right. Nurse, Doctors, Water Service, Electricians, Plumbers, Home Health Aides, property managers, maintenance workers, hospital workers, - need I go on?
No me parece aceptable porque yo y muchas otras personas mÃ¡s trabajamos entre semana y muchos salimos a las 10 0 10:30 de la noche y si reducen el orario como vamos hacer nosotros para regresar a casa otra vez .
While I may be able to readjust to this change, I believe that a return to these hours of operation place an undue burden on the essential employees who work later into the evenings.
You are clearly changing from mass transit to a commuter rail line.
Minor impact but there are other alternatives I could use for transportation in the need arose.
The subway closing at 9pm is ridiculous for a major metropolitan city. Closing at 11pm on the weekends is even dumber. Especially in the warmer months.
I work out in Tyson's, travel from dc everyday. I work at wholefoods and I close majority of time at 9. We already went through the summer shuttle which was actually ok besides service hours being cut so a lot of people we had to leave early just so we didn't miss last shuttle. I got stuck out VA quite a few times. I understand what's going on this decision on service hours affects a lot of people. Hours are already cut and it would be blasphemous to cut more.
I just can't say it enough: please protect jobs; please strive to do all that can be done to ensure people are not involuntarily out of work at Metro.
Killing theater and restaurant and business. I used to frequently work late and catch a show or dinner before heading home - would have to look for other ways to get to and from work.
I don't like being stranded. With Metrorail closing two hours early Sunday-Thursday would mean I wound have to finish my errands prior to 9 PM.
I sometimes work until 800pm and hoping to get to orange / silver line by 845pm. Dont make enough money for taxis.
Since 'going out' isn't happening anymore, what is the rationale for staying open later on Fri + Saturday nights? Is there really more 9-11pm demand on Fri+Sat (during covid) than other days of the week? Wouldn't it cost about the same to close at 10pm every day?
9 pm is way to early to close metrorail. Customers will be stuck and can't get home.
There are no bus options to replace lost Blue or Yellow line service from DC to northern Virginia. If the trains will not operate after 9pm, I have no other option except using a car.
This is definitely not preferable because the metro stopping at 11pm is already too early to allow dc to be a functional, livable developed city.

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Two nights a week I leave the National Harbor at 8pm and don't get back to Rosslyn until close to 9pm. Could it be possible to change it to 9:30pm?
If closing trains earlier why don't you have a shuttle bus that go to each station
9 PM is too early and would particularly impact shift workers (such as hospital staff etc.,) who work until 8 or 9 PM
10PM is not that bad let the bus make up for it but put more buses out there
I don't use Metro that late so I would be fine with it.
There are those people who need this transportation to get to and from work at late night hours. They would be hurt by a permanent change.
That change would make events difficult to attend. Sporting events, concerts, etc., that end after Metro closes would make attending a difficulty.
Para las personas que trabajamos en restaurant si afecta debido a que el cierre en ellos es hasta media noche, en lo personal yo trabajo de dí-a, pero hay otros que si trabajan de noche.
When my office re-opens, I'll need weekday train service after 9pm. At my office, people often need to work late. At a time when so many people are losing their jobs, I need to show that I'm willing to work long hours. How will I get home safely is subway service stops at 9pm? Ubers and cabs are not a substitute. I can't afford them.
Many of us don't work 9-5. Retail, restaurant workers, hospitality, and others need late night service. Ride share/taxi service would cost too much and it's not always the safest, especially during this pandemic.
The pandemic has made things quite challenging with public transportation and the ongoing changes and early closures make things more costly for riders having to hail taxis and alternator forms costlier than WMATA can prove financially exhausting so this proposal courageous as it presents itself is not favorable by myself one bit! >:o
Metro closing early Monday through Fridays even on the weekends would not help a lot of people who work evening hours closing at 12 a.m. what is this evening workers better through this pandemic closing 12 a.m. Monday through Friday weekends 9 pm be more workable
closing at 9pm means no one in service industry jobs will be able to get home from work - - meaning even more people will lose their jobs. As people push to open up businesses, how can that possibly be sustained if people cannot get to and from work?
This and a price increase would be the best way to handle the budget shortage. Please do not eliminate the buses.
I would accept the early rail closing, if Metro adopted Berlin, Germany's approach: When the UBahn rail system closes for the night, buses with the same color and number designation as the trains take over until the system opens up again in the early AM. Buses would operate like the shuttles when stations are closed, stopping only at the Metrorail stations. Increase the shuttle service to Night Owl service running all night. Feeder buses should increase service. We are a major metropolitan area, and should have 24/7 public transportation.
It's unfortunate that this will occur but it will save a good chunk of money and I agree with this.
How can you support a 21st century cosmopolitan metro area when closing at 9pm? That means you have to be on a train by 8pm! I understand why this may be more cost efficient, but in so doing, know that you will kill sporting, entertainment, and restaurant/ bar patronage in the District.
I prefer the trains run later on days when more people work like Monday through Friday and go to school rather than the weekends. I would like more cleaning done between trips and marshalls even if they are volunteer on the platforms and on the trains like the airplanes have.
My office is putting employees on shift work (as opposed to everyone working 9-5) to allow for social distancing. The evening shift ends around 10/11pm.

