BETTER BUS

Appendix C:

Written Comments

ANC 6B
Capitol Hill / Southeast

At its regularly scheduled, properly noticed, meeting on June 13, 2023, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted unanimously 8-0-0 to support the following resolution:

WHEREAS the Washington Metropolitan Area Transit Authority (WMATA) has released a proposed "Visionary Network proposal" for bus transportation in Washington DC and surrounding areas;

WHEREAS WMATA has provided only limited options for providing comment on the Visionary Network, primarily through a website at https://betterbus.wmata.com/;

WHEREAS Metrorail and most Metrobus routes provide good north-south service for getting users to and from downtown, east-west service has been limited;

WHEREAS, the Visionary Network proposal would eliminate the 96 bus route, which travels across the city from Tenleytown to the Maryland border in Anacostia;

WHEREAS, the 96 bus route travels along Massachusetts Avenue and connects the northeastern segment of ANC 6B with Union Station, the Stadium-Armory Metro stop and parts of DC further west and east; and

WHEREAS, the 96 bus is currently the only route that serves the Capitol Hill and Hill East neighborhoods east of 8th Street and between C Street and Pennsylvania Avenue;

WHEREAS, the proposed DC108 and DC202 bus routes incorporate the current 96 bus route between Union Station and Lincoln Park along Massachusetts Avenue but then travel east of the park along East Capitol Street omitting Massachusetts Avenue SE from 13th Street SE to 18th Street SE;

THEREFORE, BE IT RESOLVED the Commission opposes the elimination of the 96 bus route and calls upon WMATA to restore the route with at minimum medium frequency in the Visionary Network; and

BE IT FURTHER RESOLVED that ANC 6B urges WMATA, as possible alternative, to extend one or both of the proposed DC108/DC202 bus lines along Massachusetts Avenue SE to connect with areas in 6B and 7F that were previously served by the 96 bus route.

Please ignore this document. This is a test document from Jim Faulkner to see if the upload works on the Better Bus website.

I am a postdoctoral student at the University of Maryland living on America Boulevard near Hyattsville Crossing Metro Station. I do not have a car and use Metro, Metrobus as well as Shuttle-UM bus to commute between home and work, and Metro, Metrobus and other buses (ART, RideOn) to travel to other destinations in the DMV area. I will be giving feedback primarily from my personal perspective, as well as that of UMD student community members with whom I get to discuss the issue.

My overall impression to the changes is strongly positive. Increased frequency of P11 and P32 on weekdays means a much more flexible home ↔ work commute for me, especially in the case where either journey is not made during rush hour. Weekend improvement of P11 and introduction of P32 also mean that I can access the College Park area much more easily on weekends. Improvements on R4 (as P33) are also very welcome since that is a direct bus route from my home to Washington proper (86 is the only other option but the route is quite tortuous). F4 (now P30) is another route which I use with some regularity, and I am happy to see it remains as is.

My some suggestions are as follows :

- Increase frequency of P32 on weekends as well (I think I'd seen this as part of the visionary network, though the documents on offer on the website seem to be changing a little). It provides an important connection between many student communities and the Mall Prince George. It also connects the residential communities on Adelphi Road and Stadium Drive to the ones near the Mall.
- Extend P33 to Highview or equivalent place. There are a lot of residential communities (The Highline, Vie Towers, The Six (under construction), Plaza Towers, Lync at Alterra etc) which can be served very directly if the bus makes an additional 5-minute loop north of the Metro station, like it currently does.
- Synchronize the timings of P10 and P11 (same direction for both routes) at College Park. This will facilitate the considerable UMD student community living on Baltimore Avenue between 7300 and 8700 blocks to travel up and down Baltimore Avenue to shopping, eating and other destinations.

- Significant amount of graduate student housing exists on Metzerott Road and its branches, however it is a corridor which is not served by Metrobus either currently or in the visionary network. Can there be some benefit from running a route along that road (for example, alternate trips of the new M44) ?

One of the areas in which both Metro and Metrobus appear to be a little inefficient as compared to car or taxi is for routes which can be covered using Interstate highways (primarily the Capital Beltway). The higher speed and nonstop travel permitted on that route often gives private vehicles a 50 percent reduction in travel time compared to transit options. Greenbelt to New Carrollton and Silver Spring to Washington Dulles are cases in point. To mitigate this, I was wondering if it would be practical to run a Beltway Express bus route which covers (for example) Greenbelt, Forest Glen, Grosvenor-Strathmore, Reston (or Herndon, via I-267), Dunn Loring (maybe drop this?), Franconia-Springfield (or Huntington), Branch Avenue, Downtown Largo and New Carrollton Metro Stations. The service can run in both clockwise and counter-clockwise directions with 8 minute headways or better and a fare slightly exceeding the maximum Metro fare (7.50 on weekdays and 3 on weekends for example). Such an express route, together with point-to-point Metro trips can significantly assist in reducing transit times on suitable sectors and can help pull a few cars from the Beltway as well. Maybe the newer buses like 4700 series or cleaner burning CNG buses can be used for this route to make it more attractive. Of course, I do not have an idea of the exact times involved in such a route, and of how many customers would save how many minutes if it were to be introduced. But since you are asking for suggestions, I have it.

This would also be an excellent opportunity to crack down the nuisance of fare evasion on the buses. While I myself have always paid fares, huge number of my UMD friends evade them. The reasons cited are :

- Nobody pays, so why should I, I'm not a fool. (To be honest, I myself have also felt like one when I've been the only one paying among say ten people boarding).
- The service is lousy, they don't deserve to get paid. Some of the gripes refer to infrequent weekend service along the Baltimore Avenue, campus-to-Metro and campus-to-Mall routes. While fare evasion is not justified,

these gripes are. Many of them will also disappear with the introduction of Better Bus.

Hence, Better Bus might be an excellent opportunity to change the messaging pertaining to fare evasion.

I am wondering how the transition to the new route numbers will be managed though. I can well imagine a P30 pulling into Hyattsville Crossing and people asking are you F6, driver replying no I'm F4 etc resulting in some confusion, extra stoppage time, and occasional trips on the wrong bus. The signage associated with the changed numbers will I think be quite difficult to implement, especially for those who travel by remembered habit rather than by app (I assume the apps will reflect the new numbers the day they come into effect). It will be interesting to see how you will implement the communications regarding the changed numbers (for myself, I'll mug up the new route numbers before going, but everyone won't probably be as flexible).

If you have any questions or comments regarding this feedback, please feel free to contact me at [redacted] email ID.

Thanks and Regards,

B Shayak PhD
Mechanical Engineering
University of Maryland at College Park

www.shayak2.in/

To whom it may concern:

Reaching out with written feedback on the proposal to significantly alter bus service to Cathedral Ave NW, effectively canceling regular service currently labeled N2 on weekdays and N6 on weekends.

This feedback highlights six significant issues:

- It is detrimental to efforts to get people visiting downtown if we can't get there due to lack of direct bus service.
- Accessibility issues for people with mobility disabilities and older adults.
- Lack of service to Cathedral Ave NW outside rush hour.
- Lack of time efficient service to Farragut Square area for commuting.
- Increased length in riding time for the proposed new routes.
- Recommendation to check more recent data as ridership is now greater on N2 during week and N6 during weekends.

I am happy to answer questions you may have. Also, I appreciate any feedback on these concerns.

- **It is detrimental to efforts to get people visiting downtown if we can't get there due to lack of direct bus service.** The proposed removal of regular bus (not just the newly proposed rush hour bus to Dupont Circle) service from Cathedral Ave NW (which is home to several large condo and apartment buildings with hundreds of units each, estimating thousands of residents) to downtown DC (Farragut Square area) is likely to work against the DC Mayor's goals to encourage people to visit downtown and spend money at restaurants, theaters, museums, and other activities that support the DC economy. Already irregular service (such as missing buses from service) has had this effect as I have had to cancel plans for dinner meetings several times when the bus does not show. Those who do travel downtown from Cathedral Ave will be more likely to use individual cars, contributing to traffic and parking problems already existing in the downtown DC corridor.
- **Accessibility issues for people with mobility disabilities and older adults.** I use a wheelchair for mobility due to a lifelong disability. In the neighborhood there are other wheelchair users, people who use canes, and older adults with mobility challenges (or who may develop them). The bus proposal would require riders to walk up hill for a 1/2 mile to reach bus stops on Massachusetts and Idaho Aves NW (proposed D90) or Wisconsin and Cathedral Aves NW (proposed D82) to get service that does not even reach downtown (instead stopping at Dupont Circle like the D90)) or will take over an hour in riding rime (D82). Not only are these proposed buses harder to reach, riding them will not achieve the goal of reaching Farragut Square or the downtown area quickly and efficiently without a lengthy walk to and from the bus stops (plus three Metro lines: Red, Orange, and Blue).
- **Lack of service to Cathedral Ave outside rush hour.** Many people use the N2 outside of rush hour and the N6 on weekends to reach doctors appointments and entertainment.

(The N6 was busy when I rode the last two weekends with people going downtown to museums and other entertainment.) The proposed lack of service outside only rush hour (C85) will severely impact ability to reach other destinations outside of work commuting. It will either lead to more use of cars and worsening downtown traffic and parking issues, or consideration to move to other more transit-friendly locations outside DC.

- **Lack of time efficient service to Farragut Square area for commuting.** Farragut Square is an important bus destination from Cathedral Ave NW because it brings riders to a largely walkable area (for dining, entertainment, medical offices, and businesses) and two Metro stations with three lines (Red, Blue, and Orange) instead of just one station in the proposed changes (C85). This is particularly crucial for federal workers, most of whom need the Orange/Blue lines to get to federal office buildings across town. The current N2/N6 is efficient and moves quickly to bring commuters downtown to key Metro stations and also people going to appointments, restaurants, etc.
- **Increased length in riding time for the proposed new routes.** The proposed alternate routes require long walks/wheelchair rolls to either Massachusetts Ave NW (D90), Wisconsin Ave NW (D82), or a new line on New Mexico Ave/Tunlaw NW (C85 & D96) that does not travel directly to downtown (so not helpful for commuters). The buses running Wisconsin, Massachusetts, and New Mexico/Tunlaw will take much longer for travel than the existing N2 line, which will discourage ridership.
- **Recommendation to check more recent data as ridership is now greater on N2 during week and N6 during weekends.** It would be advisable for WMATA to take a look at current ridership data for the N2 and N6 lines. I have ridden these buses recently and they have been busy with passengers. WMATA may be looking at old pandemic-era data that shows suppressed ridership and I would argue that the lines are getting busy as people are seeking to go to downtown DC more frequently, including on weekends and outside of commuting times.

Regards,
Kelly Mack
[redacted]

Board of Directors
Leisure World Community Corporation
3701 Rossmoor Boulevard
Silver Spring, MD 20906

May 21, 2024

wmata.com/betterbus

Please accept this communication as a statement of concern from Leisure World of Maryland about the proposed Olney-Friendship Heights betterbus route MD 341.

The map of this proposed route shows that it will originate/terminate at Leisure World of Maryland, located on Georgia Avenue just south of Maryland Route 200. We respectfully request that you reconsider the proposed northern origination/termination point and, instead of Leisure World, change it to the Park & Ride site on Georgia Avenue, just north of Leisure World.

Our reasons for this request are:

- There is no bus parking space in front of Clubhouse I at Leisure World, which is where one of two present Metro bus stops are located and there is no other convenient space available;
- The second bus stop in the area is next to the Leisure World Shopping Center, but bus parking would block the busy right-hand turning lane into Georgia Avenue northbound and parking in the shopping center is problematic;
- The Park & Ride site on Georgia Avenue, less than a mile north of Leisure World, is already a terminus for some Metrobus routes on Georgia Avenue; it has sufficient bus parking space, it is convenient for commuters to reach and has ample parking for their vehicles.

We hope you will favorably consider this request which, we believe, will better serve Metrobus and its riders.

I am authorized, as chair of the Leisure World Community Corporation board of directors, to make this request, and would be pleased to answer any questions or concerns that you may have about it.

Sincerely,

P Hempstead

Patricia Hempstead, chair

Copy to: Montgomery County Department of Transportation

Mr. Randy Clarke, General Manager and CEO
Washington Area Transit Authority (WMATA)
300 7th Street, SW
Washington, DC 20024

Board of Directors
WMATA
300 7th Street, SW
Washington, DC 20024

Sharon Kershbaum, Acting Director
DC Department of Transportation
55 M Street, SE, Suite 400
Washington, DC 20003

June 5, 2024

To WMATA and DDOT,

This letter from the residents of Chevy Chase DC, Barnaby Woods, and Hawthorne requests that you, members of the WMATA Board of Directors, and officials at DDOT, restore the E6 bus line to its full original and pre-pandemic transit route in our community now that the COVID-19 health emergency is behind us. Tax-paying residents of ANC 3/4G should be able to access transportation services that are essential to our urban quality of life. We also deserve the chance to contribute to the goals of the District's Clean Energy DC plan to reduce greenhouse gas emissions by using public transportation instead of driving.[1]

WMATA combined the M4 bus route with a segment of the E6 bus line and "discontinued" the majority of the route during the pandemic. Many E6 riders assumed WMATA would restore the route post-pandemic. Because WMATA did not make its decision to cancel the E6 public, we did not have an opportunity to express our concerns.

Our community has lost a much needed bus route. Before the pandemic, the E6 was a popular bus line for area residents with nearly 300 daily riders on weekdays in 2019, up 7% from the previous year. WMATA's decision further isolates residents in our community because the M4 does not mirror most of the E6 route, and it limits access to bus service for many residences.

We believe this change can no longer be justified. Over the past four years, our residents have felt the many negative effects of the missing E6 bus line for our regular commuters, seniors, local school students and their parents, especially at Lafayette Elementary and the Blessed Sacrament, remote workers, and the many workers in our community who provide daily essential services to our residents.

[1] "Eighteen percent of the District's greenhouse gas emissions come from private passenger vehicles, " Sustainable DC 2.0 Plan, p. 126.

WMATA has eliminated the only direct Metrobus route for the residents of Chevy Chase DC, Barnaby Woods, Hawthorne, and Knollwood to our community center and public library,[2] the Avalon Theater, the Safeway grocery store, the CVS pharmacy, and the many shops and restaurants along Connecticut Avenue. Further, we have lost direct bus service to Friendship Heights, including Metro, medical facilities, such as Well by Kaiser Permanente, Medstar Health, the Barlow Building with its many doctors, dentists, and other service providers, as well as shops, restaurants, and grocery stores.

Without the E6, hundreds of residents that for decades had access to reliable, convenient, and safe bus service have no choice but to drive. For some, especially our older residents, this is an inequity that impinges on their quality of life and independence. As one example, the walk from the Tenleytown Metro, the closest M4 stop to the Friendship Heights Metro, takes nearly 20 minutes, a challenge for some older residents and people with disabilities. A transfer to Metro bus or rail may increase the cost and can add up to 45 minutes to what had been a 10-minute trip.

We ask, as we did in two recent ANC 3/4G resolutions on October 13, 2020 and June 12, 2023 that WMATA retain the E6 service. We request that the E6 be fully funded in the FY2025 budget and all future budgets. We also propose WMATA consider offering more frequent E6 buses during the day, in the late evenings, and add some weekend service. Many residents of our ANC have no nearby public transit options on Saturdays or Sundays because the M4 operates on weekdays only.

We would like to meet with WMATA officials to understand the current status of the E6 line, to present our views on the essential service the E6 had offered our residents of all ages for many decades, and how to restore the E6 bus route.

Respectfully,

Jim Nash
Commissioner and Chair of ANC 3/4G Transportation Committee

[2] The city plans to build a new library and community center on the current Chevy Chase Civic Site, and we expect this will attract more area residents to our civic core at the intersection of Connecticut Avenue and McKinley Street.

To: City Officials and Administration

Re: Bus noise and traffic nuisance on 18th Street SE

1-The City has increased the frequency of and started overnight bus routes running through our residential neighborhood even though there is a limited amount of people getting on and off the bus and many of the buses passing through 18th St. SE are empty or close to empty during non peak hours. Most bus riders use it as a jumping off point for Stadium Armory Metro during peak hours.

The Bus Priority Plan Corridor Analysis states our area is not a top 10 corridor nor a top 20 segment in the bus priority plan however, WAMATA massively increased the numbers of buses coming through at all times

The 96 route buses increased from 2-3 times per hour to 4 times per hour and until 2:30 AM on weekends.

The B2 Line increased significantly

- Mon-Fri: Increased from 96 to 112 buses per day – 17% increase in number of buses
- Saturday: Increased from 83 buses to 100 – 22% increase in number of buses
- Sunday: Increased from 83 buses to 101 buses - 22% increase in number of buses

The B2 bus goes by up to 7 times per hour and the 96 comes by 4 times per hour. That's eleven buses per hour. That is a bus driving by every five minutes.

Further, many of the buses that come by are empty and many others have 1-3 riders as they pass by. People are not using these stops at the levels that require this many buses through this street. The bus stop at 18th and Independence rarely has passengers get on and off.

B2 Double buses happen regularly. One bus is followed by another right behind and many times the second bus is empty.

2-The City has also failed to follow its own policies or guidance regarding bus and truck routes and speed humps; and in so doing is not meeting requirements which is in turn causing environmental noise pollution damage through conflicting DDOT and WMATA decisions.

The DDOT Speed Hump eligibility criteria clearly states, "The street must NOT be a primary bus route or truck route." However, 18th St. SE between East Capitol St. and Independence and further to Massachusetts is a bus route for the B2 and 96 bus routes as well as the D6 and other random buses for training, not in service, employee shuttle, etc. Yet speed humps, bumps and tables are installed all along 18th Street SE which is in direct conflict with DDOT requirements. Further, multiple Vertical Traffic Calming Implementation Design Criteria are not being met including:

- Devices shall be installed at least 200 feet apart but not greater than 500 feet apart on road segments bounded by two intersections.

- Devices shall be placed at least 20 feet from an alley.
- Devices should be placed at least 150' from stop or yield controlled intersection approaches or 100' in case of constraint like a short block.
- Devices should be placed at least 250' from a traffic signal

The DDOT further states a disadvantage of speed humps, bumps and tables as "May generate noise at cushion when traversed by large trucks or buses."

Since the B2 route uses Compressed Natural Gas (CNG) (Xcelsior XN40) buses that make a unique penetrating sound when braking for speed humps and intersections, a constant sound by all the buses driving by our home occurs every five to six minutes. In a residential neighborhood like ours, this penetrating sound can have significant adverse effects on the well-being and quality of life for nearby residents. Additionally, this now 24/7 sound disrupts peaceful living conditions, making it difficult for residents to concentrate, relax, sleep and enjoy their homes. Prolonged exposure to such noise can lead to stress, sleep disturbances, and even long-term health issues. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915252/

City Responsibility and Solutions:

Per DC noise regulations, the Dept. Of Building site says, Every person living in the District is entitled reasonable noise levels that do not threaten life, health, and enjoyment of his or her property. It is the declared public policy of the district to promote public health, safety, welfare and peace and quiet of the inhabitants of the District.

The Bus Transformation Project Strategy Summary states a modern bus system must: Capitalize on innovations that reduce negative environmental impacts to result in "Positive impacts to the built and natural environment that create a more livable and sustainable future. And one of the recommendations under frequent and convenient bus services is to Establish regional standards across bus systems to provide consistent bus service, TAILORED BY LOCATION AND TIME OF DAY.

The City is not living up to these expectations by its residents The current quantity and noise of buses running down our street pose a menace to us DC residents. The City developed policy to protect our livability and is winding up doing the opposite.

Possible Solutions:

- Keep B2 buses on 17th Street where they move more efficiently. The buses will move faster most times of the day saving time for passengers and money for WMATA and taxpayers.
- If City can't move the bus route during peak hours, move buses in evening, overnight and weekend to 17th street. Very few passengers ride at that time and the neighborhood is not utilizing the route/stops.

- Run only the necessary numbers of buses. There are many B2 buses running empty or with few people when buses run too closely together.
- Replace all B2 buses with Electric buses to decrease noise from Compression Braking System. Prioritize this route for electric replacements. These should not be allowed on 24/7 routes as they have loud braking.

Other suggestions for traffic issues

- Move tour buses, shuttle buses, special event buses to 17th street.
- 17th Street is a designated truck route (DC 2023 DC truck map)18th Street is not. Keep trucks, including construction trucks on 17th as designated so the loud noises from traversing speed humps doesn't occur.
- 18th St. SE from Independence to Potomac has "No Construction Vehicles" and "15 mph 8:30-5 M-F" signs. Add those to East Capitol St. to Independence stretch for equity.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 3B

GLOVER PARK AND CATHEDRAL HEIGHTS

Resolution Regarding WMATA's Redesign of the Better Bus Network

On May 8, 2024, ANC3B was alerted by a constituent to the release of WMATA's redesigned Better Bus Network. At that time, the ANC learned that WMATA might open a comment period of unknown length on Monday, May 13, depending on the approval of its board, which was expected on Thursday, May 9. Since ANC3B's duly noticed, public meeting was scheduled for May 9, and the next meeting is not until June 13, ANC3B decided to act now in case the end of the comment period occurs before the ANC's next meeting. Should the ANC learn that additional time is available for commenting, it may submit further comments based on a more comprehensive assessment of the effect of the redesign on the people the ANC represents.

That said, initial feedback on the redesigned bus network yields the following comments and concerns:

- Residents of Glover Park, Cathedral Heights and Wesley Heights urge WMATA to publicize its release of new bus routes more directly through ANCs and other community-based information outlets; allow at least 45 working days for public comment, which would accommodate ANC meeting schedules; and meet with residents on site in neighborhoods such as Glover Park and Cathedral Heights, which are most negatively affected by the redesigned bus routes.

- ANC3B recognizes that the redesign has addressed some of the concerns raised in the first iteration of the Better Bus Network and appreciates WMATA's flexibility. However, the redesign still does not address the unique problems faced by residents here. The area this ANC represents is the densest in Ward 3, has one of the highest percentages of seniors in the ward, and is topographically challenging, particularly in areas where a large proportion of low-income residents live. Residents, many of whom do not own cars, must climb steep hills to reach a major street. With buses running only on Wisconsin Avenue (D82) and Tunlaw Road (D96, C85), the majority of residents here will be a half-mile or more from a bus stop, often facing a major hill-climb, which puts bus service out of reach for seniors, those traveling with small children, the disabled, and the many low-income residents who live in apartment buildings farthest from main streets.

- While the area's bus service is somewhat increased by having both the D96 and the C85 run on New Mexico Ave., Tunlaw Rd. and 37th St., the ANC raises concerns about traffic congestion and pedestrian safety. Right now, no bus traverses either New Mexico or Tunlaw between Cathedral Ave. and Benton St. With the new bike lanes on New Mexico and Tunlaw, buses will have to stop in travel lanes and riders will need to cross both the street and the bike lane. The sidewalks are exceptionally narrow in places, which could cause problems for pedestrians and bike riders trying to get past people waiting for the

bus. Diverting the D96 into the neighborhood at 42nd St. to Benton St. to 37th St., going inbound for example, would alleviate both the traffic/pedestrian problem and the interior access problem.

- The distance traveled by the D96 from one end to the other is so long that the ANC is concerned about the 20-30 minute frequency projection. The C85 runs on weekdays only and increases frequency during rush-hours but since this line is the only direct bus route to MacArthur High School for students in this ANC's area, the ANC is concerned about wait-times for students caused by the bus having to travel on M St., which is congested during rush hours. The ANC is also concerned that this weekday only bus leaves students without any direct access to the school for weekend or evening activities and events.

Therefore, ANC3B resolves to urge WMATA to:

- meet on site with residents of this area to discuss the bus network redesign, and walk the area to see the problems firsthand; and provide a comment period of at least 45 days with better and wider publicity of the redesign and call for comments;

- make changes to the D96 route that address the difficulty of accessing bus service that is unique to Glover Park and Cathedral Heights by continuing to provide bus service on interior streets where the hills are steepest and the population is older, lower-income, and exceptionally dense;

- work with DC's Department of Transportation to prevent traffic and pedestrian congestion from two bus lines (D96 and C85) on New Mexico and Tunlaw where streets and sidewalks are narrow and bike lanes obstruct sidewalk access; and

- increase bus access to MacArthur High School for students throughout the school's enrollment area by providing C85 service or comparable on evenings and weekends.

Further, ANC3B authorizes Kevin Lavezzo or his designee to act on behalf of ANC3B on this matter. This resolution was adopted by a vote of 6-0 at a duly-noticed, public meeting of ANC3B on Thursday, May 9, 2024, at which a quorum was present. (A quorum is 4 of the 6 members of the Commission.)

Jackie Blumenthal, Chair

Melissa Lane, Secretary

CC: Ward 3 Councilmember Matt Frumin

Scott H. Schulke
[redacted]

June 11, 2024

WMATA
Proposed Better Bus Network
300 7th Street, SW
Washington, DC 20024

RE: Proposed Changes to N2, N4 & N6 Not Useful or Effective

To Whom It May Concern:

The proposed 2025 Better Bus Network Service would seriously reduce public bus traffic in the medium to high-density Cathedral and New Mexico Avenues, NW, corridor.

Proposed Bethesda – Potomac Park D96: This proposed bus line should connect to Tenleytown to be useful, not Friendship Heights. This line would take significantly longer to reach Dupont Circle, and not connect well to downtown. The proposed weekday frequencies are acceptable, but this route doesn't go where it needs to go and leaves thousands of commuters underserved in the Cathedral and New Mexico Avenues, NW, corridor.

Proposed Tenleytown – Convention Center D90: This proposed route fails to serve the all-important Cathedral and New Mexico Avenues, NW, corridor, an area with medium and high-density residential buildings. It is good that this connects Tenleytown and Dupont Circle Metro Stations, but misses that central downtown Connecticut & K Streets/17th & Eye Streets, NW. The frequency is acceptable, but not the route traveled.

Proposed Barnaby Woods – Foggy Bottom C85: This proposed route is completely unacceptable as it doesn't have any weekend service, therefore, it is *a failed George Bush type structure* (unacceptable junk). In terms of transportation planning and geography, the medium to high-density Cathedral and New Mexico Avenues, NW, corridor needs connection to Dupont Circle or Farragut Square, not to the Foggy Bottom-George Washington University station.

Thank you for the opportunity to comment on these proposals.

Sincerely,

Scott Schulke

Scott Schulke

District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003

June 15, 2024

Mr. Randy Clarke
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

Via email

Re: ANC 6A Comments on Better Bus Network

Dear WMATA General Manager Clarke:

At a regularly scheduled and properly noticed meeting[1] on June 13, 2024 our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to send a letter sharing concerns on behalf of our community regarding the reduction in MetroBus service in WMATA's Better Bus Proposed 2025 Network Redesign that will disproportionately affect Advisory Neighborhood Commission (ANC) 6A.

While we appreciate the increase in bus frequency and the extended hours of operation on many routes transiting through and adjacent to ANC 6A, the Better Bus Proposed 2025 Network Redesign has left a significant gap around Lincoln Park and the entire Hill East community. The proposed redesign completely eliminates the 96 bus route through our neighborhood. Many of our neighborhood students rely on the existing 96 bus route to get to schools in other areas of the District. Following the elimination of the 97 bus route in 2020, the 96 bus is their only option to travel to schools outside the immediate area. Farebox data likely does not reflect the student usage of this route, and eliminating the route will leave many families with no public transportation options in the neighborhood to get their students to other schools.

In the north end of ANC 6A, the increase in frequency along the proposed C53 route (existing 90/92 route) may minimize the impact of re-routing the C51 bus off of Florida Ave NE, but we believe that doing so is shortsighted considering the significant and continuing population increase around the NoMa/Union Market neighborhood. Indeed a further 1,400 residential units are planned for the area. Additionally, the transfer from MetroBus to Metro's Red Line is more direct from the NoMa/Gallaudet station than from Union Station at H St NE.

We would also like to see a route in the new system that takes riders from H St NE to Foggy Bottom, as the X1 route does. This route has been sorely missed by commuters and students along the H St NE corridor

[1] ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.

Lastly, the proposed C41 (revised B2) shifts the current route on 14th and 15th Streets to 17th and 19th Streets (between Benning and Potomac Avenues), which would leave no north/south routes for 10 blocks (the nearest route would be on 8th Street). Keeping the bus on 14th Street would have the additional benefit of access to an additional Safeway grocery store along the route (at 14th Street and Kentucky Ave SE).

Our Commission continues to advise our community members and schools to provide input directly to WMATA on the Better Bus website and at public hearings, but we respectfully request additional consideration of their concerns expressed to us as their elected officials. Please be advised that I can be contacted at 6A04@anc.dc.gov and the Transportation and Public Space Committee Chair Lynch can be contacted at 6ATPSChair@gmail.com.

On behalf of the Commission,

Amber K. Gove

Amber Gove

Chair, Advisory Neighborhood Commission 6A

Good afternoon Mr. Clarke,

I am writing to express strong support for the Better Bus proposed new route F66 (Culmore - Pentagon), *subject to one minor route adjustment.*

The proposed F66 follows the route of the existing 22A service from the Pentagon to S. Arlington Mill Drive and S. Walter Reed Drive, but omits the 2-3 minute Parkfairfax loop in Alexandria that was hard fought for in 2014. Please see attached.

I will stipulate that ridership on route 22A in Parkfairfax has been below expectations, due in part to the 60-minute post-pandemic headway. Likewise, I have observed that off-peak 22A ridership in neighboring Fairlington is similarly weak.

I will also stipulate that Parkfairfax enjoys robust DASH bus service. However, DASH service to the Pentagon via lines 103 and 104 is limited to peak hours only. During midday, evenings and weekends, the only connection to Metrorail is via DASH line 36A/B which includes a time-consuming loop through Shirlington, traffic congestion along W. Glebe Rd., an additional five minutes of walking (uphill) at the Potomac Yard station, a long stairway (or elevator) down to the platform and a longer and more costly Metrorail ride to DC.

I therefore offer a constructive solution! *Include the short Parkfairfax loop in the new F66 route, but* ***ONLY during midday, evenings and weekends****, just as route 22A did prior to the pandemic. This would fill the gap for Parkfairfax residents, and eliminate the peak hour redundancy that currently exists between Metrobus 22A and DASH 104.* Loop diagram attached.

I've been informed that route consistency is a Better Bus objective, and I agree. However, I question whether an entire Alexandria community should be denied off-peak Metrobus service in order to achieve that objective. Just as existing routes 7A and 22A and proposed F66 omit the Pentagon City loop at certain times, the new F66 could likewise omit the Parkfairfax loop during peak periods, with (or even without) a route variant designation.

Metrobus has ably served the Parkfairfax community for half a century! Thank you, in advance, for maintaining that tradition into the future.

Best regards,

Bob

Bob Gronenberg
Chair
Parkfairfax Transportation and
Land Use Committee

The proposed 2025 Better Bus network has four objectives

1. Better connections

2. improved service

3. new route names, and

4. more efficient bus stop spacing.

I see no reason why achievement of these objectives requires a sweeping overhaul of everything. The fact that the Metrobus network has not been comprehensively redesigned since its creation in 1973 is being used as justification for the 2025 BetterBus program. This kind of thinking is illogical as the system has been largely successful over the past 50 years so why is it necessary to radically change something that works. BetterBus is the proverbial solution in search of a problem.

I am wondering what the real reasons and hidden agendas behind this effort might be. The usual suspects in any bureaucracy would include new jobs, pay increases, bonuses, domestic and foreign boondoggles for those involved, expansion of WMATA's workforce, budget, power, influence, etc. and management's need to 'do something', to make changes for the sake of making changes and to 'leave a legacy'. The WMATA website also states that BetterBus is intended to "Promote equity, inclusiveness, and access to opportunity" as if the current system is somehow discriminatory despite also stating that "Sixty percent of Metrobus customers are low income, [1] and 83 percent are people of color." I should also note that close to 100% of the bus and train drivers as well as most of the station attendants and maintenance personnel are people of color. (I, of course, remember when the opposite was true, i.e. because of racial and sexual discrimination all Capital Transit and DC Transit bus and streetcar drivers were white males.) I suspect that by including the vague and ill defined 'equity' issue into the redesign (e.g., "Prioritizing service in Equity Focus Communities"), WMATA will intentionally produce a system where riders on certain routes in certain areas will subsidize riders of other routes in other areas especially Prince Georges County and Anacostia which has been the case in the past.

I was born in DC in WWII and raised in a family with no car so if we went anywhere, it was on a streetcar, on foot or on a bus. For the first 7 years of my life, we lived near a streetcar line in Northeast DC and used that mode of transportation regularly especially to go downtown. As a result of a move to a house in Northwest DC, I started riding buses and continue to do so to this day. At age 9, my 12-year-old brother and I had to finish the school year near the Northeast house we had just left. For about 2 or 3 months, we would ride the H2 round trip from Connecticut avenue and Porter Street in Northwest to near Rhode Island and South Dakota avenues in Northeast to by ourselves. (Of course no parent would allow children to ride alone today since DC is rife with career criminals, drug addicted zombies, aggressive beggars, crazy

people, junior high school carjackers and murderers and so forth.) I sometimes still ride the same H2 bus route, which has been modified several times, over 70 years later. Somehow my brother and I managed to use a number of bus routes that have the same route letters and numbers today, without any problem even though you say the numbers are confusing and need to be changed.

On that issue let me state the obvious which is that most bus riders take the same few routes repeatedly and soon memorize the route names, destinations, and itineraries that are of importance to them. For other trips in DC and any of the surrounding counties and cities, the rider can use his or her smart phone for access to apps such as journey planner and Bus ETA and if desired download schedules. As for visitors, we all know that most tourist or business visitors do not take buses. I ride buses all the time and rarely see a visitor on board unless the person is a boarding college student like those that ride the N4 or N2 from American University. More proof that tourist visitors do not ride buses is the DC Circulator. This system was designed for tourists and is basically a failure with low ridership because visitors do not take buses. Even the mayor of DC who will waste money on anything has stated that Circulator should be abolished to save money as it currently spends about $5 per ride. Tourist visitors do ride metro rail and of course Uber for trips to locations not served by rail.

The statement

> "The proposed 2025 Network includes a new naming system that will help customers know where a bus operates—making it easier for regular customers, new customers, and visitors to use our regional bus system"

Is fallacious. I frequently ride the N4 which is to be replaced with the D96. I fail to see how calling a bus route D96 instead of N4 or D70 instead of L2 helps me know where the buses go. At least when a bus route starts with a letter we have some notion about which part of the city or the counties it has served for decades. In DC proper, if a route is designated by a two digit number, some of us know it generally goes on major avenues and streets because it was once a streetcar line. I should note that in my 70+ years of riding public transit in DC and the surrounding areas, with very few exceptions the drivers and other workers have acted in a reasonably professional, courteous and helpful manner.

Better connections, improved service and more efficient bus stop spacing can be achieved using the same incremental, targeted approach that has worked for a half century or in my case three-quarters of a century. For example, as new Metrorail stations were opened over the past four plus decades, bus routes, frequency, hours of operation, etc. were adjusted to serve these new transit hubs. Over the same period, numerous other changes have been made to the bus system for one reason or another. Schedules are always being adjusted. Other examples with which I am familiar include splitting the 30's routes which used to go from Friendship Heights to Anacostia into shorter segments which end in the downtown area. In addition, a number of stops along the 30's routes have been eliminated. Other routes that formerly had several

branches (e.g., L2 and L4, E2 and E4) have been reduced to a single choice, e.g., L2 or E2. Routes have been changed for political or security reasons, e.g., the closing down of Pennsylvania Avenue in front of the White House and NIH because of 9/11. Every bus route I have ever taken has been changed repeatedly and can continue to be changed, as necessary, without disrupting the entire system and spending millions of dollars on new bus stop signs, Metrorail station maps, and numerous information system modifications like Bus ETA.

BetterBus also calls for more service in the evenings and weekends and even 24 hour service on some routes. In addition, I just read on your website that the DC government is already paying Metro for expanded after hours service. I would like to know who is going to be riding around in a bus after dark particularly in places like downtown DC, Silver Spring, PG County neighborhoods close to DC, and so forth. In the case of DC, Mayor Bowser and her like-minded allies on the DC Council are pushing the fiction that crime ridden, nearly abandoned downtown DC is about to experience a renaissance as we convert empty office buildings to ritzy apartment houses, somehow entice the thousands of retail businesses and restaurants that have closed to reopen, and expand the number and frequency of buses. Meanwhile, as I noted, DC Circulator buses ride around 75% or more empty, the subway system is never crowded like it used to be, and Metro buses both in DC and in the suburbs are rarely, if ever, full. I can't remember the last time I rode an SRO bus on subway car.

BetterBus information on your website and other sources fails to include any discussion of how to solve several serious problems that have grown much worse in recent years. The foremost of these is fare evasion. With the onset of Covid, buses became free because passengers could not use the front door or otherwise get near the fare machine because of your misguided policies at that time. Because some people got used to free rides, payment of a bus fare has since, in effect, become voluntary. I don't understand how you can compile and post bus, or subway, ridership statistics or do any serious financial planning when so many riders do not pay and therefore statistically do not exist. The situation will only get worse and will, in addition to its financial impact, cause crime on the buses to go up and suppress ridership. One category of free loaders is the marijuana smokers who often sit in or near bus shelters while they get high and when finished hop on the bus for free. Recently the stench from one of these people was so bad that the bus driver had to spray his compartment with room deodorizer. I have had to move to different seats on the bus and different cars in the subway because of this problem.

TFL, Transport for London, has officers who sometimes board a bus and check each passenger's Oyster Card to ensure the fare was paid. I don't suppose that approach would ever be considered here because that would first require that WMATA and local governments get serious about solving this problem and as a nation, we are not serious about reducing crime including fare theft. It is so much easier to pretend it does not exist or make token enforcement efforts such as the higher fare machine gates at some rail stations like Union Station where I recently saw a 'youth' climb over the higher gate with no problem. It is also easier to raise fares which I learned on the bus yesterday will occur on June 30. I assume that

the extra 25 cents is intended to partially offset the losses from the growing number of fare thieves.

The other serious problem with bus travel, especially in DC, is traffic congestion and illegal parking which has purposely been worsened by several developments over the past years. One is 'streeteries' which Mayor Bowser supported as a way for restaurants to stay open during Covid by placing tables in the curb lane which of course is the parking lane on most streets. Consequently, for example, on M street in Georgetown delivery trucks and others park in the middle lane thereby forcing all traffic including the 31, 33 and Virginia bound buses into the remaining open lane. Therefore, instead of traversing an intersection on one cycle of the lights, it takes two or three cycles. The Covid crisis is long over but 'streeteries', which not only impede traffic flow but are also unsightly and attract rats remain. Why?

A second impediment to traffic flow are bicycle lanes which have cost taxpayers like me tens of millions of dollars and increased travel time by the elimination of automobile travel lanes. All of this money and disruption is based on the fiction that bicycle lanes will encourage people to switch from four to two wheeled transportation for their daily commutes and other travel thereby saving the planet. In reality, most bicycle lanes are deserted most of the time. For example, based on my observations over months and years, New Mexico Ave./Tunlaw road, Old Georgetown road, Reno road/Tilden Street and Virginia Avenue might one or two riders every 15 minutes and these people are likely to be on electric cycles.

Another problem with bus travel is illegal parking in bus zones. If I take the N4 from Western Ave. and River Road to the end of the line which I have done over a thousand times, the chances are about 100% that in the downtown area vehicles will be parked in at least 50% of the bus zones. If those cameras you have installed in the front right window are lessening this problem, I have not noticed.

Philip Schaeffer

6/19/2024

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Capitol Hill / Southeast

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SMD 08 Edward Ryder
SMD 09 Matt LaFortune

June 11, 2024

VIA BETTER BUS ONLINE PORTAL

Re: Better Bus Base Network

At a properly noticed general meeting on June 11, 2024, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 8-0-0, based on the recommendation of its Transportation Committee, to submit the following request to WMATA.

ANC 6B urges WMATA to incorporate the following changes into its proposed 2025 Better Bus Network:

Continuation of the Current 96 Route along Massachusetts Ave. SE: ANC 6B passed a resolution in June 2023 (attached) following the removal of the current 96 bus route from Hill East south of East Capitol St. in the Better Bus Visionary Network. The latest map goes further to eliminate all east-west bus lines in ANC 6B north of Pennsylvania Ave. SE. The 96 bus is a critical connector for the neighborhood and should be reinstated for our constituents.

Increased frequency of the planned D14 route: We also urge WMATA to increase the frequency of the D14 bus in the proposed network map. Currently it is planned to run "every 30 minutes or better". With the expected cancellation of DC Circulator service, this line will provide a major connection between Eastern Market and Union Station and should run more often.

Sincerely,

Edward Ryder, Chair of ANC 6B

**Please note that the ANC 6B mailing address has changed as of January 2023*

ANC 6B
Capitol Hill / Southeast

At its regularly scheduled, properly noticed, meeting on June 13, 2023, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted unanimously 8-0-0 to support the following resolution:

WHEREAS the Washington Metropolitan Area Transit Authority (WMATA) has released a proposed "Visionary Network proposal" for bus transportation in Washington DC and surrounding areas;

WHEREAS WMATA has provided only limited options for providing comment on the Visionary Network, primarily through a website at https://betterbus.wmata.com/;

WHEREAS Metrorail and most Metrobus routes provide good north-south service for getting users to and from downtown, east-west service has been limited;

WHEREAS, the Visionary Network proposal would eliminate the 96 bus route, which travels across the city from Tenleytown to the Maryland border in Anacostia;

WHEREAS, the 96 bus route travels along Massachusetts Avenue and connects the northeastern segment of ANC 6B with Union Station, the Stadium-Armory Metro stop and parts of DC further west and east; and

WHEREAS, the 96 bus is currently the only route that serves the Capitol Hill and Hill East neighborhoods east of 8th Street and between C Street and Pennsylvania Avenue;

WHEREAS, the proposed DC108 and DC202 bus routes incorporate the current 96 bus route between Union Station and Lincoln Park along Massachusetts Avenue but then travel east of the park along East Capitol Street omitting Massachusetts Avenue SE from 13th Street SE to 18th Street SE;

THEREFORE, BE IT RESOLVED the Commission opposes the elimination of the 96 bus route and calls upon WMATA to restore the route with at minimum medium frequency in the Visionary Network; and

BE IT FURTHER RESOLVED that ANC 6B urges WMATA, as possible alternative, to extend one or both of the proposed DC108/DC202 bus lines along Massachusetts Avenue SE to connect with areas in 6B and 7F that were previously served by the 96 bus route.

ANC 6D03

Southwest, Buzzard Point and the Wharf

Single Member District 6D03
1101 Fourth St. SW, Suite W130
Washington, DC 20024

June 20, 2024

Councilmember Charles Allen
Council of the District of Columbia
Chairman, Committee on Transportation and the Environment
1350 Pennsylvania Ave NW, Suite 110
Washington, DC 20004
via email: callen@dccouncil.gov
with cc to: kwhitfield@dccoucil.gov

WMATA 2025 Better Bus Network
via email: https://betterbus.wmata.com

Re: Comments and Concerns on the 2025 Better Bus Network

Councilman Allen and WMATA,

Please see my comment/concerns on the proposed 2025 Better Bus Network. Residents in ANC 6D want to see the network revised to include the following:

1. **Replicate (or even Improve) the Circulator E/W Route from L'Enfant to Eastern Market**

   The elimination of the Circulator L'Enfant to Eastern Market route is lost for Southwesters trying to travel to various points on Capitol Hill, **especially those residents west of 4th Street SW.** While the new D14 does connect the eastern half of SW to Buzzard Point, Navy Yard, Eastern Market and finally to Union Station, **it leaves the residents west of 4th St SW without a connection, requiring those with limited mobility, seniors, parents with young children to walk to the Waterfront metro to catch the bus.**

   In addition, why would anyone wait for a bus that is projected to have frequency times of 30 minutes every day/all day? Southwest residents can take the train from Waterfront to almost all the D14 stops and reach every destination on the route faster, and easier. **So, at the very least, this route needs a higher frequency than what is currently proposed.**

**** The L'Enfant/Waterfront Neighborhood Map indicates that there are NO High Frequency routes in Southwest!!**

2. **Restore Bus Service on I Street SW**
   The elimination of the current P6 bus route needs to be reassessed as there is NO bus service along I Street SW from Delaware Ave SW to 4th Street SW in the new 2025 Better Bus Network. This I Street corridor will be adding over 100 senior units at Westminster church and its very popular Blues and Jazz Nights attract residents from all over the city. Church goers, Amidon Bowen students and teachers, parents and infants at the new Early Childhood Development Center, and low-income Greenleaf residents **will be without any bus service in the proposed new network.**

3. **Restore the Bus Stop at 7th and I Street SW in front of Jefferson Middle School.**
   During the modernization of Jefferson Middle School, ANC 6D Commissioner Gail Fast and Councilman Charles Allen worked tirelessly to add a bus shelter in front of the school. Both the revised D52 and the new C11 show the buses eliminating the 7th and I Street SW stops (both in front and across from Jefferson) and instead picking up and dropping off students (and residents) on Maine Avenue, which is without bus shelters. The intersection at Maine and 7th Street SW is one of the most dangerous and problematic intersections in Southwest. Requiring 11 – to 13-year-old students to walk in the rain/snow/heat to get to/from school is irresponsible when a simple re-routing to 7th Street would restore the current bus stop at 7th and I Streets SW.

Recommendations for Improvement of the 2025 Better Bus Network

a. WMATA's basis for the new network was not on "who" rides or "needs" bus service but rather on sports arenas, game-based crowds and tourist destinations. Seniors, individuals with decreased mobility, low-income residents, under-employed, or those with multiple jobs need bus service **<u>that meets them where they are</u>** and for some, who are not able to walk even a few blocks, a plethora of bus stops where they live and work.

b. Splitting the east part of Southwest from the west clearly demonstrates that WMATA has no idea of what our community looks or feels like. And without any high frequency routes, Southwest again, is the forgotten quadrant, making it hard for SW residents to get anywhere quickly.

c. Eliminating the 74's current route eliminates any direct route from Southwest to downtown.

d. It appears that WMATA determines which routes to keep and which to cut based on ridership. ***That begs the question, has WMATA missed opportunities? If dedicated bus lanes provided faster service, if routes were more frequent, if they went where Metro could not, if bus stops were more plentiful and if routes were better publicized, would ridership increase?***

Sincerely,

Gail Fast
Advisory Neighborhood Commissioner
Single Member District 6D03
Email: 6D03@anc.dc.gov

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Advisory Neighborhood Commission 7B

Hillcrest
Greenway
Penn Branch
Fairfax Village
Randle Highlands

Twining
Fairlawn
Fort Davis
Dupont Park
Naylor Gardens

Resolution 7B-23-03

ANC 7B's Feedback & Recommendations on the 2025 Better Bus Network Proposal

SPONSOR: Commissioner Travis R. Swanson (7B03)

Whereas, in April 2023, the Washington Metropolitan Area Transit Authority (WMATA) rolled out a proposed visionary bus network, which if implemented would[1]:

- Establish headways of 12 minutes or less on many routes;
- Increase bus service by 56% in communities of color;
- Increase bus service by 55% in low income communities;
- Increase weekend service;
- Increase usage of bus priority lanes to improve speed and reliability;
- Add 24 hour service on select routes;
- Reduce overall trip times, saving riders up to a combined 20,000 hours daily;
- Reduce the need to transfer on trips across jurisdictions;

Whereas, on May 7, 2024, WMATA rolled out the proposed Better Bus Network[2] [3];

Whereas, if implemented, the following routes would directly serve ANC 7B communities:

Number	Name	Compare to Existing Routes	7B Street(s) Served	7B Served Neighborhood(s)
D1x[4]	Archives - Naylor Road Station	32, 36	Naylor, 30th, 33rd, Camden, Branch, Pennsylvania	Naylor Gardens, Hillcrest, Dupont Park, Randle Highlands, Fairlawn, Twining
D12[5]	Kennedy Center - Southern Avenue Station	32, 36	Naylor, 25th/27th, Pennsylvania	Skyland, Randle Highlands, Fairlawn, Twining

[1] Hall, Kai. "Your guide to Metro's Better Bus Network redesign." Greater Greater Washington. Last modified April 20, 2023. https://ggwash.org/view/89346/your-guide-to-metros-better-bus-network-redesign
[2] DC 2025 Proposed Network. https://betterbus.wmata.com/downloads/DC_proposed2025Network.pdf
[3] MD 2025 Proposed Network. https://betterbus.wmata.com/downloads/MD_proposed2025Network.pdf
[4] Route D1x - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_D1x.pdf
[5] Route D12 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_D12.pdf

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C15[6]	Potomac Avenue Station - Southern Avenue Station	A2, B2, A6, A7, A8	Minnesota, Pennsylvania	Randle Highlands, Fairlawn, Twining
C21[7]	Anacostia - Minnesota Avenue Station	W4, V7	Alabama, Pennsylvania, Southern	Skyland, Hillcrest, Fairfax Village, Fort Dupont
C22[8]	Potomac Avenue Station - Minnesota Avenue Station	M6, U5, U6	Alabama, 41st, Southern, Suitland, 38th, Pennsylvania	Fort Davis, Fairfax Village, Penn Branch, Dupont Park, Fairlawn, Twining
C23[9]	Anacostia - Deanwood	W4, W6, W8, V7	Alabama, 38th, Suitland, Marion Barry	Dupont Park, Fairfax Village, Hillcrest, Skyland
C25[10]	Anacostia - Skyland	W6, W8	Alabama, Marion Barry, Naylor	Skyland
C27[11]	Bellevue - Naylor Road Station	W1, A6, A7, A4	Branch, Alabama	Skyland, Naylor Gardens, Hillcrest
C31[12]	Navy Yard - Capitol Heights	V2, V4	Minnesota	Greenway, Twining, Dupont Park, Fairlawn, Randle Highlands
C35[13]	Deanwood - Naylor Road Station	U7	Minnesota, Branch	Greenway, Dupont Park, Penn Branch, Hillcrest, Naylor Gardens
C53[14]	Duke Ellington Bridge - Congress Heights	92, 90	Marion Barry	Skyland
P63[15]	Addison Rd Station - Naylor Rd Station	F14, J12	Southern	Hillcrest, Fairfax Village, Fort Davis

Whereas, ANC 7B is not directly served by any Metrorail station or Circulator Bus;

Whereas, ANC 7B does not currently have a direct or smooth ride to Union Station, which is the busiest transportation hub in the District.

Resolved, ANC 7B supports the goals of the proposed Better Bus initiative, which would increase service and accessibility in ANC 7B.

[6] Route C15 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C15.pdf
[7] Route C21 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C21.pdf
[8] Route C22 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C22.pdf
[9] Route C23 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C23.pdf
[10] Route C25 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C25.pdf
[11] Route C27 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C27.pdf
[12] Route C31 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C31.pdf
[13] Route C31 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C35.pdf
[14] Route C53 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_C53.pdf
[15] Route P63 - Proposed 2025 Better Bus. https://betterbus.wmata.com/downloads/routes/EN_P63.pdf

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Resolved, ANC 7B believes with tweaks to the proposed network that an even stronger network can be designed to work even better for the residents of ANC 7B.

Resolved, ANC 7B requests that the Washington Metropolitan Area Transit Authority (WMATA) implement the following suggestions and consider the following comments to the proposed Better Bus network, and the D.C. Department of Transportation (DDOT) implement the following infrastructure changes to ensure the new routes operate smoothly:

- **Route D1x:**
  - **WMATA:** ANC 7B believes that Route D1x should use Erie Street to Branch Avenue instead of westbound buses turning north on 33rd Street, then east on Camden Street. This will make the route more efficient, keep bus traffic on the busier streets, and make it easier and more efficient for the westbound buses to turn left from Erie Street to Branch Avenue since there is a traffic signal at the intersection of Branch and Erie, whereas there is not a signal at Branch and Camden.
  - **WMATA:** ANC 7B requests that Route D1x make all local stops when running between the Naylor Road Station and John Philip Sousa Bridge, then become limited-stop west of the Anacostia River. This will ensure that ANC 7B residents along this route do not experience reduced service and bus options. Once west of the Anacostia River, this route shares the same route as Route D12 which makes all local stops and justifies keeping Route D1x limited stop on this portion of the route.
  - **WMATA:** ANC 7B requests that during rush hour (Monday-Friday 6:00 am to 9:30 am and 3:30 pm to 6:30 pm) the western terminus of route D1x be extended from the Archives Station to Washington Circle following the same path as route D12. By continuing further into downtown it will provide residents of ANC 7B and along the Pennsylvania Avenue SE corridor on both sides of the Anacostia River a one-seat, express option to get to most sections of downtown.
  - **WMATA:** ANC 7B requests that the proposed westbound stop at the intersection of Pennsylvania Avenue SE and 28th Street SE instead be installed at Pennsylvania Avenue SE and 27th Street SE as this is a much more densely populated intersection and would serve more people.
  - **WMATA:** ANC 7B requests that Route D1x frequencies be increased as follows:
    - Rush hour (in the direction of rush hour): 12 minute intervals
- **Route D12:**
  - **WMATA:** ANC 7B requests that the eastbound stop at 25th Street SE and Park Place SE be relocated to 25th and Q Streets SE. This change will be easier on residents who use the current stop at 25th and R Streets, which is proposed to be eliminated without also causing much disruption to the residents who use the current Park Place stop. Additionally, having the eastbound stop at Q Street aligns better with the proposed westbound stop, which is located at 27th & Q Streets SE.
  - **WMATA**: ANC 7B requests that Route D12 frequencies be increased as follows:
    - Rush hour (in the direction of rush hour): 8 minute intervals
    - Rush hour (in the opposite direction of rush hour): 15 minute intervals
    - Weekday midday: 15 minute intervals
    - Weekend daytime: 15 minute intervals.
  - **DDOT:** ANC 7B acknowledges that the proposed Route D12 will require converting the 1700 block of 25th Street, SE from a southbound one-way street to a two-way street to accommodate the proposed route. To reduce an uptick in traffic on this already busy street, ANC 7B believes that private vehicles should continue using other streets and requests that the District Department of Transportation (DDOT) sign the northbound lane to be for the use of WMATA buses only.
  - **DDOT:** ANC 7B requests that converting the 1700 block of 25th Street SE to a two-way street not come at the expense of the existing bike lane, and that the bike lane on 25th Street SE should be

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converted to a protected lane with the lane running on the right (west) side of the street between the curb and parked cars.
    - **DDOT:** ANC 7B requests that a bus bumpout be installed at the Route D12 stop on 25th Street SE to increase pedestrian and cyclist safety, calm traffic, and increase available parking on the block with the stop.
    - **DDOT:** ANC 7B acknowledges that the 1500 and 1600 blocks of 27th Street, SE are often very backed up in the morning and without changes these backups will cause bus delays for westbound buses. To reduce congestion on these blocks, ANC 7B requests that the 1500, 1600, and 1700 blocks of 27th Street SE be converted into a southbound one-way street with a protected southbound bike lane in conjunction with Resolution 7B-23-05 (Requesting Safety Improvements and a Transfer of Jurisdiction for 27th Street, SE), and a 7:00 am to 9:30 am dedicated bus lane on the 1500 and 1600 blocks to ensure buses are not delayed by commuter traffic; this lane should be used as a parking lane during all other hours. In addition to increasing bus speeds, a dedicated bus lane will also enable emergency vehicles to bypass traffic and increase response times.
    - **WMATA:** ANC 7B applauds WMATA for changing the western terminus of this route to the Kennedy Center as it offers several ANC 7B communities better connectivity and a one-seat ride to the largest performing arts center in the District.
- **Route C15:**
    - **WMATA:** ANC 7B acknowledges that currently Route B2 offers ANC 7B residents in the Fairlawn, Randle Highlands, and Twining communities a one-seat ride to the western neighborhoods in Ward 7, as well as the economic areas in the western portion of the ward including Park Kennedy and Robert F. Kennedy Stadium, and from there current Route B2 continues north providing a direct connection to the H Street/Benning Road Corridor, and the D.C. Streetcar. Route C15 would terminate at the Potomac Avenue Station eliminating the one-seat ride to the neighborhoods in the western sections of Ward 7 as well the connection to the D.C. Streetcar. To maintain these important economic connections, ANC 7B requests that Route C15 be extended north, following the path of Route C41, and terminate at the intersection of 19th Street & Benning Road to maintain connectivity between ANC 7B communities, the western neighborhoods in Ward 7, and the D.C. Streetcar.
- **Route C21:**
    - **DDOT:** ANC 7B asks for swift implementation of Resolution 7B-24-02 (Requesting Pedestrian Safety Improvements on Southern Avenue, SE) to ensure bus riders who must cross Southern Avenue to access their Route C21 stop can do so safely.
- **Route C22:**
    - **WMATA:** ANC 7B acknowledges that riders of current Route M6 who live near Alabama Avenue SE between Pennsylvania Avenue and 41st Street will be losing their nearby bus stops that offer them a one-seat ride to the Potomac Avenue Metro Station. ANC 7B requests that WMATA be conscious of this change and install a stop at the intersection of Alabama Avenue and 41st Street to reduce the impact of people using the existing Route M6 stops that will not be served by proposed Route C22.
- **Route C23:**
    - **WMATA**: ANC 7B requests that Route C23 frequencies be increased as follows:
        - Rush hour: 15 minute intervals
- **Route C25:**
    - (no recommendations)
- **Route C27:**
    - (no recommendations)
- **Route C31:**

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    - **WMATA:** ANC 7B applauds WMATA for proposing a route that would provide a one-seat ride from the Dupont Park, Fairlawn, Greenway, Randle Highlands, and Twining communities to the Navy Yard community where residents can access healthcare, restaurants, and major entertainment venues such as Audi Field and Nationals Park.
- **Route C35:**
    - **WMATA:** ANC 7B applauds WMATA for proposing a route that would provide service on Branch Avenue SE between Pennsylvania Avenue and Randle Circle which is currently only served by bus (Route S35) which only runs twice daily on weekdays.
    - **WMATA**: ANC 7B requests that Route C35 frequencies be increased as follows:
        - Rush hour: 15 minute intervals
- **Route C53:**
    - **WMATA:** ANC 7B requests that WMATA move the westbound stop at the intersection of Marion Barry Road and Naylor Road to the east side of Naylor Road to better serve Skyland Town Center including the residents of the new 236 unit residential building, patrons of the stores and restaurants, as well as the anticipated 126 townhouses. Moving the stop will increase safety for people at Skyland Town Center as they would no longer have to cross the busy intersection of Marion Barry Road and Naylor Road/25th Street to access the bus stop.
- **Route P63:**
    - **DDOT:** ANC 7B asks for swift implementation of Resolution 7B-24-02 (Requesting Pedestrian Safety Improvements on Southern Avenue, SE) to ensure bus riders who must cross Southern Avenue to access their Route P63 stop can do so safely.
    - **WMATA**: ANC 7B requests that Route P63 frequencies be increased as follows:
        - Rush hour: 20 minute intervals

Resolved, ANC 7B calls on WMATA to establish an additional route connecting ANC 7B communities to Union Station. This route should begin at the Naylor Road Metro Station and travel as follows: northwest on Naylor Road, east on Alabama Avenue, north on 38th Street, northwest on Pennsylvania Avenue, north on 2nd Street SE, northwest on Massachusetts Avenue, terminate at Union Station. In addition to connecting ANC 7B to Union Station, this proposed route would also restore service on Naylor Road SE between 30th Street and Alabama Avenue which was cut on this proposed network (see Exhibit A).

Resolved, ANC 7B calls on WMATA to ensure that all buses are equipped with GPS tracking devices, and that devices are always on when the route is in service to ensure that riders can easily access real time bus location and arrival times.

Resolved, ANC 7B calls on WMATA to install updated signs at all bus stops in the system similar to those being piloted by the Massachusetts Bay Transportation Authority (MBTA)[16] which inform riders not only of the buses served by the stop but also provide critical information such as frequencies, destination, and larger fonts (see Exhibit B).

Resolved, ANC 7B supports the proposed enhanced bus route numbering system which seeks to streamline route names and provide riders with information about the route the bus uses.

Resolved, ANC 7B calls on WMATA to install real-time bus arrival screens at all bus stops in ANC 7B.

Resolved, ANC 7B calls on WMATA to, in the event of a planned bus detour, post detailed detour information - including maps and temporary stops - on their website as soon as the information is known, as well as to post

[16] MBTA. X (formerly Twitter). Last modified April 10, 2024. https://x.com/MBTA/status/1778091509859996015

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signage at any bus stops closed as a result of the detour stating the purpose and hours of the detour, as well as where the nearest permanent or temporary stop is located.

Resolved, ANC 7B calls on DDOT to install more bus shelters, including Atlas SMART bus shelters at bus stops throughout ANC 7B.

Resolved, ANC 7B calls on WMATA to continue their planned engagement with members of the community on these proposed routes, including giving information to Commissioners to distribute to their constituents to ensure they're aware of the potential changes in the bus network.

Resolved, ANC 7B calls on WMATA to place temporary signs at all removed and relocated bus stops informing riders that the stop is no longer serviced and where the next closest in service bus stop is.

Resolved, ANC 7B calls on WMATA to install route legends at all bus shelters and on all buses, similar to the one-line legends we see in metro stations and on metro trains, informing people of all stops that particular route makes (see Exhibit C).

Resolved, ANC 7B calls on WMATA to install all buses with the new enhanced on-board information screens that include listing all available transfers, including bus transfers, at each particular stop.

Resolved, ANC 7B calls on WMATA to expand the MetroAccess program to ensure individuals with mobility issues negatively impacted by bus stop changes can utilize MetroAccess to get to their destination.

Resolved, ANC 7B calls on WMATA to continue working with the District Department of Transportation (DDOT) to ensure all proposed routes are using roads that are constructed to withstand increased bus traffic, as well as conduct all appropriate traffic impact studies, and seek community input via the notice of intent process on all roads that need directional changes or lane modifications.

Resolved, the Chair of Advisory Neighborhood Commission 7B or the author of this resolution shall be authorized to communicate this resolution to the Mayor, the Council of the District of Columbia, the Washington Metropolitan Area Transit Authority, the District Department of Transportation, and any additional government agencies of relevance.

Committee on Transportation recommended passage of this resolution on 06/05/24 by a voice vote.

- Committee Members: Commissioner Travis R. Swanson (Chair, 7B03), Ms. Abril Curiel (Vice Chair, 7B02), Ms. Linda Green (7B08), Ms. Chareese Ross (7B08), and Ms. Nicole Burt (7B03).

Adopted on 06/20/24 at a regularly scheduled public meeting of ANC 7B in which notice was properly given, with a quorum established on a voice vote.

DocuSigned by:

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Kelvin E. Brown, Chair

Exhibit A:

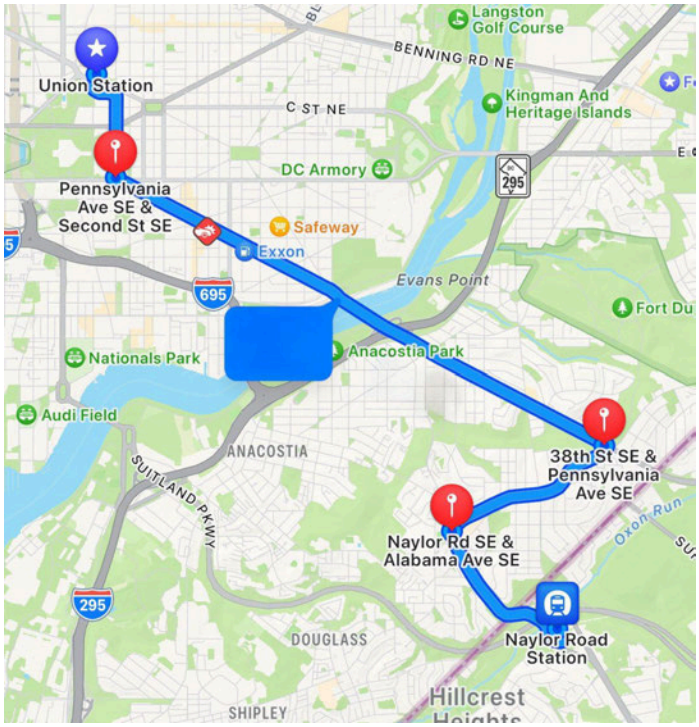


Exhibit B:

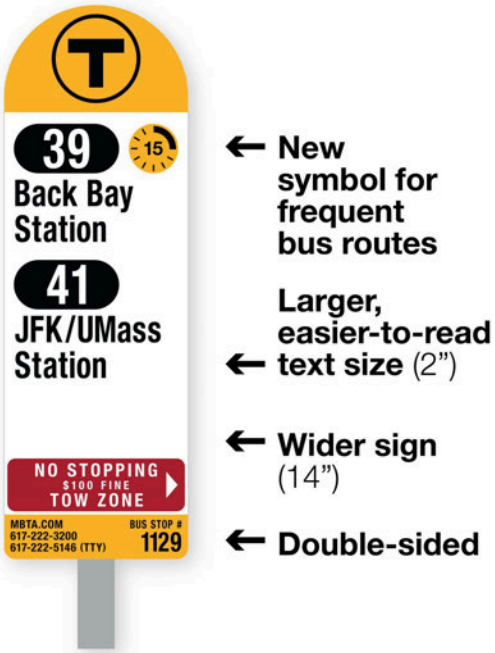
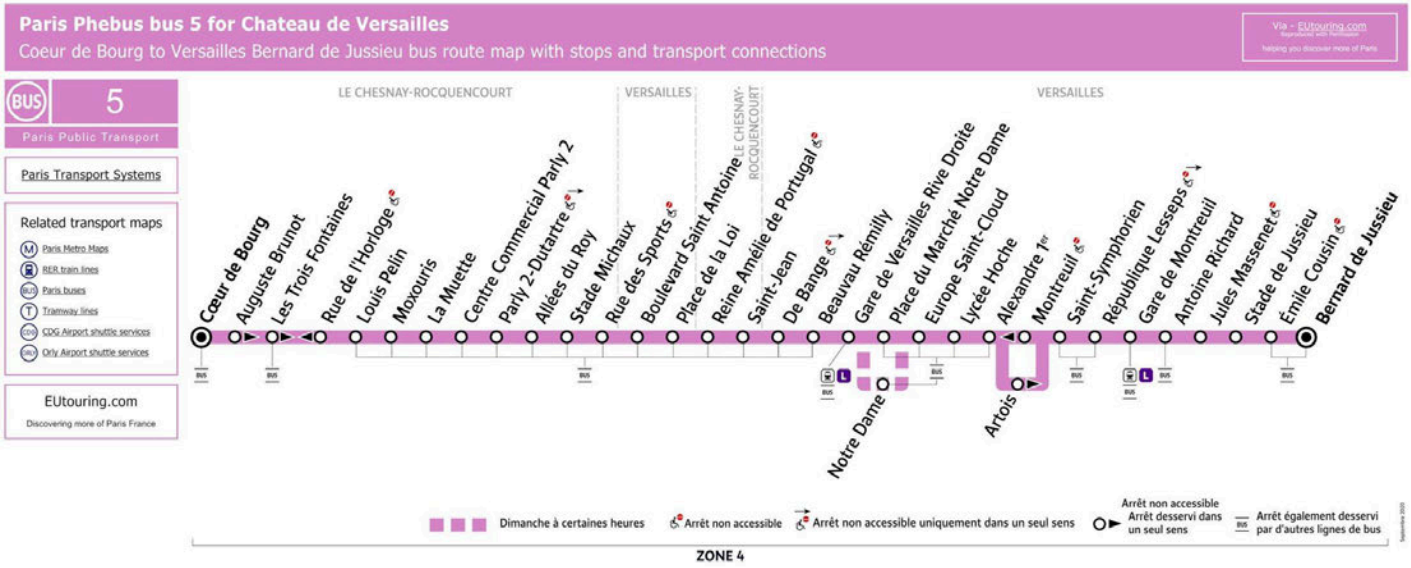


Exhibit C:



Shahrouz Ghani
[redacted]
6/22/24

Subject: Concern Regarding Proposed Changes to Bus Route 22F in Better Bus Network

Dear Metro Team,

I am writing to express my concern regarding the proposed changes to the 22F bus route as part of the 2025 Better Bus Network. As a resident of Park Place Apartments, I heavily rely on the 22F bus service to commute to the Pentagon Station and DC for work.

The proposed change to the 22F route would eliminate the stop at Park Place Apartments. This change will significantly impact my daily commute both financially and in terms of time. Furthermore, based on my observations over the years, many residents in Park Place Apartments rely on this bus service, making it a crucial transportation link for our community.

I understand the importance of improving bus services and connections across the region, and I appreciate Metro's efforts in this regard. However, the removal of the 22F stop at Park Place Apartments will create a hardship for many residents who depend on this service for their daily transportation needs.

I kindly request reconsideration of this proposed change or alternative solutions that could maintain the bus service at Park Place Apartments. Your attention to this matter is greatly appreciated, and I look forward to your response.

Thank you for your time and consideration.

Best regards,

Shahrouz Ghani

Melifan Parandoush
[redacted]
[redacted]
[redacted]
6/22/24

Subject: Concern Regarding Proposed Changes to Bus Route 22F in Better Bus Network

Dear Metro Team,

I hope this message finds you well. I am reaching out to express my concern regarding the proposed alterations to the 22F bus route under the 2025 Better Bus Network plan. As a resident of Park Place Apartments, I heavily rely on the 22F bus service for my daily commute to the Pentagon Station and throughout DC for work.

The proposed removal of the 22F stop at Park Place Apartments would significantly impact my daily commute, both financially and in terms of time efficiency. Over the years, I have noticed that many of my fellow residents also depend on this bus service, emphasizing its crucial role as a transportation link within our community.

While I acknowledge the necessity of enhancing bus services and connections across the region, the elimination of the 22F stop at Park Place Apartments will undoubtedly pose challenges for residents who rely on this service for their daily transportation needs.

I kindly request a reconsideration of this proposed change or an exploration of alternative solutions that could preserve the bus service at Park Place Apartments. Your attention to this matter is greatly appreciated, and I look forward to your response.

Thank you for your time and consideration.

Best regards,

Melifan Parandoush

SIERRA CLUB
DISTRICT OF COLUMBIA

Testimony
of
Mike Litt, Sierra Club DC Chapter

For the Washington Metropolitan Area Transit Authority (WMATA)
Virtual Public Hearing on the Proposed 2025 Better Bus Network

24 June 2024

Hi, my name is Mike Litt. I am a car-free Metro rider and the Chair of the Sierra Club DC Chapter's Sustainable Transportation Committee.

We commend WMATA's commitment to more frequent, well-connected, and faster bus service, which is critical to having a climate-smart and healthy transportation system here in the DMV.

The Proposed 2025 Better Bus Network (Proposed Network), which uses existing resources, is a good step in that direction. Ultimately, dedicated funding will be needed to operate Metro, implement the Visionary Network, and expand on the Visionary Network to fully meet the needs of our region.

High-frequency service

Metro is continuing to move in the right direction with service improvements by planning to eventually provide at least 30-minute frequency throughout the day for most routes. We support Metro in doing everything it can to secure the funding it needs to implement the Visionary Network after the Proposed Network, as soon as possible, and to expand on the Visionary Network with higher frequency service.

As moveDC explains, transit's usefulness and attractiveness to the public is determined by high-frequency service, defined as no more than a five minute wait for rail and no more than ten minutes for buses. This tracks with WMATA's Better Bus Network project survey,[1] which found that "[s]horter wait times and on-time arrivals are among the most important factors for current and potential customers."

Sierra Club, therefore, encourages Metro to work toward system-wide high-frequency service.

Frequency is also a matter of equity. According to moveDC, the areas in the District with the greatest transportation needs are defined by factors such as residents' proximity to frequent transit service and their commute times.[2] People of color, low-income residents, and people with disabilities make up a larger percentage of the population in areas with greater transportation needs than in other neighborhoods in the District.

According to the D.C. Department of Energy and Environment's (DOEE) Keep Cool DC Story Map, "Some populations, like people of color and households with limited English proficiency, suffer more impacts of heat

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[1] WMATA, *Better Bus Network Redesign: Phase 1 Engagement Summary*, https://wmata.com/initiatives/plans/Better-Bus/upload/Better-Bus_Phase-1-Engagement-Summary_FINAL.pdf.
[2] MoveDC, *Multimodal Long-Range Transportation Plan*, https://movedc.dc.gov/.

than others."[3] Higher frequency bus service is an important way to mitigate heat exposure and those impacts, as DC continues to experience dangerous heat waves.

As a member of the DMV Moves Community Partners Advisory Group,[4] we will continue advocating for dedicated funding so Metro can operate more frequent, reliable service.

Clarification on projections

We found potential discrepancies in recent and past materials that suggest the projected increases in trips and cuts to GHG emissions with the Visionary Network might have changed since last year.

We, therefore, seek clarification on how many more trips and reductions in GHG emissions the Visionary Network is projected to achieve. If the projections have, in fact, changed, we would like to know what accounts for those changes.

The potential discrepancies in materials are detailed below:

- According to a Metro slideshow presentation in May, the Visionary Network could "attract twice as many new customers than the proposed 2025 network" and "avoid 9,200 metric tons of GHG emissions annually".[5]
- However, projections made last year for the Visionary Network's increases in trips and reductions in GHG emissions are about *three* times the projections made for the Proposed Network this year.
    - A Metro fact sheet about last year's Draft Visionary Network projected there could be 40-45k more weekday trips and 30-35k more weekend trips, avoiding 14,570 metric tons of GHG emissions a year.[6]
    - A different Metro fact sheet about the Proposed Network projected it could attract 13,000 more daily weekday trips and 10K more weekend trips, avoiding 4,300 metric tons of GHG emissions a year.[7]
    - The numbers for the Visionary Network are about three times the projections for the Proposed Network.

We urge Metro to work toward the most increases in ridership and decreases in climate emissions possible, in order to maximally reduce the number of miles traveled by personal vehicles and meet our climate goals.

Electrification

Improved service begets more ridership, which, in turn, reduces vehicle miles traveled (VMT). Coupled with reducing VMT, it is also essential that improved service on the Better Bus Network is delivered by zero-emission electric buses, in order to comply with the DC Climate Commitment Amendment Act, meet WMATA's own sustainability goals, and improve air quality for District residents.

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[3] DOEE, *Keep Cool DC*, https://storymaps.arcgis.com/stories/7692809a1d6a498482d3fed431f432f9.
[4] https://dmvmoves.org/about-us/
[5] WMATA, *Better Bus Network Redesign*, https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Better-Bus-Network-Redesign-PH-Auth.pdf.
[6] WMATA, *Draft Visionary Network* (fact sheet), https://www.wmata.com/initiatives/plans/Better-Bus/upload/VisionaryNetworkSummary_DC-2.pdf.
[7] WMATA, Proposed 2025 Better Bus Network, https://betterbus.wmata.com/downloads/Proposed2025_DC_Summary.pdf.

We applaud your progress in the past year toward transitioning to a zero-emission bus fleet and urge WMATA to move more rapidly to electrify its bus fleet.

As a Sierra Club report shows, there would be a savings of at least $350 million over a 15-year time period if 50% of Metro's fleet were electric.[8]

Conclusion

We look forward to continuing to work with WMATA so that Metro can keep serving as the arteries of the Washington metropolitan area, with sustainable, equitable public transportation in the District taking on a greater share of the trips that people make every day. Thank you!

[8] Sierra Club, *A Vision for Climate Leadership in Washington, DC*, https://www.sierraclub.org/sites/default/files/press-room/WMATAReport_Web.pdf.

To Whom It May Concern, Judging from the changes to the D2, replaced in my area by the D96, your plan is terrible. Glover Park is a place where many senior citizens, like myself, live. I'm in good shape to walk 5 blocks, rather than 1, down to 37th Street, and there is only a small hill in the return direction. But folks deeper in Glover Park face a really tough climb and a long walk. A lot of people, e.g., women with small children, will be unable to do it, especially when returning from grocery shopping. But they also aren't near New Mexico Ave. where the D96 will continue. Metrobus could save a quite significant percentage if it eliminated all DEI positions and became an employee-owned (and managed) company. Your drivers have more brains than your executives. Of course, you could also actually charge for the trips. Right now, at least half of the adult ridership just walks on without any attempt to pay.

To Whom It May Concern,

Judging from the changes to the D2, replaced in my area by the D96, your plan is terrible. Glover Park is a place where many senior citizens, like myself, live. I'm in good shape to walk 5 blocks, rather than 1, down to 37th Street, and there is only a small hill in the return direction. But folks deeper in Glover Park face a really tough climb and a long walk. A lot of people, e.g., women with small children, will be unable to do it, especially when returning from grocery shopping. But they also aren't near New Mexico Ave. where the D96 will continue. Metrobus could save a quite significant percentage if it eliminated all DEI positions and became an employee-owned (and managed) company. Your drivers have more brains than your executives. Of course, you could also actually charge for the trips. Right now, at least half of the adult ridership just walks on without any attempt to pay.

N O T E

TO: The General Manager
Washington Area Metropolitan Transportation Association (WMATA)
FROM: Pamela McKee, Brightwood Ward 4 Resident & Veteran Bus Rider
CC: Office of Ward 4 Councilmember
DATE: Monday, June 17, 2024
RE: Metro's Proposal to change No. 63 and No. 62 buses Takoma/Federal Triangle and Takoma/Petworth Routes to D44 and D46 and remove 50 bus stops in Ward 4.

Background: I moved to Washington, DC in 1970 and to the Ward 4 community in 1972. I spent five (5) years pursuing Bachelor's and Master's Degrees at Howard University all using the bus transport system in the city. During those years in school, I worked full-time hours at a law firm situated at 1815 H Street, NW—a job that took me to 8:00 PM at night—fully dependent upon the city's bus system for my transportation. Even after I graduated from student to executive, and owned a car, I rode the bus to work during the Spring, Summer and Fall and, now as a senior-citizen retiree, I continue to be an avid bus rider to and from my Ward 4, Brightwood home. My friends laugh at my passion for riding a Metro bus and I respond that the bus drivers were loyal to me so I continue to be loyal to Metro's bus system.

Who Is Served by the 63 and 62 Bus Route? Ward 4 is home to the highest number of seniors in the District of Columbia—a designation that we have held over many, many decades. We relinquished that status to Ward 5 for a few years before we took it back. The Ward is known to host government workers, retirees, service workers, teachers, a large immigrant population, and a range of small businesses that are supported by customers who ride the bus. Let us also keep in mind that there is a wealth of children who live in Ward 4 who ride the 62 and 63 buses to and from school. In addition, students from other communities and neighborhoods ride these buses to attend classes at Ward 4 schools.

As the Government of the District of Columbia encourages seniors to take advantage of the resources available in its Safe-At-Home Program, we find an environment that includes several individuals, staying and aging in their homes, who are using durable medical equipment [i.e., wheelchairs and walkers], whose only means of transportation are the Metro buses. The complaints about the long waits for Metro Access are more than exaggerated stories of having to wait one (1) hour or more for service.

According to Census Reporter, Ward 4 has a population of 86,071, 48% AA or Black, 21% Hispanic and 25% White, with a median age of 28.2 years, a median household income of $115,068, and indicating that 22% of individuals use public transportation. [See https://censusreporter.org/profiles/61000US11004-ward-4-dc/ the DC Department of Planning District of Columbia Population Change By Ward, Ward 4's population increased by 8,887 or 11.7% during the period 2010 to 2020].

Who Are the System's Ancillary Riders? With the growth of Airbnb that affords rentals in private homes away from the central city, ancillary riders include many tourists, short- and long-term-stay-study summer students, and long-term government officials who come to Washington, DC and choose Airbnb as their residence in Ward 4. On Wednesday, May 29, 2024, Destination DC issued a report, which shared that 2023 tourism in the District of Columbia increased by 17% to an estimated 26M visitors from those that we greeted in 2022 (See https://washington.org/press/destination-dc-announces-record-visitation-economic-impact). I have had the pleasure to support some of our tourists with directions or to remind visitors that eating is not allowed on our Metro bus system in the Nation's Capital.

What We Need—The Brightwood community needs efficient, timely, quality service comparable to what's provided along the Connecticut Avenue, NW corridor! Seniors do not need to lean on a cane or other ambulatory-support devices on a Friday afternoon, at 2:53 PM [as I witnessed on Friday, May 17] to wait 24 minutes for the next 62 bus! Children coming from school on a Friday afternoon need not wait 24 minutes at a bus stop that is known to have issues and concerns around incidences of crime! Seniors do not need to try to navigate the subway system, where crime is increasing and which also did not receive a stellar safety report by the Washington Metro Rail Safety Commission, conducted at the end of 2023, and reported on NBC 5:00 PM News on Tuesday. May 21, 2024.

Changing the number on any bus route in this city does not equal improved service. Changing the perception of efficient and timely service in any community would not be realized by removing 50 bus stops across the Ward 4 communities! As a bus rider who accepted Metro's invitation to serve on Metro Amplify in 2015, I stand ready to continue to support Metro rebuild an efficient and timely service with a focus on its customers so that it can increase its bottom line. See my comment below to Metro Amplify question posed in 2015.

October 21, 2015

First of all, what would you like to get out of participating in Amplify? What are you looking forward to? What are your expectations? Please type your thoughts below.

My hope is that WMATA would commit to improving the bus and rail systems in the Nation's Capital based on the input from members of the Amplify community. I am looking forward to participating in an important initiative that would make a significant difference in the lives of Metro's customers and my expectations are that WMATA would receive, then seriously weigh and measure our comments and respect our time and interest by incorporating some of these comments in the system's future improvements.

8601 Adelphi Road
Room 1920
College Park, MD 20740

301-837-0901
AFGE.Council260@nara.gov
www.afgecouncil260.org

AMERICAN FEDERATION OF GOVERNMENT EMPLOYEES
COUNCIL of NATIONAL ARCHIVES LOCALS

June 25, 2024

Mr. Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Dear Mr. Clark,

I am writing on behalf of the American Federation of Government Employees (AFGE), Council 260, the employee union of the National Archives and Records Administration (NARA), to express our serious concerns about the substantial negative impact that the Washington Metropolitan Area Transit Authority's (WMATA) proposed "2025 Better Bus Network" would have on the employees we represent. Specifically, we are concerned about the elimination of the C8 bus route that serves the National Archives at College Park, MD at 8601 Adelphi Road, College Park, MD 20740.

AFGE Council 260 represents over 500 bargaining unit employees at NARA's College Park facility, many of whom depend on the C8 bus to commute to and from work. The loss of bus service at this facility would force our employees to rely on costlier, less environmentally friendly methods of transportation, such as commuting by car. This is a substantial equity issue. Many of the employees we represent at this facility are at the lower end of the federal payscale and cannot afford the costs of owning a personal vehicle on top of the already high cost of living in the DC, Maryland, and Virginia area. Bus service is an affordable means of transportation for many of our employees, especially since NARA subsidizes employees' public transit use. If bus service at the College Park facility is eliminated, it is likely that many of our employees would not be able to continue their employment at the National Archives. Moreover, many employees currently use the C8 bus to connect to the College Park Metro Station. The loss of bus service at the College Park facility would reduce Metro ridership at this station.

We are also very concerned about the impact of ending bus service on our employees with disabilities. Under the proposed 2025 Better Bus Network, the closest stop would be over a mile away and would require our employees to cross four lanes of traffic on Adelphi Road, where cars regularly drive in excess of 40 miles per hour. This is not a reasonable or safe option for any of our employees, but it is especially inequitable for employees with disabilities. Ending bus service

at our College Park facility would substantially hinder NARA's ability to recruit and retain employees with disabilities.

The American Federation of Government Employees has consistently supported federal employees' use of public transportation. Contracts negotiated by the Federation with federal agencies often include provisions protecting transit subsidies and encouraging federal agencies to work with public transit agencies to make public transportation available at federal facilities. We strongly encourage you to reconsider your proposal to eliminate bus service at the National Archives at College Park in light of the decision's negative impact on the employees we represent and on their ability to continue to work in secure, stable federal jobs at the National Archives.

Thank you for your consideration.

Sincerely,

Mitchell Buffone
President
American Federation of Government Employees, Council 260

June 26, 2024

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

Dear Councilmember Parker and Members of the Ward 5 Taskforce on the Better Bus Network,

As you are already aware, there is significant concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55, which would replace the originally proposed Route 303 (Visionary Network) and the current Route G2. This new route involves buses traveling up and down First Street NW over 150 times daily, making 76 trips from 5am to midnight between Rhode Island Ave NW and Bryant Street NW, with stops at V and Bryant Streets NW

The opposition has coalesced despite the lack of community engagement and discussion regarding changes specifically impacting First Street and Bloomingdale since WMATA originally proposed Route 303 in the Visionary Network and released plans for Route C55 in the updated plan.

On June 17, 2024 the Bloomingdale Civic Association met and residents voted to unanimously oppose the route along First Street NW. On June 18, following ANC5E's last-minute reversal of their decision to vote on a resolution to your office, the community demanded that ANC5E schedule another forum before WMATA's July 15 comment period deadline. Our Commissioners scheduled this forum on July 8 at 7 PM and have assured us that you have been invited to attend.

On Sunday, June 23, 2024, Bloomingdale residents launched a community petition and awareness campaign to ensure that our concerns are captured, heard, and acted on regarding the proposed First Street route. A copy of this petition is attached.

In fewer than 36 hours, well over 100 residents have responded to the petition to voice their strong opposition and share their concerns.

In advance of the rescheduled ANC5E forum on July 8 to discuss Route C55 and the Better Bus Network impacts to ANC5E we will share copies of residents' responses with your office, WMATA, DDOT, ANC5E Commissioners, and the Bloomingdale Civic Association. We look forward to your collective participation on July 8, 2024.

While we continue to collect responses to the petition, the early data unsurprisingly centers on the longstanding safety issues along First Street and throughout Bloomingdale for pedestrians, cyclists, children, and motorists. Despite years of ongoing community requests for traffic calming measures on First Street, no action has been proposed or taken at any level of DC government. In that time, numerous cars have flipped over on First Street and our sidewalks. Other road incidents have caused the death of pets; endangered children, seniors, and cyclists; and resulted in road rage incidents where guns have been brandished at the very intersection that WMATA proposes to add two bus stops.

Furthermore, there is a great deal of concern from homeowners along First Street who have experienced structural issues from consequences related to the DC Water First Street Tunnel construction, such as ground movement, sinking curb stones, and cracking pavement leading to the home. Needless to say, the introduction of many dozens of bus trips per day onto a weight-restricted street would only cause further damage and costs, which should not be borne by the homeowners.

Adding buses to First Street NW will increase traffic congestion, make the narrow street more dangerous, and exacerbate existing traffic problems. Introducing changes to First Street that further reduce the already limited number of parking spaces will also make it even harder for all residents to find parking throughout the community – especially those living in homes, English Basements, apartments, and accessory dwelling units without access to off-street parking.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for efficient and effective bus ridership. Route C55 is unlikely to ease congestion on First Street NW, as the assumption that additional bus trips would reduce car trips fails to consider the nature of commuter traffic to, from, and through this neighborhood.

Many residents call for using North Capitol Street instead of First Street, as it is already better equipped to handle bus traffic. We request that your office engage WMATA and DDOT, as well as our ANC, Civic Association, and residents to move Route C55 to another street and steward a plan to increase safety for everyone on First Street and throughout Bloomingdale, while

preserving the character of our Historic District, the structural integrity of our homes, and the accessibility to on-street parking. We further call on your office for a revised Route C55 that does not traverse First Street NW.

We continue to request action to urge DDOT, with community input, to develop comprehensive plans to study and implement traffic safety measures on First Street NW and across Bloomingdale.

We call on you to amplify to WMATA and the Mayor's office our strong opposition to Route C55 along First Street, ensuring that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We appreciate your participation and leadership at the upcoming July 8 ANC5E meeting, and we look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Concerned Residents of Bloomingdale

Enclosure: Petition

CC:

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW Washington, DC 20004

Washington Metropolitan Area Transit Authority
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

DDOT
Sharon Kershbaum
Acting Director
55 M Street SE, Suite 400
Washington, DC 20003

ANC5E Commissioners
Commissioner Joyce Robinson-Paul (5E01)
Commissioner Karla M. Lewis, Chairperson (5E02)
Commissioner Fred Carver (5E03)
Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Bloomingdale Civic Association
Teri Janine Quinn, Presiden

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 5B
WEBSITE: www.anc5b.org

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5B05
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Gail Brevard
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RESOLUTION SUPPORTING AND CALLING FOR KEY ADJUSTMENTS TO WMATA'S 2025 PROPOSED BUS NETWORK

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) operates transit service in the Washington metropolitan area, including Metrobus routes; and

WHEREAS, on March 15, 2023 ANC 5B passed a Resolution in Support of Councilmember Parker's FY 2024 Budget Requests and Transit and Traffic Safety Priorities (5-0-0) which included calling for more frequent service on the 80, G8, and D8 bus routes, advancing priority bus service on Michigan and Rhode Island Avenues, adopting more frequent service on the R4, E2, H6, 83, 86, T14, and T18 bus routes, and restoring G9, B8, and B9 bus service; and

WHEREAS, on April 17, 2023, WMATA released their Better Bus draft Visionary Network, billed as, "the future bus network our region needs," which included:

(1) a proposed DC110 line comparable to the 80 bus with at least 12-minute headways and 24 hour service,

(2) a proposed DC210 line comparable to the G8 bus with at least 20-minute headways and service weekdays and weekends until 1:30 AM,

(3) a proposed DC211 line comparable to the D8 bus with at least 20-minute headways,

(4) a proposed MD343 line comparable to the R4 bus to improve bus service on Michigan Avenue with all day 30-minute headways,

(5) a proposed DC208 line comparable to the E2 bus to improve bus service with all day 20-minute headways,

(6) a proposed DC212 line comparable to the H6 bus to improve bus service with all day 20-minute headways,
(7) a proposed DC214 line comparable to restoring the G9 bus, as well as,
(8) a proposed DC206 line comparable to the H8/H9 with at least 15-minute headways and service starting at 4:30 AM weekdays, and
(9) a proposed DC207 line running for the entire length of South Dakota NE from Fort Lincoln to Fort Totten; and

WHEREAS, on May 13, 2024, WMATA released their Proposed 2025 Better Bus Network, which includes, "a network of bus routes that better connect the region," as well as, "improved service, especially during evenings and weekends," which includes:
(1) a proposed D30 line comparable to the 80 bus with 15-20 minute headways and 24 hour service,
(2) a proposed D34 line comparable to the G8 bus with 20-30 minute headways and service ending at 12:00 AM (midnight),
(3) a proposed D36 line comparable to the D8 bus with 20-30 minute headways,
(4) a proposed P33 line comparable to the R4 bus with 20-30 minute headways,
(5) a proposed C71 line comparable to the E2 bus with 20-30 minute headways,
(6) a proposed C63 line comparable to the H6 bus with 30 minute headways,
(7) a proposed D32 line comparable to restoring the G9 bus with 20-30 minute headways, morning/evening rush service with 10 minute headways, and service starting at 5:00 AM,
(8) a proposed D74 line comparable to the H8/H9 with 15-30 minute headways and service starting at 5:00 AM weekdays, and
(9) eliminated the proposed DC207 line and does not propose to offer service running for the entire length of South Dakota NE from Fort Lincoln to Fort Totten;

THEREFORE, BE IT RESOLVED that ANC 5B supports the service improvements in WMATA's Proposed 2025 Better Bus Network, especially the D30, D36, P33, C71, C63, D32, and D74; and

BE IT FURTHER RESOLVED that ANC 5B urges WMATA to restore late night service to the proposed D34 as the existing G8 bus runs until 2:00 AM and without it, there will be no bus service after midnight for any location within Commission 5B except for the P40 (T18 bus) running until 2:00 AM on Rhode Island Avenue and 24 hour service provided by the D30 (80 bus), the C61 (H2/H4 bus), and the C41 (B2 bus); and

BE IT FURTHER RESOLVED that ANC 5B urges WMATA to re-add service equivalent to the proposed DC207 line, which would run for the entire length of South Dakota Avenue NE, from Fort Lincoln to Fort Totten; and

BE IT FURTHER RESOLVED that ANC 5B commissioners are authorized to represent themselves as speaking on behalf of the 5B Commission in advocating for the aforementioned; and

BE IT FURTHER RESOLVED that this resolution will take effect immediately upon passage.

This resolution came before ANC 5B at a duly noticed public meeting on June 27, 2024. ANC 5B is composed of 7 Commissioners, so that 4 Commissioners constitute a quorum. With _7___ Commissioners present, ANC 5B voted __6_ Yea, __0_ Nay, and __1_ Abstain.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 5B
WEBSITE: www.anc5b.org

COMMISSIONERS

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WHEREAS, on March 15, 2023 ANC 5B passed a Resolution in Support of Councilmember Parker's FY 2024 Budget Requests and Transit and Traffic Safety Priorities (5-0-0) which included calling for more frequent service on the 80, G8, and D8 bus routes, advancing priority bus service on Michigan and Rhode Island Avenues, adopting more frequent service on the R4, E2, H6, 83, 86, T14, and T18 bus routes, and restoring G9, B8, and B9 bus service; and

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WHEREAS, on May 13, 2024, WMATA released their Proposed 2025 Better Bus Network, which includes, "a network of bus routes that better connect the region," as well as, "improved service, especially during evenings and weekends," which includes:
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THEREFORE, BE IT RESOLVED that ANC 5B supports the service improvements in WMATA's Proposed 2025 Better Bus Network, especially the D30, D36, P33, C71, C63, D32, and D74; and

BE IT FURTHER RESOLVED that ANC 5B urges WMATA to restore late night service to the proposed D34 as the existing G8 bus runs until 2:00 AM and without it, there will be no bus service after midnight for any location within Commission 5B except for the P40 (T18 bus) running until 2:00 AM on Rhode Island Avenue and 24 hour service provided by the D30 (80 bus), the C61 (H2/H4 bus), and the C41 (B2 bus); and

BE IT FURTHER RESOLVED that ANC 5B urges WMATA to re-add service equivalent to the proposed DC207 line, which would run for the entire length of South Dakota Avenue NE, from Fort Lincoln to Fort Totten; and

BE IT FURTHER RESOLVED that ANC 5B commissioners are authorized to represent themselves as speaking on behalf of the 5B Commission in advocating for the aforementioned; and

BE IT FURTHER RESOLVED that this resolution will take effect immediately upon passage.