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Metrorail would close at 9 p.m. Sunday through Thursday include Christmas Eve, Christmas Day, New Years Day and 11 p.m. on Fridays and Saturdays except Christmas Eve, Christmas Day and New Years Day.
I am rarely out late, so I could take (and afford) Uber or a taxi if late night hours are cut.
At this moment, I would be able to manage, but if my situation changes, the early closure would definitely be intolerable.
Even with my limits to my travel since COVID, the 9 PM close time is a significant hardship. To compromise, I would accept 10 PM as a close time, but 9 PM is very difficult. With grocery stores closing later, we have the option to shop late to continue to avoid crowding. Some people shop early, some shop mid-day, some shop late to keep from all of us having to be in stores during the same limited hours of public transportation.
Lower wage workers would be the one that are penalized. Everyone needs the same opportunity.
I solely rely on Metrorail to get me from one station to the next station. I would be in a jam if I couldn't get from one place to another place without Metrorail. I don't drive.
Again look at your data for Metro Access use and talk and get input form your Metro Disability Committee.
Why should night staffers lose train service? Metro needs to remain open for those first responders who work the night shift. To assume only people who work 9-5 use Metro is wrong. There are many humane reasons to use metro after 10 on a weeknight. Like visiting a loved one.
The change would not affect me personally but it would affect essential workers with late shifts, and who have no other affordable method of transportation.
You are making it so people who work 3 to 11 or 7 to 3 can't get to work. Service providers use metro but can't because of your horrible hours. This would just extra screw so many more people. I've been able to switch to 2 to 10 but go to 9 and I'm now forced to uber. I know at least 20 other people personally that would be forced to find another way to or from work.
Absolutely not. I oftrntimes need to stay late at work by the time, I catch the Metrobus (only mode of transportation) from VA and reach the metro to transfer to metro rail, the system would have closed. How do you expect us to get home. We can't afford Uber, Lyft, etc...on a daily basis on our limited salary.
If I were working nights (10 PM to 6:30 AM), this would be bad because I would have fewer options for getting to work, but good because I could start working on the escalators sooner (that is, when no more customers are in the station). Also, this would be good for the overnight track workers.
This service would not affect me, but it will affect workers who are required to commute (especially essential service workers or service industry workers in places that are open for business) and who rely on the metro system for their commute.
This service change completely discriminates against lower income workers, especially those working in the service industry. I suppose as long as it's ok for dining patrons to make it home after dinner, the people that slaved in the kitchen preparing and serving their meal shouldn't get a ride home? This proposal is disgusting.
I get off at 8pm.I pay my fare 7 day.Spend almost 300 hundred both way.And going to cut the hour to 9pm
Hospitality and entertainment businesses have suffered greatly during thee pancemic. The above proposal would continue hardships for those businesses not only in the downtown Washington area, but also at the many commercial nodes served by Metro.
I am a essential employee I have worked through the shut down and it has cost me a small fortune paying for Uber and Lyft rides. I work overnight and I dont have to be at work until 11pm. This change would mean getting up and out of the house early to catch the bus to th he train station before the station closes.

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I feel bad for people who would need to rely on this for returning home after working late shifts. But it would not affect me personally.
Are most transit agencies 24 hours?
Good idea, but are there going to be extra buses for those who get off work later than 9 pm?? For ex. Restaurant workers...
Out of all American cities with subways. This is totally in acceptable. People with legitimate travelling for food and dinning and visiting relatives and entertainment through the mwtroplex are treated like kids with curfew?? Major ripoff
are you kidding me? people use the metro to get to and from work, and work doesn't stop at 9 pm. for example, consider federal employees, contractors, and military service members working in mission essential shift positions that require using the trains later at night.
In cases where I usually do errands past 9 PM, I don't like being stranded. Having to tolerate early closing because of service maintenance or because of covid-19, I don't like having to leave home as early as 7-8 AM, and having to come back prior to the 9 PM cut-off, it only frustrated my travel plans.
This is too early! Service needs to go to midnight every day, even if late evening service has to be infrequent. That said, if you do cut back hours like this, please institute an alternative 'night bus' system like Philadelphia (and many cities abroad) has. I have often found myself stranded due to early Metrorail closings, and forced to take an expensive Lyft ride. I can afford it (occasionally), but many others can't, and this would be devastating to them.
People who are working part time or taking evening classes or attending evening church services and/or meetings! Yes! This would affect those rider's! Are all of these proposals due to the purple line coming? Inspite of participating in these 'survey's,' Metro should be fair across the board, in all the communities where the trains stations are located!
I get off late not just on Friday and Saturday I get off late every night at 10:00pm
So many workers rely on Metrorail. Cutting weekday hours to 9pm is unacceptable
It wouldn't affect me unless my concern is in the morning
As businesses reopen, the closing hours should slowly increase, maximizing at 1am atleast, and/or keep buses running past midnight.
I am concerned for those who rely on Metro to travel home from work or school. I work at George Mason University and remember well that classes ended at 10 p.m. It's distressing to think that it would not be possible to take evening courses because there were no transit available.
I have reservations about closing so early. If there is a way to keep trains running later if bad weather slows down transportation, that would be acceptable. I have occasionally been on a train that late just getting home from work.
UNACCEPTABLE, UNACCEPTABLE, UNACCEPTABLE. You're hurting the most vulnerable people who need this: shift and restaurant workers. This should be the very, very last thing to be cut. Why not just space out the last trains more? I understand you'll still have operations (lights, etc.) costs, but seriously. If the city continues to gentrify and the restaurants flourish, you'll have a shortage of workers as people can't afford to live in the city or commute in the city and will look for jobs in the surrounding areas.
I understand the math needs to work this may not be a popular option. It would be great if there was a way to enhance bus service after 9PM to cover rail shut down for workers returning home.