This resolution came before ANC 5B at a duly noticed public meeting on June 26, 2024. ANC 5B is composed of 7 Commissioners, so that 4 Commissioners constitute a quorum. With _7___ Commissioners present, ANC 5B voted __6_ Yea, __0_ Nay, and __1_ Abstain.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 1B

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2024 Better Bus Project Comment Resolution

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) released its proposed visionary Better Bus network redesign in April 2023 that aims to develop a new bus network that better serves communities and coordinate with investments such as bus lanes and transit signal priority, the first re-envisioning of the Metrobus network since its creation in 1973;

WHEREAS, ANC 1B provided its comment on this visionary network proposal in a resolution passed at its June 2023 meeting,

WHEREAS, on May 7, 2024, WMATA released their revised proposed visionary Better Bus network to work within their existing funding environment,

WHEREAS, the revised proposed visionary Better Bus Network would include effective cuts in service to ANC 1B including:

- The elimination of G2 crosstown service connection to the LeDroit Park Community.
- A reduction in overall frequency of bus service on 14th Street NW and U Street/Florida Avenue NW which are areas that are not as easily duplicated by MetroRail service.
- The elimination of long range 96 service connecting communities east of the river through ANC 1B to Upper NW.
- The elimination of proposed visionary service increases such as a connection from U Street to Dupont Circle and Georgetown and an extension of the 70 buses to the Southwest Waterfront.

WHEREAS, the Mayor's proposed Fiscal Year FY25 Budget includes the elimination of the DC Circulator, which includes the Woodley Park-Adams Morgan-McPherson Square route which serves ANC 1B,

WHEREAS, the District Department of Transportation (DDOT) is currently proposing significant bus priority investments in corridors in ANC 1B (U Street, Florida Avenue, Georgia Avenue, and 14th Street NW) that would improve service and increase ridership,

WHEREAS, travel patterns in the District of Columbia have changed post-peak pandemic and include significantly reduced peak downtown commuters and more off-peak travel across the District,

THEREFORE BE IT RESOLVED, That ANC 1B requests that WMATA prioritize maintaining or adding service on crosstown routes that are currently in planning for bus priority infrastructure and are not easily substituted on MetroRail such as the 90 series buses and the 50 series buses on U Street/Florida Avenue and 14th Street respectively. These routes are the most likely to see increases in ridership commensurate to the increased reliability of service from added infrastructure and as such should see additional service to support that ridership,

BE IT FURTHER RESOLVED, That ANC 1B requests that WMATA collaborate with DDOT to propose routes or added service to substitute eliminated service from the DC Circulator,

BE IT FURTHER RESOLVED, That ANC 1B requests that WMATA include an additional route to substitute the eliminated U Street Circulator extension that would have filled a longstanding gap in transportation between highly popular neighborhood destinations in U Street, Dupont Circle, and Georgetown,

BE IT FURTHER RESOLVED, That ANC 1B requests that WMATA restore the east-west connection between LeDroit Park by extending the propose "D92" route (most similar to the G2) north towards LeDroit Park,

BE IT FURTHER RESOLVED, That ANC 1B requests that WMATA clarify the budgetary requirements needed to support maintaining existing service and adding additional service to the MetroBus system as presented in its 2023 Better Bus Network,

# # # # #

Certification:
After providing sufficient notice for and with a quorum of 9 of 9 present at its June 6, 2024, meeting, Advisory Neighborhood Commission 1B voted, with 6 yeas, 0 nays, and 2 abstentions, to adopt the above resolution.

Sabel Harris
Chair, ANC 1B

Miguel Trindade Deramo
Secretary, ANC 1B

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

June 14, 2024

Mr. Paul Smedberg
Chair, Board of Directors
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024
boardofdirectors@wmata.com

Sharon Kershbaum
Director
District Department of Transportation
1100 4th Street SW, Third Floor
Washington, DC 20004
Sharon.Kershbaum@dc.gov

RE: WMATA Better Bus Network

Dear Chair Smedberg and Director Kershbaum,

At its regular meeting on June 12, 2024, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 7 of 8 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (6-0-0):

WHEREAS, in 2023, the Washington Metropolitan Area Transportation Authority (WMATA) released the Better Bus Visionary Network service transformation plan, followed by a Revised Visionary Network plan; representing the most ambitious update of bus service in the District and the region in over a century;

WHEREAS, unfavorable financial conditions affecting WMATA and the supporting jurisdictions in Fiscal Year 2025 and the foreseeable future, compelled a substantial scaling-back of the Visionary Network to a what can be accomplished with current resources, resulting in the May 2024, Proposed 2025 Better Bus Network;

WHEREAS, ABC 2B's June Mobility Committee held a public discussion of the Proposed 2025 Better Bus Network and its potential effects on the Dupont Circle area;

WHEREAS, Dupont Circle is a major activity center with substantial destinations for business, domestic and international tourism, hospitality; art, dining, nightlife, and depends heavily upon the availability of Metrorail and Metrobus service;

WHEREAS, for almost 50 years, Dupont Circle provides a convenient, heavily utilized transfer between Metrobus routes and the Red Line, serving thousands of people every day including many who don't live near Metrorail;

WHEREAS, the proposed plan replaces all existing routes with new ones that preserve some aspects of current service patterns but shorten routes, alter destinations, reconfigure or eliminate existing service, in order to achieve more frequent service system wide;

WHEREAS, while many "long" routes traversing downtown have been shortened to reduce the all-too-common delays from traffic and the resulting "bunching" of buses, some of those eliminations (42/43 to Kennedy Center, D6 to Metro Center/Cap Hill; G2 Georgetown-Howard University) adversely impact many residents and visitors alike;

WHEREAS, eliminating one seat service between Dupont and Kennedy Center (current 42/43), and Metro Center and Capitol Hill (current D6), is inconsistent with the District's plans for increasing activity in Downtown DC. Transfers, even if from one high-frequency route to another, is objectionable among seniors, those with young children, or having mobility issues;

WHEREAS, the proposed replacements serving Connecticut Avenue, Adams Morgan, Mount Pleasant, Columbia Heights, result in too much weekday service in the short stretch between Dupont Circle and Farragut;

WHEREAS, the proposed replacement of Massachusetts Avenue (N2/N4/N6) service west of Dupont may be a wash along Mass, it will create a transit desert in far northwest DC in the Western Avenue vicinity that isn't merely "a slightly longer walk" to a new route;

WHEREAS, the proposed addition of Massachusetts Avenue service east of Dupont to the Convention Center has potential but that stretch of Mass is frequently congested between 17th Street, Scott Circle, 15th Street, Thomas Circle, Mount Vernon Square and the intersection of Mass and New York. There is skepticism whether the eastern section will be able to meet frequency and travel time expectations;

WHEREAS, the proposed plan eliminates the only direct transit connection between Howard University and Central Dupont Circle (the current G2 route), leaving only a route stopping at 18th & U Streets NW or continuing to Woodley Park and transferring to the Red Line;

WHEREAS, the proposed plan does not include an urgently needed (and long promised by DDOT) direct connection between Dupont and the U Street corridor. Such a route was in the Visionary Network (but as a 30-minute service). Such a route has been identified as critical for transit equity for lower-income residents in the U Street corridor, economic sustainability of the commercial and nightlife centers along the route, and success of the U Street Bus Priority project through reducing the number of private cars on the street;

WHEREAS, there is skepticism that the D74 (Farragut-RI Ave Metro) will be able to meet frequency and travel time expectations because of its long route through multiple heavily congested areas;

WHEREAS, changes to 14th Street routes will likely result in a considerable service reduction;

WHEREAS, most routes serving Dupont cease operating at midnight with only the Connecticut Avenue line running until 2AM. This discourages workers and patrons from using transit to the many nightlife offerings in and near Dupont, U Street, or Downtown, resulting in people driving or taking costly for-hire conveyances. There also is no overnight route serving Central Dupont; and

WHEREAS, subsequent to development of the proposed plan, the District announced that DC Circulator service will be eliminated in the spring of 2025, potentially forcing that those who have come to depend on Circulator to resort to costly automobile conveyance; and

WHEREAS, the 1500 block of Connecticut Ave NW between Q St and Dupont Circle will be transformed into a shared-street plaza, with construction expected to commence later in 2024 and taking approximately 27 months. When completed, there may be reduced capacity in that block which could affect bus service; and

WHEREAS, while the route identification scheme makes sense to planners and those who are particularly savvy about the system, it doesn't convey to the general public "at a glance" recognition of which route will take them where they want to go.

THEREFORE, BE IT RESOLVED that ANC 2B generally supports WMATA's Proposed 2025 Better Bus Network;

BE IT FURTHER RESOLVED that ANC 2B offers these recommendations for the 2025 Better Bus Network:

- Implement a Dupont-U Street-LeDroit-Howard U route with headways of 10-15 minutes. This can be the route from the Visionary Network; or implement the proposed extension of the Georgetown Circulator
- Consider changes to the Connecticut Avenue routes between Dupont and Farragut to not "over serve" that segment.
- Consider one-seat daytime "Mall Museum and Monument" service serving Dupont and key stops in the monument and tourism core, Capitol Hill.
- Consider a "Late Last Run" on the Connecticut Avenue line departing the termini 30 minutes after bar closing time so nightlife patrons and workers can get home on transit; or, add Connecticut Avenue to the 24 hour network to eliminate the gap between 16th Street and Wisconsin Avenue.
- Work with DDOT to ensure adequate capacity on Connecticut Avenue at Dupont Circle.
- Conduct more public outreach regarding more relevant route naming, especially for visitors and occasional users. Consider carrying-over as many existing route names as possible for launch of Better Bus if a final naming convention has not been selected.

BE IT FURTHER RESOLVED that ANC 2B requests that WMATA work with DDOT to sustain Circulator service without interruption of service, and incorporate Circulator service into WMATA regular bus service at the same frequency and span levels as currently exist.

Commissioners Jeffrey Rueckgauer (2B02@anc.dc.gov) and Meg Roggensack (2B01@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

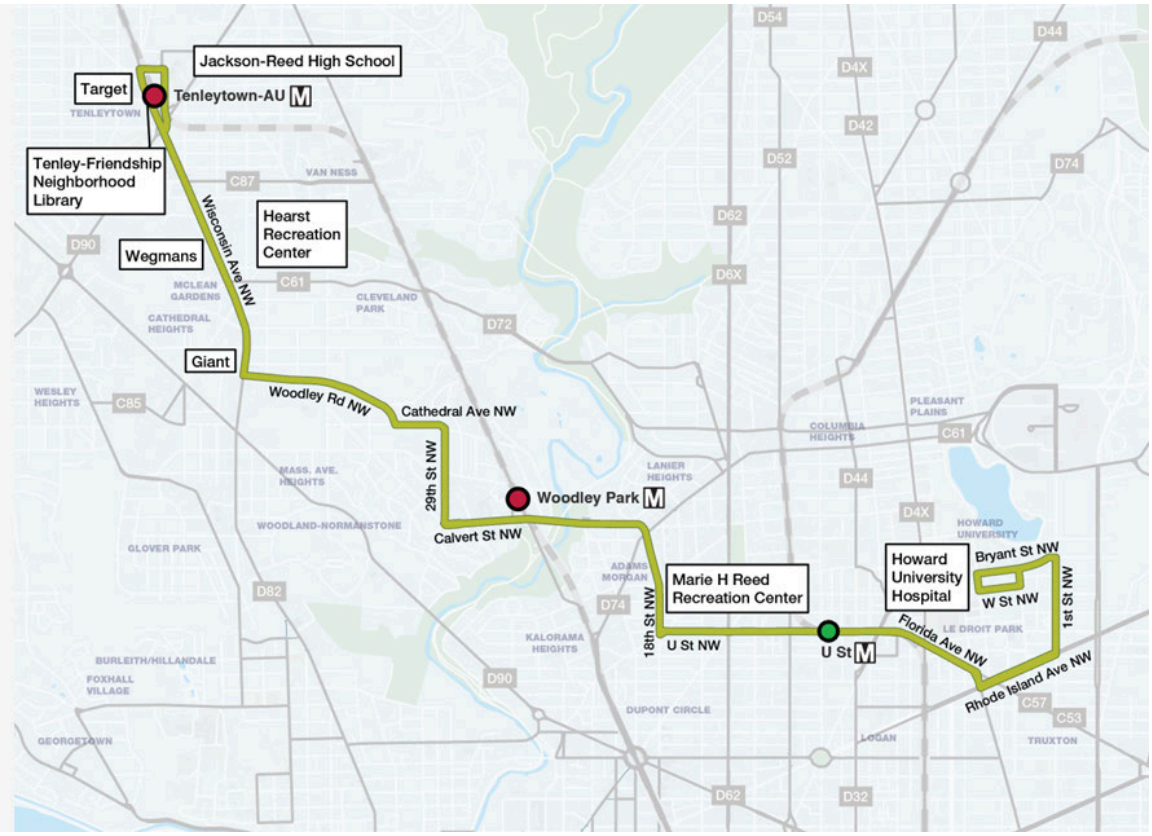
Sincerely,

Meg Roggensack
Chair

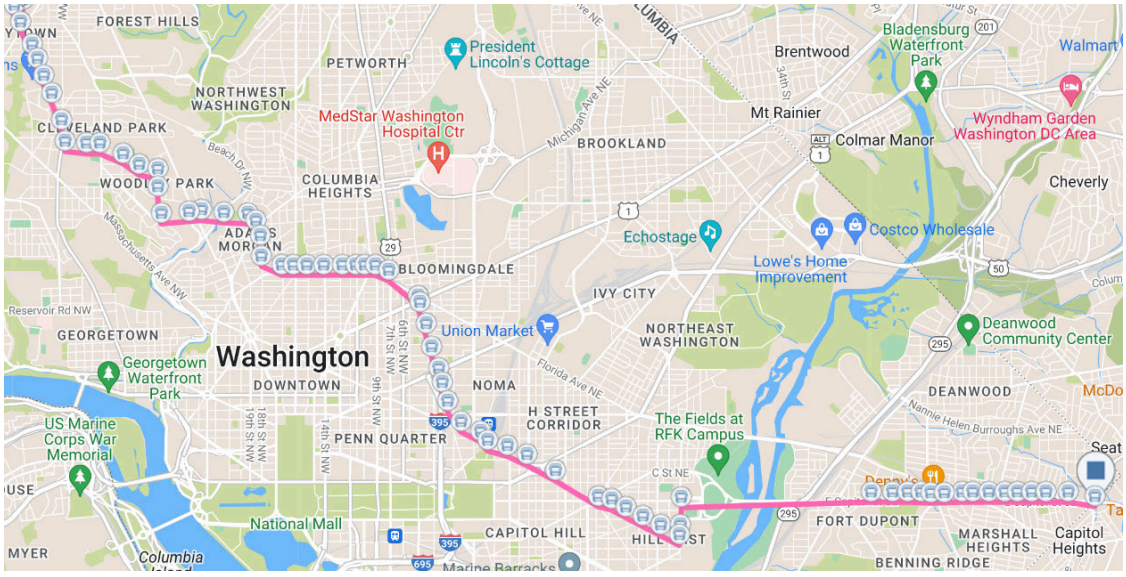
WMATA"s site says the C55 route planned for First Street, NW, in Bloomingdale is similar to the G2 and 96 routes.

C55	Tenleytown - LeDroit Park	Metrobus	96, G2

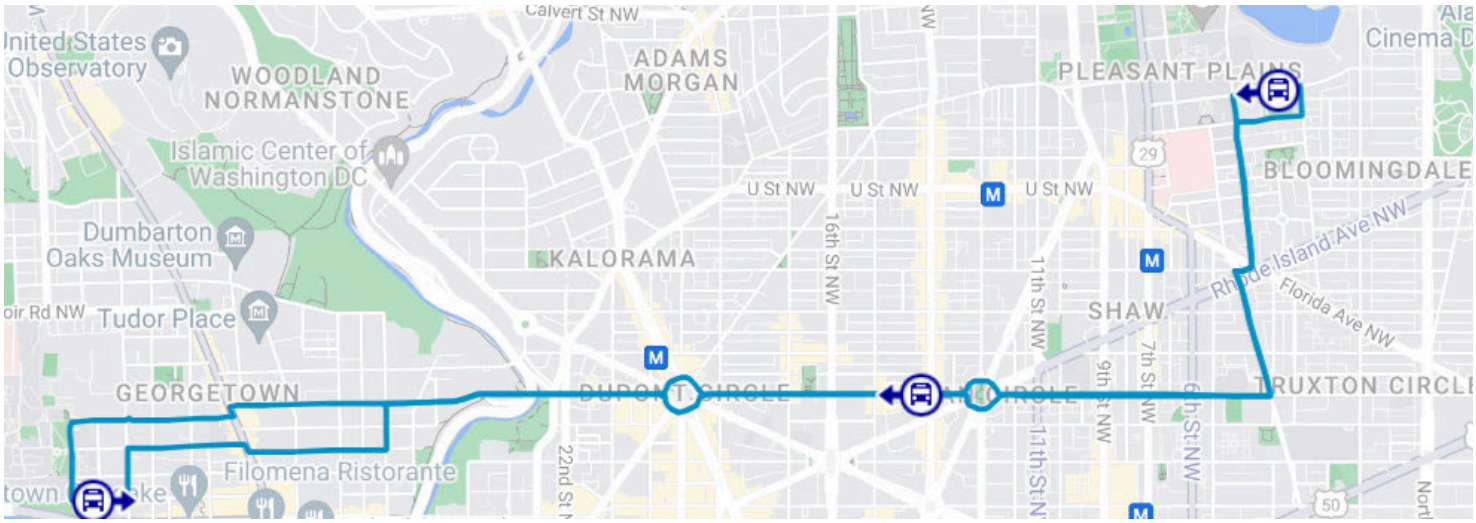
The proposed C55 travels from LeDroit Park, down First Street to Rhode Island, then northwest to Tenleytown.



Although the 96 starts at Capitol Heights, once it reaches the area of Bloomingdale, an abbreviated 96 is similar to the C55.

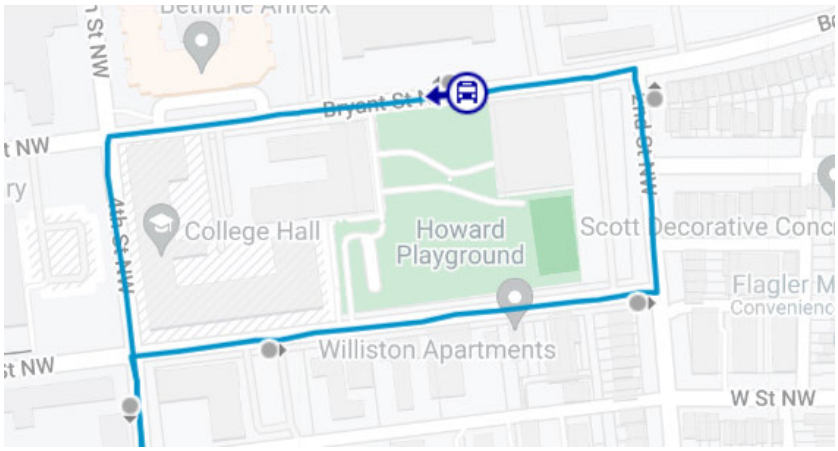


The current G2 to Georgetown is hardly similar to the proposed C55

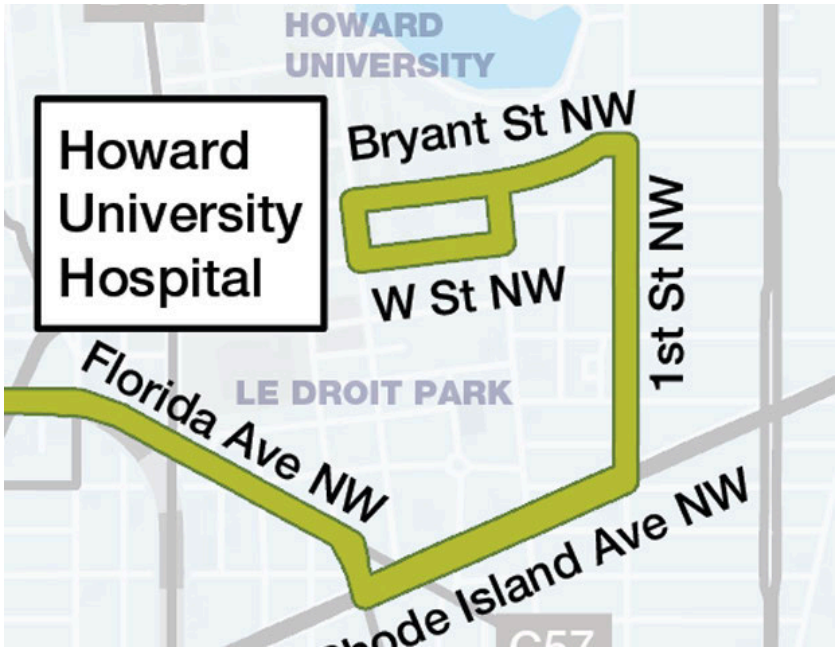


However, the G2 route begins in a similar location to the C55.

The G2

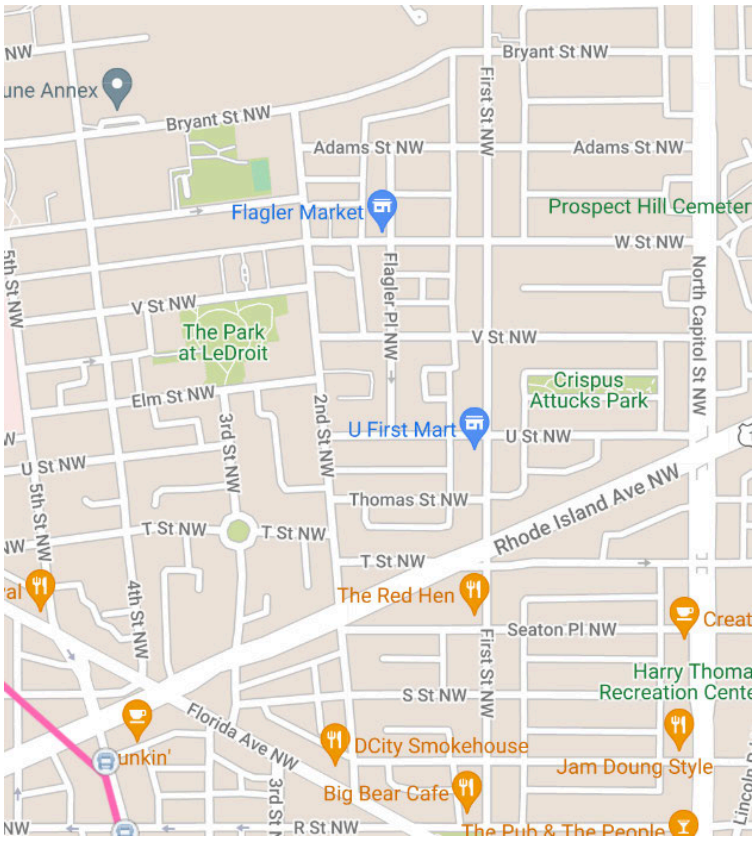


The C55



The difference is that the G2 bus is a small bus, smaller than a typical WMATA bus. I do not know if this is to make it easier to navigate the streets in LeDroit Park, or Georgetown, or if it is related to ridership numbers.

For the resident who expressed excitement over a bus to Tenleytown, hello, you can catch the current 96 a few blocks from First Street at Rhode Island and New Jersey.



TO: WMATA

From: David White, [redacted]

Please find attached our petition in opposition to the changes proposed in the BetterBus plan to eliminate our current N2, N4, N6 bus line service. Forty-one people signed this petition.

TO: WMATA **June 17, 2024**

RE: Better Bus Proposal

We, the undersigned, want to express our strong opposition to the proposed C85 bus route that WMATA is suggesting could operate on a portion of the route now served by the N2 and N6 bus routes.

1) The proposed C85 bus will be less frequent than the current service (N2, N6) and operate only on weekdays during morning and afternoon peak hours – causing delays for people who depend on the bus for reaching their employment and other obligations and eliminating service entirely for people in those blocks who wish to travel through midday and on evenings and weekends for shopping, recreation, religious services or other purposes.
2) The proposed C85 bus would travel completely around the triangular block occupied by The Marlyn condominium building (3901 Cathedral Avenue, NW) and the Warwick condominium (3051 Idaho Avenue, with a second entrance on 39th Street). The route would also run north up the very narrow one-way stretch of 39th Street directly adjacent to Annunciation School, which serves children from pre-K through 8th grade. The school driveway, parking lot and pick-up/drop-off points for students also open from that block of 39th Street. Bus service would create additional traffic on that street and create potential safety risks for children as they arrive and depart the school. The turns are also very tight for a full-size bus to navigate and could lead to additional safety and traffic issues.
Choosing this street for a Metrobus route seems highly unadvisable and we recommend that WMATA reconsider the choice of streets to use for operating bus service in our area.

Name (printed/signed)	Address
MARDIE McCOWN	[redacted]
Deborah Dangay	[redacted]
Denise Booker	[redacted]
Karen Horowitz	[redacted]
FERNANDO DELGADO	[redacted]
Alexandra Moore	[redacted]
Michael Resoli	[redacted]
JERRY SAPIENZA	[redacted]
Monica Hernandez	[redacted]
BILL MILLER	[redacted]

Page 2: Opposition to Proposed C85 Bus Route

Name –(printed/signed)	Address
Misa Millan	[redacted]
Susan Bahcall Susan Bahcall	[redacted]
Louise Mcdonagh	[redacted]
Rosemary Farmer Rosemary Farmer	[redacted]
Ashley Parky-Parker	[redacted]
Lynn Bulger	[redacted]
Ann Harris / Ann Harris	[redacted]
Suzanne S. White	
Michael Boerger	
David White	
Cathy Cataldo / Cataldo	
Susan Hoffman / Susan Hoff	
Laura P. Lewis, Laura P	
Barbara Frank	
Maura Barden	
Victoria Farmer	
Justin Swifflett	
Christian Evans	
Alexa Monfort	
Xavier Fayonde	
Emily Douglas	
Jean Majo / Jean Ma	
Sara Levy / Sara	
Cheryl Weyl	
Irma Fejerou	
[illegible]	
David G. Farmer	
Lisa V. White	
Marie-Louise Murville	

Page 3 – Opposition to Proposed C85 Bus Route

Name – (printed/signed)	Address
JERRY HOVANEC	[redacted]
Florencia Cortes Conde	

Return Petition to: The Marlyn Condominium – Front Desk – Attn: David White

July 2, 2024

Mr. Randy Clark
General Manager and CEO
WMATA – Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Re: Against the elimination of the J1 rush hour bus line in Montgomery County, Maryland

Dear Mr. Clark:

I write to you – urgently - with my public comment to your "Proposed 2025 Better Bus Network Redesign." I am uploading this document to the project website and sending it to you via USPS mail.

Try as I might, I cannot understand why your project designers believe that eliminating the J1 rush hour route is possible: it is a direct and rapid route – off East-West Hwy onto Jones Bridge Road to Wisconsin Ave./Rockville Pike and Medical Center Station and beyond. **The proposed M70 bus route replaces the J2 route, but in no way replaces the J1 rush hour route.**

Hundreds of mission-critical federal employees work at Medical Center Station and commute from Silver Spring station using the J1 rush hour buses: National Institutes of Health, Walter Reed National Medical Center, Naval Support Activity Bethesda, Uniformed Services University. In addition, the Howard Hughes Medical Institute is headquartered on Jones Bridge Road and there are myriad medical offices and employers at and around Montgomery Mall.

The passenger mix – if any members of your team care to take it on a given morning or afternoon – is medical, science and administrative professionals along with hard-working service workers and young people going to jobs at the mall; and senior citizens going to medical appointments. The 4-6 p.m. J1 buses heading "home" to Silver Spring are PACKED with passengers! Ride it and see!

In attempting to guess the possible reasons for a transit designer thinking that the J1 rush hour bus is expendable, allow me to mention the following:

- Your transit designers may think that taking the future M70 from Silver Spring station to Bethesda Station and then transferring on the subway to Medical Center is a plausible, tolerable commute, but I assure you that this adds considerable time, inconvenience and possible delays to what is currently a direct J1 commute via bus to Medical Center from Silver Spring.

- Your transit designers may think that the future Purple Line light rail is a 1:1 swap for the J1 bus route, but it is not: first, the Purple Line is not currently slated for completion until December of 2027, and your bus route modifications are slate for next year – 2025.

- Even when the Purple Line is completed, the Purple Line stop is to be located near Connecticut Avenue and Chevy Chase Lake Drive – (near 8401 Connecticut Ave.) near the Georgetown Branch Trail. This forces Jones Bridge commuters into a long walk north or

south to major arteries; or waiting for an additional bus, the future M22, which is apparently replacing the L8 route. My point is that there should be NO linkage in your minds between the Purple Line and the essential J1 Jones Bridge rush hour bus route.

- Additionally, I need to mention that if you are relying on paid trip data on the J1 buses, then you have very incomplete data, because twice a week (or more) the bus operators are unable to get the payment system started on their bus and the bus rides are free; OR, in a rush to keep to their schedule, they kindly (but ill-advisedly) allow a full rush hour of commuters onto to the bus without charge.

I have attached a homegrown, marked up map showing you the area of my concern for your reference.

I know that I am just one rider in a system of many thousands, but I'm hoping that one rider's voice can be heard when it comes to a glaring planning error like this. I am also writing to my local, state, and national elected officials for this area of Montgomery Count as well.

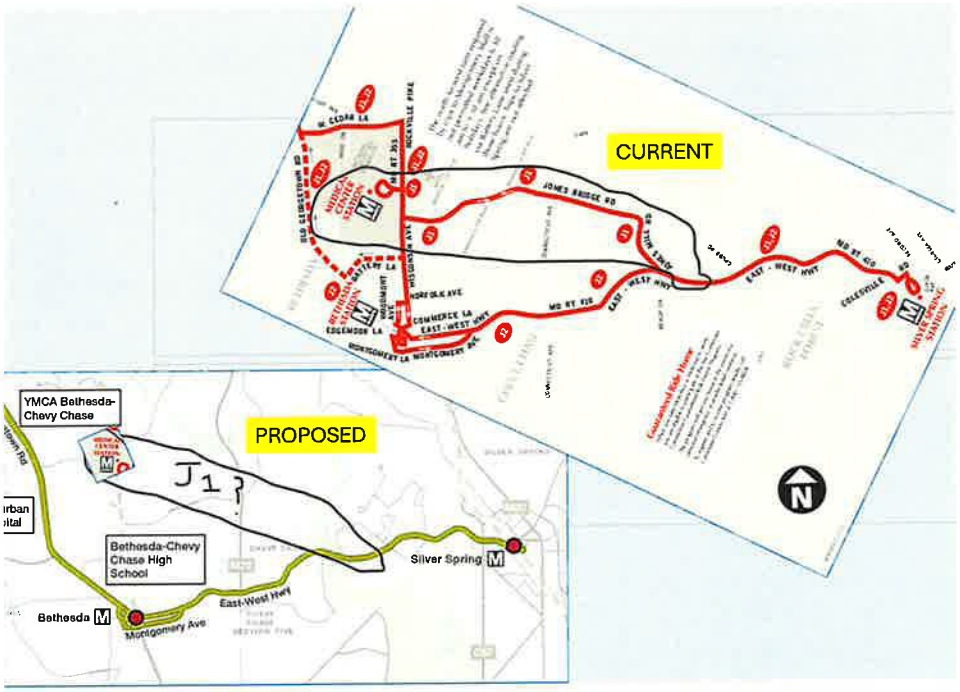
Please listen to rider input and keep the J1 rush hour bus route!

Respectfully submitted,

Andrew E. Burnett

[redacted]

Silver Spring, Maryland



DEPARTMENT OF THE NAVY
NAVAL RESEARCH LABORATORY
4555 OVERLOOK AVE SW
WASHINGTON DC 20375-5320

IN REPLY REFER TO:

5216
Ser
1800/006
July 3, 2024

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

Attention: Response to Proposed Bus Route Changes to Routes A4, W5

Ladies and Gentleman:

Foremost, this letter is to express appreciation for not eliminating the service of bus routes to the U. S. Naval Research Laboratory (NRL). However, we are still concerned for the pending changes, as they will inevitably increase transit time for employees and staff working at the NRL-DC campus located at 4555 Overlook Ave., SW, Washington, DC 20375. The proposed changes will make the bus route longer to and from the Anacostia metro rail station, despite what appears to be more frequent access.

NRL stays abreast of these changes because it affects our ability to recruit and retain staff. Many young people in college do not own cars and it would be exceedingly difficult to attract new, young hires without having a reasonable bus service available. We are competing against other federal agencies with metro rail access. We are glad to advertise regular, consistent and timely bus service transportation to and from the Anacostia station, which is an attractive employment incentive to many candidates. There are NRL staff members who choose to commute without personal vehicles for cost-savings and environmental reasons. Many commuters are individuals with disabilities who rely upon consistent and timely public transportation to and from their workplace. Public transportation in this area is critical and this is one benefit we rely upon as a recruiting and retention tool to appeal to top talent.

On behalf of NRL-DC campus employees and staff, we request that WMATA maintain the timing of the current routes servicing NRL. Please contact Mrs. Mary Beth Williams, Deputy Director, Human Resources Division on (202) 924-7672 or marybeth.williams2.civ@us.navy.mil as needed for follow up to this request.

Sincerely,

Ginger Kisamore
Director, Human Resources Division
U.S. Naval Research Laboratory
By direction of the Commanding Officer

December 25, 2023

VIA E-MAIL

Mr. Randy Clarke
General Manager and CEO
WMATA
300 7th Street SW
Washington, DC 20024

Dear Mr. Clarke,

As the city celebrates the Christmas holiday and prepares for the coming New Year, I am writing this letter to implore you to reconsider the proposed bus route cuts to the WMATA system. As a Ward 7 rider, parent, former ANC Commission Chair and former DC Public Schools Local School Advisory Team (LSAT) Chair, I understand the fiscal position of WMATA's budget shortfall, and the city's slow recovery from the COVID pandemic.

While the background of this report indicates ridership increase at almost 30%, what message is the WMATA Board of Directors and leadership sending with cuts to 50% of the bus routes (67 out of 135 proposed bus route cuts)? There ***must*** be more creative budgeting discussion to mitigate the proposed bus route cuts, as this would be more than a "*death spiral for transit.*" The impacts of the proposed bus routes would be ***catastrophic*** to the DC Public Schools (DCPS) and DC Public Charter Schools (DCPCS) families and students who depend on this ***primary*** mode of transportation to get to school every day. If you think truancy and absenteeism is problematic now, the pending bus route cuts would drive those numbers into the stratosphere, and the city would be complicit in contributing to those numbers, as you are aware, DCPS does not offer school bus service like Prince George's County Schools does for its students. WMATA *is* the school bus for DCPS and DCPCS students.

As I read the proposed FY 2025 Budget, it became clear to me whoever developed this list of proposed bus route cuts, clearly doesn't navigate the WMATA system. Not only are you proposing cuts to the few cross-city bus routes that serves riders East of the River you are also proposing cuts to the alternative bus routes, as well. There would be no coordination of bus

service for students and workers to travel across the city. Also, your figures regarding crime being down is inaccurate. We cannot continue to tote the false narrative that "crime is low," as this will not absolve us, as a community, of the reality of people not feeling safe in their day-to-day commutes. Below you see the highlighted proposed bus routes to be cut and the students who would be impacted: [Note these are the impacts to the high school students. I haven't listed the impacts of students in elementary and middle schools.]

WMATA says the routes were chosen because they have lower ridership than others. Here's the list of routes that would no longer exist under the proposed plan:

1C, 2B, 3F, 3Y, 8W, 11Y, 16Y, 17B, 17G, 17K, 17M, 18G, 18J, 18P, 21C, 22A, 22F, 26A, 28F, 29G, 89M, 60, 74, **96**, A31, A32, A33, B21, B22, B24, B27, C11, C12, C13, C14, D2, **D6**, D14, D31, D32, D33, D51, **E2**, F1, F2, F8, F12, F13, F14, **G2**, G12, H6, H12, J12, K2, K9, L8, M4, M6, MW1, NH2, **P6**, P18, R12, REX, S35, S41, T2, **U4, U7**, V14, W1, W2, W3, W5, **W6, W8,** W14, W45, W47, **X3**, X8, Z2, Z7.

- The 96 Bus impacts students who attend: Cardozo HS, Dunbar HS, Eastern HS, H.D. Woodson HS, Jackson-Reed (formerly Woodrow Wilson HS)
- The D6 Bus impacts students who attend: Duke Ellington HS, Eastern HS, MacArthur HS, School Without Walls HS
- The G2 Bus impacts students who attend: Banneker HS
- The P6 Bus impacts students who attend: McKinley Technology HS
- The U4 Bus impacts student who attend: Ron Brown HS
- The W6, W8 Buses impacts students who attend: Anacostia HS
- The X3 Bus impacts students who attend: Cardozo HS, Dunbar HS, McKinley Technology HS, Phelps HS

Here are the bus lines that would see reduced service:

1A, 1B, 7A, 16A, 16C, 16E, 28A, 29K, 29N, **31, 32, 33, 36,** 42, 43, 52, 54, **62, 63, 64**, 78, **80**, 83, 86, A4, A12, C2, C4, C8, C21, C22, C26, C29, D4, **D8**, D12, F4, **G8**, H8, H9, J1, J2, K6, L2, L12, N2, N4, N6, P12, R1, R2, R4, S2, T14, T18, **V2, V4,** V7, V8, V12, **X9**, Y2, Y7, Z6, Z8.

As I mentioned, in addition to the proposed bus route cuts, the reduced service on the above highlighted bus routes will add to the transportation catastrophe East of the River, particularly bus routes going to downtown, Foggy Bottom, Georgetown, and Navy Yard.

Mr. Clarke, where was all of this fiscal concern when WMATA took on the ambitious plans of construction of the Silver and Purple lines, and the extensions? At the behest and warnings of the Metro General Inspector who advised WMATA to tread carefully regarding the funding for the projects. Also, I recall the misappropriation of funds relating to the Silver line just last year.

So, here we go once again, the proposed cuts of needed bus service are on the backs of the everyday riders who depend on WMATA bus service to get to and from school, and to and from work. If the efforts of the Executive Office and the DC Council are to attract people back to the downtown area to revitalize it, the proposed cuts work in opposition of this objective. Nonetheless, there must be more creative discussion and planning to amend this listing. Losing 50% of bus service is unreasonable and will be contributing to a collapse of the very transportation system students and families depend on. Perhaps discussions with Secretary Buttigieg might yield funding to close the budget shortfall, or maybe consideration of other funding sources. I'm certain there's a solution to this challenge. It will not be an easy one, but we have to find one.

Sincerely,

Sherice A. Muhammad
A Concerned Ward 7 Resident

cc: Phil Mendelson, Chair, DC Council
Vince Gray, Ward 7, DC Council
Charles Allen, Ward 6, DC Council
Ann Chisholm, WMATA
Alberta Paul, DDOT

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G
Chevy Chase, Barnaby Woods, Hawthorne
5601 Connecticut Avenue N.W. P.O. Box 6252 Washington, D.C. 20015
3G@anc.dc.gov | http://www.anc3g.org | YouTube: ANC3G |

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ANC 3/4G Resolution Regarding WMATA's Proposed 2025 Better Bus Network on Proposed Changes to the E4, M4, L2 Routes and Reinstating the E6 Route June 24, 2024

BACKGROUND & RATIONALE

1. Metrobus service once crossed the heart of the DC Chevy Chase Community (ANC 3/4G); however, bus service has dwindled over the decades, and it will be further reduced under the proposed 2025 Better Bus Network overhaul.

2. DC Chevy Chase has fewer bus lines, less frequent service, shorter hours, and fewer direct connections than in the past, which is counter to various pledges advanced by the Mayor, including Age-Friendly DC, Move DC, VisionZero, and Sustainable DC 2.0.

3. Once approved, WMATA will begin implementing the new network of bus routes in summer 2025.

4. WMATA is asking for feedback from the public on the proposed 2025 Better Bus Network between May 13, 2024 and no later than 5:00 p.m. on July 15, 2024.

5. WMATA is collecting public comments during this period through virtual or in-person events, public hearings, Discovery Day Pop-Up Events, and on WMATA's Better Bus website.[1] WMATA's Board of Directors will review the public's feedback on the 2025 Better Bus proposal and use it in the decision-making process.

6. WMATA's bus overhaul will further erode bus service for many residents in Wards 3 and 4, and this will cause the greatest hardship for those who live in households with no vehicles available to them, those 60 or older, and those who use Metrorail/bus to get to work, representing 20% or more of our residents in each category.[2]

WMATA's Proposed 2025 Better Bus Changes to the Current E4 and M4

1. WMATA's plan for the E4 and M4 will scale back or eliminate Metrobus transit for many residents of ANC 3/4G, expanding our bus desert even further, in both space and time. In the areas west of Rock Creek Park, ANC 3/4G is the area most adversely affected by the changes

[1] WMATA, Better Bus, https://betterbus.wmata.com/ and Share Your Input by an interactive map, taking a survey, providing written comments, uploading a document, or attending a public hearing at https://betterbus.wmata.com/share.

[2] DC Data Analysis & Visualization, OP Demographic Data Hub, District of Columbia Profiles Ward 3 and 4, Key Indicators, OP Demographic Data HUB (dc.gov), from U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates.

proposed in this plan. Most other ANCs in Rock Creek West would see little to no reduction in service.

2. On June 12, 2023, ANC 3/4G's approved a resolution **opposing** the changes in WMATA's Visionary Network proposal to both the M4 and E4 bus routes and demanded the restoration of the E6 route.[3]

3. WMATA's 2025 Better Bus Network overhaul undercuts the goals established by Mayor Bowser in the city's Multimodal Long-Range Transportation Plan, the Bus Priority Plan, and the Sustainable DC 2.0 Plan, which aim to offer **ALL** District residents, families, school children, commuters, remote workers, and seniors convenient, safe, reliable, and nearby bus service.[4]

4.. DC's *Sustainable DC 2.0* plan seeks to increase use of public transit to 50% of all commuter trips in **ALL** wards by 2032.[5]

5. ANC 3/4G has no Metrorail service and is therefore totally dependent on buses for public transit. Our area needs more routes, greater frequencies, and better connections to the region, which are the main goals of the Proposed 2025 Better Bus Network plan.

6. Metrobus service provides critical and needed transit in our community, for our families, students, seniors, commuters, and remote workers who may need bus service outside the traditional rush hours.

7. The city's plan to build affordable housing on the civic core will likely increase the demand for public transit in our neighborhood.

Neighborhood Impact: Permanent Elimination of the E6 Line

1. The E6 was the only direct bus option for the neighborhoods of Barnaby Woods, Hawthorne, and segments of the DC Chevy Chase to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue commercial/civic core, the Friendship Heights commercial core, and the Friendship Heights Metro stop.

2. WMATA suspended and later discontinued the E6 bus route during the Covid-19 health emergency,[6] along with several other lines in Northwest DC, such as D1 (Glover Park-Franklin Square Line), L1 (Connecticut Avenue), H3 (Tenleytown-AU Station to-Brookland-CUA), and

[3] ANC 3/4G Resolution Regarding WMATA's Draft Visionary Better Bus Network – Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route, June 12, 2023.
[4] Mayor Muriel Bowser, Age-Friendly DC, Bus Priority Plan, Vision Zero DC, Move DC, and Sustainable DC 2.0 Plan .
[5] Ibid, p. 122.
[6] In the case of the E6, WMATA canceled the route despite strong community opposition without following the public notice and input process of previous years when it proposed the E6 for elimination—at least four or five times in the past decade.

the 37 (Wisconsin Avenue Limited), all routes that WMATA sought to eliminate for many years.

3. WMATA extended route M4 to the Knollwood Life Plan Community at 6200 Oregon Avenue NW, thereby partially replacing segments, but not all, of the E6 line, eliminating direct access to Connecticut Avenue and Wisconsin Avenue at Friendship Heights (see discussion of the M4 proposed replacement route below).

Neighborhood Impact: Reduction in Service on Current E4 by Proposed C83

1. The E4 (Military Road-Crosstown Line) presently operates on part of Military Road, on 30th Place, and then along McKinley Street, with stops at the Connecticut Avenue commercial strip across from the CVS and turning onto Western Avenue before terminating at the Friendship Heights Metro station.

2. WMATA proposes eliminating the bus stops on McKinley Street and moving the C83 replacement route to Military Road, further isolating large segments of ANC 3/4G from Metrobus access.

3. Although the proposed adjustments to the E4 route passes through a densely populated area, once it reaches Connecticut Avenue, this segment of ANC 3/4G is already served by the L2 Connecticut Avenue bus line, whereas those living in the northern and eastern parts of ANC 3/4G have little bus service, and WMATA's proposed move would compound this inequity, effectively making bus transit a less viable option for them.

4. Changing the E4/C83 route to Military Road east of Connecticut would require passengers transferring between the E4/C83 and the M4 replacement lines to do so at the dangerous intersection of Nebraska Avenue and Military Road. There are no bus shelters for the lines currently stopping at this intersection. In addition, WMATA has announced no plans to work with DDOT to improve pedestrian safety at this dangerous intersection. It is an accident waiting to happen.

5. WMATA's 2025 Better Bus overhaul would eliminate E4 **weekend** service with the replacement C83 bus route, further isolating some residents in ANC 3/4G from public transit options.

6. The proposed C83 bus line would reduce frequency to only 30-minute service at all times instead of the current and more frequent 15-20 minute headway, making the route less available and useful for riders.

7. WMATA proposes the elimination of stops along McKinley Street. The 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. For example, bus lines on major thoroughfares could be spaced farther apart than east-west crosstown routes that serve neighborhoods. Chevy Chase has an inordinately high proportion of seniors, and so having a bus stop at nearly every corner along the eastern stretch of McKinley makes sense for such a

population. It is not clear that eliminating bus stops will reduce travel times significantly on the local bus routes.

Neighborhood Impact: Less Frequent Service on M4 by Proposed C85 and C81

1. WMATA's plan proposes replacing the M4 (Nebraska Avenue Line) with a roughly comparable Line C85 and Line C81.

2. The C85, if it replaces the M4, would be the last bus route to travel through parts of Barnaby Woods and Hawthorne, which is often used by DC Chevy Chase residents for bus transit to/from Deal Middle School and Jackson-Reed High School, and it accommodates many weekday commuters on their way to/from the Tenleytown-AU Metro station.

3. The proposed Route C85 route from Knollwood to Tenleytown Metro Station would run through Chevy Chase neighborhoods less frequently during the week at 30-minute intervals **at all times** (6 am to 10 pm), **eliminating** the more frequent intervals of every 15 minutes that accommodated school children and commuters during rush hour.

4. The proposed C85 would offer a **new** Metrobus connection from Barnaby Woods, Hawthorne, and DC Chevy Chase with a transfer at Tenleytown Metro to the American University, Medstar Georgetown University Hospital, Glover Park, Georgetown, Hardy Recreation Center, McArthur High School, the West End neighborhood, and Foggy Bottom-GWU, though the hours would be limited to weekday only morning rush and afternoon rush from 6:00 am-10:00 am and 2:00 pm-7:00 pm at 30 minute intervals only.

5. During non-rush hours Metrobus service on C85 would terminate at Tenleytown Metro.

6. The proposed C85 replacement line would run on weekdays only, thus offering no Metrobus service on **weekends** for residents of Hawthorne, Barnaby Woods, and other DC Chevy Chase neighborhoods, resulting in a total bus desert in these neighborhoods from Friday evening to Monday morning.

7. The M4/C85 cannot be viewed as a replacement route for the discontinued E6 because it leaves out Oregon Avenue, Western Avenue, Broad Branch Road, including Lafayette Elementary School, Broad Branch Market, Broad Branch Children's House, McKinley Street, the commercial corridors at Connecticut Avenue and Friendship Heights or the Friendship Heights Metro station.

8. The Better Bus Plan would add a new Line C81, which would be an identical route with the eastern portion of Line C83 (E4), from Fort Totten, until Military Road reaches Nebraska Avenue, where it would turn south (after bypassing the Tenleytown Metro station by staying on Nebraska Avenue) to follow the remainder of the current M4 route to Sibley Hospital.

9. The C81 line would run similar to current frequencies–one trip between 5:30-6:00 am on all days, then every 30 minutes (weekdays) but every 20 minutes (all day and early evenings on weekends), then every 30 minutes from 9 pm to around 12 am, on all days. This would provide weekend service south of Military Road to Tenleytown, American University, and Sibley Hospital. However, the C81 route is too far for a large segment of ANC 3/4G to use as a viable transit option.

10. The proposed Better Bus Plan would have a portion of Nebraska Avenue from Military Road to Tenleytown with two lines running on it (C85 and C81), plus a third line (C87) during rush hours. As in the 2023 Better Bus plan, Military Road and Nebraska would become a place to transfer. This intersection is hazardous for pedestrians and is not a safe place to locate a major bus transfer point.

11. None of the proposed crosstown buses in ANC 3/4G (C85, C81, and C87) would offer direct Metrobus access to the ANC's civic and commercial core at Connecticut Avenue for residents of Hawthorne, Barnaby Woods, and DC Chevy Chase. The C85 also does not offer a direct connection to Foggy Bottom from several of our neighborhoods though it would allow riders to reach McArthur High School or medical facilities in Georgetown or Foggy Bottom by Metrobus from Tenleytown-AU Metro.

Neighborhood Impact: Current L2 Replaced by Proposed D70, the Last Bus With Weekend Service in DC Chevy Chase

1. WMATA's proposed D70, the replacement line for the current L2 route, would leave the existing bus route mostly unchanged, except it would no longer cross the Calvert Street Bridge to Adams Morgan.

2. The proposed D70 would travel straight down Connecticut Avenue, but it is unclear if the D70 route would go around Dupont Circle or through the Dupont Circle underpass.

3. Some bus riders like the L2/D70 change because it could speed the trip to/from the downtown business district depending on traffic flow for riders to/from Chevy Chase Circle, while others have expressed a preference to transit through Adams Morgan.

4. Existing L2 offers a transfer bus stop to/from the M4 at the intersection of Connecticut Avenue and Nebraska, which the proposed D70 would retain, allowing bus riders to travel to some sections of Chevy Chase DC, Barnaby Woods, and Hawthorne on weekdays only.

5. The proposed D70 would operate at about the same frequency as the existing L2 (30 minutes early morning and late evening, 20 minutes mid-day and mid-evening, and 12-20 minutes in rush hours).

6. The proposed D70 line for the current L2 would be the **only** bus route to offer ANC 3/4G residents with **weekend service**. The neighborhoods of Hawthorne, Barnaby Woods, and most of Chevy Chase DC would lose **ALL** bus transit options on weekends.

The Future of Chevy Chase DC Bus Service

1. The DC government covers most of the cost to operate the current bus lines that serve ANC 3/4G–the E4, L2, and M4 bus routes because they are exclusively within the District. Most residents of ANC 3/4G are tax-payers. They pay for and deserve public transit.

2. To avoid unjust neighborhood bus deserts, local neighborhood bus routes, despite lower ridership numbers compared with other routes that travel on high-density corridors, should be kept in place for the public good.

3. Neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to Red line Metro stops such as Tenleytown and until 2020 Friendship Heights. Routes E4 and M4 should be preserved and the E6 restored, as they are an essential part of the District's multi-modal transportation system.

4. Bus transit is now more important than ever. It is becoming a necessity as the city puts Connecticut Avenue on a "car diet" due to the reduction to two lanes on this major roadway during rush hour.

5. Due to likely rush hour congestion when Connecticut Avenue loses rush hour travel lanes, buses should be given priority over single occupancy vehicles on Connecticut Avenue at peak travel times. Such a move would reduce traffic congestion as drivers opt for bus transit from single occupancy vehicles and dedicated bus priority could help to lessen harmful emissions from cars.

RESOLVED:

BE IT RESOLVED, The ANC views WMATA's proposed "2025 Better Bus Network" plans for the E4, E6 and M4 as a proposal that strays from WMATA's core mission—to provide improved bus service, frequency, and connections to ALL who need it.

BE IT FURTHER RESOLVED, ANC 3/4G opposes the changes to the existing E4 and M4 lines of the bus network overhaul because it would deprive many more residents of ANC 3/4G of needed bus transit options, particularly those residing in Hawthorne, Barnaby Woods, and the northern, central and eastern portions of our ANC.

BE IT FURTHER RESOLVED, ANC 3/4G requests WMATA to alter its proposed Better Bus network overhaul so as to reduce, rather than expand, the inequitable existing bus desert in the northern, central, and eastern portion of our ANC.

BE IT FURTHER RESOLVED, the ANC calls on WMATA to retain the current E4 routing, its current frequency of service, and its weekend service.

BE IT FURTHER RESOLVED, the ANC requests WMATA maintain the current weekday frequency of service offered by the M4.

BE IT FURTHER RESOLVED, the ANC requests WMATA reinstate the E6 route from Knollwood, stopping in front of Lafayette Elementary School on Broad Branch Road, traveling to and through the ANC's civic and commercial core on Connecticut Avenue, terminating at Friendship Heights Metro.

BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of 6 members was present on June 24, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair

Lisa R. Gore

Peter Gosselin, Vice Chair

The Towers
CONDOMINIUM

July 8, 2024

Mr. Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Email: rclarke@wmata.com

Re: Comments of The Towers Condominium Association on Proposed Route Changes Affecting Metrobus Routes N2 and N6

Dear Mr. Clarke:

The Towers, located at 4201 Cathedral Avenue NW, currently has N2 (daily) and N6 (evening and weekend) bus service between Friendship Heights and Farragut Square via Massachusetts Avenue and DuPont Circle with bus stops directly in front of the complex. These bus routes are utilized by many of the over 1,000 residents who live in the 620 apartment units located here as well as a few thousand residents in the 1,867 units in other condos, coops and apartment buildings in this three-block area. In addition, caregivers and employees supporting our community use public transportation to reach The Towers and neighboring buildings.

WMATA is currently proposing to replace these two lines with a new line (D96) whose routes will make an island of an entire neighborhood that has no other public transportation options. On behalf of the residents of The Towers, we are writing to encourage you to **reconsider this proposal.**

Eliminating the N2/N6 bus routes:

- Will result in accessibility issues for **ALL** people, including but not limited to those with mobility disabilities and older adults (which is a significant proportion of the population living in this area). The topography where we are located makes it especially difficult to walk from our building and others nearby in order to reach Massachusetts and Wisconsin Avenues. Cathedral Avenue from New Mexico Avenue to Cathedral Avenue's intersection with Massachusetts and Wisconsin Avenues is a very steep lengthy hill 15-20 minutes away.

The Towers Condominium Association
4201 Cathedral Avenue, NW • Washington, D.C. 20016-4901 (202) 686-7306 • Fax: (202) 966-1375

- Creates a lack of service to Cathedral Avenue, NW, outside the rush hour. Many people use the N2 outside of rush hour and the N6 on weekends to reach medical appointments and entertainment. The proposed lack of service outside of rush hour (C85) will severely impact residents' ability to reach other destinations outside of work commuting as well as those who work variable hours. It will either lead to more use of cars and worsening downtown traffic and parking issues, or consideration to move to other more transit-friendly locations outside of DC.

- Will eliminate direct service to Dupont Circle, Farragut North and Farragut West Metro stations with rail connections farther downtown, as well as direct service to Tenleytown and the rail connections farther north. This will negatively impact commuters and others for whom the proposed circuitous alternative routes will add considerable time to their commute.

- Will result in a lack of time-efficient service to DuPont Circle and Farragut Square area for commuting. Farragut Square is an important bus destination from Cathedral Ave NW because it brings riders to a largely walkable area (for dining, entertainment, medical offices, and businesses) and two Metro stations with three lines (Red, Blue, and Orange) instead of just one station in the proposed changes (C85). This is particularly crucial for federal workers, most of whom need the Orange/Blue lines to get to federal office buildings across town. The current N2/N6 is efficient and moves quickly to bring commuters downtown to key Metro stations.

- Will increase riding time over the current routes for the proposed new routes. The proposed alternative routes require long walks/wheelchair rolls to either Massachusetts Ave NW (D90), Wisconsin Ave NW (D82), or a new line on New Mexico Ave/Tunlaw Road, NW (C85 & D96) that does not travel directly to downtown (so not helpful for commuters). The buses running along Wisconsin, Massachusetts, and New Mexico/Tunlaw will take much longer for travel than the existing N2 line, which will discourage ridership.

- Defies the goals of the Mayor and the Council to revive downtown and get cars off the. Eliminating the only access we have to downtown will result in people either not going downtown or driving to it. This part of the city is already not well served by public transportation, and people are forced to rely on their cars. Yet instead of improving public transportation options, the proposed elimination of the N2/N6 bus routes further isolates this area. The proposed removal of regular bus (not just the newly proposed

rush hour bus to Dupont Circle) service from Cathedral Ave NW (which is home to several large condo, co-op and apartment buildings with hundreds of units each, estimating thousands of residents – see last bullet below) to downtown DC (Farragut Square area) is likely to work against the DC Mayor's goals to encourage people to visit downtown and spend money at restaurants, theaters, museums, and other activities that support the DC economy. Those who do travel downtown from Cathedral Ave will more likely use individual cars, contributing to traffic and parking problems already existing in the downtown DC corridor.

- Makes it challenging for people to **COME TO** this neighborhood, whether for work or pleasure. Again, many people who come to work in this neighborhood may not have a car and therefore will have absolutely no means of commuting. They rely on the N2/N6 to go to and from their jobs here and along Embassy Row and downtown.

- Will decrease the desirability of this neighborhood. Many people bought units here in part because there is bus service with direct access to jobs and attractions in the city. This neighborhood has had the same demographics for decades. It has aways had convenient public transportation to and from other parts of the city. Many of the buildings in this area were built before car parking was provided for most of each building's residents. The changes now being proposed will dramatically and negatively alter the dynamics and value of the Cathedral Avenue corridor.

- Will adversely impact, in addition to residents of The Towers (620 units), the condos, co-ops, and apartment complexes that are adjacent to our complex or within three blocks of us serving an estimated few thousand residents*, all within the Cathedral Avenue corridor: Sutton Towers (191 units), Sutton Place (200 units) and The Westwood (21 units) all on New Mexico Avenue, 4200 Cathedral Avenue (178 units), Cathedral West (92 units) at 4100 Cathedral Avenue, The Cathedral (145 units) at 4101 Cathedral Avenue, The Westchester Co-op (556 units) at 3900 and 4000 Cathedral, 3908 Watson Place (130 units) adjacent to The Westchester, Idaho Terrace (204 units) at 3040 Idaho Avenue across Cathedral Ave. from The Westchester, and The Marlyn (150 units) at 3901 Cathedral Avenue.

  (*Including The Towers these buildings have a total of 2,487 units composed of studios, one-, two- and three-bedroom apartments. If only one person lived in a unit, there would be 2,487 people in these buildings, if an average of 1.5 persons/unit, there would be 3,730 people, and if an average of two persons/unit there would be 4,968 people.)

We **urge you to reevaluate** this proposal. It might be advisable for WMATA to look at current ridership data for the N2 and N6 lines. Many of our residents have ridden these buses recently and have advised that they have been busy with passengers with more people seeking to go to downtown DC more frequently, including on weekends and outside of commuting times.

We also recommend that you have a representative personally view (or even better, actually walk) Cathedral Avenue between New Mexico Avenue and Massachusetts/Wisconsin Avenues to experience the challenges facing pedestrians and wheelchair users who would need to make this effort without the availability of bus transportation.

Should you have any questions, please contact our General Manager, Mark Miller (202-686-7306 X104; mmiller@towersca.org).

Sincerely,

Peter Moriarty
TCA Board President

Cc: Honorable Eleanor Holmes Norton, Delegate to US House of Representatives
Email via website: https.//Norton.house.gov/contact/email-me
Honorable Muriel Bowser, Mayor of the District of Columbia
muriel.bowser@dc.gov
Honorable Phil Mendelson, Chairman of DC Council
pmendelson@dccouncil.gov
Honorable Matthew Frumin, Ward 3 Councilmember
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Honorable Kenyan R. McDuffie, At-Large Councilmember
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Honorable Anita Bonds, At-Large Councilmember
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Honorable Robert C. White, Jr., At-Large Councilmember
rwhite@dccouncil.gov
Honorable Christina Henderson, At-Large Councilmember
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Ben Bergmann, Advisory Neighborhood Commissioner
3B06@anc.dc.gov

Comments on Better Bus Initiative

The proposed Better Bus Initiative will make things worse, not better, for Metrobus customers in the Adams Morgan/Lanier Heights/Kalorama Triangle area. For those in the area travelling north or west to major commercial sections of the District, two WMATA bus lines[1] are now available. Under the Better Bus Initiative, one of these is proposed to be rerouted and will bypass the area altogether, and one will have service curtailed. I strongly urge WMATA to reconsider these changes and restore the existing services, and I thank you for considering these comments.

According to the District Department of Transportation:

> "Columbia Rd NW is a vibrant corridor and an important roadway for people walking, biking, driving, and riding the bus. It is a key connection between neighborhoods in the District and a densely developed corridor where people live, work, shop, and access other destinations."[2]

and

> "It should be noted that this is a thriving neighborhood with many more thousands of residents than there are parking spaces. The large apartment buildings and population density mean that restaurants and businesses in the corridor have 30,000 residents and potential customers within a ten-minute walk, the population of a small town."[3]

Residents in the area where these changes are proposed need and rely on bus service, and, importantly, the bus services cannot in large measure be replaced by Metrorail.

The only alternatives for Metrobus customers in this area presented by the Better Bus Initiative would seem to either:

> a) require a long walk across the Ellington Bridge on Calvert Street to the Woodley Park Metro Station or to the re-routed Connecticut Avenue line, which is difficult for some under the best of circumstances and next to impossible in unshaded heat (or for about 6 months of the year, i.e., from parts of May through parts of September), or

[1] The L2 and 96. Not including the Circulator (which itself is under threat of elimination).
[2] https://buspriority.ddot.dc.gov/pages/columbiardnw
[3] Columbia_Rd_NW_Bus_Priority_NOI_Comment_Responses%20(1).pdf

b) reliance on the new C51 line, with at best, a proposed frequency of every 20 minutes, just to get as far as the Woodley Park Station, or the proposed C55 line running, at best, every 30 minutes.[4]

Specific comments are as follows:

1. Existing 96/Proposed C55

The existing 96 line that goes from Adams Morgan/Lanier Heights/Kalorama Triangle to Wisconsin Avenue will apparently be replaced by a new C55 line, with a substantially reduced schedule. The 96 is currently scheduled to run every 20 minutes and the proposed C55 will run every 30 minutes. On weekdays, this will result in a reduction from 96 trips a day to 76, or 20 percent[5]. The 96 provides vital access from Adams Morgan/Lanier Heights/Kalorama Triangle (and other points east) to Wisconsin Avenue and points in between and beyond, including a number of areas not accessible by Metrorail. Wisconsin Avenue is a major commercial area, which is not served by Metrorail until as far north as Tenleytown. Access to Wisconsin Avenue is vital for linkages to all manner of businesses, medical facilities, grocery stores, schools, and for those coming to Adams Morgan/the Zoo etc., from Wisconsin Avenue. Lastly, inexplicably, the proposed C55 line would be rerouted to turn right on Connecticut Avenue and then left on Woodley Road, rather than proceeding straight on Calvert Street to Cleveland Avenue. Woodley Road is a much smaller street than Calvert Street, and combined with the turns on and off Connecticut, will further delay the trip.

2. Existing L2/Proposed D70

The loop that the current L2 takes off Connecticut Avenue on Columbia Road and Calvert Street will apparently be eliminated and replaced by the new D70 Connecticut Avenue line. At present, the loop into Adams Morgan in the existing L2 schedule serves a much more highly populated area, and either 6 or 7 bus stops depending on which direction, whereas the proposed D70 route would serve 2 bus stops. Further, the proposed D70 line would reduce service by approximately 14 percent, from an estimated 139 trips per day on weekdays to 120.[6] It would seem that restoring the Adams Morgan loop on the D70 line could be accomplished without a major inconvenience to area customers and would be a great benefit for those in the area.

[4] https://betterbus.wmata.com/downloads/routes/EN_C51.pdf. Comments regarding schedules reflect weekday schedules as published on WMATA's website.
[5] Estimated from data on WMATA's website.
[6] Estimated from data on WMATA's website.

Cathedral Avenue Cooperative

Mr. Randy Clarke, General Manager and CEO, WMATA
Honorable Muriel Bowser. Mayor of the District of Columbia
Honorable Phil Mendelson, Chairman of DC Council
Honorable Matthew Frumin, Ward 3 Councilmember

July 8, 2024

Re: Proposed changes to Metrobus Routes N2 and N6

As the Board of Directors of the Cathedral Avenue Cooperative, located at 4101 Cathedral Avenue NW, we wish to express our strong opposition to the proposed elimination of WMATA bus routes N2 and N6.

We represent the 227 residents, a staff of 15, and numerous housekeepers and health care aides who, to varying degrees, depend on those bus lines and would experience severe hardships if that service were eliminated. The proposed cuts would disproportionately affect vulnerable populations including those on a low-income, the elderly, and individuals with disabilities. For many of these people, these bus lines are their only means of transportation to and from work, their access to the greater metropolitan area to shop, dine, attend cultural events and keep medical appointments, and their connection to the Metro.

The diversity of the current population of residents and those who provide services to them, all made possible by their ready access to the N2 and N6 bus lines, keeps this community economically robust, vibrant and healthy.

We, therefore, urge WMATA to reconsider the proposed bus route changes in light of the severe impact it would have on our community's economic stability, safety, accessibility, and overall quality of life.

Sincerely,

James Goldschmidt
President, Board of Directors
Cathedral Avenue Cooperative
4101 Cathedral Avenue NW
Washington, DC 20016

Feedback in Support of Route C55 from Bloomingdale residents

From: Huma Imtiaz, Advisory Neighborhood Commissioner 5E04

I am writing to you in my singular capacity as the Advisory Neighborhood Commissioner for 5E04 (please note that this is not on behalf of the full ANC 5E commission).

I believe WMATA has received substantial feedback about the proposed bus network redesign. I wanted to pass along the positive feedback that I received specifically in support of the proposed bus route c55 (that would also go along part of 1st St NW) from residents who also frequently use Metrobus.

Best,
Huma

C55
Ryan Wheeler (resident of V St NW)
I'm writing in support the proposal of a C55 bus route on First Street.

As a First Street neighbor, I would benefit immensely from the increased transit access that this bus would provide. We are an awful long way from the closest metro station, and the C55 route would make it much easier for us to see our friends, families, and loved ones. It would be a wonderful improvement for the neighborhood and in our quality of life.

I urge the ANC, WMATA, and DC to prioritize equitable, climate-forward, and affordable transit access for our neighborhood, and I know that the vast majority of my neighbors agree. Thank you for your attention and support!

Eric Omar Smith (resident of 1st St NW)
My name is Eric Omar Smith, and I have lived at 2105 1st Street NW, Lower Unit B, for seven years now. I think it would be wonderful to have a bus route on First Street NW. I feel that the outrage over the proposed bus route is disingenuous. Since I moved into the Bloomingdale neighborhood several years ago, I have begged and pleaded for DDOT to install speed bumps on 1st Street NW because people treat it like North Capitol Street.

I was shocked that people were finally drawing the line at a bus when we have had numerous rollovers on First Street NW through the years and dump trucks driving up First Street NW, and people blowing through stop signs at speeds that look to be as high as 40mph. I think about the numerous times I have crossed First Street NW, and drivers act like the painted crosswalks don't exist. In June of 2019, I was actually bumped by a driver at the crosswalk. But a bus is where we draw the line?

Here is the other reason this outrage over the proposed bus route on First Street NW is disingenuous. I know many of my neighbors are considerably concerned about climate change. I have seen their "X," formerly known as Twitter posts demanding more bike lanes and more electric buses in the name of climate change. I know back in the 90s, there was a big push to convert buses from diesel to natural gas because it burns cleaner, and the byproduct is H2O and CO2, and I know there is a slow rollout of electric buses throughout the district. So, the fact that the Bloomingdale neighbors are suddenly outraged over a bus is astonishing because I'm under the impression this is what they have always wanted.

In closing, I think having a bus route on First Street NW is an excellent idea, and I do not believe it will make First Street NW any more dangerous than it already is. First Street NW traffic is so upsetting for me that I don't go outside between the hours of 8am-10am and 4pm-7pm because it gives me horrible anxiety and rocks my blood pressure around. For seven years during those hours, I have felt like a prisoner in my own home. If traffic safety was that big of an issue on First Street NW, then it should have had speed bumps placed years ago.

Tom Lee

Resident of T St NW
I'm writing to express my support for the proposed C55 bus route, which would begin near Reservoir Park, proceed down 1st St NW, turn onto Rhode Island, and continue to Tenleytown. I understand that some Bloomingdale residents oppose the addition of this route on the basis of its effect on parking and traffic volumes on 1st St. I disagree: I think the proposed route would be good for our neighborhood, good for road safety, good for DC's environmental goals, and good for my family.

We live on the 100 block of T St NW and could make considerable use of this route. It would connect my wife and our three kids with the zoo, concerts at Fort Reno, and my favorite Peruvian chicken joint. More importantly, it would connect us to my sister-in-law and her daughter, who live in Tenleytown thanks to a DCHA voucher, and who frequently make the trip to our house for family events, work (my sister-in-law works in NoMA), or to provide babysitting. My not-yet-driving-age niece would benefit in particular, since this would untether her from her mom's driving schedule.

I understand and am sympathetic to our neighbors' concerns about parking. Cars are useful--we mostly bike, but with 3 kids, a car is an all-but-essential tool. And on-street parking is a wonderful convenience to those who get to use it. It would be nice to be able to use the space taken by our garage for a proper yard! But I think it's very hard to make the case that first-come-first-served private car storage is a better use of public space than a bus stop that can benefit vastly more people, including those who can't afford car ownership. And the impact of a couple of bus stops on street parking would be modest.

I am less sympathetic to arguments about traffic volume on First. The worst of that street's backups happen south of Rhode Island, where this proposed bus route won't go, and have everything to do with access to 395. Above Rhode Island, First is a relatively low-traffic street, and I would welcome the addition of WMATA's professional drivers, who I trust to obey the speed limit to an extent that other visitors to our neighborhood don't always manage. I also trust WMATA to know more about operating their own buses than the people fretting about the road's width--it seems to me that those objections should be dismissed out of hand.

I hope that Bloomingdale will be able to welcome the C55 soon.

Kiersten Rooke
Resident of North Capitol St NW and U St NW
Greetings from a Bloomingdale neighbor at the corner of U and North Capitol. As a car-free district resident, I do all my getting around on foot, bike, or public transit. I often cycle around the area and am a frequent rider of the G8 and 80 buses. I've been watching WMATA's Better Bus initiative with interest and was excited to see the new proposed maps, including the new C55 route on 1st St.

I was surprised to see some negative feedback from a fellow cyclist appear today on Popville (Biking in Bloomingdale under threat). This writer feels that the new bus route on 1st St will put cyclists at risk and has urged both the Bloomingdale Civic Associate and WABA to oppose it.

I think this reaction is misguided. The greatest threat to cyclists by far is cars, and new bus service will help to get cars off the road. While buses are huge and can be a bit unnerving to share the road with sometimes, my experience of shared bus/bike lanes across the district has generally been fine. I have found that bus drivers are generally more vigilant and respectful of cyclists than car drivers, not to mention they often drive slower and are easy to pass when they stop for passengers.

I would also note that this bus route only travels along 1st street for 5 blocks, which a typical cyclist would traverse in just about 1-2 minutes.The bus route is also expected to have a "low frequency" schedule of only every 30 minutes. With the bus only passing through maybe 2 or 3 times an hour, most cyclists are unlikely to come across one during their quick ride through this stretch. If they do, I believe a few extra moments of vigilance is worth the value this route will add to the neighborhood.

The author of this piece mentions that they are going to petition the ANC to adopt a motion against this bus route. I instead encourage the ANC to support this bus route. It provides a welcome connection to the

U street corridor and neighborhoods farther west, which are currently not straightforward to access from the northern side of Bloomingdale. I believe the risk of bus/bike conflict is minimal compared to the status quo of car traffic in the neighborhood.

PS - I would 100% support the removal of parking lanes on 1st St in order to build out dedicated bike lanes, which might satisfy both me and this letter-writer (though not, I expect, most of the rest of the neighborhood :p)

Dana King
Resident of 2nd St NW
I hope you are well. I am writing to share my strong support for the proposed new bus route that would travel along 1st St NW.

I purchased my home on 2nd St NW in 2010 as a single woman without a car. For the past four years, I have lived there with my son and wife. As a single woman and now, as a mom, I have depended on our neighborhood buses to take me to work, to pick up my son from school, to get to doctors' appointments (I am a two-time cancer survivor), and to socialize. As a car owner without private parking, I appreciate neighbors' concerns about losing parking. However, I feel the lack of connectivity to key parts of the city that the new bus route would remedy, the greater proximity of the new route (which would facilitate bus use) as well as the increased safety it would provide (N Capitol is not a safe alternative given difficulty and safety issues crossing the highway) are more compelling concerns. Furthermore, with the increased number of residents expected from the new reservoir district construction, it is critical that we plan bus routes that will make it easy for current and future neighborhood members to opt for public transit over private car use. The above are issues that I raised as co-chair of the BCA Civic Association Traffic Committee and they continue to be serious concerns that this bus route proposal is the first to seriously address.

I'm hopeful that you will support this important step forward for our community by backing the proposed new bus route.

Andrew Heffner
Resident of 1st St NW
As a resident of Bloomingdale and a regular WMATA rider, I want to express my support for the 2025 Better Bus Network redesign proposals in our neighborhood. I believe these changes will have a significant positive impact on our neighborhood and the city as a whole.

The proposed redesigns offer several benefits to both businesses and individuals in our immediate area. For businesses, improved bus service can lead to increased foot traffic and greater accessibility for customers. For individuals, a more efficient and reliable bus system can mean shorter transit times, easier commutes, and a reduced need for car ownership. This can lead to reduced traffic congestion and a healthier, more sustainable community.

As a frequent public transit rider, I have experienced firsthand the challenges with the current bus stops on North Capitol Street. The stops are located on busy streets with heavy traffic and numerous stoplights, which can make boarding and exiting the bus difficult and unsafe. The proposals in the draft redesign, including increased bus infrastructure, bike safety measures, and speed mitigation, are all steps in the right direction. However, I believe we should also consider additional measures to enhance safety at these stops, such as the installation of soft bollards and lane separators. These physical barriers can help calm traffic and protect people, creating a safer environment for sidewalks and crosswalks.

I understand some residents may have concerns about the proposed changes. However, I believe that a modern and efficient bus system requires a broad and inclusive approach. Taking a view that would prevent these adjustments will be a disservice to our neighborhood and the city. We must prioritize the needs of all residents, including those who rely on public transportation, and work together to create a transportation system that is safe, equitable, and accessible to all. Our priorities should be to protect

those who are most vulnerable first; pedestrians and cyclists, and enabling a healthy cross-cutting public transit system is a core component of that.

Thank you for your time and consideration. I urge you to support our part of the Better Bus Network redesign proposals and to advocate for additional safety measures I have suggested. I am confident that these changes will create a stronger, more connected, and more sustainable community for all of us.

Harsha Kodali
Resident of V St NW
It may be too little given the overwhelming opposition, but I wanted to voice my support for the bus lane on 1st St NW. With the Reservoir District coming online, we risk a huge increase in traffic to an already congested status quo. Bloomingdale is overwhelmed by traffic, especially during rush hour. One of the best ways to prevent the increase in population directly leading to more traffic is to increase effective public transit options and reduce the number of vehicles traversing the streets (of course, we could also add traffic calming measures like roundabouts but it seems like those are strangely unpopular as well). I understand the desire to shift the bus to North Capital; however, this will make it even harder for residents in West Bloomingdale/Ledroit Park to access the bus, and thus, make the bus less effective. Unless there are plans for people to live in Glenwood Cemetery, pushing the bus route closer to an unpopulated area will mean less people will use it.

It seems strange to need to advocate for our neighborhood to be more connected to the rest of the city, but I wanted to voice my support given that the opposition seems so strong.

7/9/24

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

Dear WMATA Board of Directors,

Re: 2025 Better Bus Network: Proposed Fare and Service Changes

We, the undersigned homeowners association would like to request 83 bus service be increased to headways every 12 minutes on weekdays and weekends as part of the proposed 2025 Better Bus Network.

While we are pleased with WMATA's intent to improve the bus network within DC, we would like to advocate for increased service in the Route 1 corridor. At this time, there is significant development (both commercial and residential) in a corridor that is presently underserved by WMATA bus options. According to reporting from the Hyattsville Wire in October 2021 there are over 2,914 apartments, 247 rowhomes, 97 condos, 30 single-family homes, and 27 live-work lofts that are coming to Route 1 in the next few years or have recently been brought online. Since that report there have been additional housing and mixed-use projects that have been planned directly on Route 1 or within a few blocks of Route 1 in the next few years.

Currently, there is no frequent, reliable transit service in the Route 1 corridor connecting Northeast Washington D.C., Mt. Rainier, Brentwood (Maryland), Riverdale, and College Park. The 83 bus operated by WMATA is the only bus that runs primarily on Route 1 from Northeast D.C., through the Gateway Arts District, up through College Park. The 83 bus has headways currently ranging from 20 min to **over an hour** (depending on the time of day and location). Increasing the frequency of this bus service will provide better options to connect residents across the Rt. 1 corridor to businesses, healthcare, food, recreation, education, and housing. It will also provide a more reliable connection to the Red and Green line metro stations at Rhode Island Ave/Brentwood and College Park, the future Purple Line stations, and the College Park and Riverdale Park MARC stations.

The highest ridership numbers for the 83 bus was 2,095 average daily boardings in 2013. While ridership notably declined on the 83 bus during the COVID-19 pandemic, as it did across the WMATA system, ridership on the 83 bus has rebounded and is nearly double the number of daily boardings since 2020. With the growing number of residents, businesses, and amenities across the Route 1 corridor, ridership is very likely to continue increasing if frequent service is provided to residents. This will lower traffic congestion, greenhouse gas emissions, and air pollution by reducing vehicle trips.

Please increase the frequency of the 83 bus service to headways every 12 minutes to provide a critical connection for residents to live, work, and shop across the growing Route 1 corridor.

Sincerely,

Arts District Hyattsville East Homeowners Association Board

Don P Burger, President
Nick Orban, Board Member
Kristan Skendall, Board Member

Advisory Neighborhood Commission 5D
371 Morse St. NE
Washington, DC 20002

June 11, 2024

Allison Davis
Vice President, Planning
WMATA
adavis5@wmata.com

Peter Cafiero
Managing Director, Inter-Modal Planning
WMATA
pgcafiero@wmata.com

Re: Support for the Better Bus 2025 Revised Visionary Network Map

Dear Ms. Davis and Mr. Cafiero:

Advisory Neighborhood Commission 5D represents the District of Columbia neighborhoods of Union Market, Gallaudet University, Ivy City, Trinidad, and Carver–Langston.[1] As elected officials, we act as our constituents' official voices before government agencies.[2]

In spring 2023, WMATA released its Draft Visionary Network.[3] That June, ANC 5D passed a resolution providing feedback. (See attachment.) And on May 13, 2024, WMATA released its Revised Visionary Network Maps.[4] These routes reflect WMATA's desire to improve bus service throughout the D.C. Metro Area while accounting for budgetary realities. With that in mind, we now offer the following feedback to support the updated routes in our ANC:

1. **We approve of WMATA providing a bus route to Downtown**. In our previous letter, we disapproved of WMATA's proposal to cut the D4 with no replacement. (Attachment at 1.) We are pleased to see that the now-proposed D36 maintains a connection from Trinidad to Downtown. The proposed equivalent was originally the DC211, which would have required that riders transfer at Union Station to reach Downtown. By providing direct service to the District's core, the D36 will maintain local access to Downtown's jobs and amenities with as little friction as possible.

2. **We approve of WMATA providing a route to Rhode Island Row, Washington Hospital Center, and Children's National Hospital**. ANC 5D originally objected to WMATA cutting the D8 with a poor replacement. (Attachment at 2.) The Draft Visionary

[1] *See* Office of Advisory Neighborhood Commissions, 2023 Ward 5 ANCs and SMDs Map, https://planning.dc.gov/sites/default/files/dc/sites/op/page_content/attachments/Ward5_ANCSMD2023_24x36.pdf (June 17, 2022).
[2] D.C. Code § 1-309.10(a).
[3] WMATA, *Draft Visionary Network Maps*, RESOURCES, https://wmata.com/initiatives/plans/Better-Bus/Resources.cfm (last visited June 6, 2024).
[4] *See* WMATA, *Revised Visionary Network Maps*, https://betterbus.wmata.com/downloads/DC_proposed2025Network.pdf (last visited June 6, 2024).

Network would have required ANC 5D residents to take the DC211 to transfer at the Brookland Metrorail station. The D36, by contrast, restores direct bus service to Rhode Island Row, Washington Hospital Center, and Children's National Hospital. This route will thus maintain direct bus access for ANC 5D residents to critical services.

3. **We accept the proposed C57**. ANC 5D previously supported the proposed DC213, which would have run from Minnesota Avenue NE to Adams Morgan and McLean Gardens. (Attachment at 2.) In doing so, it would have mimicked the X3, which WMATA cut in December 2020. ANC 5D residents would have benefitted from a single route to points that deep into Northwest. So while we are disappointed that the Revised Visionary Network Map does not include such a route, we accept that the C57 offers some of the same benefits. By running from Capitol Heights, through the Starburst, and along Florida Avenue to Howard University Hospital, it offers our neighbors the ability to easily reach another hospital, Union Market, U Street, and more.

We thank WMATA for its efforts to improve bus service in the District, and we look forward to further opportunities to engage with WMATA.

This letter was presented at a duly noticed public meeting on June 11, 2024. ANC 5D comprises 9 commissioners, such that 5 commissioners constitute a quorum. With 6 commissioners present, ANC 5D voted 6 yea, 0 nay, and 0 abstain.

Respectfully,

Comm. Salvador Sauceda–Guzman
Chair, ANC 5D

Attachment: ANC 5D Resolution Providing Feedback on Better Bus Network (June 12, 2023)

cc:

Melissa Littlepage
Communications Director
Councilmember Zachary Parker
mlittlepage@dccouncil.gov

Conor Shaw
Deputy Chief of Staff
Councilmember Zachary Parker
cshaw@dccouncil.gov

Kevin Whitfield
Committee Director
Committee on Transportation and the Environment
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Ann Chisholm
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Advisory Neighborhood Commission 5D
371 Morse St. NE
Washington, DC 20002

June 12, 2023

Allison Davis
Vice President, Planning
WMATA
adavis5@wmata.com

Peter Cafiero
Managing Director, Inter-Modal Planning
WMATA
pgcafiero@wmata.com

Re: Feedback on the Better Bus Network Project

Dear Ms. Davis and Mr. Cafiero:

ANC 5D provides the following feedback on local bus lines proposed under WMATA's Better Bus Network project.[1] ANC 5D is representative of Ward 5 in that the people who ride the bus here disproportionately are lower-income, are people of color, and do not have access to a personal car.[2] And many communities in ANC 5D are well outside acceptable walking distance to a Metrorail station.[3] That makes WMATA's bus routes more important for people in ANC 5D than in other parts of the District and the greater Washington Area. Simply put, people here *need* the bus. It's not merely a nice option—it's a necessity.

With that in mind, ANC 5D offers the following feedback:

1. **We disapprove of WMATA cutting the D4 with no replacement**. WMATA must maintain a direct bus connection from Ivy City, through Trinidad, to Downtown. Under the proposed plan, riders would have to take the DC211 to Union Station, then transfer to the Red Line. That mirrors today's D8 which, while convenient for getting to Metrorail, is not convenient for getting Downtown. (Additionally, the proposed DC211 redundantly runs from the Brookland Metrorail station to Union Station—both along the Red Line.) Requiring a bus–rail connection would greatly increase the time and effort it takes to get there. That is especially so for neighbors in Ivy City: it has historically been isolated through a lack of transportation options and being surrounded by major roads. Nor would the X2 suffice as a replacement, for two reasons. First, while it could be workable for some neighbors just north of Benning Road NE and Florida Avenue NE, it is well outside the walkshed of most neighbors in ANC 5D.[4] And second, constituents have said that they feel unsafe riding the X2 at night. Neighbors in ANC 5D should not suffer removal of the one walkable, safe bus line that takes them to the District's primary job center. WMATA should revise the Better Bus Network plan to include a line that goes from Ivy City, through Trinidad, to Downtown.

[1] WMATA, *Better Bus*, https://www.wmata.com/initiatives/plans/Better-Bus/index.cfm (last visited May 31, 2023).
[2] Letter from Zachary Parker, D.C. Councilmember, Ward 5, to Allison Davis et al., WMATA (May 25, 2023), https://zacharyparkerward5.com/letter-to-wmata-on-the-better-bus-draft-visionary-network.
[3] *See* National Capital Region Transportation Planning Board, *Transit Within Reach: Walksheds*, METRO. WASH. COUNCIL OF GOVS. (July 1, 2019), https://www.mwcog.org/maps/map-listing/transit-within-reach-walksheds.
[4] *See id.*

2. **We disapprove of WMATA cutting the D8 with a poor replacement.** WMATA must restore bus access for ANC 5D to H Street NE, Rhode Island Row, and Washington Hospital Center. As Councilmember Zachary Parker has already noted, the proposed replacement line is insufficient.[5] The DC211 runs only from Union Station to the Brookland Metrorail station. This route presents three problems. First, it runs perpendicular to H Street NE, requiring a transfer or a long walk down H Street NE from the DC211. Second, it does not reach Rhode Island Row. Third, it does not reach the hospital. Instead, neighbors who need to visit the hospital would have to transfer at the Brookland Metrorail station. This places too great a burden on the injured, the sick, and those visiting others at the hospital. And finally, the DC211 consolidates elements of the D4 and D8, effectively eliminating one of two bus lines that travels through transit-poor Trinidad. We ask the WMATA restore the D8 with an equivalent line that runs parallel to H Street NE, stops at Rhode Island Row, and reaches Washington Hospital Center.

3. **We ask that WMATA rebalance north–south bus routes through ANC 5D.** The proposed DC208 and DC215 are good in that they respectively go to Union Station and Metro Center. But they run through the Union Market neighborhood rather than other parts of ANC 5D. We support a bus route that connects Ivy City to Union Market. But at the same time, Union Market is well within walking distance of the NoMA Metrorail station.[6] The DC208 runs through the neighborhood to Union Station, which is only one stop south on the Red Line. And the DC215 runs through the neighborhood to the NoMA Metrorail Station and the Metro Center, also on the Red Line. The DC208's and DC215's current routings thus provide bus options to a neighborhood already well served by transit. Trinidad, meanwhile, would see a loss to bus service within the neighborhood as routes are consolidated. We ask that WMATA rebalance bus routes—whether the DC208, DC215, or some other route—through Trinidad to provide additional transit options to this underserved neighborhood.

4. **We approve of the proposed DC213.** In December 2020, WMATA eliminated the X3 line,[7] which served a critical route from Minnesota Avenue NE to points deep in Northwest, such as McLean Gardens and Adams Morgan. Since it was cut, neighbors must now walk to the 90/92 route, which is a long, difficult walk that many cannot do. The DC213 would restore the old X3 line, providing neighbors in ANC 5D with a direct route to Union Market, U Street, Adams Morgan, and Woodley Park. Neighbors would thus have much easier access to jobs, restaurants, nightlife, the Zoo, and more. We ask that WMATA keep the DC213 in its plans going forward.

We thank WMATA for its efforts to improve bus service in the District, and we look forward to further opportunities to engage with WMATA in these efforts.

This letter was presented at a duly noticed public meeting on June 12, 2023. ANC 5D comprises 9 commissioners, such that 5 commissioners constitute a quorum. With 8 commissioners present, ANC 5D voted 7 yea, 0 nay, and 1 abstain.

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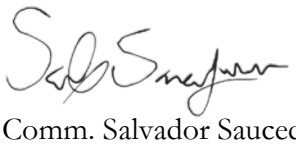
[5] Letter from Zachary Parker, *supra* note 2, at 2.

[6] *See Transit Within Walksheds*, *supra* note 3.

[7] *See Proposed Service Adjustments by Jurisdiction* at 5, WMATA, https://www.wmata.com/initiatives/budget/upload/proposed-service-adjustments-by-jurisdiction.pdf?fbclid=IwAR2yAnFIhNZRyVMm07dbgmkZO9jhR5aZWUeuhd1dWN2Y3RrXVvi0LHrqTLY (last visited May 31, 2023).

Respectfully,



Comm. Salvador Sauceda–Guzman
Chair, ANC 5D

cc:

Melissa Littlepage
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mlittlepage@dccouncil.gov

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Tom Metcalf
[redacted]

July 9, 2024

Comments on the proposed 2025 Better Bus Network

The elimination of the W5 and A4 busses and their replacement, as the public transit access to the Naval Research Laboratory, where 3000 people are employed, and the Blue Plains sewage treatment plant, will be a disaster that will make transit commuting to these destinations infeasible.

The Better Bus flyer advertises Direct, frequent routes. The W5, a bus currently slated for elimination, is direct. The flyer also promises that the proposed network connects customers to key destinations. To the extent that NRL and Blue Plains are key destinations, the connection that would be provided by the C27and only the C27, as the proposed 2025 route structure includes no other routes that would serve NRL and Blue Plainsis tenuous at best.

The W5 provides a 10-minute trip between NRL and the Anacostia Metro. The proposed C27 would take 40 minutes to travel from Congress Heights to NRL. This is in part because it is a circuitous route that prioritizes coverage area over efficiency. It is definitely NOT direct.

Adding a half-hour on to the Metrorail-to-NRL route adds an hour of travel time each day. Very few choice riders would continue to choose transit in this scenario. It is an especially troublesome prospect for the high school and college-aged interns who work at NRL during the summer.

The additional half-hour of bus riding time that the C27 would present compared to the W5 is bad enough. For the morning commute, the W5 originates at Anacostia and because of this, it mostly departs on schedule. It is thus feasible to plan a commute on Metrorail to Anacostia to arrive in time to catch the W5 without an unreasonably long layover.

The C27, however, begins at Naylor Road. I cannot get the Plan your Trip feature of the Better Bus website to tell me how long it will take the C27 to travel between Naylor Road and Congress Heights, but it will take at least 28 minutes, and apparently the C27 would not be one of the three most efficient routes to travel by bus between these locations, because the 2025 network planner suggests other options that involve bus-to-bus transfers.

But what are the chances that a circuitous, cross-town route scheduled for at least 30 minutes will actually be on schedule into Congress Heights? Nothing in the Better Bus proposal addresses chronic bus lateness and if experience is any guide, the chances that the C27 will depart Congress Heights at the scheduled times are low. The resulting need to plan for waiting for a late bus effectively adds more time to the bus commute option, further reducing the viability of transit.

NRL and Blue Plains need a direct route to a Metrorail station in order to make transit a feasible commuting option. The W5 does that. It is not the only possible route that makes transit commuting feasible, but it does work. Whether the solution is to keep the W5 or to fashion a new direct route, the C27 is not a solution at all.

Sincerely,

Tom Metcalf

The Towers
CONDOMINIUM

July 8, 2024

Mr. Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Email: rclarke@wmata.com

Re: Comments of The Towers Condominium Association on Proposed Route Changes Affecting Metrobus Routes N2 and N6

Dear Mr. Clarke:

The Towers, located at 4201 Cathedral Avenue NW, currently has N2 (daily) and N6 (evening and weekend) bus service between Friendship Heights and Farragut Square via Massachusetts Avenue and DuPont Circle with bus stops directly in front of the complex. These bus routes are utilized by many of the over 1,000 residents who live in the 620 apartment units located here as well as a few thousand residents in the 1,867 units in other condos, coops and apartment buildings in this three-block area. In addition, caregivers and employees supporting our community use public transportation to reach The Towers and neighboring buildings.

WMATA is currently proposing to replace these two lines with a new line (D96) whose routes will make an island of an entire neighborhood that has no other public transportation options. On behalf of the residents of The Towers, we are writing to encourage you to **reconsider this proposal.**

Eliminating the N2/N6 bus routes:

- Will result in accessibility issues for **ALL** people, including but not limited to those with mobility disabilities and older adults (which is a significant proportion of the population living in this area). The topography where we are located makes it especially difficult to walk from our building and others nearby in order to reach Massachusetts and Wisconsin Avenues. Cathedral Avenue from New Mexico Avenue to Cathedral Avenue's intersection with Massachusetts and Wisconsin Avenues is a very steep lengthy hill 15-20 minutes away.

The Towers Condominium Association
4201 Cathedral Avenue, NW • Washington, D.C. 20016-4901 (202) 686-7306 • Fax: (202) 966-1375

- Creates a lack of service to Cathedral Avenue, NW, outside the rush hour. Many people use the N2 outside of rush hour and the N6 on weekends to reach medical appointments and entertainment. The proposed lack of service outside of rush hour (C85) will severely impact residents' ability to reach other destinations outside of work commuting as well as those who work variable hours. It will either lead to more use of cars and worsening downtown traffic and parking issues, or consideration to move to other more transit-friendly locations outside of DC.

- Will eliminate direct service to Dupont Circle, Farragut North and Farragut West Metro stations with rail connections farther downtown, as well as direct service to Tenleytown and the rail connections farther north. This will negatively impact commuters and others for whom the proposed circuitous alternative routes will add considerable time to their commute.

- Will result in a lack of time-efficient service to DuPont Circle and Farragut Square area for commuting. Farragut Square is an important bus destination from Cathedral Ave NW because it brings riders to a largely walkable area (for dining, entertainment, medical offices, and businesses) and two Metro stations with three lines (Red, Blue, and Orange) instead of just one station in the proposed changes (C85). This is particularly crucial for federal workers, most of whom need the Orange/Blue lines to get to federal office buildings across town. The current N2/N6 is efficient and moves quickly to bring commuters downtown to key Metro stations.