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If and when the COVID levels reduce and if there are weather challenges, you will be removing a valuable and safe travel option. What is your plan when you strand people? You will foster public safety risks because you will be unable to manage consequences that may arise from weather. Do you really feel that all businesses will be closed before 9pm Monday to Thursday? This is 9-5 thinking that is unrealistic in today's world. Clearly you are sensing that the Federal Government will not be operating with such hours - do you really know how long travel will take when people have multiple connections to get to their homes - or travelers who are arriving at the airport?
Please I'm literally begging you to not do this. I already had to change my work schedule to accommodate the hours. Please keep it the same time.
People work night shifts or come back from their shift after 9 p.m. This would be a disaster. For example: I take the bus and then transfer to the metro-rail from work, if my bus is late, then I would miss the train - terrible idea.
Technically Metro has already done this; I have left work at 10 and 11 pm and been unable to catch a train. What's the difference between 0 trains versus 2-3, I suppose? I have the privilege of being able to afford an uber (which is at best unwise during these times) but other essential workers will suffer for sure. If anything reduced service in the middle of the day (when the majority are working/already at work) would make more sense, though this will reduce the ability of people to shop.
When the 9:00 p.m. weekday closures occurred early on in the pandemic, I heard many complaints about how our essential workers (nurses, grocery store workers, janitors, etc.) were going to get around with such limited transportation options, especially as many of our essential workers don't have cars. While ridership numbers may be low, we can't forget about those who truly depend on WMATA to get to their essential jobs during hours that are not the privileged 9-5.
This is one of the worst proposed changes as it would affect riders all over the Metro area. No major city in the world shuts down at 9 pm on weekdays and has such limited operating hours and train frequency on weekends. It seems to me that Metro Board Members and senior executives should get passports and visit major international train systems when they will allow Americans in.
To limit unnecessary exposure to COVID, suspend all service after 9 on weekends as well.
si resulta que corten el servicio así-, áasegúreme que tan sólo será temporal!
If service is not going to be available for my return trip it is very unlikely I will use your service at all.
This would force me to make alternate arrangements, but I've been doing that more and more. I could get by if the whole system was shut down and dismantled.
Some people work late nights and live in the surrounding states. I don't find it acceptable to set them up for failure
UBER AND LYFT are really expensive at these late times and cutting services will negatively impact low income, minority and other protected members of society. This another issue I wholeheartedly disagree with. The people who use the late rides are low income customer service, cashiers, security guards, and other emergency workers who will be providing an important service in the fight against covid and this change will have negative impact.
Again, there must be a guarantee of restoration of later service as reopenings and resumption of night life progresses. No hearings or soul searching: Service resumes as soon as ridership demand is there. Perhaps extend hours for lines that are part of increased ridership patterns.
Yes, if this is the results of an assessment done for house listed upon. No, for the Riders that are unable to work the 9 to 5 shift. 9:00pm closure Sunday only.
This would be very problematic as there are many people who work late hours that do not have cars or folks to carpool with. They would be stranded with no way to get around.

Comments on Metrorail Proposal about changes to Metrorail service hours: *The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.*
I would not be able to get home from my p/t job in the evening
this would do more harm than good and differently push folks to abandon WMATA for other means of transport
To reduce the risk of virus transmission, I am currently working an afternoon/evening schedule that ends at 9:30 PM. If Metrorail closed at 9 PM, I would be unable to get home.
I don't know about this proposal our address is Bok for temporarily.
This is only temporarily acceptable. People working need to be able to get home after shifts, events always end after 9pm so this can only work temporarily as many people need to use the metro after 9pm to get home.
This will be devastating to workers who do not work a white-collar, 9-5, job. Workers in health care, hospitality, and other service industries who rely on metro service beyond 9pm. Please consider fewer trains rather than early closing.
9 is too early. 10 is fair

Comments - Metrorail Proposal about changes to Metrorail service hours	
Original comment in Spanish	**English translation**
Si hacen el cambio, yo perderia mi trabajo y estaria desempleado, junto a muchos companeros, usamso el metro para ir a trabajar y regersar en las noche a casa, si cierran a las 9 no podrianmso trabajar, seri amuy caro volver a casa en taxi.	If they make the change, I would lose my job and be unemployed, along with many colleagues; we use the metro to get to work and return home at night. If they close at 9 we wouldn't be able to work. It would be very expensive to get home by taxi.
Muchos que usamos el metro salimos de trabajar a las 10 o 10 y media pienso si nos afectaria mucho	A lot of us who use the metro leave work at 10 or 10:30; I think this would affect us a lot
No por q salgo a las 10 pm de mi trabajo y muchos nos quedamos sin transporte	No, because I leave work at 10pm and a lot of us have no transportation
Para las personas que trabajamos en restaurant si afecta debido a que el cierre en ellos es hasta media noche, en lo personal yo trabajo de dí-a, pero hay otros que si trabajan de noche.	For those of us who work in a restaurant it does affect us because they can close as late as midnight; personally I work during the day, but others do work at night.
si resulta que corten el servicio así-, áasegúreme que tan sólo será temporal!	If they end up cutting the service like this, promise me it will only be temporary!

Appendix B: FY2021 Amended Budget – Customer Feedback on Proposed Service Changes

Summary Results of Survey Responses Collected from Metrorail and Metrobus Riders through Public Outreach Efforts

Office of Customer Research
Document Date: 11/06/2020

FY2021 Covid-19 Service Changes: PPP Outreach

- WMATA's Office of Customer Research worked with the Budget Project Team and External Relations to collect feedback from Metrorail and Metrobus customers on the following proposed service changes:

Metrorail

1. Adjust weekday service to operate trains on all lines every 12 minutes.
2. On weekdays only, operate every other Red Line trip between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.
3. Adjust Saturday service to operate at the same service levels as Sunday. Blue, Orange, Green, Yellow, and Silver Lines would operate every 15 minutes; Red Line would operate every 12 minutes.
4. Adjust Yellow Line service to operate trains between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt Metrorail Station.
5. Adjust Metrorail system hours to close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.

Metrobus

1. Continue to operate the current level of Metrobus service that was implemented on Sunday, August 23rd – approximately 75% of pre-Covid 19 service levels.

- The survey was in field from September 26 to October 19. During this time 2,958 online surveys were completed.

Executive Summary of Public Feedback

Service Proposals

Metrorail

1. **On Weekdays, Operate Trains Every 12 Minutes – the change was acceptable for 80% of respondents** (31% acceptable, 49% acceptable if the change is temporary).
2. **Implement Red Line Turnbacks on Weekdays – the change was acceptable for 82% of respondents** (63% acceptable, 18% acceptable if the change is temporary). Notably, among Maryland residents who use or used the Red Line 72% found the change acceptable (40% acceptable, 32% acceptable if the change is temporary).
3. **Implement Sunday Service on Saturdays – the change was acceptable for 84% of respondents** (42% acceptable, 42% acceptable if the change is temporary).
4. **Implement Yellow Line Turnbacks – the change was acceptable for 76% of respondents** (58% acceptable, 17% acceptable if the change was temporary). Notably, among those who use the Yellow Line or Green Line 71% found the change acceptable (40% acceptable, 32% acceptable if the change was temporary).
5. **Reduce Metrorail Operating Hours – the change was acceptable for 56% of respondents** (30% acceptable, 26% acceptable if the change was temporary) **and unacceptable for 41% of respondents.** Notably, low-income respondents were split with 48% finding the change unacceptable and 48% acceptable (25% acceptable, 23% acceptable if the change was temporary).

Metrobus

1. **The current reduced level of Metrobus service was acceptable for 72% of respondents** (32% acceptable, 41% acceptable if the change is temporary). Notably, among respondents who reported having ridden the bus in the past 7 days 74% found the change acceptable (27% acceptable, 48% acceptable if the change was temporary) and 24% of respondents found the change unacceptable.

Metrorail Proposal 1: On Weekdays, Operate Trains Every 12 Minutes

Q: Trains on all lines would operate every 12 minutes all day (no differences in peak and off-peak service levels).

Would this change be acceptable to you?

	Response Count	Acceptable	Unacceptable	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	2,958	**80%**	**18%**	31%	49%	18%	2%
Notable Subset:							
Current Metrorail Riders	1,032	**77%**	**21%**	26%	51%	21%	2%
Protected Populations:							
Minority Respondents	801	**81%**	**18%**	32%	49%	18%	1%
Low Income Respondents	187	**80%**	**18%**	32%	48%	18%	2%

Metrorail Proposal 2: Implement Red Line Turnbacks on Weekdays

Q: On weekdays only, every other Red Line trip would operate between Grosvenor-Strathmore and Silver Spring only, providing service every 6 minutes for stations in the core.

Would this change be acceptable to you?