- Will increase riding time over the current routes for the proposed new routes. The proposed alternative routes require long walks/wheelchair rolls to either Massachusetts Ave NW (D90), Wisconsin Ave NW (D82), or a new line on New Mexico Ave/Tunlaw Road, NW (C85 & D96) that does not travel directly to downtown (so not helpful for commuters). The buses running along Wisconsin, Massachusetts, and New Mexico/Tunlaw will take much longer for travel than the existing N2 line, which will discourage ridership.

- Defies the goals of the Mayor and the Council to revive downtown and get cars off the. Eliminating the only access we have to downtown will result in people either not going downtown or driving to it. This part of the city is already not well served by public transportation, and people are forced to rely on their cars. Yet instead of improving public transportation options, the proposed elimination of the N2/N6 bus routes further isolates this area. The proposed removal of regular bus (not just the newly proposed

rush hour bus to Dupont Circle) service from Cathedral Ave NW (which is home to several large condo, co-op and apartment buildings with hundreds of units each, estimating thousands of residents – see last bullet below) to downtown DC (Farragut Square area) is likely to work against the DC Mayor's goals to encourage people to visit downtown and spend money at restaurants, theaters, museums, and other activities that support the DC economy. Those who do travel downtown from Cathedral Ave will more likely use individual cars, contributing to traffic and parking problems already existing in the downtown DC corridor.

- Makes it challenging for people to **COME TO** this neighborhood, whether for work or pleasure. Again, many people who come to work in this neighborhood may not have a car and therefore will have absolutely no means of commuting. They rely on the N2/N6 to go to and from their jobs here and along Embassy Row and downtown.

- Will decrease the desirability of this neighborhood. Many people bought units here in part because there is bus service with direct access to jobs and attractions in the city. This neighborhood has had the same demographics for decades. It has aways had convenient public transportation to and from other parts of the city. Many of the buildings in this area were built before car parking was provided for most of each building's residents. The changes now being proposed will dramatically and negatively alter the dynamics and value of the Cathedral Avenue corridor.

- Will adversely impact, in addition to residents of The Towers (620 units), the condos, co-ops, and apartment complexes that are adjacent to our complex or within three blocks of us serving an estimated few thousand residents*, all within the Cathedral Avenue corridor: Sutton Towers (191 units), Sutton Place (200 units) and The Westwood (21 units) all on New Mexico Avenue, 4200 Cathedral Avenue (178 units), Cathedral West (92 units) at 4100 Cathedral Avenue, The Cathedral (145 units) at 4101 Cathedral Avenue, The Westchester Co-op (556 units) at 3900 and 4000 Cathedral, 3908 Watson Place (130 units) adjacent to The Westchester, Idaho Terrace (204 units) at 3040 Idaho Avenue across Cathedral Ave. from The Westchester, and The Marlyn (150 units) at 3901 Cathedral Avenue.

  (*Including The Towers these buildings have a total of 2,487 units composed of studios, one-, two- and three-bedroom apartments. If only one person lived in a unit, there would be 2,487 people in these buildings, if an average of 1.5 persons/unit, there would be 3,730 people, and if an average of two persons/unit there would be 4,968 people.)

We **urge you to reevaluate** this proposal. It might be advisable for WMATA to look at current ridership data for the N2 and N6 lines. Many of our residents have ridden these buses recently and have advised that they have been busy with passengers with more people seeking to go to downtown DC more frequently, including on weekends and outside of commuting times.

We also recommend that you have a representative personally view (or even better, actually walk) Cathedral Avenue between New Mexico Avenue and Massachusetts/Wisconsin Avenues to experience the challenges facing pedestrians and wheelchair users who would need to make this effort without the availability of bus transportation.

Should you have any questions, please contact our General Manager, Mark Miller (202-686-7306 X104; mmiller@towersca.org).

Sincerely,

Peter Moriarty
TCA Board President

Cc: Honorable Eleanor Holmes Norton, Delegate to US House of Representatives
Email via website: https.//Norton.house.gov/contact/email-me
Honorable Muriel Bowser, Mayor of the District of Columbia
muriel.bowser@dc.gov
Honorable Phil Mendelson, Chairman of DC Council
pmendelson@dccouncil.gov
Honorable Matthew Frumin, Ward 3 Councilmember
mfrumin@dccouncil.gov
Honorable Kenyan R. McDuffie, At-Large Councilmember
kmcduffie@dccouncil.gov
Honorable Anita Bonds, At-Large Councilmember
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Honorable Robert C. White, Jr., At-Large Councilmember
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Honorable Christina Henderson, At-Large Councilmember
chenderson@dccouncil.gov
Ben Bergmann, Advisory Neighborhood Commissioner
3B06@anc.dc.gov

Better Bus Network Redesign
RAC Stakeholder Comments
July 9, 2024

1) Maria Hegstad (20010) - These proposed changes to the H-series represent a double reduction in service to Mt. Pleasant Deal and Jackson-Reed students. For years, these students have ridden a unique bus, the D32, to and from school in addition to the H-bus line. The D32 was a very limited run with the sole purpose of transporting Mt. P students to and from their zoned DCPS middle and high schools. It only operates on school days, and only twice a day, once in the morning and once in the afternoon, taking students from stops at either 14th and Irving or Mt. P and Lamont directly to Deal Middle School, and back in the afternoon. The D32 has completely disappeared from the "better bus" plan.

Instead, apparently, we have the options Josh laid out, with the problems he has also well laid out. I think the best solution, as Josh is proposing, is to run the new "C61" on Mt P St and Park Rd, rather than bypassing the most densely-occupied part of the neighborhood on Adams Mill. This proposed change affects not just our students, but also the many adults I see riding the H-line from Mt P over to Cleveland Park metro station to go to work.

If moving the new C61 line to Mt P and Park is not an option, a potential fallback could be to resurrect the D32. This would at least alleviate some of the inconvenience this new proposal causes for Mt. P students (who will be riding these buses on their own, across town, as young as age 11) and their parents.

I find it rather ironic that the DCPS school planning on feeder middle and high schools for the next decade -- which as you know, we dealt with last winter and spring -- was apparently unaware of and uninformed by this pending change to the available transportation, but I digress... On a personal note, this proposal was a most unpleasant surprise when WMATA rolled out this "better bus" plan in May, shortly after we'd enrolled Paisley at Deal for the fall.

2) Josh Luria (20010) - These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

3) Scott Odell (20010) - My child will be starting 6th grade at Deal Next year. We live at the corner of Mt. Pleasant and Park, and the current bus route was important to my spouse and I as we planned both his school schedule and our work schedules for next year. As our son makes the challenging transition from elementary to middle school, it is important for us to know he has

access to a nearby bus stop, and the current proximity to our home makes it more feasible timewise for us to make it to school and work on time each day.

4) Asa Foss (20010) - I think it's important that the current dedicated bus route to Deal remain unchanged, both its route through MtP as well as stopping at Deal.

5) Diane Bolton (20010) - Thanks for offering to relay my feedback to WMATA regarding the proposed changes to DC bus routes. If I'm reading the proposed map correctly, it appears that there will be service reductions in the frequency and number of routes that connect Mount Pleasant and tenleytown/AU metro. Currently the H2 and H4 provide this important service, linking Deal and Jackson Reed students, among many others, in MtP to the numerous public facilities and retail services at that hub. Would it be possible to make both the DC103 and DC104 routes extend all the way to Tenley?

6) Jeffrey Ellis (20010) - I request that the "Better Bus" plan extend the end point of the proposed route of the "DC104" line from Van Ness-UDC to Tenleytown-AU so that more students currently enrolled at Bancroft Elementary School can eventually ride the public buses to their middle and high schools located near Tenleytown-AU. This is basically the Bancroft to Tenleytown route that is covered right now by the H4, and I see a number of kids on school days taking the H4 for this school-related purpose.

Alternatively, please route the Better Bus proposed "DC103" line to run along Mt. Pleasant St NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School. Right now Better Bus seems to envision only the H2 line as de facto continuing between Mt Pleasant and Tenleytown, which has as a closest stop to Bancroft one that is still about a 12-15 minute walk away for a healthy and focused adult.

7) Rachel Lawal (20010) - My kids are at Deal and Jackson Reed now. My comments are the following, per the C61 route:

> 1) Adams Mill Rd is not pedestrian friendly and has little pedestrian traffic. It is a road generally used by drivers and traffic there moves faster than it does on Park Rd and Mt. Pleasant St. Sending so many students there to catch the bus is dangerous - they move in gaggles and tend to be distracted. In reality, sending all pedestrians from the north and middle of the neighborhood there is dangerous.
>
> 2) The west side bus stop at Adams Mill and Walbridge is only a small concrete slab and there's no sidewalk on that side (southbound, adjacent to Rock Creek Park). When you get off the bus there the only option is to cross the street towards Walbridge, but you can't see around the bus to look out for drivers trying to cut around the bus. It's a really dangerous bus stop.

3) In general, the neighborhood would be best served by an all day route on Mt. Pleasant Street and Park Rd. This is closer to all the neighborhood businesses and services, safer for pedestrians, and central for neighborhood residents.

Just fyi, WMATA will say that they put the route on Adams Mill so that they could serve the residents of the Harvard Apts. I agree that this is important, and it illustrates why we have both the H2 and H4 currently. That said, if they have to choose because of the budget I think they need to prioritize something that is central to the neighborhood.

Thanks for accepting input.

8) Burcu Duygan-Bump (20010) - Thanks for sharing your email. I wholeheartedly support Josh's concern and ask for the buses to Deal and Jackson Reed. I'm also quite disheartened by the proposal for the current 42/43 route. In a time when we're trying to revitalize downtowns and encourage folks to use more public transportation, killing routes that are heavily used seems to go in the wrong direction. If you can elevate these concerns, it'd be hugely helpful indeed.

9) Derak Campbell (20010) - A line down Park that terminates in Tenleytown would be far preferable to the current proposed route, but there are still significant downsides to removing the D and W dedicated bus lines -- so I would advocate that these lines are maintained. Presently, for Deal alone, it's two full buses both there and back each day for D32.. Relying on a non-dedicated bus line would result in lack of predictable departure times and likely result in full buses requiring kids to wait for the next bus, if ridership is the same as it is presently. So on the departure, most Mt. P riders would have farther to walk, and possibly longer wait times -- and drop would be 3 blocks further away from school. That all adds up -- to significantly increased transportation time in the morning and likely increased tardiness, less sleep for the kids. Also hard to imagine what the Wallbridge & Adams MIll stop will be like, if that's the stop that a significant % of Mt. P students will end up going if it's just the proposed C61.

WMATA Better Bus team,

Advisory Neighborhood Commission (ANC) 1A acknowledges and appreciates the hard work of the Better Bus team in designing both the new Visionary Network and the proposed 2025 Network. We also appreciate the diligent work WMATA has put into collecting feedback from communities like ours that will be affected by the changes developed by the Better Bus team.

The ANC 1A Transportation, Parks, and Public Spaces Committee has developed recommended adjustments to the 2025 Network for inclusion before final approval of the Network this Fall. The Committee's comments are sorted below by proposed line that would run through the ANC 1A area. Lines with no comments are without comments from the Committee.

D52/D54: Given the loss of the 59 bus and the WP-AM Circulator route, the current iteration of Better Bus would leave Columbia Heights without express bus service up and down 14th Street NW. We would appreciate if the Better Bus team could find a way to restore limited-stop service on one of these routes to ensure faster trips for our residents. 14th Street is a critical corridor for our community members.

D72: While we appreciate the enhanced access to the Connecticut Avenue corridor that this proposed route provides, we were disappointed to see the elimination of bus connectivity between Columbia Heights and Foggy Bottom. Many members of our community work or go to school in Foggy Bottom, which is inconvenient for our residents to access via Metrorail. We would prefer to see the D72 route end in Foggy Bottom, as the current 42 and 43 buses do, perhaps by routing down New Hampshire Avenue after stopping at Dupont Circle. This goal could also perhaps be accomplished by re-routing the D74, rather than the D72, down New Hampshire and terminate at Foggy Bottom or Kennedy Center instead of Farragut Square. The main desire of this Committee is to maintain bus connectivity from Columbia Heights to Foggy Bottom.

C61: We appreciate the fact that this route provides a more direct route through the Washington Hospital Center than does the H2, which is currently slow and unreliable because of those intermittent stops. However, we wish to acknowledge the importance of the door-to-door service that the H2 provides for members of our community who are elderly, disabled, or otherwise find it difficult to walk the length of the Hospital campus. So, we would appreciate the Better Bus team looking at options for improved access to the interior of the Hospital facility for Columbia Heights residents. Perhaps this could mean some C61 buses that would serve deeper into the Hospital properties, interspersed with normal service. Either way, we would request that the public information campaign for next year's bus network changes be accompanied by a public information campaign to alert people who need to access the hospital complex know about the myriad shuttle services from the Columbia Heights Metrorail station that are offered by the hospital.

Oren Hirsch
[redacted]

To whom it may concern,

I am writing to provide comments on several of the proposed routes for the redesigned WMATA network. Some routes have been improved upon from the initial visionary network draft published in 2023, but there are also a number of proposals here that will significantly impact the usability of the transit system in ways that are likely to be detrimental. I hope the latter type of issue can be resolved prior to implementation.

As a transportation planner who has worked on network redesigns in Jerusalem and Baltimore (among other locations), I understand the challenge of trying to find the appropriate balance between frequency and coverage, one seat rides versus forcing transfers, how to deploy limited resources, and the other difficult decisions that must be made. However, it is disappointing to see so little information about how some of these proposals were formulated or are justified by the project team, as my experiences as a transit user in the DC area over nearly four decades does not align with some of these proposals. There might be a good reason for many of them, but that reasoning does not appear to have been shared with the public. As a result, I can only comment on the proposals with the information that is available, and presumably other members of the public are limited in the same way. I have seen other network redesign proposals that have contained more details and justifications in the public facing documents and wish the same had been done with this project.

In reviewing these proposals, I have several overarching concerns, in addition to specific comments about certain routes:

Forced Transfers: Any bus network redesign is going to involve establishing new transfer locations and changing others. However, there are a number of instances in the proposed plans where without access to ridership data, I am surprised to see that a one seat ride is being converted into a two or three seat ride. This is especially true for routes that feed into Tenleytown rather than Friendship Heights (most notably on the D90, C81, and C83) and at Wheaton (M10, M20, M22), but there may be other locations where this is occurring that I did not notice. Additional justification for these decisions should be provided so that the public can understand why these choices are being made.

Missed Connections and Transfer Locations: Not everyone can have a one seat ride or a bus stop directly in front of their trip's origin and destination. However, there were a number of instances where a proposed route comes extremely close to a location you would expect to have better access to the new bus routes or it is expected that transfers will occur less than optimal locations. For example, Tenleytown is meant to be a significant transfer hub, yet most buses are proposed to remain on Nebraska Avenue and would not serve the Metro station, Jackson Reed High School, or Deal Middle School directly. Passengers on Connecticut Avenue who want to travel directly to Adams Morgan would need to transfer at Woodley Park, yet there are no proposed stops on the D70 to facilitate such a transfer at the intersection with Calvert Street. At Dupont Circle, the D90 is proposed to continue east on Massachusetts Avenue rather than south on Connecticut Avenue as the N2/4/6 currently do, yet most of the buses on Connecticut Avenue will operate via the underpass, complicating any transfers between these routes. Also, the D92 and D96 miss the Metro at Q Street by operating via P Street in both directions. There is nothing wrong with breaking up one seat rides to make a better transit network, as

reliable two seat rides are preferable to unreliable one seat rides. However, one must actually be able to make the requisite transfers in a safe and reasonable manner and that criteria is not being met in these (and possibly other) locations.

Broken Connections: Some proposals sever communities from the longstanding commercial areas and civic institutions used by those communities, especially in Upper Northwest DC. While travel patterns can and do change, it is notable that communities such as Hawthorne, Barnaby Woods, and Spring Valley that have been very specific in providing feedback about what type of transit service they want in their neighborhood seem to be unable to receive it. In other instances, such as along Cathedral Avenue in Wesley Heights or in Glover Park, the proposed walking routes to the nearest alternative bus services are not true replacements for existing service due to distance, terrain, or other physical blocks such as embassies.

Coverage Services with Minimal Value: Some of the "coverage" services in this proposal seem to exist primarily for show, and I question whether these are the best uses of resources assuming the routes are not revised or redistributed to other services. Examples of these routes are the C87, A29, and C85 rush hour pattern.

Limited Stop Route Designations: The proposal of having an "X" at the end of limited stop route designations is clunky. Perhaps, those routes can have a three digit number instead of a two digit number (D162 instead of D6X, P110 instead of P1X, etc.)

Unreliable Trip Planner Estimates: The online trip planner seems to have overly optimistic travel time estimates for some of the trips I attempted to put into it while writing these comments, and I imagine the underlying data created by the service planners is not far off from what the online trip planner is predicting. If so, it is unlikely that the cycle times are realistic to the point that frequencies will need to be reduced and service will be unreliable from the moment this plan is implemented.

Inability to Comment on Montgomery County Proposals: Without the Ride On Reimagined proposals being available at the same time as the WMATA Better Bus proposals, it is difficult to fully understand the impact of these proposals on Montgomery County transit riders.

C51: Woodley Park Metro lacks a suitable location for layovers. This is a challenge already for the WP-AM Circulator route (I have been doing the runcutting under contract to RATP DEV for nearly two years now, this has been a persistent issue in blocking for that route). The Woodley Park Metro remains a poor location for transfers, although a fairly significant number are likely to occur at this location as a result of the proposal to run the C70 straight down Connecticut Avenue rather than diverting it to Adams Morgan. Furthermore, with the discontinuation of the Circulator, any passengers wishing to transfer between the C51 and C70 will face significantly longer trips if a transfer is just missed and one has to wait 20-30 minutes for the next bus. Finally, the proposal to run this route via H Street rather than in front of Union Station as proposed in 2023 significantly reduces connectivity to Union Station without a significant improvement in the transfer experience between the train station, intercity bus terminal, streetcar, and other transit lines on H Street.

C55: I like the proposal to have a single route that serves the Calvert Street-Cathedral Avenue-Woodley Road corridor that doesn't extend across the entire city, as service on the existing 96 can often be unreliable due to the route length.

C63: It is great to see that the proposed connection from Fort Lincoln to Deanwood, which was also proposed in a Circulator TDP, remains in the proposed network.

C81/C83: The proposal to essentially create two branches of the Military Road crosstown west of Rock Creek Park is highly problematic, as this represents a significant reduction in service compared to the existing E4 in Chevy Chase, DC. On weekdays, passengers will be forced to decide whether to go to Friendship Heights or Tenleytown with less frequent service compared to today on each branch and then transfer to the D82 to get to the other terminal. Passengers coming from the D82 or Red Line will need to pick whether to transfer at Friendship Heights or Tenleytown and hope they pick correctly. Furthermore, the C81 will not divert to directly serve Tenleytown Station (and Jackson Reed HS) as the existing M4 does, as it is proposed to remain on Nebraska Avenue. The Chevy Chase, DC community will be largely disconnected from the area by the Chevy Chase Library that is the primary commercial shopping area for these neighborhoods and the many medical offices near Friendship Heights. On weekends, the available transit options will be nonexistent if weekend service along the Military Road/McKinley Street corridor is actually eliminated. The existing E4 bus has plenty of weekend ridership in my experience. The types of activity generators served by the C81 (a hospital, university, high school, and middle school) are less likely to be desired on the weekend when compared to the activity generators on the C83 (a library, community center, and two commercial districts). If only one of these routes is to receive weekend service in 2025, it should be the C83, which aligns with the days of operation for the existing E4 and M4 routes. Weekend service on Nebraska Avenue, which is a worthy idea, can be implemented at a later date when resources are available. In conclusion, I hope the service for this corridor is reevaluated again prior to implementation, as the current proposal appears to be detrimental when compared to the service that currently exists and existed prior to the pandemic.

C85: Coupled with my comments above about the C81, the proposed C85 feeds more service into Tenleytown as opposed to Friendship Heights as has historically been the case. This proposal goes against the Visionary Network goal of increasing connectivity across jurisdictional boundaries, as Tenleytown is emphasized as a hub over Friendship Heights. See my comments on the D82 for additional thoughts about why this is so problematic. Hawthorne is probably better served by a connection to Friendship Heights than to Tenleytown, as this is the area that the community considers to be its commercial center. Finally, the rush hour only extension to Foggy Bottom appears to be nothing more than an attempt to create service to MacArthur HS from within its catchment area. A route of this length with so many twists and turns is not likely to be a reliable service for getting to and from school and should be reconsidered. This route, as proposed now and in the Visionary Network in 2023, tries to accomplish way too much and in doing so, is unlikely to be successful at achieving any of its goals.

C87: As proposed, it seems unlikely that this route will achieve any of the goals I presume it is meant to achieve. If the goal is to maintain service on Van Ness Street between Wisconsin Avenue and Connecticut Avenue, why are most of the bus stops on that segment being proposed for elimination? The online trip planner suggests multiple options for traveling between Shepherd Park or Silver Spring and Van Ness (or even Tenleytown) that involve transfers and are faster than the one seat ride this route would provide. In addition, like the C81, this route as proposed will not directly serve either Jackson Reed HS or Tenleytown Station, despite being a direct replacement for the existing D31 tripper service. In fact, the interactive map shows no bus stops between Wisconsin/Veazey and Nebraska/Chesapeake on northbound trips, a distance of over ½ mile with no stops in an area where connections to other routes and trips to and from major activity centers are likely to occur. I'd like to think one of the proposed 20-minute routes could get a frequency bump instead of running this service at peak periods.

D42: There is a long segment between the DC line and Silver Spring station on northbound trips with no stops, despite there being stops for southbound buses. Is this something that can be addressed? As a transit planner, I find it odd that the stop pattern is so asymmetrical along this portion of the route.

D52/D54: What is the justification for not having limited stop service on 14th Street in this proposal? It is surprising to see that it is proposed to revert all service on 14th Street to local service, especially in light of the discontinuation of the Circulator.

D62/D6X: It appears some of the stops that are proposed for elimination are at signalized intersections while those being retained are at unsignalized intersections, which seems counterintuitive. What justification was used to make those decisions? If stops are to be eliminated on this route (which I generally support), the stops to eliminate are the ones at unsignalized intersections, not the signalized ones.

D70: Woodley Park is not an ideal location for transfers for those wishing to travel between Connecticut Avenue and Adams Morgan, as noted in my comments for the C51. This is further exacerbated by the fact that the proposed stops shown on the website do not include any stops at the Connecticut Avenue/Calvert Street intersection where transfers to or from the C51 would occur! The D72 is not a reasonable substitute for this connection, since its hours of operation to/from Van Ness will be quite limited. In addition, the decision to not extend this route to Bethesda combined with the de-emphasis of Friendship Heights as a hub for passengers traveling between Upper Northwest DC and Bethesda/Silver Spring will likely force many multi-seat rides to be created in this portion of the network. If Tenleytown is to be a major transfer hub in this new network, then it is imperative to extend the D70 to either Friendship Heights or Bethesda in order to retain reasonable connectivity with Ride On and other Metrobus routes in Montgomery County.

D72: The D70 and D74 will terminate at Farragut Square but the D72 will terminate at Lafayette Square. Why not have all the Connecticut Avenue routes share a common terminal at Farragut Square to simplify the network? The D2X can use the Lafayette Square terminal as the current X2 does instead.

D74: This is a great addition to the network!

D82: Given the proposal to terminate the D90 at Tenleytown and the shifting of the C81 to Tenleytown, Friendship Heights is de-emphasized as an important transfer hub for trips that cross Western Avenue and continue to/from Maryland. Currently, the N4, N6, and E4 all terminate at Friendship Heights, and the E6 did so as well prior to being suspended "temporarily" during the pandemic. This meant a number of different routes all came together at Friendship Heights to allow for transfers to Ride On routes 1, 11, and 34, as well as Metrobus routes L8 and T2, facilitating this cross jurisdictional travel. Ride On isn't going to extend its routes to Tenleytown, so if this plan is implemented as-is, many passengers who currently make only one transfer to cross the DC/MD boundary are likely going to need to make two or more. While the Red Line is an alternative, the escalators at these stations are among the longest in the system which means one must allow almost as much time to enter and exit the stations as it would to make the rail trip itself. Also, the elevators at Friendship Heights and Bethesda are not adjacent to the bus terminals, making such transfers difficult for those with mobility challenges. Therefore, I suggest extending the D82 to Bethesda as proposed in the Visionary Network to facilitate trips that cross jurisdictional boundaries; the D96 is not a suitable alternative. Otherwise, there is a huge gap between the stated goals of the redesigned network and what it will actually accomplish with regards to travel in Upper Northwest, Chevy Chase/Bethesda and other downcounty portions of Montgomery County.

D8x: Although this route is not part of the 2025 proposed network, it is important to note that this route is proposed to serve Georgetown and then bypass the Farragut Square area whereas Route 37 prior to the pandemic did the opposite. Given that this is a limited stop route, it would make more sense to bypass Georgetown where traffic is often congested and no opportunities exist to pass local stops due to the street layout. Instead, it should serve Dupont Circle and the rest of the Downtown directly as the 37 used to do.

D90: This is yet another route that will create a disjointed transit network for upper Northwest forcing many transfers and not serving the destinations passengers are likely wanting to be able to travel to. There will be no one seat ride between Friendship Heights and most of the Massachusetts Avenue corridor if this route is implemented as is, cutting off Cathedral Heights and Wesley Heights from the medical facilities and shopping at Friendship Heights. The segment of this route between Dupont Circle and Mount Vernon Square is prone to traffic congestion at each traffic circle the route passes. If the route passes under Thomas Circle, a transfer opportunity to the 14th Street buses is missed. With many Connecticut Avenue routes passing under Dupont Circle, there are limited opportunities to transfer to buses to Farragut Square and other points in downtown "proper." Once again, this route is likely to force many transfers at less than ideal locations, making it more difficult to use public transit in this corridor.

D92/D94: The proposal to shift this route to P Street between 23rd Street and 20th Street means that the easy connection to the Dupont Circle Metro from the stop on Massachusetts Avenue at 20th Street is missed. I suggest that these routes use the existing eastbound D6 routing from Q Street to Massachusetts Avenue instead of using P Street in both directions as proposed.

D96: As noted in my comments for the D82, this is an insufficient replacement for the originally proposed connections across the DC/MD line at Friendship Heights. Without information about the Ride On Reimagined plans, it is difficult to fully evaluate this proposal. However, this represents a significant cut in service to Wesley Heights, Cathedral Heights, and Glover Park. As I noted in the previous round of public comments, there are no realistic walking routes from New Mexico Avenue to Massachusetts Avenue, and the area around Cathedral Avenue and Idaho Avenue that would receive limited service under this proposal has steep grades that senior citizens may have difficult navigating. Access from Glover Park to the more frequent service on Wisconsin Avenue is impeded by the Russian Embassy complex, yet it is assumed that people in Glover Park who want to use a route in the frequent bus network are somehow going to make this walk that could be over ½ mile for some in the neighborhood. Finally, the routing around Dupont Circle due to the differing weekday and weekend routes is very confusing, exactly what locations is this route going to serve at the Metro? This is especially important given that most buses on Connecticut Avenue will bypass Dupont Circle using the underpass, making transfers at this location difficult.

M10/M20: How many transfers are being forced between these routes at Wheaton by not operating service all the way between Viers Mill Road and Silver Spring? It would be helpful to see that information while evaluating this proposal, but I suspect it is a significant number based on my own experiences riding the existing Q routes.

M22: Without complete details for the Ride On Reimagined proposal, it is very difficult to fully understand the impacts of this proposal. What happens to bus service along the Connecticut Avenue corridor in Maryland where the M22 does not overlap the existing L8 route? As noted for various other routes, the 2025 network does not have many cross jurisdictional routes between Northwest DC and Montgomery County, and the removal of the L8 further exacerbates this issue for people traveling along Connecticut Avenue in DC and wishing to continue to points in Montgomery County. Also, in a similar

vein to the M10/M20 comment, how many transfers are going to be forced at Wheaton for travelers who wish to travel along the length of Georgia Avenue in Maryland?

M42/M44: Why is it being proposed to force a transfer at Glenmont? If my memory serves me correctly, the C8 was extended to White Flint to replace a Ride On route that operated between Glenmont and White Flint in order to eliminate the need for timed transfers between the routes. This is basically a reversion to a service pattern that hasn't operated in decades.

M70: I appreciate the direct route between Montgomery Mall and Bethesda! However, what will operate on Wisconsin Avenue between Bethesda and Medical Center and/or points north? Without the Ride On Reimagined revised proposals, it is difficult to fully understand the impact of these proposals.

M82: While this is a significant improvement over what was proposed for River Road and Falls Road in the original draft plan, the lack of information about what would serve Falls Road north of Montrose Road (presumably Ride On service) makes it difficult to fully understand the impact of these proposals.

P31: This route appears to be nearly identical to the Purple Line between Langley Park and New Carrollton. What happens to this route when the Purple Line opens?

P60: A combined A12 and P12 would have a one-way running time in excess of 90 minutes by my estimate. This route may create improved connectivity between Suitland and New Carrollton, but what plans are there to ensure reliable service on a route of this length?

A29: This route appears to bear significant similarities to DASH Route 35, with the exception of it extending into Downtown DC. That said, how is this route going to provide competitive travel times compared to Metrorail or even via a Metrorail transfer from the 35 at Pentagon? The online trip planner doesn't even suggest the A29 for scenarios where one might expect it to be a result.

Thank you for your consideration, and I look forward to seeing what revisions are made prior to implementation next year.

Sincerely,
Oren Hirsch

July 10, 2024

Better Bus Comments
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

RE: Comments on the Better Bus Initiative, especially proposed routes C81, C85, D90, D94, D96

Dear Better Bus Project Staff:

We want to thank WMATA for undertaking the Better Bus initiative to redesign the bus service in the District of Columbia and for encouraging extensive public comment on the proposed revised plans. We are pleased to present comments on general issues, troublesome corridors, and specific routes for your consideration.

GENERAL ISSUES

Bus service is very important to the residents in ANC3D because we live in the far western corner of the District, far away from any Metro rail station (see the map in Attachment 1). Not surprisingly, your proposal to change many aspects of bus service in our area has generated intense interest among our residents.

Consequently, we developed a set of surveys for our residents covering the new bus routes C81, C85, D90, D94, and D96. Because these proposed bus lines are also important to our neighboring ANCs, we made the survey available to residents of ANC3A, ANC3B, and ANC3E as well, and provided the responses of their residents to these other ANC Commissioners for their possible use. In total, we received 950 responses to these surveys. Our letter addresses all these responses but focuses primarily on the 374 responses of residents of ANC3D. WMATA staff can access all of the results of these surveys at https://tinyurl.com/3Dbussurveyresults

What Did We Learn?

The Survey responses clearly show that three highly interrelated factors strongly influence our constituents' view of bus service: Frequency, Route, and Reliability. Most importantly, the infrequency and unreliability of the current WMATA service seriously depresses ridership and therefore current ridership should not be used as an excuse to deny the neighborhood better service. If WMATA were to provide more frequent and reliable service, more people in our neighborhood would ride the bus.

Frequency:
In our survey, we asked residents whether under the proposed schedule the buses would run:

- too often
- about right
- not often enough.

Remarkably, 79% of all of the respondents indicated that the buses would not run often enough. This answer was reflected across all the bus routes. To illustrate the frustration ANC3D has with the frequency, Attachment 1 to this letter is a WMATA-produced map showing high-frequency bus service, with ANC3D outlined in purple. One can see that there are no high-frequency bus routes inside, adjacent to, or even remotely near a single resident inside ANC3D. In fact, we may be the only ANC in the entire city that does not have high-frequency bus service nearby. This is particularly significant because, as mentioned above, we do not have Metro rail service either.

Demographically, our community has the full range of household incomes. We have many residents who do not own cars or have a place to park a car should they get one. We have over 150 units of new housing coming on-line in 2025-2026, and the zoning regulations limit the number of parking spaces required to accompany these projects. There is an assumption by city planners that public transportation can be a real option for residents and workers here, particularly in the Palisades neighborhood. In addition, the hospitals, schools, and commercial enterprises appropriately attract workers, students, and customers from all over the District, and it is important that they have a reliable way to come to our neighborhoods where parking spaces are often in short supply.

The first draft of the Better Bus Network showed high-frequency bus service along the route that was to replace the D6 route. This latest plan has taken that away, and now we are slated to have significantly increased wait times. If the plan for the Better Bus Network is to encourage more people to ride the bus, we can assure you that ridership within ANC3D will not increase. In fact, our survey results demonstrate that it will likely have the opposite effect, with the one exception of the C81 route that is to replace the M4.

- **Recommendation:** We strongly recommend that you increase the frequency of these routes, particularly in the core rush hours (7:00-9:00 AM and 4:00-6:00 PM).

Route: For the most part, the new proposed routes go reasonably close to most of the homes, schools and businesses where most people want access. There are some important exceptions that we note below. The problem is that a route does not matter much if the service is infrequent and unreliable – the route might as well not exist.

Reliability: While none of the survey questions asked directly about reliability, it is clear from the many comments offered that reliability is often a major factor in respondents' decision not to use the bus. When respondents were asked, "With the changes, will you be likely to take the bus:

- more often
- about the same as now
- less often

64% answered that they would be likely to take the bus "less often." In many cases, their additional comments made it clear that the expected unreliability was the major factor in that decision, especially if they must reach their destination by a certain time. Respondents were particularly critical of the unreliability of the current D6 route, with comments about how the buses often "bunch up", never stick to the schedule, and disappear on the WMATA app tracker.

The reliability issue is inextricably intertwined with the frequency issue. If the buses run frequently enough, a bus coming a little late or even skipping its scheduled arrival is not really a serious problem for riders, even when they need to get to their destination within a certain time window. What *is* a serious problem of reliability is when the bus is scheduled to arrive only every 30 minutes and then does not come.

One way to increase the reliability of bus service is to have shorter routes. For instance, once a bus reaches the Metro, it often does not need to continue further. This approach also enables more frequent service if the buses can turn around and go back on the route; it helps cut the extra expense of more frequent service; it takes traffic off of busy city streets; and it uses the Metro most fully. You will see several such recommendations in our specific route comments.

General Conclusion: More frequent and reliable bus service is very important to the residents of ANC3D, which is located in the far western corner of the District and is generally not well served by public transportation. We believe that if WMATA were to provide more frequent and reliable service, more people in our neighborhood would ride the bus. **We challenge WMATA to give our neighborhood a chance to prove this.**

TROUBLESOME CORRIDORS

The Palisades:

The Better Bus proposals are heavily influenced, according to your staff, by current ridership and a District-wide conclusion that post-Pandemic ridership is shifting away from the rush hours and is spreading across the entire day. We ask that WMATA staff examine these data for the replacement of the D6 (the D94) to see whether these conclusions apply equally to this corridor.

- **Recommendation:** We suggest a meeting between WMATA and ANC3D, ANC2E, Sibley Hospital, Georgetown Hospital, and perhaps other affected institutions to examine the ridership needs for this route, drawing on both WMATA's data and the knowledge of these institutions.

Access for MacArthur High School:

The addition of the new C85 rush hour service that would provide service to, among other places, MacArthur High School, is much appreciated. However, the frequency of this service will not be adequate. Currently, students from the School crowd onto the D6 buses. Reportedly, fights have broken out and students walk to further-away bus stops in order to get a seat.

- **Recommendation:** The frequency of service to the High School should be increased. See below our recommendations regarding the C85 and the D94.

Glover Park and Cathedral Avenue:

While Glover Park and Cathedral Avenue are not within ANC3D, those areas adjoin ANC3D. What WMATA decides to do about the existing N2 and D2 route greatly influences bus service available to people within ANC3D. The proposed replacement for the N2, the D96 would be removed from Cathedral Avenue in order to continue on New Mexico Avenue and Tunlaw Road to replace the D2, resulting in inevitable overcrowding on the new route once it reaches Glover Park and a severe loss of service to our neighbors on Cathedral Avenue. Two different options occur to us:

- Option 1: Increase the frequency of the D96 considerably and route it along Cathedral Avenue and then through the Glover Park neighborhood, or
- Option 2: Restore the D2 service as is, as an independent route, and instead of running the D96 down New Mexico Avenue to Tunlaw, route the D96 along Cathedral Avenue east from New Mexico and then down Massachusetts Avenue to Dupont Circle.

Specifically, the Option 1 route could consist of: New Mexico to Cathedral, turn left on Cathedral, turn right on 39th street, turn right on Watson Place, turn right on Fulton Street, turn right on Tunlaw, turn left on 42nd Street and continue to service the interior Glover Park neighborhood. Note: This suggested section of 39th street from Cathedral to Watson Place is not the section that neighbors are concerned about, alongside Annunciation School, which is north of Cathedral.

For Option 2, the route could consist of: New Mexico from Nebraska to Cathedral, turn left on Cathedral, turn right on Massachusetts Avenue to continue to Dupont Circle similar to the current N2 route.

- **Recommendation:** Either of these options would restore vital service to all of the high-rise residences along Cathedral Avenue between New Mexico and 39th Street. A further enhancement to service along a portion of Cathedral Avenue would be to have the D90 route turn from Massachusetts Avenue onto Idaho and then return to Massachusetts Avenue along Cathedral. The westbound direction would require a left turn from Massachusetts onto Cathedral Avenue and then a right onto 39th Street onto the section where Annunciation School is located, which could be problematic. In any case, this latter change in the D90, by itself, would not provide the vital service needed by those down the steep hill toward Glover Archbald Park, including 4100 and 4101 Cathedral

Avenue. **The change in the D96 or retaining the separate D2 and some form of the current N2 would be needed to provide that service.**

SPECIFIC ROUTE RECOMMENDATIONS

New Route C81

Description

- Sibley Hospital to Loughboro-Nebraska Ave. (Tenleytown)
  - Would serve Upper Palisades, Kent, Spring Valley, Wesley Heights
- Presently covered by M4

Recommendations

- Recommend more frequent service between Sibley Hospital and Tenleytown Metro, especially at shift changes at Sibley, and school opening and closing at Tenleytown (Jackson-Reed HS and Deal MS). Recommend service every 15 minutes during core morning rush hour (7:00-9:00 AM) and core afternoon hours (3:00-6:00) to accommodate the school and rush hours.
- Strongly agree with the plan to include service on weekends, to serve people working at Sibley and residents who want to travel around the city. This was a frequent comment in the survey.
- Reconsider segment from Tenleytown to Fort Totten.

New Route C85 (rush hour service)

Description

- Barnaby Woods-Western Ave.-Nebraska Ave. (from Tenleytown), to Massachusetts Ave. (Ward Circle), to New Mexico-Tunlaw, to MacArthur Blvd., to Foggy Bottom
  - Would serve Wesley Heights, Lower Palisades
- Presently covered by M4.

Recommendations

- See our recommendation under MacArthur High School above.
- Recommend service every 15 minutes during core morning rush hour (7:00-9:00 AM) and afternoon hours (3:00-6:00) to accommodate the school and rush hours.

New Route D90

Description

- Tenleytown, along Nebraska Ave. to Massachusetts Ave. (Ward Circle), to Dupont Circle and Convention Center.
  - This route omits the segment of Massachusetts Ave. from Westmoreland Circle to Ward Circle, which is presently covered by the N4. Thus, the new D-90 would not serve any interior part of ANC3D. In addition, there would not be any bus going from Westmoreland Circle straight down Massachusetts Ave. to Dupont Circle.
- Presently covered by N4/N6.

Recommendations

- See above recommendations under Glover Park and Cathedral Avenue
- Recommend that if Option 2 related to Glover Park and Cathedral Avenue for the D96 is not adopted, rerouting this bus, to start at Friendship Heights, going to Westmoreland Circle and then down Massachusetts Ave. to Dupont Circle. The survey indicates that Friendship Heights is a popular destination and transfer point for many people.
- Recommend ending this route at Dupont Circle. Shortening the route will help enable more frequent service and greater reliability.

New Route D94

Description

- Sibley Hospital, to MacArthur Blvd., to Georgetown Hospital, to Dupont Circle to Chinatown.
  - Would serve Sibley Hospital and Palisades.
- Presently covered by D6.

Recommendations

- Consider terminating at Farragut West and running the bus more frequently.
- Recommend service every 15 minutes during core morning rush hour (7:00-9:00 AM) and afternoon hours (3:00-6:00) to accommodate the school and rush hours.

New Route D96

Description

- Massachusetts Ave. (Westmoreland Circle), to Ward Circle, to New Mexico-Tunlaw, to Dupont Circle, to Dept. of the Interior (DOI)
  - Would serve Spring Valley, Wesley Heights
- Presently covered by D2 and N2/N6

Recommendations

- Consider restoring the D2 as currently configured.
- See recommendations above related to Glover Park and Cathedral Avenue.
- Recommend service every 10 minutes during core morning rush hour (7:00-9:00 AM) and core afternoon rush hour (4:00-6:00). 20-25 minute intervals will discourage riders. Many survey respondents asked for more frequent service, including during rush hour and at midday.
- Recommend eliminating the segment between Bethesda and Friendship Heights; this segment is already well served by the Red Line. Shortening the route will help enable more frequent service and greater reliability.
- Similarly, consider eliminating the segment from Dupont Circle to DOI.

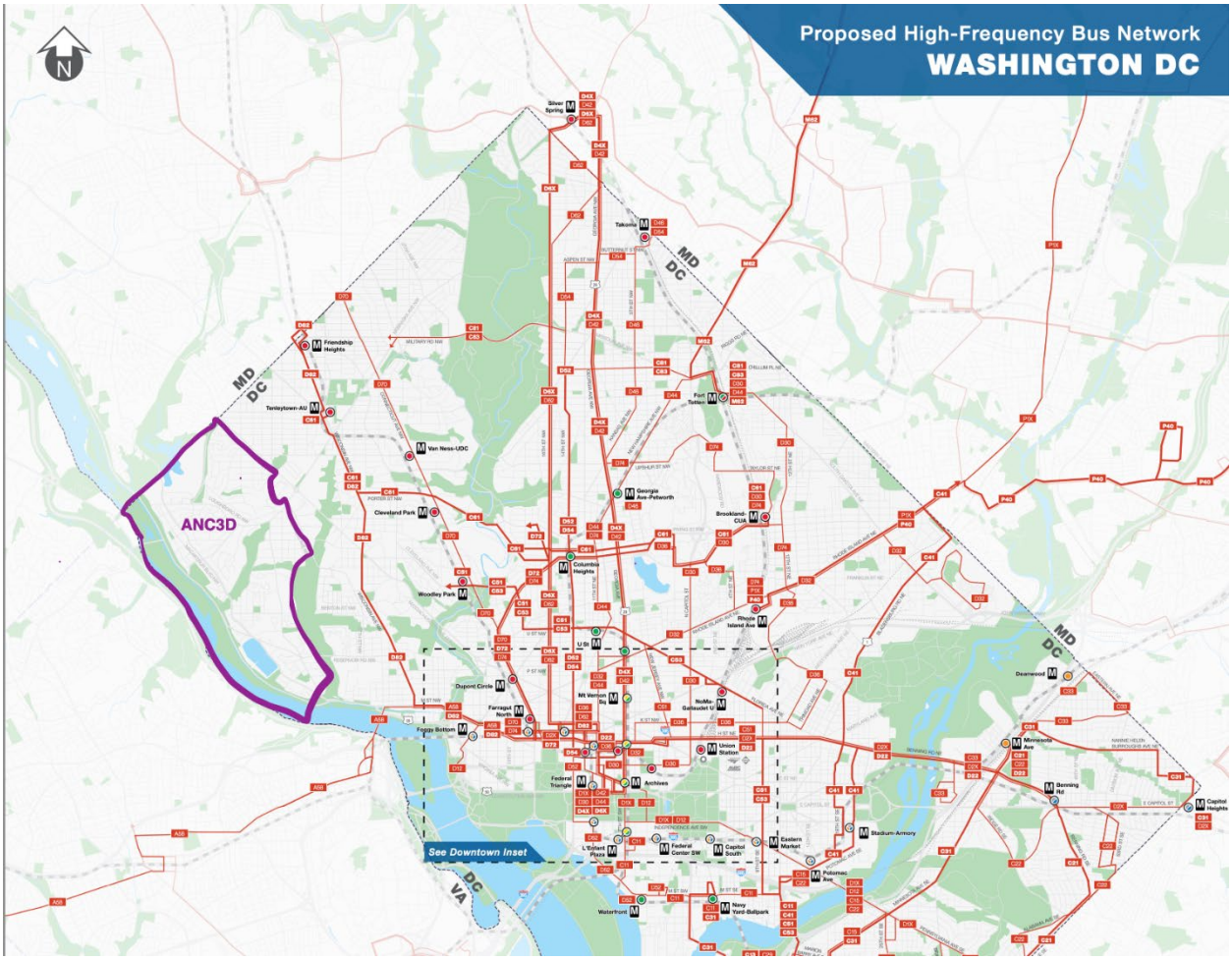
ANC3D voted to approve this letter at its duly noticed, regularly scheduled monthly meeting on July 10, 2024.

Sincerely,

Bernie Horn
Vice Chairman

cc: Mayor Bowser
Acting DDOT Director Kershbaum
Councilmember Matthew Frumin
DCPS Chancellor Louis Ferebee

ATTACHMENT 1
Proposed High-Frequency Bus Network
[Note that ANC3D, in the far western corner of the District, has no high-frequency routes.]



July 11, 2024

Randy Clarke
General Manager
Washington Metropolitan Area Transit Authority
600 5th St NW
Washington, DC 20001

Dear Mr. Clarke,

I am writing to express my concerns regarding the proposed changes under the Better Bus Network Redesign for 2025. As a native Washingtonian who has used all modes of the District's public transportation to travel throughout my academic and professional careers, I applaud the efforts to make transit more efficient for all residents.

As a longtime resident and frequent user of Washington Metropolitan Area Transit Authority's (WMATA) bus services, I have seen firsthand the significance of well-established bus routes like the 70 buses and the X2. These routes have been ingrained in residents' daily lives for decades, becoming a familiar and reliable means of transportation. Routine like this is essential to transportation efficiency and efficacy.

While I appreciate the effort to improve and optimize the bus network, I am concerned about the potential confusion these changes may cause among residents. The deep-rooted association with existing route numbers cannot be overlooked despite new routes being clearly stated on the buses. For many, these numbers are not just identifiers but are part of a long-standing routine and familiarity that brings a sense of reliability and comfort.

Even if well-intentioned, a sudden shift in route numbers and designations may lead to significant confusion and inconvenience. Route numbers are not just indicators on a map, they are a means of communication between WMATA and commuters. Rather than a full revamp, renaming the 70 bus to D7X, for example, could help maintain a sense of familiarity while transitioning to a new system.

Additionally, communication and public outreach must meet the needs of commuters. These efforts should include extensive public outreach, clear and consistent signage, and an interim period of dual numbering where both old and new route numbers are displayed. I urge WMATA to consider implementing continuity and public communications strategies to ensure residents are well-informed and able to transition smoothly to the new system.

It is crucial that the changes under the Better Bus Network Redesign for 2025 enhance, rather than disrupt, the experience of bus riders. I trust that WMATA will take these considerations seriously and work towards a solution that respects the needs and concerns of its long-time users while pursuing these worthwhile improvements.

Thank you for your attention to this matter. I look forward to seeing how WMATA will address these concerns and continue to provide excellent service to the residents of our community.

Sincerely,

Hazle Crawford Jr.
DC Resident
[redacted]

July 11, 2024

Office of Planning
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

To whom it may concern,

The Arlington Chamber of Commerce supports the adoption of the proposed 2025 Better Bus Network, with one revision to retain the 3Y bus route, or provide an equivalent service. The Arlington Chamber of Commerce values its participation in the Better Bus Redesign's Community Connections Committee, and supports the proposal for creating new direct routes within Northern Virginia and from Arlington to Washington D.C., and increasing frequency of service throughout the day. However, the Chamber urges WMATA to consider retaining the 3Y in some form, as it serves an important function to commuters and residents along the Langston Boulevard corridor.

A robust Metrobus network is instrumental in providing areas of Arlington which lack proximity to Metrorail stations with direct access to Washington D.C. and the broader region. The 16E/16Y routes, for instance, connect the residents along Columbia Pike with the amenities and businesses of Washington D.C. with direct bus service, and would be more frequent in the new network. The newly proposed A29 route would connect Shirlington residents directly with Washington D.C., as well. This is a clear benefit to residents of Arlington and the region.The existing 3Y route along Langston Boulevard into Washington D.C. is a positive resource for commuters along this corridor, and eliminating that route would harm commuters in the northern portion of Arlington.

As the Langston Boulevard Master Plan is implemented, maintaining a direct connection to Washington D.C. will greatly benefit current residents and serve as a catalyst for further growth and development in the area. We request a revision to the Network to include a route parallel or similar to the 3Y, ensuring a direct connection between the Langston Boulevard corridor and Washington D.C. without necessitating a bus transfer or transfer to a Metrorail station.

Thank you for your consideration of our comments.

Sincerely,

Kate Bates

Kate Bates
President & CEO

July 5, 2024

ANC5E Commissioners
Commissioner Joyce Robinson-Paul (5E01)
Commissioner Karla M. Lewis, Chairperson (5E02)
Commissioner Fred Carver (5E03)
Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

Bloomingdale Civic Association
Teri Janine Quinn, President

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW
Washington, DC 20004

Washington Metropolitan Area Transit Authority
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

DDOT
Sharon Kershbaum
Acting Director
55 M Street SE, Suite 400
Washington, DC 20003

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

As you are already aware, and was detailed in our enclosed June 26, 2024 letter to you, there is significant concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55, which would replace the originally proposed Route 303 (Visionary Network) and the current Route G2.

July 8 Update: Over 280 Signatures

On Sunday, June 23, 2024, Bloomingdale residents launched a community petition and awareness campaign to ensure that our concerns are captured, heard, and acted on regarding the proposed First Street route. A copy of this petition is attached.

More than 200 residents responded to the petition to voice their strong opposition and share their concerns. Copies of residents' responses are enclosed.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for efficient and effective bus ridership. Route C55 is unlikely to ease congestion on First Street NW, as the assumption that additional bus trips would reduce car trips fails to consider the nature of commuter traffic to, from, and through this neighborhood.

We call on you and your offices to move Route C55 to a more suitable street, and steward a plan - with community input - to increase safety for everyone on First Street and throughout Bloomingdale, while preserving the character of our Historic District, the structural integrity of our homes, and the accessibility to existing on-street parking.

We call on you to ensure that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We appreciate your participation and leadership at the upcoming July 8 ANC5E meeting, and we look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Concerned Residents of Bloomingdale

Enclosures: June 26 Letter to Councilmember Parker and Ward 5 Better Bus Taskforce, Bloomingdale Petition to Oppose Route C55 on First Street NW, Petition Responses from Ward 5 Residents, Visuals From First Street NW

June 26 Letter to Councilmember Parker

June 26, 2024

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

Dear Councilmember Parker and Members of the Ward 5 Taskforce on the Better Bus Network,

As you are already aware, there is significant concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55, which would replace the originally proposed Route 303 (Visionary Network) and the current Route G2. This new route involves buses traveling up and down First Street NW over 150 times daily, making 76 trips from 5am to midnight between Rhode Island Ave NW and Bryant Street NW, with stops at V and Bryant Streets NW

The opposition has coalesced despite the lack of community engagement and discussion regarding changes specifically impacting First Street and Bloomingdale since WMATA originally proposed Route 303 in the Visionary Network and released plans for Route C55 in the updated plan.

On June 17, 2024 the Bloomingdale Civic Association met and residents voted to unanimously oppose the route along First Street NW. On June 18, following ANC5E's last-minute reversal of their decision to vote on a resolution to your office, the community demanded that ANC5E schedule another forum before WMATA's July 15 comment period deadline. Our Commissioners scheduled this forum on July 8 at 7 PM and have assured us that you have been invited to attend.

On Sunday, June 23, 2024, Bloomingdale residents launched a community petition and awareness campaign to ensure that our concerns are captured, heard, and acted on regarding the proposed First Street route. A copy of this petition is attached.

In fewer than 36 hours, well over 100 residents have responded to the petition to voice their strong opposition and share their concerns.

In advance of the rescheduled ANC5E forum on July 8 to discuss Route C55 and the Better Bus Network impacts to ANC5E we will share copies of residents' responses with your office, WMATA, DDOT, ANC5E Commissioners, and the Bloomingdale Civic Association. We look forward to your collective participation on July 8, 2024.

While we continue to collect responses to the petition, the early data unsurprisingly centers on the longstanding safety issues along First Street and throughout Bloomingdale for pedestrians, cyclists, children, and motorists. Despite years of ongoing community requests for traffic calming measures on First Street, no action has been proposed or taken at any level of DC government. In that time, numerous cars have flipped over on First Street and our sidewalks. Other road incidents have caused the death of pets; endangered children, seniors, and cyclists; and resulted in road rage incidents where guns have been brandished at the very intersection that WMATA proposes to add two bus stops.

Furthermore, there is a great deal of concern from homeowners along First Street who have experienced structural issues from consequences related to the DC Water First Street Tunnel construction, such as ground movement, sinking curb stones, and cracking pavement leading to the home. Needless to say, the introduction of many dozens of bus trips per day onto a weight-restricted street would only cause further damage and costs, which should not be borne by the homeowners.

Adding buses to First Street NW will increase traffic congestion, make the narrow street more dangerous, and exacerbate existing traffic problems. Introducing changes to First Street that further reduce the already limited number of parking spaces will also make it even harder for all residents to find parking throughout the community – especially those living in homes, English Basements, apartments, and accessory dwelling units without access to off-street parking.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for efficient and effective bus ridership. Route C55 is unlikely to ease congestion on First Street NW, as the assumption that additional bus trips would reduce car trips fails to consider the nature of commuter traffic to, from, and through this neighborhood.

Many residents call for using North Capitol Street instead of First Street, as it is already better equipped to handle bus traffic. We request that your office engage WMATA and DDOT, as well as our ANC, Civic Association, and residents to move Route C55 to another street and steward a plan to increase safety for everyone on First Street and throughout Bloomingdale, while

preserving the character of our Historic District, the structural integrity of our homes, and the accessibility to on-street parking. We further call on your office for a revised Route C55 that does not traverse First Street NW.

We continue to request action to urge DDOT, with community input, to develop comprehensive plans to study and implement traffic safety measures on First Street NW and across Bloomingdale.

We call on you to amplify to WMATA and the Mayor's office our strong opposition to Route C55 along First Street, ensuring that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We appreciate your participation and leadership at the upcoming July 8 ANC5E meeting, and we look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Concerned Residents of Bloomingdale

Enclosure: Petition

CC:

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW Washington, DC 20004

Washington Metropolitan Area Transit Authority
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

DDOT
Sharon Kershbaum
Acting Director
55 M Street SE, Suite 400
Washington, DC 20003

ANC5E Commissioners
Commissioner Joyce Robinson-Paul (5E01)
Commissioner Karla M. Lewis, Chairperson (5E02)
Commissioner Fred Carver (5E03)
Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Bloomingdale Civic Association
Teri Janine Quinn, Presiden

Petition

WMATA is throwing Bloomingdale residents under the bus.

Bloomingdale residents are outraged by WMATA's little-known plan to run the new C55 bus route down First Street NW, which has long-voiced and well-known concerns regarding safety for pedestrians, cyclists, pets, children, drivers, and our houses. Bloomingdale is a historic district plagued with road damage, flooding, and drainage issues that have compromised the structural integrity of our streets and houses.

Route C55 would stop on First Street between Rhode Island Ave NW and Bryant Street NW over ***150 times every day, from 5am to midnight.*** This change will transform First Street into a major transit thoroughfare, pushing ***more commuter traffic*** *and residential parking* ***onto side streets***; increasing noise, exhaust, and toxic tire pollution; worsening existing congestion and traffic safety issues; ***increasing the risk of dangerous car, cyclist, electric scooter, and pedestrian accidents***; and disrupting the residential character and rhythms of the community.

To fit two-way bus traffic in Bloomingdale's child, pedestrian, and cyclist-friendly neighborhood, DDOT would have to ***widen the lanes of traffic on First Street***, likely ***removing parking*** spaces**,** ***eliminating treebox gardens*****,** and ***cutting back mature shade trees***.

WMATA has not adequately informed First Street residents, the community has not vetted route C55, and the bus proposal ignores the facts on the ground--**First Street is not a good fit**.

- First Street has a **weight restriction which the buses would grossly violate**. Property damage is guaranteed.

- The weight of the heavy bus traffic poses risks to First Street, which uniquely sits atop a major DC Water tunnel, the construction of which has led to road damage and compromised the structural integrity of nearby houses. **WMATA hasn't demonstrated that the street or our homes can handle a bus route.**

- First Street Is currently a major pedestrian thoroughfare. The frequent bus service ***(over 150 stops every day, from 5am to midnight)*** would disrupt Bloomingdale's quiet, residential

character, causing increased noise, pollution, and ***cyclist and pedestrian traffic safety issues***, while potentially requiring traffic lane widening,cutting back of trees, and ***removal of parking spaces***.

- Buses play an essential role in promoting sustainable transportation and should be prioritized on roads that are suitable for efficient and effective bus ridership. Route C55 is **unlikely to ease congestion on First Street NW** as the assumption that additional bus trips would correspondingly reduce car trips fails to **consider the nature of commuter traffic to, from, and through this neighborhood**.

- Bloomingdale's voices are being excluded from this conversation.

    - **WMATA failed to inform Bloomingdale** – especially our residents and seniors, many of whom are minorities, with limited online connectivity – **with equitable communications** by not posting signs or engaging in door-to-door distribution of flyers or door hangers.

    - **WMATA personnel could not or would not respond to community questions** about route C55 at engagement events, including the pop-up at Rhode Island Ave Metro on June 17, 2024.

    - **ANC 5E04 Commissioner**, nominated in 2023 by Councilmember Zachary Parker to represent Bloomingdale at his Ward 5 Taskforce on the Better Bus Network, **failed to engage with Bloomingdale residents on the proposed *changes impacting First Street.***

    - **Councilmember Parker's** 2023 **Taskforce** Letter to WMATA and his 2024 Ward 5 Scorecard of WMATA's Proposed Better Bus Network **never mentioned the potential impact to Bloomingdale and First Street**.

    - On June 17, 2024 the **Bloomingdale Civic Association** met and residents **voted to unanimously oppose the route**, calling for ANC5E and Councilmember Parker to take action to protect First Street.

    - Despite significant community attendance at the June 18, 2024 ANC5E Meeting, where a vote on the C55 bus route was on the published agenda, **three ANC5E Commissioners disenfranchised residents by voting to remove opposition to Route C55 from a Resolution Letter to WMATA and Councilmember Parker**. And the **ANC 5E04 Commissioner** on Councilmember Parker's Better Bus Taskforce **failed to attend** to engage on the concerns of the community.

- **Taxpayers will bear the burden** of added road damage and maintenance costs as well as street closures – all of which would be significantly lower if the route were moved to a more suitable street with existing bus infrastructure like North Capitol.

Residents are rallying against this ill-conceived plan. But our ANC reps have thus far refused to communicate these concerns adequately to WMATA and Councilmember Parker.

WMATA is throwing Bloomingdale under the bus.

SCAN THE QR CODE TO SIGN THE PETITION ONLINE

Let your voice be heard: a bus on First Street NW is bad for Bloomingdale.

- **Safety Concerns**: Across Bloomingdale, cyclists, pedestrians, and drivers will face increased risks.
- **Property Damage:** First Street's unique structural issues with the First Street Boundary Tunnel make it unsuitable for heavy bus traffic, which could damage homes.
- **Equity:** Damage to the area, reduction in tree cover, and increase in traffic congestion for the sake of accommodating buses will disproportionately burden the community, worsen environmental and health inequities, and undermine efforts to ensure fair and just environmental benefits for all residents.
- **Community Disruption**: Bus traffic will damage the residential character and safety of Bloomingdale, increase pollution, and require removing parking spaces & treeboxes.
- **Lack of Transparency and Representation**: WMATA and local representatives have withheld information and rejected community demands for opposition and action.
- **Financial Impact**: The plan wastes tax money. Road maintenance and damage will be higher on First Street, and will result in regular repairs and disruption.
- **Community Opposition**: Bloomingdale residents and the Bloomingdale Civic Association strongly oppose a new bus route on First Street NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

JOIN US AND HAVE YOUR VOICE HEARD. SCAN THE QR CODE TO ADD YOUR NAME AND SIGN THE PETITION TO WMATA.

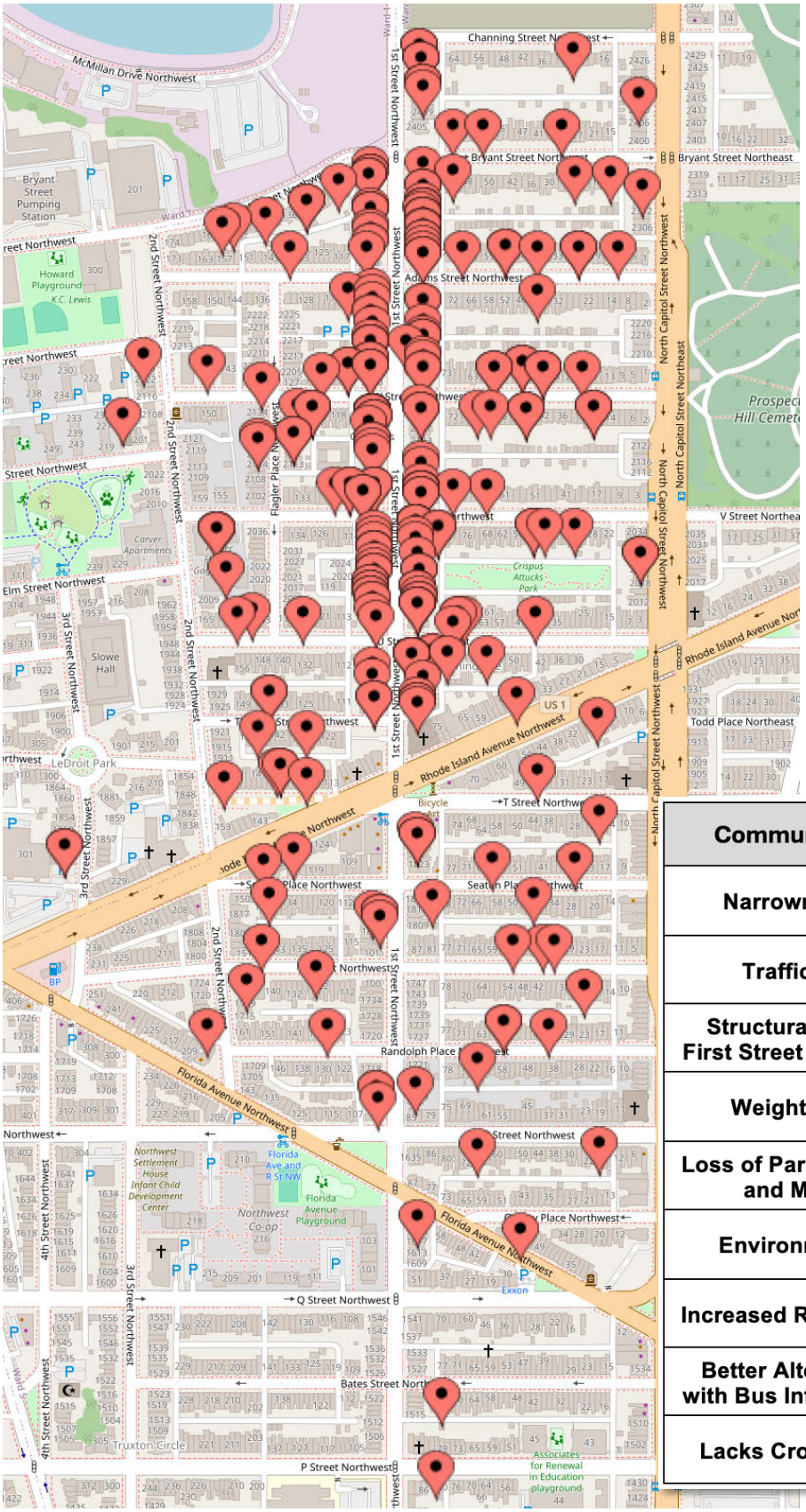
Citations

1. Truck Weight and Its Effect on Highways, https://www.gao.gov/products/109954;
2. Boile, M. & Narayanan, Preethi & Ozbay, Kaan. (2003). Impact of Buses on Highway Infrastructure: Case Study for New Jersey State. Transportation Research Record.;
3. Pavement Interactive, www.pavementinteractive.org; Flexible Pavement ESAL Equation;
4. Per the Government of the District of Columbia Public Realm Design Manual: WMATA bus clearance is 11'. DDOT's preferred width for a two-way street with dual-side parking is 38'. Per DDOT Bicycle Program Specialist Mike Goodno, "1st St NW is two-way, 35' wide, with parking on both sides of the street. The parking and travel lanes are already at their minimum widths."
5. Yale Environment 360: "Tire wear particles… are so small they can pass through lung tissue into the bloodstream and cross the blood-brain barrier or be breathed in and travel directly to the brain, causing a range of problems." https://e360.yale.edu/features/tire-pollution-toxic-chemicals;
6. Per Open Data DC, First Street NW between Bryant and Rhode Island has been the site of 42 traffic crashes since Jan 1, 2020, exceeding the crash per block average for DC collector streets.;
7. https://www.gao.gov/products/109954;
8. Gibby, R., R. Styer, and R. Kitamura. Impact of Single Rear Axle Buses on Local Street Pavements. Final Report. California Public Works Studies Program, Sacramento, 1991.;
9. "Driving on roads in need of repair costs the average driver $377 annually in extra vehicle operating costs," with additional vehicle operating costs ranging between $178 and $832 annually for urban areas with populations greater than 500,000. Robbins, Mary M and Tran, Nam. Literature Review: The Impact of Pavement Roughness on Vehicle Operating Costs. National Center for Asphalt Technology, Auburn University, Auburn, 2015.; DDOT
10. Mid City East Livability Study, 2014: https://ddot.dc.gov/page/mid-city-east-livability-study
11. DC Department of Energy and Environment (DOEE) Equity Framework, 2021: https://doee.dc.gov/sites/default/files/dc/sites/ddoe/service_content/attachments/DOEE%20Equity%20Framework_Oct%202021.pdf
12. Route C55 would stop over 150 times every day, as part of 76 trips from 5am to midnight, up and down First Street between Rhode Island Ave NW and Bryant Street NW (specifically at four stops at V and Bryant Streets NW).

SCAN THE QR CODE TO SIGN THE PETITION ONLINE

Petition Responses

Over 280 Ward 5 Bloomingdale Residents Strongly Oppose Route C55 on First Street NW



Community Concerns
Narrowness of Street
Traffic and Safety
Structural Issues Due to First Street DC Water Tunnel
Weight Restrictions
Loss of Parking, Tree Boxes, and Mature Trees
Environmental Impact
Increased Road Maintenance
Better Alternative Routes with Bus Infrastructure Exist
Lacks Crosstown Service

Last Updated 7/8/2024 at 12:00 PM

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
1	Lola	Peres	Bryant Street NW	I believe that this bus route causes more harm than the benefits claimed by WMATA. The quality of life, the environment and safety would all be adversely affected by adding buses to these residential streets that were not built for this type of vehicle. Especially considering that the existing east west bus routes already exist.
2	Renee	Peres	Bryant Street NW	My family and I live in this neighborhood and value our safety. We moved here because it is a quiet and close knit community. Our 9 month old puppy was killed by a speeding driver at the intersection of First and Bryant. Allowing busses on both sides of the street will not help— but worsen the challenges the neighborhood already faces. We are not opposed to a bus line or public transportation, we welcome it in fact, but First Street is not the right fit.
3	Katherine	Maher	1st Street NW	All of the reasons listed. And my deep frustration that it feels like local leadership has tried to pull a fast one on our neighborhood - avoiding consultation and disclosure for what they rightfully knew would not be welcome by Bloomingdale residents. That's not how it's supposed to work. We are a community that works hard to support one another and create a welcoming, safe, quiet character in the midst of the bigger city - a major transit route running through our midst undoes that.
4	Haley	Dorgan	1st Street NW	I care for the safety of my family, community, and our homes. I support public transportation and suggest N Cap to be the right street for this bus.
5	Andrew	Booth	1st Street NW	The bus traffic will be dangerous to both cyclists and the infrastructure of the neighborhood
6	Toni	Codinas	1st Street NW	I am a biker and the bus would make it much more difficult to share the road because 1st St is too narrow.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
7	Sachiko	Galassetti	1st Street NW	First ST NW is too narrow for a bus line to go up and down. The intersections barely allow vehicles that are shorter than city buses to turn the corner. The historic houses are tall and susceptible to damage by heavy vehicles. Many homes do not have parking in the back and people, especially the elderly, dependent on cars will be negatively impacted. Buses would also interfere with the emergency vehicles that travel to and from the hospital. Many bicyclists will be imperiled by the bus traffic. Move the bus route one block over to North Cap and protect our neighborhood in Bloomingdale.
8	Carlos Felipe	Uriarte	V Street NW	I am greatly concerned about the impact the C55 bus line would have on pedestrian and biker safety in Bloomingdale.
9	Allison	London	Adams Street NW	
10	Travis	Elliott	1st Street NW	A bus line will ruin the residential character of 1st Street, NW, and there is an easy alternative route only one block away on North Capital with established bus routes and stops.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
11	Rick	Bright	1st Street NW	I'm very concerned about existing traffic safety along 1st st NW, most intersections are uncontrolled, cars race through stops signs when traffic light and they also make it dangerous when the street is backed up every day during rush hours. It's not safe for pedestrians or cyclists. Adding buses along this narrow street will exacerbate an already dangerous situations. I'm also concerned with the ability for the street to handle the added weight of buses along with the already heavy traffic load. The water tunnel is just below the surface and it was clear to residents that the street structure that sits on top of it is not thick and supportive. This causes vibrations in our homes (most of them sit very close to the street, without deep front yards) already after the water project, adding heavy buses could cause more damage to our homes. Im really concerned about the noise from buses every 30 minute right outside our windows. Our homes sit very close to the street. Ambulances go up and flowing with sirens sporadically and often turn off sirens at night. The noise of the buses would be very disruptive to the existing wellbeing of residents. I'm very concerned about safety on these narrow streets. Traffic backup. Cars whizzing around buses and pedestrians and bike caught in the crosshairs. I've had no issue taking the 80 bus from north capitol for years. It's an easy walk. I'd suggest the route that goes from 4th, down Channing to N capitol, turn right and add stops along N Cap and connect with the existing bus stop at N Cap and Rhode Island Ave. I have several other concerns as well about a route down 1st St NW, I've raised them with BCA, my ANC rep and other local ANC reps. THANK YOU for listening to my concerns and for considering better options than adding a new bus line down 1st St NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
12	Brucetta	Williams	1st Street NW	I live on 1st Street & have already had structural damage to my home as a result of the DC water project. I'm very concerned that buses running constantly up and down the street will further compromise the weight restrictions and cause more damage to not only my home but those of other residents on 1st Street. The other issues congestion, safety, etc are also a concern of mine.
13	Angela	Prentice	1st Street NW	I am already experiencing environmental damage and our streets are not safe.
14	Samilia	Anthony	1st Street NW	I believe having a bus turn from Bryant Street to First Street is dangerous for the neighborhood at a corner where I have witnessed several accidents. This is a community of walkers, nannies, bicyclists, college students and long-term owners who value the historic beauty of their homes. I oppose the C55 bus running through First Street.
15	Cora	Ferguson	Rhode Island Ave NW	Bloomingdale should be safe!
16	Andrew	Salek-Raham	1st Street NW	
17	Ash	Upreti	1st Street NW	First St NW and its houses have unique structural concerns due to the water tunnel running under the street, and routing buses down our street will exacerbate damage to the road and thereby our houses. It will also ruin the quiet pedestrian-friendly character of our neighborhood and decrease safety of residents. Congestion and lack of parking are already issues for us, and buses will only make each issue worse. Buses can be a great addition to a comprehensive transit system but should be run on main arteries like North Capitol St, not on narrow residential streets like First St NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
18	Jaime	Owens	1st Street NW	I am signing this petition to stop the proposed bus routes on 1st Street NW because, as someone born and raised in Bloomingdale (before it became "Bloomingdale"), I know this is a TERRIBLE idea. Parking is already a huge challenge on our street; it quite literally feels like the Hunger Games just to find a parking space within walking distance of your home. Adding bus routes will make it nearly impossible for residents to find spaces. This isn't solely about convenience; it's also about safety. The increased traffic and congestion will pose significant risks for pedestrians, cyclists, and children in our neighborhood. Moreover, the weight of the buses will exacerbate existing structural issues on our street. Our roads have already suffered damage due to flooding and drainage problems, and the heavy bus traffic will only make things worse. This isn't just speculation – it's a real concern for the safety and integrity of our homes. The environmental impact is also deeply concerning. The potential construction needed to complete this proposed project will lead to the loss of mature shade trees/critical green spaces that help mitigate urban heat islands and provide essential greenery to our community. This will not only damage our neighborhood's charm but also harm our environment and public health. There are surely alternative routes nearby that already have the necessary infrastructure to handle this kind of bus traffic without adversely affecting residential areas. Moving the route to streets better equipped for bus traffic would prevent the economic burden of increased road maintenance and preserve funds for other critical community projects.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
18	Jaime	Owens	1st Street NW	*continued* Additionally, Bloomingdale already faces significant crime challenges, and running a bus route more than 12 hours a day will only increase access and more than liekly elevate the crime rate. This project hasn't been developed to enhance the lives of Bloomingdale residents. Instead, it feels like an imposition that disregards our community's needs and safety for the benefit of developers. What makes this even more frustrating is the lack of transparency and communication from WMATA. We weren't adequately informed about this plan, and the community hasn't had a fair chance to vet the route. It's clear that 1st Street NW is not suitable for this kind of heavy bus traffic. The frequent stops and noise will disrupt our quiet, residential character, increase pollution, and require the removal of essential parking spaces and treeboxes, which are vital to our neighborhood's charm and structure. Bloomingdale is a community that should be valued and protected. The proposed bus route is not only impractical but also harmful to our way of life. We urge WMATA to respect the wishes of our community and eliminate 1st Street NW from the proposed bus routes. We need solutions that improve our quality of life, not projects that compromise our safety, environment, and well-being for the benefit of developers.
19	Kevin	Washington	Bryant Street NW	This is YET another bone headed idea of feckless elected officials' and city bureaucrats' making. City bus traffic does NOT belong on First Street for a host of reasons including - if not starting with - the street's size being unfit to accommodate them given the outsized reliance on street parking.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
20	Evelyn	Brown	North Capitol Street NW	The route change impacts the already heavy flow of traffic, pedestrian safety, and cyclists on 1st street already crunched with tight parking and heavy traffic flow.
21	Kathi	Bahr	Bryant Street NW	
22	Robert	Uzel	V Street NW	Concerned about traffic flow and removal of parking
23	David	Delcher	1st Street NW	24 year resident of 1st Street and we do not NEED or WANT a bus line down our street which already has issues with congestion, parking and traffic.
24	Trent	Bauserman	R Street NW	Bus traffic needs to stay on 4th St NW, not 1st NW. 1st cannot handle that amount of traffic or larges buses.
25	Donald	Gatlin	1st Street NW	I was at the BCA meeting where the community unanimously voted against the proposed C55 route and I fully agree with my neighbors that a bus on 1st street is a bad idea. Unfortunately, our ANC reps never made a good faith effort to gather community feedback before finalizing recommendations to WMATA as part of CM Parker's task force. But, we are the most impacted by this proposal and are saying loud and clear that this proposed route puts our safety and well-being in jeopardy. Move the C55 to the much wider North Capitol St which already exists as a thoroughfare for buses.
26	Kayly	Ober	1st Street NW	I live on First St and find there’s already an inordinate amount of traffic for such a residential block. I hear the existing traffic everyday and it impedes my sleep. A bus will only add to the noise. And as a biker, I’m also concerned for my safety on the street if a bus were to be added to our already narrow lanes.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
27	Clarence	Labor	1st Street NW	In addition to the numerous cons (against the proposed bus route) that have been stated and articulated by my neighbors and beyond, it is clear that we the affected residents have been unfairly blindsided by this effort. I do not believe that an inclusive feasibility study was conducted, and/or that adequate feedback was sought, or taken into consideration at all from us. WMATA can not sweep this under the table and blame the lack of transparency on anyone, any position or any office. WMATA should have ensured that the proverbial bull was taken by the horns, and that now and in the future, they take full responsibility to be open and transparent about any and all projects. Along with the lack of and failure of open and fair communication, this is being perceived as a clear attempt of WMATA hiding behind the curtain and wanting to wash their hands clean of their responsibilities with this proposed change.
28	Cliff	Johnson	T Street NW	Dangerous with major safety issues
29	Cheri	Hoffman	1st Street NW	The road is not designed for this. Complete inappropriate for this neighborhood
30	Mary	Walker	1st Street NW	I am already experiencing movement and cracks in my house and doors that wont close from this dcwater project. We already have too much noise, traffic and damage. I am a senior citizen I don't ride the bus or bike. I need to be able to safely get into my car. I have lived here since 1982 and paid taxes. I want to live in an environment safe from harm or danger WITHOUT THE CONSTANT NOISE FUMES AND VIBRATIONS FROM BUSES..
31	Annika	Toenniessen	U Street NW	
32	Ashley	Nash-Hahn	1st Street NW	A bus will make first street even more dangerous to cyclists and pedestrians. The bus will also not serve its intended constituents, which are Howard Hospital and apartments in the LeDroit Park Community.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
33	Anthony	Donatelli	U Street NW	We already have a lot of emergency vehicles using 1st to get to and from the hospital. We don't need any more regular traffic from large, noisy vehicles.
34	David	Shotwell	1st Street NW	I don't want bus service along 1st St NW in Bloomingdale!
35	Thaddeus	Corley	1st Street NW	we oppose C55 bus route.
36	gary	mendel	Rhode Island Ave NW	first street is 'commercial' enough and bus lines are within short/walking distances
37	Erica	Van Steen	1st Street NW	our street already does not have speed bumps and accommodates ambulances. we enjoy the quiet street at night and our gardens and well maintained tree boxes bring calm, pollinators, cooling and fresh air, and historic character to our neighborhood. I am a resident that would be directly impacted by this route. As someone who both bicycles and uses the bus to commute my child to DCPS, I do not need a route on 1st. We have routes within a few blocks walking distance in all other directions. There is no room for a bus in this section of 1st. This makes zero sense.
38	Erin	Short	1st Street NW	I think having a bus on 1st Street NW is a terrible idea.
39	Joseph	Letzelter	V Street NW	I strongly oppose this bus route and the danger it would bring to this residential community. Especially considering there is a large thoroughfare north capitol st one block away. This would make this neighborhood no longer kid friendly but dangerous with two high traffic streets adjacent to each other
40	Jonathan	Moore	Seaton Place NW	I use 1st Street daily for cycling and it's already not safe for cyclists.
41	Pavlos	Zouridakis	1st Street NW	A bus route on 1st st would change the look and feel of the neighborhood, would increase traffic and would make it more dangerous for the many small children that live on and walk by the street.
42	Abi	Strayer	Quincy Place NW	Traffic on first street is already very bad especially heading south towards NY Ave since the installation of the stop sign camera. It will make getting into and out of the city via 395 even more challenging for residents if there's a bus making frequent stops up and down the road.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
43	Megan	Feldman	Bryant Street NW	This will be bad for traffic, bikers, parking, not to mention increased noise.
44	Barbara	Currie	1st Street NW	I don't want a bus coming down First St
45	Seth	Turner	T Street NW	We don't want the bus route going down 1st Street. It is already too crowded!
46	Jay	Kozak	1st Street NW	Street is too narrow and there is already insufficient parking in the neighborhood as it is. Why not send the buses up N. Capitol, which is a major road and only one block away
47	Abhishek	Saxena	1st Street NW	We don’t need bus service on first St
48	Erica	Olsen	W Street NW	Adding more congestion is absurd. Adding noise to a relatively quiet and serene street is absurd. Removing parking spaces is absurd. Bus routes should be on North Capitol street.
49	Marko	Beljak	Flagler Place NW	I am opposed to the proposed bus route on the 1st street
50	Darcy	Watts	W Street NW	
51	Jocelyn	Lee	T Street NW	I want to maintain a quiet but efficient Bloomingdale neighborhood and oppose bringing new bus routes into an already congested historic neighborhood.
52	Andrew	Pfender	Bryant Street NW	The safety of my family and neighborhood
53	Tanya	Sharma	1st Street NW	I'm a neighbor that lives on First Street and the proposed route will adversely affect the street, especially considering it's a direct route to the hospital, and N. Capitol is one block over and has the infrastructure for bus routes.
54	Richard	Maze	1st Street NW	We fear this proposal would make the Bloomingdale neighborhood less safe for pedestrians trying to cross 1st Street, cause significant traffic backlogs and distrupt traffic to Washington Hospital Center for emergency vehicles.
55	Mary Pat	Dwyer	W Street NW	There are nearby major traffic corridors that can better handle this new service adding only a short walk for bus users, whereas First, Bryant and W are purely residential and would be substantially altered by this proposal.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
56	Jonathan	Rash	W Street NW	I want to protect the young children of Historic Bloomingdale from the twin scourges of noise pollution and dangerous traffic.
57	George	Crawford	1st Street NW	A bus route on 1st Street, NW is not in the best interests of Bloomingdale residents, District residents who need bus service, or WMATA. The bus routes need to stay on main roads and streets like North Capitol Street and Georgia Avenue. Someone needing to ride a bus in the Bloomingdale community will be better served by walking the one block to North Capitol Street. WMATA's equipment and personnel will be better utilized by improving bus service on North Capitol Street and Georgia Avenue. Thank you for stopping the C55 route from going up and down 1st Street. The bus should go across 1st Street to North Capitol, turn right and go to Rhode Island Avenue turn right and continue on the proposed route to Florida Avenue. This is a better route that would better serve all stakeholders. Thank you.
58	Ann	Stevens	Adams Street NW	I do not think a bus on First street will help with congestion and will put pedestrians and children in danger
59	Tomas	Encarnacion, Ph.D.	1st Street NW	It's mind blowing that the city will consider adding a bus route in an already congested street with so much traffic traveling to/from a huge medical complex and an expected increase of pedestrians and automobile traffic due to the McMillian housing and medical complexes. We do not want nor do we need the bus route on first street.
60	James	Economides	V Street NW	
61	Jody	Silvio	1st Street NW	Traffic on First St NW already is very heavy in both directions. It's noisy, backed up, and between delivery trucks to restaurants, US Mail, Fed Ex, Amazon, UPS, and idling cars stopping at MiniMart, liquor store, and restaurants First St really can't accommodate a bus route.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
62	Annamaria	Steward	1st Street NW	This will destroy our wonderful tree-lined street and neighborhood. Please keep buses (as you have with large trucks) on the major, wider, thoroughfares! Our hundred year old houses can't take any more major weight disruptions on the street, and there are so many small children and people walking dogs on the street that their safety will seriously be threatened with huge buses and limited sight lines on the street. Major transportation is literally one block away on North Capital. Please keep it there.
63	CELIA DIANNE	BARNES	Adams Street NW	it's not a great ideal to have a bus route on First St NW for reasons mentioned in BCA's responses.
64	Peter	McElligott	1st Street NW	
65	McElligott	Allison	1st Street NW	
66	Lyndsay	Polloway	1st Street NW	
67	Robin	Brooks	1st Street NW	I have a small child who needs to cross this street, and there's already too much crazy traffic.
68	Nancy	Ali	1st Street NW	I do not want a bus route on 1st Street -it will be too noisy!
69	Zamira	D	V Street NW	We already have a very busy-heavy traffic street on one side of the block - North Capitol. If the 1st Street is turned into the same then we effectively will not be able to enjoy our neighborhood with kids , walk out, meet neighbors, have playdates etc. We urge WMATA to not proceed with such plans and conduct the legally mandated consultations with those who will be impacted.
70	Melinda	McKay	Adams Street NW	I believe a bus route down First street will significantly damage the local community in a wide variety of ways.
71	Mike	Stratton	T Street NW	I don't want the bus route
72	Glenn	Love	1st Street NW	First street is already tight and very congested. I often feel unsafe as a biker, as it is. I'd been hoping they'd turn it into a one way street and add a bike lane. This would be the totally wrong direction. And losing our tree boxes would destroy the neighborhood. That shade is the only thing that makes the neighborhood bearable in the summer heat.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
73	Nicholas	Lokker	W Street NW	I agree with all the points it makes.
74	Michael	Olsen	W Street NW	It would be a disaster for the community!
75	Ty	Cobb	1st Street NW	As a resident of Bloomingdale, it's extremely disappointing that WMATA hasn't properly engaged with our community about the C55 bus route proposal. We were not aware of this proposal until recently. Parking in the neighborhood is already tight and uniquely impacts those of us who only have street parking. Any loss of existing parking in our residential neighborhood will take an existing problem and makes it worse. 1st street has already been a traffic safety nightmare. People fly down the road to avoid North Capitol, swerving around people, flipping vehicles, and ignoring stop signs. We should be focused on traffic calming measures, not increasing the complexity of traffic. In addition, It's unclear to me why a bus is appropriate for the street in the proposal yet signs currently limit the weight of vehicles on the street to far less than the weight of a bus. Lastly, Bloomingdale is a historic neighborhood with historic 4 story homes on both sides of the street. The homes have already been impacted by DC Water tunnel beneath First Street NW. Sending large busses down the street will further impact the structural integrity of the homes. Residents of Bloomingdale - especially those on 1st Street - deserve a chance for further engagement on these points. The current process has not allowed for that. I oppose the current proposal and ask that our representatives on the City Council and in the ANC join me to call for more community engagement and alternatives to the current proposal.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
76	Dena	Olyaie	Flagler Place NW	I'm concerned about the traffic this will send down 2nd street, which is the location of two community parks with young children crossing the street
77	Minnette	Bumpus	1st Street NW	Minnette Bumpus
78	Judy	Cobb	1st Street NW	As a partially-blind, 82-year-old resident of First Street NW who does not drive, I have serious concerns about pedestrian safety. If the proposed Route C55 is added to First Street and a bus stop is established at V Street NW steps where I live, WMATA will contribute to additional reckless driving in our community that will risk my safety. The removal of parking spaces to accommodate the bus route would make walking even more dangerous. The parked cars currently provide a buffer between pedestrians, car traffic, and cyclists. Without them, navigating the sidewalks would become significantly more perilous for seniors like me. This is a residential neighborhood with many cars and commuter traffic speeding down First Street, consistently failing to stop at the intersections. Instead, we desperately need our ANC, Councilmember, and DDOT to add speed tables at the intersections to slow down traffic and make our streets safer for everyone, including people like me with mobility and vision challenges, as well as my neighbors and other Bloomingdale residents and visitors with children and dogs.
79	James	Easaw	1st Street NW	as a long term 1st Street owner, I know that having busses transit this street is unsafe for its residents and regrettably will undermine the stability of the historic homes. We have for decades seen our foundations crack and our floors buckle from oversized trucks transmitting at all times of the day and night. Adding busses will only exacerbate these problems.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
80	Jerry	Cobb	1st Street NW	As an 83-year-old resident of First Street NW, I am deeply troubled by the proposed Route C55 and the addition of a bus stop at V Street NW. The removal of parking spaces would eliminate the protective barrier for pedestrians, making it even more dangerous for seniors like my wife and me to walk safely on our street.
81	Barbara	Wilson	1st Street NW	I oppose WMATA's plan to run bus route through my community
82	Sara	Delach	U Street NW	
83	James	Martin	1st Street NW	Traffic, loss of parking, and the decaying roads and sinkholes.
84	Jacob	Mueller	1st Street NW	1st Street isn't designed to support the proposed bus route
85	Cindy	Poss	1st Street NW	First Street is too narrow for a bus. The noise will disrupt a quiet peaceful community and the exhaust fumes will pollute our neighborhood, home to happy children.
86	Adrienne	Bory	U Street NW	
87	Yavar	Moghimi	V Street NW	1st street is not meant to be a major bus route and will not ease congestion on this residential street
88	Brian	Albert	Flagler Place NW	Bloomingdale does NOT want or need this bus lane. I would be afraid to let my children play outside with such an increase in traffic and congestion
89	Shelly	Parker	1st Street NW	I am against this bus route being on 1st st nw
90	Sandra	Barkley	W Street NW	Our neighborhood already has enough traffic. Adding a bus roite is a bit overwhelming.
91	Jiakun	Cheng	Seaton Place NW	Traffic is already congested on 1st St and dangerous for residents since many don't stop at the stop signs. Introducing a bus route on a single lane street passing through a residential area is only going to encourage more reckless driving and increase risks for pedestrians in the neighborhood.
92	Pietro	Galassetti	1st Street NW	The bus would create an enormous disruption in traffic, reduce parking, increase noise and confusion, increase danger to pedestrians, and Create gridlocks at turning points where buses do not have enough room to maneuver

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
93	Karl	Gerner	S Street NW	I would strenuously oppose the removal of sidewalk/planter space or cutting back of trees on first street to accommodate this new route.
94	Nicole	Guise	1st Street NW	I am concerned about the overall safety and quality of life in the community if a bus route is added on First St NW. Safety- the street is narrow and already presents with challenges when attempting to safely exit your vehicle with children, groceries etc. when parked on the street. Quality of life- increased noise and traffic in the community that will be in addition to the sirens and congestion caused by the 3 hospitals at First and Michigan. Solution- increase the frequency of the bus routes on North Capital St which is better equipped to handle buses with 3 lanes in each direction.
95	Derek	Marks	V Street NW	I am deeply concerned about the safety of pedestrians on 1st Street. In the six years we've lived on 1st, we've witnessed numerous accidents and road rage incidents. I worry about the families and their children who live on the street.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
96	Carolyn (Rosie)	Fischl	W Street NW	Any bus routes added to the neighborhood should be added on streets where bus routes already exist. Bloomingdale is already supporting more traffic than is safe, and a bus route on 1st will take away the only residential N-S street connecting Rhode Island to Bryant within Bloomingdale borders. North Capitol is a major, busy, dangerous street on our Eastern border. 2nd St serves as a "pass-through" street alternative for all DC services: police, water, parking, public services, etc. while also supporting the G2 bus route and all of Howard campus buses, not to mention the late-night drag racers. 3rd street runs through Thomas Circle (where many use the benches), LeDroit Park, and DC public housing. Putting a bus route on 1st would eliminate any safe N-S streets for residents, pushing all pedestrians, cyclists, scooters, and local traffic to Flagler, which is a narrow, 1-way street that can barely support the current traffic.
97	Alison	Herbert	1st Street NW	New bus line will eliminate parking spots and further disrupt the traffic flow on 1st street
98	Saima	Ahmed	Channing Street NW	Logically it serves no purpose to make the bus go down 1st Street for 6 or so instead of North Capitol that has the width and bus stop infrastructure already in place. Adding this bus route to 1st Street will exacerbate congestion and parking issues and potentially cause road blocks on one of the main routes to WHC for emergency vehicles. Not to mention 1st Street is already constantly plagued by hit and run accidents at all times of the day or night.
99	Donna	Dorsey	1st Street NW	To oppose the bus route on First St NW to what I read about in this petition.
100	Malcolm	Phelan	1st Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
101	Nelson	Marr	Adams Street NW	I AM EXTREMELY CONCERNED ABOUT PEDESTRIAN, BICYCLE, AND SCOOTER SAFETY ON A RESIDENTIAL STREET THAT IS ALREADY TOO DANGEROUS AND OVERLOADED WITH TRAFFIC. I HAVE LIVED IN BLOOMINGDALE FOR OVER 22 YEARS AND THE PROBLEM ONLY CONTINUES TO GET WORSE. NORTH CAPITOL ST IS ONLY ONE BLOCK EAST AND MUCH BETTER EQUIPPED TO HANDLE A BUS ROUTE.
102	Sean	Sullivan	Bryant Street NW	I just wanted to share my concerns around WMATA's proposed elimination of the G2 bus route. This would significantly impact my work commute, as I can take the G2 all the way to 23rd & P & walk the rest of the way. Other neighbors in LeDroit Park would be forced to walk to RI Ave or Shaw/Howard metro. I fear for those who have mobility issues and the fact that there would be no direct replacement route for the G2 is very concerning. In my view the proposed D92 runs too far south along P for any reasonable connections to Bloomingdale. The convenience of the G2 for LeDroit Park/Bloomingdale folks cannot be overstated. WMATA would be making a drastic mistake to eliminate this route.
103	Marcia	Blacken	Flagler Place NW	It will cause more non-local traffic down our residential streets. 1st street already gets a ton of traffic with cars speeding through. We have children and this is a dangerous stress to add to 1st street
104	Andrew	Schaefer	1st Street NW	A bus route seems like a terrible idea for 1st street, which already sees a lot of traffic for a very residential area
105	Sarah	Stumpo	1st Street NW	Parking and First Street is not right!
106	Regina	Mirabito	1st Street NW	
107	Miguel	Segoviano	1st Street NW	I agree with all points made by members of the Bloomingdale community agaist the bus route
108	Garrett	Hernandez	Bloomingdale Court NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
109	Sherry	Howard	1st Street NW	There is heavy traffic daily on First St and gridlock more often than none and the additional fumes from the buses are a concern for my health.
110	Robin	Cunningham	1st Street NW	I oppose the bus on 1st St
111	Begonia	Vázquez Santos	S Street NW	It is inconceivable to turn 1st street into a major bus route street without converting the area affected in a non walkable area, we are surrounding by streets (North Capitol, Rhode Island, Florida) that are non walkable, impossible to use for anyone with any minor physical disability and heat islands. Respect the rights of pedestrians and recognize the enormous toll this neighborhood pays being surrounded by these major high traffic arteries, use those.
112	Amanda	Swanson	1st Street NW	The 80 and G8 already service this area, literally one block away. There is no benefit from another line. And we cannot lose any more trees to road construction in this area!
113	Lauren	Ketchum	1st Street NW	
114	Cherabil	Lawag	1st Street NW	Im concern resident of the the area and i believe it will cause danger and additional hassle to the one living in our community
115	John	Strickler	1st Street NW	Because I am very concerned about the noise, traffic, and impact on cycling on my street.
116	Marybeth	DeGrave	1st Street NW	It’s 7 blocks of bus service that is already served 1 block over to the east by the 80 bus. I just don’t get it. Also, there is supposedly a 1 1/2 ton weight restriction on First street although you wound don’t know it by the lack of enforcement. What happens when someone is double parked and an ambulance is racing by to or from the hospital center?