	Response Count	Acceptable	Unacceptable	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	2,466	**82%**	**14%**	63%	18%	14%	4%
Notable Subsets:							
Current Metrorail Riders	906	**81%**	**15%**	61%	20%	15%	4%
Respondents Use or Used Red Line	1,347	**80%**	**17%**	56%	23%	17%	3%
Maryland Residents who Respondents Use or Used Red Line	436	**72%**	**25%**	40%	32%	25%	3%
Title VI Populations:							
Low Income Respondents	172	**72%**	**23%**	47%	24%	23%	5%
Minority Respondents	703	**79%**	**17%**	57%	22%	17%	5%

Metrorail Proposal 3: Implement Sunday Service on Saturdays

Q: Saturday service would be adjusted to operate at the same service levels as Sunday.

- Blue, Orange, Green, Yellow, and Silver Lines: Operate every 15 minutes
- Red Line: Operate every 12 minutes

Would this change be acceptable to you?

	Response Count	**Acceptable**	**Unacceptable**	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	2,802	**84%**	**14%**	42%	42%	14%	2%
Notable Subset:							
Current Metrorail Riders	1,025	**82%**	**17%**	34%	47%	17%	2%
Title VI Populations:							
Minority Respondents	784	**82%**	**16%**	41%	41%	16%	2%
Low Income Respondents	188	**74%**	**21%**	31%	43%	21%	5%

Metrorail Proposal 4: Implement Yellow Line Turnbacks

Q: All Yellow Line trains would operate between Huntington and Mt. Vernon Square 7-days per week, instead of to Greenbelt.

Would this change be acceptable to you?

	Response Count	Acceptable	Unacceptable	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	2,418	**76%**	**19%**	58%	17%	19%	5%
Notable Subsets:							
Current Metrorail Riders	897	**73%**	**22%**	54%	19%	22%	5%
Respondents Use or Used Yellow or Green Line	1,297	**71%**	**25%**	48%	22%	25%	4%
Title VI Populations:							
Minority Respondents	448	**68%**	**7%**	30%	38%	7%	25%
Low Income Respondents	125	**62%**	**10%**	23%	39%	10%	27%

Metrorail Proposal 5: Reduce Metrorail Operating Hours

Q: The Metrorail system would close at 9 pm Sunday through Thursday instead of at 11 pm; Friday and Saturday closure would remain at 11 pm.

Would this change be acceptable to you?

	Response Count	**Acceptable**	**Unacceptable**	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	2,750	**56%**	**41%**	30%	26%	41%	3%
Notable Subset:							
Current Metrorail Riders	1,024	**53%**	**46%**	26%	27%	46%	2%
Title VI Populations:							
Minority Respondents	787	**59%**	**39%**	32%	27%	39%	2%
Low Income Respondents	186	**48%**	**48%**	25%	23%	48%	3%

Metrobus Proposal 1: Continue Operating Reduced Service Levels

Q: Metrobus service would continue operating at the current service levels that were implemented on Sunday, August 23rd – approximately 75% of pre-Covid 19 service levels. More details about those differences in service levels for each route can be found here.

Would continuing to provide the current reduced level of Metrobus service be acceptable to you?

	Response Count	**Acceptable**	**Unacceptable**	Yes	Yes, if temporary	No	I don't know
All Survey Respondents	1,858	**72%**	**24%**	32%	41%	24%	3%
Notable Subset:							
Current Metrobus Riders	752	**74%**	**24%**	27%	48%	24%	1%
Title VI Populations:							
Minority Respondents	573	**76%**	**20%**	34%	42%	20%	4%
Low Income Respondents	157	**66%**	**29%**	28%	38%	29%	5%

Overall Survey Demographics

	Responses	%
Household income		
Less than $30,000	1,250	9%
More than $30,000	12,395	91%
Latino or Hispanic Origin		
Yes	1,171	8%
No	13,837	92%
Race		
African American or Black	2,537	17%
American Indian or Alaska Native	189	1%
Asian	1,375	9%
Native Hawaiian or other Pacific Islander	105	1%
White	10,414	72%
Other	641	4%

Note: Our approach was to include the count of responses excluding nonresponses.