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#	First Name	Last Name	Street Name	I'm signing this petition because...
117	Charlotte	Jahn	1st Street NW	Expanding the street via remove tree cover decreases the already limited mature tree cover on 1st that is key to keeping the city and residents cool. i was unaware of this bus route plan until I received the petition and it seems like a major change that should have been up for public discussion for those immediately impacted and those one the surrounding streets that will see an impact of heavier traffic as a result. 1st street traffic is already heavy enough being a north south vein from above the reservoir and this will force that traffic to impact the surrounding side streets as people try to get around buses. If there is a way to have the stops be at the top of the hill by the new rec center and then at the bottom at Rhode Island, that might be a happy medium allowing for the route but not adding disruption via frequent stops/no expansion of lanes requiring removal of mature (or immature!) trees/limiting traffic disruption on side streets (since it would only hold traffic twice)….this does not address weight/road damage concern though. thank you for sharing this information with the neighborhood.
118	Warren	Randolph	1st Street NW	To the best of my knowledge, WMATA and elected officials have not performed due diligence and are not dealing in good faith as they have failed to engage Bloomingdale residents. I'd like to see the data supporting the C55 route decision. Further, I'd like to see where the emergency response community has weighed in as several response vehicles use 1st St for access to the medical campus at 1st and Michigan. Will the C55 impede emergency services?
119	Shea	Van Horn	Adams Street NW	Adding a bus route on 1st Street will be a nuisance and appears to violate regulations. Recommend North Capitol instead.
120	Amy	Gillies	W Street NW	A bus route on First would create safety, traffic, and noise issues. The road is too narrow, we anticipate increased traffic due to the development at McMillan, and parking would be challenging for residents. Please don't allow this!!

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
121	Jeffrey	Goldberg	1st Street NW	
122	Patrick	Sullivan	1st Street NW	The 80 route already serves this area in an effective manner.
123	Mica	Cohen	V Street NW	
124	Robert	Wittig	U Street NW	It's challenging enough already to drive a car or ride a bike on 1st NW. Can't imagine adding busses to the mix, it's not wide enough. Plus I assume that there will be multiple bus stops on either side which will worsen an already challenging parking situation.
125	Jody	Silvio	1st Street NW	There currently is more traffic, double parked cars, restaurant traffic in 1St Street than it can handle. We do not need a bus route, too.
126	Erica	Moltz	T Street NW	I do not want a bus route on First St NW
127	Helena	Okolicsanyi	Bates Street NW	While I use the bus often and frequently, I believe the proximity to the 80, P6, and 90, and 92 buses is too close for this bus idea. First street already is VERY congested during the school year with three schools right near 1st street and it's access to 395 for New York Avenue. I think a better alternative would be somewher else. As someone who lives just steps from 1st street, this would not be a good idea to have the bus lane right on 1st street due to the congestion, safety, and increased traffic on a two lane road. I am not opposed to buses, but this does not seem like a very smart idea given the four other bus routes just a block away from this.
128	Brenna	Blakey	Rhode Island Ave NW	There are tons of accidents already in Bloomingdale, given the congestion, and a new bus route will only make it worse. This is a family-friendly area where the safety of pedestrians should be of utmost importance.
129	John	Felicio	1st Street NW	It will ruin the neighborhood. North Capitol seems a better route to use without disruptive to the neighborhood.
130	John	Felicio	1st Street NW	There are better options for this new bus route. Recommend North Capitol instead.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
131	Ashley	Svrcek	Bryant Street NW	I am an avid rider of the G2 and H2 lines. And my partner takes the 80 bus. It's my understanding that at least two of these heavily ridden lines are being removed and I see no advantage to the C55 busline. It drives down a street that is easy enough to walk and doesn't do a whole lot of good to get us to a new location. Maybe closer to another busline - but it doesn't seem like the right tradeoff for the other more direct buslines already in order. Plus there is that is way too much bus traffic for a small street that already sees it's fair share of traffic. Adding busses both ways every 30 minutes disrupts the street, the neighborhood and the pedestrians who are already making this walk.
132	Angela	Jones	Randolph Place NW	Buses along First St. will cause too many issues who live here
133	Laurine	Thomas	Bryant Street NW	The area is already too congested and will worsen with the MacMillan development. It is not clear that any Bloomingdale residents have requested this bus route. People can take buses on Michigan or Rhode Island and get needed physical activity walking between the two avenues.
134	Chloe	Stewart	Adams Street NW	I do not want excess traffic in our neighborhood. people can use the buses on North Capitol
135	Dwayne	Bell	1st Street NW	
136	Rebecca	Parks	Bloomingdale Court NW	Concerned about increased traffic on 1st St, which is already over-crowded with vehicular traffic that poses a threat to pedestrian and bicycle users.
137	Wayne	McKinnon	1st Street NW	I oppose
138	Lamar	Grigsby	1st Street NW	We have handicap parking signs for senior citizens who park in front of there homes.
139	David	Archer	1st Street NW	The disruption sounds insufferable.
140	Alex	Dunn	1st Street NW	I stand with keeping a bus line off of 1st St. NW

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
141	Leslie	Backoff	1st Street NW	First street is a heavily trafficked road with stop signs every block. With commuter traffic this road is already busy enough during rush hour. It's a beautiful street where neighbors enjoy walking for commutes or leisurely. Adding a bus route will create even more congestion and take away from the beautiful and historic street.
142	Matthew	Shepherd	1st Street NW	I'm concerned about safety, congestion, and more that this bus route would introduce to first street.
143	Davida	Connon	1st Street NW	I don't want the bus line - I have young children and value Bloomingdale's historic and quiet, residential character.
144	Alastair	Volek	1st Street NW	First Street is too small for a bus lane! Let's use the infrastructure we have already on North Capitol Street.
145	Eric	Niebuhr	1st Street NW	I'm especially opposed to this bus route if it calls for removing of tree box gardens. The trees and gardens of this street is what gives a charming character and calming atmosphere. First Street is one of the most beautiful group of neighborhood blocksin DC. Please don't use this street for a bus route when North Capitol is just a block away ; it has already established bus stops, and would be more suitable.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
146	Bradley	Scarborough	1st Street NW	Where is the data that supports the need for the additional bus service? There is bus service on N Capitol - 1 block over. There is no congestion on 1st street. The neighborhood is an established neighborhood - there are no significant amount of new residence moving in within the boundaries of this new route. It doesn't make sense to me that all of the sudden you need bus service in 1st I think the better plan to alleviate traffic On first Would be to build a left-hand turn lane from North Capitol northbound onto Michigan Avenue. Because there's no turn lane it creates the back up on first Street When traffic is heavy. And by the way, traffic is only heavy at 7 AM in the morning and 3 PM in the afternoon. I am absolutely opposed to adding bus service on 1st St., Northwest between Rhode Island Ave. and Bryant Street. I do not see or anticipate a growth of residence along the street that would warrant such a disruption to an establish neighborhood of residence. Councilman Parker if you continue to choose to pursue establishing a bus route on first you'll do so at your own political peril.
147	Shelly	Kodua	1st Street NW	I'm against implementing bus route c55 on first st. Traffic and parking will become a major issue
148	Joseph	Smallwood	1st Street NW	I STRONGLY OPPOSE this poorly conceived route plan which quantifiably will do nothing to alleviate the congest we all experience daily up and down 1st ST NW. I live on first street, and despite personally having to endure this daily traffic along with all the other commuters, a bus route will do nothing to fix the problem, but conversely create others for our community.
149	Patrick	Cheek	U Street NW	1st Street NW is already overcrowded and is a pass through street for all of the congestion on North Capitol Street. Tired of our neighborhood not being treated like a ZONED residential neighborhood.
150	David	Dickerson	T Street NW	Putting buses on 1 St is a ridiculous idea.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
151	Sydney	Johnson	W Street NW	I am a homeowner on W Street. 1st Street NW is a street used to walk my child up and down the neighborhood on a daily basis. It is the ONLY route to walk north and south to the hospital and new community center, given how busy North Capitol is. Allowing 150 bus trips up and down First Street every day will fundamentally change the neighborhood and negatively impact our safey. I vehemently oppose adding these bus routes.
152	David	Johnson	W Street NW	Running buses on First Street NW, particularly between Rhode Island and Michigan Ave NW, is a TERRIBLE idea and would be absolutely disastrous for area residents. First Street NW is the primary walking, cycling, and stroller artery for this area's families, and especially children, who use this area to access the five nearby parks that border First Street NW. First Street is very narrow with single-family residences on both sides, meaning that buses running through this area would dramatically harm the use and character of this neighborhood. I am, frankly, shocked that running buses on this road is even being considered, and question whether WMATA has appropriately evaluated the legality of this proposal. This is an area that is already bordered by major roadways, including North Capitol, 4th Street NW, and 7th Street NW, that are far better suited for bus routes and stops and do not share the same residential characteristics as First Street NW, and thus would be far less obtrusive and damaging alternatives.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
153	Sasha	Clayton	S Street NW	it would eliminate parking, and/or sidewalk infrastructure (like tree boxes), and would add to the traffic congestion on first, rather than alleviating traffic. There are a ton of kids in Bloomingdale, and a fleet of buses raises lots of safety concerns. If the weight of buses would impact the roads, that's another big reason. Finally, there's a viable thoroughfare 1 block over on N. Cap that's designed to handle bus traffic! I don't see the benefit of having a bus line up first street.
154	MITCHELL	LONDON	Adams Street NW	
155	ASHLEY	Van Waes	1st Street NW	i am opposed to a bus on first street for all of the reasons mentioned
156	Camille	Sample	1st Street NW	As a homeowner on first street, I vehemently oppose the addition of a bus route on first street and all the noise, disruption, and property damage that would result. North Capital street is a much more appropriate route for the bus.
157	Gabrielle	Arencibia	U Street NW	
158	Khalid	Jewayni	1st Street NW	I do not want buses on 1st street
159	Ivone	Gopaul	U Street NW	I object to having a Metro bus on First Street, NW
160	Scott	Graham	1st Street NW	I 100% oppose any bus route on 1st Street for all the reasons mentioned in this petition
161	Jenna	O'Steen	Adams Street NW	
162	Robin	Sawyer	S Street NW	While having a bus option is nice, one running on 1st street, which is mostly residential is not the answer. Traffic will be worse, and there will be a significant burden on existing residents.
163	Andrew	Hebbeler	V Street NW	I love buses but routing it thru the bloomjngdale neighborhood versus one block over on n capitol st will cause significant neighborhood challenges.
164	Julie	Van Thof	1st Street NW	Preserve neighborhood character & diminish traffic
165	Carol	Guarnieri	1st Street NW	
166	Erica	Moltz	T Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
167	Casie	Knowles	1st Street NW	I do not want to lose the quality of our beautiful neighborhood to extreme traffic and continued street damage.
168	Joe	Levesque	W Street NW	First St is a street that already backs up extensively at rush hour thus this is not a good street to have buses traverse every 30 minutes. 4th st NW is a better street for the C55. Also I liked the G2 which traveled west to downtown and Georgetown. It will be replaced by C55 which terminates in Tenleytown.
169	Laura	Olsen	1st Street NW	Too much noise, removes too many parking spaces and the wear and tear on the exterior of our homes, brick cracking etc.
170	Susan	Ludwig	1st Street NW	Too much noise and use of previous parking spots. N Capital is 1 block away with bus stops
171	Joseph	Hudson	1st Street NW	I'm worried about safety
172	Sean	Williams	Rhode Island Ave NW	1) This information should have been more broadly communicated 2) buses going up and down 1st st, which is already tight, does NOT seem like a logical idea. So so so many pets and children.
173	William	Thornton	W Street NW	N cap is a much more suitable street for bus service. There are already bus stops installed, it's a much larger volume street and primarily, when shift changes cut at Washington hospital center, there is at least a 5 block backup on 1st street headed south towards Rhode Island Ave. The bus will always be behind schedule stuck in that traffic. It is NOT acceptable to remove street trees on 1st to add a bus route when infrastructure exists one block over.
174	Chris	Villar	W Street NW	1st street is already crowded and a bus line would add an unnecessary element of traffic, congestion, and delays. All of which is likely to only get worse anyway with the build of our Reservoir District and the additional population there. Roads like North Cap are far better suited for buses.
175	Shane	Austin	W Street NW	First steeet NW is too small for a bus route and most residents only have street parking as an option.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
176	Roxanne	Wallace	1st Street NW	As a First St NW resident I have very strong concerns for a regular bus route on my street. I live neat a corner and have seen too many incidents of commuters, not Bloomindale residents, ignoring stop signs and putting pedestrians in danger. I feel a bus would add to complications of pedestrian visibility. This is a neighborhood where residents walk a lot! That's why we live here, it is a walkable community.
177	Patrick	Kane	1st Street NW	
178	Jeff	Leone	1st Street NW	This is bad for residents, bad for the historical nature of the neighborhood and unnecessary.
179	Nicole	Bonoff	North Capitol Street NW	This bus route is a solution in search of a problem. 1st St NW is already congested and dangerous due to drivers trying to bypass North Capitol. There have been numerous accidents already, which adding a bus route won't help since these long-distance commuters will not be using this route. While there will be a need for more buses to service McMillan/Reservoir District, there is no need for those people to be routed through a quiet residential neighborhood where they are unlikely to exit. Keep the route going through 4th St NW. Actual residents of Bloomingdale above Rhode Island use the buses on Rhode Island perfectly fine to commute downtown.
180	Neil	Stenhouse	North Capitol Street NW	
181	Torrey	Shearer	W Street NW	I oppose additional traffic on 1st St.
182	Joseph	St Germain	1st Street NW	Keep Bloomingdale quiet

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
183	James	Myers	W Street NW	I oppose the proposed new bus route alignment for the following reasons: #1. Only 1 block to the east of 1st St. NW, and directly parallel to the proposed bus route along the length of 1st St. NW, is North Capitol St. NW – which is a major traffic artery already very well-suited to and used by heavy vehicle, bus, and truck traffic! – that already has the needed bus stop infrastructure for any new bus route near the Bloomingdale neighborhood. Anyone wishing to board a proposed bus along 1st St. NW would not be overly inconvenienced to instead walk the 1 block to N. Capitol St. (as many already do) to an existing bus stop! Not incidentally, the use of such existing infrastructure would of course save considerable financial resources for WMATA. #2. First St., by its very nature as a narrow strictly residential street, is simply not suitable for one-way bus traffic let alone 2-way bus traffic! What happens when the inevitable FedEx, UPS, or other delivery truck encounters a bus going in the opposite direction and there is no room to pass? Even now, there is often a very touch-and -go squeeze getting past an oncoming smaller truck or even a larger passenger vehicle! #3. There is already very heavy vehicle traffic on 1st St., especially during the THREE times a day when there are overlapping shift changes at the FOUR major hospitals at the north end of 1st St. (Neighbors already know to avoid 1st St. and the long backups during these major choke periods.) What happens to the scheduled times of all the busses sitting in this traffic?

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
183	James	Myers	W Street NW	*Continued* #4. By the way, do not expect any proposed new east-west bus route to do anything at all to alleviate this heavy north-south traffic – much of which originates from drivers coming from or heading to points south, including the I-395 tunnel, who are seeking an alternative to North Capitol St. #5. It is widely anticipated that the existing, already heavy traffic on 1st St. will be greatly exacerbated from the additional commercial and residential traffic ensuing from the ongoing mega-development at McMillan Reservoir as it nears completion. Heavy buses chugging along 1st St. would only promote even more congestion and longer delays for neighbors simply trying to go about their own business. #6. Although I do not rely on 1st St. for vehicle parking, I absolutely do agree with widespread neighborhood concerns about removing numerous parking spaces to accommodate all the new bus stops. That would naturally just put pressure on the existing parking on the various side streets. #7. And why, in the very first place, must any proposed bus route have to be two-way? And with the attendant need for double the number of bus stops and double the number of lost parking spaces? At the very least, any proposed new bus route should have been planned as a short loop at its eastern end (as is the existing G2). Why would such a bus route not at the very least be a one-way loop? #8. All corners on 1st St. are very, very tight, owing to DDOT bollards that extend into the roadways on all four corners of intersections. In a very practical sense, how exactly then, is an eastbound bus on Bryant St. supposed to take a very hard right turn onto 1st St. southbound!? Or vice-versa!? Extremely unwieldy if not impossible to achieve without a major traffic backup and having to execute a 3- or 4-poing turn!! ~~ James Myers

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
184	Michael	Mendelson	Bryant Street NW	There are better options than running the bus down a narrow, relatively quiet street.
185	Tiffany	Derentz	1st Street NW	I don’t want a bus route on 1st street!
186	Landon	Derentz	1st Street NW	I do not want a bus route on 1st St.
187	Kristen	Bennett	1st Street NW	As a parent and neighbor, I have serious concerns about the increased traffic safety issues in a neighborhood densely populated with families. We already have commuters flying down 1st. The decreased visibility and additional traffic from the bus routes will undoubtedly make 1st St less safe for pedestrians, most importantly young children. And the talk of removing of greenery/tree boxes in a neighborhood that already needs more mature growth trees and shade is infuriating.
188	Kevin	Bennett	1st Street NW	Because this would disrupt our peaceful residential neighborhood. We already have too much noise. We need parking and want the plant growth that would be removed. We have a n 8 month old and a dog and believe there are real bus safety concerns. Further, there are already bus stops on Rhode Island and North Cap. This is a destructive and unnecessary plan. We are furious and will be single issue voters on this.
189	Rick	Heath	1st Street NW	The additional traffic and removal of parking spaces will significantly worsen the quality of life for our residents. As a parent with young kids, we chose to live in Bloomingdale due to the quieter, peaceful nature of the neighborhood. Having a major bus line run by our house for 19 hours each day will destroy the very reasons we love living here.
190	James	Johnson	1st Street NW	I am highly, admittedly, strongly, extremely and emphatically against this bus route on first st NW .
191	Ken	DeGrave	1st Street NW	I don't think busses are a good fit for 1st St.
192	Izzy	Thissell	1st Street NW	
193	Vincent	Culliver	2nd Street NW	
194	Sarah	Peck	W Street NW	Neighborhood concerns
195	Ed	Wood	3rd Street NW	I think the bus should stay on 4th st

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
196	Dakota	Johnson	Bryant Street NW	A bus route down 1st street nw in the Bloomingdale neighborhood would be detrimental to the whole neighborhood. It would take away from the neighborhood feel while also taking away much needed parking spaces and adding to already worrysum traffic conditions! There are already bus routes on north capital and part of 2nd street nw. I vehemently oppose this prosed bus route through our neighborhood home!
197	Daniel	Maloney	U Street NW	Protect environment from less trees and more polusion
198	Tim	Vaske	U Street NW	
199	Daniel	Pichl	Seaton Place NW	1st street is not suitable for heavy bus traffic
200	Sean	Boylan	U Street NW	It’s just going to be more riff raff to our neighborhood. Make the bus route go up cap and across Michigan
201	Neal	Herman	W Street NW	I am opposed to the location of the route along 1st Street NW when 2nd Street would be a better alternative. First Street is already very congested, and USPS, UPS and FedEx trucks routinely double park, thus constricting traffic flow to one lane to go around. Cars can squeeze through, but trucks, and by extension, buses, often can't, making for multi-block-long back ups. Please move this to the less-trafficked 2nd Street, instead.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
202	Ken	Kriese	Bryant Street NW	I'm not opposed to a new C55 bus, but Bloomingdale and Ledroit Park already have a bus that passes through the neighborhood with a starting/stopping point at 2nd St NW and Bryant St NW - the G2, a bus route WMATA plans to eliminate. With the loss of the G2, WMATA should use the existing G2 route from Florida Ave up 4th St NW for the C55 rather than using 1st St NW. - It's an existing known route that serves Bloomingdale, Ledroit Park and Howard University. - The C55 does not need to travel on Rhode Island Avenue; the G8 already serves that route. - 4th St NW already serves as a pass-through for traffic so is a better fit for a bus route. 1st St in contrast is the heart of Bloomingdale, a residential street designed to access the neighborhood by residents and heavily used by pedestrians and bicyclists. - The neighborhood has already had issues with reckless speeding drivers up and down 1st St NW with accidents, damage to cars parks on the streets, several hit and run incidents, and other problems by drivers using 1st St NW to pass through the neighborhood simply to avoid traffic on North Capitol St. Adding a bus line will only exacerbate these problems. If WMATA wants a C55 bus, they should route it from Florida Ave up 4th St over the existing but soon to be eliminated G2 route.
203	Roderick	Terry	R Street NW	I'm opposed to the bus route on First Street, NW

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
204	Benedict	Aspero	S Street NW	1. G2 removes the communities ability to cross town, for example, traveling to to Georgetown Hospital for healthcare and cancer care and the G8 removes access to the city core while the new C55 directs the community in the OPPOSITE direction north to Tenleytown and is redundant of existing and accessible Florida Avenue buses. 2. Implementation and removal of weekend service, adversely impacts, finances and quality of life for low income and handicap riders each of whom are dependent upon weekend accessibility. This unnecessary and avoidable change incurs higher commuting costs while unfairly forcing them to spend more time in transit. 3. Metro clearly thinks nothing of destroying the cultural fabric of this small community of Bloomingdale by installing a half hourly bus line through a residential non-commuter corridor that has not asked for it nor desires it. 4. First Street already experiences daily heavy north and southbound traffic from the Washington Hospital center to Rhode Island Avenue. Shortly, the Reservoir development will dramatically increase this daily rate further. Adding half hourly C55 buses traversing it will degrade the Bloomingdale community and acutely Bryant and First Street residents quality of life, create further avoidable traffic congestion in a zoned residential area with stop signs at EVERY intersection and streets simply not designed or engineered for high frequency traffic let alone high frequency buses. 5. This proposal is simply unfair, unreasonable, unnecessary and unacceptable.
205	Sherrice	Smith	1st Street NW	I so not want the bus route and I know that the added weight of the buses on this street will damage my home and affect the safety of all resisents

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
206	Courtney	Parson	1st Street NW	I oppose buses on 1 st., due to small streets, damage to housing infrastructures and already the lack of parking. I need a car to transport my mother to her doctor's appointments because she does not drive. I have spoken with several people who are elderly that still drive themselves to appointments and cannot take a bus and need parking. If buses were to come down 1st. street, it would cause a severe challenge for me and my loved ones.
207	Clarence	Labor	1st Street NW	Because of the included reasons that affect the neighborhood and particularly homes on the proposed route on 1st Street, NW.
208	Pamela	Oliva	2nd Street NW	I am concerned about increased traffic and its effects on pedestrian safety
209	Edward	Macallister	V Street NW	
210	Greg	Fuller	1st Street NW	First Street is not suitable for buses because it is too narrow. The only means to widen the lanes of traffic would require eliminating a lane of parking and/or tree boxes. Parking is already limited for residents, visitors, and short-term rentals. Adding buses to 1st Street NW will increase traffic congestion, make the narrow street more dangerous for pedestrians, cyclists, and children, and exacerbate existing traffic problems. The weight of buses could damage the historic homes and infrastructure, particularly given the existing issues caused by the DC Water project and the proximity of the water tunnel.
211	Michael	Mugo	1st Street NW	
212	Ryan	Payne	1st Street NW	
213	John	Allen, Jr.	1st Street NW	
214	Marsha	Henderson	1st Street NW	
215	Wade	Henderson	1st Street NW	
216	Karen	Randolph	1st Street NW	
217	Anthony	Randolph	1st Street NW	
218	Gaynell	Thompson	1st Street NW	
219	Juniors	Thompson	1st Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
220	Ernest	Emrich	1st Street NW	
221	Alice	Thompson	1st Street NW	
222	Lynwood	Guise	1st Street NW	
223	Craig	Bowman	1st Street NW	
224	Brienna	Yonger	1st Street NW	
225	Ethan	Jenkins	V Street NW	
226	Arcadia	Trvalik	V Street NW	
227	Shivese	Smith	1st Street NW	
228	Mary	Felder	1st Street NW	
229	LaVenice	Lucas	1st Street NW	
230	Shirley	Lucas	1st Street NW	
231	Promis	Crawford	1st Street NW	
232	Marshey	Crawford	1st Street NW	
233	Eric	Melton	1st Street NW	
234	Mphatso	Matenda	1st Street NW	
235	Rose	Kumsinda	1st Street NW	
236	Chiko	Matenda	1st Street NW	
237	Flin	Hyre	1st Street NW	
238	Terrence	Wilson	1st Street NW	There is no room for a Metro bus to safely drive down first street without eventually causing some sort of accident
239	Yolanda	Hawthorne	W Street NW	The safety of our children in the neighborhood. I love all the trees along First street, I especially love the peace and quiet once you leave the hustle and bustle of NC, RI and Michigan Avenue. Our quality of life matters too as oppose to catering to new condo residents. We have plenty of bus routes along NC, Michigan Ave ,(H buses) , RI Ave, the Howard Bus which goes to GT. New condo development and now we need a “better bus” plan for who…..transient condo residents join the neighborhood and walk to NC, RI and MI - I’ve been doing it for over 2 decades.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
240	Mark	Frye	1st Street NW	Buses would increase congestion, not relieve it
241	Pamela	Cheers	1st Street NW	Traffic issues with the bus route and there exists a bus stop on North Capitol Street to accommodate those who wish to go to the new park.
242	Marie-Helene	Cloutier	1st Street NW	I absolutely do not want the bus route on first street because of likely damage to infrastructure, increased traffic, reduced security for my children, noise. It would make way more sense to add a bus to North Capitol where stops already exists and infrastructure are appropriate
243	Mary	Booth	1st Street NW	I'm concerned about structural impacts to our historic neighborhood still reeling from the Boundary Tunnel work
244	Fuad	Abdulrahman	1st Street NW	There is no need to have a bus line when there is a major road on north capitol that can accommodate and have been accommodating traffic! This is and have been a kid friendly street and addition of bus lines will add traffic and everything else it brings to small children. There are major cross streets that can busses already use, we the neighborhood has always been ok to walk a block for a bus line. This is ridiculous and obviously planned by a person not living or understanding DC!
245	Jessica	Bryant	1st Street NW	Proposing added congestion to a busy street.
246	Jessica	Briscoe	W Street NW	I run and bike on this road, there are kids frequently on this street, there is a bus route on 2nd and W already and North Capital already. I do not want a bus on first street, it will be loud and worsen traffic through a peaceful neighborhood. The peace is why I bought my condo here, this will drive down my property value. There are places people can take the bus if they need. If anything we need a bike lane on first and as it is there is no room. NOT buses.
247	Nicholas	Bartz	1st Street NW	
248	Haley	Dorgan	1st Street NW	
249	Jude	Volek	1st Street NW	
250	George	Smith	1st Street NW	

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#	First Name	Last Name	Street Name	I'm signing this petition because...
251	Eric	Hagersun	1st Street NW	
252	Jacob	Castellaw	1st Street NW	
253	William	Pullen	1st Street NW	
254	Chris	Mahony	North Capitol Street NW	
255	Memmi	Rasmussen	U Street NW	
256	Lillie	Shallowhorn	Randolph Place NW	
257	Alex	Sugg	Randolph Place NW	
258	Gavin	McNeely	1st Street NW	
259	Cris	Misheur	Randolph Place NW	
260	Catherine	Laidlaw	S Street NW	
261	Evan	Delorte	V Street NW	
262	Kelly	McCarthy	S Street NW	
263	Alex	Lescroart	Seaton Place NW	
264	Mia	Carosi	V Street NW	
265	Liz	Ducey	V Street NW	
266	Joya	Banerjee	V Street NW	
267	Kristine	Sowers	Randolph Place NW	
268	Noa	Saint-Marc	P Street NW	
269	Teri Janine	Quinn	2nd Street NW	
270	Nathan	Swinton	V Street NW	I oppose the proposed bus line and am in favor of protecting the safety and integrity of 1st Street between Rhode Island and Bryant
271	Shane	Young	Adams Street NW	I walk my dog up and down first street and the lay thing we need is more traffic. There's already bus lanes on capitol. Why do we need more?
272	Vittorio	Pomante	Seaton Place NW	

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#	First Name	Last Name	Street Name	I'm signing this petition because...
273	Rachael	Honick	1st Street NW	First st has a significant number of young families, many of whom walk or bike down first street to daycare or school. A bus route would place imminent danger to the children in our community who rely on first Sts limited traffic and pedestrian and bike friendly community. Further, I bought my house expressly because it was not a busy road and did not have the noise of a major bus route. Placing a bus would immediately devalue neighborhood property values and negatively affect our community.
274	Tyler	Pabst	1st Street NW	To stop a bus line being put on 1st street.
275	Richard	Rossi	3rd Street NW	
276	Christopher	Bone	1st Street NW	
277	Susan	Van Steen	1st Street NW	This is a quiet neighborhood with busy streets very near (Rhode Island, Florida, Capitol) which are more appropriate for buses
278	Tchi	Sogoyou	Thomas Street NW	I'm highly concerned about increased congestion, damage to the era and the inevitable negative downstream impact on this historic district considering the known structural issues with the First Street Boundary Tunnel, as well as WMATA not conducting proper communication due diligence by actively engaging and listening to the voices of concerned Bloomingdale residents, like me, who oppose the C55 to run on First Street.
279	Eddie	Massello	Thomas Street NW	First Street is already congested enough and cannot handle bus traffic in its current state. The answer is not to reconfigure first street to accommodate bus traffic, but rather leave the existing G2 route in place. Bloomingdale already has had its share of infrastructure issues in the past, and allowing buses along first steet where the new drainage tunnel is seems like it's inviting more bad news. This is a move that does not support the needs of the Historic District, but the needs of the new Reservoir District. North Capitol is more than suited to handle the traffic as opposed to the stretch of First Street.
280	Emma	Muir	Thomas Street NW	Concern for additional traffic and crime in our neighborhood

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
281	Maia	Gantcheva	Thomas Street NW	I'm a mom to a one year old. We walk up and down 1st street all the time! Even more now that the park at McMillan is open. Adding a bus route on 1st street would be extremely disruptive to our life. I ask respectfully and sternly to consider running the bus route on north capital instead.
282	Marc	Lavine	1st Street NW	First street is pedestrian, child, pet and cyclist friendly and already has more than enough traffic. The proposed changes would alter the nature of the street and living conditions for residents
283	David	Spears	Bryant Street NW	1st street isn't wide enough to properly accommodate buses and North Cap is only a block away.
284	Corey	Rangel	U Street NW	I am all for public transportation but this will make an already busy 1st Street more congested. Plus, car and pedestrian traffic will increase with the new Reservoir District development.
285	Brian	Wahrlich	V Street NW	Major concerns about traffic congestion and blockage with a street that is already overworked.

Community Record

First Street NW
from Bryant Street NW to
Rhode Island Ave NW

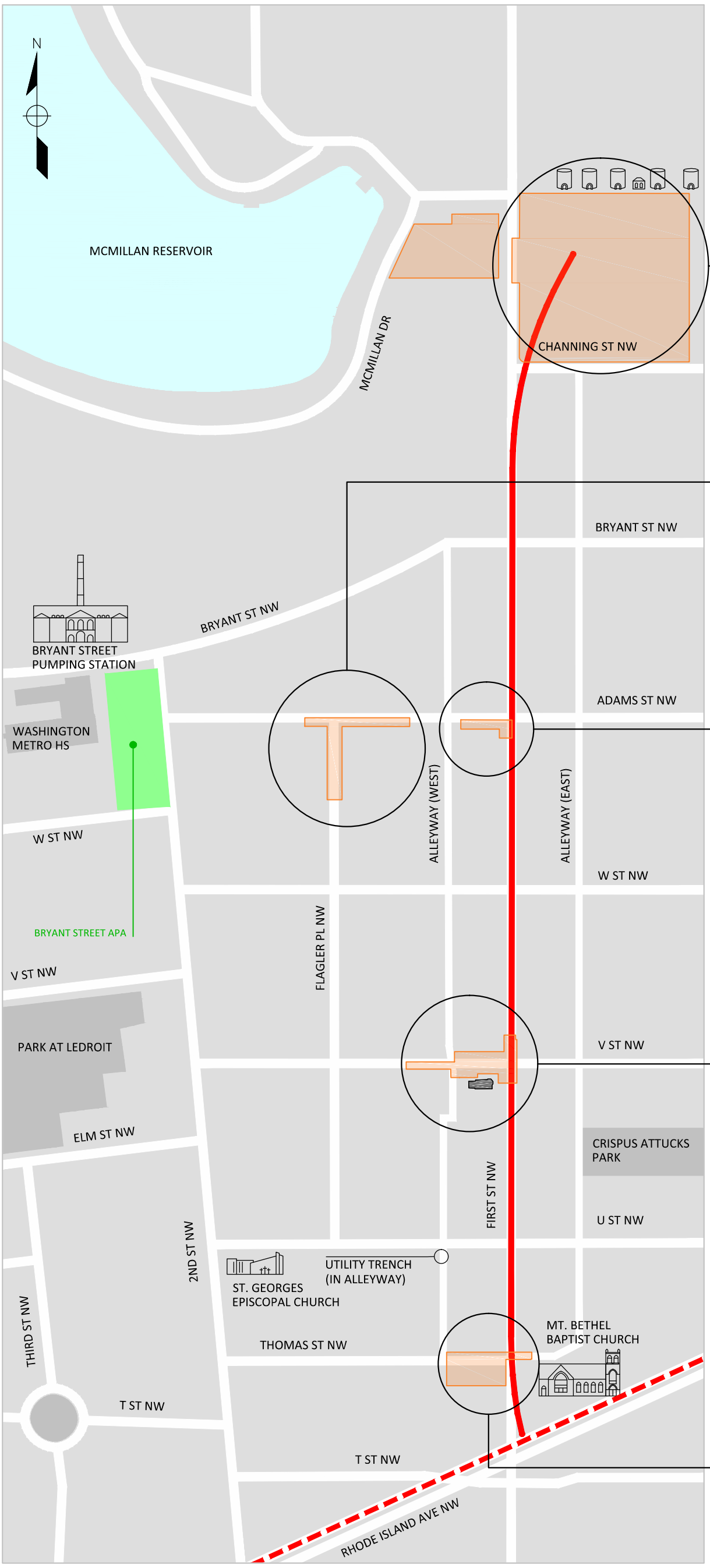
First Street Tunnel at Intersections of First and V Streets NW

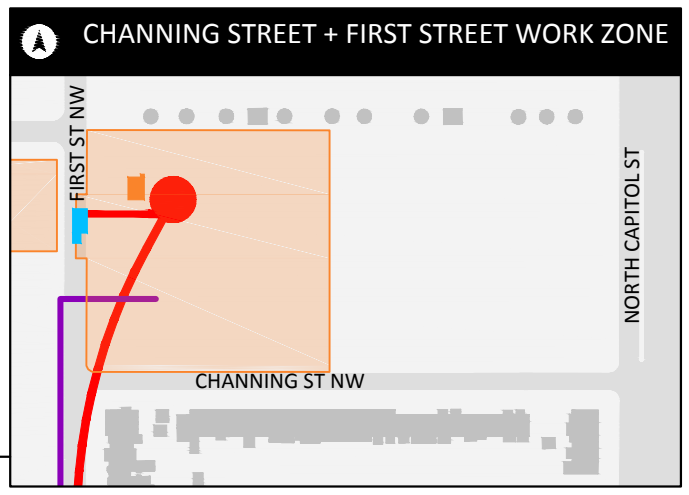
First and V Street Construction Staging Area.

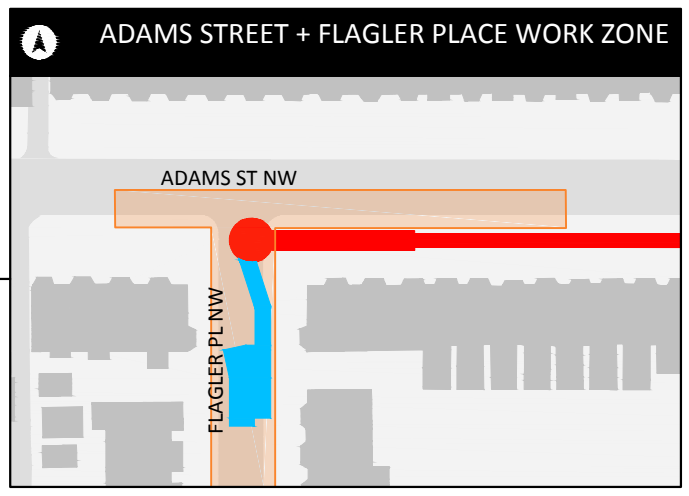
FIRST STREET TUNNEL CONSTRUCTION SITES

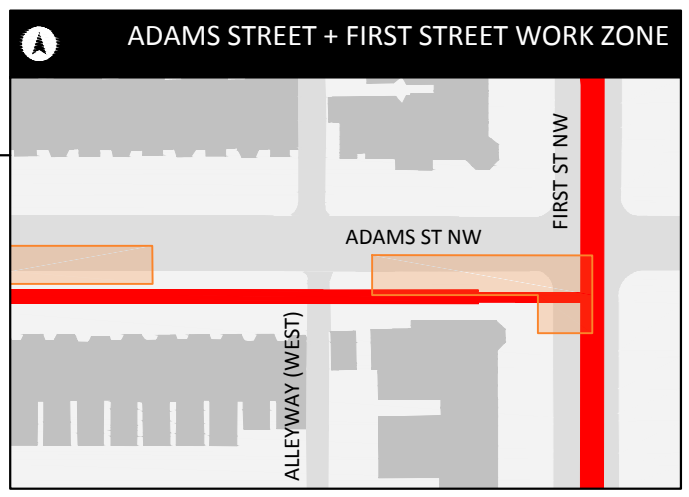
dc water is life

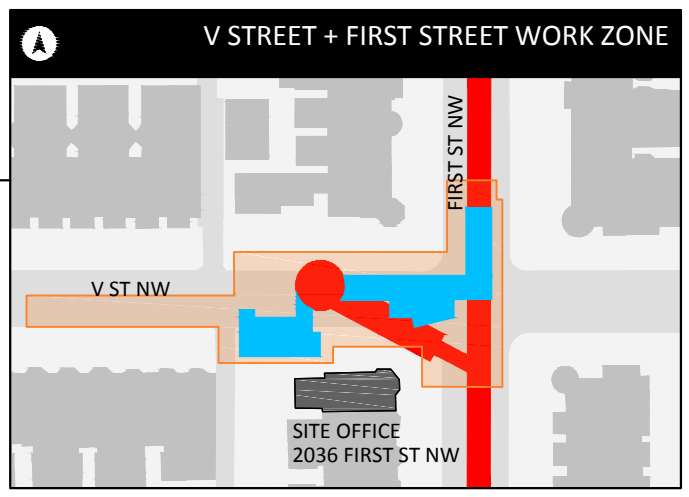
dc clean RIVERS PROJECT

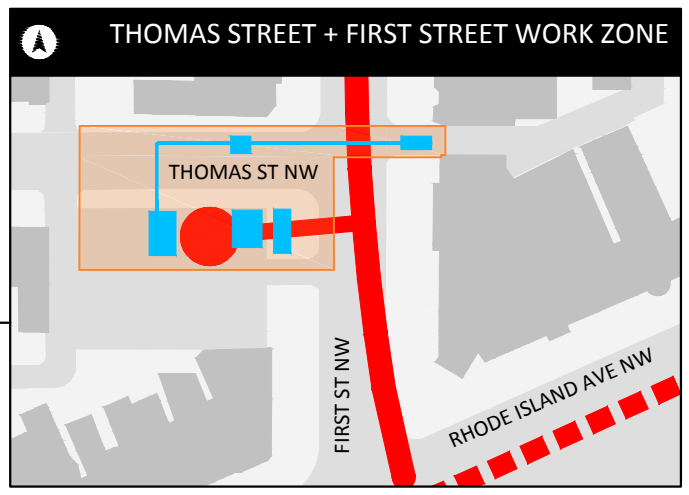












AT GROUND LEVEL; TEMPORARY
- CONSTRUCTION STAGING AREA
- ALTERNATIVE PARKING AREA (APA)
- SITE OFFICE (2036 FIRST ST NW)

AT GROUND LEVEL; PERMANENT
- VENTING CONTROL FACILITY

BELOW GROUND LEVEL; PERMANENT
- NEAR-SURFACE STRUCTURE (10-20 feet below ground surface)
- ADIT/SHAFT/FIRST STREET TUNNEL (60-100 feet below ground surface)
- NORTHEAST BOUNDARY TUNNEL (to be built; 2017-2023)

24/7 HOTLINE: (844) FST-INFO
(844) 378-4636

Revised: 06/21/2016

We're freezing the ground in D.C.

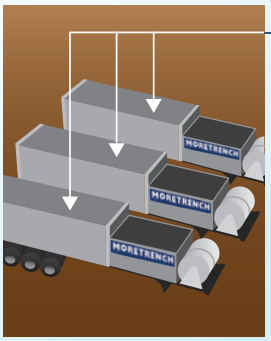
Here's what this involves:

In Washington, D.C., the neighborhoods of Bloomingdale and LeDroit Park feature beautiful Victorian-era row homes along narrow, tree-lined streets. A less desirable characteristic is regular flooding due to low-lying geography. DC Water's First Street Tunnel project will alleviate that flooding by constructing a 20-foot-diameter, 2,700-foot-long tunnel. When this tunnel enters service – scheduled for April 2016 – it will store up to nine million gallons of rainwater that would otherwise fill streets and soak basements. That water will then be pumped into D.C.'s sewer system.

But how are we constructing this tunnel system beneath dense city streets while striving for minimal disturbance to residents? Key to our solution is ground freezing, which converts water within soil pores to ice. With this, we create ice walls up to nearly 10 feet thick that enable us to safely excavate while keeping groundwater out. But more important to nearby residents is that ground freezing involves far less noise and vibration and requires a smaller work area than conventional methods.

Here's how we're going about this:

1. It starts with giant refrigerators…



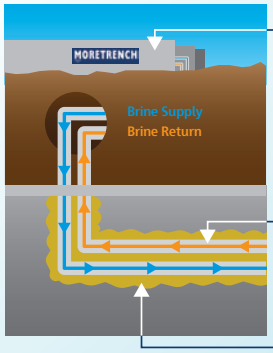
Three tractor-trailer size "freeze plants" are the heart of this system. They use ammonia to cool the brine from -15 degrees to -22 degrees F.

Brine is a saltwater mixture similar to that used to treat winter roads.

1,000 gallons of brine solution is moved every minute by 50 horsepower pumps into these mobile refrigeration units.

A mobile app is used by our team to remotely check the system's performance. It's critical that the system always works flawlessly so the ground doesn't thaw!

2. Then the chilled solution is piped far...



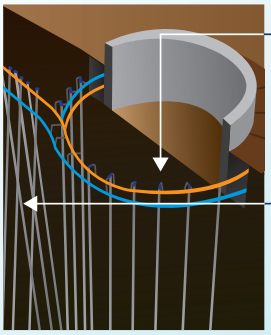
To reduce noise, all three mobile refrigeration units are grouped in one location furthest from houses.

2,600 feet is the longest distance from mobile refrigeration units to the 27-foot-diameter vertical shafts that we're using ground freezing to support.

High-density plastic brine supply and return lines - 12 inches in diameter - are buried in a four-foot-deep utility trench carved in an alley parallel to First Street.

Foam encases the pipes, both to keep geothermal heat from warming the brine and to avoid freezing any nearby water lines and other utilities.

3. Before it's piped deep into the ground…



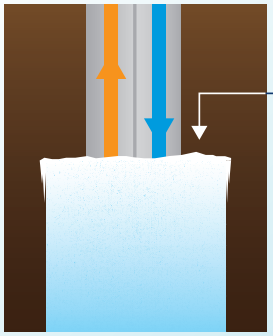
331 four-inch-diameter steel pipes were drilled about 150 feet deep to carry the chilled brine to the specific ground we needed frozen.

Strategic locations were chosen carefully for each pipe, even though some might look haphazard. Some pipes were drilled at angles to avoid disturbing utilities, streets or homes.

To avoid icing utilities, we insulated the top 10 feet of each vertical freeze pipe.

Rock - at almost twice the depth of the 90-foot shafts - is the ending point of the freeze pipes. This forms a seal to prevent ground water from pushing up through the shaft bottom.

4. For the ground freezing to start.



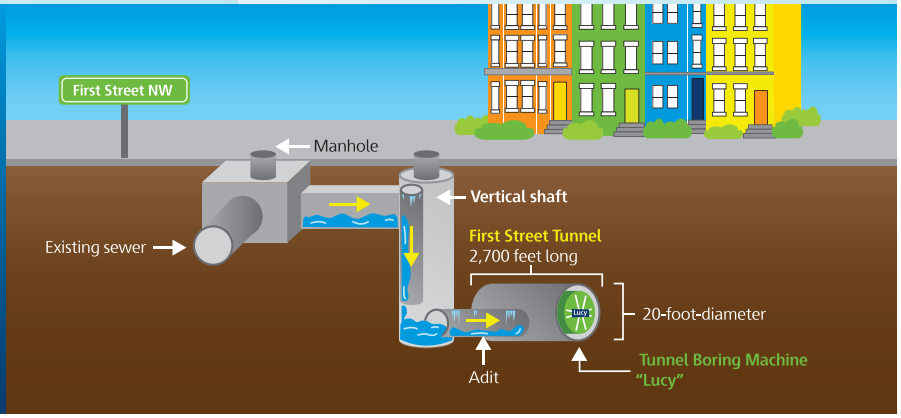
Ice columns between nearly seven and 10 feet thick are formed by each freeze pipe after six to eight weeks of chilled brine being pumped through them. Together, these columns form a structurally sound and watertight ice wall around shafts to be excavated.

Insulated blankets were hung at the end of daily shaft excavation work to cover the exposed frozen ground. Over weekends, spray foam was used.

Concrete was poured to line each excavated shaft.

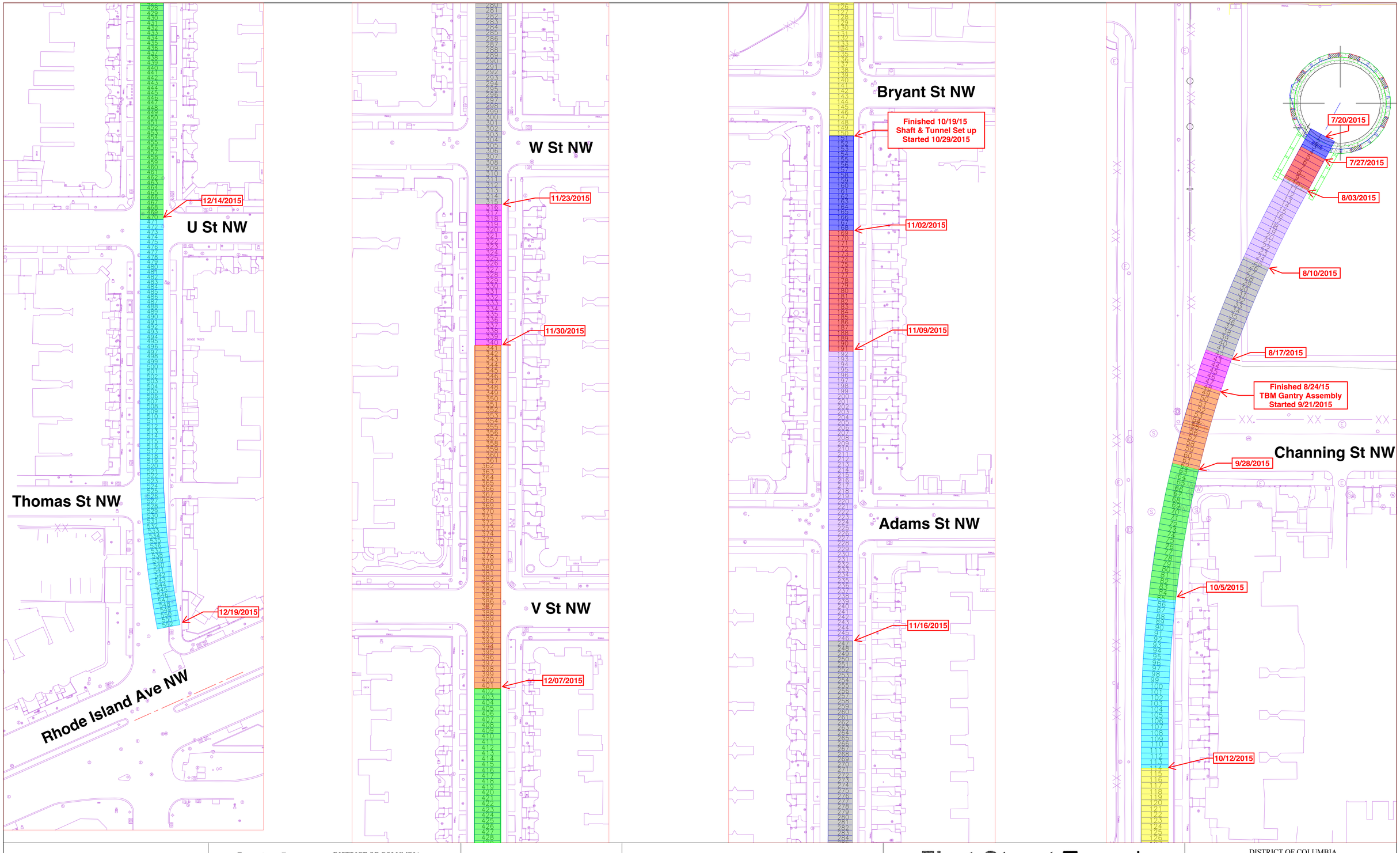
5. How the whole system comes together

The vertical shafts and other underground structures for which we're using ground freezing are important parts of this project, which is also highlighted by **Lucy, a 1,582-ton tunnel boring machine**. The First Street Tunnel is part of DC Water's long-term initiative to improve the health of the Anacostia and Potomac rivers by reducing combined sewer overflows.



SKANSKA Jay Dee dc clean RIVERS PROJECT dc water is life®

For more information, please visit dcwater.com



NO.	DESCRIPTION	BY	DATE

DISTRICT OF COLUMBIA
WATER AND SEWER AUTHORITY
5000 OVERLOOK AVENUE, SW
WASHINGTON,DC 20032
PHONE: 202-787-4460
FAX: 202-787-4478

ELECTRONIC STAMP

First Street Tunnel

Skanska-Jay Dee

in association with **Parsons Brinckerhoff**

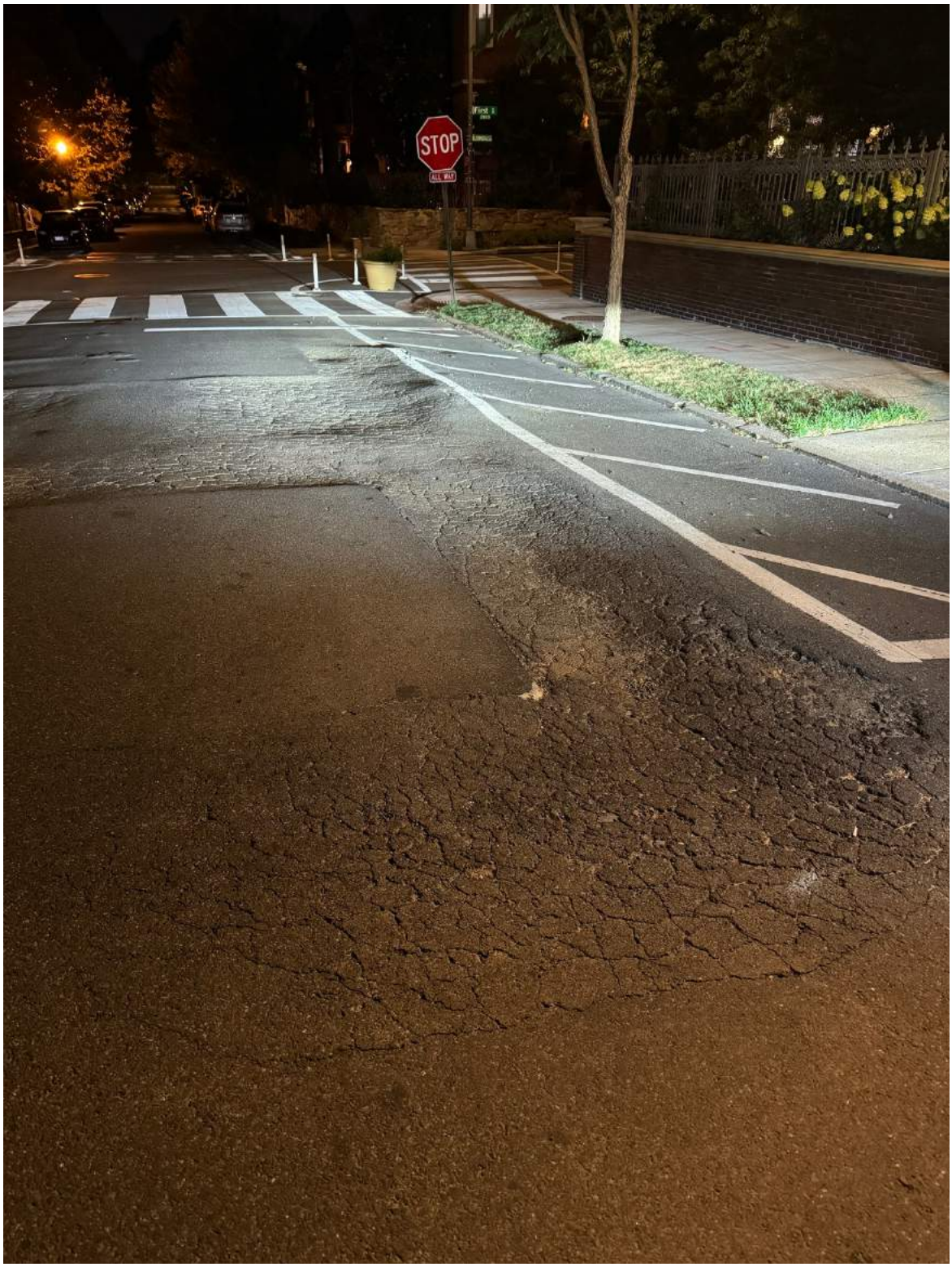
DISTRICT OF COLUMBIA
WATER AND SEWER AUTHORITY

DC CLEAN RIVERS PROJECT
ANACOSTIA RIVER PROJECTS - DIVISION P
FIRST STREET TUNNEL
TBM'S SEGMENTS LAYOUT

DWG BY: AMAL AMIR	DATE: 08-05-2015		DWG NO.	SHEET NO.	REV NO.
APPROVED BY:	DATE:	SCALE: NTS		1	0

Repetitive & Worsening Road Collapse at First and V Streets NW

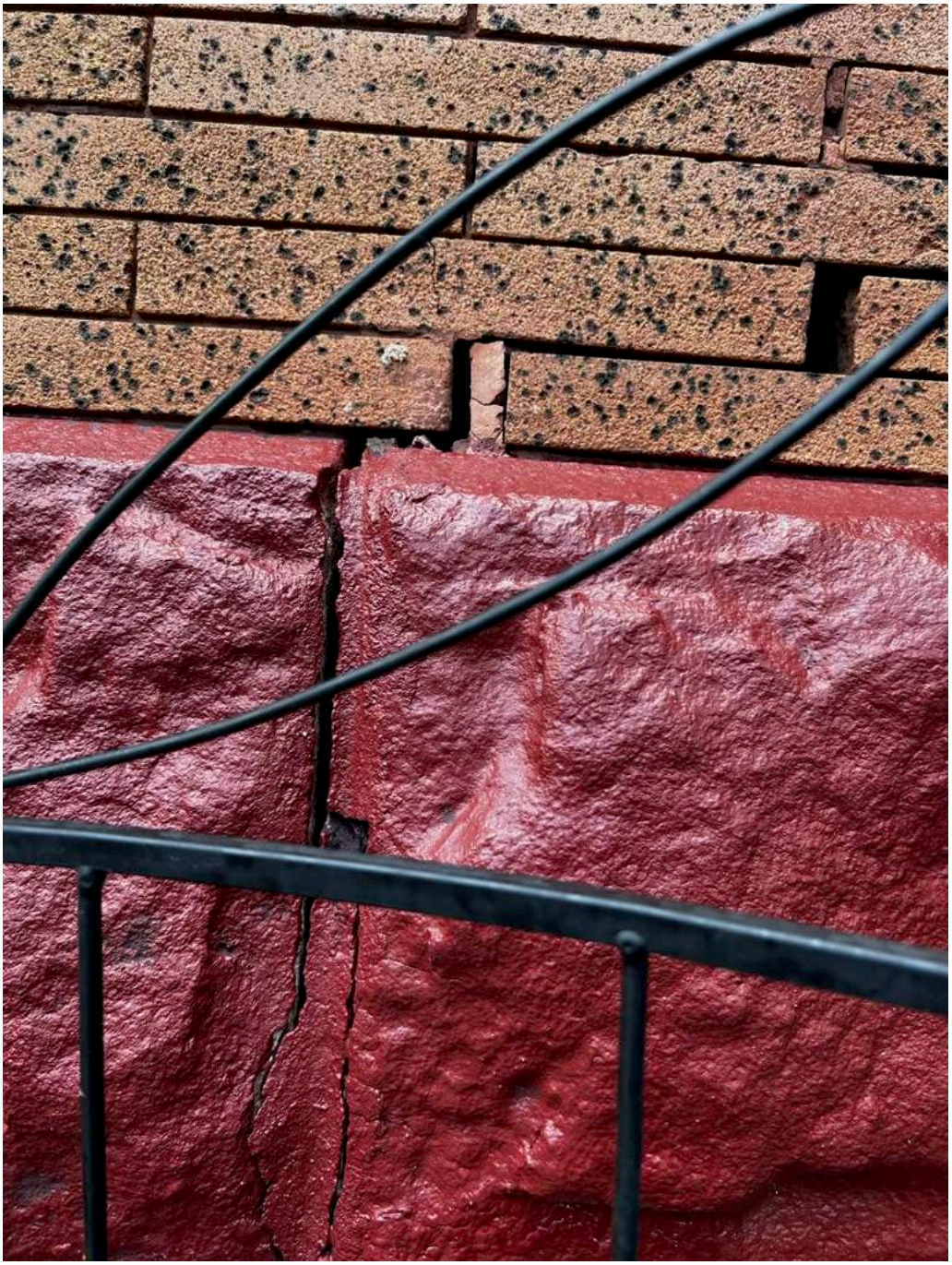
July 4, 2024



Additional Road Damage at First and V Streets NW

Sidewalk Collapse at First and V Streets NW

Structural Damage on First Street NW



From: Jeong-Olson, Kelly (DDOT) <Kelly.Jeong-Olson1@dc.gov>
Sent: Monday, July 27, 2020 9:54 AM
To: Cheolas, Nick (SMD 5E01) <5E01@anc.dc.gov>; Williams, Patricia (SMD 5E02) <5E02@anc.dc.gov>; Segmen, Cortney (SMD 5E03) <5E03@anc.dc.gov>; Pinkney, Sylvia (SMD 5E04) <5E04@anc.dc.gov>; Thomas, Bradley Ashton (SMD 5E05) <5E05@anc.dc.gov>; Lewis, Karla M. (SMD 5E06) <5E06@anc.dc.gov>; Holliday, Bertha G. (SMD 5E07) <5E07@anc.dc.gov>; Brannum, Robert (SMD 5E08) <5E08@anc.dc.gov>; Barnes, Dianne (SMD 5E09) <5E09@anc.dc.gov>; Jones, Nancy Darlene (ANC 5E10) <5E10.ANC@dc.gov>; Cislo, Kelley (Council) <KCISLO@DCCOUNCIL.US>; tj quinn <[redacted]>; [redacted] <[redacted]>; Miller, Malik (EOM) <Malik.Miller2@dc.gov>; Chestnut, Dominique (EOM) <Dominique.Chestnut@dc.gov>
Cc: Jones, David (DDOT) <david.jones5@dc.gov>; Daniels, Anovia (DDOT) <Anovia.daniels@dc.gov>
Subject: **First St Traffic Calming Update**

Good morning ANC 5E Commission and Bloomindale Civic Association,

I hope you had a wonderful weekend. I am writing to share DDOT's update on the First St Traffic Calming in the Bloomingdale neighborhood. Below is the message you can simply share with your neighbors and constituents. Thank you in advance for helping us spread the word. I truly appreciate all you do for the community during this difficult time.

Thanks,

Kelly

Dear Bloomingdale community members,

I hope this email finds you safe and healthy. This is to provide a quick update on the First St Traffic Calming plan. Below is a list of things DDOT has already completed and will be completing in the next few weeks.

1. **Flex-post installation:** DDOT installed flex-post curb extensions at nine intersections along First St NW in Feb 2020.
    - R St
    - Randolph St
    - S St
    - Seaton Pl
    - U St (complete with striping and mural)

- V St
- W St
- Adams St
- Bryant St

2. **Line striping for curb extensions:** The original plan included striping along with the flex-posts, which have been delayed due to the health emergency. To fully implement the original plan, DDOT will complete the striping installation at all intersections in the next few weeks.

3. **Flex-post adjustment:** We received a lot of feedback regarding the # of flex-posts (i.e. too many flex-posts). To address this, DDOT will be removing flex-posts along side-streets (Randolph, S, Seaton, U, V, W, Adams and Bryant; except for R St), while keeping them along the First St NW. In other words, each intersection will still have the full curb extension with the line (striping), but flex-posts will only remain on First St side.

4. **Beautification:** DDOT will be working with Bloomingdale Civic Association (BCA) to place planters at each or preferred intersections. DDOT will provide planters, but BCA will lead the maintenance effort. DDOT and BCA will work on a written agreement.

5. **R St intersection:** We received community feedback, as well as an ANC resolution, regarding this specific intersection in terms of various challenges including stop sign running issue, especially on First St NW. To address this, DDOT is planning on installing solar-powered LED stop signs (see attached photo) on First St in the next few weeks. As indicated in #2, DDOT will not remove flex-posts on R St at this moment and will re-evaluate once the LED stop signs are installed.

Thank you for your continued engagement. We look forward to continuing to work with you.

Thanks,

Kelly

K. Kelly Jeong-Olson

Community Engagement Specialist – Ward 5

Office of the Director

District Department of Transportation

55 M Street SE, Suite 700

Washington, DC 20003

o. 202.727.8503

m. 202.345.7105

e. kelly.jeong-olson1@dc.gov

w. ddot.dc.gov

Date: Tue, Nov 15, 2022, 4:44 PM
Subject: Fw: Urgent action needed: SPEEDING at 1st and Bryant St NW
To: Baker, Dalando (DDOT) <Dalando.Baker@dc.gov>
Cc: Jeong-Olson, Kelly (DDOT) <Kelly.Jeong-Olson1@dc.gov>

Mr. Baker:

A deadly accident has occurred this past weekend.

We, the residents of Northern Bloomingdale, really need DDOT to re-evaluate the traffic on First Street and Bryant Street NW. Our request is that speed humps be added to the Unit & 100 Blocks of Bryant St NW and along the First Street blocks starting from Michigan Avenue to Rhodes Avenue NW.

These blocks are treated as freeways. Regarding the request for speed humps, 311 Requests have been submitted in the past.

Please review Ms. Peres detailed message below.

C. Dianne Barnes
5E09 SMD Commissioner
Vice Chair
Cell: 202-409-7155
Email: 5E09@anc.dc.gov

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel." Dr. Maya Angelou

---

From: Lola Peres [redacted]>
Sent: Tuesday, November 15, 2022 4:09 PM
To: Barnes, Dianne (SMD 5E09) <5E09@anc.dc.gov>; Ron Peres [redacted]>
Subject: Fwd: Urgent action needed: SPEEDING at 1st and Bryant St NW

CAUTION: This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to phishing@dc.gov for additional analysis by OCTO Security Operations Center (SOC).

Hunter Nokomis of the Mayor's office asked me to put this in an email so that we have a paper trail started. We need as many voices as possible to demand that First Street get the same speed reducing bumps as all the other streets in the neighborhood. Using this residential street as a 40mph-plus throughway, is totally unacceptable.

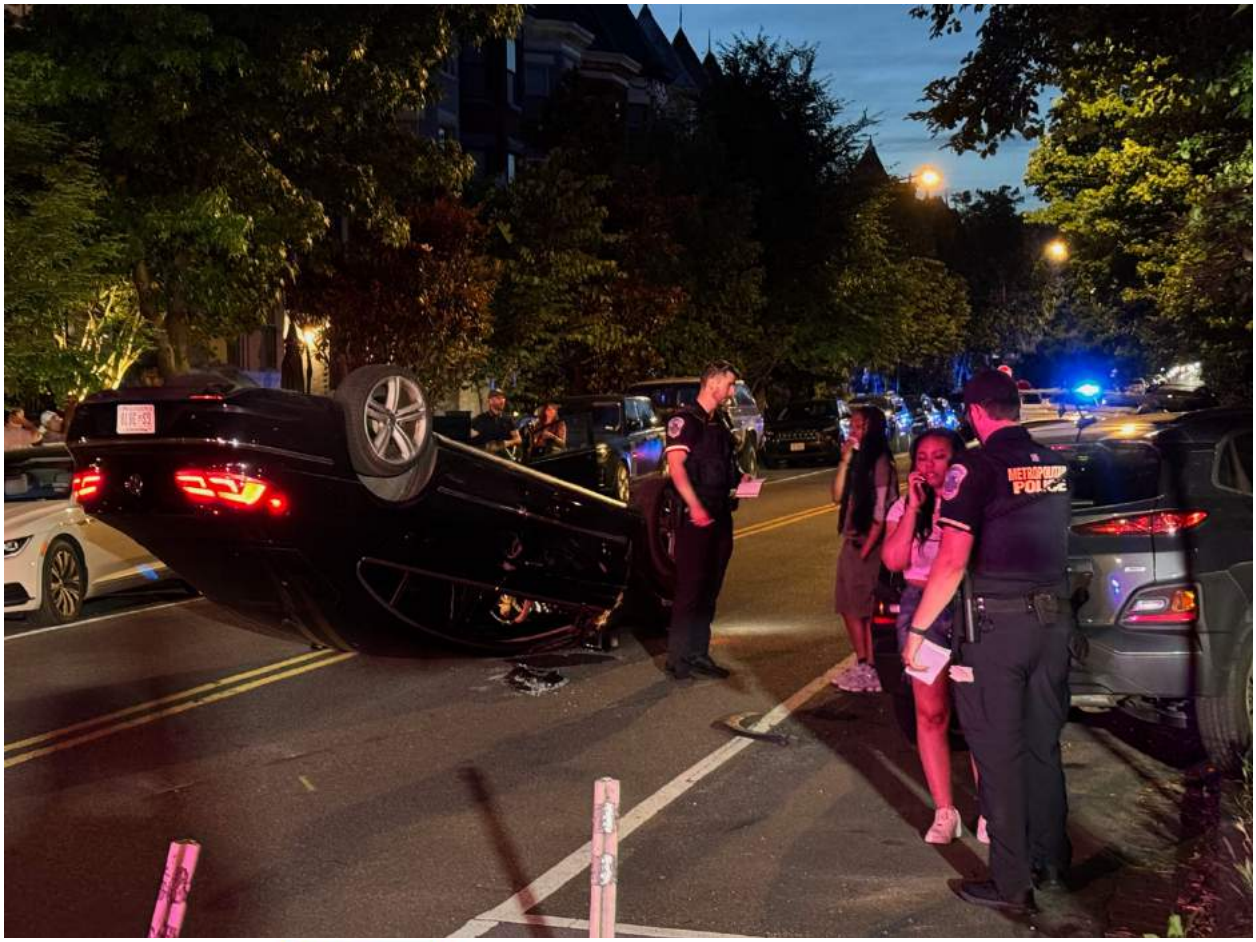
Friday night around 7pm my daughter with our 11 month old puppy was preparing to cross First St and a man gunned his engine to blow through a yellow/red light at high speed and struck and killed our dog instantly.

Little did I know when I was writing letters and emails to ddot and the anc and the Mayors office warning that this intersection will cause fatalities did I ever imagine that it would be my own. Our dog is gone. My daughter is forever traumatized and all because the officials that we implored and begged to do their job and slow this intersection down chose to do the bare minimum and ignore the severity of the situation which produced intersections with useless posts that slow down nothing! First Street residents have been asking FOR YEARS to take real measures like speed bumps or circles but to no avail! Its not lost on us that DDOT views our residential street as an overflow for through traffic from North Capital. They are now spending over $1million to "study" deckover for North Cap. But the day-to-day operations of keeping our streets safe seems to be out of their grasp. There are speed bumps on 2nd Street. U St, W St, ADAMS! Why are residents on First Street not valued in the same manner?

I can't bring back our dog or relieve my daughters grief. But you have to help us slow the vehicles on First St. Its been done on Park Road and Irving Street and throughout the city for the bikes and scooters.

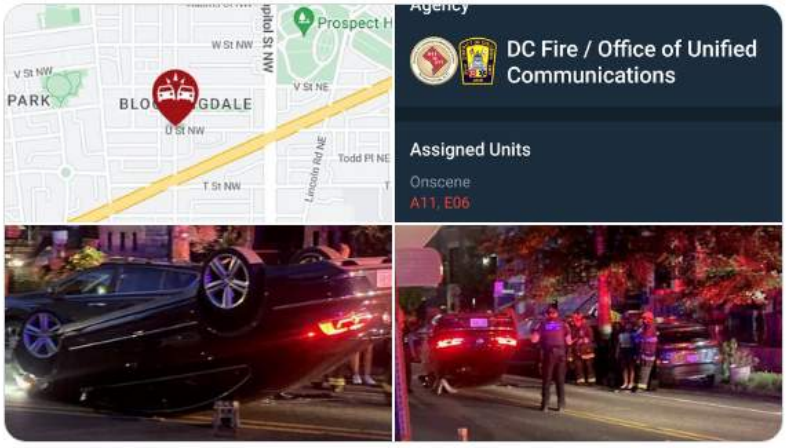
We need IMMEDIATE action to stop those who accelerate to blow through this light! This time it was a dog. My own precious dog is gone. Next time it could be a child who doesn't see a car speeding to get through the light Please contact and write to any and all at DDOT to help force them to take meaningful action. This text is my opening Salvo. We need to become active if we want this to be remedied in a timely way. The status quo is not working here any longer.

Overturned Car on First Street NW between V and U Streets NW



Alan Henney
@alanhenney

Car flipped at 1st St and U St NW DC. News Photo: Eric. #DCTraffic #BloomingdaleDC



9:03 PM · Jun 1, 2024 · **24.1K** Views

Overturned Car on Sidewalk at First and V Streets NW

Advisory Neighborhood Commission 5E Resolution No. 2024-003

RESOLUTION ON PROPOSED 2025 WMATA BUS NETWORK

WHEREAS, the proposed 2025 WMATA Bus Network seeks to overhaul the existing bus routes in the Washington Metropolitan Area Transit Authority (WMATA) bus network coverage area which is a long awaited and much-welcomed step. A comprehensive bus network, improved connectivity, and frequent service are essential to meeting the transit needs of District residents, promoting transit equity, and reducing dependence on vehicles in favor of greener, cleaner, and sustainable transportation; and

WHEREAS, while some of the new routes will provide increased connectivity to places of work and recreation for residents in ANC 5E, critical routes have been changed that will significantly impact commutes for bus riders; and

WHEREAS, the proposed changes to the existing G2 bus route — to be replaced by the C55 — will leave residents without direct access routes to neighborhoods such as Dupont Circle, Foggy Bottom, West End, Georgetown, and facilities such as the George Washington University campus, GW Hospital, and Georgetown University. While the C55 route adds connectivity to the Washington Hospital Center and Children's National Hospital for hospital staff, patients, and visitors, it significantly reduces access to the aforementioned neighborhoods for Bloomingdale residents; and

WHEREAS, the proposed changes to the existing G8 bus route — to be replaced by the D34 — while adding more frequent service to downtown — which is a positive and welcome change — will eliminate direct bus access to Franklin Square and Farragut Square, impacting commutes for Bloomingdale and Edgewood residents to their places of work. The route adds a transfer for bus riders going beyond Metro Center, which in the absence of seamless transfers, will further lengthen commutes; and

WHEREAS, the proposed D92 bus route does also not provide adequate connectivity to residents in ANC 5E to access the neighborhoods previously connected by the G2 bus route, and

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5E01@anc.dc.gov
202-330-7955

5E02 Karla M. Lewis
Chairperson
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5E03 Fred 'Phil' Carver
Corresponding Secretary
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5E04 Huma Imtiaz
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202-240-2638

5E05 Kevin Rapp
Vice Chair
5E05@anc.dc.gov
202-999-8182

5E06 Kirby Vining
Treasurer
5E06@anc.dc.gov
202-213-2690

WHEREAS, the proposed bus network promotes transfers between buses, and between buses- and Metrorail, assuming seamless or minimal wait times for transfers. However, in the absence of bus infrastructure such as dedicated bus lanes on main avenues in ANC 5E such as Rhode Island Avenue NW and NE or North Capitol St NW and NE, this goal appears unattainable.

NOW THEREFORE, BE IT RESOLVED, that ANC 5E asks WMATA to consider the following:

- Ensure the new D34 and D92 routes connect residents to downtown areas efficiently and speedily during rush hours,
- Collaborate with District agencies to adequately address residents' concerns (as expressed to WMATA directly on the Better Bus comment map and in direct outreach to WMATA via electronic communication) in relation to the proposed C55 bus route and propose suitable alternatives, that do not result in increased hardship or longer commutes for transit users (current and future), that would not negatively impact First St NW,
- Work with DDOT to mitigate traffic impact of bus service on neighborhood streets and improve street safety before implementation of any new route,
- Improve bus route signage and way finding as part of the new bus network project,
- Improve security at WMATA bus stops and on Metrobuses during off-peak hours, especially when schoolchildren are using the bus and/or are waiting for the bus at bus shelters and stops; and

BE IT FURTHER RESOLVED, that ANC 5E asks the District Department of Transportation (DDOT) to consider steps to:

- Prioritize the improvement of bus infrastructure by adding bus shelters at high-traffic bus stops, add seating, and conduct regular maintenance of said infrastructure,
- Improve street safety on First St NW by adding speed humps, concrete bump outs, and increased signage to indicate speed limits,
- Address ongoing traffic congestion on First St NW,
- Improve bike safety through for cyclists by adding visible shared lane markings (SLMs) given the usage of First St NW as a North-South connector and its frequent usage by parents cycling with children to access schools, recreation facilities, and for multimodal transportation (bicycles, e-bikes, and scooters),
- Prioritize studying the feasibility of adding dedicated bus lanes on Rhode Island Avenue NW and NE, and North Capitol St NW and NE,

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- Install an ATE Speed Camera and a Truck Restriction Camera to ensure enforcement of existing traffic laws on the 2000 and/or 2100 block of First St NW,
- Conduct a thorough traffic safety study and community impact assessment,
- Improve traffic enforcement on bus lanes through the Clear Lanes program to reduce bus delays; and

BE IT FURTHER RESOLVED, that ANC 5E formally opposes the portion of the proposed C55 bus route that operates on First St NW.

THIS RESOLUTION was introduced by Commissioner Kevin Rapp and Commissioner Karla M. Lewis came before ANC 5E at a duly noticed public meeting on July 8, 2024. ANC 5E is composed of 6 Commissioners, such that 4 Commissioners constitute a quorum. With 6 Commissioners present, ANC 5E voted 4-1-1 to adopt this resolution.

Respectfully Submitted,

Karla M. Lewis
Chairperson, ANC 5E

Frederick W. Carver
Corresponding Secretary, ANC 5E

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Glover Park Village

Fostering intergenerational relationships and aging in community

6 July, 2024

Washington Metropolitan Area Transit Authority Board
and
Ward 3 Councilmember Matt Frumin

Glover Park Village is strongly opposed to the loss of the WMATA D2 bus line in our neighborhood. Our Village constituents, who are striving to live independently in their community as they age, will be directly harmed.

The D2 has been the backbone of this neighborhood for decades, offering reliable and affordable transportation to the community of older residents we serve. The D2 route, running from our western border through the hills and curves of the Glover Park streets, connects all our residents to schools, hospitals and health care facilities, downtown businesses and the Metrorail system. It transports students, hospital staff members, health care aides and service workers with jobs in Glover Park – without adding automobile traffic or parking pressure to our narrow streets.

The loss of the D2 line will directly harm many of Glover Park Village's service recipients. Many of our service recipients do not own or drive cars, and have disabilities or difficulty walking our hilly streets, but they have always been able to count on reaching a D2 bus stop within two or three blocks of their apartment. With the elimination of the D2 route west of Tunlaw Road, their walk to the closest bus stop will stretch to eight or ten blocks – putting the new D96 effectively beyond their reach.

The loss of the D2 bus will also press Glover Park Village to recruit more volunteer drivers to transport our service recipients to medical appointments. Calls for transportation are already our most-requested service – up to 85% of all requests in a typical week – and that demand will increase with the elimination of the D2.

Perhaps the Better Bus planners view our neighborhood as a flat grid on a flat screen, but Glover Park is anything but flat, particularly west of 39th Street. And a look at the zoning map will show that **all** Glover Park residents west of 39th Street live in apartments, many of them low-rise buildings without elevators. That is where many of our long-time older residents, living on fixed incomes, can afford to live. We fear the loss of the D2 bus service will change Glover Park from an accessible and relatively affordable neighborhood to a less vibrant, less diverse, less connected intergenerational community.

Thank you for the opportunity to comment.

The Glover Park Village, Inc. management committee and board of directors

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 3B
GLOVER PARK AND CATHEDRAL HEIGHTS

July 12, 2024

Mr. Randy Clarke
General Manager and CEO, WMATA
300 7th Street, SW
Washington, DC 20024

Valerie Santos
WMATA Board Chair and Member for District of Columbia

Dr. Tracy Hadden Loh
Spring Worth
WMATA Board Members for District of Columbia

To All Concerned Parties:

ANC3B writes to reiterate our concerns with proposed route changes for the Glover Park, Cathedral Heights, and Wesley Heights areas of NW DC in WMATA's Better Bus plan.

The ANC is concerned that WMATA's Better Bus Plan still, despite some positive revisions, continues to propose routes that will result in degraded bus service in a part of the District that is wholly reliant on Metrobus for public transit. Therefore, the ANC strongly advocates for WMATA to keep the N2, N4 and D2 routes as they currently run. We urge WMATA to increase the frequency of the D28 (30-series buses) on the priority corridor of Wisconsin Avenue.

Retain the N2 and N4

We wish to repeat and emphasize concerns with changes that will impact residents living along Cathedral and New Mexico Avenues, a dense area lined with tall multifamily buildings that is currently served by the N2 and N6 buses. On July 9 at a webinar sponsored by CM Frumin to air concerns about bus route changes in Ward 3, WMATA VP for Service Planning and Schedules, Peter Cafiero, stated that the bus route for Cathedral Avenue was erroneously mapped in this current Better Bus iteration. However, he did not say what the true intention for this area is.

Under the plan as currently published, residents living on Cathedral and New Mexico Avenues – a larger proportion of whom are seniors living in thousands of studio, one-, two-, and three-bedroom apartments – would be served by the D96 and C85 buses, replacing the N2 bus which currently provides daily bus service between Tenleytown and Farragut Square via Massachusetts Avenue and DuPont Circle. Residents in this area are a significant distance

from the closest WMATA Metrorail station. As a result, the N2 bus is the only public transit option for residents commuting to work, school, medical appointments, and other trips.

The proposed, and possibly erroneous plan, will force residents of Cathedral Avenue to rely on the C85 bus, which provides an even lengthier and more circuitous route to downtown than the D96. Moreover, WMATA is proposing less frequent service for this route, even during rush hour. Many residents will not—cannot—walk to New Mexico Avenue or Massachusetts Avenue to take the D96 or D90 bus because of the steep hills that mark this area.

N2 ridership peaks during rush hour periods, particularly in the mornings. While the proposed D96 route connects New Mexico Avenue to DuPont Circle, the route is less direct and will be less attractive for many commuters. The proposed D90 bus, which roughly resembles the N4 bus, is not an adequate substitute for existing N2 bus service because of the topography of this part of DC. The Wesley Heights/Cathedral Heights area has very steep hills, making it impractical for many residents to walk to Massachusetts Avenue to take the D90 bus. Presumably, this is one reason why weekend bus service for this area, the N6, includes both the N2 and N4 segments between Idaho Avenue and Ward Circle. (The N2 and N4 overlap between Farragut Square and Idaho Avenue.)

As Mr. Cafiero seemed to agree, the proposed bus routes wrongly reduce bus service to the residents of Cathedral Avenue, many of whom chose to live in the large buildings along the avenue specifically because of existing bus service that gets them both to downtown and the commercial and medical centers they visit in a timely manner. The ANC urges WMATA to reverse plans to remove bus stops on Cathedral Avenue and to increase the frequency of bus service on this route. ANC3B strongly advocates in favor of keeping the N2 and N4 routes as they currently run.

Keep the D2 Route

Regarding the replacement of the D2 with the D96 in Glover Park, the ANC would like to stress again points made in our previously submitted resolution:

First, Mr. Cafiero noted during the Ward 3 webinar that one of the goals of the bus route redesign was equity — ensuring adequate bus service options for those residents of the District with the lowest incomes and thus the greatest need for public transportation. The ANC wants WMATA to be aware that the largest concentration of low-income residents of Ward 3 live in Glover Park, in buildings clustered at the bottom of steep hills at least a half-mile from Tunlaw Road. The current Better Bus proposal removes every bus stop within reasonable reach of these residents. Glover Park residents deserve equity as much as any other resident of the District; access to public transportation is not a privilege.

To appropriately serve the parts of Glover Park currently served by the D2, a bus must travel to the interior of the neighborhood. Given the large number of seniors in the area, and the hilly topography, forcing riders to walk significant distances to get the bus is simply not practical for some riders. (This could force some riders onto Metro Access, a less convenient and far costlier alternative.) The D2 bus line as it currently runs is the one public transportation option available to the majority of residents of Glover Park, providing the only access to a Metro stop convenient to downtown, and it is essential for transportation of students from all over the city to Hardy Middle School in Burleith.

The D96 bus which is proposed to replace the D2 and the C85 are both planned to run on New Mexico, Tunlaw and 37th simultaneously. This route is also where protected bike lanes were recently added to the inbound side of the streets, creating significant twists and turns of the roadway. Currently no bus runs on this stretch between Cathedral Avenue and Benton Street and there is no bus stop from Cathedral to the intersection of Tunlaw and 37th. Stops will need to be built over the bike lanes. Buses will need to stop in the traffic lanes in both directions. These are well-traveled collector streets for the residential areas. Running two bus lines here will disrupt traffic, endanger pedestrians, and cost the neighborhood more parking spots on top of the hundreds that were lost to the bike lanes.

The ANC previously suggested that these are compelling reasons to continue to provide service to interior Glover Park by diverting the D96 from Tunlaw into the neighborhood to follow the path of the D2 (where bus stops already exist). However, upon further consultation with our constituents and neighboring ANCs, **ANC3B now strongly advocates in favor of retaining the current D2 route as the only way WMATA can satisfy the needs of our residents and meet its goals of equity and accessibility.**

Once again, the ANC urges WMATA to come to our neighborhoods and see for themselves the density and need for accessible, adequate and timely public transportation. If the buses come, people will ride them.

On July 11, 2024, at a duly-noticed, regularly-scheduled public meeting of ANC 3B, with a quorum of commissioners in attendance, ANC3B voted 5-0-0 (1 absent) to approve this letter.

Sincerely,

Jackie Blumenthal
Chair, ANC3B
Serving Glover Park, Cathedral Heights and Wesley Heights

CC: Ward 3 Councilmember Matt Frumin

July 10, 2024

Dear WMATA Board:

As a previous resident of Glover Park for over 10 years and current owner of a rental property in the neighborhood, I am opposed to the loss of the WMATA D2 bus line. The proposal to eliminate the existing D2 bus line and incorporate service into the proposed D96 bus line will cause issues including overcrowding and increased travel times.

The existing D2 bus line provides Glover Park residents with a direct connection to the Dupont Circle Metro station which creates a vital transportation link for residents. As a realtor, I know this is a selling point for people who buy and rent homes in the neighborhood and rely on public transportation.

The D2 bus line is efficient and extremely reliable in providing transit service to the Glover Park neighborhood and its loss would impact a lot of people. As you know, there is no metro station serving the neighborhood and the costs of Ubers and Lyfts are high. Please keep the existing service route for the D2 bus line and thank you for the opportunity to comment.

Regards,

Sean Aalai

THE CITY OF GREENBELT
A NATIONAL HISTORIC LANDMARK

GREENBELT CITY COUNCIL
Emmett V. Jordan, ***Mayor***
Kristen L.K. Weaver, ***Mayor Pro Tem***
Amy Knesel
Danielle McKinney
Jenni Pompi
Silke I. Pope
Rodney M. Roberts

July 9, 2024

Allison Davis, Acting Senior Vice President
Planning and Sustainability
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Peter Cafiero, Managing Director
Intermodal Planning
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Efon Epanty, Chief – Innovation & Transit Planning
Prince George's County DPW&T
9400 Peppercorn Place, Suite 300
Largo, MD 20774

RE: WMATA's Proposed 2025 Better Bus Network

Dear Ms. Davis, Mr. Cafiero, and Mr. Epanty:

The Greenbelt City Council would like to thank you for the opportunity to comment on the Proposed 2025 Better Bus Network and its potential impacts to the City of Greenbelt. As you are aware, the City has worked through restructuring of its bus service a number of times, and we understand the challenges and complexity of such an undertaking, including the tradeoffs between bus frequency and coverage, particularly given current resources.

The City is supportive of the purpose, vision, and goals of the Better Bus initiative and continues to look forward to participating in future phases of the project in the coming months and years. The City has been, and remains, a strong advocate for improved frequency and spans of service for both Metrobus and TheBus, though that is not what the Proposed 2025 Better Bus Network would provide for riders in Greenbelt. Despite the welcome addition of Sunday service through Franklin Park and longer operating hours on three (3) routes, the City notes critical reductions in connectivity, service, and frequency to key locations throughout and adjacent to Greenbelt.

Most concerning is the potential discontinuation of TheBus routes 11 and 15X, and the City first and foremost requests that PGC DPW&T and WMATA seriously reconsider the proposed cancellation of these two routes and the significant reduction in service and frequency that will result. While the proposed new routing of both the P20 and P21 through University Square, as well as near the Greenbelt Community Center and the Greenbelt Branch Library, may likely be a net positive, the loss of service in Center City along Crescent Road, Greenhill Road, and Hillside Road due to the proposed discontinuation of TheBus Route 11 would present undue challenges for a number of transit riders in Greenbelt.

Additionally, residents in the Greenbelt Station residential development rely on the critical connection to and from the Greenbelt Metro Station that the current TheBus 15X routing provides. The City requests, at a minimum, that WMATA explore the opportunity to include a loop into the Greenbelt Station residential development that mirrors the current 15X

routing on Greenbelt Station Parkway north to the circle at South Center Drive as part of the proposed P20 routing. This connection not only provides access for Greenbelt Station residents to the Greenbelt Metro Station, it also connects them

to destinations along Greenbelt Road/MD 193 and to Goddard Space Flight Center–NASA. We also urge WMATA to evaluate the possibility of the P20 routing into the Goddard Campus.

With the potential loss of two County-operated TheBus routes, young people—and in particular, high school students—are at risk of losing transit access to school, due to the lack of direct routes, the lack of frequency, and the loss of free fares. Currently, the 15X TheBus route serves Roosevelt High School and DuVal High School via Greenbelt Road/MD 193. If the proposal to discontinue this route and others moves forward, the City requests that both the County and WMATA collaborate to provide free fares to young people regardless of transit agency jurisdiction. There is also no doubt that students who travel to Dora Kennedy French Immersion or Greenbelt Middle School via TheBus 16 (proposed P22) may currently utilized TheBus routes 11 or 15X to connect to and from their residences and/or extracurricular activities.

The City is also concerned about losing the local and inter-county access offered by the current C2 route and requests that WMATA reconsider its proposed cancellation as well. None of the proposed "Similar 2025 Network Routes"—the M12, P31, nor P1X—provide similar geographic service for riders beginning or ending their trips in Greenbelt.

The City is pleased to see the proposed P12 route connecting Greenbelt to Laurel and requests that WMATA investigate the feasibility of the route including a connection to the UM Laurel Medical Center, a key destination for Greenbelt residents. At the same time, we would like to see WMATA proactively coordinate with the Regional Transportation Agency of Central Maryland (RTA) on the schedule of their Route 302 service connecting Greenbelt Metro Station and Towne Center Laurel to provide maximized, alternating 30-minute frequency between Greenbelt and Laurel.

Finally, if and when new bus stops are added to current and/or new routes, the City requests that the operating agency take the lead on planning and implementing accessible, safe, and comfortable stops.

Again, thank you for the opportunity to comment. The City appreciates that some of its feedback from last year's engagement on the Better Bus Draft Visionary Network was incorporated into this current, constrained plan, and we are optimistic you will in turn incorporate this round of feedback in your final proposal to WMATA's Board of Directors. If you have any questions, please contact Ms. Jaime Fearer, Assistant Planning Director, at 240-542-2040 or jfearer@greenbeltmd.gov.

Sincerely,

Emmett V. Jordan, Mayor
City of Greenbelt

cc: City Council
WMATA Board of Directors
William Jones, WMATA
Ginger Archibald, WMATA
Brandon Brown, Prince George's County DPW&T
Latisha Crawford, Prince George's County DPW&T
Erick Maravilla, Prince George's County DPW&T
County Councilmember Ingrid S. Watson
County Councilmember Calvin S. Hawkins, II
Josué Salmerón, City Manager
Terri Hruby, Director of Planning and Community Development
Jaime Fearer, Assistant Planning Director

Avinash, resident of unit block of Rhode Island Avenue NW:
I live on [redacted] in Bloomingdale and I am a strong supporter of the Better Bus Redesign C55 route. It would provide excellent service to Bloomingdale in lieu of the G2, and I have no issues with sending it along 1st ST NW. The article below contains my views—thanks!

https://ggwash.org/view/96180/bloomingdales-afraid-of-the-big-bad-bus

Dr Richard Schumaker
[redacted]

12 July 2024

Last night I learned that Metro Bus was changing its routing and planning to run many buses daily down my street—Westway between Ridge and Crescent. I also learned that Metro Bus wanted to close discussion on this issue very soon; in the interest of expressing my disapproval and dismay at this choice, I am writing this short letter.

I will post/send a longer, more detailed letter about this serious issue soon.

1. Westway Length. The distance between Crescent and Ridge is about a tenth of a mile; that is, a very short distance. One side of the street is lined with seven houses; the other side opens into a dense housing and parking area. Few of these people have or use garages, meaning already the street is often congested with parked cars.
2. Current conditions. This street already has heavy traffic and is used as a racetrack by many. The yellow public school and community service buses come down this street regularly driving way over the speed legal speed limit.
3. Westway Narrowness. When cars are parked on both sides of the street, there will be little room for a large public bus and cars to pass easily at the same time on Westway.
4. Dangerous descent. Near the end of Westway in the direction of the Roosevelt Center, there is descent that forces drivers to speed up and is often used as a "fun zone" by reckless drivers.
5. Recreation Zone. Less than 30 meters from Westway, there is a large recreational and park area used by parents with little kids, senior citizens, and dog owners. Visibility between the pathway to this area and Westway is poor. I often see dangerous encounters between speeding drivers and parents with toddlers as they leave the park area and move onto the crosswalk.
6. On the 1A-G side of Westway, there are two disabled veterans, one visually challenged woman with an infant child, and two mobility-limited people. The last thing this group of people need is their street being turned into a busy, polluted street with Metro busses vying for position with passenger cars and physically challenged people struggling to cross the street.

Given the present state of traffic on this street (number of parked cars, school busses breaking traffic laws, and the steep incline), I have often requested that two speed-bumps being installed to decrease the dangers on this small street.

I am sure that I speak for the Westway population when I request that Metro Bus and the City of Greenbelt cancel their plans to run busses down this street. I also think it is a good idea to discontinue the use of Westway between Crescent and Ridge for school and community bus service or at least instruct their drivers to stay under the speed limit, avoid revving their engines in a way that spews pollution onto our street.

Over the weekend, I will photograph the traffic dynamics of this street and share them with the appropriate authorities

Sincerely,

Richard Schumaker
University of Maryland Global Campus
City University of New York

July 12, 2024

WMATA
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

WMATA
Office of the Secretary
SECT 2E
WMATA
PO Box 44390
Washington, DC 20026-4390

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW
Washington, DC 20004

DDOT
Sharon Kershbaum
Acting Director
55 M Street SE, Suite 400
Washington, DC 20003

ANC5E Commissioners
Commissioner Joyce Robinson-Paul (5E01)
Commissioner Karla M. Lewis, Chairperson (5E02)
Commissioner Fred Carver (5E03)
Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Bloomingdale Civic Association
Teri Janine Quinn, President

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

As previously detailed in our enclosed letters from June 26, 2024, and July 5, 2024, there is substantial concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55 on First Street NW.

On Sunday, June 23, 2024, Bloomingdale residents initiated a community petition and awareness campaign to ensure our concerns about the proposed First Street route are acknowledged and addressed. A copy of this petition is attached.

Over ***THREE HUNDRED Bloomingdale residents* signed the petition to express their strong opposition and concerns to WMATA, Councilmembers Zachary Parker and Charles Allen, Advisory Neighborhood Commission (ANC) 5E Commissioners, and the District Department of Transportation (DDOT).**

Copies of residents' responses and a map showing the home addresses of the petitioners are enclosed. On behalf of these residents, we formally submit these comments to WMATA as part of the Better Bus Network public comment period, which ends on July 15, 2024 at 5:00 ET.

On Monday, July 8, 2024, ANC5E convened a special forum to discuss WMATA's Better Bus Network and Route C55 specifically. Our community members, ANC5E, and Councilmember Parker extended multiple invitations to WMATA leadership to attend and participate in this forum, particularly given the inability of your staff to answer questions about Route C55 during previous WMATA community events focused on gathering community input. We appreciate the attendance and involvement of Councilmember Parker and DDOT representative Dalando Baker at this forum and are dismayed by WMATA's lack of engagement.

ANC5E voted to approve **Resolution No. 2024-0003**, which opposes the introduction of Route C55 to First Street NW. We understand that ANC5E will separately submit a copy of this Resolution to WMATA by your comment period deadline.

At this forum, Councilmember Parker informed Bloomingdale residents that WMATA agreed to hold a special meeting with him and the community during the week of July 29, 2024, and that WMATA committed to providing proposals for alternatives to Route C55 on First Street NW at this special meeting.

Given that this forum has not, to our knowledge, been scheduled or communicated to the community and would occur after WMATA's comment period closes on July 15, Bloomingdale residents request that WMATA promptly share their proposed date, time, and location for the meeting. Additionally, we request additional transparency from WMATA on the new timeline for proposing alternatives, collecting additional community input, and WMATA's further consideration and approval.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for and with existing infrastructure to support efficient and effective bus ridership. WMATA should introduce new routes with community support and endorsement.

We are not calling for the removal of Route C55 from the Better Bus Network. Instead, we urge WMATA to – ***with community input*** – relocate the First Street NW portion of Route C55 to a more suitable street. Additionally, we request DDOT to develop a plan - ***with community input*** - to increase road safety for everyone on First Street and throughout Bloomingdale. Collectively, these plans must preserve the character of our Historic District, the structural integrity of our homes, and the accessibility to existing on-street parking and treeboxes.

We call on you to ensure that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Angela Prentice (First Street NW)
Ash Upreti (First Street NW)
Carlos Uriarte (V Street NW)
Edward MacAllister (V Street NW)
Donald Gatlin (First Street NW)
Greg Fuller (First Street NW)
Joe Levesque (W Street NW)
Pamela Steptoe (First Street NW)
Rick Bright (First Street NW)
Toni Codinas (First Street NW)
Travis Elliott (First Street NW)
Wade Henderson (First Street NW)

Submitted with permission and on behalf of hundreds of concerned residents of Bloomingdale

Enclosures:

- July 5 and June 26, 2025 Letters to WMATA, DDOT, Councilmembers Parker and Allen, ANC5E, and the Bloomingdale Civic Association
- Bloomingdale Petition to Oppose Route C55 on First Street NW
- Petition Responses from over 300 Ward 5 Residents
- Community Record and Visuals From First Street NW at the Sites of the Proposed Bus Stops

July 5 Letter

July 5, 2024

ANC5E Commissioners
Commissioner Joyce Robinson-Paul (5E01)
Commissioner Karla M. Lewis, Chairperson (5E02)
Commissioner Fred Carver (5E03)
Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

Bloomingdale Civic Association
Teri Janine Quinn, President

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW
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Washington Metropolitan Area Transit Authority
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

DDOT
Sharon Kershbaum
Acting Director
55 M Street SE, Suite 400
Washington, DC 20003

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

As you are already aware, and was detailed in our enclosed June 26, 2024 letter to you, there is significant concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55, which would replace the originally proposed Route 303 (Visionary Network) and the current Route G2.

July 12 Update: Over 300 Signatures

On Sunday, June 23, 2024, Bloomingdale residents launched a community petition and awareness campaign to ensure that our concerns are captured, heard, and acted on regarding the proposed First Street route. A copy of this petition is attached.

More than 200 residents responded to the petition to voice their strong opposition and share their concerns. Copies of residents' responses are enclosed.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for efficient and effective bus ridership. Route C55 is unlikely to ease congestion on First Street NW, as the assumption that additional bus trips would reduce car trips fails to consider the nature of commuter traffic to, from, and through this neighborhood.

We call on you and your offices to move Route C55 to a more suitable street, and steward a plan - with community input - to increase safety for everyone on First Street and throughout Bloomingdale, while preserving the character of our Historic District, the structural integrity of our homes, and the accessibility to existing on-street parking.

We call on you to ensure that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We appreciate your participation and leadership at the upcoming July 8 ANC5E meeting, and we look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Concerned Residents of Bloomingdale

Enclosures: June 26 Letter to Councilmember Parker and Ward 5 Better Bus Taskforce, Bloomingdale Petition to Oppose Route C55 on First Street NW, Petition Responses from Ward 5 Residents, Visuals From First Street NW

June 26 Letter to Councilmember Parker

June 26, 2024

Councilmember Zachary Parker
1350 Pennsylvania Avenue NW, Suite 102
Washington, DC 20004

RE: **BLOOMINGDALE OPPOSITION TO WMATA'S ROUTE C55 ON FIRST STREET NW**

Dear Councilmember Parker and Members of the Ward 5 Taskforce on the Better Bus Network,

As you are already aware, there is significant concern and strong opposition throughout Bloomingdale regarding Washington Metropolitan Area Transit Authority's (WMATA) proposed introduction of Route C55, which would replace the originally proposed Route 303 (Visionary Network) and the current Route G2. This new route involves buses traveling up and down First Street NW over 150 times daily, making 76 trips from 5am to midnight between Rhode Island Ave NW and Bryant Street NW, with stops at V and Bryant Streets NW

The opposition has coalesced despite the lack of community engagement and discussion regarding changes specifically impacting First Street and Bloomingdale since WMATA originally proposed Route 303 in the Visionary Network and released plans for Route C55 in the updated plan.

On June 17, 2024 the Bloomingdale Civic Association met and residents voted to unanimously oppose the route along First Street NW. On June 18, following ANC5E's last-minute reversal of their decision to vote on a resolution to your office, the community demanded that ANC5E schedule another forum before WMATA's July 15 comment period deadline. Our Commissioners scheduled this forum on July 8 at 7 PM and have assured us that you have been invited to attend.

On Sunday, June 23, 2024, Bloomingdale residents launched a community petition and awareness campaign to ensure that our concerns are captured, heard, and acted on regarding the proposed First Street route. A copy of this petition is attached.

In fewer than 36 hours, well over 100 residents have responded to the petition to voice their strong opposition and share their concerns.

In advance of the rescheduled ANC5E forum on July 8 to discuss Route C55 and the Better Bus Network impacts to ANC5E we will share copies of residents' responses with your office, WMATA, DDOT, ANC5E Commissioners, and the Bloomingdale Civic Association. We look forward to your collective participation on July 8, 2024.

While we continue to collect responses to the petition, the early data unsurprisingly centers on the longstanding safety issues along First Street and throughout Bloomingdale for pedestrians, cyclists, children, and motorists. Despite years of ongoing community requests for traffic calming measures on First Street, no action has been proposed or taken at any level of DC government. In that time, numerous cars have flipped over on First Street and our sidewalks. Other road incidents have caused the death of pets; endangered children, seniors, and cyclists; and resulted in road rage incidents where guns have been brandished at the very intersection that WMATA proposes to add two bus stops.

Furthermore, there is a great deal of concern from homeowners along First Street who have experienced structural issues from consequences related to the DC Water First Street Tunnel construction, such as ground movement, sinking curb stones, and cracking pavement leading to the home. Needless to say, the introduction of many dozens of bus trips per day onto a weight-restricted street would only cause further damage and costs, which should not be borne by the homeowners.

Adding buses to First Street NW will increase traffic congestion, make the narrow street more dangerous, and exacerbate existing traffic problems. Introducing changes to First Street that further reduce the already limited number of parking spaces will also make it even harder for all residents to find parking throughout the community – especially those living in homes, English Basements, apartments, and accessory dwelling units without access to off-street parking.

While buses play an essential role in promoting sustainable transportation to all members of the community, they should be prioritized on roads suitable for efficient and effective bus ridership. Route C55 is unlikely to ease congestion on First Street NW, as the assumption that additional bus trips would reduce car trips fails to consider the nature of commuter traffic to, from, and through this neighborhood.

Many residents call for using North Capitol Street instead of First Street, as it is already better equipped to handle bus traffic. We request that your office engage WMATA and DDOT, as well as our ANC, Civic Association, and residents to move Route C55 to another street and steward a plan to increase safety for everyone on First Street and throughout Bloomingdale, while

preserving the character of our Historic District, the structural integrity of our homes, and the accessibility to on-street parking. We further call on your office for a revised Route C55 that does not traverse First Street NW.

We continue to request action to urge DDOT, with community input, to develop comprehensive plans to study and implement traffic safety measures on First Street NW and across Bloomingdale.

We call on you to amplify to WMATA and the Mayor's office our strong opposition to Route C55 along First Street, ensuring that the interests of Bloomingdale residents are heard and our wishes to protect First Street are respected and acted on.

Thank you for your attention to this matter. We appreciate your participation and leadership at the upcoming July 8 ANC5E meeting, and we look forward to working with you to make Bloomingdale and the District safer, accessible, and equitable for all residents.

Sincerely,

Concerned Residents of Bloomingdale

Enclosure: Petition

CC:

Councilmember Charles Allen
Chair, Committee on Transportation & Environment
1350 Pennsylvania Avenue NW Washington, DC 20004

Washington Metropolitan Area Transit Authority
Randy Clarke
General Manager and CEO
300 7th Street SW
Washington, DC 20024

DDOT
Sharon Kershbaum
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Commissioner Huma Imtiaz (5E04)
Commissioner Kevin Rapp, Vice Chair (5E05)
Commissioner Kirby Vining (5E06)

Bloomingdale Civic Association
Teri Janine Quinn, Presiden

Petition

WMATA is throwing Bloomingdale residents under the bus.

Bloomingdale residents are outraged by WMATA's little-known plan to run the new C55 bus route down First Street NW, which has long-voiced and well-known concerns regarding safety for pedestrians, cyclists, pets, children, drivers, and our houses. Bloomingdale is a historic district plagued with road damage, flooding, and drainage issues that have compromised the structural integrity of our streets and houses.

Route C55 would stop on First Street between Rhode Island Ave NW and Bryant Street NW over ***150 times every day, from 5am to midnight.*** This change will transform First Street into a major transit thoroughfare, pushing ***more commuter traffic*** *and residential parking* ***onto side streets***; increasing noise, exhaust, and toxic tire pollution; worsening existing congestion and traffic safety issues; ***increasing the risk of dangerous car, cyclist, electric scooter, and pedestrian accidents***; and disrupting the residential character and rhythms of the community.

To fit two-way bus traffic in Bloomingdale's child, pedestrian, and cyclist-friendly neighborhood, DDOT would have to ***widen the lanes of traffic on First Street***, likely ***removing parking*** spaces**,** ***eliminating treebox gardens*****,** and ***cutting back mature shade trees***.

WMATA has not adequately informed First Street residents, the community has not vetted route C55, and the bus proposal ignores the facts on the ground--**First Street is not a good fit**.

- First Street has a **weight restriction which the buses would grossly violate**. Property damage is guaranteed.

- The weight of the heavy bus traffic poses risks to First Street, which uniquely sits atop a major DC Water tunnel, the construction of which has led to road damage and compromised the structural integrity of nearby houses. **WMATA hasn't demonstrated that the street or our homes can handle a bus route.**

- First Street Is currently a major pedestrian thoroughfare. The frequent bus service ***(over 150 stops every day, from 5am to midnight)*** would disrupt Bloomingdale's quiet, residential

character, causing increased noise, pollution, and ***cyclist and pedestrian traffic safety issues***, while potentially requiring traffic lane widening,cutting back of trees, and ***removal of parking spaces***.

- Buses play an essential role in promoting sustainable transportation and should be prioritized on roads that are suitable for efficient and effective bus ridership. Route C55 is **unlikely to ease congestion on First Street NW** as the assumption that additional bus trips would correspondingly reduce car trips fails to **consider the nature of commuter traffic to, from, and through this neighborhood**.

- Bloomingdale's voices are being excluded from this conversation.

    - **WMATA failed to inform Bloomingdale** – especially our residents and seniors, many of whom are minorities, with limited online connectivity – **with equitable communications** by not posting signs or engaging in door-to-door distribution of flyers or door hangers.

    - **WMATA personnel could not or would not respond to community questions** about route C55 at engagement events, including the pop-up at Rhode Island Ave Metro on June 17, 2024.

    - **ANC 5E04 Commissioner**, nominated in 2023 by Councilmember Zachary Parker to represent Bloomingdale at his Ward 5 Taskforce on the Better Bus Network, **failed to engage with Bloomingdale residents on the proposed *changes impacting First Street.***

    - **Councilmember Parker's** 2023 **Taskforce** Letter to WMATA and his 2024 Ward 5 Scorecard of WMATA's Proposed Better Bus Network **never mentioned the potential impact to Bloomingdale and First Street**.

    - On June 17, 2024 the **Bloomingdale Civic Association** met and residents **voted to unanimously oppose the route**, calling for ANC5E and Councilmember Parker to take action to protect First Street.

    - Despite significant community attendance at the June 18, 2024 ANC5E Meeting, where a vote on the C55 bus route was on the published agenda, **three ANC5E Commissioners disenfranchised residents by voting to remove opposition to Route C55 from a Resolution Letter to WMATA and Councilmember Parker**. And the **ANC 5E04 Commissioner** on Councilmember Parker's Better Bus Taskforce **failed to attend** to engage on the concerns of the community.

- **Taxpayers will bear the burden** of added road damage and maintenance costs as well as street closures – all of which would be significantly lower if the route were moved to a more suitable street with existing bus infrastructure like North Capitol.

Residents are rallying against this ill-conceived plan. But our ANC reps have thus far refused to communicate these concerns adequately to WMATA and Councilmember Parker.

WMATA is throwing Bloomingdale under the bus.

SCAN THE QR CODE TO SIGN THE PETITION ONLINE

Let your voice be heard: a bus on First Street NW is bad for Bloomingdale.

- **Safety Concerns**: Across Bloomingdale, cyclists, pedestrians, and drivers will face increased risks.
- **Property Damage:** First Street's unique structural issues with the First Street Boundary Tunnel make it unsuitable for heavy bus traffic, which could damage homes.
- **Equity:** Damage to the area, reduction in tree cover, and increase in traffic congestion for the sake of accommodating buses will disproportionately burden the community, worsen environmental and health inequities, and undermine efforts to ensure fair and just environmental benefits for all residents.
- **Community Disruption**: Bus traffic will damage the residential character and safety of Bloomingdale, increase pollution, and require removing parking spaces & treeboxes.
- **Lack of Transparency and Representation**: WMATA and local representatives have withheld information and rejected community demands for opposition and action.
- **Financial Impact**: The plan wastes tax money. Road maintenance and damage will be higher on First Street, and will result in regular repairs and disruption.
- **Community Opposition**: Bloomingdale residents and the Bloomingdale Civic Association strongly oppose a new bus route on First Street NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

JOIN US AND HAVE YOUR VOICE HEARD. SCAN THE QR CODE TO ADD YOUR NAME AND SIGN THE PETITION TO WMATA.

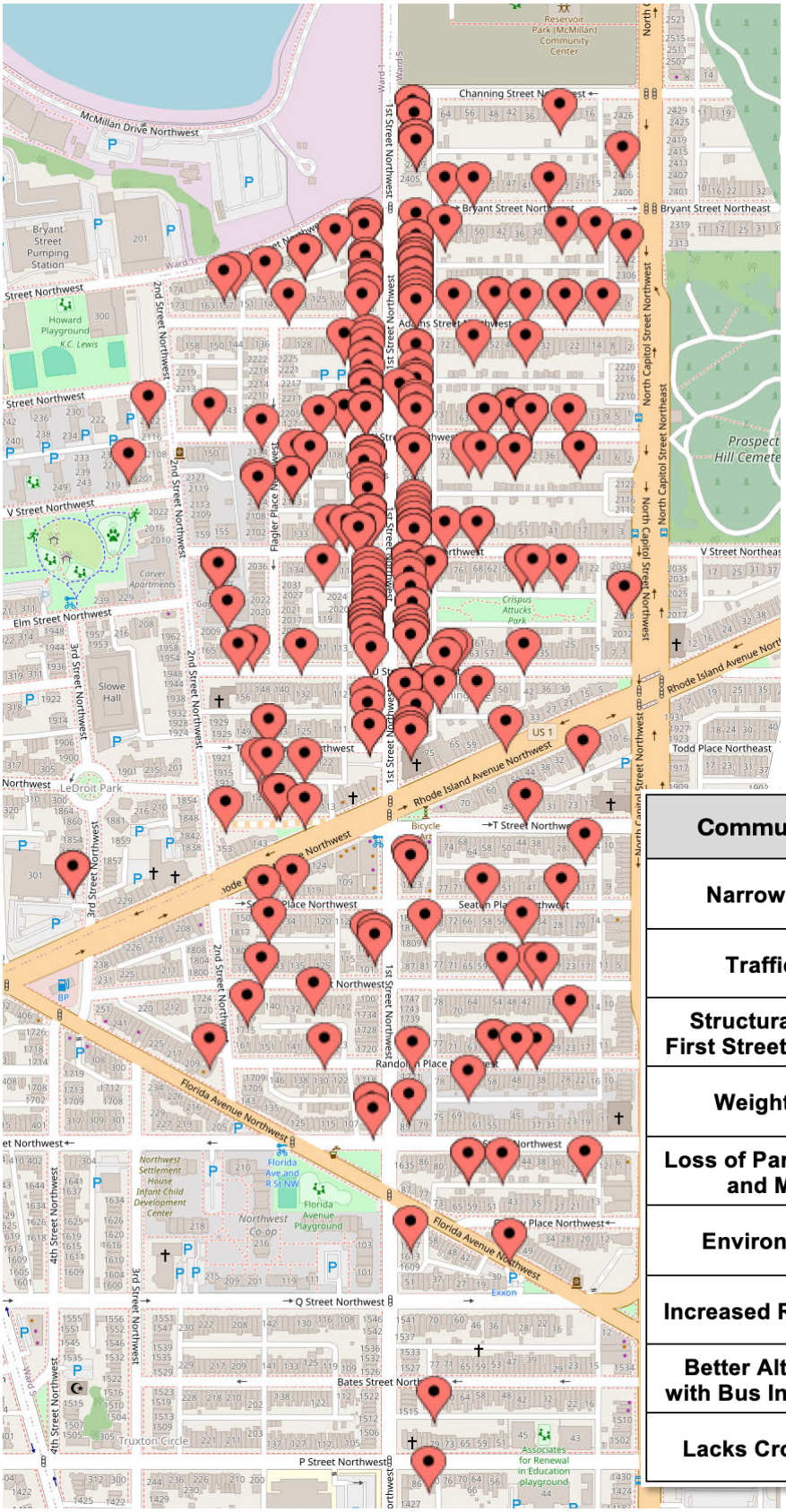
Citations

1. Truck Weight and Its Effect on Highways, https://www.gao.gov/products/109954;
2. Boile, M. & Narayanan, Preethi & Ozbay, Kaan. (2003). Impact of Buses on Highway Infrastructure: Case Study for New Jersey State. Transportation Research Record.;
3. Pavement Interactive, www.pavementinteractive.org; Flexible Pavement ESAL Equation;
4. Per the Government of the District of Columbia Public Realm Design Manual: WMATA bus clearance is 11'. DDOT's preferred width for a two-way street with dual-side parking is 38'. Per DDOT Bicycle Program Specialist Mike Goodno, "1st St NW is two-way, 35' wide, with parking on both sides of the street. The parking and travel lanes are already at their minimum widths."
5. Yale Environment 360: "Tire wear particles… are so small they can pass through lung tissue into the bloodstream and cross the blood-brain barrier or be breathed in and travel directly to the brain, causing a range of problems." https://e360.yale.edu/features/tire-pollution-toxic-chemicals;
6. Per Open Data DC, First Street NW between Bryant and Rhode Island has been the site of 42 traffic crashes since Jan 1, 2020, exceeding the crash per block average for DC collector streets.;
7. https://www.gao.gov/products/109954;
8. Gibby, R., R. Styer, and R. Kitamura. Impact of Single Rear Axle Buses on Local Street Pavements. Final Report. California Public Works Studies Program, Sacramento, 1991.;
9. "Driving on roads in need of repair costs the average driver $377 annually in extra vehicle operating costs," with additional vehicle operating costs ranging between $178 and $832 annually for urban areas with populations greater than 500,000. Robbins, Mary M and Tran, Nam. Literature Review: The Impact of Pavement Roughness on Vehicle Operating Costs. National Center for Asphalt Technology, Auburn University, Auburn, 2015.; DDOT
10. Mid City East Livability Study, 2014: https://ddot.dc.gov/page/mid-city-east-livability-study
11. DC Department of Energy and Environment (DOEE) Equity Framework, 2021: https://doee.dc.gov/sites/default/files/dc/sites/ddoe/service_content/attachments/DOEE%20Equity%20Framework_Oct%202021.pdf
12. Route C55 would stop over 150 times every day, as part of 76 trips from 5am to midnight, up and down First Street between Rhode Island Ave NW and Bryant Street NW (specifically at four stops at V and Bryant Streets NW).

SCAN THE QR CODE TO SIGN THE PETITION ONLINE

Petition Responses

Over 300 Ward 5 Bloomingdale Residents Strongly Oppose Route C55 on First Street NW



Community Concerns
Narrowness of Street
Traffic and Safety
Structural Issues Due to First Street DC Water Tunnel
Weight Restrictions
Loss of Parking, Tree Boxes, and Mature Trees
Environmental Impact
Increased Road Maintenance
Better Alternative Routes with Bus Infrastructure Exist
Lacks Crosstown Service

Last Updated 7/12/2024 at 1:00 PM

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
1	Lola	Peres	Bryant Street NW	I believe that this bus route causes more harm than the benefits claimed by WMATA. The quality of life, the environment and safety would all be adversely affected by adding buses to these residential streets that were not built for this type of vehicle. Especially considering that the existing east west bus routes already exist.
2	Renee	Peres	Bryant Street NW	My family and I live in this neighborhood and value our safety. We moved here because it is a quiet and close knit community. Our 9 month old puppy was killed by a speeding driver at the intersection of First and Bryant. Allowing busses on both sides of the street will not help— but worsen the challenges the neighborhood already faces. We are not opposed to a bus line or public transportation, we welcome it in fact, but First Street is not the right fit.
3	Katherine	Maher	1st Street NW	All of the reasons listed. And my deep frustration that it feels like local leadership has tried to pull a fast one on our neighborhood - avoiding consultation and disclosure for what they rightfully knew would not be welcome by Bloomingdale residents. That's not how it's supposed to work. We are a community that works hard to support one another and create a welcoming, safe, quiet character in the midst of the bigger city - a major transit route running through our midst undoes that.
4	Haley	Dorgan	1st Street NW	I care for the safety of my family, community, and our homes. I support public transportation and suggest N Cap to be the right street for this bus.
5	Andrew	Booth	1st Street NW	The bus traffic will be dangerous to both cyclists and the infrastructure of the neighborhood
6	Toni	Codinas	1st Street NW	I am a biker and the bus would make it much more difficult to share the road because 1st St is too narrow.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
7	Sachiko	Galassetti	1st Street NW	First ST NW is too narrow for a bus line to go up and down. The intersections barely allow vehicles that are shorter than city buses to turn the corner. The historic houses are tall and susceptible to damage by heavy vehicles. Many homes do not have parking in the back and people, especially the elderly, dependent on cars will be negatively impacted. Buses would also interfere with the emergency vehicles that travel to and from the hospital. Many bicyclists will be imperiled by the bus traffic. Move the bus route one block over to North Cap and protect our neighborhood in Bloomingdale.
8	Carlos Felipe	Uriarte	V Street NW	I am greatly concerned about the impact the C55 bus line would have on pedestrian and biker safety in Bloomingdale.
9	Allison	London	Adams Street NW	
10	Travis	Elliott	1st Street NW	A bus line will ruin the residential character of 1st Street, NW, and there is an easy alternative route only one block away on North Capital with established bus routes and stops.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
11	Rick	Bright	1st Street NW	I'm very concerned about existing traffic safety along 1st st NW, most intersections are uncontrolled, cars race through stops signs when traffic light and they also make it dangerous when the street is backed up every day during rush hours. It's not safe for pedestrians or cyclists. Adding buses along this narrow street will exacerbate an already dangerous situations. I'm also concerned with the ability for the street to handle the added weight of buses along with the already heavy traffic load. The water tunnel is just below the surface and it was clear to residents that the street structure that sits on top of it is not thick and supportive. This causes vibrations in our homes (most of them sit very close to the street, without deep front yards) already after the water project, adding heavy buses could cause more damage to our homes. Im really concerned about the noise from buses every 30 minute right outside our windows. Our homes sit very close to the street. Ambulances go up and flowing with sirens sporadically and often turn off sirens at night. The noise of the buses would be very disruptive to the existing wellbeing of residents. I'm very concerned about safety on these narrow streets. Traffic backup. Cars whizzing around buses and pedestrians and bike caught in the crosshairs. I've had no issue taking the 80 bus from north capitol for years. It's an easy walk. I'd suggest the route that goes from 4th, down Channing to N capitol, turn right and add stops along N Cap and connect with the existing bus stop at N Cap and Rhode Island Ave. I have several other concerns as well about a route down 1st St NW, I've raised them with BCA, my ANC rep and other local ANC reps. THANK YOU for listening to my concerns and for considering better options than adding a new bus line down 1st St NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
12	Brucetta	Williams	1st Street NW	I live on 1st Street & have already had structural damage to my home as a result of the DC water project. I'm very concerned that buses running constantly up and down the street will further compromise the weight restrictions and cause more damage to not only my home but those of other residents on 1st Street. The other issues congestion, safety, etc are also a concern of mine.
13	Angela	Prentice	1st Street NW	I am already experiencing environmental damage and our streets are not safe.
14	Samilia	Anthony	1st Street NW	I believe having a bus turn from Bryant Street to First Street is dangerous for the neighborhood at a corner where I have witnessed several accidents. This is a community of walkers, nannies, bicyclists, college students and long-term owners who value the historic beauty of their homes. I oppose the C55 bus running through First Street.
15	Cora	Ferguson	Rhode Island Ave NW	Bloomingdale should be safe!
16	Andrew	Salek-Raham	1st Street NW	
17	Ash	Upreti	1st Street NW	First St NW and its houses have unique structural concerns due to the water tunnel running under the street, and routing buses down our street will exacerbate damage to the road and thereby our houses. It will also ruin the quiet pedestrian-friendly character of our neighborhood and decrease safety of residents. Congestion and lack of parking are already issues for us, and buses will only make each issue worse. Buses can be a great addition to a comprehensive transit system but should be run on main arteries like North Capitol St, not on narrow residential streets like First St NW.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
18	Jaime	Owens	1st Street NW	I am signing this petition to stop the proposed bus routes on 1st Street NW because, as someone born and raised in Bloomingdale (before it became "Bloomingdale"), I know this is a TERRIBLE idea. Parking is already a huge challenge on our street; it quite literally feels like the Hunger Games just to find a parking space within walking distance of your home. Adding bus routes will make it nearly impossible for residents to find spaces. This isn't solely about convenience; it's also about safety. The increased traffic and congestion will pose significant risks for pedestrians, cyclists, and children in our neighborhood. Moreover, the weight of the buses will exacerbate existing structural issues on our street. Our roads have already suffered damage due to flooding and drainage problems, and the heavy bus traffic will only make things worse. This isn't just speculation – it's a real concern for the safety and integrity of our homes. The environmental impact is also deeply concerning. The potential construction needed to complete this proposed project will lead to the loss of mature shade trees/critical green spaces that help mitigate urban heat islands and provide essential greenery to our community. This will not only damage our neighborhood's charm but also harm our environment and public health. There are surely alternative routes nearby that already have the necessary infrastructure to handle this kind of bus traffic without adversely affecting residential areas. Moving the route to streets better equipped for bus traffic would prevent the economic burden of increased road maintenance and preserve funds for other critical community projects.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
18	Jaime	Owens	1st Street NW	*continued* Additionally, Bloomingdale already faces significant crime challenges, and running a bus route more than 12 hours a day will only increase access and more than liekly elevate the crime rate. This project hasn't been developed to enhance the lives of Bloomingdale residents. Instead, it feels like an imposition that disregards our community's needs and safety for the benefit of developers. What makes this even more frustrating is the lack of transparency and communication from WMATA. We weren't adequately informed about this plan, and the community hasn't had a fair chance to vet the route. It's clear that 1st Street NW is not suitable for this kind of heavy bus traffic. The frequent stops and noise will disrupt our quiet, residential character, increase pollution, and require the removal of essential parking spaces and treeboxes, which are vital to our neighborhood's charm and structure. Bloomingdale is a community that should be valued and protected. The proposed bus route is not only impractical but also harmful to our way of life. We urge WMATA to respect the wishes of our community and eliminate 1st Street NW from the proposed bus routes. We need solutions that improve our quality of life, not projects that compromise our safety, environment, and well-being for the benefit of developers.
19	Kevin	Washington	Bryant Street NW	This is YET another bone headed idea of feckless elected officials' and city bureaucrats' making. City bus traffic does NOT belong on First Street for a host of reasons including - if not starting with - the street's size being unfit to accommodate them given the outsized reliance on street parking.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
20	Evelyn	Brown	North Capitol Street NW	The route change impacts the already heavy flow of traffic, pedestrian safety, and cyclists on 1st street already crunched with tight parking and heavy traffic flow.
21	Kathi	Bahr	Bryant Street NW	
22	Robert	Uzel	V Street NW	Concerned about traffic flow and removal of parking
23	David	Delcher	1st Street NW	24 year resident of 1st Street and we do not NEED or WANT a bus line down our street which already has issues with congestion, parking and traffic.
24	Trent	Bauserman	R Street NW	Bus traffic needs to stay on 4th St NW, not 1st NW. 1st cannot handle that amount of traffic or larges buses.
25	Donald	Gatlin	1st Street NW	I was at the BCA meeting where the community unanimously voted against the proposed C55 route and I fully agree with my neighbors that a bus on 1st street is a bad idea. Unfortunately, our ANC reps never made a good faith effort to gather community feedback before finalizing recommendations to WMATA as part of CM Parker's task force. But, we are the most impacted by this proposal and are saying loud and clear that this proposed route puts our safety and well-being in jeopardy. Move the C55 to the much wider North Capitol St which already exists as a thoroughfare for buses.
26	Kayly	Ober	1st Street NW	I live on First St and find there’s already an inordinate amount of traffic for such a residential block. I hear the existing traffic everyday and it impedes my sleep. A bus will only add to the noise. And as a biker, I’m also concerned for my safety on the street if a bus were to be added to our already narrow lanes.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
27	Clarence	Labor	1st Street NW	In addition to the numerous cons (against the proposed bus route) that have been stated and articulated by my neighbors and beyond, it is clear that we the affected residents have been unfairly blindsided by this effort. I do not believe that an inclusive feasibility study was conducted, and/or that adequate feedback was sought, or taken into consideration at all from us. WMATA can not sweep this under the table and blame the lack of transparency on anyone, any position or any office. WMATA should have ensured that the proverbial bull was taken by the horns, and that now and in the future, they take full responsibility to be open and transparent about any and all projects. Along with the lack of and failure of open and fair communication, this is being perceived as a clear attempt of WMATA hiding behind the curtain and wanting to wash their hands clean of their responsibilities with this proposed change.
28	Cliff	Johnson	T Street NW	Dangerous with major safety issues
29	Cheri	Hoffman	1st Street NW	The road is not designed for this. Complete inappropriate for this neighborhood
30	Mary	Walker	1st Street NW	I am already experiencing movement and cracks in my house and doors that wont close from this dcwater project. We already have too much noise, traffic and damage. I am a senior citizen I don't ride the bus or bike. I need to be able to safely get into my car. I have lived here since 1982 and paid taxes. I want to live in an environment safe from harm or danger WITHOUT THE CONSTANT NOISE FUMES AND VIBRATIONS FROM BUSES..
31	Annika	Toenniessen	U Street NW	
32	Ashley	Nash-Hahn	1st Street NW	A bus will make first street even more dangerous to cyclists and pedestrians. The bus will also not serve its intended constituents, which are Howard Hospital and apartments in the LeDroit Park Community.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
33	Anthony	Donatelli	U Street NW	We already have a lot of emergency vehicles using 1st to get to and from the hospital. We don't need any more regular traffic from large, noisy vehicles.
34	David	Shotwell	1st Street NW	I don't want bus service along 1st St NW in Bloomingdale!
35	Thaddeus	Corley	1st Street NW	we oppose C55 bus route.
36	gary	mendel	Rhode Island Ave NW	first street is 'commercial' enough and bus lines are within short/walking distances
37	Erica	Van Steen	1st Street NW	our street already does not have speed bumps and accommodates ambulances. we enjoy the quiet street at night and our gardens and well maintained tree boxes bring calm, pollinators, cooling and fresh air, and historic character to our neighborhood. I am a resident that would be directly impacted by this route. As someone who both bicycles and uses the bus to commute my child to DCPS, I do not need a route on 1st. We have routes within a few blocks walking distance in all other directions. There is no room for a bus in this section of 1st. This makes zero sense.
38	Erin	Short	1st Street NW	I think having a bus on 1st Street NW is a terrible idea.
39	Joseph	Letzelter	V Street NW	I strongly oppose this bus route and the danger it would bring to this residential community. Especially considering there is a large thoroughfare north capitol st one block away. This would make this neighborhood no longer kid friendly but dangerous with two high traffic streets adjacent to each other
40	Jonathan	Moore	Seaton Place NW	I use 1st Street daily for cycling and it's already not safe for cyclists.
41	Pavlos	Zouridakis	1st Street NW	A bus route on 1st st would change the look and feel of the neighborhood, would increase traffic and would make it more dangerous for the many small children that live on and walk by the street.
42	Abi	Strayer	Quincy Place NW	Traffic on first street is already very bad especially heading south towards NY Ave since the installation of the stop sign camera. It will make getting into and out of the city via 395 even more challenging for residents if there's a bus making frequent stops up and down the road.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
43	Megan	Feldman	Bryant Street NW	This will be bad for traffic, bikers, parking, not to mention increased noise.
44	Barbara	Currie	1st Street NW	I don't want a bus coming down First St
45	Seth	Turner	T Street NW	We don't want the bus route going down 1st Street. It is already too crowded!
46	Jay	Kozak	1st Street NW	Street is too narrow and there is already insufficient parking in the neighborhood as it is. Why not send the buses up N. Capitol, which is a major road and only one block away
47	Abhishek	Saxena	1st Street NW	We don’t need bus service on first St
48	Erica	Olsen	W Street NW	Adding more congestion is absurd. Adding noise to a relatively quiet and serene street is absurd. Removing parking spaces is absurd. Bus routes should be on North Capitol street.
49	Marko	Beljak	Flagler Place NW	I am opposed to the proposed bus route on the 1st street
50	Darcy	Watts	W Street NW	
51	Jocelyn	Lee	T Street NW	I want to maintain a quiet but efficient Bloomingdale neighborhood and oppose bringing new bus routes into an already congested historic neighborhood.
52	Andrew	Pfender	Bryant Street NW	The safety of my family and neighborhood
53	Tanya	Sharma	1st Street NW	I'm a neighbor that lives on First Street and the proposed route will adversely affect the street, especially considering it's a direct route to the hospital, and N. Capitol is one block over and has the infrastructure for bus routes.
54	Richard	Maze	1st Street NW	We fear this proposal would make the Bloomingdale neighborhood less safe for pedestrians trying to cross 1st Street, cause significant traffic backlogs and distrupt traffic to Washington Hospital Center for emergency vehicles.
55	Mary Pat	Dwyer	W Street NW	There are nearby major traffic corridors that can better handle this new service adding only a short walk for bus users, whereas First, Bryant and W are purely residential and would be substantially altered by this proposal.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
56	Jonathan	Rash	W Street NW	I want to protect the young children of Historic Bloomingdale from the twin scourges of noise pollution and dangerous traffic.
57	George	Crawford	1st Street NW	A bus route on 1st Street, NW is not in the best interests of Bloomingdale residents, District residents who need bus service, or WMATA. The bus routes need to stay on main roads and streets like North Capitol Street and Georgia Avenue. Someone needing to ride a bus in the Bloomingdale community will be better served by walking the one block to North Capitol Street. WMATA's equipment and personnel will be better utilized by improving bus service on North Capitol Street and Georgia Avenue. Thank you for stopping the C55 route from going up and down 1st Street. The bus should go across 1st Street to North Capitol, turn right and go to Rhode Island Avenue turn right and continue on the proposed route to Florida Avenue. This is a better route that would better serve all stakeholders. Thank you.
58	Ann	Stevens	Adams Street NW	I do not think a bus on First street will help with congestion and will put pedestrians and children in danger
59	Tomas	Encarnacion, Ph.D.	1st Street NW	It's mind blowing that the city will consider adding a bus route in an already congested street with so much traffic traveling to/from a huge medical complex and an expected increase of pedestrians and automobile traffic due to the McMillian housing and medical complexes. We do not want nor do we need the bus route on first street.
60	James	Economides	V Street NW	
61	Jody	Silvio	1st Street NW	Traffic on First St NW already is very heavy in both directions. It's noisy, backed up, and between delivery trucks to restaurants, US Mail, Fed Ex, Amazon, UPS, and idling cars stopping at MiniMart, liquor store, and restaurants First St really can't accommodate a bus route.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
62	Annamaria	Steward	1st Street NW	This will destroy our wonderful tree-lined street and neighborhood. Please keep buses (as you have with large trucks) on the major, wider, thoroughfares! Our hundred year old houses can't take any more major weight disruptions on the street, and there are so many small children and people walking dogs on the street that their safety will seriously be threatened with huge buses and limited sight lines on the street. Major transportation is literally one block away on North Capital. Please keep it there.
63	CELIA DIANNE	BARNES	Adams Street NW	it's not a great ideal to have a bus route on First St NW for reasons mentioned in BCA's responses.
64	Peter	McElligott	1st Street NW	
65	McElligott	Allison	1st Street NW	
66	Lyndsay	Polloway	1st Street NW	
67	Robin	Brooks	1st Street NW	I have a small child who needs to cross this street, and there's already too much crazy traffic.
68	Nancy	Ali	1st Street NW	I do not want a bus route on 1st Street -it will be too noisy!
69	Zamira	D	V Street NW	We already have a very busy-heavy traffic street on one side of the block - North Capitol. If the 1st Street is turned into the same then we effectively will not be able to enjoy our neighborhood with kids , walk out, meet neighbors, have playdates etc. We urge WMATA to not proceed with such plans and conduct the legally mandated consultations with those who will be impacted.
70	Melinda	McKay	Adams Street NW	I believe a bus route down First street will significantly damage the local community in a wide variety of ways.
71	Mike	Stratton	T Street NW	I don't want the bus route
72	Glenn	Love	1st Street NW	First street is already tight and very congested. I often feel unsafe as a biker, as it is. I'd been hoping they'd turn it into a one way street and add a bike lane. This would be the totally wrong direction. And losing our tree boxes would destroy the neighborhood. That shade is the only thing that makes the neighborhood bearable in the summer heat.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
73	Nicholas	Lokker	W Street NW	I agree with all the points it makes.
74	Michael	Olsen	W Street NW	It would be a disaster for the community!
75	Ty	Cobb	1st Street NW	As a resident of Bloomingdale, it's extremely disappointing that WMATA hasn't properly engaged with our community about the C55 bus route proposal. We were not aware of this proposal until recently. Parking in the neighborhood is already tight and uniquely impacts those of us who only have street parking. Any loss of existing parking in our residential neighborhood will take an existing problem and makes it worse. 1st street has already been a traffic safety nightmare. People fly down the road to avoid North Capitol, swerving around people, flipping vehicles, and ignoring stop signs. We should be focused on traffic calming measures, not increasing the complexity of traffic. In addition, It's unclear to me why a bus is appropriate for the street in the proposal yet signs currently limit the weight of vehicles on the street to far less than the weight of a bus. Lastly, Bloomingdale is a historic neighborhood with historic 4 story homes on both sides of the street. The homes have already been impacted by DC Water tunnel beneath First Street NW. Sending large busses down the street will further impact the structural integrity of the homes. Residents of Bloomingdale - especially those on 1st Street - deserve a chance for further engagement on these points. The current process has not allowed for that. I oppose the current proposal and ask that our representatives on the City Council and in the ANC join me to call for more community engagement and alternatives to the current proposal.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
76	Dena	Olyaie	Flagler Place NW	I'm concerned about the traffic this will send down 2nd street, which is the location of two community parks with young children crossing the street
77	Minnette	Bumpus	1st Street NW	Minnette Bumpus
78	Judy	Cobb	1st Street NW	As a partially-blind, 82-year-old resident of First Street NW who does not drive, I have serious concerns about pedestrian safety. If the proposed Route C55 is added to First Street and a bus stop is established at V Street NW steps where I live, WMATA will contribute to additional reckless driving in our community that will risk my safety. The removal of parking spaces to accommodate the bus route would make walking even more dangerous. The parked cars currently provide a buffer between pedestrians, car traffic, and cyclists. Without them, navigating the sidewalks would become significantly more perilous for seniors like me. This is a residential neighborhood with many cars and commuter traffic speeding down First Street, consistently failing to stop at the intersections. Instead, we desperately need our ANC, Councilmember, and DDOT to add speed tables at the intersections to slow down traffic and make our streets safer for everyone, including people like me with mobility and vision challenges, as well as my neighbors and other Bloomingdale residents and visitors with children and dogs.
79	James	Easaw	1st Street NW	as a long term 1st Street owner, I know that having busses transit this street is unsafe for its residents and regrettably will undermine the stability of the historic homes. We have for decades seen our foundations crack and our floors buckle from oversized trucks transmitting at all times of the day and night. Adding busses will only exacerbate these problems.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
80	Jerry	Cobb	1st Street NW	As an 83-year-old resident of First Street NW, I am deeply troubled by the proposed Route C55 and the addition of a bus stop at V Street NW. The removal of parking spaces would eliminate the protective barrier for pedestrians, making it even more dangerous for seniors like my wife and me to walk safely on our street.
81	Barbara	Wilson	1st Street NW	I oppose WMATA's plan to run bus route through my community
82	Sara	Delach	U Street NW	
83	James	Martin	1st Street NW	Traffic, loss of parking, and the decaying roads and sinkholes.
84	Jacob	Mueller	1st Street NW	1st Street isn't designed to support the proposed bus route
85	Cindy	Poss	1st Street NW	First Street is too narrow for a bus. The noise will disrupt a quiet peaceful community and the exhaust fumes will pollute our neighborhood, home to happy children.
86	Adrienne	Bory	U Street NW	
87	Yavar	Moghimi	V Street NW	1st street is not meant to be a major bus route and will not ease congestion on this residential street
88	Brian	Albert	Flagler Place NW	Bloomingdale does NOT want or need this bus lane. I would be afraid to let my children play outside with such an increase in traffic and congestion
89	Shelly	Parker	1st Street NW	I am against this bus route being on 1st st nw
90	Sandra	Barkley	W Street NW	Our neighborhood already has enough traffic. Adding a bus roite is a bit overwhelming.
91	Jiakun	Cheng	Seaton Place NW	Traffic is already congested on 1st St and dangerous for residents since many don't stop at the stop signs. Introducing a bus route on a single lane street passing through a residential area is only going to encourage more reckless driving and increase risks for pedestrians in the neighborhood.
92	Pietro	Galassetti	1st Street NW	The bus would create an enormous disruption in traffic, reduce parking, increase noise and confusion, increase danger to pedestrians, and Create gridlocks at turning points where buses do not have enough room to maneuver

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
93	Karl	Gerner	S Street NW	I would strenuously oppose the removal of sidewalk/planter space or cutting back of trees on first street to accommodate this new route.
94	Nicole	Guise	1st Street NW	I am concerned about the overall safety and quality of life in the community if a bus route is added on First St NW. Safety- the street is narrow and already presents with challenges when attempting to safely exit your vehicle with children, groceries etc. when parked on the street. Quality of life- increased noise and traffic in the community that will be in addition to the sirens and congestion caused by the 3 hospitals at First and Michigan. Solution- increase the frequency of the bus routes on North Capital St which is better equipped to handle buses with 3 lanes in each direction.
95	Derek	Marks	V Street NW	I am deeply concerned about the safety of pedestrians on 1st Street. In the six years we've lived on 1st, we've witnessed numerous accidents and road rage incidents. I worry about the families and their children who live on the street.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
96	Carolyn (Rosie)	Fischl	W Street NW	Any bus routes added to the neighborhood should be added on streets where bus routes already exist. Bloomingdale is already supporting more traffic than is safe, and a bus route on 1st will take away the only residential N-S street connecting Rhode Island to Bryant within Bloomingdale borders. North Capitol is a major, busy, dangerous street on our Eastern border. 2nd St serves as a "pass-through" street alternative for all DC services: police, water, parking, public services, etc. while also supporting the G2 bus route and all of Howard campus buses, not to mention the late-night drag racers. 3rd street runs through Thomas Circle (where many use the benches), LeDroit Park, and DC public housing. Putting a bus route on 1st would eliminate any safe N-S streets for residents, pushing all pedestrians, cyclists, scooters, and local traffic to Flagler, which is a narrow, 1-way street that can barely support the current traffic.
97	Alison	Herbert	1st Street NW	New bus line will eliminate parking spots and further disrupt the traffic flow on 1st street
98	Saima	Ahmed	Channing Street NW	Logically it serves no purpose to make the bus go down 1st Street for 6 or so instead of North Capitol that has the width and bus stop infrastructure already in place. Adding this bus route to 1st Street will exacerbate congestion and parking issues and potentially cause road blocks on one of the main routes to WHC for emergency vehicles. Not to mention 1st Street is already constantly plagued by hit and run accidents at all times of the day or night.
99	Donna	Dorsey	1st Street NW	To oppose the bus route on First St NW to what I read about in this petition.
100	Malcolm	Phelan	1st Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
101	Nelson	Marr	Adams Street NW	I AM EXTREMELY CONCERNED ABOUT PEDESTRIAN, BICYCLE, AND SCOOTER SAFETY ON A RESIDENTIAL STREET THAT IS ALREADY TOO DANGEROUS AND OVERLOADED WITH TRAFFIC. I HAVE LIVED IN BLOOMINGDALE FOR OVER 22 YEARS AND THE PROBLEM ONLY CONTINUES TO GET WORSE. NORTH CAPITOL ST IS ONLY ONE BLOCK EAST AND MUCH BETTER EQUIPPED TO HANDLE A BUS ROUTE.
102	Sean	Sullivan	Bryant Street NW	I just wanted to share my concerns around WMATA's proposed elimination of the G2 bus route. This would significantly impact my work commute, as I can take the G2 all the way to 23rd & P & walk the rest of the way. Other neighbors in LeDroit Park would be forced to walk to RI Ave or Shaw/Howard metro. I fear for those who have mobility issues and the fact that there would be no direct replacement route for the G2 is very concerning. In my view the proposed D92 runs too far south along P for any reasonable connections to Bloomingdale. The convenience of the G2 for LeDroit Park/Bloomingdale folks cannot be overstated. WMATA would be making a drastic mistake to eliminate this route.
103	Marcia	Blacken	Flagler Place NW	It will cause more non-local traffic down our residential streets. 1st street already gets a ton of traffic with cars speeding through. We have children and this is a dangerous stress to add to 1st street
104	Andrew	Schaefer	1st Street NW	A bus route seems like a terrible idea for 1st street, which already sees a lot of traffic for a very residential area
105	Sarah	Stumpo	1st Street NW	Parking and First Street is not right!
106	Regina	Mirabito	1st Street NW	
107	Miguel	Segoviano	1st Street NW	I agree with all points made by members of the Bloomingdale community agaist the bus route
108	Garrett	Hernandez	Bloomingdale Court NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
109	Sherry	Howard	1st Street NW	There is heavy traffic daily on First St and gridlock more often than none and the additional fumes from the buses are a concern for my health.
110	Robin	Cunningham	1st Street NW	I oppose the bus on 1st St
111	Begonia	Vázquez Santos	S Street NW	It is inconceivable to turn 1st street into a major bus route street without converting the area affected in a non walkable area, we are surrounding by streets (North Capitol, Rhode Island, Florida) that are non walkable, impossible to use for anyone with any minor physical disability and heat islands. Respect the rights of pedestrians and recognize the enormous toll this neighborhood pays being surrounded by these major high traffic arteries, use those.
112	Amanda	Swanson	1st Street NW	The 80 and G8 already service this area, literally one block away. There is no benefit from another line. And we cannot lose any more trees to road construction in this area!
113	Lauren	Ketchum	1st Street NW	
114	Cherabil	Lawag	1st Street NW	Im concern resident of the the area and i believe it will cause danger and additional hassle to the one living in our community
115	John	Strickler	1st Street NW	Because I am very concerned about the noise, traffic, and impact on cycling on my street.
116	Marybeth	DeGrave	1st Street NW	It’s 7 blocks of bus service that is already served 1 block over to the east by the 80 bus. I just don’t get it. Also, there is supposedly a 1 1/2 ton weight restriction on First street although you wound don’t know it by the lack of enforcement. What happens when someone is double parked and an ambulance is racing by to or from the hospital center?

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#	First Name	Last Name	Street Name	I'm signing this petition because...
117	Charlotte	Jahn	1st Street NW	Expanding the street via remove tree cover decreases the already limited mature tree cover on 1st that is key to keeping the city and residents cool. i was unaware of this bus route plan until I received the petition and it seems like a major change that should have been up for public discussion for those immediately impacted and those one the surrounding streets that will see an impact of heavier traffic as a result. 1st street traffic is already heavy enough being a north south vein from above the reservoir and this will force that traffic to impact the surrounding side streets as people try to get around buses. If there is a way to have the stops be at the top of the hill by the new rec center and then at the bottom at Rhode Island, that might be a happy medium allowing for the route but not adding disruption via frequent stops/no expansion of lanes requiring removal of mature (or immature!) trees/limiting traffic disruption on side streets (since it would only hold traffic twice)….this does not address weight/road damage concern though. thank you for sharing this information with the neighborhood.
118	Warren	Randolph	1st Street NW	To the best of my knowledge, WMATA and elected officials have not performed due diligence and are not dealing in good faith as they have failed to engage Bloomingdale residents. I'd like to see the data supporting the C55 route decision. Further, I'd like to see where the emergency response community has weighed in as several response vehicles use 1st St for access to the medical campus at 1st and Michigan. Will the C55 impede emergency services?
119	Shea	Van Horn	Adams Street NW	Adding a bus route on 1st Street will be a nuisance and appears to violate regulations. Recommend North Capitol instead.
120	Amy	Gillies	W Street NW	A bus route on First would create safety, traffic, and noise issues. The road is too narrow, we anticipate increased traffic due to the development at McMillan, and parking would be challenging for residents. Please don't allow this!!

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#	First Name	Last Name	Street Name	I'm signing this petition because...
121	Jeffrey	Goldberg	1st Street NW	
122	Patrick	Sullivan	1st Street NW	The 80 route already serves this area in an effective manner.
123	Mica	Cohen	V Street NW	
124	Robert	Wittig	U Street NW	It's challenging enough already to drive a car or ride a bike on 1st NW. Can't imagine adding busses to the mix, it's not wide enough. Plus I assume that there will be multiple bus stops on either side which will worsen an already challenging parking situation.
125	Jody	Silvio	1st Street NW	There currently is more traffic, double parked cars, restaurant traffic in 1St Street than it can handle. We do not need a bus route, too.
126	Erica	Moltz	T Street NW	I do not want a bus route on First St NW
127	Helena	Okolicsanyi	Bates Street NW	While I use the bus often and frequently, I believe the proximity to the 80, P6, and 90, and 92 buses is too close for this bus idea. First street already is VERY congested during the school year with three schools right near 1st street and it's access to 395 for New York Avenue. I think a better alternative would be somewher else. As someone who lives just steps from 1st street, this would not be a good idea to have the bus lane right on 1st street due to the congestion, safety, and increased traffic on a two lane road. I am not opposed to buses, but this does not seem like a very smart idea given the four other bus routes just a block away from this.
128	Brenna	Blakey	Rhode Island Ave NW	There are tons of accidents already in Bloomingdale, given the congestion, and a new bus route will only make it worse. This is a family-friendly area where the safety of pedestrians should be of utmost importance.
129	John	Felicio	1st Street NW	It will ruin the neighborhood. North Capitol seems a better route to use without disruptive to the neighborhood.
130	John	Felicio	1st Street NW	There are better options for this new bus route. Recommend North Capitol instead.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
131	Ashley	Svrcek	Bryant Street NW	I am an avid rider of the G2 and H2 lines. And my partner takes the 80 bus. It's my understanding that at least two of these heavily ridden lines are being removed and I see no advantage to the C55 busline. It drives down a street that is easy enough to walk and doesn't do a whole lot of good to get us to a new location. Maybe closer to another busline - but it doesn't seem like the right tradeoff for the other more direct buslines already in order. Plus there is that is way too much bus traffic for a small street that already sees it's fair share of traffic. Adding busses both ways every 30 minutes disrupts the street, the neighborhood and the pedestrians who are already making this walk.
132	Angela	Jones	Randolph Place NW	Buses along First St. will cause too many issues who live here
133	Laurine	Thomas	Bryant Street NW	The area is already too congested and will worsen with the MacMillan development. It is not clear that any Bloomingdale residents have requested this bus route. People can take buses on Michigan or Rhode Island and get needed physical activity walking between the two avenues.
134	Chloe	Stewart	Adams Street NW	I do not want excess traffic in our neighborhood. people can use the buses on North Capitol
135	Dwayne	Bell	1st Street NW	
136	Rebecca	Parks	Bloomingdale Court NW	Concerned about increased traffic on 1st St, which is already over-crowded with vehicular traffic that poses a threat to pedestrian and bicycle users.
137	Wayne	McKinnon	1st Street NW	I oppose
138	Lamar	Grigsby	1st Street NW	We have handicap parking signs for senior citizens who park in front of there homes.
139	David	Archer	1st Street NW	The disruption sounds insufferable.
140	Alex	Dunn	1st Street NW	I stand with keeping a bus line off of 1st St. NW

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#	First Name	Last Name	Street Name	I'm signing this petition because...
141	Leslie	Backoff	1st Street NW	First street is a heavily trafficked road with stop signs every block. With commuter traffic this road is already busy enough during rush hour. It's a beautiful street where neighbors enjoy walking for commutes or leisurely. Adding a bus route will create even more congestion and take away from the beautiful and historic street.
142	Matthew	Shepherd	1st Street NW	I'm concerned about safety, congestion, and more that this bus route would introduce to first street.
143	Davida	Connon	1st Street NW	I don't want the bus line - I have young children and value Bloomingdale's historic and quiet, residential character.
144	Alastair	Volek	1st Street NW	First Street is too small for a bus lane! Let's use the infrastructure we have already on North Capitol Street.
145	Eric	Niebuhr	1st Street NW	I'm especially opposed to this bus route if it calls for removing of tree box gardens. The trees and gardens of this street is what gives a charming character and calming atmosphere. First Street is one of the most beautiful group of neighborhood blocksin DC. Please don't use this street for a bus route when North Capitol is just a block away ; it has already established bus stops, and would be more suitable.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
146	Bradley	Scarborough	1st Street NW	Where is the data that supports the need for the additional bus service? There is bus service on N Capitol - 1 block over. There is no congestion on 1st street. The neighborhood is an established neighborhood - there are no significant amount of new residence moving in within the boundaries of this new route. It doesn't make sense to me that all of the sudden you need bus service in 1st I think the better plan to alleviate traffic On first Would be to build a left-hand turn lane from North Capitol northbound onto Michigan Avenue. Because there's no turn lane it creates the back up on first Street When traffic is heavy. And by the way, traffic is only heavy at 7 AM in the morning and 3 PM in the afternoon. I am absolutely opposed to adding bus service on 1st St., Northwest between Rhode Island Ave. and Bryant Street. I do not see or anticipate a growth of residence along the street that would warrant such a disruption to an establish neighborhood of residence. Councilman Parker if you continue to choose to pursue establishing a bus route on first you'll do so at your own political peril.
147	Shelly	Kodua	1st Street NW	I'm against implementing bus route c55 on first st. Traffic and parking will become a major issue
148	Joseph	Smallwood	1st Street NW	I STRONGLY OPPOSE this poorly conceived route plan which quantifiably will do nothing to alleviate the congest we all experience daily up and down 1st ST NW. I live on first street, and despite personally having to endure this daily traffic along with all the other commuters, a bus route will do nothing to fix the problem, but conversely create others for our community.
149	Patrick	Cheek	U Street NW	1st Street NW is already overcrowded and is a pass through street for all of the congestion on North Capitol Street. Tired of our neighborhood not being treated like a ZONED residential neighborhood.
150	David	Dickerson	T Street NW	Putting buses on 1 St is a ridiculous idea.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
151	Sydney	Johnson	W Street NW	I am a homeowner on W Street. 1st Street NW is a street used to walk my child up and down the neighborhood on a daily basis. It is the ONLY route to walk north and south to the hospital and new community center, given how busy North Capitol is. Allowing 150 bus trips up and down First Street every day will fundamentally change the neighborhood and negatively impact our safey. I vehemently oppose adding these bus routes.
152	David	Johnson	W Street NW	Running buses on First Street NW, particularly between Rhode Island and Michigan Ave NW, is a TERRIBLE idea and would be absolutely disastrous for area residents. First Street NW is the primary walking, cycling, and stroller artery for this area's families, and especially children, who use this area to access the five nearby parks that border First Street NW. First Street is very narrow with single-family residences on both sides, meaning that buses running through this area would dramatically harm the use and character of this neighborhood. I am, frankly, shocked that running buses on this road is even being considered, and question whether WMATA has appropriately evaluated the legality of this proposal. This is an area that is already bordered by major roadways, including North Capitol, 4th Street NW, and 7th Street NW, that are far better suited for bus routes and stops and do not share the same residential characteristics as First Street NW, and thus would be far less obtrusive and damaging alternatives.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
153	Sasha	Clayton	S Street NW	it would eliminate parking, and/or sidewalk infrastructure (like tree boxes), and would add to the traffic congestion on first, rather than alleviating traffic. There are a ton of kids in Bloomingdale, and a fleet of buses raises lots of safety concerns. If the weight of buses would impact the roads, that's another big reason. Finally, there's a viable thoroughfare 1 block over on N. Cap that's designed to handle bus traffic! I don't see the benefit of having a bus line up first street.
154	MITCHELL	LONDON	Adams Street NW	
155	ASHLEY	Van Waes	1st Street NW	i am opposed to a bus on first street for all of the reasons mentioned
156	Camille	Sample	1st Street NW	As a homeowner on first street, I vehemently oppose the addition of a bus route on first street and all the noise, disruption, and property damage that would result. North Capital street is a much more appropriate route for the bus.
157	Gabrielle	Arencibia	U Street NW	
158	Khalid	Jewayni	1st Street NW	I do not want buses on 1st street
159	Ivone	Gopaul	U Street NW	I object to having a Metro bus on First Street, NW
160	Scott	Graham	1st Street NW	I 100% oppose any bus route on 1st Street for all the reasons mentioned in this petition
161	Jenna	O'Steen	Adams Street NW	
162	Robin	Sawyer	S Street NW	While having a bus option is nice, one running on 1st street, which is mostly residential is not the answer. Traffic will be worse, and there will be a significant burden on existing residents.
163	Andrew	Hebbeler	V Street NW	I love buses but routing it thru the bloomjngdale neighborhood versus one block over on n capitol st will cause significant neighborhood challenges.
164	Julie	Van Thof	1st Street NW	Preserve neighborhood character & diminish traffic
165	Carol	Guarnieri	1st Street NW	
166	Erica	Moltz	T Street NW	

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#	First Name	Last Name	Street Name	I'm signing this petition because...
167	Casie	Knowles	1st Street NW	I do not want to lose the quality of our beautiful neighborhood to extreme traffic and continued street damage.
168	Joe	Levesque	W Street NW	First St is a street that already backs up extensively at rush hour thus this is not a good street to have buses traverse every 30 minutes. 4th st NW is a better street for the C55. Also I liked the G2 which traveled west to downtown and Georgetown. It will be replaced by C55 which terminates in Tenleytown.
169	Laura	Olsen	1st Street NW	Too much noise, removes too many parking spaces and the wear and tear on the exterior of our homes, brick cracking etc.
170	Susan	Ludwig	1st Street NW	Too much noise and use of previous parking spots. N Capital is 1 block away with bus stops
171	Joseph	Hudson	1st Street NW	I'm worried about safety
172	Sean	Williams	Rhode Island Ave NW	1) This information should have been more broadly communicated 2) buses going up and down 1st st, which is already tight, does NOT seem like a logical idea. So so so many pets and children.
173	William	Thornton	W Street NW	N cap is a much more suitable street for bus service. There are already bus stops installed, it's a much larger volume street and primarily, when shift changes cut at Washington hospital center, there is at least a 5 block backup on 1st street headed south towards Rhode Island Ave. The bus will always be behind schedule stuck in that traffic. It is NOT acceptable to remove street trees on 1st to add a bus route when infrastructure exists one block over.
174	Chris	Villar	W Street NW	1st street is already crowded and a bus line would add an unnecessary element of traffic, congestion, and delays. All of which is likely to only get worse anyway with the build of our Reservoir District and the additional population there. Roads like North Cap are far better suited for buses.
175	Shane	Austin	W Street NW	First steeet NW is too small for a bus route and most residents only have street parking as an option.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
176	Roxanne	Wallace	1st Street NW	As a First St NW resident I have very strong concerns for a regular bus route on my street. I live neat a corner and have seen too many incidents of commuters, not Bloomindale residents, ignoring stop signs and putting pedestrians in danger. I feel a bus would add to complications of pedestrian visibility. This is a neighborhood where residents walk a lot! That's why we live here, it is a walkable community.
177	Patrick	Kane	1st Street NW	
178	Jeff	Leone	1st Street NW	This is bad for residents, bad for the historical nature of the neighborhood and unnecessary.
179	Nicole	Bonoff	North Capitol Street NW	This bus route is a solution in search of a problem. 1st St NW is already congested and dangerous due to drivers trying to bypass North Capitol. There have been numerous accidents already, which adding a bus route won't help since these long-distance commuters will not be using this route. While there will be a need for more buses to service McMillan/Reservoir District, there is no need for those people to be routed through a quiet residential neighborhood where they are unlikely to exit. Keep the route going through 4th St NW. Actual residents of Bloomingdale above Rhode Island use the buses on Rhode Island perfectly fine to commute downtown.
180	Neil	Stenhouse	North Capitol Street NW	
181	Torrey	Shearer	W Street NW	I oppose additional traffic on 1st St.
182	Joseph	St Germain	1st Street NW	Keep Bloomingdale quiet

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#	First Name	Last Name	Street Name	I'm signing this petition because...
183	James	Myers	W Street NW	I oppose the proposed new bus route alignment for the following reasons: #1. Only 1 block to the east of 1st St. NW, and directly parallel to the proposed bus route along the length of 1st St. NW, is North Capitol St. NW – which is a major traffic artery already very well-suited to and used by heavy vehicle, bus, and truck traffic! – that already has the needed bus stop infrastructure for any new bus route near the Bloomingdale neighborhood. Anyone wishing to board a proposed bus along 1st St. NW would not be overly inconvenienced to instead walk the 1 block to N. Capitol St. (as many already do) to an existing bus stop! Not incidentally, the use of such existing infrastructure would of course save considerable financial resources for WMATA. #2. First St., by its very nature as a narrow strictly residential street, is simply not suitable for one-way bus traffic let alone 2-way bus traffic! What happens when the inevitable FedEx, UPS, or other delivery truck encounters a bus going in the opposite direction and there is no room to pass? Even now, there is often a very touch-and -go squeeze getting past an oncoming smaller truck or even a larger passenger vehicle! #3. There is already very heavy vehicle traffic on 1st St., especially during the THREE times a day when there are overlapping shift changes at the FOUR major hospitals at the north end of 1st St. (Neighbors already know to avoid 1st St. and the long backups during these major choke periods.) What happens to the scheduled times of all the busses sitting in this traffic?

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#	First Name	Last Name	Street Name	I'm signing this petition because...
183	James	Myers	W Street NW	*Continued* #4. By the way, do not expect any proposed new east-west bus route to do anything at all to alleviate this heavy north-south traffic – much of which originates from drivers coming from or heading to points south, including the I-395 tunnel, who are seeking an alternative to North Capitol St. #5. It is widely anticipated that the existing, already heavy traffic on 1st St. will be greatly exacerbated from the additional commercial and residential traffic ensuing from the ongoing mega-development at McMillan Reservoir as it nears completion. Heavy buses chugging along 1st St. would only promote even more congestion and longer delays for neighbors simply trying to go about their own business. #6. Although I do not rely on 1st St. for vehicle parking, I absolutely do agree with widespread neighborhood concerns about removing numerous parking spaces to accommodate all the new bus stops. That would naturally just put pressure on the existing parking on the various side streets. #7. And why, in the very first place, must any proposed bus route have to be two-way? And with the attendant need for double the number of bus stops and double the number of lost parking spaces? At the very least, any proposed new bus route should have been planned as a short loop at its eastern end (as is the existing G2). Why would such a bus route not at the very least be a one-way loop? #8. All corners on 1st St. are very, very tight, owing to DDOT bollards that extend into the roadways on all four corners of intersections. In a very practical sense, how exactly then, is an eastbound bus on Bryant St. supposed to take a very hard right turn onto 1st St. southbound!? Or vice-versa!? Extremely unwieldy if not impossible to achieve without a major traffic backup and having to execute a 3- or 4-poing turn!! ~~ James Myers

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#	First Name	Last Name	Street Name	I'm signing this petition because...
184	Michael	Mendelson	Bryant Street NW	There are better options than running the bus down a narrow, relatively quiet street.
185	Tiffany	Derentz	1st Street NW	I don’t want a bus route on 1st street!
186	Landon	Derentz	1st Street NW	I do not want a bus route on 1st St.
187	Kristen	Bennett	1st Street NW	As a parent and neighbor, I have serious concerns about the increased traffic safety issues in a neighborhood densely populated with families. We already have commuters flying down 1st. The decreased visibility and additional traffic from the bus routes will undoubtedly make 1st St less safe for pedestrians, most importantly young children. And the talk of removing of greenery/tree boxes in a neighborhood that already needs more mature growth trees and shade is infuriating.
188	Kevin	Bennett	1st Street NW	Because this would disrupt our peaceful residential neighborhood. We already have too much noise. We need parking and want the plant growth that would be removed. We have a n 8 month old and a dog and believe there are real bus safety concerns. Further, there are already bus stops on Rhode Island and North Cap. This is a destructive and unnecessary plan. We are furious and will be single issue voters on this.
189	Rick	Heath	1st Street NW	The additional traffic and removal of parking spaces will significantly worsen the quality of life for our residents. As a parent with young kids, we chose to live in Bloomingdale due to the quieter, peaceful nature of the neighborhood. Having a major bus line run by our house for 19 hours each day will destroy the very reasons we love living here.
190	James	Johnson	1st Street NW	I am highly, admittedly, strongly, extremely and emphatically against this bus route on first st NW .
191	Ken	DeGrave	1st Street NW	I don't think busses are a good fit for 1st St.
192	Izzy	Thissell	1st Street NW	
193	Vincent	Culliver	2nd Street NW	
194	Sarah	Peck	W Street NW	Neighborhood concerns
195	Ed	Wood	3rd Street NW	I think the bus should stay on 4th st

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#	First Name	Last Name	Street Name	I'm signing this petition because...
196	Dakota	Johnson	Bryant Street NW	A bus route down 1st street nw in the Bloomingdale neighborhood would be detrimental to the whole neighborhood. It would take away from the neighborhood feel while also taking away much needed parking spaces and adding to already worrysum traffic conditions! There are already bus routes on north capital and part of 2nd street nw. I vehemently oppose this prosed bus route through our neighborhood home!
197	Daniel	Maloney	U Street NW	Protect environment from less trees and more polusion
198	Tim	Vaske	U Street NW	
199	Daniel	Pichl	Seaton Place NW	1st street is not suitable for heavy bus traffic
200	Sean	Boylan	U Street NW	It’s just going to be more riff raff to our neighborhood. Make the bus route go up cap and across Michigan
201	Neal	Herman	W Street NW	I am opposed to the location of the route along 1st Street NW when 2nd Street would be a better alternative. First Street is already very congested, and USPS, UPS and FedEx trucks routinely double park, thus constricting traffic flow to one lane to go around. Cars can squeeze through, but trucks, and by extension, buses, often can't, making for multi-block-long back ups. Please move this to the less-trafficked 2nd Street, instead.

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#	First Name	Last Name	Street Name	I'm signing this petition because...
202	Ken	Kriese	Bryant Street NW	I'm not opposed to a new C55 bus, but Bloomingdale and Ledroit Park already have a bus that passes through the neighborhood with a starting/stopping point at 2nd St NW and Bryant St NW - the G2, a bus route WMATA plans to eliminate. With the loss of the G2, WMATA should use the existing G2 route from Florida Ave up 4th St NW for the C55 rather than using 1st St NW. - It's an existing known route that serves Bloomingdale, Ledroit Park and Howard University. - The C55 does not need to travel on Rhode Island Avenue; the G8 already serves that route. - 4th St NW already serves as a pass-through for traffic so is a better fit for a bus route. 1st St in contrast is the heart of Bloomingdale, a residential street designed to access the neighborhood by residents and heavily used by pedestrians and bicyclists. - The neighborhood has already had issues with reckless speeding drivers up and down 1st St NW with accidents, damage to cars parks on the streets, several hit and run incidents, and other problems by drivers using 1st St NW to pass through the neighborhood simply to avoid traffic on North Capitol St. Adding a bus line will only exacerbate these problems. If WMATA wants a C55 bus, they should route it from Florida Ave up 4th St over the existing but soon to be eliminated G2 route.
203	Roderick	Terry	R Street NW	I'm opposed to the bus route on First Street, NW

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#	First Name	Last Name	Street Name	I'm signing this petition because...
204	Benedict	Aspero	S Street NW	1. G2 removes the communities ability to cross town, for example, traveling to to Georgetown Hospital for healthcare and cancer care and the G8 removes access to the city core while the new C55 directs the community in the OPPOSITE direction north to Tenleytown and is redundant of existing and accessible Florida Avenue buses. 2. Implementation and removal of weekend service, adversely impacts, finances and quality of life for low income and handicap riders each of whom are dependent upon weekend accessibility. This unnecessary and avoidable change incurs higher commuting costs while unfairly forcing them to spend more time in transit. 3. Metro clearly thinks nothing of destroying the cultural fabric of this small community of Bloomingdale by installing a half hourly bus line through a residential non-commuter corridor that has not asked for it nor desires it. 4. First Street already experiences daily heavy north and southbound traffic from the Washington Hospital center to Rhode Island Avenue. Shortly, the Reservoir development will dramatically increase this daily rate further. Adding half hourly C55 buses traversing it will degrade the Bloomingdale community and acutely Bryant and First Street residents quality of life, create further avoidable traffic congestion in a zoned residential area with stop signs at EVERY intersection and streets simply not designed or engineered for high frequency traffic let alone high frequency buses. 5. This proposal is simply unfair, unreasonable, unnecessary and unacceptable.
205	Sherrice	Smith	1st Street NW	I so not want the bus route and I know that the added weight of the buses on this street will damage my home and affect the safety of all resisents

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#	First Name	Last Name	Street Name	I'm signing this petition because...
206	Courtney	Parson	1st Street NW	I oppose buses on 1 st., due to small streets, damage to housing infrastructures and already the lack of parking. I need a car to transport my mother to her doctor's appointments because she does not drive. I have spoken with several people who are elderly that still drive themselves to appointments and cannot take a bus and need parking. If buses were to come down 1st. street, it would cause a severe challenge for me and my loved ones.
207	Clarence	Labor	1st Street NW	Because of the included reasons that affect the neighborhood and particularly homes on the proposed route on 1st Street, NW.
208	Pamela	Oliva	2nd Street NW	I am concerned about increased traffic and its effects on pedestrian safety
209	Edward	Macallister	V Street NW	
210	Greg	Fuller	1st Street NW	First Street is not suitable for buses because it is too narrow. The only means to widen the lanes of traffic would require eliminating a lane of parking and/or tree boxes. Parking is already limited for residents, visitors, and short-term rentals. Adding buses to 1st Street NW will increase traffic congestion, make the narrow street more dangerous for pedestrians, cyclists, and children, and exacerbate existing traffic problems. The weight of buses could damage the historic homes and infrastructure, particularly given the existing issues caused by the DC Water project and the proximity of the water tunnel.
211	Michael	Mugo	1st Street NW	
212	Ryan	Payne	1st Street NW	
213	John	Allen, Jr.	1st Street NW	
214	Marsha	Henderson	1st Street NW	
215	Wade	Henderson	1st Street NW	
216	Karen	Randolph	1st Street NW	
217	Anthony	Randolph	1st Street NW	
218	Gaynell	Thompson	1st Street NW	
219	Juniors	Thompson	1st Street NW	

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#	First Name	Last Name	Street Name	I'm signing this petition because...
220	Ernest	Emrich	1st Street NW	
221	Alice	Thompson	1st Street NW	
222	Lynwood	Guise	1st Street NW	
223	Craig	Bowman	1st Street NW	
224	Brienna	Yonger	1st Street NW	
225	Ethan	Jenkins	V Street NW	
226	Arcadia	Trvalik	V Street NW	
227	Shivese	Smith	1st Street NW	
228	Mary	Felder	1st Street NW	
229	LaVenice	Lucas	1st Street NW	
230	Shirley	Lucas	1st Street NW	
231	Promis	Crawford	1st Street NW	
232	Marshey	Crawford	1st Street NW	
233	Eric	Melton	1st Street NW	
234	Mphatso	Matenda	1st Street NW	
235	Rose	Kumsinda	1st Street NW	
236	Chiko	Matenda	1st Street NW	
237	Flin	Hyre	1st Street NW	
238	Terrence	Wilson	1st Street NW	There is no room for a Metro bus to safely drive down first street without eventually causing some sort of accident
239	Yolanda	Hawthorne	W Street NW	The safety of our children in the neighborhood. I love all the trees along First street, I especially love the peace and quiet once you leave the hustle and bustle of NC, RI and Michigan Avenue. Our quality of life matters too as oppose to catering to new condo residents. We have plenty of bus routes along NC, Michigan Ave ,(H buses) , RI Ave, the Howard Bus which goes to GT. New condo development and now we need a “better bus” plan for who…..transient condo residents join the neighborhood and walk to NC, RI and MI - I’ve been doing it for over 2 decades.
240	Mark	Frye	1st Street NW	Buses would increase congestion, not relieve it
241	Pamela	Cheers	1st Street NW	Traffic issues with the bus route and there exists a bus stop on North Capitol Street to accommodate those who wish to go to the new park.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
242	Marie-Helene	Cloutier	1st Street NW	I absolutely do not want the bus route on first street because of likely damage to infrastructure, increased traffic, reduced security for my children, noise. It would make way more sense to add a bus to North Capitol where stops already exists and infrastructure are appropriate
243	Mary	Booth	1st Street NW	I'm concerned about structural impacts to our historic neighborhood still reeling from the Boundary Tunnel work
244	Fuad	Abdulrahman	1st Street NW	There is no need to have a bus line when there is a major road on north capitol that can accommodate and have been accommodating traffic! This is and have been a kid friendly street and addition of bus lines will add traffic and everything else it brings to small children. There are major cross streets that can busses already use, we the neighborhood has always been ok to walk a block for a bus line. This is ridiculous and obviously planned by a person not living or understanding DC!
245	Jessica	Bryant	1st Street NW	Proposing added congestion to a busy street.
246	Jessica	Briscoe	W Street NW	I run and bike on this road, there are kids frequently on this street, there is a bus route on 2nd and W already and North Capital already. I do not want a bus on first street, it will be loud and worsen traffic through a peaceful neighborhood. The peace is why I bought my condo here, this will drive down my property value. There are places people can take the bus if they need. If anything we need a bike lane on first and as it is there is no room. NOT buses.
247	Nicholas	Bartz	1st Street NW	
248	Haley	Dorgan	1st Street NW	
249	Jude	Volek	1st Street NW	
250	George	Smith	1st Street NW	
251	Eric	Hagersun	1st Street NW	
252	Jacob	Castellaw	1st Street NW	
253	William	Pullen	1st Street NW	
254	Chris	Mahony	North Capitol Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
255	Memmi	Rasmussen	U Street NW	
256	Lillie	Shallowhorn	Randolph Place NW	
257	Alex	Sugg	Randolph Place NW	
258	Gavin	McNeely	1st Street NW	
259	Cris	Misheur	Randolph Place NW	
260	Catherine	Laidlaw	S Street NW	
261	Evan	Delorte	V Street NW	
262	Kelly	McCarthy	S Street NW	
263	Alex	Lescroart	Seaton Place NW	
264	Mia	Carosi	V Street NW	
265	Liz	Ducey	V Street NW	
266	Joya	Banerjee	V Street NW	
267	Kristine	Sowers	Randolph Place NW	
268	Noa	Saint-Marc	P Street NW	
269	Teri Janine	Quinn	2nd Street NW	
270	Nathan	Swinton	V Street NW	I oppose the proposed bus line and am in favor of protecting the safety and integrity of 1st Street between Rhode Island and Bryant
271	Shane	Young	Adams Street NW	I walk my dog up and down first street and the lay thing we need is more traffic. There's already bus lanes on capitol. Why do we need more?
272	Vittorio	Pomante	Seaton Place NW	
273	Rachael	Honick	1st Street NW	First st has a significant number of young families, many of whom walk or bike down first street to daycare or school. A bus route would place imminent danger to the children in our community who rely on first Sts limited traffic and pedestrian and bike friendly community. Further, I bought my house expressly because it was not a busy road and did not have the noise of a major bus route. Placing a bus would immediately devalue neighborhood property values and negatively affect our community.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
274	Tyler	Pabst	1st Street NW	To stop a bus line being put on 1st street.
275	Richard	Rossi	3rd Street NW	
276	Christopher	Bone	1st Street NW	
277	Susan	Van Steen	1st Street NW	This is a quiet neighborhood with busy streets very near (Rhode Island, Florida, Capitol) which are more appropriate for buses
278	Tchi	Sogoyou	Thomas Street NW	I'm highly concerned about increased congestion, damage to the era and the inevitable negative downstream impact on this historic district considering the known structural issues with the First Street Boundary Tunnel, as well as WMATA not conducting proper communication due diligence by actively engaging and listening to the voices of concerned Bloomingdale residents, like me, who oppose the C55 to run on First Street.
279	Eddie	Massello	Thomas Street NW	First Street is already congested enough and cannot handle bus traffic in its current state. The answer is not to reconfigure first street to accommodate bus traffic, but rather leave the existing G2 route in place. Bloomingdale already has had its share of infrastructure issues in the past, and allowing buses along first steet where the new drainage tunnel is seems like it's inviting more bad news. This is a move that does not support the needs of the Historic District, but the needs of the new Reservoir District. North Capitol is more than suited to handle the traffic as opposed to the stretch of First Street.
280	Emma	Muir	Thomas Street NW	Concern for additional traffic and crime in our neighborhood
281	Maia	Gantcheva	Thomas Street NW	I'm a mom to a one year old. We walk up and down 1st street all the time! Even more now that the park at McMillan is open. Adding a bus route on 1st street would be extremely disruptive to our life. I ask respectfully and sternly to consider running the bus route on north capital instead.
282	Marc	Lavine	1st Street NW	First street is pedestrian, child, pet and cyclist friendly and already has more than enough traffic. The proposed changes would alter the nature of the street and living conditions for residents

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
283	David	Spears	Bryant Street NW	1st street isn't wide enough to properly accommodate buses and North Cap is only a block away.
284	Corey	Rangel	U Street NW	I am all for public transportation but this will make an already busy 1st Street more congested. Plus, car and pedestrian traffic will increase with the new Reservoir District development.
285	Brian	Wahrlich	V Street NW	Major concerns about traffic congestion and blockage with a street that is already overworked.
286	Pablo	Picon	Randolph Place NW	Think another route is possible
287	Kendra	McDermand	1st Street NW	The bus route is not good for Bloomingdale
288	Cynthia	Banuls	1st Street NW	I am concerned about my neighbor safety as stated in the petition. The bus route should stay As IS on its on current route down North Capitol Street. There is no need to create a new route thru 1st Street NW
289	Julie	Jarvis	1st Street NW	There are many families with children on 1st st. It's not an appropriate thoroughfare or bus stop area
290	Becky	Mungo	R Street NW	I am against WMATA's plan to add bus route through the Bloomingdale Community
291	Mary	Mitcham	1st Street NW	I want to keep the street healthy and safe. Adding pollution, traffic and inviting more people to loiter on the street creates a worse environment for children and my neighbors to stay safe. Finding parking is already a problem.. let's not add more.
292	Arash	Aalaei	1st Street NW	
293	Morgan	Kovacs	V Street NW	This poses a huge safety risk. We are expecting our first child in August and want to keep the neighborhood a safe place.

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
294	Betsy	McDaniel	1st Street NW	I support my neighbors on First Street who do not want a bus route on their street. I am sure there are DC residents who want a bus route on their street and, as resources are limited, they should have priority. Also, multiple restrictions on street about weight and width should not be waived to accomodate an unwanted bus route. I have submitted my objections and alternate suggestions to Councilmember Parker and WMATA.
295	Andreea	Leu	Adams Street NW	
296	Debra	Alfarone	1st Street NW	1st Street is already full of speeding traffic and it’s dangerous to cross the street as many drivers don’t adhere to the speed limit nor the stop signs. More people waiting on a corner bus stop and busses crowding the street will only make it more dangerous for a neighborhood that is considered historic where families with children and dogs live.
297	Eva	Hambach	Thomas Street NW	I am not opposed to public transportation. However, I believe that our neighborhood is already fairly well served but could benefit from improvements to the current G2 and G8 routes with a bus lane on Rhode Island and more buses serving those routes. Having an additional route from our neighborhood to Tenleytown is a good idea but not at the expense of physically slicing the narrow neighborhood of Bloomingdale into east and west sides along the slender and unsuited corridor of First St. NW. Instead, the C55 should run along already established bus lanes along Rhode Island or Michigan Ave and leave our historic neighborhood whole. Let’s not carve up Bloomingdale!
298	Monica	Gadkari	V Street NW	
299	Alexander	Baxter	1st Street NW	Although I am pro public transportation,, I think that a bus route through this neighborhood would cause more problems than it solves.
300	Daniel	Watson de Roux	R Street NW	
301	Martha	Steptoe	1st Street NW	

We, the members of the Bloomingdale community, call upon WMATA to respect the wishes of our community and eliminate First Street NW from proposed bus routes.

#	First Name	Last Name	Street Name	I'm signing this petition because...
302	Adrienne	Clair	1st Street NW	My two sons and I deserve not to suffer the adverse impacts of a bus route on First St
303	Robert	Gorham	1st Street NW	I am opposed to the proposed bus route.
304	Pamela	Steptoe	1st Street NW	I am a long time homeowner and resident (over 20 years). The route would have a negative impact on the charcter of this community. I feel there must be better alternatives

Community Record

First Street NW
from Bryant Street NW to
Rhode Island Ave NW

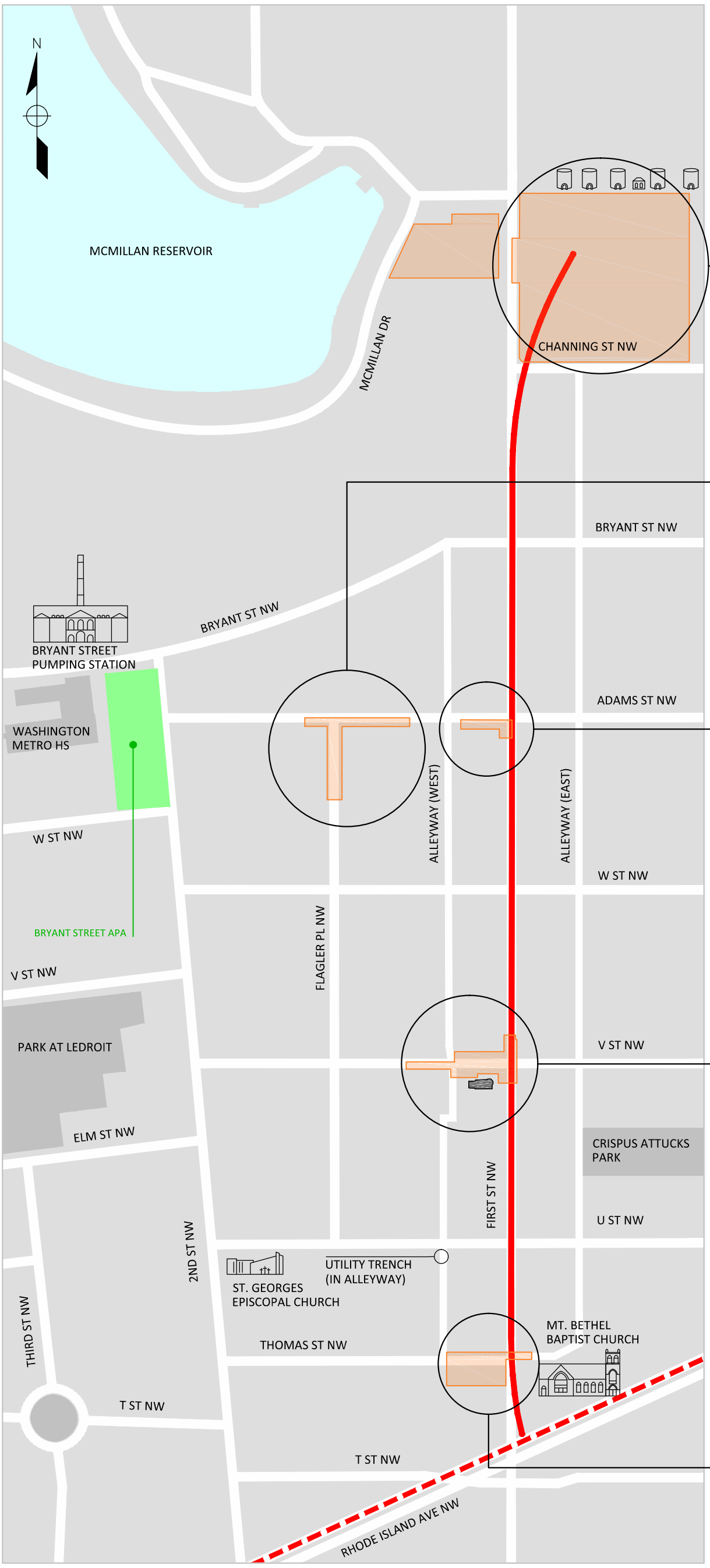
First Street Tunnel at Intersections of First and V Streets NW

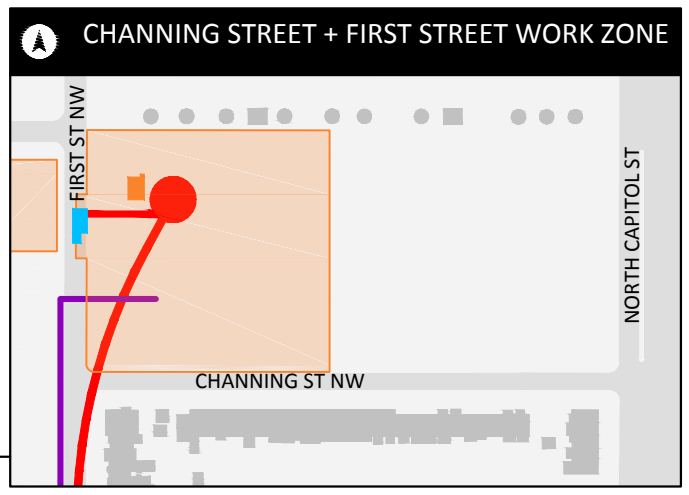
First and V Street Construction Staging Area.

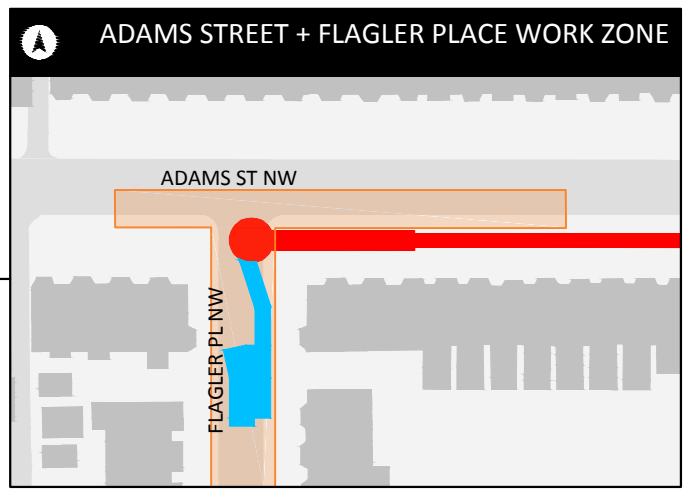
FIRST STREET TUNNEL CONSTRUCTION SITES

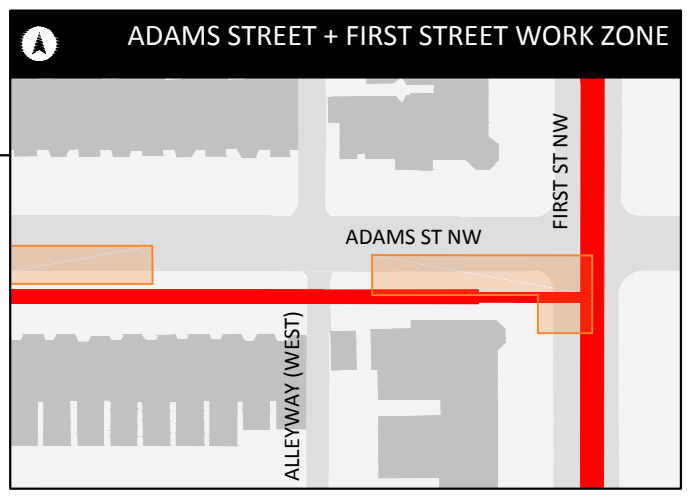
dc water is life

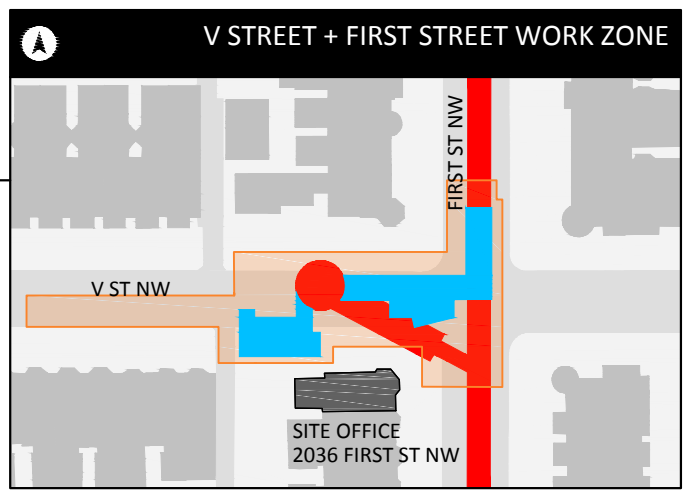
dc clean RIVERS PROJECT

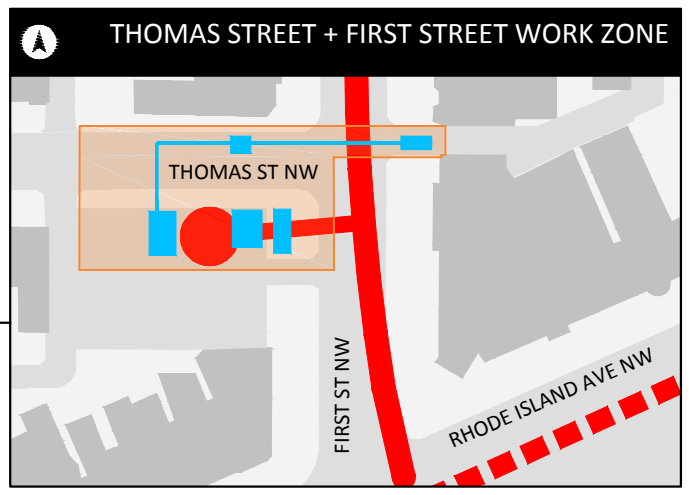












AT GROUND LEVEL; TEMPORARY
- CONSTRUCTION STAGING AREA
- ALTERNATIVE PARKING AREA (APA)
- SITE OFFICE (2036 FIRST ST NW)

AT GROUND LEVEL; PERMANENT
- VENTING CONTROL FACILITY

BELOW GROUND LEVEL; PERMANENT
- NEAR-SURFACE STRUCTURE (10-20 feet below ground surface)
- ADIT/SHAFT/FIRST STREET TUNNEL (60-100 feet below ground surface)
- NORTHEAST BOUNDARY TUNNEL (to be built; 2017-2023)

24/7 HOTLINE: (844) FST-INFO
(844) 378-4636

Revised: 06/21/2016

We're freezing the ground in D.C.

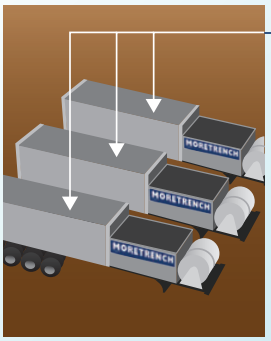
Here's what this involves:

In Washington, D.C., the neighborhoods of Bloomingdale and LeDroit Park feature beautiful Victorian-era row homes along narrow, tree-lined streets. A less desirable characteristic is regular flooding due to low-lying geography. DC Water's First Street Tunnel project will alleviate that flooding by constructing a 20-foot-diameter, 2,700-foot-long tunnel. When this tunnel enters service – scheduled for April 2016 – it will store up to nine million gallons of rainwater that would otherwise fill streets and soak basements. That water will then be pumped into D.C.'s sewer system.