Attachment C

Specific Metrorail and Metrobus service changes include:

Proposed Metrorail Service Changes

1. **Standardize Weekday Rail Service Frequencies**
   Blue, Orange, Green, Yellow and Silver Line weekday headways would increase to 12 minutes during peak periods, and weekday off-peak headways would remain at 12 minutes.

   Red Line weekday headways change to 6 minutes all day.

   Blue, Orange, Green, Yellow and Silver Line weekend headways would increase to every 15 minutes compared to 12 minutes on Saturdays and remain at 15 minutes on Sundays. Red Line weekend headways would increase to 12 minutes from operating every 6 minutes on Saturdays and 7.5 minutes on Sundays.

2. **Maintain Metrorail Closing Hours**

Metrorail will continue to close at 11 PM all 7 days of the week

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Proposed Metrobus Service Changes by Line

Discontinue Service After Midnight
All trips (on all lines) starting after 12 a.m. will be discontinued

Saturday and/or Sunday span will be reduced (in excess of the systemwide 12 a.m. cut-off) on the following lines:
G12, G14 – Greenbelt-New Carrollton
K12 – Forestville
K6 – New Hampshire Avenue-Maryland (see also Saturday/Sunday frequency reductions)
R1, R2 – Riggs Road

Saturday and/or Sunday frequency will be reduced on the following lines:
23A, 23B, 23T – McLean-Crystal City
J2 – Bethesda–Silver Spring K6 – New Hampshire Avenue-Maryland (see also Saturday/Sunday span reductions)
Y2, Y7, Y8 – Georgia Avenue-Maryland

Saturday and Sunday service will be discontinued on the following lines:
30N, 30S – Friendship Heights-Southeast
M6 – Fairfax Village
NH2 – National Harbor-Alexandria
T14 – Rhode Island Avenue-New Carrollton (discontinue Sunday service only, Saturday service will still operate with a reduced span)
V12 – District Heights-Suitland (discontinue Sunday service only, Saturday service will still operate)

Weekday span will be reduced (in excess of the systemwide 12 a.m. cut-off) on the following lines:

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89, 89M – Laurel
T2 – River Road

Frequencies will be reduced on the following lines:
2A – Washington Blvd.-Dunn Loring
5A – DC-Dulles
42,43 – Mt. Pleasant
74 – Convention Center-SW Waterfront
83, 86 – College Park
C11, C13 – Clinton
C8 – College Park-White Flint
D4 – Ivy City-Franklin Square
D6 – Sibley Hospital-Stadium Armory
D8 – Hospital Center
E4 – Military Road-Crosstown
F6 – New Carrollton-Fort Totten
F8 – Langley Park-Cheverly
F12 – Ardwick Industrial Park Shuttle
F13 – Cheverly-Washington Business Park
H2, H3, H4 – Crosstown
H6 – Brookland-Fort Lincoln
L8 – Connecticut Avenue-Maryland
MW1 – Metroway-Potomac Yard
Q1, Q2, Q4, Q5, Q6 – Viers Mill Road
R4 – Queens Chapel Road U4 – Sheriff Road-River Terrace
U7 – Deanwood–Minnesota Avenue

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W2, W3 – United Medical Center-Anacostia
W6, W8 – Garfield-Anacostia Loop
Z2 – Colesville-Ashton

Weekday frequencies will be reduced and service will be discontinued on Saturdays and Sundays on the following lines:
62,63 – Takoma-Petworth
C12, C14 – Hillcrest Heights
D2 – Glover Park-Dupont Circle
E2 – Ivy City-Fort Totten
G2 – P Street-LeDroit Park
R12 – Kenilworth Avenue
Z6 – Calverton-Westfarm
X8 – Maryland Avenue

Span and frequencies will be reduced on the following lines:
3A—Annandale Road
22A, 22C, and 22F – Barcroft-South Fairlington
H11, H12 and H13 Marlow Heights –Temple Hills