But how are we constructing this tunnel system beneath dense city streets while striving for minimal disturbance to residents? Key to our solution is ground freezing, which converts water within soil pores to ice. With this, we create ice walls up to nearly 10 feet thick that enable us to safely excavate while keeping groundwater out. But more important to nearby residents is that ground freezing involves far less noise and vibration and requires a smaller work area than conventional methods.

Here's how we're going about this:

1. It starts with giant refrigerators…



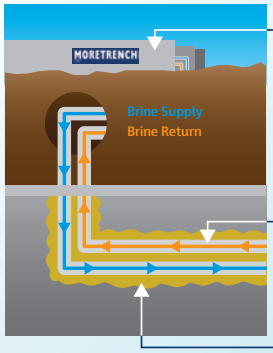
Three tractor-trailer size "freeze plants" are the heart of this system. They use ammonia to cool the brine from -15 degrees to -22 degrees F.

Brine is a saltwater mixture similar to that used to treat winter roads.

1,000 gallons of brine solution is moved every minute by 50 horsepower pumps into these mobile refrigeration units.

A mobile app is used by our team to remotely check the system's performance. It's critical that the system always works flawlessly so the ground doesn't thaw!

2. Then the chilled solution is piped far...



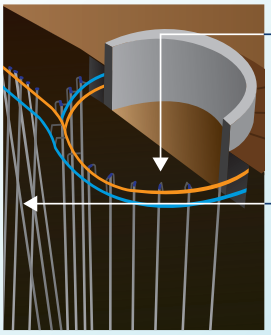
To reduce noise, all three mobile refrigeration units are grouped in one location furthest from houses.

2,600 feet is the longest distance from mobile refrigeration units to the 27-foot-diameter vertical shafts that we're using ground freezing to support.

High-density plastic brine supply and return lines - 12 inches in diameter - are buried in a four-foot-deep utility trench carved in an alley parallel to First Street.

Foam encases the pipes, both to keep geothermal heat from warming the brine and to avoid freezing any nearby water lines and other utilities.

3. Before it's piped deep into the ground…



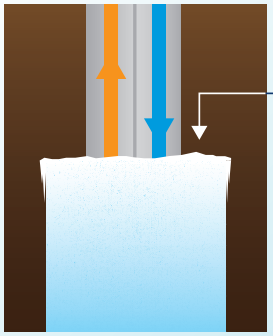
331 four-inch-diameter steel pipes were drilled about 150 feet deep to carry the chilled brine to the specific ground we needed frozen.

Strategic locations were chosen carefully for each pipe, even though some might look haphazard. Some pipes were drilled at angles to avoid disturbing utilities, streets or homes.

To avoid icing utilities, we insulated the top 10 feet of each vertical freeze pipe.

Rock - at almost twice the depth of the 90-foot shafts - is the ending point of the freeze pipes. This forms a seal to prevent ground water from pushing up through the shaft bottom.

4. For the ground freezing to start.



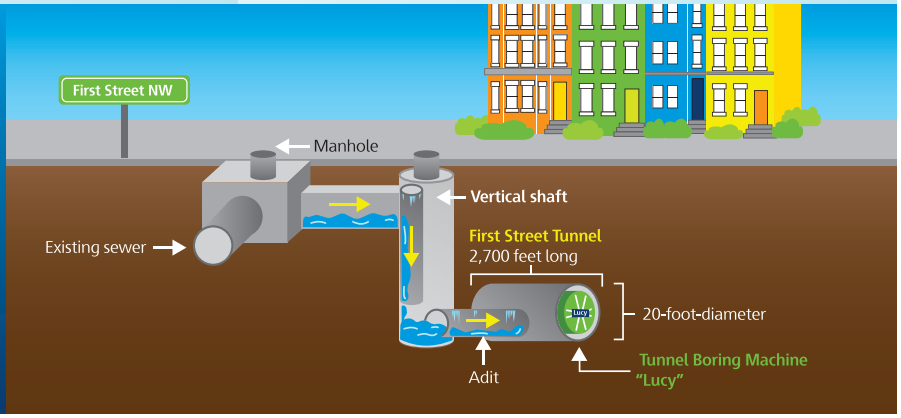
Ice columns between nearly seven and 10 feet thick are formed by each freeze pipe after six to eight weeks of chilled brine being pumped through them. Together, these columns form a structurally sound and watertight ice wall around shafts to be excavated.

Insulated blankets were hung at the end of daily shaft excavation work to cover the exposed frozen ground. Over weekends, spray foam was used.

Concrete was poured to line each excavated shaft.

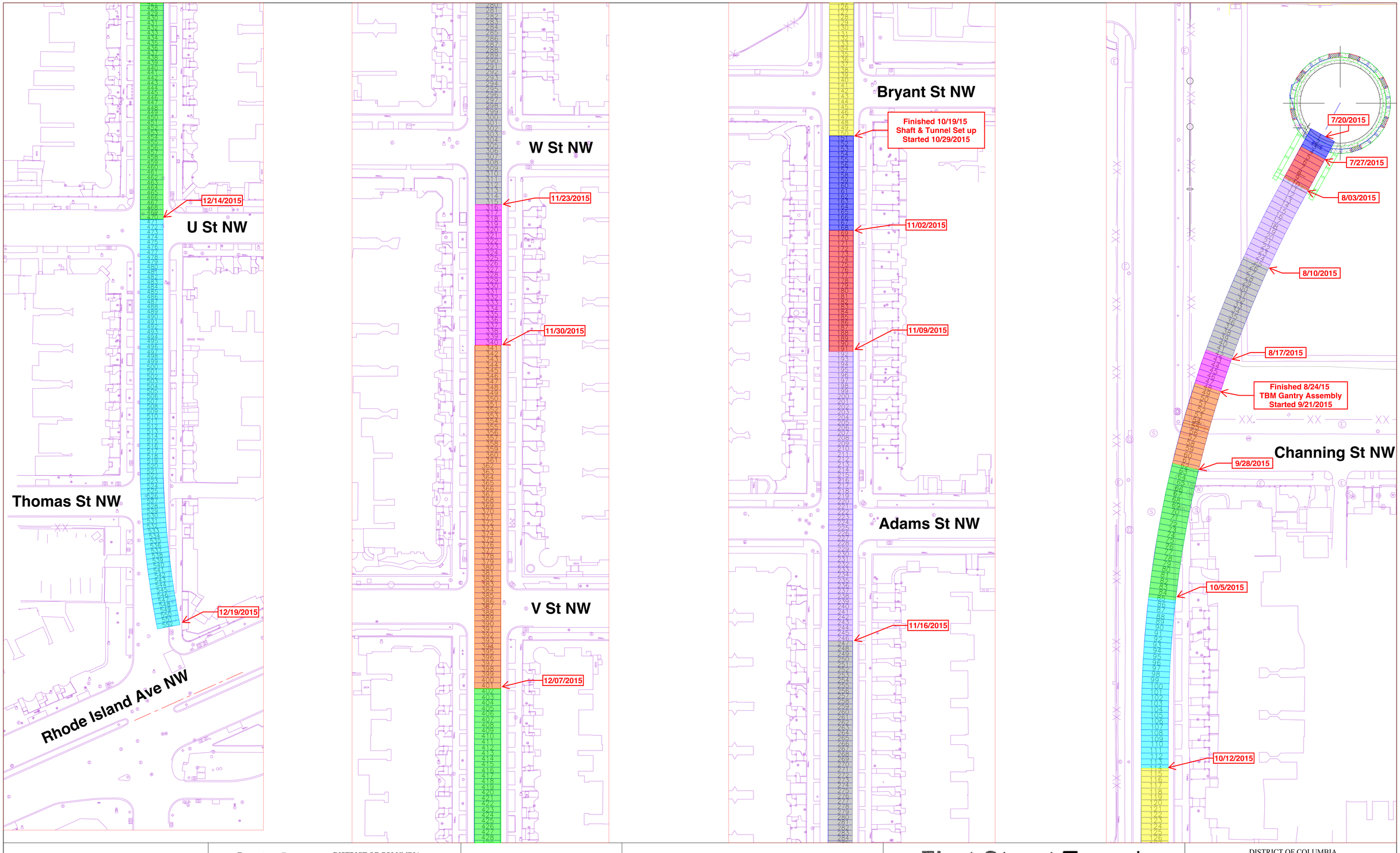
5. How the whole system comes together

The vertical shafts and other underground structures for which we're using ground freezing are important parts of this project, which is also highlighted by **Lucy, a 1,582-ton tunnel boring machine**. The First Street Tunnel is part of DC Water's long-term initiative to improve the health of the Anacostia and Potomac rivers by reducing combined sewer overflows.



SKANSKA Jay Dee dc clean RIVERS PROJECT dc water is life®

For more information, please visit dcwater.com



NO.	DESCRIPTION	BY	DATE

DISTRICT OF COLUMBIA
WATER AND SEWER AUTHORITY
5000 OVERLOOK AVENUE, SW
WASHINGTON,DC 20032
PHONE: 202-787-4460
FAX: 202-787-4478

ELECTRONIC STAMP

First Street Tunnel

Skanska-Jay Dee

in association with **Parsons Brinckerhoff**

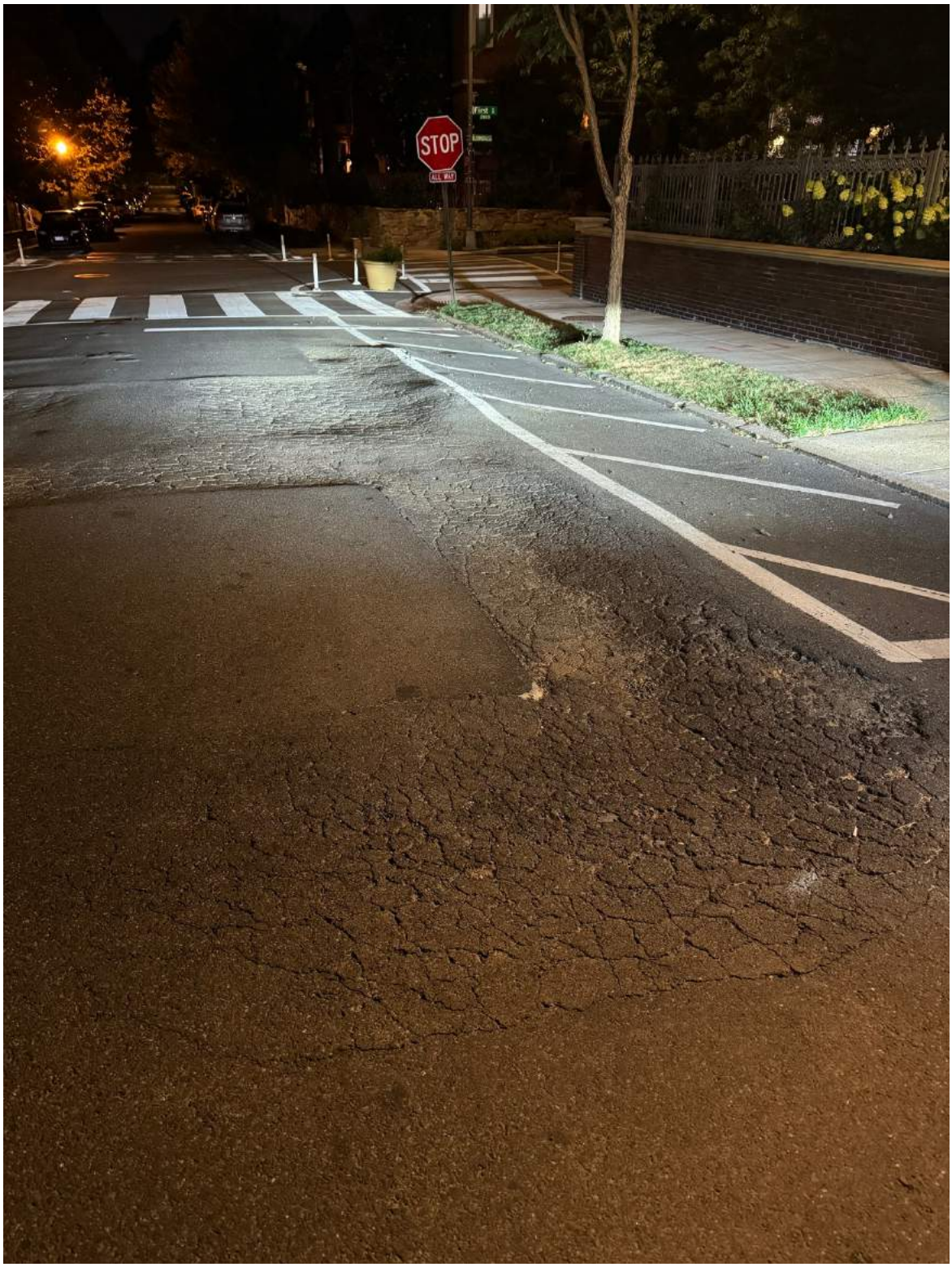
DISTRICT OF COLUMBIA
WATER AND SEWER AUTHORITY

DC CLEAN RIVERS PROJECT
ANACOSTIA RIVER PROJECTS - DIVISION P
FIRST STREET TUNNEL
TBM'S SEGMENTS LAYOUT

DWG BY: AMAL AMIR	DATE: 08-05-2015		DWG NO.	SHEET NO.	REV NO.
APPROVED BY:	DATE:	SCALE: NTS		1	0

Repetitive & Worsening Road Collapse at First and V Streets NW

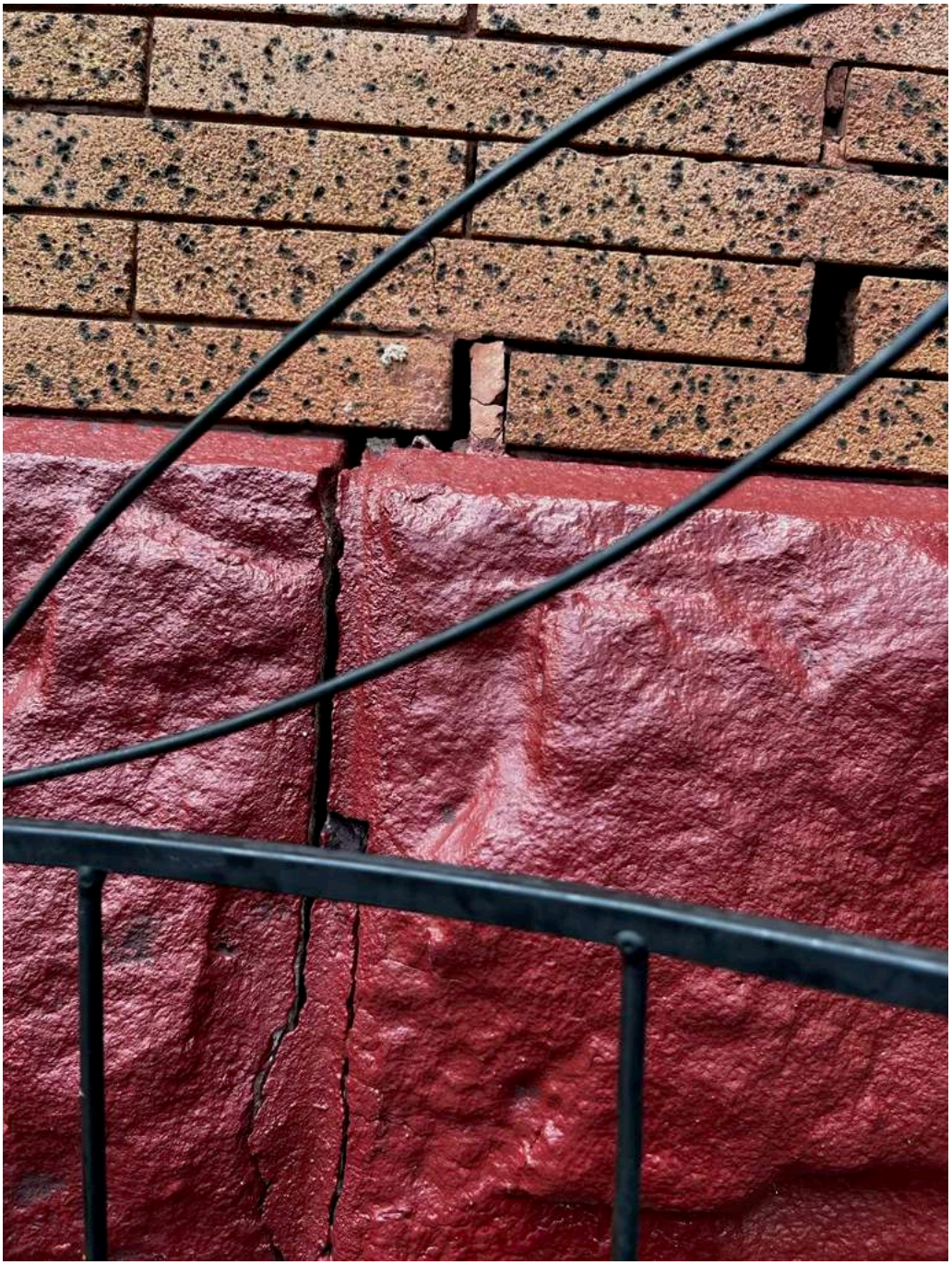
July 4, 2024



Additional Road Damage at First and V Streets NW

Sidewalk Collapse at First and V Streets NW

Structural Damage on First Street NW



From: Jeong-Olson, Kelly (DDOT) <Kelly.Jeong-Olson1@dc.gov>
Sent: Monday, July 27, 2020 9:54 AM
To: Cheolas, Nick (SMD 5E01) <5E01@anc.dc.gov>; Williams, Patricia (SMD 5E02) <5E02@anc.dc.gov>; Segmen, Cortney (SMD 5E03) <5E03@anc.dc.gov>; Pinkney, Sylvia (SMD 5E04) <5E04@anc.dc.gov>; Thomas, Bradley Ashton (SMD 5E05) <5E05@anc.dc.gov>; Lewis, Karla M. (SMD 5E06) <5E06@anc.dc.gov>; Holliday, Bertha G. (SMD 5E07) <5E07@anc.dc.gov>; Brannum, Robert (SMD 5E08) <5E08@anc.dc.gov>; Barnes, Dianne (SMD 5E09) <5E09@anc.dc.gov>; Jones, Nancy Darlene (ANC 5E10) <5E10.ANC@dc.gov>; Cislo, Kelley (Council) <KCISLO@DCCOUNCIL.US>; tj quinn <[redacted]>; [redacted] <[redacted]>; Miller, Malik (EOM) <Malik.Miller2@dc.gov>; Chestnut, Dominique (EOM) <Dominique.Chestnut@dc.gov>
Cc: Jones, David (DDOT) <david.jones5@dc.gov>; Daniels, Anovia (DDOT) <Anovia.daniels@dc.gov>
Subject: **First St Traffic Calming Update**

Good morning ANC 5E Commission and Bloomindale Civic Association,

I hope you had a wonderful weekend. I am writing to share DDOT's update on the First St Traffic Calming in the Bloomingdale neighborhood. Below is the message you can simply share with your neighbors and constituents. Thank you in advance for helping us spread the word. I truly appreciate all you do for the community during this difficult time.

Thanks,

Kelly

Dear Bloomingdale community members,

I hope this email finds you safe and healthy. This is to provide a quick update on the First St Traffic Calming plan. Below is a list of things DDOT has already completed and will be completing in the next few weeks.

1. **Flex-post installation:** DDOT installed flex-post curb extensions at nine intersections along First St NW in Feb 2020.
    - R St
    - Randolph St
    - S St
    - Seaton Pl
    - U St (complete with striping and mural)

- V St
- W St
- Adams St
- Bryant St

2. **Line striping for curb extensions:** The original plan included striping along with the flex-posts, which have been delayed due to the health emergency. To fully implement the original plan, DDOT will complete the striping installation at all intersections in the next few weeks.

3. **Flex-post adjustment:** We received a lot of feedback regarding the # of flex-posts (i.e. too many flex-posts). To address this, DDOT will be removing flex-posts along side-streets (Randolph, S, Seaton, U, V, W, Adams and Bryant; except for R St), while keeping them along the First St NW. In other words, each intersection will still have the full curb extension with the line (striping), but flex-posts will only remain on First St side.

4. **Beautification:** DDOT will be working with Bloomingdale Civic Association (BCA) to place planters at each or preferred intersections. DDOT will provide planters, but BCA will lead the maintenance effort. DDOT and BCA will work on a written agreement.

5. **R St intersection:** We received community feedback, as well as an ANC resolution, regarding this specific intersection in terms of various challenges including stop sign running issue, especially on First St NW. To address this, DDOT is planning on installing solar-powered LED stop signs (see attached photo) on First St in the next few weeks. As indicated in #2, DDOT will not remove flex-posts on R St at this moment and will re-evaluate once the LED stop signs are installed.

Thank you for your continued engagement. We look forward to continuing to work with you.

Thanks,

Kelly

K. Kelly Jeong-Olson

Community Engagement Specialist – Ward 5

Office of the Director

District Department of Transportation

55 M Street SE, Suite 700

Washington, DC 20003

o. 202.727.8503

m. 202.345.7105

e. kelly.jeong-olson1@dc.gov

w. ddot.dc.gov

Date: Tue, Nov 15, 2022, 4:44 PM
Subject: Fw: Urgent action needed: SPEEDING at 1st and Bryant St NW
To: Baker, Dalando (DDOT) <Dalando.Baker@dc.gov>
Cc: Jeong-Olson, Kelly (DDOT) <Kelly.Jeong-Olson1@dc.gov>

Mr. Baker:

A deadly accident has occurred this past weekend.

We, the residents of Northern Bloomingdale, really need DDOT to re-evaluate the traffic on First Street and Bryant Street NW. Our request is that speed humps be added to the Unit & 100 Blocks of Bryant St NW and along the First Street blocks starting from Michigan Avenue to Rhodes Avenue NW.

These blocks are treated as freeways. Regarding the request for speed humps, 311 Requests have been submitted in the past.

Please review Ms. Peres detailed message below.

C. Dianne Barnes
5E09 SMD Commissioner
Vice Chair
Cell: 202-409-7155
Email: 5E09@anc.dc.gov

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel." Dr. Maya Angelou

---

From: Lola Peres [redacted]>
Sent: Tuesday, November 15, 2022 4:09 PM
To: Barnes, Dianne (SMD 5E09) <5E09@anc.dc.gov>; Ron Peres [redacted]>
Subject: Fwd: Urgent action needed: SPEEDING at 1st and Bryant St NW

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Hunter Nokomis of the Mayor's office asked me to put this in an email so that we have a paper trail started. We need as many voices as possible to demand that First Street get the same speed reducing bumps as all the other streets in the neighborhood. Using this residential street as a 40mph-plus throughway, is totally unacceptable.

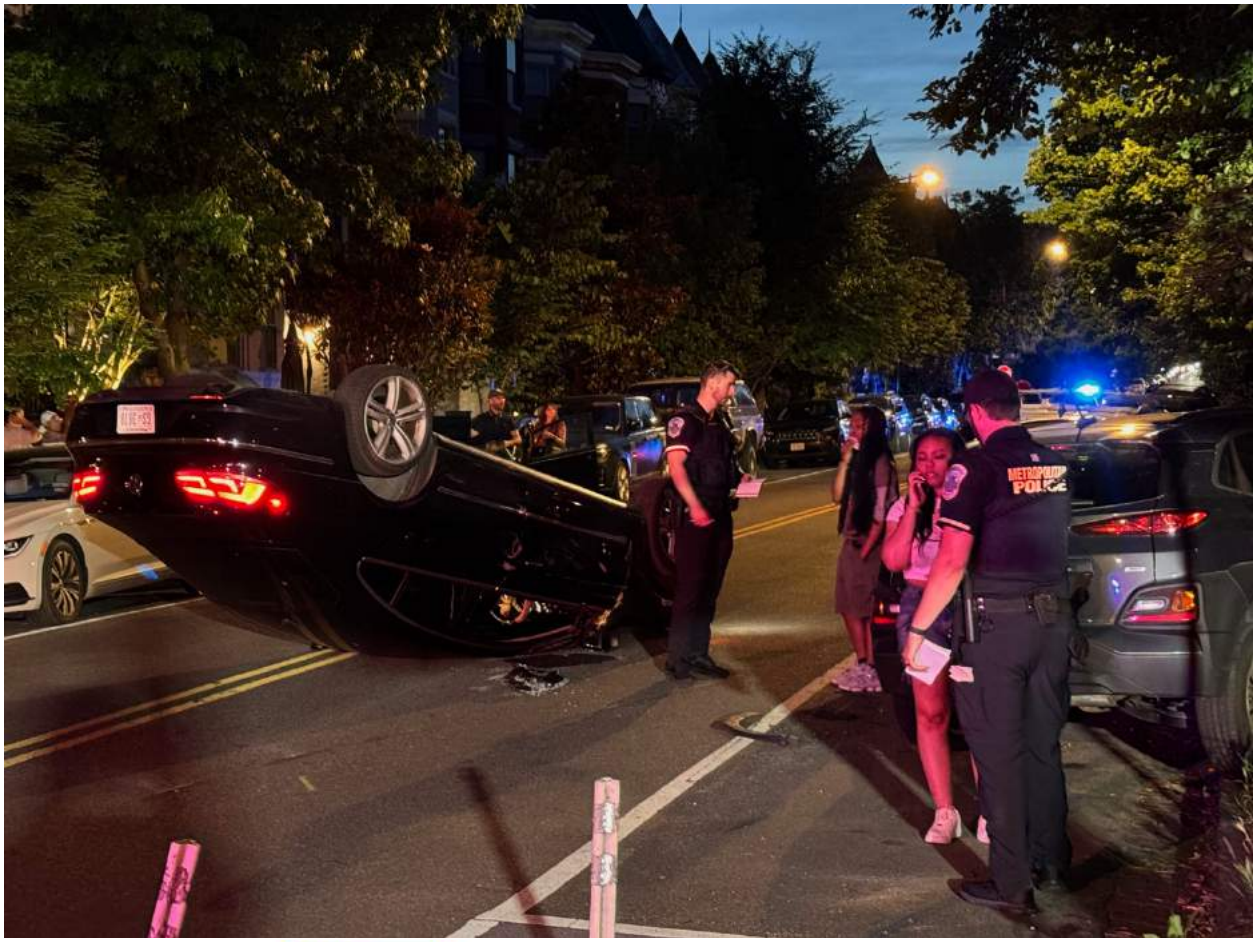
Friday night around 7pm my daughter with our 11 month old puppy was preparing to cross First St and a man gunned his engine to blow through a yellow/red light at high speed and struck and killed our dog instantly.

Little did I know when I was writing letters and emails to ddot and the anc and the Mayors office warning that this intersection will cause fatalities did I ever imagine that it would be my own. Our dog is gone. My daughter is forever traumatized and all because the officials that we implored and begged to do their job and slow this intersection down chose to do the bare minimum and ignore the severity of the situation which produced intersections with useless posts that slow down nothing! First Street residents have been asking FOR YEARS to take real measures like speed bumps or circles but to no avail! Its not lost on us that DDOT views our residential street as an overflow for through traffic from North Capital. They are now spending over $1million to "study" deckover for North Cap. But the day-to-day operations of keeping our streets safe seems to be out of their grasp. There are speed bumps on 2nd Street. U St, W St, ADAMS! Why are residents on First Street not valued in the same manner?

I can't bring back our dog or relieve my daughters grief. But you have to help us slow the vehicles on First St. Its been done on Park Road and Irving Street and throughout the city for the bikes and scooters.

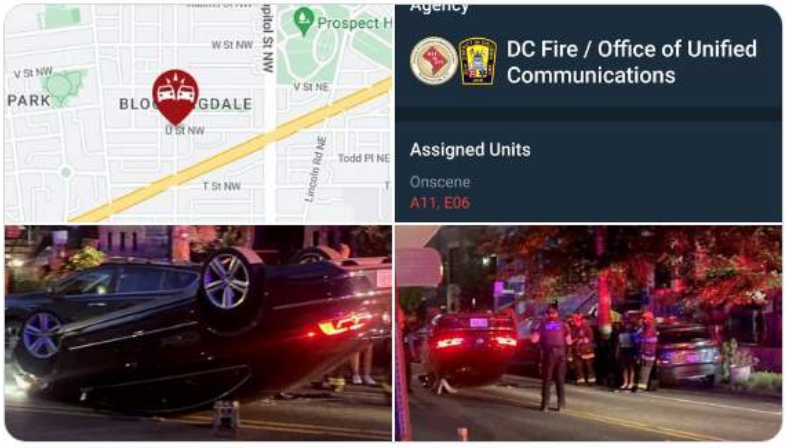
We need IMMEDIATE action to stop those who accelerate to blow through this light! This time it was a dog. My own precious dog is gone. Next time it could be a child who doesn't see a car speeding to get through the light Please contact and write to any and all at DDOT to help force them to take meaningful action. This text is my opening Salvo. We need to become active if we want this to be remedied in a timely way. The status quo is not working here any longer.

Overturned Car on First Street NW between V and U Streets NW



Alan Henney
@alanhenney

Car flipped at 1st St and U St NW DC. News Photo: Eric. #DCTraffic #BloomingdaleDC



9:03 PM · Jun 1, 2024 · **24.1K** Views

Overturned Car on Sidewalk at First and V Streets NW

Subject: Proposed new routing of WMATA bus lines P20 and P21

Dear Mr. Salmeron, Mayor Jordan and city council members,

As a 40 year resident of 1A Westway and true believer of Greenbelt and what it stands for I feel the need to once again reach out to you and beg your attention on the following matter.

I am writing to you at this late time and date only last evening having learned of WMATA's plan to run buses on Westway. I was completely blind sided by this revelation which has caused me the same duress I experienced back in the spring of 1991 when such plans were implemented.

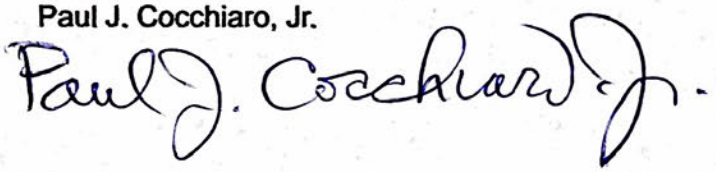
I was unable to find my own letter to the city and WMATA from that time so I have enclosed that of my then neighbor at 1B Westway. I have also enclosed a copy of the letter sent to WMATA by our Assistant City Manager Michael P. McLaughlin and the subsequent response from WMATA.

The reasons behind our objection to buses on Westway remain the same and have even compounded over the years with the increased vehicular traffic. I believe that the present bus routes, although an inconvenience for those seeking this change, pale in comparison to the inherent added dangers and disruptions nearly every 15 minutes to those many living on and near Westway as opposed to the few who would benefit from such a change.

On a more personal note, speaking for my wife (who is suffering from the late stages of Alzheimer's) and I, the constant noise and pollution emanating from the buses would absolutely destroy any semblance of calm in our household. It would also make the use of our patio and garden where we spend much of our time and find comfort with family and friends next to useless. This may seem overly dramatic to some of you but I can assure you it is not to us.

I can only hope that the city and WMATA will understand the gravity of this decision and come to the same conclusion as its previous WMATA representatives.

Sincerely,
Paul J. Cocchiaro, Jr.



Washington Metropolitan Area Transit Authority

600 Fifth Street, N.W., Washington, D.C. 20001
(202) 962-1234

MAY 28 1991

Mr. Michael P. McLaughlin
Assistant City Manager
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770-1886

Dear Mr. McLaughlin:

This is in reference to your letter of May 6, 1991, regarding a request made by a citizen to reroute Route F6 off Westway between Crescent Road and Ridge Road in Greenbelt.

WMATA and Prince George's County staffs reviewed the request and concluded that the current F6 routing should be maintained. If the proposed rerouting is implemented, there would be no bus service on Crescent Road between Westway and Southway as well as on Westway between Crescent Road and Ridge Road. Bus service on Southway between Crescent Road and Ridge Road, and on Ridge Road between Southway and Westway would be increased, only shifting the problem from Westway to Southway and Ridge Road.

Thank you for passing along the citizen's suggestion and for your continued assistance and cooperation.

Sincerely,

Peter Benjamin

Peter Benjamin
Director of Planning

cc: Mr. James Raszewski
PG DPW&T

cc: Council
Eric Berlin } 5/29/91

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

TELEPHONES: City Offices (301) 474-8000 City Manager (301) 474-8002 City Clerk (301) 474-3870
Public Works (301) 474-8004 Personnel (301) 345-7203 Purchasing (301) 474-8052 Finance (301) 474-1552
Planning (301) 474-2760 Police (301) 474-7200 Recreation (301) 474-6878 CARES Youth Service Bureau (301)345-6660

July 17, 1991

Mr. Peter Benjamin, Director
WMATA Office of Planning
600 Fifth Street NW
Washington, DC 20001

Dear Mr. Benjamin:

In a letter dated May 6, 1991, the City passed on a citizen's suggestion that when the F6 route was reversed, the bus be routed away from the intersection of Westway and Crescent Road. Your office subsequently rejected the proposed change. Now that the F6 route has begun the reversal, we are receiving complaints from citizens along this section of the route. We believe these complaints have some merit, and therefore urge your reconsideration.

The citizens' main complaint is about the excessive noise caused by the bus as it turns left from Crescent Road to Westway. There is a steep hill at the intersection, the noise is caused by the bus straining to make it up the incline.

The citizens note that very few, if any, riders embark or disembark in the area between Crescent Road and the Westway/Ridge Road intersection, and therefore do not believe the public would be inconvenienced by routing the bus a different way.

It is proposed that the bus leave from its present starting point on Crescent Road, turn left on Southway (which already accomodates bus travel), then turn right on Ridge Road (which carries the F6 route in the other direction) and continue to the Ridge Road/Westway intersection, where it would continue on its way.

The City appreciates the work that your assistant, Mary Gingell, and others on your staff have already put in reversing the F6 route, and do not wish to cause undue difficulty. We do, however, believe that the requested change has merit, and could be accomplished with a minimum of trouble by WMATA. Your reconsideration, therefore, would be much appreciated.

Sincerely,

Michael P. McLaughlin
Assistant City Manager

Sept. 10, 1991

Good evening. My name is Charles Wells. I live at 1-B Westway, Greenbelt Maryland.

I want to take this opportunity to thank METRO officials for holding this hearing and giving the residents of Westway the opportunity to present their views.

The portion of Westway that we are concerned about tonight is that short segment between Ridge and Crescent Roads. It is important to point out that this portion of Westway is a narrow residential street with many homes located very close to the roadway. In fact, a number of households have their main entrance directly facing and just feet away from the roadway. An important feature of Westway at this point is that it is located on a steep incline. It is this feature that causes much of the problem that the

residents of Westway are concerned about tonight -- excessive noise and air pollution caused by the METRO buses that are routed up this steep incline between Crescent and Ridge Roads.

As the METRO buses climb the steep grade on Westway their engines are straining to the fullest. The resultant noise levels are excessive and intolerable. In addition, a diesel engine operating at full power emits fumes in great quantity. These diesel fumes linger in our homes and on our patios long after the buses have passed.

The noise levels created by the METRO buses on Westway constitute a major unwelcome intrusion into our lives. Inside our homes and outside on our patios conversations must often stop until the buses have passed. TV and music are interrupted until the buses have passed. Often, the sound that

awakens us in the mornings, much earlier than we would like, are the METRO buses negotiating the steep hill on Westway. The noise pollution and air pollution intrusion into our lives as a result of the METRO buses are too great for a residential street. They are intrusions that we do not need, and they need to end!

I am grateful that Rockville City officials agreed that the noise and air pollution levels were too high and requested METRO to change the route even so slightly. After investigation, we were pleased that Prince George County and METRO officials also agreed with our concerns and recommended a route change. The impact of the change proposed on the bus ridership would be negligible since only one bus stops would really be affected, and that stop has another which can easily be used which is less than 200 yards away.

At the last METRO hearing held in this room early in August, I was pleased to hear the METRO Chairperson state that one of the reasons why bus service was being scaled back in Prince George County was to remove buses from narrow residential streets. I am pleased that METRO officials are concerned over the impact of their bus routes on the quality of life in residential neighborhoods. I am likewise pleased that METRO, County and City officials are responding so favorably to our neighborhood concerns.

In closing, I want to thank you once again for giving the residents of Westway an opportunity to voice our concerns.

Thank you!

Better Bus Network observations
July 12, 2024

Randy Clarke and the WMATA team:

As a long-time WMATA (bus and train) rider, I would like to provide observations about aspects of WMATA bus service from a rider viewpoint) about certain features of the proposed Better Bus Network, as well as of current bus service.

A recent trip illustrates an unexpected (to me) weak point of the system, in terms of bus links to metro stations. Took the Silver Line to Tysons, then proceeded to take a bus to a festival. Knew which bus(es) I wanted to take; granted, it was a Fairfax Connector bus, but I knew which one I needed to take, and found out that the bus was to be caught at bus bay F. Looked around at the maps in the back of the station, near the bathrooms, but no help was to found as to where bus bay F was located. There are two signs for two general bus bay areas, North and South. However, I couldn't find out from the map(s) or the signs whether bus bay F is at the North Bus Bay or the South Bus Bay area. I then went to the station manager and asked him whether bus bay F is at a North or South bus bay(s). He had no idea, and said that the station manager didn't have access to a map that detailed which bus(es) leave from which bus bay (north or south)!

So, I trekked down a couple of escalators to see if bus bay F is at Tyson's North bus bay. No dice, so I trekked back upstairs to the station, and then went in another direction to the South Bus Bay area, where bus bay F is located, and where I caught the bus to the festival. (Sadly, I was in a similarly confusing situation last year, but at the Greenbelt metro!)

Unfortunately, as is generally the case, the bus system is treated as an afterthought. Thus, no one at WMATA thought to provide a map or any literature (in either the public portion of the metro or to the station manager) that details which buses at Tysons stop at which bus bay area, North or South, presumably important information for anyone who wishes to take a bus from the Tysons station. As I mentioned in passing, there's a similar situation at the Greenbelt station, but there's a "sophisticated" digital sign that tells which bus bay a specific bus leaves from, and again, there's more than one general bus bay area, and, yet again, the station manager there couldn't tell me which of the two areas the bus I needed to take would be leaving from, so I had to trot from one to the other to find out. (This was more problematic, as time really was of the essence that day.)

One strong point at both the Tysons and Greenbelt stations are that, at least, they have plentiful printed bus route maps available, in reasonably visible areas. (Contrast that with the Suitland station, which has a dearth of such printed maps [in a highly visible area, if there are any], although that station services many elders.) More printed bus route maps (yes, old fashioned printed maps) available at highly visible areas in all metro stations might help reduce rider confusion, at least for new bus riders.

♦♦♦

Frankly, for improving WMATA's bus network, the less glamorous task of improving the fundamentals of bus service is paramount.

To wit, if the desire is to reduce rider confusion, it's best that, at the very least, all bus signs function properly. While I rarely see the problem of a non-working, or wrong, bus sign when taking the 52 or 54 bus, a non-working ("out of service") bus sign is sometimes seen on the D14 bus (I know it's a D14 as it's the only bus which runs along much of Suitland Road). A couple of weeks ago, a bus pulled up to my usual D14 stop one morning, but the sign said D12! This would have been confusing to me if this were my first time taking the bus on that route (I would have asked the driver when the bus stopped, but the fact of an incorrect bus route displayed on its sign is enough to create confusion in the minds of many riders.) Not sure on which other bus routes this is a problem, but wherever it occurs, it causes confusion in the minds of riders, especially new or infrequent riders.

♦♦♦

Interestingly, there was a new model bus outside a recent Better Bus Network hearing, a bus which has more highly visible lettering than the current (pixelated) buses. We need to get as many of these new buses on the road as possible to begin revenue service, because the increased visibility will cut down on confusion, alleged to be one problem. (Best to only use lettering in white, not cutesy blue or red; also need not to flash cutesy sports slogans [i.e., Go Nats! Go Caps! or any other slogan.] Just stick with the route number and destination name [no need to use the word 'station,' just the destination name—that way, the destination name can be displayed as large as possible, for optimum visibility].)

Consider getting these new buses for the D14 line as soon as possible. I used the D14 a number of times on the day of the hearing at the Suitland center, and at least twice (once, after the hearing!), a D14 which displayed an 'Out of Service' (non-functioning) sign pulled up. A few days later, when I caught a D14 again, once again it displayed an 'Out of Service' (non-functioning) sign. This is not as rare an occurrence as it should be, on this bus route.

Another occasional non-functioning feature of some buses is the fare collector (whether digital or not) which is problematic as it's often non-functional on the D14 line, at least once a week. The fare collector rarely blanks out on the 52 and 54 routes, from what I notice.

♦♦♦

It's been said that one reason for the Better Bus network is to minimize rider confusion by creating new bus routes and renaming current routes; however, renaming existing bus routes is certain to increase confusion. Note my concerns about the proposed bus route nomenclature further below, and how it's not as logical as it may initially appear, <u>especially for existing routes.</u>

The new proposed nomenclature system has its own set of challenges. While the change of the first letter of a bus route to its jurisdiction sounds logical at first, it unravels when it comes to routes that go between jurisdictions, as, presumably, bus routes will travel in both directions.

For instance, the proposed C11, which would travel between L'Enfant Plaza and National Harbor. The 'C' is because the trip originates in DC, but what about the trip in the other direction? Is that still the C11? Or the P11? (As it would originate in Prince George's County when going in the other direction.) There's a similar question regarding the proposed C35, C41, C87, D34, and other cross-jurisdictional routes.

Worst of all, there seems to be no rhyme nor reason, no system to the numerical routes, as they seem to be random, which will throw everything into greater confusion. For instance, the C61 and C63 routes, why? The C81 and C83?

At least with the current naming convention, you have an idea of where the bus is going (and an experienced rider can explain to a newer rider the general direction a bus route is heading). For instance, the 32 and 36 (according to their bus route map) primarily travel on Pennsylvania Avenue, in both Southeast and Northwest, and the 31 and 33 primarily travel on Wisconsin Avenue. The various 70 buses go up and down Georgia Avenue/7th Street, and so on. (In the matter of equity, a 30 line from the Naylor Road station to at least upper Georgetown and Friendship Heights, seven days a week, should be restored, as such a line ran years ago.)

♦♦♦

Again, if the proposed C41 route (West Hyattsville-Anacostia) is merely the existing B2 (Anacostia-Mt. Rainier), why not keep the B2 bus route number/name? If the proposed route name will be comprised of almost all the same stops as the current B2 line, just keep the bus route name the B2 to avoid confusion. (Or is the "West Hyattsville" a ruse to justify changing the route name, when that end will actually still be in Mt. Rainier?) Many of the proposed "new" routes are just shortened versions of current routes, so why not just keep their current names to avoid confusion? (And avoid the increased expense of changing names at bus stops, etc.) After all, sometimes bus route numbers even now have different destination names depending on where along a route is the endpoint. For instance, currently, a D14 going in the direction of Southern Avenue sometimes, during extremely early morning hours, stops in Camp Springs instead (and conversely, in the other direction, begins from Camp Springs headed to the Suitland station); why change the number/name combination of the bus route because of this?

I have the sneaking suspicion that the rush to change bus route names/numbers is to be able to change/cut routes before too many riders know what's happened. Yes, this is an extremely cynical view; I hope that it's not warranted.

♦♦♦

To recap, there's no need to change the names of existing routes, as this is guaranteed to cause confusion, and will cause extra, unnecessary, work for WMATA employees. Just because many bus routes continued the names of their streetcar predecessors is insufficient justification for changing their names; changing a feature for the sake of change, which changing existing bus route numbers/names would be, would not serve current or future riders well. Current riders often explain route nuances to new riders, which they will be unable to do if current bus routes are renamed/renumbered. Consequently, such changes will produce exponentially more work for public-facing WMATA employees if they have to explain all bus routes to even current riders! This WILL happen if all the bus routes/numbers are changed.)

♦♦♦

Related to improving bus network service is improving the rider experience. A recent article in *Greater Greater Washington,* "How DC's bus shelters can better serve riders who need them most" details how the current bus shelter contract does not benefit the majority of bus riders in Washington, and urges that when the bus shelter agreement not be renewed, and suggests another, more equitable, contract model. Currently, only a minority of WMATA's DC bus stops are even allowed to have a shelter. Outrageous! Not to speak of how WMATA's suburban bus shelters are skimpy or neglected, when they exist at all.

♦♦♦

Apart from contractual matters, the bus shelters outside the Fort Totten station are an improvement over most such metro bus shelters, but this only proves that the bar for bus shelters, in terms of quality, is extremely low. The Fort Totten shelters, while they look "modern," provide little shade from the sun, as the roof doesn't extend very far in any direction; there needs to be a couple additional feet of cover expanded over each of the four directions (front, back, and both sides) to provide adequate cover from the sun in any direction. (This would also provide better protection from the rain, at least on days when it's not too windy.) The bus shelters along 14th Street don't provide any real protection from the sun (or rain) either, as I noticed on a very sunny day waiting for a 52/54.

As an aside (because it's not been mentioned as part of the Better Bus Network initiative, but affects some bus riders) are the barriers of the bus stops up and down 14th Street between Thomas Circle and 14th and U, which I've been told were approved by disabled persons [which I find difficult to believe], as they often make it difficult to safely leave the bus stop (or approach it, depending on which direction you're walking/running); it's especially dangerous leaving the bus at 14th and U, especially if you're walking north on 14th from the bus, as you have to briefly walk into the street (14th) to get off the bus if walking north from that stop. The barrier effectively hems riders onto the stop, and its presence

assumes that bike riders need protection from pedestrians! The bus stop barriers serve to put riders/pedestrians in more peril, as you have to be at the bus stop at precisely the right spot in order to safely catch a bus; as I just mentioned, as getting off a bus (depending on which end of the bus stop you're leaving) is more fraught with peril than it would be without these barriers, which should be removed. No harm will come to bicyclists, pedestrians, or people in wheelchairs if the bus stop barriers are removed (as the curb cuts for disabled passengers would remain).

♦♦♦

WMATA will need to improve its relations with the public works departments of the local jurisdictions in order to improve bus service further, as one aspect of improving bus service involves improving the pedestrian experience (as bus riders are pedestrians before boarding, and after alighting, a bus). Crosswalks from some bus stops are sorely needed (there are no crosswalks on Donnell Drive in Forestville) although there are bus stops on both sides of that road; the lack of even crosswalks forces pedestrians to dash across Donnell at some point, as there's no visual suggestion that pedestrians (leaving or going toward) a bus stop [the K12 line] should have priority over drivers, and wheelchair users there are truly taking their chances, as there's no cutout in the skimpy would-be median strip for them. The same is true of the intersection at the Census Bureau entrance on Silver Hill Road; there's a bus stop near there, but if you get off the bus there and need to cross the street, there's no crosswalk to suggest that a pedestrian not be run over if attempting to cross there. (There's a skimpy almost-median strip in the middle of Silver Hill Road.) Such a pattern exists throughout the suburbs, where pedestrians crossing the street is almost a dare, even when they are crossing the street near a bus stop.

♦♦♦

Some of the greatest improvements to WMATA's bus network will consist not in scrambling the bus routes (and causing confusion, which will be unavoidable if the proposed Better Bus Network is pursued as stated), but with increasing the frequency of bus service along all routes, as has happened with a few routes (the 52/54). An increase in the use of "express" bus routes, however, is a ruse. After all, the creation of an "express" route is, in essence, an increase in frequency, but is less useful to many riders since it misses certain stops, so they will be reluctant to use them. Some frequent users (who use the monthly pass, like yours truly) are averse to paying even more to use such a route, since the pass includes train and bus service. Of course, increasing the number of times buses run along a certain route—whether it's called express or not—improves bus service; however, using "express" routes to increase service frankly feeds inequality among riders, degrading bus service for riders who do not, or cannot use, the express service.

The best way to improve efficiency, frankly, is to increase the number of times buses run, as mentioned above; a second is the use of dedicated bus lanes, which has begun and needs to expand. The increase in service along many bus routes is the best feature of the proposed

Better Bus network. It may be less glamorous and attention-getting than changing bus route names/numbers, but remains the most worthwhile element of the proposed network.

♦♦♦

In order to maintain and improve bus service now and in the future, the conversation at some point, of necessity, turns to revenue sources/funding. Of course, other people may mention that WMATA needs a dedicated funding source, that the WMATA Compact needs to be renegotiated, etc. These long-term actions merit discussion. However, WMATA in the near term needs to also take greater advantage of other revenue sources, which it does not always do. For instance, the fact that riders can use Apple and Google Pay to load up their cards is helpful for many (affluent, younger) riders to know. However, these same riders would also benefit from loading a monthly pass on their smarttrip cards (via phone, if so inclined). Yet, WMATA refuses to promote the monthly pass, a refusal that borders on fiscal irresponsibility. (I use the term refuse deliberately.) For people who use the metro and bus frequently, it could be a game changer, for riders of most income levels. While, supposedly, it isn't promoted because lower-income people supposedly cannot afford it, it would be a boon to them as many of them take both train and bus. Also, most low-income people are not eligible for the MetroLift program that's promoted at some metro stations, but many of these people could be helped by the monthly pass. (They're certainly paying for the most part, as the more restrictive fare collectors have been put in place in many stations.)

Sustained promotion of a monthly pass would encourage more people to use the pass, and thus use more of the system, bus as well as train. (Once they're educated that it covers both types of service, a fact of which many people are not aware.) Like with many things, someone who has a monthly pass has a psychological incentive to get the maximum use out of it, which could lead to increased, and more consistent, system use after a while. Also, that people pay for the pass after a certain point of the month means that WMATA could receive a much larger chunk of revenue on a monthly basis than is currently the case.

♦♦♦

Ultimately, the conversation between WMATA (and other transit agencies) and the general public regarding public transportation needs to change, so that WMATA is seen as transport for life, not just for commuting. Thus, very few bus lines should be (unofficially) designated as being primarily commuter lines (as a number of them from the suburbs currently are, considering how they are currently operated), but rather, these routes should operate throughout the day, in both directions. While more buses need to run during evenings and weekends, more buses need to run throughout the day, keeping in line with both equity and climate change goals of reducing car dependency. As people travel at differing times of day in these post pandemic times, in an era of extreme climate change, transit agencies should make public transit as accessible for as many people as possible, in order to increase ridership and ultimately improve bus service, as buses run best when they serve everyone,

and are seen as a service for everyone. Hopefully, implementation of aspects of the Better Bus network will serve effectively as a step towards these worthy goals.

Sincerely,

Aurelia Glenn

WOODLEY PARK
COMMUNITY ASSOCIATION

P.O. Box 11134
Washington, D.C. 20008
wpcadc@aol.com
www.wpcaonline.org

July 12, 2024

Re: WMATA BetterBus

The Woodley Park Community Association was organized in 1965 and represents the more than 7200 residents of that neighborhood.

We are pleased that WMATA recognized the importance of 96 bus by including the C55 in its latest plans. This line will provide important service to residents of Woodley Park and to others throughout the District.

We still have one concern, however, and that is with the frequency of these buses ,especially at the beginning of the school day. Enabling students to dependably get to school on time is important, especially in light of the DCPS zero-tolerance policy on lateness. Even today, buses get too crowded to accept additional passengers.

As we noted in our earlier comments, many children and their parents use the 96 – and will use the C55 -- to get to and from school. The route serves Jackson-Reed, Cardozo, Oyster-Adams, Deal, Maret, Sidwell Friends, Washington International, National Cathedral, Washington Ballet School and Janney. The bus is also used by school staff on a daily basis. (The C55 will also connect with the D82 to reach Hardy MS.) With the current 20-minute headways, buses are often so crowded that drivers fail to stop to pick up would-be passengers. The proposed 30-minute headway will make this even worse.

We have similar concerns with other routes our children use to get to school. For example, our children will take the D94 to get to the high school on MacArthur Blvd. This route will also serve Duke Ellington HS and Georgetown University Hospital. Although the proposed 20-minute headway is better than the C55, it does not seem up to peak demand.

Similarly, the D96 is the recommended route to Hardy MS. Again, 20-minute headways seem inadequate for a route that will also serve Ellington HS.

We urge you to increase the frequency of buses on these routes, especially during peak times.

John M Goodman
President

Copy for CM Frumin

Fairlington Citizens Association
P. O. Box 6182
Arlington, Virginia 22206

July 12, 2024

Washington Metropolitan Area Transit Authority
300 7th Street, S.W.
Washington, DC 20024

RE: Better Bus Network

Dear Members of the WMATA Board of Directors:

On behalf of the Board of Directors of the Fairlington Citizens Association (FCA), which represents over 3600 households in Arlington and Alexandria, I am writing to express FCA's deep concern about the adverse impact of the proposed 2025 Better Bus Network on the transportation options available to our residents and the prospect that the proposed changes will work against WMATA's broader goals of encouraging more residents to use transit. We worry that the changes will only increase the number of residents who simply choose to drive into work in D.C.

The proposed changes would drastically reduce service for those who rely on the 7A today in North Fairlington, Park Shirlington, and Shirlington House:

- **A27 Service Reduction.** The new A27 would run every 30 minutes most times, with no extra service during rush hours. Currently the 7A operates roughly every 12 minutes from 6 a.m. to 9 a.m. and 3:30 p.m. to 6:30 p.m., providing 5 buses per hour. The new A27 would only offer 2 buses per hour, a 60 percent reduction in service.
- **Express Lane Utilization.** It appears that A27 would use the regular 395 lanes to Pentagon City at all times, unlike the current 7A, which uses the Express Lanes during rush hours, significantly saving time for peak-period commuters.
- **Inadequate Supplementary Service.** The proposed A29, requiring a long walk on a steep hill to reach Shirlington Transit Center, would not effectively supplement the A27. Additionally, the A29 would not stop at the Pentagon, removing a key benefit for residents who work there.
- **Service Reductions Over Time.** Before the pandemic, Route 7 had three patterns, including a peak pattern that served the Pentagon and Farragut Square. At that time, Fairlington saw up to 7 buses per hour at peak times. Implementing the proposed changes would reduce our service by 71 percent in the last 10 years.
- **Bus Utilization and Schedule Adherence.** Our residents report that the 7A buses are quite full, especially during evening rush hours, and that buses have not been running on time, with frequent delays and bunching.

If WMATA cannot adjust the plan to provide more frequent service on the proposed A27, we ask that WMATA, Arlington, Alexandria, and DASH work together to revise DASH Line 35 to serve Fairlington. This route, originally proposed in the Alexandria Transit Vision Plan, would help connect Alexandria residents to destinations in Arlington while providing better service for Fairlington.

Regarding the proposed changes to Route F66:

- **Continued Service to the Pentagon.** We are pleased that the new route would continue to provide service through South Fairlington to the Pentagon similar to today's Routes 22A/F. The proposed service frequency of every 30 minutes is an improvement over the current hourly service of the 22A.
- **Peak Time Service Frequency.** However, we are concerned that this route would only operate every 30 minutes during peak times. Currently, Routes 22A/F provide about 3 buses per hour to the Pentagon. Before the pandemic, the combination of Routes 22A/C/F provided 5-6 buses per hour. We ask that this service at least match the 3 buses per hour of the 22A/F at peak times.

Regarding the proposed A71 route from Ballston to Shirlington to King Street-Old Town:

- **New Connection.** We appreciate the valuable replacement for the connection from Fairlington to Shirlington to Ballston that the 22A provides today and the new connection through the neighborhood to King Street-Old Town.

While we are pleased that WMATA was able to avoid the draconian cuts originally envisioned for the FY24 budget, we believe that the Better Bus Network is a step backward in encouraging the use of transit by our residents. We urge you to reconsider the dramatic cuts in service to our community envisioned by this proposal.

Sincerely,

Guy Land

Guy Land
President

July 12, 2024

Re: Proposed Elimination of N2/N6 Bus Routes

I write to object to the proposed elimination of the N2/N6 bus routes and their replacement with different routes that are inadequate to meet the needs of residents living in the Cathedral Avenue corridor.

As with the earlier iteration of the Better Bus Plan, the current proposal fails to consider the topography of the area these buses serve. The revised plan still requires residents living, as I do, at The Towers (4201 Cathedral Avenue NW), to reach the bus stop by walking up a fairly steep hill to the stops along New Mexico Avenue or, worse, to hike all the way to Massachusetts or Wisconsin Avenues which entails navigating the very steep and long descent into Glover Park and up again. Currently the buses stop in front of our buildings going north and across the street going south and toward downtown. Many in our community, including myself, are older and unable to walk those distances; many are young families with small children for whom pushing a stroller the extra distance may be a problem.

Outside of rush hour, even the limited options offered are not available. Many in our community use the bus during non-rush hours to get to doctor's appointments or entertainment. Many also work variable hours and commute outside of the "normal" rush hours, a trend that has been exacerbated by the changes in work schedules following the pandemic. The problem of lack of service is especially acute on weekends and holidays when one of the lines (C85) does not run at all according to your proposal.

In addition, there are a number of people who come to work in our building and the surrounding complexes: maintenance people, housekeepers, health aides. They often work shifts or partial days when service would either be highly curtailed or non-existent. Yet these workers are the ones who rely most on public transportation to get to their places of employment.

The lack of direct connections (as we have now) to the Dupont Circle and Farragut North and West Metro stations increases not only rush hour trips for residents along the corridor but deprives us of ready access to transfers to those stations which connect with multiple Metro rail lines. The lack of direct access to the Tenleytown Metro is also worrisome because that is often the station from which an easy transfer to the bus to come across this part of town occurs.

Finally, the proposal to have buses go along New Mexico/Tunlaw does not take into account the fact that this stretch of roadway has been recently narrowed by the building of a protected bike lane (a process which eliminated a large number of parking spaces along the street). Currently there are two stops along this street between Cathedral and Nebraska Avenues. When a northbound bus is at the stop, traffic must get around it by going into the turn lane. When a southbound bus is at the stop, traffic is totally blocked unless people are willing to cross the double line and face on-coming traffic. It is already a car crash waiting to happen. Installing additional stops between Cathedral Avenue and Calvert Street would only cause worse traffic backups and further decrease the safety of the corridor.

Sandra C. Kolb
[redacted]
Washington, DC 20016

[redacted]
Washington, D.C., 20015

July 13, 2024

TO: https://betterbus.wmata.com/share

Ingleside at Rock Creek is the largest senior residential community in Northwest Washington, D.C. Our community has over 300 Independent Living residents, 35 Health Center residents, 200 staff members and dozens of contractors and private duty aides and staff. We have thousands of visitors each year. **We strongly object to the proposed changes to the current bus routes E4 and M4 (i.e., proposed routes C81, C83, and C85).**

The proposed changes will severely and negatively disrupt:

- our staff and other workers ability to commute to work;
- our residents' ability to get to the Friendship Heights Metro Station, doctors' offices, and hospitals;
- the ability of our community and other nearby senior communities to recruit new workers.

Ingleside at Rock creek has staff and other workers, along with regular visitors, **seven (7) days a week.** Any reduction in weekend service would not only be highly disruptive, but could endanger the health and welfare of our community unacceptably. **We rely on bus service all days of the week**, especially those of us who no longer drive.

We appreciate WMATA's desire to lower its costs, but reducing bus service is particularly short-sighted, insofar as our community and others along this existing route help sustain local businesses and the economy, which in turn ultimately helps to sustain

Metrobus and Metrorail. The radical changes that are proposed help no one.

Thank you for your serious attention to these matters.

Sincerely,

Marna Tucker, President
Ingleside at Rock Creek Residents' Association

I contributed comments last year but unfortunately find I must contribute them again. (I tried to comment at a recent remote public hearing but found I'd have to pay per minute to wait on the line to speak, and not knowing how long that would be, could not afford to participate. Not a good look for the hearing organizers.)

I include some specific routes in these comments, but my overall point to make up top is that the more I listen in and learn (to live testimony, ANC meetings, examining the redone routes online, talking to my neighbors) **the more strongly I feel that this is a recipe for disaster: that the beliefs the creators have that this system will work as envisioned will be proven wrong, but only too late to unravel, while costing a fortune in remarking all routes, retraining all drivers, reeducating all riders, redoing websites and apps -- never mind how much is being spent right now on consultants, public hearings, promotional materials – that could be so much better spent on making the system we currently have work better, addressing genuinely needed gaps without removing relied-upon routes that work for people now.**

In short, It's a boondoggle and our city's governance should really think hard about what their legacy is going to be should they continue to support this to fruition.

Let's start with the premise, that I have been told again and again in slide shows and presentations, that this system provides equity, that our budget requires "difficult trade-offs".). But these supposedly "shared" sacrifices are in fact ageist and ableist when applied to my neighborhood of Cathedral Heights, where despite being a particularly apartment-residing, older and no-car demographic, we are facing significant cuts in frequency and proximity, being asked to walk up to 10 minutes to reach a stop, then disembark and connect and wait for that likely delayed connection in cold or hot weather. I myself have some physical disability – I chose to purchase my apartment specifically because of the N2 stop directly across the street on Cathedral Ave. to get to my workplace downtown.

I dread what my new existence will be when I have to walk either to Massachusetts (and to where? Your new route maps only show streets, not actual stops so is it 5 minutes? 10 to go several blocks over to the Wisconsin intersection? You scare me with the "bus stop consolidation" language that we won't even keep the spacing of stops we have now, besides the eliminated lines already meaning more of a walk) Or down a steep hill to the new D96 at Tunlaw (and then back up when I return home?)?

And then when I disembark and reembark as I will now have to change buses at Dupont Circle, likely waiting for a long time at a meager shelter, given that buses don't even run on time now and your new map relies on even longer/meandering routes that will be even further delayed by traffic, so how will it possibly work for me to make an on-time connection?

Now add that to my elderly neighbors, those with little kids in strollers, those with luggage… this system becomes a burden for anyone in my neighborhood not doing a simple and non-time pressured task. Plus fuller buses means more standing, again a burden for those not able bodied

or traveling lightly (I would say the N2 is at least 70% full every time I take it, so now what we'll be at 110% given cuts in frequency, which I outline next is actually the reality?)

Virtually every point in your promotional material, extolling the benefits, is false when applied to me. For example:

- More frequent service: NO. You fudge the numbers by saying the new XX that replaces the N2 will run every 20 instead of every 30 minutes. But by removing the N4, you eliminate what was in fact every 15-minute service. That's a 25% cut which over a full day really adds up; add to that occasional missed timely launches of buses that already happen now and this really could mean a full 40 minutes delay getting to work, the airport or Union Station, a medical appointment. Never mind the stress of that uncertainty.
- More Convenient and Direct Service: NO. The D90 replacing my N2 no longer goes downtown. It will require either a change at Dupont, or a much longer walk and a meandering route that adds time via the proposed D96. As stated above, connections will be missed, and longer/meandering lines will be delayed by traffic, making the proposed system neither conveint or direct. And even when I use your calculator tool which assumes everything will work perfectly, you're adding 6 minutes to my commute.
- More Reliable Service: adding bus lanes in my neighborhood does not seem feasible. What will make your new plan less reliable is what I have stated above: reliance on more connections that will fail, longer/meandering routes that will get clogged, less frequency. Sure bus lanes in some places might help, but that's not touching my neighborhood.
- New Route Names: that's pretty funny when you actually read the new naming rubric. Rename our current routes if that's really determined to be a current weakness, but overall this reeks of consultant gobbledygook (at a cost to the city to gain this valuable insight.)
- Avoiding car trips/reducing emissions: Absolutely not for me, or the neighbors I have spoken to, we will in fact be driving more given increased stress of missing appointments and physical challenges of navigating this proposed new system.

Finally, some of the new proposed routes are true headscratchers: for example the proposed C85. I could see how the beginning of the route could be needed to bring more accessibility of people northeast of Tenleytown to that metro station or as far as AU, and perhaps also the end of that line could aid some, but I live in the middle of that route and can unequivocally say that I would never use it – even under your new system it is redundant and there will be more direct options than this.

And again the D90 replacing the N2: you are forcing a new change at Dupont for people wishing to get downtown (like me), to serve a relatively short stretch of Mass Ave past Dupont. At the least, alternate the destination (New York City does a 14A/D that ends differently on each side of the main 14th st thoroughfare) but better, keep the N4 as well as N2, make one retain its current full route downtown to Farragut, give one the new direct-past-Dupont route – i.e. serving a new stretch of town without adding additional resources to what you use now.

***

[redacted]
Washington, D.C., 20015

July 14, 2024

TO: https://betterbus.wmata.com/share

Ingleside at Rock Creek is the largest senior residential community in Northwest Washington, D.C. Our community has over 300 Independent Living residents, 35 Health Center residents, 200 staff members and dozens of contractors and private duty aides and staff. We have thousands of visitors each year. **We strongly object to the proposed changes to the current bus routes E4 and M4 (i.e., proposed routes C81, C83, and C85).**

The proposed changes will severely and negatively disrupt:

- our staff and other workers ability to commute to work;
- our residents' ability to get to the Friendship Heights Metro Station, doctors' offices, and hospitals;
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Ingleside at Rock Creek has staff and other workers, along with regular visitors, **seven (7) days a week.** Any reduction in weekend service would not only be highly disruptive, but could endanger the health and welfare of our community unacceptably. **We rely on bus service all days of the week**, especially those of us who no longer drive.

We appreciate WMATA's desire to lower its costs, but reducing bus service is particularly short-sighted, insofar as our community and others along this existing route help sustain local businesses and the economy, which in turn ultimately helps to sustain

Metrobus and Metrorail. The radical changes that are proposed help no one.

Thank you for your serious attention to these matters.

Sincerely,

Esther S Bushman, Resident & Vice Chair
Ingleside at Rock Creek Communications Committee

Woodridge Civic Association
P.O. Box 80151
Washington, DC 20018

July 14, 2024

Letter of Testimony, Woodridge Civic Association on Roundtable on Recreation, Libraries, and Youth Affairs

To: Board of Directors
Washington Metropolitan Area Transit Authority
300 7th St SW
Washington, DC 20024

Re: Better Bus 2025 public input

To the WMATA Board, staff, our neighbors, and friends

Thank you for the monumental undertaking to revise and improve the Metrobus system as part of a regional cooperative effort to unify and enhance mobility for our community members and neighbors. The scope this Better Bus change proposes, and the resulting implementation will be immensely confusing to the riding public. The learning curve of overcoming decades of learned travel patterns could initially do more harm than help. But as happened in 1979 (the great turnback), Reluctantly, the public slowly acclimated themselves resigned to accept the changes to maintain mobility necessary to their daily lives.

We believe that there is a benefit with renumbering of routes, passengers will clearly know where the service originates and terminates when signage works properly. This will provide greater accountability for service lapses and competing service delivery which undermines local service in deference to "limited run" service (as example, the present 83, 86, and competing T14, T18 which create transit inequities along Rhode Island Avenue in the city, undermining ridership on local service buses.

Additionally, the implementation of C63 and D32, may be a welcome change overcoming the loss of the B8/B8 (Ft Lincoln Shuttle) and G9 (limited-express)

The following discussion and recommendations reflect serious discourse on the subject by community members with hopes of arriving of an agreeable transportation system that is safe, affordable to those dependent upon it, efficient, and dependable. There are often comments offered that alterations to the proposals may necessitate trade-offs, particularly if they alter the funds/resources available to accomplish this plan. To this we demand that any tradeoffs to recommendations and counter proposals should occur with clear detailed explanations of cost/service levels in terms of the following,

1) Operators required per route before and after,
2) The numbers of support staff (mechanics, extra-board, etc.) needed to support route operations versus alternatives,
3) The number of vehicles required per route level of service frequency,

4) Any vehicle type exclusions, and classification of vehicles planned for use (Diesel, CNG, Hybrid, Electric)
5) The locations of vehicle deployments for planned route service, and union agreements potentially adversely service levels and cross-border-jurisdictional
6) The changes to route miles, numbers of bus stops added, removed, or consolidated, the numbers of transfers/connections provided but to indirect routing, support for areas not served, and any potential choke points potentially degrading frequency and quality of service.

We offer here our concerns, and our statement of concerns as we know them. The applicant solicits two reliefs, or wants, as special exceptions. They are,

1) There is a transit gap between Rhode Island Avenue NE and 18th Street and South Dakota Avenue affecting north-south travel and limiting access between Market Place, Bladensburg Road, and Rhode Island Avenue to Riggs Road NE (Walmart). The proposed replacement of the G8, and E2, deprive transit eligible of transit access. There needs to be a way to fill this void, as DDOT represents that Better Bus will provide improved service along the South Dakota Avenue Corridor.

We highly recommend closure of this transit gap and eliminating the inequity it generates.

2) There are well-known traffic bottle necks in the greater Woodridge Area. These being frequency hijackers are,
   a. Bladensburg Road and South Dakota Avenue,
   b. South Dakota Avenue and Vista Street (Westbound),
   c. Rhode Island Avenue at South Dakota Avenue NE,
   d. South Dakota Avenue at Monroe Street NE,
   e. South Dakota Avenue at Michigan Avenue NE,
   f. South Dakota Avenue and Riggs Road NE,
   g. Eastern Avenue and Bladensburg Road,
   h. Eastern Avenue and Rhode Island Avenue NE,
   i. 12th Street NE and Rhode Island Avenue,
   j. Eastern Avenue and Queens Chapel Road (MD)/Michigan Avenue (NE)
   k. Montana Avenue and New York Avenue to W Street and 18th Street NE.

   We passionately believe that these problem areas will continue to adversely affect the route proposals designated as C71, C41, C63, D32, D34, D36, D74, P33, P40, P42, P10, P1X.

   This needs a demonstration of the service consequence and the influence upon service frequency. Further, reliance upon representations that alternate routes will supplement others is "at best" a false assumption, as the new routing schemes diverge without alternative going away from the core.

3) Service frequencies of 30 minutes are seriously harmful to the area east of 12th Street NE, West of Eastern Avenue, south of Michigan Avenue and north of New York Avenue. Experience shows that a missed bus, operator delay, or non-pickup can strand riders for 1 hour or more.

We insist that all service levels occur at a frequency of no less than 20 minutes at any time of the day.

4) Service along the proposed D32 is welcome. However, there appear to be no stops between Vista Street and Rhode Island Avenue NE.

This is a lost opportunity for ridership building. The situation acts to deny potential riders access to transit service along this portion of South Dakota Avenue which is contrary to the goal of the Better Bus Program. We note that currently buses passing through this area are deadheading or acting as Employee Shuttles. This area has two choke points Vista and RIA. The completing of the Bladensburg Bus Garage replacement may complicate this in years after 2025.

5) Proposed route C71, which is highly desirable, possesses a frequency of 30 minutes, which is no improvement on the current frequency on the E2, where buses are less likely to show than to show for passenger service.

We recommend a service level of no less than 20 minutes.

6) Proposed route C63, while offers expanded connections between Hospital Center/McMillan and Deanwood and is highly desirable. We are concerned that it will suffer from the traffic bottlenecks occurring at Costco/Market Place, John Hanson Highway (US50), and Tuxedo/295/US-50 on its southern end.

Perhaps adding a transit plaza would be helpful in the former Children's Hospital Shuttle Lot near South Dakota Avenue and V St (Goodwill).

7) Of considerable concern is the loss of single seat travel destinations. Further there is the perception of transit dumping forcing riders to make use of the rail unnecessarily. There are too many routes that require needless transfers between buses or require incorporating rail transportation. Transit must go where people need to travel with minimal inconvenience.

We recommend and highly urge that WMATA set special buses, with actual operators, requiring planners ride each planned route, in its entirety, on bus set aside to travel each planned route at various times of the day. This will demonstrate firsthand allowing them to experience the nuances of planned routes and service levels in practical terms, rather than desk/or computer simulated exercises. The assembled results with analysis made publicly available as the underpinning of the final plan implementation.

The question remains are these improvements fully rider enticing or friendly to people living in the Woodridge/Northeast area.

Thank you for the opportunity to illuminate these issues and concerns.

Respectfully submitted,

Jeremiah Montague, Jr.
President, Woodridge Civic Association
[redacted] or [redacted]
WoodridgeCivicAssociation@gmail.com

7-14-2024
WMATA/Better Bus Comments

Although i own a vehicle, i use Metro Rail/Bus 98% of the time. My son uses my car most of the time because it's more convenient for lots of reasons. i on the other hand prefer using public transportation whenever possible.

There probably are not many riders my age – 74 – who still are working full-time, plan to work *at least* another 6 years (God willing), and who have been using the **J1/J3** bus route to work [**NIH/6705 Rockledge Drive, Bethesda, MD 20817**] for **22 years.** i have lived in the DMV for 37 years (since 1987): Burtonsville/Castle Boulevard, Derwood/Sabrina Terrace; Silver Spring/Grubb Road and The Blairs; Adelphi-Hyattsville/Adelphi Road (15 years); and now, my current and long-hoped-for residence, **3232 7TH Street NE, DC** (14 years) – adjacent to the Monroe Street Market development, one block from the G8.

MY WEEKDAY LIFELINE IS THE J1 FROM SILVER SPRING TO ROCKLEDGE DRIVE, or

if running late, the **J2 TO MEDICAL CENTER** where i can connect to the NIH Shuttle**.** i take the Red Line to Silver Spring and transfer to the J1. i prefer the bus (being above ground with scenery) to taking the Red Line all the way to Medical Center. It also is **less expensive** and it is an easier transfer from rail to bus.

Prior to Rockledge Drive, i have worked in downtown DC (14TH & I NW); Takoma Park (Eastern Avenue); and Silver Spring (Colesville Rd. & Spring St., and Metro Center).

For most of the 37 years (since 1987) i have been living in the DMV i owned a car, those times that i did not allowed me to become intimately familiar with how to navigate to the places i need and want to go. i **ENJOY** using mostly bus and train, and now that i am older, **PREFER** to use Metro, RideOn, and Dash. i seldom go to Prince George's County.

i find bus service in Northern VA very confusing, but driving is worse. Since i have lived in and still have paternal relatives in Richmond, VA, i am hoping for expanded VRE service/fast train to Richmond. In my opinion the DMV is the PERFECT hub for travel along the I-95 corridor. It does not matter to me what happens along the I-66 corridor, west of Dulles. My airport preferences are DCA and BWI. If it was faster to get to Dulles i might consider it more, but it's much more *pleasant* to travel to DCA and BWI.

My favorite – albeit ill-recommended and addictive - pastime is going to the casino. It is great that i easily can get to THREE casinos on public transportation (in order of convenience):
MGM – Yellow Line to King Street, to NH2;
LIVE! – Red Line to Shady Grove, MTA 201 to Arrundel Mills; Green/Yellow Line to Greenbelt to B30;
HORSESHOE – Red Line to Union Station to Peter Pan bus; B30 to BWI and Light rail to Casino.
i don't like the schedule for the B30 and haven't ridden it in years. It doesn't run on weekends and it's hard to get back to Greenbelt in time to catch the last train back to Fort Totten and connect to Red Line/80 back to Brookland.

To expound more on the J-line service:

Continue to service Rockledge Drive. When the feds return to the office MANY employees use the stops on Rockledge and Fernwood.
There could be some conservation if during rush hour only ***alternating*** J2 buses continued from Medical Center to Montgomery Mall.

7-14-2024
WMATA/Better Bus Comments

Actually, i propose that there should be a J route down Old Georgetown Road.
There might not be a need for as frequent J route service from Silver Spring (SS) to Bethesda when the Purple Line opens.
The J1 route should continue AS IS for service on Jones Bridge & Rockledge Drive. (There are domestic workers and riders who go to HHMI and USHS as well as the commissary entrance to WalterReed/Navy Medical Center. Also seniors use this bus to get to the Medical Buildings on Rockledge Drive. For many, changing buses to RideOn or walking from Fernwood would be prohibitive.
Fernwood from Democracy will remain useful when the Grandview senior community opens.

To expound on the H-line service:

My other **strong** preference is regarding the **H2/H4** buses. Only ONE route needs to service Medstar Washington Hospital Center (MWHC) and the VA Hospital. There is a good shuttle service from Brookland Metro direct to MWHC and Children's National Hospital for employees and the public.

i often ride the H buses to Cleveland Park and Tenley and find the traffic jam - Westbound between 11TH St. and 16TH St., NW and Eastbound between 16TH St. and 14TH St., NW - FRUSTRATING. It causes considerable delay on that route. Metro should prevail on DC to have **NO parking in those blocks during rush hour** and parking only on one side of the street other times. Yes, i will email City Council in this regard.

It's good that this is one of the 24-hour routes. However, it would be **great** if bus frequency on the **H2/H4 <u>and</u> the S2/S9** could resemble the 31/32/33 on Wisconsin with a bus every 7 minutes during RUSH hour and every 10 minutes other times. i think the frequency/convenience of the 31/32/33 reflects partiality toward the population served in that area.

Safety

The Public Address system should function optimally ON the trains/buses; IN the stations **ALL THE TIME**. Far too often it is impossible to understand what is being said. This could be a catastrophe in an emergency – e.g., active shooter incident, etc. It is very concerning that few operators even speak clearly. They need to learn how to enunciate. Failure to do so could be fatal.

NEXT BUS information is **totally unreliable** whether online, smartphone, or the signage at the various bus bays.

Fares

Institute a 2-tier SENIOR FARE: Half fare at age 65; FREE at age 75.

Priority Spaces

The new Multi-use Space is a fantastic idea. However the word PRIORITY should be on a separate line and much larger. There definitely should be a space like this on all the *long* buses. i already commented on this via the QR code survey.
(H2/bus 7300/07-03-24/~18:00hrs).

In general, riders do not honor the PRIORITY spaces. Perhaps that signage should be in **RED.**

7-14-2024
WMATA/Better Bus Comments

Fare Gates

Metro WASTED serious money on the changes to the fare gates. Gate jumping is as much a sport/challenge/rite of passage as it is fare evasion. Seems Metro now is only set up for increased vandalism, which could prove more costly than unpaid fares as insurance rates rise due to the frequency of abuse.

As a SENIOR I always think one of those plastic gates is going to hit me, or I might not get through fast enough. Also, they are an impediment when carrying through groceries, even through the 'accessible' turnstyles, because it no longer is possible to slide a bag through to pick up on the other side without triggering the alarm.

Making the perpetrators of fare evasion (mostly young males of color) criminals only exacerbates an already unjust criminal justice system, fuels disparate justice, and expands the prison industrial complex. Depending on the outcome of the November election, there might be harsher sentences, or how about NO JUSTICE at all, and all your efforts will be for naught. This is a losing battle.

Route Names

i am more concerned about the route than the route name. Changes could be as confusing because many riders, especially tourists, will have no clue as to the County associated with a route. Why not address just the-duplication.

This brings to mind the fact that for DC to be a 'tourist' destination, the public transportation really is not at all tourist-friendly. For one thing some of the drivers/station managers in 'key' stations and 'key' tourist routes are not knowledgeable, rude, and/or impatient, especially when interacting with someone for whom English is not their first language. As i mentioned i use public transportation a lot and am concerned about the experience for ALL riders. A good example of this is for people going to the National Zoo. It's a much easier walk from the Cleveland Park Metro Station rather than up that long hill from the Woodley Park Station. Yes, i realize that Woodley Park is a more convenient 'watering hole' but walking that hill is 'no joke'. Maybe there should be clear instruction in the station that it is possible to take the L2 and where to board it.

It will be interesting to see if a Better Bus comes to fruition.

Respectfully submitted,

Violet Broomfield
[redacted]

WMATA Better Bus Response from Mr. Niels W. Pemberton. A Transit Advocate and user in Reston VA.

It is a good forward-thinking plan. But I have some criticisms

1. The plan only affects WMATA Metrobus routes. This is inadaquete. (But it is a start) But I think you have to look at the entire bus system in a wholistic network fashion.
2. The whole bus system is a regional network, each operator complementing each other and feeding passengers to each other to get to their destinations.
3. As a result, there is a case for a unified bus route numbering system for the WMATA zone affecting **all** surface transit operators.
4. At present the WMATA bus route numbering scheme is not unified but haphazardly based on its predecessor companies that were bought in 1973.
    1. DC Transit Inc;. bus routes numbered in the 10s for former streetcar routes. (Example 92 Congress Heights - Duke Ellington Bridge) [2.]
    and bus routes numbered with letters and numbers (Example P6 Rhode Island Avenue Station - Anacostia Station.)
    2. Washington Virginia and Maryland Coach Company (Owned by DC Transit) numbers and letters. (Example:1973: 1K 11th and E Streets NW - Fairfax.[3.] Now :1A Ballston- Vienna Metro Station.)
    3. Alexandria Barcroft and Washington Transit Company. Numbers and letters. (Example:1973 16A 10th and Penn Ave NW – .Annandale[3.]. Now: Pentagon – Annandale.)
    4. Washington Marlboro Annapolis Transit Company; numbers and letters. Example: A2 11th and E Streets NW - Capital Plaza.[3.] Now A 12 Addison Road – Capital Plaza.

Notes 1. = # As of April 2024 C.E.
2. = ^ The 92 used to run from Garfield to Duke Ellington Bridge from 1-29-1962 CE. to 1-2001 C.E when the southern part of the Green Line metro opened.
3. These routes and others started from an area bounded by 11th and E Streets to 12th and Pennsylvania Avenue NW to 10th and Pennsylvania Avenue NW.
Traditionally, numbered transit routes are former streetcar lines. Traditionally, transit routes distinguished by letters and numbers are always bus lines.

As of 1-2-1973 C.E. There were 4 main bus companies serving what is now the WMATA Zone. There was also service offered by the following operators.

1. Colonial Transit Inc. Commuter bus service to points in Prince William County.
2. Common Ground Foundation. Service in Reston VA.
3. Dawson Charter Service. Operates commuter bus service from and to Montgomery Village from Washington DC for Montgomery Village.
4. Diamond Sightseeing Company. Operates commuter bus service from and to Sterling Park / Sugarland Run for Sterling Park / Sugarland Run.
5. Gold Line Inc. Operates bus service Washington - Lexington Park MD.
6. Greyhound Airport Service. Washington - Washington National Airport. Washington - Washington National Airport. Washington National Airport -Washington National Airport.
7. Greyhound Lines Inc. Operates 7 intercity routes out of Washington to varied destinations in the USA.
Local service on US Route 1. Washington - College Park - Beltsville - Muirkirk - Laurel - Jessup - Elkridge - Halethorpe - Baltimore.
8. Carolina Trailways [Trailways] Bus service from Washington to points on the Eastern Shore of Maryland.
9. Safeway Trails Inc. [Trailways] Bus service from Washington to points in Maryland, Delaware, Pennsylvania - New Jersey and New York.

Local bus service Washington - White Oak - Burtonsville - Laurel - Fort Meade. Washington - Capital Plaza - Fort Meade - Forest Haven.

10. Virginia Trailways. [Trailways] Bus service from Washington to points in Virginia and North Carolina. Local bus service Washington - Fairfax - Centreville - Yorkshire - Manassas Park - Manassas - Catlett.

Both Greyhound and Virginia Trailways operate commuter bus service Washington - Fredericksburg.

Washington Virginia and Maryland Coach Company had a client called Reston Commuter Bus. This group provided chartered bus service from Reston to the Pentagon, Crystal City, Rosslyn, and Washington DC on weekdays in the peak flow direction on the rush hours.

5. As of 4-1-2024 C.E. The WMATA zone is served by the following transit operators:.

1. Alexandria Transit Company. Alexandria City VA. Bus routes are numbered in the tens.
2. Arlington Transit. Arlington VA { National Express.} Bus routes are numbered in the tens.
3. Circulator. [District of Columbia District Department of Transportation.] No route numbers. Just destinations.
4. City University Energysaver. Fairfax City VA. Bus routes are designated in two colors Gold and Green and then either 1 or 2.
5. Fairfax Connector.

Bus routes are designated in hundreds depending on the area of Fairfax County.

6. Friendship Heights Shuttle. No route numbers. Just destinations.
7. Loudoun County Transit. Leesburg VA.
   A. Commuter Bus.

      Bus services are numbered in the mid 280's,480's, 680's and 980's.

   B. Local Bus.

Bus services are numbered 40, 55, 56, 57, 62, 70, 80, 81, & 82.

from Reston Town Center; Route 312.

from Innovation Center; Routes 320 to 323.

from Loudoun Gateway : Routes 351, 382-383.

from Ashburn (North) Routes 331-332, 341-344.

from Ashburn (South) Routes 351 371-375, 391.

8 MTA Commuter Bus

Bus routes are numbered in the hundreds.

9. Montgomery County Transit *Ride ON.* Bus routes are numbered from 1 to 101. 301 and FLASH.
10. Regional Transit Agency of Central Maryland. Bus routes are numbered in the hundreds based on area.
11. The Bus C/O Prince George's County Department of Public Works and Transportation. Bus routes are numbered in the tens. 11-53.
12. Washington Metropolitan Area Transit Authority. Washington DC. See above. But. WMATA has 2 routes that do not have numbers; Metroway and REX.

6. As of 4-1-2024 C.E. transit operators outside the WMATA Zone but serve the Baltimore Washington Standard Metropolitan Statistical Area are

1. Annapolis Transit
2. Anne Arundel Transit.
3. Bay Transit.
4. Calvert County Public Transportation.
5. Carroll Transit System.
6. Eastern Panhandle Transit Authority.
7. Fredericksburg Regional Transit.
8. Harford County Public Yr
9. Maryland Transit Administration Commuter Bus
10. PRTC OMNILINK.
11. PRTC OMNIRIDE.
12. Regional Transit Agency of Central Maryland.
13. St Mary's Transit.
14. TransiT = Frederick City and Frederick County MD.,
15. VanGO = Charles County MD
16. Virginia Regional Transit.
17. Washington County Transportation Commission. County Commuter.

Here is my proposal;

7. This scheme would affect <u>ALL bus operators</u> in the WMATA Zone, not just WMATA.
It would be based on the London Transport UK, Route numbering scheme of October 3 1934.
Here is an illustration of the scheme as applied to London England since October 1934.

1 - 199 Central Area double-deck routes
200 - 289 Central Area single-deck routes
290 - 299 Central Area night routes
300 - 399 Country Area (north) routes
400 - 499 Country Area (south) routes

Short workings no longer took a suffix and variations were usually identified by letter suffixes.

Here are the examples of new route numbers affecting all transit operators in the Washington area as I suggest;

District of Columbia. WMATA
Routes: 1 -99.

Montgomery County. Montgomery County Transit, WMATA. Routes:100-199.

Prince George's County. RTA of Central Maryland,* The Bus, WMATA, Routes:200-299.
All Trans-Potomac Bus Routes. WMATA, Fairfax Connector, Loudoun County Transit. Routes 300-399.
Alexandria City. & Arlington County, Arlington VA Alexandria DASH, Arlington Transit ART, WMATA. Routes:400-499.
Fairfax City & Fairfax County VA. Fairfax Connector, WMATA. Routes 500-649
Loudoun County. Loudoun Transit Virginia Regional Transit Routes 700-799
From WMATA zone in Montgomery County to points in Maryland. RTA of Central Maryland,, TransiT ^ WMATA ^ Routes 900 -906
From WMATA zone in Prince George's County to points in Maryland. Anne Arundel Transit. Calvert County Public Transportation, Van GO, WMATA Routes 910-999.
^ = These would be new base day routes leading out of the WMATA Zone operated in pool TransiT and WMATA.

Later in 2026, the scheme can be Expanded.
Prince William & Stafford Counties. PRTC OMNIRIDE PRTC OMNILINK Routes 1300-1399.
Maryland Transit Administration Commuter Bus Contractors Routes 800-849.
Calvert County Calvert County Public Transportation Routes 850-869.
St Marys County St Marys Transit Routes 870-889.
Charles County Van Go Routes 1000-1049
Frederick County TransiT Routes 1100-1149
Washington County MD County Commuter Routes 1200-1219.
Fredericksburg Area. Fredericksburg Regional Transit Routes 1400-1499
Virginia Piedmont. Virginia Regional Transit. Routes 1500-1599
Winchester Winchester Transit. Routes 1600-1609.
Northern Shenandoah Valley Ride Smart Route 1610
Eastern Panhandle. Eastern Panhandle Transit Authority Routes 1700-1749/

7. The present Better Bus Network does not allow for new routes that are needed from Arlington to Northwest District of Columbia to cater for trips from Ballston to the Tenleytown Friendship Heights area.
8. Nor does it allow for new routes that are needed from the Tysons area to Northwest District of Columbia or Montgomery County.
(Fairfax County's Fairfax Connector has a proposal for a new route Route 798 that would operate between the Tysons area and Montgomery County @ NIH.) This MUST be a WMATA service as it connects 2 states and is a regjonal route.
9. The renumbering should encompass all operators in the WMATA Zone in Summer 2025, not just WMATA.

10. Better marketing of the system as a whole is needed. This will encompass 1. Posters (as in London a tradition there since 1900 !) in Metro Stations and Transit Stations. the posters will advertise events, and destinations reachable by transit.

2. A country walks guide showing possible walks in parks and natural areas in and around Washington in the WMATA zone reachable by transit and how to get there.

At least approaching existing walks guide publishers with a nee

3. A permanent consistent marketing campaign of Washington's Transit operators.

4. A toll-free information phone number that answers 24/7. encompassing all operators in the WMATA Zone.

11. The Better Bus Network does not allow for 24/ 7 service in Washington's inner suburbs or for 24/ 7 service to Reagan and Dulles Airports. There is a need for this.

12. The Better Bus Network does not provide service on some routes in Washington, and Arlington. Examples are The Stanton Road line as operated by Circulator (Union Station – Congress Heights, This line needs to be taken over by WMATA) and the existing W1, W2, W3 , W6, W8 schedules.
This also includes the 22A and the 23A route on South 23rd Street in Arlington.

13. Some of the proposed routes are too long in running time. I'm taking about proposed routes A58, Farragut Square – Seven Corners. It MUST serve Ballston ALL Times, and F62. Rosslyn - Dunn Loring.

14. 1 route duplicates Fairfax Connector Route 463. This is Route F64. Mc Lean – George Mason University.

15. Route F24 should be re-routed to serve Van Dorn Station – Fair Oaks @ Monument Drive.

16. The designation C is meaningless to me. Does it mean Columbia ? Columbia is a town in Maryland ! Why didn't you designate the proposed lines that you designated with a C as a D. ! That would have made more sense to me.

17. It seems to me that this numbering scheme was inspired by the New York City Scheme where bus routes are designated by boroughs and environs of New York, where B means Brooklyn, Bx means Bronx, M means Manhattan Q means Queens, S means Staten Island or
Suffolk County, N means Nassau County and W means Westchester.

Also I would like to have WMATA offer overnight train service on Saturday, Sunday and Pre-Holiday mornings. Most but not all stations would be served.

Stations that would not be served are Arlington Cemetery, Capital South, Cheverly, Eisenhower Avenue, Farragut West, Federal Center, Forest Glen, Innovation Center, Loudoun Gateway, Judiciary Square, Mc Pherson Square, Medical Center, Morgan Boulevard, North Bethesda, Pentagon,
Smithsonian, Spring Hill, and Virginia Square GMU. This would be supplemented by overnight "owl" service on the regional framework service of routes operated by Alexandria Transit, Arlington Transit, Fairfax Connector, Montgomery Transit and WMATA.

Here are some examples from my proposal. [For the full proposal please wait until August.]

Circulator

Mall Shuttle. Redesignate as Route 29. And goes off to WMATA with new hours 9 AM – 5 PM on Weekdays, 9AM – 6 PM on Saturdays 10 AM – 6PM on Sundays. From April to October only.

Wharf Shuttle.

Redesignate as route 19. with new hours 9 AM – 11 PM on Weekdays, 9AM – 12 AM on Saturdays. 10 AM – 11 PM on Sundays.

Expanded bus service. Examples.

District of Columbia.

Route 14. Union Station – Fort Bayard. This is a piece of the 96 bus line. It follows the existing 96 bus line from Union Station to Mc Lean Gardens.

From Tenleytown Route 14 extends to Fort Bayard via Wisconsin Avenue NW, River Road NW, 45th Street NW, Harrison Street NW, Western Avenue NW, and River Road NW.

Route 15. Navy Yard Ballpark Station – Dupont Circle Weekdays via M Street SE, 1st Street SE, L Street SE, New Jersey Avenue SE, M Street SE, 5th Street SE, Virginia Avenue SE, 3rd Street SE, D Street SE, 2nd Street SE, Massachusetts Avenue NE, Union Station Plaza, Massachusetts Avenue NE, Massachusetts Avenue NW, Mount Vernon Square, Massachusetts Avenue NW, Thomas Circle, Massachusetts Avenue NW, Dupont Circle, Massachusetts Avenue NW, 20th Street to Dupont Circle Metro Station. Return eastbound via 20th Street NW, Q Street,NW 18th Street NW to Massachusetts Avenue NW,

The justification for this route is 1. It relieves pressure on the Red Line between Union Station and Dupont Circle.

2. It serves a part of Capital Hill unserved today.
3. It serves a senior citizens building.

Route 45. Union Station – Howard University. Weekdays Saturdays and Sundays via Union Station Plaza, 1st Street, NE, 1st Street SE, Independence Avenue SE, Pennsylvania Avenue, 3rd Street SE, East Capital Street, Lincoln Park, East Capital Street,18th Street, Independence Avenue, 19th Street, Stadium Armory Metro Station, 19th Street, Benning Road, Florida Avenue NE, 1st Street NE, N Street, NE 3rd Street, NE, Florida Avenue NE, Florida Avenue NW, 2nd Street NW, Bryant Street @ # 301 Bryant Street.

Howard University to Union Station Via Bryant Street @ # 301 Bryant Street, 3rd Street NW, W Street NW, Florida Avenue NW, Florida Avenue NE, 1st Street NE, N Street NE, 3rd Street NE, Florida Avenue NE, 17th Street, East Capital Street,18th Street SE, Independence Avenue, 19th Street SE, Stadium Armory Metro Station, 19th Street, East Capital Street Lincoln Park, 4th Street SE, Pennsylvania Avenue SE, Independence Avenue SE, 1st Street SE, 1st Street SE, Union Station Plaza.

Route 6 operates on weekdays every 30 minutes from 6:00 AM to 12 AM. On Saturdays from 7:00 AM to 11:00 PM. On Sundays from 8:00 AM to 10:00 PM. No service New Years Day, Thanksgiving Day, and Christmas Day.

The justification for this route is 1. It provides service from Union Station to the 1, 2, (former 32, 36, bus lines) bus lines on Independence Avenue restoring a connection previously operated by Capital Transit / DC Transit / WMATA / Circulator..

2. It provides a connection from the 8, 9 bus lines (former 90 & 92 bus lines) on Florida Avenue to Benning Road Monday Sunday without patrons having to transfer @ 8th Street & H Street NE.
3. It provides service along East Capital Street.
4. It provides a totally new connection between NOMA Gallaudet Station-Le Droit Park – Howard University.

New bus routes crossing the Potomac River between the District of Columbia and Virginia.

Route 320. Ballston – Tenleytown Station.

Route 321. Friendship Heights Metro - Mc Lean Metro

Route 330. Tysons – Bethesda. .

[Note these first 2 bus routes. **There has <u>never</u> been bus service between Arlington or Fairfax County and upper northwest in the District of Columbia. This is an untapped market and an idea in the Better Bus Initiative that I think should be rectified.**

Why should Metro patrons have to travel from Virginia to upper northwest in the District of Columbia etc. have to go through Metro Center by rail or Georgetown by bus when they could travel more directly? This is a good idea and I am suggesting it.

So here is my proposal I recommend a conference where all transit operators in the WMATA zome to assign new route numbers according to my proposal that uses numbers based on area to renumber all bus routes.

Testimony on Better Bus Network

Hearing No. 659, Arlington Mill Community Center

June 12, 2024

My name is Michaela Platzer. I chair the Advisory Neighborhood Commission (ANC 3/4G)'s Bus Transit Working Group of the ANC's Transportation Committee in DC Chevy Chase.

I am here to testify on behalf of the working group and express the concerns of my neighbors in the DC Chevy Chase community located in the District's Ward 3 and Ward 4 neighborhood in upper northwest DC.

This is a community where bus riders once often used buses when service was proximate, convenient, and frequent. In recent years, this has changed resulting in a virtual bus desert in Rock Creek West.

The proposed so-called "Better Bus" network overhaul further reduces our already limited Metrobus options. In our section of the District, bus riders will be left behind no matter how determined they are to use the bus to get to/from where they want to go. Simply put, Metro's

proposed plan starves Chevy Chase of bus service thereby expanding the already existing bus desert even further.

Bus service in Chevy Chase is limited by lack of destination, frequency, proximity, and schedule/span, the core elements identified in the 2019 Bus Transformation Project Plan, aimed at transforming bus service in the region. People want quick and reliable bus service. If these elements are missing, many ANC 3/4G residents will view bus transit as just not good for them, which will do nothing to retain and bolster bus ridership.

If WMATA goes forward with its "Better Bus" plan, not only will potential riders in our area abandon the Metrobus entirely because it's been eliminated, potential transit users in DC Chevy Chase will also be less likely to use metrorail. They'll opt for the only transit choice left—driving cars when they could have used a bus.

A strong community is one that has good access to public transit and uses it. I fully agree with the goals established in recent years by Mayor Bowser to offer all District residents convenient, safe, reliable, and nearby bus service. The Mayor has also advanced a goal of

increasing the use of public transit to 50% of all commuter trips in all Wards by 2032, which is less than a decade away.

Our working groups fully supports WMATA in its efforts to make metrobus access fast, frequent, reliable and easier to understand as stated on WMATA's Discovery Hub's website.

These are great goals and our Community would like to work with WMATA and DDOT to achieve them.

… But why exclude us?

The Better Bus overhaul isn't going to allow my neighborhood to contribute to that effort, and it will mean that the District will fall well short of these goals, which is sad.

Before I note some of the shortfalls in the proposed Better Bus 2025 Network overhaul, let me quickly offer some information on my community.

1. About a quarter or more of the residents in Ward 3 and Ward 4 live in households with no vehicles available to them, according to Census Bureau data from the

American Community Survey. Thus the need for buses is real.

The same survey shows that:

1. More than one-fifth of residents in Ward 3 and Ward 4 ride public transportation to get to work, considerably below the 50% goal for all commuters.

2. Most significantly, more than a fifth of residents in Ward 3 and Ward 4 are 60 or older. For them, bus service can often be a better and safer option than driving a single occupancy vehicle. Isolating a growing senior population in their homes is a bad policy choice for everyone.

I would like to point out some of the potential effects of the May 2024 revised Better Bus Network Redesign for DC Chevy Chase.

1. The 2024 Better Bus Network overhaul would once again widen our bus desert by reducing, changing, or removing bus stops for the three metrobus lines currently serving portions of DC Chevy Chase

The three lines most immediate to our neighborhoods are E4, M4, and L2—slated to become the C83, C85 and C81, and D70, respectively.

First, and most significantly, the proposal would permanently eliminate the E6 route with no replacement in the Better Bus redesign.

As Metro knows, the E6 operated for decades between Friendship Heights and the Knollwood Life Plan Community on Oregon Avenue NW before it was canceled with limited public notice. This all occurred in the midst of the Covid-19 pandemic when few riders were taking any buses, and at a time when the E6 had been discontinued because of the pandemic.

In fact, there were only three days of public hearings, about WMATA's proposed service changes in March 2021 for several routes, including the E6 route. The public comment period was also brief, extending for three weeks only from Saturday, February 20, 2021 to Tuesday, March 16, 2021. Most of us were unaware of WMATA's proposal so we could not respond as we had done in the past.

We proposed that WMATA revisit its decision and give the public an opportunity to voice its concerns because this change permanently eliminates **direct** metrobus access from the neighborhoods of Barnaby Woods and Hawthorne to the Chevy Chase civic and commercial core and the Friendship Heights commercial core, with its many medical offices, and the Friendship Heights Metro Stop.

1. In the years prior to the pandemic, the E6 averaged around 400 riders per day during the week. Weekend service was terminated years ago never to be reconsidered or returned. In 2019, WMATA reported an annual ridership for that line of nearly 86,400 passengers

   If this plan goes forward as currently proposed, we will lose the E6 line permanently without consideration by WMATA on how we might be able to restore our community's direct bus access to the Connecticut Avenue Civic and Commercial Core along with Friendship Heights, its metro station and other metrobuses such as the current 31/33 routes.

Combining the E6 with the M4 means that a trip that once took 15 minutes from Hawthorne or Barnaby Woods to Friendship Heights now takes riders around 40 minutes, including a transfer at Tenleytown Metro Station. Thousands of riders who used the E6 prior to the Covid-19 pandemic have been affected by this change.

WMATA's proposal to replace the E4 route by the C83, a route that had a total ridership of 940,000 passengers in 2023, would negatively affect us in three ways

1. Loss of weekend service

2. Less frequency with wait times for the bus increased to 30 minute only service at all times instead of the more desirable 10-15 minutes headways, making the route less desirable for riders.

3. A longer walk to catch the bus for many of us by moving a segment of the E4 line to Military Road, meaning some riders would have to walk about a mile, or at least several blocks more, to catch the bus on Military

Road from Western Avenue, say, instead of the somewhat closer stops on McKinley Street.

WMATA's proposal to replace the M4, , which had a ridership of more than 200,000 passengers last year, with Line C85 would negatively affect us in at three significant ways:

1. Increased wait time to 30 minute only service at all times during the week, and still no weekend service, at all times, eliminating the more frequent intervals of every 15 minutes that accommodated students and commuters during rush periods.

2. The C85 would not restore any of the current segments of the discontinued E6 route that had once offered service on Oregon Avenue, Western Avenue, Broad Branch Road, McKinley Street, returning to Western Avenue, and terminating at Friendship Heights.

3. No weekend service on the C85 combined with the elimination of E4 weekend service in the new C83 route means that the residents of DC Chevy Chase would lose all weekend service, isolating us from public transit from Friday night to Monday morning.

Bottom line the proposed replacement bus lines for the current E4 and M4 routes offer less than optimal bus transit service, which taken together makes bus transit an unpopular choice for most area residents.

As I asked earlier, why exclude us from bus transit and why not offer some improvements on these routes as promised by the Better Bus Network Vision?

On a more positive note, the L2 to be replaced by D70 on Connecticut Avenue appears to allow for a quicker trip to Dupont Circle and K Street, notwithstanding traffic-related delays. Because this major artery is often congested at peak travel times, WMATA should be considering a bus lane or other options to expedite the bus.

We are asking that instead of starving our neighborhoods of bus transit and expanding the bus desert, local neighborhood bus routes that also serve riders who live in single family homes like ours should be kept in place for the public good and to feed into the larger bus routes. The costs can be offset by the most heavily traveled routes like the L2 or heavily used 30 lines that carry more than 1 million passengers every year.

Surely, WMATA recognizes that neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to metro stops such as Tenleytown and until 2020 Friendship Heights.

These routes should be preserved as they are an essential part of the District's multi-modal transportation system and they meet WMATA's Better Bus objectives of improved frequency, better connections, and maybe one day longer operating hours.

ANC 3/4G adopted a resolution on June 24, 2024, expressing its views on WMATA's proposed 2025 Better Bus Network and the proposed changes to the E4, M4, and L2 Routes. The June 24, 2024, resolution also called on WMTA to reinstate the E6 route. You can read the resolution at, https://anc3g.org/wp-content/uploads/2024/07/ANC-34G-Better-Bus-Resolution-SIGNED-6_24_24.pdf

Thank you for your consideration of my point of view. If you have further questions, you can reach me by email at platzer@contentfirst.com or by phone at 202-423-4777.

Government of the District of Columbia
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ANC 3/4G Resolution Regarding WMATA's Proposed 2025 Better Bus Network on Proposed Changes to the E4, M4, L2 Routes and Reinstating the E6 Route
June 24, 2024

BACKGROUND & RATIONALE

1. Metrobus service once crossed the heart of the DC Chevy Chase Community (ANC 3/4G); however, bus service has dwindled over the decades, and it will be further reduced under the proposed 2025 Better Bus Network overhaul.

2. DC Chevy Chase has fewer bus lines, less frequent service, shorter hours, and fewer direct connections than in the past, which is counter to various pledges advanced by the Mayor, including Age-Friendly DC, Move DC, VisionZero, and Sustainable DC 2.0.

3. Once approved, WMATA will begin implementing the new network of bus routes in summer 2025.

4. WMATA is asking for feedback from the public on the proposed 2025 Better Bus Network between May 13, 2024 and no later than 5:00 p.m. on July 15, 2024.

5. WMATA is collecting public comments during this period through virtual or in-person events, public hearings, Discovery Day Pop-Up Events, and on WMATA's Better Bus website.[1] WMATA's Board of Directors will review the public's feedback on the 2025 Better Bus proposal and use it in the decision-making process.

6. WMATA's bus overhaul will further erode bus service for many residents in Wards 3 and 4, and this will cause the greatest hardship for those who live in households with no vehicles available to them, those 60 or older, and those who use Metrorail/bus to get to work, representing 20% or more of our residents in each category.[2]

WMATA's Proposed 2025 Better Bus Changes to the Current E4 and M4

1. WMATA's plan for the E4 and M4 will scale back or eliminate Metrobus transit for many residents of ANC 3/4G, expanding our bus desert even further, in both space and time. In the areas west of Rock Creek Park, ANC 3/4G is the area most adversely affected by the changes

[1] WMATA, Better Bus, https://betterbus.wmata.com/ and Share Your Input by an interactive map, taking a survey, providing written comments, uploading a document, or attending a public hearing at https://betterbus.wmata.com/share.

[2] DC Data Analysis & Visualization, OP Demographic Data Hub, District of Columbia Profiles Ward 3 and 4, Key Indicators, OP Demographic Data HUB (dc.gov), from U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates.

proposed in this plan. Most other ANCs in Rock Creek West would see little to no reduction in service.

2. On June 12, 2023, ANC 3/4G's approved a resolution **opposing** the changes in WMATA's Visionary Network proposal to both the M4 and E4 bus routes and demanded the restoration of the E6 route.[3]

3. WMATA's 2025 Better Bus Network overhaul undercuts the goals established by Mayor Bowser in the city's Multimodal Long-Range Transportation Plan, the Bus Priority Plan, and the Sustainable DC 2.0 Plan, which aim to offer **ALL** District residents, families, school children, commuters, remote workers, and seniors convenient, safe, reliable, and nearby bus service.[4]

4.. DC's *Sustainable DC 2.0* plan seeks to increase use of public transit to 50% of all commuter trips in **ALL** wards by 2032.[5]

5. ANC 3/4G has no Metrorail service and is therefore totally dependent on buses for public transit. Our area needs more routes, greater frequencies, and better connections to the region, which are the main goals of the Proposed 2025 Better Bus Network plan.

6. Metrobus service provides critical and needed transit in our community, for our families, students, seniors, commuters, and remote workers who may need bus service outside the traditional rush hours.

7. The city's plan to build affordable housing on the civic core will likely increase the demand for public transit in our neighborhood.

Neighborhood Impact: Permanent Elimination of the E6 Line

1. The E6 was the only direct bus option for the neighborhoods of Barnaby Woods, Hawthorne, and segments of the DC Chevy Chase to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue commercial/civic core, the Friendship Heights commercial core, and the Friendship Heights Metro stop.

2. WMATA suspended and later discontinued the E6 bus route during the Covid-19 health emergency,[6] along with several other lines in Northwest DC, such as D1 (Glover Park-Franklin Square Line), L1 (Connecticut Avenue), H3 (Tenleytown-AU Station to-Brookland-CUA), and

[3] ANC 3/4G Resolution Regarding WMATA's Draft Visionary Better Bus Network – Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route, June 12, 2023.
[4] Mayor Muriel Bowser, Age-Friendly DC, Bus Priority Plan, Vision Zero DC, Move DC, and Sustainable DC 2.0 Plan .
[5] Ibid, p. 122.
[6] In the case of the E6, WMATA canceled the route despite strong community opposition without following the public notice and input process of previous years when it proposed the E6 for elimination—at least four or five times in the past decade.

the 37 (Wisconsin Avenue Limited), all routes that WMATA sought to eliminate for many years.

3. WMATA extended route M4 to the Knollwood Life Plan Community at 6200 Oregon Avenue NW, thereby partially replacing segments, but not all, of the E6 line, eliminating direct access to Connecticut Avenue and Wisconsin Avenue at Friendship Heights (see discussion of the M4 proposed replacement route below).

Neighborhood Impact: Reduction in Service on Current E4 by Proposed C83

1. The E4 (Military Road-Crosstown Line) presently operates on part of Military Road, on 30th Place, and then along McKinley Street, with stops at the Connecticut Avenue commercial strip across from the CVS and turning onto Western Avenue before terminating at the Friendship Heights Metro station.

2. WMATA proposes eliminating the bus stops on McKinley Street and moving the C83 replacement route to Military Road, further isolating large segments of ANC 3/4G from Metrobus access.

3. Although the proposed adjustments to the E4 route passes through a densely populated area, once it reaches Connecticut Avenue, this segment of ANC 3/4G is already served by the L2 Connecticut Avenue bus line, whereas those living in the northern and eastern parts of ANC 3/4G have little bus service, and WMATA's proposed move would compound this inequity, effectively making bus transit a less viable option for them.

4. Changing the E4/C83 route to Military Road east of Connecticut would require passengers transferring between the E4/C83 and the M4 replacement lines to do so at the dangerous intersection of Nebraska Avenue and Military Road. There are no bus shelters for the lines currently stopping at this intersection. In addition, WMATA has announced no plans to work with DDOT to improve pedestrian safety at this dangerous intersection. It is an accident waiting to happen.

5. WMATA's 2025 Better Bus overhaul would eliminate E4 **weekend** service with the replacement C83 bus route, further isolating some residents in ANC 3/4G from public transit options.

6. The proposed C83 bus line would reduce frequency to only 30-minute service at all times instead of the current and more frequent 15-20 minute headway, making the route less available and useful for riders.

7. WMATA proposes the elimination of stops along McKinley Street. The 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. For example, bus lines on major thoroughfares could be spaced farther apart than east-west crosstown routes that serve neighborhoods. Chevy Chase has an inordinately high proportion of seniors, and so having a bus stop at nearly every corner along the eastern stretch of McKinley makes sense for such a

population. It is not clear that eliminating bus stops will reduce travel times significantly on the local bus routes.

Neighborhood Impact: Less Frequent Service on M4 by Proposed C85 and C81

1. WMATA's plan proposes replacing the M4 (Nebraska Avenue Line) with a roughly comparable Line C85 and Line C81.

2. The C85, if it replaces the M4, would be the last bus route to travel through parts of Barnaby Woods and Hawthorne, which is often used by DC Chevy Chase residents for bus transit to/from Deal Middle School and Jackson-Reed High School, and it accommodates many weekday commuters on their way to/from the Tenleytown-AU Metro station.

3. The proposed Route C85 route from Knollwood to Tenleytown Metro Station would run through Chevy Chase neighborhoods less frequently during the week at 30-minute intervals **at all times** (6 am to 10 pm), **eliminating** the more frequent intervals of every 15 minutes that accommodated school children and commuters during rush hour.

4. The proposed C85 would offer a **new** Metrobus connection from Barnaby Woods, Hawthorne, and DC Chevy Chase with a transfer at Tenleytown Metro to the American University, Medstar Georgetown University Hospital, Glover Park, Georgetown, Hardy Recreation Center, McArthur High School, the West End neighborhood, and Foggy Bottom-GWU, though the hours would be limited to weekday only morning rush and afternoon rush from 6:00 am-10:00 am and 2:00 pm-7:00 pm at 30 minute intervals only.

5. During non-rush hours Metrobus service on C85 would terminate at Tenleytown Metro.

6. The proposed C85 replacement line would run on weekdays only, thus offering no Metrobus service on **weekends** for residents of Hawthorne, Barnaby Woods, and other DC Chevy Chase neighborhoods, resulting in a total bus desert in these neighborhoods from Friday evening to Monday morning.

7. The M4/C85 cannot be viewed as a replacement route for the discontinued E6 because it leaves out Oregon Avenue, Western Avenue, Broad Branch Road, including Lafayette Elementary School, Broad Branch Market, Broad Branch Children's House, McKinley Street, the commercial corridors at Connecticut Avenue and Friendship Heights or the Friendship Heights Metro station.

8. The Better Bus Plan would add a new Line C81, which would be an identical route with the eastern portion of Line C83 (E4), from Fort Totten, until Military Road reaches Nebraska Avenue, where it would turn south (after bypassing the Tenleytown Metro station by staying on Nebraska Avenue) to follow the remainder of the current M4 route to Sibley Hospital.

9. The C81 line would run similar to current frequencies–one trip between 5:30-6:00 am on all days, then every 30 minutes (weekdays) but every 20 minutes (all day and early evenings on weekends), then every 30 minutes from 9 pm to around 12 am, on all days. This would provide weekend service south of Military Road to Tenleytown, American University, and Sibley Hospital. However, the C81 route is too far for a large segment of ANC 3/4G to use as a viable transit option.

10. The proposed Better Bus Plan would have a portion of Nebraska Avenue from Military Road to Tenleytown with two lines running on it (C85 and C81), plus a third line (C87) during rush hours. As in the 2023 Better Bus plan, Military Road and Nebraska would become a place to transfer. This intersection is hazardous for pedestrians and is not a safe place to locate a major bus transfer point.

11. None of the proposed crosstown buses in ANC 3/4G (C85, C81, and C87) would offer direct Metrobus access to the ANC's civic and commercial core at Connecticut Avenue for residents of Hawthorne, Barnaby Woods, and DC Chevy Chase. The C85 also does not offer a direct connection to Foggy Bottom from several of our neighborhoods though it would allow riders to reach McArthur High School or medical facilities in Georgetown or Foggy Bottom by Metrobus from Tenleytown-AU Metro.

Neighborhood Impact: Current L2 Replaced by Proposed D70, the Last Bus With Weekend Service in DC Chevy Chase

1. WMATA's proposed D70, the replacement line for the current L2 route, would leave the existing bus route mostly unchanged, except it would no longer cross the Calvert Street Bridge to Adams Morgan.

2. The proposed D70 would travel straight down Connecticut Avenue, but it is unclear if the D70 route would go around Dupont Circle or through the Dupont Circle underpass.

3. Some bus riders like the L2/D70 change because it could speed the trip to/from the downtown business district depending on traffic flow for riders to/from Chevy Chase Circle, while others have expressed a preference to transit through Adams Morgan.

4. Existing L2 offers a transfer bus stop to/from the M4 at the intersection of Connecticut Avenue and Nebraska, which the proposed D70 would retain, allowing bus riders to travel to some sections of Chevy Chase DC, Barnaby Woods, and Hawthorne on weekdays only.

5. The proposed D70 would operate at about the same frequency as the existing L2 (30 minutes early morning and late evening, 20 minutes mid-day and mid-evening, and 12-20 minutes in rush hours).

6. The proposed D70 line for the current L2 would be the **only** bus route to offer ANC 3/4G residents with **weekend service**. The neighborhoods of Hawthorne, Barnaby Woods, and most of Chevy Chase DC would lose **ALL** bus transit options on weekends.

The Future of Chevy Chase DC Bus Service

1. The DC government covers most of the cost to operate the current bus lines that serve ANC 3/4G–the E4, L2, and M4 bus routes because they are exclusively within the District. Most residents of ANC 3/4G are tax-payers. They pay for and deserve public transit.

2. To avoid unjust neighborhood bus deserts, local neighborhood bus routes, despite lower ridership numbers compared with other routes that travel on high-density corridors, should be kept in place for the public good.

3. Neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to Red line Metro stops such as Tenleytown and until 2020 Friendship Heights. Routes E4 and M4 should be preserved and the E6 restored, as they are an essential part of the District's multi-modal transportation system.

4. Bus transit is now more important than ever. It is becoming a necessity as the city puts Connecticut Avenue on a "car diet" due to the reduction to two lanes on this major roadway during rush hour.

5. Due to likely rush hour congestion when Connecticut Avenue loses rush hour travel lanes, buses should be given priority over single occupancy vehicles on Connecticut Avenue at peak travel times. Such a move would reduce traffic congestion as drivers opt for bus transit from single occupancy vehicles and dedicated bus priority could help to lessen harmful emissions from cars.

RESOLVED:

BE IT RESOLVED, The ANC views WMATA's proposed "2025 Better Bus Network" plans for the E4, E6 and M4 as a proposal that strays from WMATA's core mission—to provide improved bus service, frequency, and connections to ALL who need it.

BE IT FURTHER RESOLVED, ANC 3/4G opposes the changes to the existing E4 and M4 lines of the bus network overhaul because it would deprive many more residents of ANC 3/4G of needed bus transit options, particularly those residing in Hawthorne, Barnaby Woods, and the northern, central and eastern portions of our ANC.

BE IT FURTHER RESOLVED, ANC 3/4G requests WMATA to alter its proposed Better Bus network overhaul so as to reduce, rather than expand, the inequitable existing bus desert in the northern, central, and eastern portion of our ANC.

BE IT FURTHER RESOLVED, the ANC calls on WMATA to retain the current E4 routing, its current frequency of service, and its weekend service.

BE IT FURTHER RESOLVED, the ANC requests WMATA maintain the current weekday frequency of service offered by the M4.

BE IT FURTHER RESOLVED, the ANC requests WMATA reinstate the E6 route from Knollwood, stopping in front of Lafayette Elementary School on Broad Branch Road, traveling to and through the ANC's civic and commercial core on Connecticut Avenue, terminating at Friendship Heights Metro.

BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of 6 members was present on June 24, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair

Lisa R. Gore

Peter Gosselin, Vice Chair

Peter Gosselin

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G
Chevy Chase, Barnaby Woods, Hawthorne
5601 Connecticut Avenue N.W. P.O. Box 6252 Washington, D.C. 20015
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COMMISSIONERS
3/4G-01 - Lisa R. Gore, Chair 3/4G-02 - Bruce Sherman
3/4G-03 - James Nash, Secretary 3/4G-04 - Michael Zeldin 3/4G-05 - Peter Lynch
3/4G-06 - Peter Gosselin, Vice Chair 3/4G-07 - Zachary Ferguson, Treasurer

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ANC 3/4G Resolution
Regarding WMATA's Draft Visionary Better Bus Network - Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route
June 12, 2023

BACKGROUND & RATIONALE:

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) has released a proposed "Visionary Network proposal" for bus transportation in Washington DC and surrounding areas;

WHEREAS, WMATA is seeking comment on the Visionary Network proposal and had set June 5, 2023 as its original deadline, later extending its deadline to June 18, 2023 to allow additional time for community comments;

WHEREAS, WMATA provided several options for public comment, however, in-person options for DC residents were limited. WMATA only provided one in-person workshop[1], one Lunch and Learn, and two pop-up events. Public comments were mainly directed through WMATA's website;

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[1] The workshop was held on May 20, 2023 at Turkey Thicket Recreation Center

WHEREAS, Chevy Chase and its broader neighborhoods have long been known as transportation deserts. The far East neighborhoods of Barnaby Woods and Hawthorne are most impacted by the lack of transportation and are also impacted by the natural barrier of Rock Creek Park;

WHEREAS, the proposed DC 203 (E4 replacement) runs from Friendship Heights, along Military Road through Rock Creek Park and will no longer go through Chevy Chase or along McKinley Street as the current E4 route does;

WHEREAS, the proposed DC 203 (E4 replacement) does not provide residents with easy access to the Chevy Chase civic core (the commercial corridor) or Friendship heights. Residents would have to transfer to the DC 102 (L2 route) at Military Road and Connecticut Avenue to access the Chevy Chase civic core or walk approximately 10 minutes (.04 miles) to the heart of this community's retail stores, pharmacies, and other service providers;

WHEREAS, the ANC and community are very concerned with the placement of bus stops around Military Road and Nebraska Avenue. This will become the new transfer point between the DC 201 (M4) and the DC 200 and DC 203 (E4). This is a dangerous intersection for pedestrians. Bus stops should be located to make it easy to transfer bus lines without crossing the more dangerous parts of the intersection. Bus stops should be placed near the corners so people are not incentivized to cross outside the crosswalk;

WHEREAS, the DC 201 (replacing M4) will no longer run in the neighborhoods along 30th Street N.W.;

WHEREAS, the DC 201 (replacing M4) will no longer run to Sibley Hospital;

WHEREAS, the DC 201 (replacing M4) route turns on New Mexico Ave, runs to Georgetown University Hospital and proceeds through Georgetown, M Street to the West End, down to George Washington University, and Foggy Bottom;

WHEREAS, the DC 201 (replacing M4) is scheduled to run every 15 minutes peak time and 30 minutes non-peak time. The ANC and community have concerns that this route may make transit service unreliable because of the extremely long route and traffic density through Georgetown, Foggy Bottom, and West End which could delay the route up to 30 minutes or more. There is concern that this will impact student ridership in the morning when students are commuting to Deal Middle School and Wilson High School. Extra buses to accommodate the morning school rush, with possibly a shortened route so students are not relying on a bus delayed in Georgetown, will be required;

WHEREAS, the DC 201's (replacing M4) 30-minute interval during non-peak times may render the route barely usable, particularly if the bus is unreliable due to the proposed route through Georgetown and Foggy Bottom. A 15-20 minute maximum wait time would better serve the community and attract versus deter ridership;

WHEREAS, the Better Bus Network tradeoff was supposed to be between high frequency service with transfers or less frequent but direct service. The proposed routes serving serving Chevy Chase are not frequent nor direct in the heart of the residential neighborhoods which makes the proposed routes not viable alternatives to vehicle use. For example:

- The lack of a neighborhood bus line to Friendship Heights emphasizes the need for the DC 201 (replacing M4) to run more frequently than 30 minutes mid-day. Residents frequenting the Chevy Chase civic core will have to transfer from the DC 102 (L2) to get home from shopping and attending medical appointments, and residents frequenting Friendships Heights for the same reasons will have to transfer from the DC 101.

- Under the current proposal, to get to Friendship Heights you could take the DC 201 Bus (30-minute interval), then transfer to a DC 203 bus (20-minute interval) at Nebraska and Military with no seating or shelter; a potentially 50 minute wait. Alternatively, you could take the DC 201 (30-minute interval) to Tenleytown and take the DC 101 (Wisconsin Ave line, 10- minute interval), which is a longer travel time, more walking to transfer, but potentially shorter wait with covered seating in shelters.

WHEREAS, buses are an essential mode of transportation and one of the critical factors that determine the quality of bus service is frequency of service. As stated earlier, the ANC remains concerned with the routes that have up to 30-minute peak interval times. Peak interval time is an important consideration in determining the effectiveness of bus services. Shorter peak interval times result in more frequent bus arrivals, which improves the overall efficiency of service. Passengers are more likely to use the bus service if they know that they won't have to wait long for the next bus. This increased usage of the bus results in fewer cars on the road, which reduces traffic congestion and air pollution.

WHEREAS, shorter peak interval times mean passengers spend less time waiting for the bus. This reduced wait time makes bus service more convenient, which encourages passengers to use it more often.

WHEREAS, the ANC recognizes that shorter peak interval times also increases the reliability of the bus service. Passengers are more likely to arrive at their destination on time if the bus service is reliable. The ANC urges WMATA to ensure peak interval times for the DC 201 (M4) and DC 203 (E4) routes do not exceed 15 minutes to encourage maximum passenger usage.

WHEREAS, the neighborhoods in Chevy Chase are comprised of transit dependent populations of seniors, like the Knollwood Lifeplan Community, and people who do not own cars;

WHEREAS, the Chevy Chase civic core is undergoing planning for proposed redevelopment which will potentially include new affordable housing units along Connecticut Avenue, and many such potential residents rely on public transportation;

WHEREAS, if the community is only afforded one bus line, that single bus line's frequency must be considered in the context of relative public transit scarcity and how frequently likely transfer buses arrive. The community will need more frequent service to make up for the lack alternative transit options;

WHEREAS, the ANC discussed WMATA's draft proposal at its May 22, 2023 regularly scheduled ANC meeting and received substantial public comments[2] - all opposing changes to the current M4 and E4 routes, and repeated calls for the restoration of the E6 route;

WHEREAS, the ANC received written public comments relating to WMATA's proposed route changes to the M4 and E4 routes. It is important for WMATA to understand the community's opposition to its proposed route changes. The ANC has included some comments from community members below:

- "The E4 should continue on its present route for two reasons:
  (1) coverage: wmata should not be contributing to creating a bus-desert. Rerouting the E4 cuts too much of the neighborhood out of route service.
  (2) the city's climate policy should encourage people to take the bus instead of driving a car. Over time, with climate increasing in salience, more people will take the bus, which will pay for the service."

- "I have been riding DC and MD buses since the early 1960s, when my family moved to Chevy Chase when I was 10 years old. Until the pandemic, there has always been at

[2] Public comments can be viewed here: https://www.youtube.com/watch?v=B_5EtR10Nqo

least two bus lines on McKinley Street (and as many as four lines), and the intersection of McKinley Street & Connecticut Avenue has been a bus transfer location for the better part of a century. (The D6 line from 50+ years ago ran from Pinehurst Circle down Western Avenue, Broad Branch Road, McKinley Street, 41st and Wisconsin to Nebraska and Sibley Hospital. The highly truncated line became the E6.)

At the high-level: If the Mayor wants to reduce the number of cars in this city, then the city must beef up public transit, not scale back and not service the communities. Looking at the proposed Better Bus plan, one can see that, in the ring that encircles the downtown core, there's far less density in Rock Creek West than any other portion of the city. There's almost no service between Western and Nebraska Avenues. Specifically in the Chevy Chase neighborhood: Rerouting bus service to avoid McKinley street is a bad idea, for numerous reasons: This neighborhood has an unusually high concentration of seniors in the District and, while there are new families moving in from time to time, the seniors are getting older, some relying on buses coming within 2 to 3 blocks of their houses.

If the City's plan is to take driving lanes away from Connecticut Avenue, then traffic will divert to other streets. One of those is Military Road. During rush hour, some commuter traffic already turns eastward at Military Road, creating congestion on Military Road east of Connecticut Avenue. With fewer lanes on Connecticut Avenue, more commuters will choose alternate, less arterial routes, creating less safe conditions on residential streets.

In contrast to the longer portion of Military Road and all of Missouri Avenue, the western section of Military Road between Nebraska Avenue and its terminus at Western Avenue can only accommodate three lanes, one of which is a valued parking lane for very long blocks between Nebraska & Nevada Avenues, between Chevy Chase Parkway & Connecticut Avenue, and between 39th & 41st Streets. DDoT has already been engaging with the community around the problematic intersection of Military Road at Chevy Chase Parkway. Placing a bus route on that section of Military Road is worse for traffic than keeping it on McKinley Street.

All the other business hubs along Connecticut Avenue have a Metrorail station (Woodley Park, Cleveland Park, Van Ness) and/or an east/west bus line (Woodley Park, Cleveland Park, Connecticut & Nebraska), and Chevy Chase would lose the only east-west connection to our business area. Rerouting that line to avoid McKinley Street bypasses the emerging Chevy Chase Main Street/Gateway, requiring anyone coming from either Friendship Heights or from east of Connecticut Avenue to transfer at Military &

Connecticut, which is a much lousier place to wait than McKinley and Connecticut, to wait for the very short ride up Connecticut.

In a public transit system, not all routes need to contribute positively to the bottom line or have frequent ridership. Ride-On operates lines that have few riders. The revenue from the most heavily traveled lines absorbs the cost of the few lines that don't necessarily contribute much to the bottom line. And if buses are free, then the number of riders on a particular line matters less than when fares contribute directly to revenue…"

WHEREAS, the elimination of the E6 route came in the middle of the COVID-19 pandemic and resulted in WMATA combining the E6 and M4 routes. The ANC and community were opposed to this change then and we remain opposed to this change;

WHEREAS, WMATA has not provided the ANC or community with a sufficient justification for the continued combination of these routes;

WHEREAS, the ANC is concerned that WMATA may not have complied with all requirements to eliminate the E6 route, to include possible restructuring of the route, adherence to WMATA's public involvement processes, Title VI, Environmental Justice, and other applicable equity analyses and measures, as well as the results of any follow-up evaluation of route improvements.

WHEREAS, the ANC has pointed out many times that WMATA's proposed changes to the E6 were not consistent with the District's Age-Friendly DC commitment to promoting "safer, timely and affordable modes of private and public transportation" for our seniors[3]. The resulting outcomes of the elimination of the E6 are also in direct opposition to the Mayor's MoveDC plan[4] and VisionZero[5].

WHEREAS, a local, grassroots community survey[6] conducted in 2020 opposing the elimination of the E6 had nearly 300 signatures and dozens of comments all opposing the route's elimination;

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[3] See One-page Summary of Age-Friendly DC, 2018, available at http://bit.ly/37OMVBw.

[4] https://movedc-dcgis.hub.arcgis.com/

[5] https://visionzero.dc.gov/

[6] *Sign the petition* (no date) *Change.org*. Available at: https://www.change.org/p/wmata-save-your-e6-bus-service?redirect=false (Accessed: 08 June 2023).

BE IT RESOLVED, the Commission opposes WMATA's proposed changes to both the M4 and E4 bus routes and calls upon WMATA to maintain these routes and improve upon these routes so the Chevy Chase civic core is not underserved;

BE IT FURTHER RESOLVED, the ANC demands the E6 bus route be restored in the Visionary Network and reiterates the requests made in its:

- March 15, 2023 comments on WMATA's FY24 Budget[7];
- October 13, 2020 Resolution on WMATA's FY 2021 Budget Proposal to "Eliminate" the E6 Bus Route[8];
- February 24, 2020 Resolution on WMATA's FY 2021 Budget Proposals to Combine the E6 and M4 Bus Routes and Capital Expenditures for Historic Bus Terminal Rehabilitation[9]; and its
- February 9, 2016 letter to WMATA on E6 bus issues[10].

BE IT FURTHER RESOLVED, the ANC calls upon WMATA to provide more time and opportunity for residents to learn about and evaluate the Visionary Network proposal and to provide substantive comments. Although the Commission appreciates WMATA extending the public comment period until June 18, 2023, this only represents a roughly two-week extension. The impacts of WMATA's proposed draft network will have profound effects on communities. Communities must have sufficient time and opportunity to fully understand its implications, convene community meetings and discussions, and draft comprehensive responses. The ANC calls on WMATA to extend the comment period until June 30, 2023.;

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[7] https://anc3g.org/wp-content/uploads/2023/03/2023-03-15-WMATA-FY24-Budget-Comments.pdf

[8] https://anc3g.org/wp-content/uploads/2020/10/ANC-Resolution-re-WMATA-Proposal-to-Eliminate-E6-Bus-10-13-20.pdf

[9] https://anc3g.org/wp-content/uploads/2020/02/ANC-Resolution-re-WMATA%E2%80%99s-FY-2021-Budget-draft-2-21-20.pdf

[10] https://anc3g.org/wp-content/uploads/2016/02/Chevy-Chase-ANC-3-4G-E6-Bus-Route-Issues.pdf

BE IT FURTHER RESOLVED, that the ANC authorizes the Chair, Lisa R. Gore, and the Commissioner for 3G02, Bruce Sherman, to represent the Commission on this matter.

APPROVED at a regular public meeting notice of which was properly given, and at which a quorum of four (4) of seven (7) members was present on June 12, 2023, by a vote of 7 yes, 0 no, 0 abstentions

Lisa R. Gore, Chair

James L. Nash, Secretary

Virginia Route Feedback Table

Route	Feedback
A11 (10A)	- More stop consolidation needed in Pentagon City and Del Ray. - Sunday frequency should be increased to every 30 mins. - Why are Saturday evening frequencies better than on other days?
A12 (10B)	- Support stop consolidation along Glebe Rd. - More stop consolidation needed along 2nd St S, S Walter Reed Dr (especially by Columbia Pike), and Mount Vernon Ave. - Concerned about connectivity between Ballston and Shirlington on weekends. Schedules need to be coordinated with A71 to provide 15 min frequencies between Ballston and Shirlington when ART 72 is not running. - Concerned about access to Shirlington at night, especially on Sunday when this route will end at 10pm. - Schedules should be coordinated with ART 77 along Walter Reed Dr. - Potentially worth removing service from S Glebe Rd in favor of W Glebe Rd due to service duplicity of ART 85 and ART 87.
A1X (MW1)	- Potentially worth reducing frequency during weekday midday due to low performance? Furthermore, a 15 minute frequency on all days of the week could provide more consistency and make transfers to A70 at Potomac Yard easier.
A27 (7A)	- Significantly concerned about loss of service to North Fairlington and Shirlington. More peak frequency is needed. - Potentially worth terminating at Pentagon City or Crystal city to save resources? - Service needs to run later than 8pm on weekends. This will cut people off from Shirlington, especially harmful on Saturday nights. - NOTE: This route will bypass Pentagon City in the peak direction and utilize the i395 express lanes.
A28 (21C)	- Might be worth routing through Fort Ward/Park Place to pick up the eliminated segment of the 22F using the King St exit off of i395. - What is the purpose of extending the route to Landmark TC?
A29 (NEW)	- Might be worth diverting this route off i395 to reach North Fairlington, time penalty seems small. - Support bypassing the Pentagon. - Potentially worth eliminating this route to preserve resources for

	other routes, but still worth implementing in the Visionary Network.
A40 (16M)	- More stop consolidation needed along Columbia Pike to speed up trips. A40 (16M) and F44 (16A) should have the same stop pattern. - Propose rerouting to Washington Blvd west of Pentagon City to speed up the route and free up service hours. This would also be good for reliability, as this route would no longer be impacted by the solid left arrow at S Hayes St and Army Navy Dr. - Support this route taking over DC late night trips. Would prefer a terminal closer to downtown, such as Metro Center or Franklin Sq.
A49 (16Y)	- Support longer hours of operation, but curious if those service hours could be better allocated somewhere else. - Support extension to Culmore. - Potentially worth moving back from Constitution Ave to the E St Expressway to save time. A permanent route to the Lincoln Memorial from NW DC could still provide service to Constitution Ave.
A58 (38B)	- Strongly support increased weekend frequency and extension to Seven Corners. Would like to see better late night frequencies. - Unsure if this route should bypass Ballston or not. Skeptical in serving Ballston if this route will run every 15 minutes while F60 runs every 20 minutes, resulting in awkward bus spacing. Also concerned about a deviation to Ballston making pass-through trips slower. - More stop consolidation needed overall, but especially on Washington Blvd and Wilson Blvd. - Schedules should coordinate with Washington Liberty HS start and end times. - Is the Kirkwood Rd deviation in the eastbound direction being removed? Would like to see it removed.
A70 (23A/B/T)	- Glad to see that the north-south connection through Ballston is maintained. - Support stop consolidation on Glebe Rd. - Support consistent frequencies on all days of the week. - Support bypassing Shirlington, but concerned about Ballston-Shirlington connectivity being inconsistent (especially on Sunday with A71's 60 minute headways, and on evenings in general). - Potentially worth reducing late night service north of Ballston.
A71 (22A)	- Strongly support frequency increase and connection to King St.

	- Potentially worth routing through North Fairlington to get to South Fairlington instead of using Quaker Lane. - Concerned about Ballston-Shirlington connectivity. Schedules need to be coordinated with A12, and frequency needs to be increased on Sunday to every 30 mins. - More stop consolidation needed on George Mason Dr, and 1-2 extra stops should be added on King Street in each direction.
A76 (25B)	- Support extension to Rosslyn via Radnor Heights. - Stops should be added at 10th St N/Barton St N and closer to Virginia Square Metro. - It would be nice to coordinate schedules on this route with Washington Liberty HS start and end times, and with ART 75. - Potentially worth removing deviations to Skyline Plaza Apartments and NVCC to decrease travel time. Depends on ridership at these stops. - Concerned about impacts of cutting peak frequency in half. It might be worth trying to slightly increase frequency or add rush hour trips that operate between Ballston and Skyline City only.
F10 (REX)	- Potentially worth decreasing peak frequency?
F20 (28A)	- Support West Falls Church bypass.
F23 (29K)	- Want this route to run later, especially on weekends, fine with worse frequency after 8:30pm.
F24 (29N)	- Trips coming from Vienna need to have timed transfers to F60 to quickly access Fair Oaks. - Want this route to run later, especially on weekends, fine with worse frequency after 8:30pm.
F26 (26A)	- Eliminating service from Seven Corners to EFC Metro is fine. - Curious if consolidating this route with F44 is worthwhile, especially considering the comparatively high performance of 16A.
F29 (17B/K/M)	- Potentially worth using Edsall Rd exit off i395 for better access to the express lanes.
F44 (16A)	- Support increase in Sunday service to compensate for 16C elimination. - Stop pattern should be consolidated with A40. - Potentially worth increasing frequency due to high performance.

F50 (2A)	- Support extension to Vienna and GMU. - Strongly support an increase in midday frequency on weekdays. - Weekend frequency should be increased to every 30 minutes.
F60 (1A/1C)	- Support the more direct routing through Seven Corners. - Worth exploring bypassing Seven Corners Transit Center entirely, as some comments on the interactive map suggest. Transfers to F20 can be maintained on Wilson Blvd. - Support consolidating 1A, 1B, and 1C into one route. - Trips coming from Fair Oaks need to have timed transfers to F24 to quickly access Vienna Metro.
F62 (1B/4B)	- Support the increase in weekend frequency. - Support extension to Dunn Loring and better access to Mosaic District via Eskridge Rd. - Schedules should be coordinated with A76/ART 45 from Rosslyn. - More stop consolidation needed, especially on Pershing Dr between George Mason Dr and N Piedmont St. - Potentially worth moving one block over from Williams Dr to Javier Rd for closer access to doctors offices in the area.
F64 (2B)	- Schedules need to be coordinated with FFX 463 through Vienna. - Concerned about the ability of F64 to fit between FFX 463 trips if terminus is McLean, might need to be moved to Tysons, not sure. This is just based on observations of the current 463 schedule and layover times. - Concern from map—transfers to F60 to reach Fair Oaks Mall. - Support additional bus option to Tysons and McLean via Vienna.
F66 (22F)	- Strongly support this restructured route, providing improved connectivity to Claremont, Culmore, South Fairlington, and Shirlington. Like the direct Skyline-Shirlington connection. - Would like to see 30 minute frequencies on Sunday, but not a huge priority given limited resources. - Schedules need to coordinate with the start and dismissal times for Wakefield HS, and with route A27 off peak. - Potentially worth terminating at Pentagon City or Crystal City to save resources? - This route spends most of its time in Arlington, so it should be renamed A25 or something similar.

Other Comments and General Concerns:

Routing and Service:

1. Concerned about hours of operation on A12, A27, A71, and F66 for nighttime connectivity to Shirlington.
2. Concerned about options between Ballston and Shirlington, especially on weekends. A12 and A71 should be coordinated to provide 15 minute frequencies between Ballston and Shirlington.
3. Concerned about Sunday frequency drop on A11, A71, A76, and F66.
4. Want increased stop consolidation overall.

Timed Transfers and Scheduling:

- F62 west to A71 south; A71 north to F62 east at Pershing/George Mason
- F60 east to F24 west; F24 east to F60 west at Arlington Blvd/Pickett Rd
- A12 and A71 should be spaced out to create 15 minute headways from Ballston to Shirlington on weekends.
- ART 45, A76, and F62 need coordinated departures from Rosslyn.
- A27 and F66 need to have spaced out departures to increase frequency between Pentagon and Shirlington off-peak.
- F64 needs to have coordinated schedules with Fairfax Connector 463
- Coordinate A58 and A76 with Washington Liberty HS
- Coordinate F66 with Wakefield HS

Potential places for Service Cuts:

- Frequency reduction on MW1 during weekday midday
- Frequency and/or operating hours reduction on A29
- A70 service between Ballston and Tysons after 10-11pm daily
- Frequency reduction on F26 on Saturdays (route sheet error?)
- A27 and F66 between Pentagon City/Crystal City and Pentagon offpeak

Visionary Network:

- Like how the 2025 network scales to become visionary
- Want better frequency on A11, A12, A70, A71, F44, F66
    - Potentially restructure A11 and A12 entirely by removing A12 service between Shirlington and Hunting Point and doubling A11 frequency.
- Want better overnight frequency on A58.
- Want north-south overnight connection in Arlington.
- Want faster connection from Columbia Pike to Mark Center and West Alexandria/Lincolnia.
- Want service on Leesburg Pike between Seven Corners and Falls Church. Might be worth sending the future A68 down this segment.
- Want to extend F64 to Downtown McLean. I do not like how divided service along Route 123 is at Tysons. This is more of a Fairfax Connector problem though.
- Really like service along the Beltway, should add more to places like Dunn Loring, Vienna, and Franconia, highway express routes are great.
- Concerned about lack of access to Vienna Metro in visionary after both F50 and F60 are rerouted entirely away from it. It might be worth adding a new north-south route to Vienna Station, connecting to the Burke area at 30 minute frequencies.

June 18, 2024

Randy Clarke, General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington D.C. 20024

RE: the Washington Metropolitan Area Transit Authority (WMATA)'s Better Bus Initiative's Elimination of 42/43 Bus Service in Foggy Bottom

Dear Mr. Clarke, Ms. Chisholm, and Chairperson Allen,

At its regular meeting on June 18, 2024, Advisory Neighborhood Commission 2A **("ANC 2A" or "Commission")** considered the above-referenced matter. With five of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission, after a motion made by Commissioner Omictin and seconded by Commissioner Chadwick, adopted the following resolution (CR-24-026) by unanimous consent:

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) is considering adopting the Better Bus Network plan in 2025, with the goals of improving service, especially on evenings and weekends; creating more efficient bus stop spacing; naming bus lines more intuitively; and expanding service in transit-poor neighborhoods;

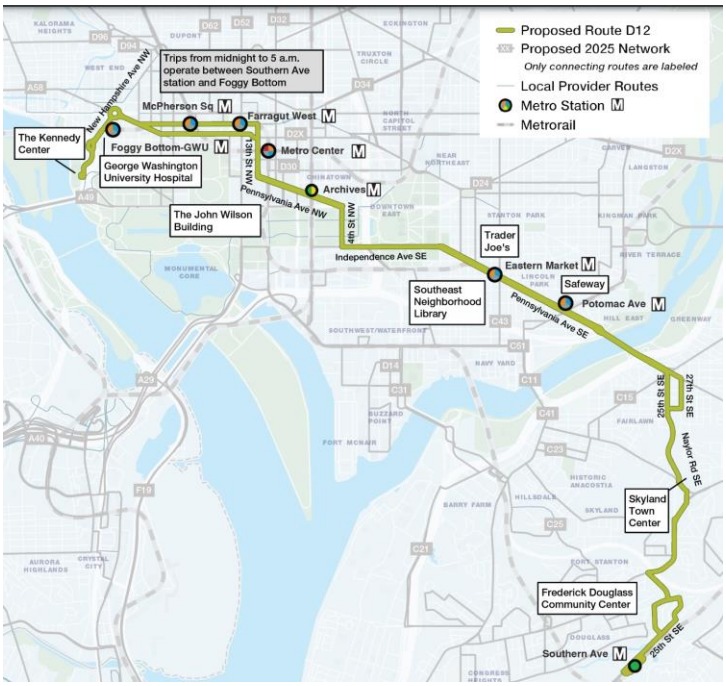
WHEREAS, there are many unique bus-using constituencies in Foggy Bottom, from the largest on-campus student population of any university in DC, to a large number of elderly residents without reliable access to cars, to users of services that are particular to Foggy Bottom, like one of the only methadone clinics in DC and GW Hospital;

WHEREAS, the 42/43 bus line has served the heart of Foggy Bottom and GW's campus, starting at the Kennedy Center, serving F St NW, and continuing northward through Dupont Circle, Adams Morgan, and its northern terminus in Mt. Pleasant;

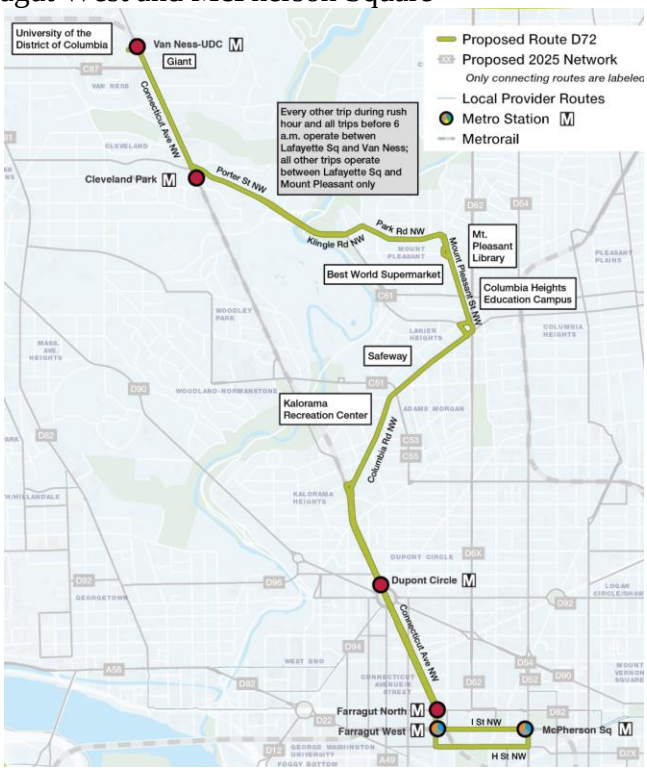
WHEREAS, the 42/43 bus line both have above-average ridership relative to the entire system, have surpassed pre-pandemic ridership by 32%, and when combined, have an average weekday ridership in the top 25 bus lines in the whole network;

WHEREAS, WMATA's Better Bus Network plan replaces 42/43 service with the following routes:

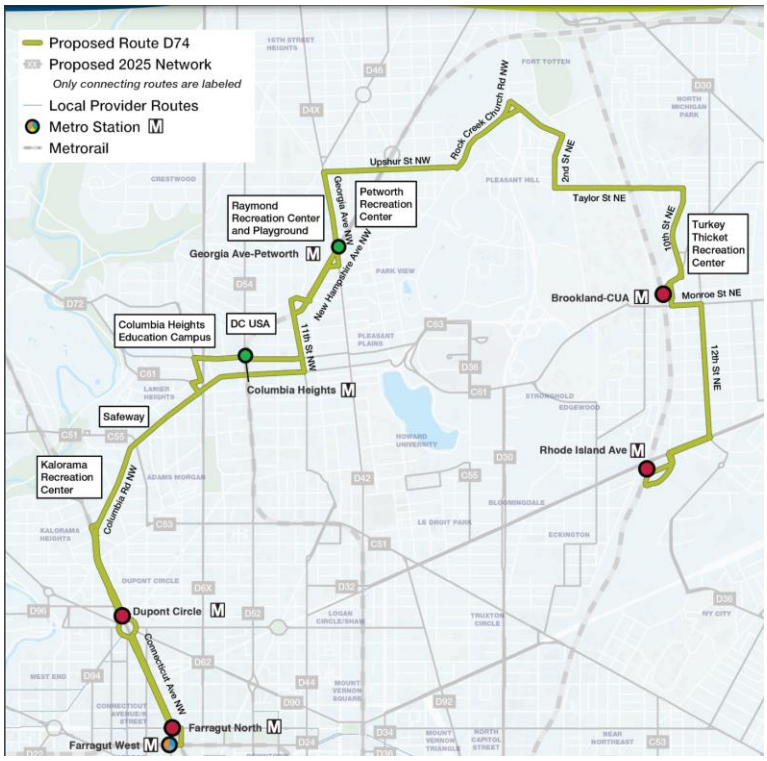
- D12 between Southern Ave. and the Kennedy Center, which is now the only bus route that directly services the Kennedy Center by connecting to points southeast along Pennsylvania Ave. and through Fairlawn and Fort Stanton



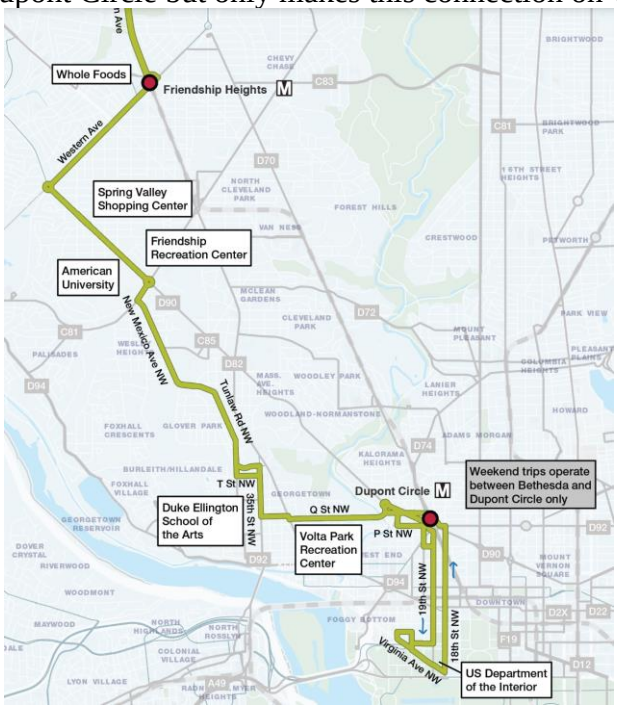
- D72 between Van Ness or Mt. Pleasant and Lafayette Square, which follows the 42/43 route from Mt. Pleasant until Farragut West Metro station and terminates between Farragut West and McPherson Square



- D74 between Rhode Island Ave. and Farragut Square, which follows the 42/43 route northward from Farragut Square until the intersection of Columbia Rd and 16th St. NW



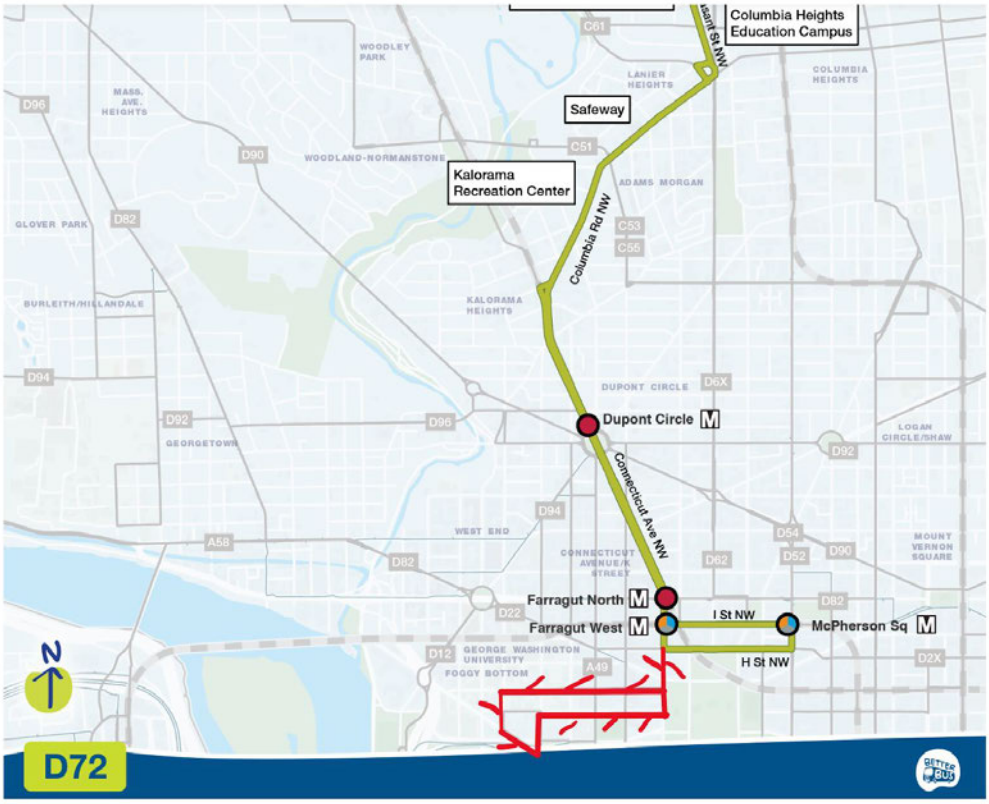
- D96 between Bethesda and Potomac Park, which is a direct connection between F St. NW and Dupont Circle but only makes this connection on weekdays



WHEREAS, the aforementioned options force residents to walk to Farragut West Station, up to a 30 minute walk from some parts of Foggy Bottom, to access the same bus service

they previously had just steps away, while the only bus option directly connecting F St NW to Dupont Circle runs only on weekdays;

THEREFORE, BE IT RESOLVED, that ANC 2A urges WMATA to consider extending the proposed D72 bus into Foggy Bottom, terminating at Potomac Park, rather than terminating at Farragut West, as seen in the attached example photo;

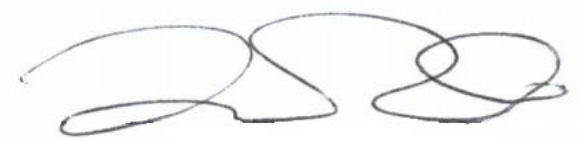


BE IT FURTHER RESOLVED, that ANC 2A expresses deep appreciation for the major strides the proposed Better Bus Network makes in transit equity by providing frequent, well-connected, and efficient service to many lower-income, majority-Black neighborhoods in DC that were transit deserts, and understands that the current proposal is a product of many trade-offs to achieve this result. ANC 2A is requesting this minor alteration to ensure that our neighbors aren't left behind and because we understand that this would be a good use of resources to ensure a bus line that is widely used remains available.

Commissioners Yannik Omictin (2A01@anc.dc.gov) and Trupti Patel (2A03@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Trupti Patel
Chairperson

CC:
Brooke Pinto, Ward 2 Councilmember
Charles Allen, Ward 6 Councilmember
Phil Mendelson, Chairman DC Council
Christophe Wassmer, Ward 2 Liaison DC Department of Transportation
Christopher Powell, Ward 2 Liaison Mayor's Office Community Relations
Ann Chisholm, Government Relations Office-District of Columbia, Washington Metro Transit Authority (WMATA)

Direct bus service needed to MacArthur HS from Eaton boundary area.

I am Marc Rigas. My family lives at [redacted], and I have one child at John Eaton Elementary School and another who will be starting there in a year. In the proposed bus plans, many students zoned for Eaton, the largest feeder elementary school in the MacArthur High School system have no direct bus access to MacArthur High School.

This does not meet a couple of goals of the Better Bus program — specifically to provide direct service, to connect customers to key destinations, and to promote equity.

The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools directly to MacArthur High School. Kudos to WMATA for meeting their needs! I hope that direct transport for Eaton students can be added into the mix.

I did not submit directly to the comment portal because it was not accepting additional comments. So I had to upload this document.

Warmest regards,
Marc Rigas
[redacted]

Dear WMATA leadership,

I am writing this letter in my individual capacity as an Advisory Neighborhood Commissioner for Single Member District 5E04, which covers parts of Bloomingdale and Edgewood neighborhoods, located in Ward 5 in Washington, D.C. Note that this letter is not on behalf of the full Advisory Neighborhood Commission 5E.

The proposed 2025 Better Bus Network is a long overdue and much welcomed step into reimagining what a new bus network in D.C. could look like. It has the potential to address systemic inequities, provide greater, faster and more convenient transit access to communities underserved by transit options, and help meet the transit needs of our neighborhood which continues to grow – especially with the Reservoir District playground opening and the eventual residential development due to come online.

More transit options are a good thing and a public good, not just for current residents, but also for visitors, future residents of the neighborhood, and the District writ large. Our current status quo of transit options is not sustainable, and our neighborhoods will only thrive when we allow our roads to be accessed safely by everyone - whether they are bus riders, cyclists, pedestrians, or people in their cars. Fewer transit options leave behind people who cannot rely on vehicles as their sole mode of transportation.

Feedback for the WMATA Better Bus plan:
D34: The D34 should have rush hour service every 15 minutes (as opposed to 20) and help connect residents to downtown areas efficiently and speedily during rush hours. In addition, WMATA should prioritize seamless transfers at the D34 downtown stop for riders looking to go further into downtown (Farragut North, West, and Georgetown).

D92: The D92 bus route – while a much better route to connect Union Station to Georgetown, will still leave riders in Bloomingdale with no direct access to P St NW (who had been previously served by the G2 bus route). WMATA should consider providing better transit access to residents who rely on the G2 to go to retail, recreational, educational, and office facilities, and neighborhoods such as Logan Circle, Dupont Circle, and Georgetown that were on the G2 route.

C55: Over the last months, there has been much debate from residents about the C55 bus route section that would go down a few blocks on 1st St NW (from Bryant St NW to Rhode Island Avenue NW), some of which has been shared directly with WMATA. This section of my feedback has twofold intentions: to correct the assertions made in the petition circulated by a group purporting to represent residents of Bloomingdale, and to advocate for better bus access for residents and visitors.

It is true that 1st St NW — from Michigan Avenue NW to New York Avenue NW – is in dire need of street safety measures. Residents are rightly angry at D.C. agencies that have (for years) rejected or delayed their asks for better street calming infrastructure.

However, these concerns are now being used as an excuse to protest bus routes on 1st St NW. One has nothing to do with another. Buses do not make streets unsafe. Every statistic, every horrifying incident shows us that it is drivers operating cars who break the law, drive unsafely and put pedestrians, cyclists and even fellow drivers at risk of harm.

First — any group speaking to unanimous opposition to the C55 bus route is incorrect in their claims. I have previously submitted a packet of feedback from residents in support of better bus access in the neighborhood, which shows keen interest in maintaining and expanding transit and multimodal transportation options in the District.

Second – many of the claims made by the 'First Street Neighbors' are easily debunked. They have falsely claimed that a bus route on 1st St NW would lead to the removal of trees, would make street safety worse, and create danger for cyclists. They have also made unverifiable claims about the load-bearing capacity of 1st St NW and claims about removal of several on-street parking spots. On-street parking – while needed for some residents – is not a constitutional right. And buses do not harm the character of a neighborhood, whether it is historic or not. Across the District, Metrobus operates in all wards, including many neighborhoods that have been designated as historic.

As a cyclist, pedestrian, bus rider, and driver in D.C., adding a bus on 1st St NW does not present a danger – that blame is on drivers of cars, who continue to pose a danger to cyclists by speeding and engaging in dangerous behavior while behind the wheel. And across D.C., cyclists share bus priority lanes with WMATA buses safely.

Third – Bloomingdale will soon be home to thousands of more residents once the new housing development at the Reservoir District comes online. In addition, there is an anticipated new project in the works at 1st and Thomas St NW, which will add more housing units to the neighborhood. Current and future visitors to the neighborhood deserve better transit options than what is currently available.

Fourth — feedback is essential to inform where new metrobus routes should go. However, in the case of C55, the feedback is loudest from people who purport to speak for the neighborhood, however they neither take Metrobus nor do they think anyone else from the neighborhood does. In addition, there have made bigoted remarks to protest the bus route – such remarks have no place in our community, and in our District.

Lastly — it would be a dangerous precedent for WMATA to set by changing the C55 bus route to satisfy the whims of a few. Bus routes should be informed by transit experts and meet the needs of riders old and new, not rejected by the whims of a few who don't want to see a bus from their well-appointed front window. If WMATA finds a better route for C55, one would welcome it – but it should be based on data, and not become someone doesn't want a bus on their street. And while I do not claim to speak for the entire neighborhood, I hope WMATA takes under advisement the breadth of feedback it has received and consider the needs of those who most need transit access to help connect neighborhoods and businesses and help reduce dependency on vehicles as a sole mode of transportations.

Best,
Huma Imtiaz
Advisory Neighborhood Commissioner, 5E04
5E04@anc.dc.gov

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

July 12, 2024

Ms. Allison Davis
Senior Vice President, Planning and Sustainability
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Dear Ms. Davis:

I want to thank you for the opportunity to provide comments on the proposed Better Bus Network Redesign Year 1 Network ("BBNR"). Metrobus plays a critical role connecting people with opportunities in Mongomery and Prince George's Counties. The Washington Metropolitan Area Transit Authority's ("WMATA") Better Bus Network is therefore of keen interest to the Maryland Department of Transportation ("MDOT") to ensure that Metrobus serves residents, employees, and visitors of the counties. To that end, MDOT offers the following comments on the proposed BBNR.

Coordination with Maryland Transit Administration (MTA) Services and Facilities

BBNR will create better multimodal transit connections with MTA services operating within the counties. In particular, MDOT is pleased that BBNR brings enhanced bus service to the Laurel and Bowie State University MARC stations. Along with these opportunities come facility needs to support the new transit service. The following comments are offered regarding coordination needs:

- **Laurel MARC Station** – BBNR proposes to bring Metrobus service to the station via the M52 and P12. New layover space is needed to support the proposed bus service.

- **Bowie State University MARC Station** – BBNR proposes to bring Metrobus service to the station via the P71 and P24. New transit support facilities, such as layover space and operator comfort facilities, are needed. These facilities will need to be closely coordinated with ongoing planned joint development activities at and around the station to better link the campus, MARC station, and Metrobus service.

WMATA, MDOT, and MTA have initiated coordination at these stations, but sustained engagement is needed to resolve proposed routing, layover needs within the station areas, and identify design, construction, and maintenance responsibilities.

Impacts to MetroAccess Service Area

MDOT seeks to understand any corresponding changes to the MetroAccess Service Area from the BBNR changes in light of both new service territories and current WMATA Board policy regarding the MetroAccess eligible geography. Please provide clarity on impacts, if any, to the Metro Access Service Area.

Route Specific Feedback

The following comments pertain to proposed changes to specific routes:

- **Current C8** – The BBNR proposes to eliminate this route, which serves Archives II, an important institution and employer in Prince George's County. MDOT encourages continued evaluation of this route and coordination with Archives II to ensure employees continue to be served with alternatives to driving.

- **Current Q-Line/Proposed M10 service provider swap** – In conjunction with the BBNR and in anticipation of Montgomery County Department of Transportation's (MCDOT) Flash Bus Rapid Transit along MD-586/Veirs Mill Road, MCDOT seeks to take over operations of bus service along Veirs Mill Road in exchange for other service currently operated by Ride On. Additional coordination is needed between WMATA and Ride On prior to adoption of the BBNR to confirm routes to be swapped, timeline, and coordinated public engagement and notice.

- **Current T2/Proposed M82** – This route is proposed to be realigned to operate between Friendship Heights and both Twinbrook and North Bethesda stations. MDOT believes that a longer-term strategy for the M82 is to terminate the route at Bethesda Station, which would provide enhanced connectivity housing, jobs, and entertainment, as well as complementary transit service. MDOT recognizes bus capacity challenges at Bethesda Station and proposes to work with WMATA on strategies to provide capacity for an M82 terminus.

Future Transit Service Changes in Maryland

In the near-term future as new non-WMATA transit services such as Bus Rapid Transit and Purple Line come closer to operation, MDOT notes that corresponding adjustments to Metrobus service may be warranted to better account for the new array of transit options. MDOT requests ongoing coordination with WMATA after adoption of the BBNR to plan for Metrobus service adjustments.

Resolution of Public Comment

Upon receipt and review of public comments affecting routes changes impact Maryland, we request to meet with WMATA staff to review and evaluate those comments before the BBNR is finalized.

Again, thank you for the opportunity to provide comments. We look forward to the next steps of this important process. Please contact me at jrogers4@mdot.maryland.gov or 410-382-5018 if you have any questions.

Sincerely,

Jonathan Rogers
Washington Area Transit Director

CC: Thomas Graham, Chair, Washington Suburban Transit Commission
Joe McAndrew, Assistant Secretary, MDOT
Drew Morrison, Senior Policy Advisor, MDOT
Darrell Smith, Statewide Planning Director, MTA

Cecilia Perry
[redacted]

July 12, 2024

Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington DC 20024

email: rclarke@wmata.com

RE: Comments on Proposed Changes Affecting Metro's Routes N2 and N6

Dear Mr Clarke,

I am writing to oppose the proposed changes to eliminate Routes N2 and N6. I moved to my current condo knowing that I would have access to excellent bus service in my older years. It was very convenient to get to work and many other places. Your proposal to eliminate the N2 and weekend N6 buses was very alarming. I live at the bottom of the hill on Cathedral Ave, near New Mexico Avenue.. It would be impossible for me to walk up the hill to reach Massachusetts or Wisconsin Avenue for another bus due to my physical limitations. I live in a community with many elderly people and we rely on bus service for our transportation needs. Many of us also do not drive so this makes the bus route more important to us. I don't know how I will get around other than taxis which are very expensive or UBER, unreliable and even more expensive.

The N2 is efficient and quick

I rely upon the N2 and N6 bus service to Farragut North and Farragut West for my many doctor appointments, entertainment and social activities. Requiring me to take a bus then get on a metro will add considerable time to my trips. The N2 bus is efficient and arrives quickly to key Metro stations.

Increase in travel time

The proposed new route will require me either to walk up Massachusetts Ave (which will be impossible for me) or to take the new line on New Mexico Ave/Tunlaw Road that does

not travel directly to downtown. This will add significant time to my travel and if there are bus delays due to traffic (a common occurrence in this City) transferring to a metro for my final destination will add significant time due to the additional trip on the metro (getting into the station, getting on and off the train, and then getting out of the station. It would discourage me even from going to downtown DC.

Impact on Service Workers in the area

Many workers who provide assistance to the elderly or are employed by the apartment buildings and businesses in the neighborhood will experience longer commutes, and some may have to quit due to their inability to walk up the long hill on Cathedral after working an eight-hour day. This is unfair and seems unjust to require them to do this at the end of a long day.

This proposal does not match the City's goals.

If your goal is to revive downtown and get cars off the road, eliminating the N2 and N6 will discourage people from going downtown. Instead of improving public transportation options, the eliminating of this bus further isolates this area. There are many people who live in high rise condos and coops along the Cathedral Ave. corridor. Many of them are older. It has been estimated that this ill-conceived proposal could affect almost 5000 DC residents in a very negative way..

It is disheartening and disturbing to know that you are considering the elimination of the N2 and N6 buses. I moved to this area 16 years ago and have relied on this wonderful bus service for my transportation needs. It boils down to a quality of life issue. Without the N2 or N6 bus, there is no easy way to get around. I suggest you try to walk up Cathedral Ave starting at New Mexico to experience what residents like myself may face if you eliminate these buses.

I appreciate the opportunity to comments on these proposed changes and I urge you to reevaluate this proposal and keep the N2 and N6 buses operating.

Sincerely,
Cecilia Perry

July 15, 2024

The DC Chapter of Citizens' Climate Lobby (CCL-DC) writes in support of the WMATA Better Bus Network, and to urge WMATA forward on bus electrification. As a long-standing member of DC's climate advocacy community, CCL-DC has been involved in local and national efforts to reverse the climate crisis and build bridges to collaborative action. With over 1,500 members in the DC chapter, we see collective action as essential to move the needle on climate change.

Electrification is a priority for CCL for four reasons: it lowers the cost of energy bills, benefits low-income residents, provides cleaner air, and assists in the transition to renewable energy.

To facilitate the rapid transition away from fossil fuels, we ask WMATA to accelerate the move to zero-emission electric buses. WMATA has made noteworthy progress in electrifying the bus fleet, and we urge our regional transit authority to do everything possible to increase the pace.

We also call upon WMATA to invest in adequate training for operators and technicians of zero-emission buses, to ensure the electric fleet lasts its full lifespan and that the occupational safety of workers maintaining these buses is protected. The Electric Vehicle Maintenance Best Practices document developed by several of FTA's technical assistance centers emphasized the need to train drivers on how to maximize battery life, as well as the need to train technicians on handling high voltage electrical systems safely.

We applaud WMATA's efforts to make the bus network better connected, have a higher frequency of service, and increasingly reliable. Doing so will assist in DC's target to fully electrify the bus fleet and other goals set forth in the Sustainable DC 2.0 plan, including;

- Improve connectivity and accessibility through efficient, integrated and affordable transit systems.
- By 2032, increase use of public transit to 50% of all commuter trips in all wards.
- Reduce greenhouse gas emissions and air pollution from the transportation sector.
- Fully electrify District-controlled buses, and work with regional bus systems to reduce regional bus emissions

The scale of the climate crisis demands rapid action to reduce our dependence on fossil fuels, and we appreciate WMATA being a key player in helping the Capital region decarbonize.

Thank you for your consideration of our request on bus electrification.

Max Broad
Group Leader
Citizens' Climate Lobby - DC Chapter

GREENBELT HOMES, INC.
HAMILTON PLACE, GREENBELT, MARYLAND 20770
Area Code (301) 474-4161 Fax (301) 474-4006

July 15, 2024

Dear WMATA Officials,

I write to you on behalf of Greenbelt Homes, Inc., a 1600-member housing cooperative in Greenbelt, Maryland, forming much of the central part of our historic city.

We are very concerned about your announced plans to change Metrobus service in our community via your 2025 Better Bus Network. We have one general concern, and one specific concern.

Our general concern is that many members of our community, including senior citizens and disabled persons, depend heavily on reliable bus service for commuting to work, shopping, medical appointments, and many other needs. We do not wish to have Metrobus service throughout our cooperative reduced, as your plan proposes to do. We wish to continue the same level of service that we now use and enjoy. Should that not be possible, we ask at least that current routes G12 and G14 be maintained, and in their current configurations.

Our specific concern is with the plan to have new routes P20 and P21 travel up and down the block of Westway between Ridge Road and Crescent Road, instead of the current route which navigates the same rectangle via Ridge Road and Southway.

This block of Westway is singularly unsuitable for bus traffic. It has a steep hill which makes visibility, both coming down from Ridge Road and coming up from the turn on Crescent Road, very limited. There is a crosswalk located at the steepest part of the hill, which cannot be seen from the approach from Ridge Road. This crosswalk is part of one of the busiest of our internal walkway systems, used by adults, dog walkers, and, especially, children, throughout the day and evening. Some are on bicycles or scooters and, because the approach to the crosswalk is steep, they can find it difficult to stop in time. Shrubbery and trees on either side of the crosswalk make it difficult to see, especially after dark. Conditions such as ice, snow, and heavy rainfall make the hill especially dangerous.

Westway at this block is a narrow street which was never designed for traffic—as originally built it only connected Crescent Road and Ridge Road. Houses are very close to the street; a number of residents are elderly, disabled, or chronically ill. To get up the hill from Crescent Road, Metrobuses will need to accelerate greatly, resulting in loud noise and exhaust to disturb these residents during all of the proposed times from early morning to midnight. Please note also that this stretch of Westway has no sidewalks.

Consequently, pedestrians, both individuals and groups, frequently walk in the street in both directions.

The current route on Ridge Road and Southway uses streets that were originally designed as thoroughfares, has worked well for many years, and does not involve Westway's steep hill, dangerous crosswalk, or lack of sidewalks; we wish for that route to be retained.

A WMATA representative stated that the reason for the route change was to include a stop at the Greenbelt Library. We would point out that the library is visible from, and a short walk from, existing stops at the corner of Southway and Crescent Road. We also are concerned that constructing a bus stop near the library would require removing much needed parking spaces for patrons of the library and Greenbelt Museum, and particularly for residents of the nearby historic apartment building, who have no other parking options. Even if a stop at the library might be marginally more convenient for library patrons, we think that this is outweighed by the safety and quality of life issues described above.

We are grateful for your attention to our concerns.

Sincerely,

Stefan Brodd

Stefan Brodd
President, Greenbelt Homes, Inc.

Your stop "death list" shows 2000270, Sligo Creek and Colesville Rd. I can not find a map showing if that is the northbound or southbound stop. Both are shared with Ride-on, Further, two Ride-on lines meet Colesville Rd there and people can transfer to northbound Z buses/from southbound ones. Ride-on lines 8 & 9 keep far shorter hours that the Z6/8.I often take the Z from Silver Spring station when when returning to IAD/DCA & BWI. Eliminating the stop will require a long walk from other stops, with luggage. I ask you to rethink this deletion David Blake 20009@8es.com

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I ask you to rethink this deletion

David Blake
[redacted]

July 15, 2024

Dear Board of Directors for WMATA:

We are writing to urge WMATA to retain the E4 Metrobus (now renamed the C83) that runs from the Friendship Heights Metro Station along McKinley Street NW and then through Rock Creek Park. We refer to the bus line in its current name, the E4.

1 - The E4 is relied on by almost everyone who lives in the Friendship Heights/Chevy Chase DC area to get to and from the Friendship Heights Metro Station. The E4 is a reliable, on-time, bus line which because of the route, it comes at predictable intervals and can be counted on. At a time when the City is encouraging public transit for all its residents and is removing on-street parking spaces almost everywhere in the City, this is not the time to eliminate bus service to these neighborhoods. Without the E4 that runs along McKinley Street, there will be no bus service within a reasonable walking distance for commuting to and from the Metro, especially from the northern parts of Chevy Chase.

2 - Moving the E4 to run along Military Road NW is a horrendous idea. The morning traffic backs up on Military Road after the park and is almost at a standstill some mornings. No one could reliably plan their commute based on a bus that runs along Military Road. Military Road is also a long walk for those who live deeper into Chevy Chase. There is an equally congested commute along Military Road in the evenings. Everyone avoids Military Road during those times. It is nonsensical to run a bus line along Military Road. **A traffic study is essential before going ahead with this proposal and should be made publicly available when done. If a traffic study has already been conducted, we would like to see it.**

3 – Having the E4 route run along Connecticut Avenue, even for a few blocks, makes no sense. Connecticut Avenue is already heavily congested, especially during morning and evening rush hours**.**

4 - Eliminating the E4 route on weekends will impact all residents, but especially the elderly and disabled since many of them cannot drive as an alternative. In addition, the E4 provides vital transportation for hundreds of low income employees who work for large assisted-living centers and nursing homes along the E4 transportation corridor including Ingleside and Forrest Side. How will they get to work on the weekends? Has this concern been studied by the planning group?

5 - If the City truly wants to encourage use of public transit, it does not make sense to eliminate critical bus service along McKinley Street. By eliminating the E4 bus service along McKinley Street, large swaths of our neighborhood will be forced to drive. This is the opposite of the City's stated goals. We must encourage people to use their cars less frequently. This is good for the environment and will reduce climate change. In addition, encouraging bus use will address the increasing dearth of parking spaces in the City.

Lastly, we recognize that the budget is tight. Before changing or cutting vital routes, we recommend that WMATA should:

(1) Consider using smaller buses in the corridor, especially on weekends.
(2) Retain the route on McKinley Street NW. People need reliable service – the proposed service change that has the bus travelling on Military Road after the park would significantly reduce reliability.
(3) Urge the City to offer reduced fare options but not to eliminate bus fares entirely throughout the City. It seems to us that to pay for free bus rides, the City is reducing or eliminating bus service, and this is the wrong way to solve the transit problem.

Please consider these concerns and advise us as to how we can obtain the traffic study that supports moving the E4 bus route from McKinley Street to Military Road.

For all the reasons stated above, we urge WMATA to retain the E4 Metrobus route along McKinley Street.

Jeanne Cohn [redacted]
Mark Wolfe [redacted]
McKinley Street, NW

Comments – My comments somewhat augment comments related to the extensive commitment and work by members from the ANC 3 / 4/ G Transportation Committee Bus Group, in particular Cal Simone, and chairs Commissioner Nash, and Michaela Platzer. In addition, information and other related input include Better Bus meetings held by DC Council 3 and 4 members, Frumin and George – who are also members of the DC Council Transportation & Environment Committee.

Ward 3 / 4 G is unique in that it contains Wards 3 and 4, and also largely abuts the MD state line. In addition, information available to WMATA consists of two long standing and a very recent resolution from ANC 3 / 4 G. Bottom line - we consider that the draft Better Bus Plan impacts our neighborhood to a very negative extreme, without merit, and without comparable basis. In particular, the lack of diligence needed to make such impactful decisions is lacking. To fill that gap, as noted, detailed past, present, and future descriptions and recommendations of bus service are included, in particular throughout Mr. Simone's comments. Mr. Simone's comments, on the whole, represent a position paper. Our considerable efforts underscore taking very seriously WMATA statements about consideration of each comment. We understand this process will take considerable time to properly process. Some negotiations / clarifications are assumed in the forward process. Reasons for changes from the current plan draft are clearly and likely repetitively stated within comments. Some comments are also unique in nature. My hope is that additional understanding can best occur in a more of a back and forth understanding process. Beyond is my comment content.

-Separated / distinct comments start with a dash -

-Current cost model for bus service – the business case very strongly exists to implement free DC bus service. This change serves several major objectives to include quickening of the boarding process. A very major reason for this recommendation, that I recently learned, is the very high nonpayment % of riders. I estimate, that only 20% of bus riders currently pay fares (60% avoid as noted by RAC+school free fares). This translates to the planned increase / current fares paid by about 20% of the overall riders. This at best produces minimal revenue and discourages payer ridership. Free ridership should produce an increase in ridership and greater emphasis upon community routes to metro stations. This fundamental change directly addresses all stated better bus goals, also also addressing specific the MoveDC goals. The current Better Bus plan does not address

MoveDC goals -both tactically and strategically. The DC council, and the DC Transpiration & Environment Committee has discussed this possibility, but to the best of my knowledge, without noting the extreme level of non-payers. That's a conclusive and determining reason for the change. Part of this change would/could be augmented having riders pay a one-time fee for usage – say $100. Have this payment also tied to some type of incentivized coupon system.

-Route emphasis upon bus hubs / routs to subway stations – will increase (paid) subway ridership and provide greater neighborhood services, reduce vehicle traffic and directly address critical goals for Bette Bus and MoveDC. I see this as an absolute systemic need. If it can't be accommodated now, this must be accomplished during the next budget cycle.

-The WMATA reference to a previous Bus Plan was stated as a WMATA preference. This plan should be presented / documented more clearly. This might represent an improved start baseline of the Better Bus Plan addressing a number of critically important concerns noted in comments.

-E4/E6 lines cancellation / changes – the plan indicates a lack of diligence at various levels that should have been touchstones in the decision process. This includes minimal understanding of worse consequences of route changes. Time needs to be spent to include neighborhood input. No clear logistical nor consistent financial case has been detailed nor presented for removal/change. Routes, though on paper seemingly longer in length, are in fact net faster in neighborhoods vs route movements to very congested routes. For example Military Road especially in rush hour rated failure intersections. Turns, especially left turns are likely to be minimized or removed to reduce traffic congestion. As WMATA is likely aware of actions related to safety design changes that might impact bus service. These plans are in process along major areas of Connecticut Avenue.

-Along local routes such as McKinley St., existing map bus location technology to eliminate any contentious bus directions can be easily accommodated / used at minimal cost. Support by council members to any other traffic mitigation has been committed to. Accommodation of bus stop locations and more exact and improved movement markings should also be part of the improved plan process. Removal of weekend service in business intensive areas is another indicator, when considered more closely, indicates a lack of very tangible factors being considered. Part of the reconsideration process includes business impacts and major passenger growth in Chevy Chase and Friendship Heights

-New extended route from Friendship metro to Sibley Hospital – should be considered to replace Tenleytown stop at Sibley Hospital (primarily Western Avenue line). Friendship

Heights is a major medical services site/ optimal point of service point to Sibley. Projected hospital plan routing from Tenleytown is not justified based upon comparative, logistics, value, efficiency, length, and needs.

-Extend L2 line to Kensington at a minimum Chevy Chase lakes – possible stop area turn around – significant opportunity for utilization of major purple line stop along Connecticut – growth along corridor are significant / areas not served along vary major route – Connecticut Ave. End at subway stop at Van Ness as part of elimination of parallel bus metro L2 service along Connecticut Ave. Also ensure spoke bus service from metro stations to neighborhoods.

-Encourage ridership spokes routing of bus service to subway stations from neighborhoods. Reduce parallel subway bus and subway service. Metro is designed for elderly and less mobile riders. Other older subway systems are not designed in that manner, so leveraging this major advantage would seem very complimentary to reducing duplicating redundant and costly bus service that parallels the metro system station locations. Connecticut Avenue is a prime example. This can also include express / less stop related bus route service.

-Consider DC school dedicated bus service for elementary schools.

Thank you for considering my comments and other comments,

Ronald Kahn, ANC 3 /4 G resident

Link: Share Your Input | Better Bus Discovery Hub (wmata.com)

Public Comments regarding WMATA Better Bus Network Transformation Redesign Project
July 15, 2024

On behalf of the City of Falls Church please accept the following comments from Councilor David Snyder and Community Relations and Legislative Affairs Director Cindy Mester. The City is supportive of routine assessment of bus routes frequency and ridership to ensure efficiency and effectiveness of the system. This current effort is intended to be revenue neutral, and yes financial sustainability is vital and operating efficiencies should be executed, but the concept of Better Bus Network should allow for increase funding to meet rider needs, mitigate congestion and reduce greenhouse gas emissions.

City of Falls Church supports:

- Bus Transformation effort overall as important to routinely assess ridership, efficiency and most effective bus routes
- Renaming of routes and consistency, specifically 28A becoming F20
- Public engagement and implementation not until July 2025 to inform riders

City of Falls Church opposes:

- **Consolidation of bus stops** within the City without full utilization data analysis, trend analysis, future redevelopment/opportunities and locality input prior to decision
- Unknown impact of revenue hours/miles changes impact on the subsidy, need additional information
- **Elimination of the F20 (formerly 28A) at the West Falls Development and West Falls Church metro station**

Vital reasons to retain the West Falls Church metro stop(s):

- The F20 (28A) is currently one of the highest ridership routes
- WMATA staff analysis indicates revenue hours will increase by 23% between June 2024 and June 2025; revenue miles will increase by 16% for the same time period
- F20 is the route for the planned BRT and this stop is a critical area for connection to the metro station
- The City, VA Tech and WMATA have 40 acres of land under Transit Oriented Development with significant increase in commercial (employee and users) and residential riders; the City's West Falls development already has a operational hotel and office building at this site along with adjacent high and middle schools
- The Falls Church Public Schools is starting a WMATA metro ridership fare program, late fall 2024, for the high and middle school students for the instructional period as well as after school programs

The City is available for follow up questions and input. If so desired please contact Cindy L. Mester, cmester@fallschurchva.gov or 571-641-5586.

Better Bus Network Redesign Comments

Submitted by Matthew D. Field

July 15, 2025

Thank you for the opportunity to comment on the proposed WMATA Metrobus redesign. I have been a regular Metrobus rider since 2002, using the service primarily to commute (via Metrorail connection) between Arlington and downtown DC. For the past 12 years, I have primarily used service along Columbia Pike in Arlington. My decisions about where to first, rent, and then, purchase, my homes turned in significant part on then-existing and proposed options to efficiently commute into DC and to use public transit for travel around the region. Reliable, easy-to-understand, and *fast* transit service is essential to both my personal well-being and the economic and cultural health of the DC Metro region. The proposed Better Bus network appears to make some incremental strides toward improving service in some areas. Unfortunately, along the Arlington transit corridor of Columbia Pike, it will at best maintain service and possible degrade service. Metro has missed a significant opportunity to better serve South Arlington, turn drivers into transit users, and support the economic growth of this area.

The bottom line is that travel times between the Barcroft neighborhood and downtown DC (currently served by 16A, 16M, 16C, etc) will not improve under the plan. Using the 2025 Trip Planner tool, a morning commute from my house to the Gallery Place area in DC, using bus and rail, will remain the same (47 minutes). Midday travel will become *slower*, increasing from 43 minutes to 48 minutes. Evening travel times increase from 43 minutes to 47 minutes (the reverse commute stays stable at 49 minutes). Saturday travel times increase from 47 to 49 minutes. In short, the redesign provides no benefit to this crucial transit corridor. I note that in real world experience, an existing 47 minute door-to-door commute in the morning rush is optimistic: the shortest commute time I have experienced over several randomly timed commutes since January 2024 has been just over 47 minutes, and only 2 of 7 clocked in under 48 minutes. The rest were over 50 minutes.

Given existing commute times, one cannot argue that connectivity along this corridor has already been maximized. The total travel distance from S. Buchanan St & Colombia Pike to Pentagon City is only 3.2 miles. The 16M bus rarely takes less than 20 minutes to make the trip, and travel times sometime approach 30 minutes. The same is true for the 16A and 16C to the Pentagon. Adding wait time, these times are simply not competitive with the 8-12 minutes it takes to drive to the same location. Even if crossing into downtown is faster in the AM Rush via Metro than car, the time savings are eliminated by the bus travel times.

WMATA had opportunities to reduce wait times by improving bus frequency and reducing stops along Columbia Pike. It did neither. The new network proposes to maintain 12 minute headways on the A40, the same as the 16M. It proposes to replace the 16A and 16C with the F44, which will have 30 min headways during the AM rush hour. For a commuter agnostic to whether they connect to the Yellow line at Pentagon or Pentagon City, this plan will increase wait times (and thus travel times). Pre-pandemic, one could reliably count on a bus arriving within 6-10 minutes of one arriving at a stop on Columbia Pike. That will not be the case under the new plan.

If WMATA could reduce bus travel and wait times along the Columbia Pike corridor by 5-10 minutes on average, it could capture customers that would prefer to use transit but who cannot justify spending twice as long on their short commute as they would driving. The current plan moves in the wrong direction and should be revised.

The Westchester Corporation

3900-4000 Cathedral Avenue, NW, Washington, DC 20016
(202) 338-7700 Fax: (202) 217-3531

July 12, 2024

VIA ELECTRONIC MAIL

Mr. Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024
rclarke@wmata.com

Dear Mr. Clarke:

On behalf of the roughly 750 residents of The Westchester, The Westchester Corporation Board of Directors, at its meeting on June 25, 2024, approved unanimously the attached resolution, which states our strong opposition to the proposed elimination of Washington Metropolitan Area Transit Authority (WMATA) bus routes N2 and N6.

We urge WMATA's support to maintain bus routes N2 and N6 in light of the severe impact elimination of these routes will have on the economic stability, safety, accessibility, and overall quality of life for The Westchester Member-Owners, their family members, and neighbors in the community.

We have relayed copies of this resolution and our concerns to Mayor Muriel Bowser, Ward 3 Councilmember Matthew Frumin, and Ward 3B04 Advisory Neighborhood Commissioner J. Kevin Carroll.

Thank you for your consideration of this issue of great interest to The Westchester community.

Very respectfully yours,

Damon Porter
President

Robert P. Hoffman
Secretary to the Board

The Westchester Corporation

3900-4000 Cathedral Avenue, NW, Washington, DC 20016
(202) 338-7700 Fax: (202) 217-3531

RESOLUTION OF THE BOARD OF DIRECTORS OF THE WESTCHESTER CORPORATION RELATED TO THE PROPOSED ELIMINATION OF WMATA BUS ROUTES N2 AND N6 APPROVED JUNE 25, 2024

Whereas, the Washington Metropolitan Area Transit Authority (WMATA) has proposed a redesign of the bus network which includes the elimination of bus routes N2 and N6, serving critical areas in our community;

Whereas, our residents rely heavily on these routes for essential daily activities, including commuting to work, accessing healthcare, attending educational institutions, and traversing the metropolitan area for commerce and social activities;

Whereas, the elimination of these routes poses significant economic hardships, safety risks, and accessibility challenges for our residents, many of whom have no alternative means of transportation;

Whereas, the proposed elimination is part of broader budget cuts that could impair 80% of WMATA's bus system, disproportionately affecting vulnerable populations including low-income residents, elderly individuals, and those with disabilities;

Whereas, the proposed changes fail to consider the unique needs of Equity Focus Communities, which are defined by income, disability, and race, and which should be prioritized in public transportation planning to promote equitable access to mobility;

Whereas, public feedback collected by WMATA in the previous year's outreach indicated a strong preference for maintaining frequent and accessible bus routes without increasing transfer requirements, highlighting the critical importance of these services to community members;

Resolved, that the Board of Directors of The Westchester Corporation strongly opposes the proposed elimination of WMATA bus routes N2 and N6;

Resolved, that the Board urges WMATA to reconsider these proposed changes in light of the severe impact it will have on our community's economic stability, safety, accessibility, and overall quality of life;

Resolved, that the Board calls upon local government officials, including Mayor Bowser and the D.C. Council, to advocate on behalf of our residents to maintain these essential bus services;

Resolved, that copies of this resolution be forwarded to WMATA, the D.C. Council, and other relevant stakeholders to ensure our community's voice is heard and considered in the final decision-making process.