The following lines will continue to be suspended until FY2022 Services are enacted:
3T – Pimmit Hills
3Y – Lee Highway-Farragut Square
7C,7P – Park Center-Pentagon
8S, 8W, 8Z – Foxchase-Seminary Valley
11Y – Mt. Vernon Express
15K – Chain Bridge Road

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16L – Annandale-Skyline City-Pentagon
16Y – Columbia Pike-Farragut Square
18G, 18H, 18J – Orange Hunt
21A, 21D – Landmark-Bren Mar Park-Pentagon
26A – Annandale-East Falls Church
28F, 28G – Skyline City
29W – Braeburn Drive-Pentagon Express
37 – Wisconsin Avenue Limited
39 – Pennsylvania Avenue Limited
87 – Laurel Express
A9 – Martin Luther King Jr. Ave. Limited
B30 – Greenbelt-BWI Airport Express
B8, B9 – Fort Lincoln Shuttle
B29 – Crofton-New Carrollton
C28 – Pointer Ridge
D1 – Glover Park-Franklin Square
D5 – Macarthur Blvd.-Georgetown
E6 – Chevy Chase
G9 – Rhode Island Avenue Limited
H1 – Brookland-Potomac Park
J4 - College Park—Bethesda Limited
S1 – 16th Street-Potomac Park
V1 – Benning Heights-M Street
X1, X3 – Benning Road

Modifications are proposed to the following lines as follows:
1A, 1B Wilson Blvd.-Vienna

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- Discontinue all service on route 1B
1C – Fair Oaks-Fairfax Blvd. - Eliminate route segment between Fair Oaks Mall and Alliance Drive - Reduce frequency on weekdays
2B – Fair Oaks-Jermantown Road - Eliminate route segment between Fair Oaks Mall and Alliance Drive - Reduce frequency on weekdays
4A, 4B – Pershing Drive-Arlington Blvd. - Discontinue all service on route 4A - Reduce frequency on Saturdays & Sundays
7W – Lincolnia-Pentagon - Discontinue entire line - Add new route 7A,7F to Lincolnia during weekday peak periods
10A, 10E, 10N – Alexandria-Pentagon - Discontinue all service on routes 10E & 10N
16A, 16C, 16E - Columbia Pike - Eliminate route 16C route segment between Pentagon and Downtown DC - Reduce frequency on Saturdays & Sundays
17G, 17H, 17K, 17L – Kings Park Express - Discontinue all service on routes 17K & 17L
29C, 29G – Annandale - Discontinue all service on route 29C
60, 64 Fort Totten-Petworth - Discontinue all service on route 60 - Reduce frequency weekdays and weekends on route 64
96, 97 East Capitol Street-Cardozo - Discontinue all service on route 97 - Operate route 96 to Capitol Heights Station at all times
C21, C22, C26, C29 – Central Avenue - Eliminate route C29 Saturday only route segment between Pointer Ridge and Bowie State University
K9 – New Hampshire Avenue MD Limited - Discontinue entire line - Add new route K6 trips during weekday peak periods to improve frequency

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L1, L2 Connecticut Avenue - Discontinue all service on route L1 - Reduce frequency weekdays and weekends on route L2
N2, N4, N6 Massachusetts Avenue - Discontinue all service on routes N2,N4 - Add route N6 trips all day on weekdays - Reduce frequency weekdays and weekends
P18, P19 – Oxon Hill-Fort Washington - Discontinue all service on route P19 - Reduce frequency

Permanent modifications and/or eliminations approved in April 2020 on the following lines will continue permanently as previously approved:
NH2 National Harbor-Alexandria - Eliminate route segment between King Street Station and Huntington Station - Reduce frequency
92 – U Street-Garfield - Eliminate short trips ending at Eastern Market
3T – Pimmit Hills - Eliminate route segment between East Falls Church and West Falls Church Stations
S80, S91 – Springfield Circulator / Metropark Shuttle - Discontinue entire line - Alternate service provided via new Fairfax Connector 350/351
Z11 – Burtonsville-Greencastle Express - Discontinue entire line - Alternate service provided via new Ride-On Flash

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