Damon Porter
President

Robert P. Hoffman
Secretary to the Board of Directors

CAMPAIGN TO REDUCE LEAD EXPOSURE AND ASTHMA

TAKING ACTION ON HEALTH AND ENVIRONMENTAL HEALTH DISPARITIES

September 29, 2023

Mr. Randy Clarke
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

Dear Mr. Clarke,

The undersigned write to express their strong opposition to WMATA's plans to operate a compressed natural gas ("CNG") fueling station at the Shepherd Parkway Bus Garage in Ward 8. We are disheartened to learn that this station will facilitate WMATA's plans to redesign the Bladensburg Garage to house electric buses at the cost of shifting many of its CNG buses from Bladensburg to operate out of the Shepherd Parkway Bus Garage. The additional fossil fuel bus traffic that will be forced on Ward 8, particularly in the immediate vicinity of Bellevue, as well as Congress Heights and Washington Highlands, will only add to the existing heavy pollution burden on these communities and exacerbate environmental injustice in Ward 8.

WMATA's plans are particularly troubling since WMATA is apparently moving forward in defiance of the DC Council's resolution in February of last year calling on the agency to abandon its plans to build and operate this CNG fueling station. The undersigned demand that WMATA reconsider operating this fueling facility and related plans to congest the communities of Ward 8 with polluting CNG buses and request a meeting to discuss our concerns.

The undersigned are extremely concerned that shifting WMATA CNG buses to the community will contribute more fossil fuel bus traffic, result in additional traffic-related air pollution, and compound adverse health impacts in Ward 8 and along the I-295 corridor. In DC, transportation accounts for 21 percent of the District's total emissions. Although buses that run on CNG emit less nitrogen oxide than diesel buses, CNG buses emit more carbon monoxide, which aggravates childhood asthma and increases cardiovascular disease. In addition, there is a risk that the CNG fueling station and buses will generate methane leaks into the atmosphere. Methane is a major component of natural gas, and in addition to being a potent greenhouse gas, leaked methane combines with other toxic gases to produce ground-level ozone (smog). According to the Centers for Disease Control and Prevention (CDC:), ozone can exacerbate symptoms in persons

suffering from asthma, bronchitis, and emphysema—health conditions that disproportionately affect environmental justice communities and the residents of Ward 8.

According to the CDC's most recent data, 11.6 percent of DC residents suffer from asthma—a rate that is over 50 percent higher national average of 7.7 percent. The asthma epidemic is even more pronounced in Ward 8, where, according to the DC Health Matters, a staggering 23.4 percent of adults suffer with asthma, while only 5.5 percent of the adults in Ward 2 suffer from asthma.

Continued use of CNG Metro buses only exacerbates the problem. The District does not provide school buses for all public school children, so they often rely on Metro buses to get to class. Given that children's lungs are not fully developed and they breathe 50 percent more air per pound of body weight than adults, they are more vulnerable to tailpipe pollution from CNG buses. According to a report by the Children's Law Center in 2021, a child with asthma in Wards 7 and 8 is twenty times more likely to end up in the emergency room for asthma than a child living in Ward 3. Forcing more CNG bus traffic on the streets of Ward 8 will only perpetuate negative health outcomes and exacerbate existing environmental and health injustice in Southeast DC.

We, who represent the undersigned organizations, request a meeting with you to discuss stopping plans to shift additional (CNG) fossil fuel buses to the communities of Ward 8. We would also like to discuss an end to WMATA's development of gas use across its operations to ensure the agency moves to a fully-zero emissions fleet as swiftly as possible.

Best Regards,

NAACP Washington, DC Branch
Advisory Neighborhood Commission 8A -SMD 8A05
Advisory Neighborhood Commission 8C -SMD 8C04 (Climate Change and Resiliency Commissioner)
Black Millennials for Flint
Children's Environmental Health Network
DC Environmental Justice Coalition
DC Asthma and Lead Coalition
Empower DC
J&B Material Management/Discovery
Metro Electric Bus Coalition
The Assembly of Petworth
Nature Forward
Interfaith Power & Light DMV
Single Member District (SMD) 8F04 - ANC 8F04 | Navy Yard

Runal A. Patel
[redacted]
July 15, 2024

WMATA
600 5th St NW
Washington, DC 20001

Dear WMATA Better Bus program team,

I am writing to provide feedback on the Proposed 2025 Better Bus Network and to offer suggestions for enhancing the overall Metrobus service in the Washington, D.C. metropolitan area.

Firstly, I would like to express my support for reinstating the 59 bus service and improving the enforcement of traffic signal priority and bus lanes on 14th Street. These measures are crucial for ensuring timely and efficient service, which will, in turn, encourage greater public transit usage.

Given the D.C. government's plans to wind down Circulator service, I believe WMATA should consider two key actions. First, WMATA should replace the Georgetown-Union Station route, as it accounts for a significant portion of Circulator ridership and serves as an essential crosstown connection. Second, WMATA should partner with the National Park Service to maintain the Circulator's National Mall service. This route is vital for tourists and could operate effectively as a free hop-on-hop-off service, reducing vehicle congestion around the Mall. Enhanced stops and NPS branding could further boost its popularity, making it a strong candidate for a tramway service in the future.

The proposed C51 and C53 routes are very promising. However, I recommend extending the C53 route to terminate at the Woodley Park Metrorail station instead of stopping at the Duke Ellington Bridge. This minor extension would significantly increase ridership. Furthermore, extending the route west to American University would provide a comprehensive crosstown service closer to the District's western border.

The existing 90/92 series of buses are essential circumferential routes. With DDOT's planned investment in bus lanes on Florida Avenue, WMATA should consider creating a limited stop service, possibly named C5X, to expedite trips along this corridor, enhancing its role as a critical crosstown and circumferential backbone. I am a frequent rider of this route and believe that this route has the potential to be the most used bus line in the city, if it were faster and more frequent.

There is also a need for more crosstown routes in the northern part of the District that cross Rock Creek Park. Additionally, I urge WMATA to aggressively pursue bus stop closures to further speed up Metrobus services.

Regarding the naming scheme, I suggest revising the current first-letter naming system. The current scheme is not user-friendly for most passengers. While it may be useful for planners or WMATA for organizational purposes, the average rider does not need to know what jurisdiction a bus runs in, as most of us do not leave our jurisdictions regularly. This system can be confusing and does not provide meaningful information to passengers trying to navigate the network.

Instead, a two-tiered nomenclature system could be adopted. High ridership and essential routes should be distinctly marked, similar to Baltimore's color naming system, to help users easily identify the most critical routes. These routes should receive higher service commitments and be targeted for Traffic Signal Priority (TSP) and bus lanes. This approach would simplify the system for users, making it easier to identify and understand the most important routes.

I propose the following route names and suggestions:

- **WI**: 31, 33 for Wisconsin Ave
- **PA or PAX**: 32, 36, 39 for Pennsylvania Ave
- **MED**: H2, H4 for the medical complex
- **U1 and U2**: 90, 92, 96 for U St
- **NCS**: 80 for North Capitol St
- **H and HX**: X2, X9 for H St
- **16 and 16X**: S2, S9 for 16th St
- **14A, 14B, 14X**: 52, 54, 59 for 14th St
- **7 and 7X**: 70, 79 for 7th St
- **A1, A2, A3**: A6, A7, A8 for Anacostia
- **BDG**: B2 for Bladensburg Rd
- **MN**: V2, V4 for Minnesota Ave
- **AL**: W4 for Alabama Ave

The remaining routes can be designated with numbers reflecting their jurisdictions, such as:

- 100-199 for downtown D.C.
- 200-299 for crosstown D.C.
- 300-399 for Arlington/Alexandria
- 400-499 for Montgomery County
- 500-599 for Prince George's County
- 600-699 for Fairfax County
- 700-799 for Loudoun County
- 800-899 for PRTC/OmniRide
- 900-999 for commuter buses

Thank you for considering these suggestions to enhance the Better Bus proposal. I look forward to seeing improvements that will benefit all riders.

Sincerely,

Runal A. Patel

COUNCIL OF THE DISTRICT OF COLUMBIA
JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, DC 20004

MATTHEW FRUMIN
Councilmember, Ward 3

COMMITTEE MEMBER
Executive Administration and Labor
Facilities and Family Services
Hospital and Health Equity
Housing
Transportation and the Environment

July 15, 2024

Randy Clarke
General Manager and CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

Via e-mail

Dear Mr. Clarke,

Thank you for your continued work on the Better Bus initiative. As the first major redesign of our bus network in decades, this redesign is an opportunity to meet the transit needs of our region in a way that is reliable, equitable, and sustainable. My goal through this process is to allow community members to hear directly from WMATA about potential changes and to give WMATA a chance to hear feedback from across Ward 3. My team and I have made efforts to meet with WMATA and community members to discuss alternatives, trade-offs, and options to find resolutions to the concerns that have been raised. We received a very significant amount of helpful feedback, which speaks to how critical these proposed changes are to the lives of residents. I want to thank WMATA for the coordination with my office to hold a Better Bus Forum for Ward 3 residents. Those who attended the forum were encouraged by WMATA's willingness to listen, acknowledgement that the proposed network can be improved, and offer to work collaboratively with our office going forward.

In that spirit of collaboration, this letter provides my comments on and recommendations for the Better Bus plan for your reference as you craft the next iteration of the plan. These comments do not replace feedback provided by Ward 3 residents, tenant and building associations, community associations and Advisory Neighborhood Commissions (ANC), but amplify and summarize concerns heard directly by my office. I urge WMATA to look closely at comments and resolutions provided by the Ward 3 ANCs which go into further detail regarding residents' concerns. The ANCs can and should be valued thought partners as you consider possible revisions to the Better Bus plan in the coming months.

Before I address the main issues and concerns of Ward 3 residents, I want to acknowledge the many positive developments in the current plan that respond to feedback provided previously by residents and my office, including:

- More direct service on Connecticut Avenue NW
- Efforts to increase access to MacArthur High School.
- Maintained bus service in areas that had previously been under consideration to be cut, including Glover Park to Dupont Circle, Tenleytown to Woodley Park Metro Station, and between Woodley Park and Adams Morgan
- Higher frequency on Wisconsin Avenue NW
- New connections: from Tenleytown/Wisconsin Avenue NW and Woodley Park to LeDroit Park/Howard University Hospital on C55; between Barnaby Woods, Glover Park, Georgetown, and Foggy Bottom on C85; between Silver Spring, Tenleytown, and Van Ness/UDC on C87 during the weekday peak period; and between Dupont Circle, Thomas Circle, and Mount Vernon Square on D90
- More direct routing from Adams Morgan/Columbia Heights to Washington Hospital Center on C61

I appreciate the progress reflected above and hope collaboration can continue as we seek to address the important remaining issues. Those issues are often due to the reality that residents of Ward 3 are spread out over a large area with, often, challenging topography. As you evaluate the most recent feedback and further refine the Better Bus network, I ask that you prioritize:

1) Preserving critical service and avoiding the creation of transit deserts
2) Ensuring frequency and reliability
3) Maintaining access to key destinations put at risk through proposed truncated routes

1) Preserve critical service and avoid transit deserts

Adjust routing and frequency of routes to maintain the vital services of the N-series buses. Hundreds of residents have written to me about the elimination of the N series, which in many cases would cut off their access to public transit to get around. Cathedral Avenue NW, especially between New Mexico and Massachusetts Avenues NW, where bus stops are proposed to be removed contains a significant population of seniors, many of whom will be unable to traverse the difficult topography to reach alternative bus stops on Massachusetts Avenue NW. A high density of seniors, people with disabilities, families, and many others rely on these buses to access medical facilities in Friendship Heights, commercial centers, and downtown. This area does not have easy access to Metrorail, making it even more vital to sustain bus service.

"There is no bus down Cathedral Avenue, leaving the Westchester, Idaho Terrace, The Warwick, and several other buildings having to walk several blocks to the bus. This is a big problem to those of us who depend on the bus for the groceries and library and other errands that require heavy lifting. This is a senior dense area and the topography makes that an even more difficult walk."
-Dale, Cathedral Avenue NW

"As a senior citizen without a car, I use these lines regularly to get to doctor's appointments, go food shopping, [and] visit museums and theaters. I would be confined to my neighborhood without these buses, since I would not be able to afford taxis and Ubers."
-Patricia, Cathedral Avenue NW

Preserve service to the Glover Park interior and Wisconsin Avenue NW. The current proposal cuts off vital services to interior Glover Park.

The existing D2 line allows access to the interior of Glover Park, while the proposed line will traverse Tunlaw Road NW -only skirting the outside of Glover Park and effectively cutting off service to numerous riders given the difficult topography. While the street grid presents challenges for the next generation of larger buses to access the interior areas, I urge WMATA to work with community leaders, particularly the ANC, to identify alternatives to preserve access. Given the topography of the area, the loss of interior service would be a serious blow to Glover Park residents who rely on the D2 bus line to reach Dupont Circle and downtown for work, as well as to support restaurants, small businesses, and generally engaging in the District as a whole.

"I plead for WMATA to keep the D2 bus to serve a neighborhood full of professionals, students, and other residents to enable us to live and work in the District in a more predictable and less stressful manner. Without good bus connections the District becomes a less attractive place to live and work."
-Anonymous

"The D2 route serves a broad range of individuals living in Glover Park, Burleith, Georgetown, and DuPont [sic] Circle. The elimination of this route would deprive them quick, easy, and timely access to the DuPont [sic]Circle Metro, Hardy Middle, Duke Ellington, and Stoddert Elementary. WMATA's proposal would also have an outsized impact on the elderly and children. Please rescind the proposal to modify service."
-Reed, 41st Street NW

Address the bus desert within the Barnaby Woods, Hawthorne, and Chevy Chase communities
The elimination of the E6 during the pandemic, along with the proposed changes in routes replacing the E4 and M4, have left the Barnaby Woods, Hawthorne, and Chevy Chase communities feeling stranded. The E6 was the only direct bus option to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue NW commercial core, the Friendship Heights commercial core, and the Friendship Heights Metro station. A significant number of seniors live in these neighborhoods and rely on access to medical facilities in Friendship Heights, which would become less accessible under the longer, circuitous routes included in the current proposal. I urge WMATA to work with the ANCs and community leaders to develop routes that better replace the important connections the E6, E4, and M4 have provided.

The E4 line, presently running part of its route on Military Road NW before moving to McKinley Street, will become the C83 and relocate its stop on McKinley Street NW to Military Road NW. Current riders have stressed that this change would further isolate riders who would have to walk farther and transfer lines at the intersection of Nebraska Avenue NW and Military Road NW. This weekday change causes a huge gap in service north of Military Road between the Utah and Nebraska Avenues and Connecticut Avenue. This is made even worse on weekends. Furthermore, there are no bus shelters for the lines currently stopping on this route. This intersection has multiple lines running on the road, and pedestrians do not feel safe transferring at this intersection. DDOT has not yet addressed these dangerous conditions. I

understand that WMATA has concluded that McKinley Street NW, as currently configured in parts of the existing route, presents challenges for the larger next generation buses to navigate, but again this is an important area for WMATA to work with the local ANC to address.

2) Ensure frequency and reliability

Ensure proper frequency on Massachusetts Avenue between Cathedral Ave/Wisconsin Ave and Dupont Circle

The proposed new routes replacing the N series, including the D96 and C85, reduce peak hour frequency by half on Massachusetts Avenue NW between Cathedral Avenue NW/Wisconsin Avenue NW and Dupont Circle. Given the density of the area, this will lead to overcrowded buses and reduce reliability for residents who need transit to work, doctor visits, recreational activities, and more.

For the D96 and D94, peak hours would require service every 10 to15 minutes to ensure riders can get on at later stops given the consolidation of routes. This need is further amplified given the fact that the new C85 and D96 routes (which took over parts of the N series) will be more circuitous than the existing N line buses. Peak hour frequency also presents challenges for students given that these routes serve Duke Ellington High School, Hardy Middle School, MacArthur High School, and Georgetown University.

Ensure adequate frequency of service to the western side of Ward 3, including the Palisades business district

The previous iteration of bus proposals replaced the D6 with an option that provided the Berkley, Foxhall, Kent, Palisades, Spring Valley, and Wesley Heights communities with a high frequency bus service; however, the current plan leaves this whole area without a single high frequency bus route. Neighborhoods like the Palisades and its network of hospitals and schools require reliable, more frequent service at a minimum during peak hours of 7-9 AM and 4-6 PM.

Ensure adequate frequency and weekend service for the C85 (and C81) as replacements for numerous routes such as the M4, E4, D33, and D32 services

The new C85 route would eliminate the rush hour service, which currently runs at 15-minute intervals, and will instead run the service at 30-minute intervals from 6 AM until 10 PM. The proposed level of service is not sufficient. Families who rely on the E4, D33, D32, H4, and W45 lines to travel to and from Deal Middle School and Jackson Reed High School, as well as commuters to the Tenleytown-AU Metro Station are alarmed by these cuts and the decrease in frequency for alternatives that may take their place.

The new line also leads to a complete elimination of weekend services for residents in Barnaby Woods, DC Chevy Chase, and Hawthorne- resulting in no bus service in an area which does not have metro access. This isolates many residents from Friday evening until Monday morning and pushes others towards driving.

Ensure adequate frequency during peak school hours on other routes relied on by students and parents

While Woodley Park residents were generally pleased with the C55 route in the current proposal, they have serious concerns about the frequency of the buses, particularly at the beginning of the school day. The route serves parents and students from Alice Deal Middle School, Beauvoir, Cardozo High School, Jackson-Reed High School, Janney Elementary School, Maret, National Cathedral School, Oyster-Adams Bilingual School, Sidwell Friends School, St. Albans School, the Washington Ballet School, and the Washington International School. The proposed 30-minute frequency will make this an untenable option for many who currently rely on the buses, which are already reported to be too full to pick up would-be riders near the ends of their routes. The decrease in frequency from 20 to 30 minutes will make the bus service less reliable for students who need to get to school on time.

3) Maintain access to key destinations put at risk through proposed truncated routes

Address the loss of 31/33 bus service to the State Department and Federal Triangle
The D82, which replaces the 31 and 33 routes, would end at Franklin Square well off the Pennsylvania Avenue corridor. Federal Triangle is a major destination and transfer point, using the full block of bus stops on 9th Street NW between Constitution and Pennsylvania. While WMATA has expressed that many workers have not returned to offices in Federal Triangle, I have heard from many residents that their work from home policies are becoming less flexible and they will need to be in the office more. The changes will reduce reliable public transportation and likely lead to worsening congestion in this area. I recommend continuing the line until the Federal Triangle endpoint.

Restore the 96 Crosstown line to reach Union Station
The 96, which currently extends to Congress Heights at the Maryland border in Southeast, has been a pain point for many residents who have reached out expressing their hope that it would be able to at least continue until Union Station rather than its proposed termination at Howard University Hospital. The 96 line has been flagged as an invaluable crosstown route by our residents and ANCs. It connects Tenleytown, Cathedral Heights, and Cleveland Park/Woodley Park to Adams Morgan, U Street, Union Station, and destinations farther east and allowed for commuters to reach large employment areas, shopping destinations, and other important destinations for students. While the entire route is valuable, cutting the route off before it reaches Union Station has been flagged numerous times for our office as it has left many residents feeling cut off from being able to utilize the regional transportation options that Union Station offers.

Address the elimination of the Circulator

While I recognize that District Department of Transportation (DDOT) had not yet announced the elimination of the Woodley Park Circulator route when WMATA developed the Better Bus plan, I urge WMATA to work in partnership with DDOT to identify ways in which routes in the final plan can address the effect of the loss of the Circulator in Ward 3.

* * * * *

Much progress was made between the first and second iterations of the Better Bus plan, and I appreciate the transparent, collaborative approach WMATA has taken as you envision the future of bus transit in the District and broader region. However, as noted above and acknowledged by WMATA during our joint forum, serious concerns remain. I again urge the importance of taking into consideration the resolutions and feedback you have received from ANCs, building and tenant associations, and other community leaders during this feedback period for more detail. We are happy to provide those as well.

I look forward to continued partnership as you address these remaining critical issues and to working closely with WMATA to ensure full regional support for your mission. Indeed, it is my hope that together we can advance beyond this plan for 2025 to a full Visionary Network soon. As we go down this road together, I also hope we can explore how micro transit could help connect topographically challenged areas in Ward 3 and other parts of the city.

There have been times in our history when our region's public transit system has been the envy of the world. Let's make that a reality again, together.

Sincerely,

Matt Frumin
DC Councilmember for Ward 3

cc:
Peter Cafiero, Managing Director, Inter-Modal Planning
Allison Davis, Vice President, Planning
Ann Chisholm, Government Relations Officer

COUNCIL OF THE DISTRICT OF COLUMBIA
JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE NW
WASHINGTON, DC 20004

JANEESE LEWIS GEORGE
Ward 4 Councilmember
Chair of the Committee on
Facilities and Family Services

COMMITTEE MEMBER
Committee on Transportation and the Environment
Committee on Executive Administration and Labor
Committee on Public Works and Operations

July 15, 2024

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

Dear WMATA Board:

I am writing to you on behalf of Ward 4 residents, to bring our community's needs to your attention as you revise the Proposed 2025 Better Bus Network.

People who live and work in Ward 4 rely heavily on WMATA's bus network; not only are buses essential for our residents commuting to/from work, they also provide critical connections between neighbors and their community. Buses take us to doctors' appointments, connect residential neighborhoods with commercial centers, and move residents without access to cars throughout the city.

Since the Proposed 2025 Better Bus Network was released in early May, I have worked closely with my constituents to identify revisions necessary for maintaining or improving the level of transit service in our neighborhoods. During this process, I have heard residents consistently express concerns along two themes – the limits this proposal puts on their access to schools and to residential neighborhoods.

<u>Access to Schools</u>

Direct connections between the residential neighborhoods where our students live and the schools that they attend are uniquely important to the District, where so many of our students rely on public transportation to get to and from school. Although this is particularly impactful for our secondary school students, many of whom commute by themselves, these connections are also essential for parents of primary school students who use WMATA buses to take their children to/from school. As I engaged with my community, residents across Ward 4 expressed serious concerns about how the proposed network will affect their children's commute.

The Proposed 2025 Better Bus Network design seeks to make transfers between buses, and transfers between buses and other modes of transit (such as metro), an integral part

of the network. The Proposed Network also seeks to provide more consistent service throughout the week, at the expense of some rush hour service. However, parents expressed concerns about any changes that would require their children to make transfers during their commute to/from school, and about any reductions to rush hour service for routes serving schools. Particularly when commuting in the mornings, our children's safe and timely arrival often depends on having reliable and direct access to their schools.

I urge you to consider frequent and direct connections between neighborhoods and the schools that serve them as a top priority when revising the Proposed Better Bus Network design. In Ward 4, I am particularly concerned about students traveling to Coolidge High School, Ida B. Wells Middle School, Lafayette Elementary School, Deal Middle School, Jackson-Reed High School, Washington Latin PCS, Capital City PCS, and Paul PCS, as well as students traveling from the Crestwood, Shepherd Park, Lamond Riggs and Riggs Park, and South Manor Park neighborhoods.

Engaging with school communities will be essential to ensuring the redesign does not prevent our students from safely getting to and from school. **As you revise the Better Bus Network design, I also urge you to continue working with DCPS and DC Public Charter Schools, and to engage directly with parents and school community groups.**

<u>Access to Residential Neighborhoods</u>

One of the most pressing concerns I heard throughout the Ward is that in some communities, the Proposed Better Bus Network cuts off residential neighborhoods from directly accessing the routes and destinations their residents need to maintain their quality of life. Although there are good reasons for prioritizing bus service along major transit corridors, buses also provide critical access for people living in deeply residential neighborhoods. Many District residents, particularly those who intend to age in place, plan their living arrangements around access to public transit; for these residents, a seemingly minor change could be catastrophic to their ability to travel throughout the city. **When considering bus stop eliminations, and routing buses around residential neighborhoods, I urge you to be considerate of seniors, people with disabilities, and other residents who may not be able to accommodate having to walk farther to access their bus routes and who may have difficulty navigating transfers.**

<u>Issues Identified with Specific Routes</u>

The concerns described above were expressed to me by residents across Ward 4. In addition, several issues more specific to certain routes were repeatedly brought to my attention by residents in particular neighborhoods, and these also deserve focused attention from WMATA.

Residents of Lamond Riggs and Riggs Park strongly oppose the proposed discontinuation of E4 (proposed as the C83) service in their neighborhoods. Although

the proposed new P32 service would serve the Lamond Riggs and Riggs Park community, this bus would connect them directly with Hyattsville, and residents would need to transfer to the C83 in order to travel crosstown. Residents have made it clear that they do not have a strong need to be directly connected with Hyattsville, but they do need direct access to Friendship Heights and the Ward 4 neighborhoods served in-between; this connection is essential for Lamond Riggs and Riggs Park residents to access employment, medical services, commercial corridors, and other community centers.

Residents of Lamond Riggs, Riggs Park, and Takoma also strongly oppose the proposed discontinuation of the K2 route between the Takoma and Fort Totten Metro stations. The elimination of this route without a proposed alternative will isolate residents living between these neighborhoods, limiting their access to our transit network. The K2 also runs nearby several schools and childhood development centers, including Briya PCS, Capital City PCS, DC Bilingual PCS, Friendship PCS – Ideal Academy, Sela PCS, Washington Latin PCS, and 2 New Heights Child Development Center; eliminating this route without an alternative will hurt access for students and parents commuting to/from school.

Residents in Takoma, Manor Park, Brightwood, Brightwood Park, and Petworth strongly oppose the proposed discontinuation of the 63 route. The 63 route serves as a crucial connection between these neighborhoods and our downtown core. Although the proposed new D46 would replace the 63 service in these communities, the proposed route would terminate at the Georgia Ave-Petworth station and require riders to transfer. It is essential that residents in these Ward 4 communities maintain their access to a direct connection downtown for their daily commute.

Residents in Petworth, 16th Street Heights, Brightwood Park, Brightwood, and Takoma strongly oppose the proposed discontinuation of the 59 route. 14th street is a major transit corridor for the District, and a route providing limited-stop services – like the 59 – is essential for commuters traveling to/from downtown during rush hour. This need is felt particularly strongly in the Ward 4 neighborhoods along 14th street, where residents live farther from downtown and have a longer commute.

Finally, **residents in Barnaby Woods and Chevy Chase strongly oppose the lack of bus service in their neighborhoods.** Since the discontinuation of the E6 in 2021, residents in Barnaby Woods and Chevy Chase – particularly those living at Knollwood Retirement Home, have repeatedly requested that WMATA reinstate service between their neighborhoods and Friendship Heights. The proposed new C85 line would still require residents to transfer at Tenleytown in order to access medical offices at Friendship Heights, and still does not provide ANY weekend service. The proposed new C85 provides no transit access for students and parents to reach Lafayette Elementary School and Lafayette-Pointer Park; it also only proposes trips every 30 minutes during rush hour, which would make it challenging for students to rely on that route for transportation to Deal Middle School or Jackson-Reed High School. Additionally, the proposed new C83 route

(replacing the E4) removes service from McKinley Street, and would not provide weekend service, further isolating residents in Chevy Chase and Barnaby Woods from our transit network.

Please give each of these concerns the consideration they deserve. The Metrobus network is a lifeline for residents in Ward 4 and we must get the changes to service right for them. Any proposal that does not get riders to the places where they fulfill essential needs at the times required will never be considered a Better Bus. I look forward to working with you to revise the proposals to serve the people who need the buses most.

Sincerely,

Janeese Lewis George
Ward 4 Councilmember

CC: Charles Allen, Ward 6 Councilmember, Chair of the Committee on Transportation and the Environment
Valerie Santos, Principal Director and Chair, WMATA
Paul Smedberg, Principal Director, WMATA
Joe McAndrew, Principal Director, WMATA
Sarah Kline, Principal Director, WMATA
Dr. Tracy Hadden Loh, Principal Director, WMATA
Matt Letourneau, Principal Director, WMATA
Don Drummer, Principal Director, WMATA
Kamilah Martin-Proctor, Principal Director, WMATA
Spring Worth, Alternate Director, WMATA
Canek Aguirre, Alternate Director, WMATA
Michael Goldman, Alternate Director, WMATA
April Rai, Alternate Director, WMATA
Walter L. Alcorn, Alternate Director, WMATA
Thomas Graham, Alternate Director, WMATA
Dr. Bryna Helfer, Alternate Director, WMATA

Attachments – Letters shared with Councilmember Lewis George:

- ANC3/4G Resolution
- Letter from the Ward 4 Mini Commission on Aging

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G
Chevy Chase, Barnaby Woods, Hawthorne
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COMMISSIONERS
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ANC 3/4G Resolution Regarding WMATA's Proposed 2025 Better Bus Network on Proposed Changes to the E4, M4, L2 Routes and Reinstating the E6 Route June 24, 2024

BACKGROUND & RATIONALE

1. Metrobus service once crossed the heart of the DC Chevy Chase Community (ANC 3/4G); however, bus service has dwindled over the decades, and it will be further reduced under the proposed 2025 Better Bus Network overhaul.

2. DC Chevy Chase has fewer bus lines, less frequent service, shorter hours, and fewer direct connections than in the past, which is counter to various pledges advanced by the Mayor, including Age-Friendly DC, Move DC, VisionZero, and Sustainable DC 2.0.

3. Once approved, WMATA will begin implementing the new network of bus routes in summer 2025.

4. WMATA is asking for feedback from the public on the proposed 2025 Better Bus Network between May 13, 2024 and no later than 5:00 p.m. on July 15, 2024.

5. WMATA is collecting public comments during this period through virtual or in-person events, public hearings, Discovery Day Pop-Up Events, and on WMATA's Better Bus website.[1] WMATA's Board of Directors will review the public's feedback on the 2025 Better Bus proposal and use it in the decision-making process.

6. WMATA's bus overhaul will further erode bus service for many residents in Wards 3 and 4, and this will cause the greatest hardship for those who live in households with no vehicles available to them, those 60 or older, and those who use Metrorail/bus to get to work, representing 20% or more of our residents in each category.[2]

WMATA's Proposed 2025 Better Bus Changes to the Current E4 and M4

1. WMATA's plan for the E4 and M4 will scale back or eliminate Metrobus transit for many residents of ANC 3/4G, expanding our bus desert even further, in both space and time. In the areas west of Rock Creek Park, ANC 3/4G is the area most adversely affected by the changes

[1] WMATA, Better Bus, https://betterbus.wmata.com/ and Share Your Input by an interactive map, taking a survey, providing written comments, uploading a document, or attending a public hearing at https://betterbus.wmata.com/share.

[2] DC Data Analysis & Visualization, OP Demographic Data Hub, District of Columbia Profiles Ward 3 and 4, Key Indicators, OP Demographic Data HUB (dc.gov), from U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates.

proposed in this plan. Most other ANCs in Rock Creek West would see little to no reduction in service.

2. On June 12, 2023, ANC 3/4G's approved a resolution **opposing** the changes in WMATA's Visionary Network proposal to both the M4 and E4 bus routes and demanded the restoration of the E6 route.[3]

3. WMATA's 2025 Better Bus Network overhaul undercuts the goals established by Mayor Bowser in the city's Multimodal Long-Range Transportation Plan, the Bus Priority Plan, and the Sustainable DC 2.0 Plan, which aim to offer **ALL** District residents, families, school children, commuters, remote workers, and seniors convenient, safe, reliable, and nearby bus service.[4]

4.. DC's *Sustainable DC 2.0* plan seeks to increase use of public transit to 50% of all commuter trips in **ALL** wards by 2032.[5]

5. ANC 3/4G has no Metrorail service and is therefore totally dependent on buses for public transit. Our area needs more routes, greater frequencies, and better connections to the region, which are the main goals of the Proposed 2025 Better Bus Network plan.

6. Metrobus service provides critical and needed transit in our community, for our families, students, seniors, commuters, and remote workers who may need bus service outside the traditional rush hours.

7. The city's plan to build affordable housing on the civic core will likely increase the demand for public transit in our neighborhood.

Neighborhood Impact: Permanent Elimination of the E6 Line

1. The E6 was the only direct bus option for the neighborhoods of Barnaby Woods, Hawthorne, and segments of the DC Chevy Chase to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue commercial/civic core, the Friendship Heights commercial core, and the Friendship Heights Metro stop.

2. WMATA suspended and later discontinued the E6 bus route during the Covid-19 health emergency,[6] along with several other lines in Northwest DC, such as D1 (Glover Park-Franklin Square Line), L1 (Connecticut Avenue), H3 (Tenleytown-AU Station to-Brookland-CUA), and

[3] ANC 3/4G Resolution Regarding WMATA's Draft Visionary Better Bus Network – Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route, June 12, 2023.
[4] Mayor Muriel Bowser, Age-Friendly DC, Bus Priority Plan, Vision Zero DC, Move DC, and Sustainable DC 2.0 Plan .
[5] Ibid, p. 122.
[6] In the case of the E6, WMATA canceled the route despite strong community opposition without following the public notice and input process of previous years when it proposed the E6 for elimination—at least four or five times in the past decade.

the 37 (Wisconsin Avenue Limited), all routes that WMATA sought to eliminate for many years.

3. WMATA extended route M4 to the Knollwood Life Plan Community at 6200 Oregon Avenue NW, thereby partially replacing segments, but not all, of the E6 line, eliminating direct access to Connecticut Avenue and Wisconsin Avenue at Friendship Heights (see discussion of the M4 proposed replacement route below).

Neighborhood Impact: Reduction in Service on Current E4 by Proposed C83

1. The E4 (Military Road-Crosstown Line) presently operates on part of Military Road, on 30th Place, and then along McKinley Street, with stops at the Connecticut Avenue commercial strip across from the CVS and turning onto Western Avenue before terminating at the Friendship Heights Metro station.

2. WMATA proposes eliminating the bus stops on McKinley Street and moving the C83 replacement route to Military Road, further isolating large segments of ANC 3/4G from Metrobus access.

3. Although the proposed adjustments to the E4 route passes through a densely populated area, once it reaches Connecticut Avenue, this segment of ANC 3/4G is already served by the L2 Connecticut Avenue bus line, whereas those living in the northern and eastern parts of ANC 3/4G have little bus service, and WMATA's proposed move would compound this inequity, effectively making bus transit a less viable option for them.

4. Changing the E4/C83 route to Military Road east of Connecticut would require passengers transferring between the E4/C83 and the M4 replacement lines to do so at the dangerous intersection of Nebraska Avenue and Military Road. There are no bus shelters for the lines currently stopping at this intersection. In addition, WMATA has announced no plans to work with DDOT to improve pedestrian safety at this dangerous intersection. It is an accident waiting to happen.

5. WMATA's 2025 Better Bus overhaul would eliminate E4 **weekend** service with the replacement C83 bus route, further isolating some residents in ANC 3/4G from public transit options.

6. The proposed C83 bus line would reduce frequency to only 30-minute service at all times instead of the current and more frequent 15-20 minute headway, making the route less available and useful for riders.

7. WMATA proposes the elimination of stops along McKinley Street. The 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. For example, bus lines on major thoroughfares could be spaced farther apart than east-west crosstown routes that serve neighborhoods. Chevy Chase has an inordinately high proportion of seniors, and so having a bus stop at nearly every corner along the eastern stretch of McKinley makes sense for such a

population. It is not clear that eliminating bus stops will reduce travel times significantly on the local bus routes.

Neighborhood Impact: Less Frequent Service on M4 by Proposed C85 and C81

1. WMATA's plan proposes replacing the M4 (Nebraska Avenue Line) with a roughly comparable Line C85 and Line C81.

2. The C85, if it replaces the M4, would be the last bus route to travel through parts of Barnaby Woods and Hawthorne, which is often used by DC Chevy Chase residents for bus transit to/from Deal Middle School and Jackson-Reed High School, and it accommodates many weekday commuters on their way to/from the Tenleytown-AU Metro station.

3. The proposed Route C85 route from Knollwood to Tenleytown Metro Station would run through Chevy Chase neighborhoods less frequently during the week at 30-minute intervals **at all times** (6 am to 10 pm), **eliminating** the more frequent intervals of every 15 minutes that accommodated school children and commuters during rush hour.

4. The proposed C85 would offer a **new** Metrobus connection from Barnaby Woods, Hawthorne, and DC Chevy Chase with a transfer at Tenleytown Metro to the American University, Medstar Georgetown University Hospital, Glover Park, Georgetown, Hardy Recreation Center, McArthur High School, the West End neighborhood, and Foggy Bottom-GWU, though the hours would be limited to weekday only morning rush and afternoon rush from 6:00 am-10:00 am and 2:00 pm-7:00 pm at 30 minute intervals only.

5. During non-rush hours Metrobus service on C85 would terminate at Tenleytown Metro.

6. The proposed C85 replacement line would run on weekdays only, thus offering no Metrobus service on **weekends** for residents of Hawthorne, Barnaby Woods, and other DC Chevy Chase neighborhoods, resulting in a total bus desert in these neighborhoods from Friday evening to Monday morning.

7. The M4/C85 cannot be viewed as a replacement route for the discontinued E6 because it leaves out Oregon Avenue, Western Avenue, Broad Branch Road, including Lafayette Elementary School, Broad Branch Market, Broad Branch Children's House, McKinley Street, the commercial corridors at Connecticut Avenue and Friendship Heights or the Friendship Heights Metro station.

8. The Better Bus Plan would add a new Line C81, which would be an identical route with the eastern portion of Line C83 (E4), from Fort Totten, until Military Road reaches Nebraska Avenue, where it would turn south (after bypassing the Tenleytown Metro station by staying on Nebraska Avenue) to follow the remainder of the current M4 route to Sibley Hospital.

9. The C81 line would run similar to current frequencies–one trip between 5:30-6:00 am on all days, then every 30 minutes (weekdays) but every 20 minutes (all day and early evenings on weekends), then every 30 minutes from 9 pm to around 12 am, on all days. This would provide weekend service south of Military Road to Tenleytown, American University, and Sibley Hospital. However, the C81 route is too far for a large segment of ANC 3/4G to use as a viable transit option.

10. The proposed Better Bus Plan would have a portion of Nebraska Avenue from Military Road to Tenleytown with two lines running on it (C85 and C81), plus a third line (C87) during rush hours. As in the 2023 Better Bus plan, Military Road and Nebraska would become a place to transfer. This intersection is hazardous for pedestrians and is not a safe place to locate a major bus transfer point.

11. None of the proposed crosstown buses in ANC 3/4G (C85, C81, and C87) would offer direct Metrobus access to the ANC's civic and commercial core at Connecticut Avenue for residents of Hawthorne, Barnaby Woods, and DC Chevy Chase. The C85 also does not offer a direct connection to Foggy Bottom from several of our neighborhoods though it would allow riders to reach McArthur High School or medical facilities in Georgetown or Foggy Bottom by Metrobus from Tenleytown-AU Metro.

Neighborhood Impact: Current L2 Replaced by Proposed D70, the Last Bus With Weekend Service in DC Chevy Chase

1. WMATA's proposed D70, the replacement line for the current L2 route, would leave the existing bus route mostly unchanged, except it would no longer cross the Calvert Street Bridge to Adams Morgan.

2. The proposed D70 would travel straight down Connecticut Avenue, but it is unclear if the D70 route would go around Dupont Circle or through the Dupont Circle underpass.

3. Some bus riders like the L2/D70 change because it could speed the trip to/from the downtown business district depending on traffic flow for riders to/from Chevy Chase Circle, while others have expressed a preference to transit through Adams Morgan.

4. Existing L2 offers a transfer bus stop to/from the M4 at the intersection of Connecticut Avenue and Nebraska, which the proposed D70 would retain, allowing bus riders to travel to some sections of Chevy Chase DC, Barnaby Woods, and Hawthorne on weekdays only.

5. The proposed D70 would operate at about the same frequency as the existing L2 (30 minutes early morning and late evening, 20 minutes mid-day and mid-evening, and 12-20 minutes in rush hours).

6. The proposed D70 line for the current L2 would be the **only** bus route to offer ANC 3/4G residents with **weekend service**. The neighborhoods of Hawthorne, Barnaby Woods, and most of Chevy Chase DC would lose **ALL** bus transit options on weekends.

The Future of Chevy Chase DC Bus Service

1. The DC government covers most of the cost to operate the current bus lines that serve ANC 3/4G–the E4, L2, and M4 bus routes because they are exclusively within the District. Most residents of ANC 3/4G are tax-payers. They pay for and deserve public transit.

2. To avoid unjust neighborhood bus deserts, local neighborhood bus routes, despite lower ridership numbers compared with other routes that travel on high-density corridors, should be kept in place for the public good.

3. Neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to Red line Metro stops such as Tenleytown and until 2020 Friendship Heights. Routes E4 and M4 should be preserved and the E6 restored, as they are an essential part of the District's multi-modal transportation system.

4. Bus transit is now more important than ever. It is becoming a necessity as the city puts Connecticut Avenue on a "car diet" due to the reduction to two lanes on this major roadway during rush hour.

5. Due to likely rush hour congestion when Connecticut Avenue loses rush hour travel lanes, buses should be given priority over single occupancy vehicles on Connecticut Avenue at peak travel times. Such a move would reduce traffic congestion as drivers opt for bus transit from single occupancy vehicles and dedicated bus priority could help to lessen harmful emissions from cars.

RESOLVED:

BE IT RESOLVED, The ANC views WMATA's proposed "2025 Better Bus Network" plans for the E4, E6 and M4 as a proposal that strays from WMATA's core mission—to provide improved bus service, frequency, and connections to ALL who need it.

BE IT FURTHER RESOLVED, ANC 3/4G opposes the changes to the existing E4 and M4 lines of the bus network overhaul because it would deprive many more residents of ANC 3/4G of needed bus transit options, particularly those residing in Hawthorne, Barnaby Woods, and the northern, central and eastern portions of our ANC.

BE IT FURTHER RESOLVED, ANC 3/4G requests WMATA to alter its proposed Better Bus network overhaul so as to reduce, rather than expand, the inequitable existing bus desert in the northern, central, and eastern portion of our ANC.

BE IT FURTHER RESOLVED, the ANC calls on WMATA to retain the current E4 routing, its current frequency of service, and its weekend service.

BE IT FURTHER RESOLVED, the ANC requests WMATA maintain the current weekday frequency of service offered by the M4.

BE IT FURTHER RESOLVED, the ANC requests WMATA reinstate the E6 route from Knollwood, stopping in front of Lafayette Elementary School on Broad Branch Road, traveling to and through the ANC's civic and commercial core on Connecticut Avenue, terminating at Friendship Heights Metro.

BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of 6 members was present on June 24, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair

Lisa R. Gore

Peter Gosselin, Vice Chair

Subject: Re: Follow Up - My Concerns for Councilmember Lewis-George for WMATA from the June 27, 2024 Ward 4 WMATA Townhall Meeting on Behalf of the Affected Residents...

To Ward 4 Councilmember Lewis-George,

I am Jocelynn Johnson, Chairperson of the Ward 4 Mini Commission on Aging, and a senior, Ward 4 resident, I am writing to express the concerns I have from the June 27, 2024, Ward 4, WMATA Townhall meeting that was held at Coolidge High School whereby the new plans were presented to the residents of their new names for existing WMATA Bus Routes and the Bus Routes they also plan to cancel or end from the existing WMTA Bus Routes in Ward 4 and throughout DC.

I was very upset and concerned to hear expressed by the residents to include the senior residents and ANC Commissioners who expressed that this was the first time they had heard about these WMATA plans to be put in place soon, for renamed, WMATA Bus Routes as well as WMATA Bus Routes planned to be cancelled. Without a doubt, for the most part the attendees expressed concerns that should clearly UPSET Ward 4 Councilmember Lewis-George, who I hope is also extremely upset at hearing WMATA's plans because these plans negatively impact the daily lives of her residents from school children who ride these bus routes daily as well as to the senior residents who expressed the impact their changes will have on their everyday lives.

I am very concerned that Ms. George talked to be as shocked and surprised with hearing these announced changes to be put in place in 2025 by WMATA as we, the community was in suddenly hearing the drastic announcement, that, as most of the attendees stated during this meeting.

One of goals stated by WMATA for their better bus plans is to achieve equity in their bus line planning overall. Without our knowing how to properly define nor apply this equity - our questions can't be answered. We the Ward 4 community cannot or will not be able to figure out their route decision process. Moreover, I dont believe that WMATA can objectively defend their route decision process either. The residents who are WMATA's customers were suddenly told that they have now decided to disrupt and upset their lives--the transportation quality of thier daily lives. To me this is a very BIG problem that appears to have just begun!

WMATA made decisions that will certainly change the lives of the Ward 4 community, that they/we most certainly should have been involved in. The WMATA representatives continued to reference how they want community involvement, yet these plans they presented to us at this meeting in the presence of our Ward 4 Councilmember Janesse Lewis-George demonstrate to all present that NOTHING could be further from the TRUTH!!

WMATA was not prepared by having pages of each existing Bus Route, now, as well as the new proposed Bus Route. WMATA was not prepared in having responses for the parents, to

address the concerns expressed by the disruption of the Bus Routes for the children who utilize Bus Routes to go to and from school on a daily basis. WMATA was not prepared to address the many detailed horror stories and concerns they heard from the DC senior residents who use the current Bus Routes daily, to function and travel daily, once these changes are put into effect that also include ending the particular used Bus Routes.

WMATA was not able to satisfactorily explain their absence in working with every ANC group in DC, not to mention in Ward 4, nor did they offer their evidence that they had indeed met with them all, to ensure that they did all they could do to ensure community involvement as they went through their process that brought them to this place of their presentation on June 27, 2024.

I am very disappointed that more objection was not expressed by Councilmember Lewis-Lewis, especially after she heard the objections that were raised by the DC residents and the senior residents who were extremely detailed in their objections to the plans laid out by WMATA.

Finally, while this is not a part of this WMATA discussion, as a DC and Ward 4 resident who uses both the buses and the subways from time to time, I want to express my disappointment in WMATA NOT putting in place, HIGHER petitions that would prevent subway riders from jumping across the entry gates--allowing them to ride the subways for FREE!!

Inasmuch as they took the expense to install higher petitions, COMMON SENSE should have driven their decision and force them to install the HIGHEST petitions available to achieve their mission of riders STEALING subway rides!

Now, after these new petitions have been installed at subway stations, we still hear riders talk about the riders being able to STILL ride the subways for FREE!!...they just hump higher! How stupid! It seems that since they made changes in this area to prevent this theft, the smart way would have been to install petitions as high as possible, while not making it uncomfortable for the legitimate customers easy to pass thru while paying.

Thank you for allowing me to express my WMATA concerns--especially from the June 27th meeting.

Jocelynn Johnson, Ward 4 resident since 1962 & Chairperson of the
Ward 4 Mini Commission on Aging

The rollout of this project/initiative introduces a complete overhaul of the current bus network, but the project lacks transparency and communication. The changes to the bus network have been poorly conveyed and the lack of engagement by the community (as observed at DC and virtual public hearings) should have been indicator of this. It seems that WMATA purposefully has downplayed these changes and not communicated to the community-at-large. I do not have a car and live in NE and rely on public the bus for all my transportation needs, not limited to commuting, shopping, entertainment, and attractions. This proposal needs to be extended and allow for more comments and feedback, or frequent bus takers should have been offered the opportunity to test these routes.

The following routes will be combined: D4, E2, D8. Instead of improving these routes, allowing for multiple buses in this area, you have proposed reducing it to one combined bus. This is not a good idea as this area already suffers from a lack of bus routes and instead of having the opportunity to take alternate routes in case one route is unavailable, you have instead reduced these alternatives.

I take the D8 everyday as it is the only bus that services the Bryant St/Brentwood area. This route has been extended to Chinatown and McPherson Square. This extension will absolutely delay a bus that is always late by more than 5-10 minutes, sometimes 20 minutes, due to extraneous circumstances. Why does the D8 need to be extended? Why can an additional bus not be added so that we have more than one option for transportation? Additionally, the bus has been re-routed to no longer run on H St. H St has been designed to hold wide vehicles and the stop on H St on the bus side of Union Station is critical for those who need to get to Union Station quickly instead of a continued route down K St. Additionally, the stop immediately outside of H St is helpful when the metro is down/delayed, and we do not need to walk a considerable distance with luggage.

The E2 does not need to be extended to Union Station as this will cause delays. This bus runs on a 30-minute schedule and is the only bus in NE that services the fitness gyms in the area. This the only bus that runs on 18th St and frequently gets stuck in traffic by New York Ave.

The 42 and 43 need to continue to service Kennedy Center. There is not enough frequent transportation to the Kennedy Center and getting to/from the Kennedy Center has been eased by the addition of these routes.

I need the D6 to commute from one job, near Georgetown University, to K St and with the prosed re-route, this will now be a longer commute and not convenient. Re-routing through Chinatown will cause delays as Chinatown is a hub of issues.

The G2 needs to stop in front of Georgetown University. Without this bus there is no direct access available for staff, faculty, and students.

I am concerned about the extension of the L2, especially as this route is frequently delayed by the motorcade. While connecting to Adams Morgan seems like a good idea, it would absolutely be frequently stuck in traffic.

July 15, 2024

Dear Better Bus Planners:

I would like to voice my concerns about the proposed "Better Bus" changes. I am a senior citizen who lives in Ward 3 with a very convenient bus stop at Rodman St. and Wisconsin Avenue, approximately one block from my residence. I do not own a car and rely on buses for most of my transit needs, primarily shopping and visits to medical providers. Before the pandemic, I visited the Library of Congress to do research. I was able to take one bus without transferring buses or to metrorail or walking significant distances. The last changes you made to bus routes eliminated that option, and although I would like to resume my visits, the thought of the trip is daunting. Currently, it requires transferring to the metrorail, and walking 10 minutes from Capitol South to the Thomas Jefferson Building, a 56 minute trip, or taking two buses and walking 27 minutes for a 60-66 minute trip. I don't find this efficient or convenient. Using your Better Bus trip planning tool only tells me the new route numbers and how long it would take to get to my destination, **not/not** how many minutes I would have to walk. For this reason, I find the tool unhelpful for the elderly, people with mobility issues, and those of us who are careful where and when we walk alone. A general observation is that you do not seem to be taking fare evasion into your planning process. I take the bus quite frequently and I have witnessed approximately half of riders not paying when they enter. Additionally, I don't believe you are taking into consideration increased ridership due to new construction of residential and commercial buildings on Wisconsin Avenue, as you eliminate routes such as the 31.

Below you will find specific thoughts on the changes proposed.

Route Changes

D82: The new D82 replacing the **33 and 31** will only go as far as McPherson Square instead of going to Federal Triangle near the museums and government buildings necessary for business. Right now, I can take the 33 directly to 12th St in 46 minutes with no transfers or walking. Your new route with bus transfers and walking takes 45 minutes (how much walking required is unknown). The **31** bus went to the Department of State. The elimination of that route makes it more difficult for me to do business with the agency from which I retired and to visit a medical office with a stop right in front of the building on 21st and F Streets.

Consolidation:

Why are you eliminating these stops? If I want to go to Georgetown, these are the stops I use to go to movies (so few theaters left) or to take the 38B to Ballston without transferring to metro, or to go to Adams Morgan, to Tenleytown to catch the metro, or to Rodman's to shop. I think consolidation harms the poor and the elderly.

M St NW and Wisconsin Ave, NW 31, 33, 38B
M St NW and 31st ST NW 31, 33, 38B
Wisconsin Ave NW and P St NW 31, 33
Wisconsin Ave NW and P St NW 32,33, D51
U St NW and 17th NW 90, 96
Van Ness St NW and Wisconsin Ave H2, H4
Fort Dr NW and Tenley Circle H2, H4
Wisconsin Ave NW and Harrison St NW 31, 33 (Rodman's)

Sincerely,
Madelyn E. Spirnak
[redacted]

ACTION COMMITTEE for TRANSIT

www.actfortransit.org
P.O. Box 7074
Silver Spring, MD 20907

July 15, 2024

Randy Clarke
General Manager & CEO
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

CC: MCDOT & Montgomery County Leaders

RE: Action Committee for Transit Comments on Better Bus Network Redesign

Dear Mr. Clarke:

Thank you for the opportunity to comment on WMATA's proposed network redesign as part of the Better Bus initiative.

Since many of our current bus routes were first mapped out, Montgomery County has transformed from a sleepy bedroom community requiring rush hour access to Washington, DC, into a vibrant collection of urban hubs fueled by two branches of the Red Line, but also requiring frequent, all-day, 7-day connectivity. Any network redesign will come with some pain as existing riders adapt to new patterns, and we hope WMATA will take steps to ameliorate that pain. On the whole, however, this proposal represents a meaningful down-payment towards better connectivity. We look forward to partnering with WMATA and our elected leaders to fight for the resources needed to implement the visionary network proposed in 2023.

More than the lines on a map, this network redesign delivers much-needed mid-day, late-night, and weekend service frequency. It also reorients the high-frequency network to feed MetroRail and RideOn Flash service that didn't exist until 1984 (Rockville), 1998 (Glenmont), and 2000 (Flash to Burtonsville). That focus on feeding MetroRail comes at a price, however. While 59% of Better Bus comments favored longer trips with fewer transfers, the proposed redesign seems to do the opposite. For example, it replaces direct service from Silver Spring to Rockville (Q) and Olney (Y) with a short M20 requiring a transfer at Wheaton. Truncating M10 at Montgomery College requires a single-stop Metro ride to reach Shady Grove, the hub for Ride-On routes serving Germantown (Maryland's 3rd largest "city") and Clarksburg. Finally, the lack of a replacement for the C2 leaves Montgomery County without a direct connection to University of Maryland until the Purple Line opens in late 2027.

Shorter routes feeding MetroRail are less subject to bunching and delays, will better utilize our transportation infrastructure, and should speed riders to their destinations faster, but there are equity dimensions to consider. WMATA recently took a step in

the right direction by making bus-metro transfers free with a $2.25 credit on single-ride tickets, but the $13.50 7-day regional bus pass is still a lifeline for low-wage workers at a fraction of the $40.50 price for a 7-day short trip bus/rail pass.

WMATA should consider steps to lessen the burden on bus-only riders like Aspen Hill residents who currently take the L8 all the way down Connecticut Ave to Chevy Chase Circle and transfer to the L2 for destinations in Northwest Washington. Yes, M22 transfers to MetroRail at Wheaton or Bethesda may get them to their destinations faster, but at a much higher pass price. WMATA should consider rail pass discounts *AND* restoring elements of the visionary network to facilitate bus-only trips. For example, even the more realistic "Revised Visionary Network" extended DC's Wisconsin Ave (D8X) and Connecticut Ave (D70) lines to connect with the M70 and M22 in Bethesda. Those connections are now lost, requiring a second transfer to Ride-On or the low-frequency D96.

Perhaps a greater concern is corridors that lose service altogether. While reorientation of the L8-replacement M22 to serve the high-demand Wheaton-Bethesda corridor makes sense, it leaves parts of Connecticut Ave between Kensington and Aspen Hill, without any bus service at all. MCDOT's Ride-On Reimagined plan still reflects "Visionary Plan" elements like the low-frequency MD341 for upper Connecticut Ave and high-frequency, 24/7 service on MD141 between Montgomery College and Shady Grove (serving the dense, walkable King Farm "transit village.") Hopefully MCDOT's Viers Mill and Randolph Road Flash BRT projects will eventually provide connectivity between the ends of the Red Line, but those projects are years away and connectivity is needed today. WMATA should coordinate closely with MCDOT to ensure that such gaps are bridged one way or another to avoid a backlash from riders.

Of course, it's hard to avoid waxing rhapsodic about bolder elements of the visionary network that have been lost, including high-frequency, 24/7 service on six Montgomery County routes and connections to Columbia, Clarksburg, and Germantown. If that vision is truly achievable for just 35% more resources than MetroBus currently receives, Action Committee for Transit looks forward to mobilizing the support needed to achieve that vision for mobility in our region.

Thank you and good luck with this long-overdue transformation.

Sincerely,

Sean Emerson
President, Action Committee for Transit

COUNCIL OF THE DISTRICT OF COLUMBIA
THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, N.W.
SUITE 102
WASHINGTON, D.C. 20004

ZACHARY PARKER
COUNCILMEMBER, WARD 5

COMMITTEE MEMBER
Facilities and Family Services
Health
Hospital and Health Equity
Housing
Transportation and the Environment

July 15, 2024

Allison Davis
Vice President, Planning
Washington Metropolitan Area Transit Authority
adavis5@wmata.com

Peter Cafiero,
Managing Director, Inter-Modal Planning
Washington Metropolitan Area Transit Authority
PGCafiero@wmata.com

Vice President Davis and Managing Director Cafiero,

Thank you and your team for soliciting community feedback on the Washington Metropolitan Area Transit Authority's Proposed 2025 Bus Network. I am honored to present the attached recommendations from a task force of Ward 5 bus riders that previously submitted recommendations on the visionary network released in 2024. As was the case last year, recommendations are based on careful consideration of the proposed network as well as feedback my office has received from constituents:

1. **Maintain 12-minute headways on the proposed D30 route (80 replacement) and consider consolidating stops on North Capitol Street to speed up service.**
2. **Add express service on Rhode Island Avenue to facilitate swift trips to and from downtown.**
3. **Modify the C71 route to more directly serve shelter and migrant residents on New York Avenue.**
4. **Establish corridor-length service on South Dakota Avenue, which is undergoing a safety study that could facilitate bus travel along the corridor.**
5. **Modify the 24/7 network so that the C41 serves Ivy City, a nightlife destination, between midnight and 4 AM.**
6. **Consider medium frequency service on the proposed C57 route, which will provide an excellent new option for residents of Carver-Langston and Trinidad to travel to points east and west.**

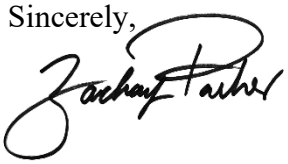
Improving the frequency and reliability of bus service in Ward 5 and across the District is one of my top transportation priorities. Compared to all residents of WMATA's service area, Metrobus

customers are particularly likely to be a person of color, low income, a non-English speaker, or carless.

Riding the bus is one of the safest and cleanest ways for District residents to get around, and it is also accessible to most residents. I firmly believe that the District will only succeed in reaching its goals of eliminating traffic deaths and injuries or securing carbon neutrality if we build and fund a world-class bus system—and the network redesign is a critical step on that journey.

I urge you to embrace the recommendations below from the Ward 5 Bus Network Task Force. I look forward to working with you, the WMATA Board, Mayor Bowser, and my Council colleagues to ensure that we invest more in bus service and bus priority in Ward 5. Please contact my Communications Director, Melissa Littlepage, at mlittlepage@dccouncil.gov and my Deputy Chief of Staff, Conor Shaw, at cshaw@dccouncil.gov regarding any questions about the attached recommendations.

Sincerely,



Zachary Parker
Ward 5 Councilmember

cc: Ms. Valerie Santos, Chair and Principal Director, WMATA Board of Directors
Dr. Tracy Hadden Loh, Principal Director, WMATA Board of Directors
Ms. Spring Worth, Alternate Director, WMATA Board of Directors
Ms. Ann Chisholm, WMATA Government Relations Officer – District of Columbia

Recommendations of the Ward 5 Bus Network Redesign Task Force
Regarding the Proposed 2025 Bus Network

Thank you for the opportunity to provide feedback on WMATA's proposed 2025 network. We appreciate the care and thought that went into this proposal, including WMATA's consideration of comments provided by this task force to the visionary network. While our comments focus on adjustments that we hope your team will consider**, we wanted to first note support for several elements of WMATA's latest proposal, including your plans to:**

- Enhance bus service in Fort Lincoln, especially the connection to Colmar Manor, which has an affordable grocery store that is critical for local residents, especially seniors;
- Embrace our recommendation to adjust the routing of bus service through the Washington Hospital, Children's Hospital, and VA Hospital campus to improve transfers and service to Michigan Avenue residents;
- Maintain critical bus service for Trinidad; and
- Establish D74 service, which would provide a new service along 12th and 10th Streets NE as well as a cross-town connection to Petworth and Columbia Heights.

At the same time, there are areas for further refinement. Below, we highlight a few areas in which increased service is merited; however, we also suggest modifications to proposed routes that would benefit our community without requiring additional investments:

1. **Maintain 12-minute headways on the proposed D30 route (80 replacement) and consider consolidating stops on North Capitol Street to speed up service**.

The existing 80-bus is a cornerstone of WMATA's bus service in Ward 5, including along the North Capitol Street corridor. Unfortunately, WMATA's proposed replacement route—the D30—features a reduction in service frequency from 5 buses per hour to 4 buses per hour. We think that this decision is short sighted. North Capitol Street is one of several corridors that is slated to benefit from DDOT's bus priority program in the coming years. Additional trips can be expected from residents traveling to the new recreation center and future development at the Reservoir District—not to mention the many new apartment buildings coming online on the portion of North Capitol Street south of Florida Avenue.

In addition, we believe that there is an opportunity for WMATA to take immediate steps to speed up service on the corridor by considering opportunities to consolidate bus stops. In several locations along North Capitol Street, stops are bunched close together or are located in places that expose buses to traffic delays that could be avoided.

Proposed D30 bus stops

2. **Add express service on Rhode Island Avenue to facilitate swift trips to and from downtown.**

Frequent and reliable bus service on Rhode Island Avenue continues to be a top priority for Ward 5 residents. Before the pandemic, WMATA recognized that need by introducing the G9 MetroExtra service in 2017, which provided limited stop continuous service between Eastern Avenue and Franklin Square.

While we celebrate WMATA's proposed D32 service, which represents a huge step in the right direction, there continues to be an opportunity to add an express companion route to make the trip from downtown to Rhode Island Avenue's commercial centers a faster trip. Rhode Island Avenue is also on DDOT's work plan for bus priority improvements. The case for dedicated bus lanes on the corridor would be enhanced by more frequent service and accompanying higher ridership.

For those reasons, we request that WMATA **consider extending the P1X farther west to the Shaw-Howard University Station or adding a D3X service that provides an express companion to the proposed D32.** We applaud and appreciate the proposal to have the D32 skip the Rhode Island Avenue Metrorail stop—at least until the District Department of Transportation resolves significant bus access issues at that station.

3. **Modify the C71 route to more directly serve shelter and migrant residents on New York Avenue.**

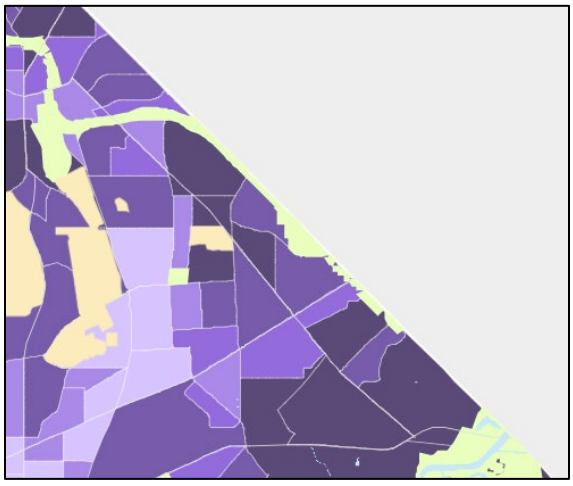
WMATA's proposed C71 route addresses some of the need to serve the New York Avenue corridor; however, the route alignment fails to directly serve some of the District's most vulnerable individuals—including residents of the New York Avenue Men's Shelter at 1355 New York Avenue N.E. and migrants housed by the District at several hotels along the New York Avenue corridor. These individuals are exceedingly unlikely to have access to a personal vehicle and therefore are more dependent on public transportation. A small adjustment to the C71 route (depicted in blue below) would provide service directly to those who need it most.

Proposed C71 Modification

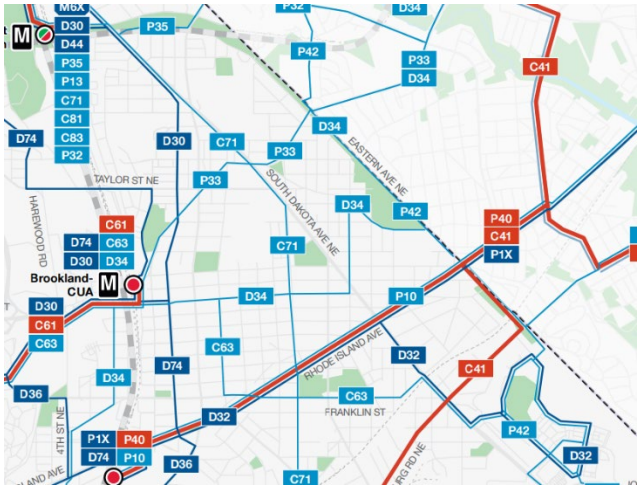
While we understand that more significant investments in bus service on the New York Avenue N.E. corridor may not be possible given current budget constraints, we hope that WMATA will embrace future opportunities to invest in service here—especially as the District moves forward to encouraging the construction of additional housing along this important—but transit deprived—corridor.

4. Establish corridor-length service on South Dakota Avenue, which is undergoing a safety study that could facilitate bus travel along the corridor.

The Task Force reiterates the need for corridor-length bus service on South Dakota Avenue N.E. between Fort Lincoln and Fort Totten to improve neighborhood connectivity in Ward 5. The District Department of Transportation (DDOT) has mapped areas of transportation need—and communities along South Dakota Avenue N.E. are among those that score the worst on this metric (i.e. they are shaded the darkest in the map below).[1] That means that these communities' proximity to frequent transit, access to jobs and destination, and safety risks are among the worst in the District. Thanks to funding secured by Councilmember Parker, DDOT is currently in the process of conducting a short-term safety study of the corridor, which represents an important opportunity to address safety concerns and, potentially, improve access to bus facilities. We therefore encourage WMATA to reconsider the decision to omit a corridor-length bus line on South Dakota Avenue N.E.



MoveDC Transportation Needs Map



Proposed Bus Network on South Dakota Avenue

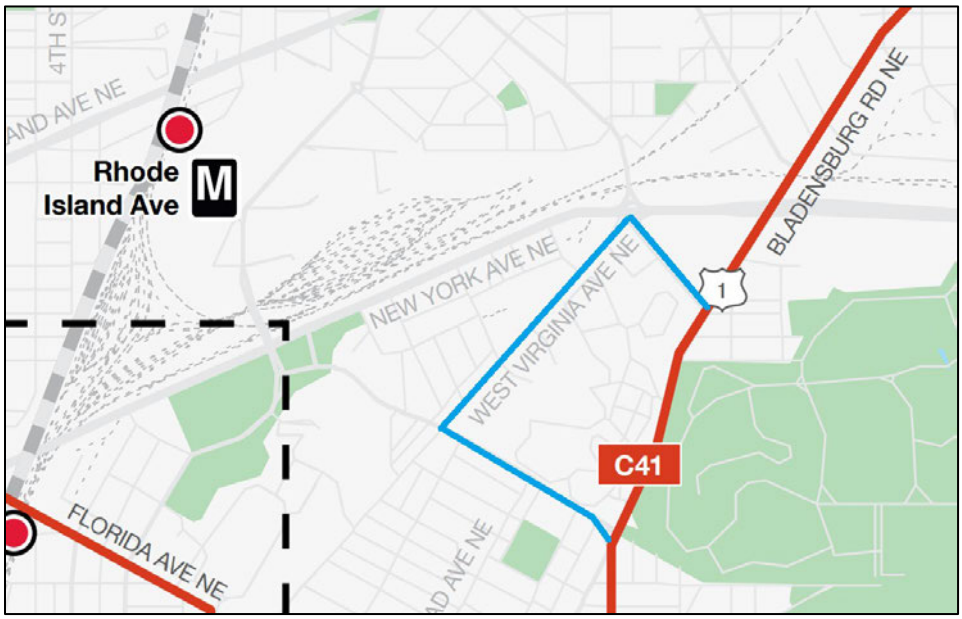
5. Modify the 24/7 network so that the C41 serves Ivy City, a nightlife destination, between midnight and 4 AM.

Thanks to funding provided by the D.C. Council, the District now enjoys 24/7 bus service on several routes, and we are grateful that WMATA envisions continuing this important service in its Proposed 2025 Network. We noticed that in some parts of the city, WMATA is proposing overnight route modifications to ensure that the 24/7 routes provide sufficient coverage to critical destinations when other options are unavailable, and we think there is an opportunity to embrace that approach in Ward 5.

One of the proposed 24/7 routes, the C41, travels from Anacostia Metro Station to West Hyattsville Metro Station via Navy Yard, Capitol Hill, Carver Langston, and Fort Lincoln. We encourage WMATA to explore the possibility of routing this bus through Trinidad and Ivy City

[1] Available at https://movedc.dc.gov/pages/mapping-transportation-needs#needsmap.

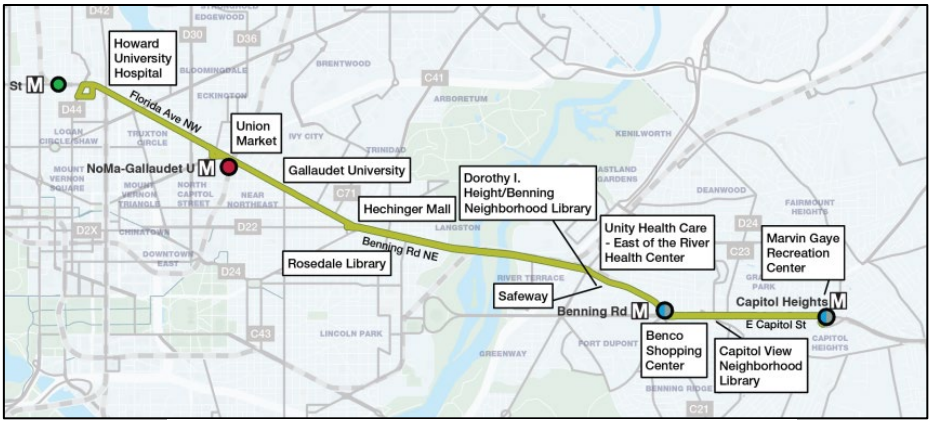
along Mt. Olivet Road, West Virginia Avenue, and Montana Avenue between the hours of midnight and 4 am to provide greater access to residents and businesses that are likely to need round-the-clock access.



Proposed Midnight to 4am Routing of C41

6. Consider medium frequency service on the proposed C57 route, which will provide an excellent new option for residents of Carver-Langston and Trinidad to travel to points east and west.

The Task Force embraces the proposed C57 route, which envisions important new service connecting Carver-Langston and Trinidad residents to destinations to the east and west. While we know WMATA's network is budget-constrained, we encourage WMATA to consider making this route medium frequency instead of low frequency because we anticipate that it will be a well-used route—especially when DDOT's bus priority projects are completed on Florida Avenue NW and NE.



Proposed C57 Route

Thank you again for the thoughtful work in a needed redesign of WMATA's Bus Network. As Ward 5 neighbors, bus riders, and advocates, we are grateful for the opportunity to provide comprehensive feedback on the visionary draft. We look forward to the next iteration and the improvements ahead.

Signed,

Ward 5 Bus Network Task Force

Members of the Ward 5 Bus Network Task Force, convened by Councilmember Parker

Conor Shaw, Eckington
Deputy Chief of Staff
Office of Ward 5 Councilmember Parker

Melissa Littlepage, Langdon
Communications Director
Office of Ward 5 Councilmember Parker

Sherri Alston, Queens Chapel

Joe Bishop-Henchman, Eckington

Gloria Coles, Brookland

Stefanie Fuller, Fort Lincoln

Luke Gessler, Truxton Circle

Geoffrey Hatchard, Trinidad

Torrance Hucks, Bloomingdale

Huma Imtiaz, Bloomingdale

Maria Jones, Langdon

VJ Kapur, Langdon

Anna Ladd, Edgewood

Mónica Martínez López, University Heights

Irene Moore, North Capitol Street NE

Michael Sellner, Ivy City

Samantha Trumbull, Woodridge

Ruth von Fleckenstein, Brookland

Jeremiah Montague, Jr., President, Woodridge Civic Association

Cheryl Jacobs, Edgewood

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Executive Director
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kbarden@admodc.org
www.admodc.org

July 15, 2024

To: WMATA

Re: Feedback for the proposed Better Bus Netwok

We at the Adams Morgan Partnership Business Improvement District are very much in favor of an updated and more efficient bus system, but we have a particular interest in buses coming through the Adams Morgan neighborhood. With the impending demise of the DC Circulator, there will be a larger number of riders utilizing the WMATA buses than are currently riding now and we have some concerns that the new frequency models do not adequately account for that increased ridership. The new routes appear to largely duplicate what was here before, but we'd like special attention given to the frequency of the routes (D70, D72, C51, C53, C55) that come through the neighborhood.

We're also very concerned about late night coverage. Of the 5 above-mentioned routes that travel through Adams Morgan, only two of them (C51 & C53) run past midnight and only the C53 runs at all between 1am and 5am. A significant number of Adams Morgan businesses are open until 3am on weekends. While we are concerned about the ability of customers to come and go without driving, we're more worried about the workforce. Late night public transit is vital to the employees of these businesses. We have hundreds of employees clocking out after midnight every day, and hundreds more on the weekends -- and these are typically people who rely on public transportation to get them home, which is often far from their place of employment. Currently the Circulator is running until 3:30am on Friday and Saturday but when we lose that there won't be much to replace it. We implore you to consider extending the hours on more of the routes that pass through Adams Morgan.

Sincerely,

Kristen L Barden, Executive Director

THE GEORGE WASHINGTON UNIVERSITY
WASHINGTON, DC

Office of Government and Community Relations

July 15, 2024

Mr. Randy Clarke
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington D.C. 20024

Dear Mr. Clarke:

I am writing on behalf of the George Washington University to share our feedback regarding the changes made by the Washington Metropolitan Area Transit Authority, as part of the 2025 Better Bus Network plan. It is our understanding that WMATA is considering eliminating the 42/43 bus route and replacing it with a new bus route, D12. We also understand that this new route will end at Farragut West.

This change will deprive members of the Foggy Bottom community, including staff, faculty, and students at the George Washington University, of a cost-effective way of moving in and out the neighborhood. As you know, many staff and faculty members depend on Metro buses to come to work, and students (who are forbidden under the university's Campus Plan to bring cars to campus) frequently use the bus system to visit other parts of the city for internships, entertainment and to take advantage of all that D.C. has to offer.

The university is supportive of the overall goals of the Better Bus Network to increase transit equity by increasing routes to underserved areas of the city. We also understand that the current proposal is a product of many trade-offs and compromises. Nonetheless, we are requesting that WMATA consider extending the D12 bus into Foggy Bottom, terminating at Potomac Park.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Renee McPhatter

Renee McPhatter
Assistance Vice President of Government and Community Relations

11918 F St NW Washington, DC 20052
202-994-9132 | ogcr.gwu.edu

Proposed 24/7 Bus Service Network
WASHINGTON DC

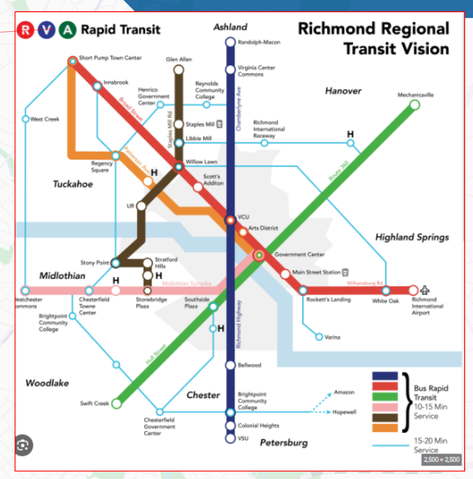
PROVIDE A HIGH FREQUENCY, LIMITED STOP BUS SYSTEM ON ROCK CREEK PARK. MAKE THIS METRO QUALITY ACCESS WITH SOME STOPS WITHIN THE TRAIL SYSTEM ITSELF BUT ALSO:

EXITS AT
1. SILVER SPRING,
2. MILITARY ROAD
3. GEORGIA AVE/UPSHUR
4. VAN NES UDC
5. CLEVLAND PARK
4. WOODLEY PARK/ ADAMS MORGAN
5. DUPONT CIRCLE/ EMBASSY ROW
6. GEORGETOWN P STREET
7 GEORGETOWN/ K STREET
8. WATERGATE/
VIRGINIA AVENUE

THIS WILL ALLOW QUICK MOVEMENT THROUGH AREAS WITH DIFFICULT TRANSFERS.

branding: Brand select routes on this system as " RAPID DC or something catchy" Treat it in design of streets and stations like a proper metro system.

Example map is this regional transit vision map of richmond wich uses a rapid bus network.



PRIORITIZE PROTECTED BUS LANES FOR ALL 24/7 SERVICE ROUTES. CONSIDER TWEAKS TO ROUTE TO ACCOMODATE THIS.

BRAND EACH LINE SIMILAR TO HOW THE METRO IS BRANDED. SEE EXAMPLES AROUND THE WORLD LIKE THE TRANSMILENO SYSTEM OR OTHER RAPID BUS SYSTEMS WORLDWIDE

PROVIDE 24/7 BUS NETWORK ON METRO TRAINS AS PART OF THE METRO SYSTEM ON ALL TRAINS.

EXAMPLES: TRANSMILINO IN BOGOTA COLOMBIA; VAN NESS SYSTEM IN SAN FRAN, RICHMOND VA RAPID TRANSIT NETWORK.

The Petworth/Park View small area plan (2008) requested a trolley or metro equivalent rapid bus network with designated lanes, large new shelters etc connecting Silver Spring to downtown.

This is the perfect route to replicate as one of the signature routes in the new system.

Partner with DC for funding and make this a system equivalent in economic benefit to a new highway or metro.

Consider making Metro 24/7 rather than buses in locations that are duplicative and just skip stops.

PROVIDE A EAST WEST CONNECTION ON MILITARY ROAD FOR 24/7 SERVICE.

Extend the C53 to Woodley Park to allow ease of transfers.

Extend at least one 24/hour route to Sibley Hospital and Georgetown University. Both are 24/hour medical and residential sites with workers going night and day.

Use either Reservoir Road, M Street, Clara Barton as main route.

Consider extending beyond and turning towards Tenley town or going south cand crossing into Arlington.

Provide a short 24/7 connection to Roslyn Metro Station. Proivde a Protected Bus lane.

Pennsylvannia Avenue connects multiple areas projected to become dense housing.

The neighborhood has requested a trolley system or rapid bus system for decades in it's Small Area Plan (2023) but also older plans for decades and decades.

This connects many low income users who rely on 24/7 service. Consider adjusting the D12 route to this area.

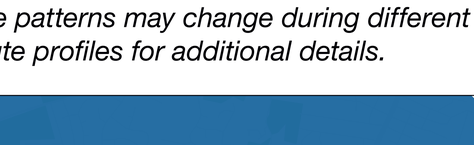
The road has a very large right of way that could accomodate designated lanes.

CREATE A PROTECTED BUS LANE ON EACH SIDE OF 295.

CREATE "STOPS OR STATIONS" WITH BRIDGES/ELEVATORS/ETC THAT CONNECT TO NEIGHBORHOODS AND CONNECT TO WATERFRONT OF ANACOSTIA

ELEVATE THIS AS A METRO LINE AND SHOW ON METRO MAP AND BUS MAP.

EXAMPLE SYSTEM: TRANSMILENO IN BOGOTA COLOMBIA



MAP LEGEND

Proposed 24/7 Bus Service Network

- 24/7 Routes
- Operates Midnight to 4 a.m. Only
- Metrorail
- Metro Station
- Connecting Rail System

***Note:** Route patterns may change during different operating hours. Refer to route profiles for additional details.*

DCGIS, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Proposed High-Frequency Bus Network
WASHINGTON DC

Provide as 24/7. Extend connection of either C81 or C83 to Friendship Heights Metro

Consider C81/C83 travel along Missouri Avenue to allow for protected bus lanes (wider, lower volume road).

Extend connection of either D74 to Georgia Ave. Metro and then onto Van Nes.

Extend at least one high frequency route to Sibley Hospital - a 24/hour medical site.

See Downtown Inset

The following routes overlap with each other on certain segments to provide high frequency service in major corridors:

- D52 & D54
- C81 & C83
- C51 & C53 (with the C55 and C57, not shown)

MD DC VA

For a more detailed view of Maryland and Virginia, please see the corresponding proposed 2025 Network map.

MAP LEGEND

Proposed High-Frequency Bus Network

- ### — High Frequency (Every 12 Minutes or Better)
- ### — Medium Frequency (Every 20 Minutes or Better)
- Less Frequent Service Continues Beyond the Arrows
- ##X — Express Routes
- Metrorail
- Metro Station
- Connecting Rail System

Note: *Service frequencies shown for all day service (7:00 a.m. – 9:00 p.m.)*

Downtown

DCGIS, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

GEORGETOWN DC BUSINESS IMPROVEMENT DISTRICT

Board of Directors
Washington Metropolitan Area Transit Authority
300 7th St SW 10th Floor
Washington, DC 20024

July 15, 2024

RE: Georgetown Comments on the Proposed 2025 Better Bus Network Redesign

To Board Chair Paul C. Smedberg and Members of the Board,

Georgetown is the region's largest employment and commercial center without a metro station and the community relies solely on WMATA's Metrobus and DDOT's DC Circulator as our only two public transit options. We recognize that WMATA was unable to incorporate the District's decision to eliminate the Circulator into their Proposed 2025 Better Bus Network. However, as currently proposed, Georgetown will lose 43% of its weekly bus service in the new network after Circulator service is ended. This is an unacceptable reduction in transit service to Georgetown and DDOT and WMATA must reevaluate the proposed network and incorporate new routes or modify proposed routes to replace the Circulator.

Georgetown and the District need sufficient transit service to serve the 12.5 million annual visitors and thousands of residents, students, and employees coming to the commercial district from across the region. Modifications to proposed routes or new routes are necessary to keep Georgetown connected to the regional economy. Changes should achieve the following goals: (1) retaining frequent direct east-west connections to both Union Station and Rosslyn; (2) creating a one-seat connection to the Yellow and Green Metrorail lines; (3) continuing to serve the dense Waterfront area on K Street; and (4) retaining frequent service between downtown and upper Wisconsin Avenue.

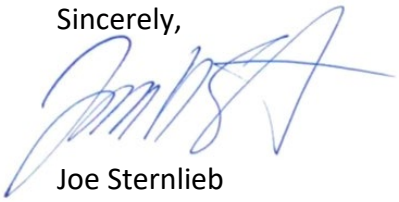
Retaining and modifying the original and highest ridership Circulator route between Union Station and Georgetown operated by WMATA and extending it to Rosslyn would accomplish goal (1) and not duplicate other east-west bus routes. It traverses five Business Improvement Districts and connects numerous retail, office, entertainment destinations and transportation options.

As currently proposed, residents, visitors, employees and others traveling to Georgetown from destinations served by the Green and Yellow lines are required to make at least two transfers – which is not an acceptable transit service. Extending the proposed D82 or A58 routes to Gallery Place will solve this problem and accomplish goal (2). The elimination of the DC Circulator system also creates large gaps in bus service to K Street and Wisconsin Avenue south of Whitehaven Street. There is no proposed bus service on K St NW which is the center of Georgetown's 3 million square foot office market and Washington Harbour. It will also soon be home to two new hotels and large-scale office to mixed-use properties conversions. The elimination of bus service to this area will add to the challenges this office market faces. A new east-west route or changes to proposed routes should use K Street to address goal (3).

The Union Station-Georgetown Circulator route currently provides frequent Wisconsin Ave NW service that supplements the 31/33 Route. Without the Circulator, there will be less than 50% bus service traversing this long commercial corridor with more than a hundred small businesses. Wisconsin Ave is a steep uphill grade from K St towards Glover Park. Frequent bus service provides an important mobility and accessibility option as well as connects employees, residents, and visitors to Downtown DC. Increasing the frequency of the proposed D82 during peak and non-peak hours addresses this loss of service addressing goal (4). Lastly, WMATA should ensure the new east-west D92/D94/D96 routes will provide similar or better service than the current G2/D2/D6.

The undersigned businesses and community organizations share strong concerns with the Proposed 2025 Better Bus Network for the Georgetown commercial district and our requests for a new east-west route, modifications to proposed routes, and changes to service frequency. We are prepared to work with DDOT and WMATA to develop a solution that serves the entire Georgetown economy and community.

Sincerely,



Joe Sternlieb
President & CEO

CC: DC Mayor Bowser
DC Deputy Mayor for Planning and Economic Development Nina Albert
DDOT Director Sharon Kershbaum
DC Council Chairman Phil Mendelson
DC Councilmember Brooke Pinto (Ward 2)
DC Councilmember Charles Allen (Ward 6), Chair, Transportation & Environment Cmte

Signing Organizations, Businesses and Individuals

Brittany Sawyer, Citizens Association of Georgetown (CAG)

Cory Peterson, Georgetown University

Gwendolyn Lohse, Chair, ANC 2E and ANC 2E06 Commissioner

Daniel Chao, AN 2E07 Commissioner

Topher Mathews, ANC 2E02 Commissioner

Paul Maysak, ANC 2E03 Commissioner

Joe Massaua, ANC 2E04 Commissioner / Georgetown University Student Association

Rachel Shank, Georgetown Main Street

Wayne Alleyne, 1025 Thomas Jefferson, Inc.

Danny Shackleton, 1025 Thomas Jefferson, Inc.

Anita Johnson, 1025 Thomas Jefferson, Inc.

Romy Silverstein, Addison/Ripley Fine Art

Kelly Kimball, Agape Family Chiropractic

Jamal Bouzid, Angolo Ristorante

Tony Velazquez, Baked & Wired

Anthony Barnes, Barnes Vanze Architects

Adrienne Shostak, Bespoke Aesthetics and Wellness

David Pozezynski, Biograph Associates

Jackelyn Gemenden, Bitty & Beau's Coffee

Andrew Blair, Blair Advisory LLC

Tim Machenaud, BoConcept

Jose Gutierrez, Calligaris

Susan Calloway, Calloway Fine Art & Consulting

Suzanne Simon, Chaia Tacos

Bettina Stern, Chaia Tacos

Julie Chase, ChasePR

Will Beale, Club Pilates Georgetown DC

Guy Williams, DCA Landscape Architects, Inc.

Marianne Michalakis, designMind

Hillary Richonne, Dog Tag Bakery

Jordan Raynor, Dog Tag Bakery

Maureen Devine-Ahl, Dog Tag Bakery

Autumn Woodward, Dog Tag Bakery

Sarah Abu-Sheikha, Dog Tag Bakery

Bernadette Languy, Dog Tag Bakery

Meghan Ogilvie, Dog Tag Bakery

DeAngelo Gamble, Dog Tag Bakery

Mekhayla Stewart, Dog Tag Bakery

Jennie Buehler, DTR Modern Gallery

Brian Whitener, EastBanc

Mary Catherine Dunn, EastBanc Property Management

Souheil Ben Mansour, George’s king of Falafel

Lonnie Kelley, Georgetown Aveda Salon

Sara Kate Besanceney, Georgetown University Student

Max Rivers, Georgetown University Student

Karen Snyder, Germar Properties and Snyder Properties

MaryKatherine Lanzillotta, Hartman-Cox Architects

Debra Schiff, J Street Group, LLC

Renee Finnerty, Jamestown Urban Management

Micheline Klagsbrun, Klagsbrun Studios

Perla Wqrights, Kwik Kopy Printing

Nikeria Williams, Levain Bakery

Margaret Heimbold, Long and Foster

Mark Andre, LSM

Ciara Bucci, LSM

Terese Wilson, LSM

Meghana Yelagandula, LSM

Yiting Duan, LSM

Garrett Krueger, LSM

Shwetanc Bothra, LSM

Aishwarya Mahadevan, LSM

Anthony Rodriguez, LSM

Sejla Garza, LSM

Dhvani Doshi, LSM

Elizabeth Parker, Lutece

Chris Martin, Martin-Diamond Properties

Luis Valle, Martin's Tavern

Eldin Salvador, Martin's Tavern

Kim Keleher, MRP Realty

Hannah Dunn, New Balance (Georgetown)

Ana Claudia Lopez, Olivia Macaron

Ruth Gresser, Pizzeria Paradiso

Yoshiko Monterio, Poltrona Frau

Oksana Thornton, Prospect Optika

Stuart Exrailson, Reddz Trading

Ruth Abrahams, Ruth Abrahams Design

Ashton McRae, SCOUT Bags

Nicole Zasa, SCOUT Bags

Stephanie Singh, SCOUT Bags

Susan Shields, SCOUT Bags

Lindsay Cecchi, SCOUT Bags

Meg Elwood, SCOUT Bags

Edward Reardon, Resident

Andrei Brooks, Sonder Inc

Rani Soudagar, Spicez

Brenna Kingsbury, Sprinkles

Susan Jeffery, Sterling & Burke LTD

Mariesa Barros, Susan Grimes Associates, Inc.

Jayne Sandman, The Brand Guild

Hannah Correll, The Brand Guild

Deanna Fleming, The Brand Guild

Jessica Davis, The Brand Guild

Alex Murphy, The Brand Guild

Nina Fomufod, The Brand Guild

Katie Smith, The Brand Guild

Amy Clark, The Brand Guild

Rose Harris, The Brand Guild

Lance Hayden, The Brand Guild

Abigail Colby, The Brand Guild

Carmen OConnor, The Brand Guild

Leonard Helding, The Escape Game Georgetown

John Hays, The Phoenix

Bryce Weaver, W.T. Weaver & Sons Hardware

Marie-B Cilia De Amicis, Washington Printmakers Gallery - Georgetown Art Studio at WPG

Terry Vistine, Westbridge Condo Association

Scott Altman, Resident

Christa Argueta, Resident

Erika Winter, Resident

Ashley Binkowski, Resident

Beth Merricks, Resident

Thomas Crocker, Resident

Erynn Hall, Resident

Christine Straw, Resident

Diane Salisbury, Resident

Charlotte Henderson, Resident

Ryan Clark, Resident

Better Bus Plan Position Paper for Chevy Chase DC, July 10, 2024, rev July 14

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- **Lines M4/E6** (C85) - Alternate trips between two routings (restoring abandoned E6 service); maintain current weekday frequencies; restore weekend service
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EXECUTIVE SUMMARY

While there are neighborhoods that are feeling the potential effects of reduced service, nowhere in the District has the diminution of bus service had as great an effect as in Chevy Chase's ANC 3/4G area (referred to herein as "Chevy Chase").

Chevy Chase's transit history and needs are both specific and complex. Rather than focusing solely on individual bus lines or trips, a systemic look at transit here may help provide a perspective that the typical feedback from the public doesn't provide.

The Bus Transit Working Group of ANC 3/4G's Transportation Committee aims to maintain and expand bus service in Chevy Chase, where bus service is critical to our residents. So far, however, each new proposed plan from WMATA further reduces bus service (in both distance and in time), leaving residents of Chevy Chase with fewer homes being served by Metrobus and no bus service within most of our neighborhood on weekends. The proposed bus network also requires longer bus trips, as well as transfers, for Chevy Chase residents to reach our most common destinations. This makes bus travel an increasingly unattractive option for many in our community. Our particular area has the highest concentration of seniors in the District, with 20% of residents in Wards 3 and 4 being 60 or older, according to recent data from the U.S. Census Bureau. These are folks who depend on buses to go to medical appointments, shopping, and more.

History

75 years

For more than 80 years, bus service to and through Chevy Chase has always been a staple for the community, as it originally was for most of the District. Service on Connecticut Avenue was established at the turn of the previous century as trolley service from downtown to Chevy Chase Lake (later to become bus lines L1 through L9).

Around 1940, an M4 line was establish that provided two routings from Pinehurst Circle, (a) along the current M4 route (Utah and Nebraska Avenues, and (b) along a since-deprecated route – Western Avenue, Broad Branch Road, McKinley Street, 41st Street, to Tenley Circle – originally one of two routings of the M4 line, later renumbered D6, and extended to Sibley Hospital. Also, a new line, D8, which provided a 12-minute ride between Friendship Heights and the Army Distaff Hall, now Knollwood – along Nebraska Avenue, McKinley Street, and Western Avenue. Later in the 1940s, crosstown

service on Military Road and Kennedy Street began as the M2 line, later renumbered as T8. By the mid-1960s, no one in the Chevy Chase, Barnaby Woods, and Hawthorne communities was more than a third of a mile from a bus stop, a goal WMATA should strive for today.

In the District, several lines originating from Chevy Chase Circle ran south on Connecticut Avenue to numerous downtown locations, beginning with the stalwart L2 and L4, which began in 1935 and 1925, respectively. In addition, rush hour service ran from Chevy Chase Circle to L1 (Library of Congress), L5 (Potomac Park), and the most used commuter route, the L3 northbound / L7 southbound (Federal Triangle). Some of these were “express lines” that skipped all stops between N Street and Porter Street.

NW DC / Montgomery County lines

Around that same time, some of the bus lines running across Military Road and Kennedy Street reached into Montgomery County. While the M2 line terminated at Friendship Heights, three other routes continued northward on Wisconsin Avenue: the T6 Takoma to Naval Medical Center and the T8 Ivy City to the National Institutes of Health ((N.I.H. – where the Medical Center Red line station is located now), and the T5 Ivy City to Alta Vista (rush hour).

Along Connecticut Avenue, the L6 and L8 began at Chevy Chase Circle and ran north to Garrett Park and Aspen Hill, respectively, and the L9 ran between Wheaton and Federal Triangle (rush hour).

While the opening of the Red Line to Grosvenor and Shady Grove opened up possibilities for longer trips and obviated some of the need for express bus lines, over the last four decades bus service has dwindled to a small fraction of what it once was. All Metrobus routes that crossed the District Line into Montgomery County were truncated at Friendship Heights, and much service in Montgomery County has since been replaced by Ride On routes.

Sense of community - “bus people”

By the 1960s, a culture of bus riders coalesced. With the same people often riding the bus to or from work, many bus riders looked forward to social time with their “bus people.” That sense of community continued for 50 years. This cultural aspect has largely gone by the wayside as Metrobus service seems to be viewed by WMATA as primarily perfunctory.

Current situation

Today, from WMATA's perspective, the primary purpose of buses appears to be to help riders get to a Metrorail line as directly as possible – though not necessarily to the closest or most optimal station for riders. This perspective, however, does not take into account the many people who make trips that involve only buses. While, for longer trips (10 miles or longer), taking a bus to a Metro station, then one or two Metro lines, and then another bus (or two) from the Metro to reach the destination may be reasonable, moving between Metrobus and Metrorail and back to bus makes little sense. While it may be 10 minutes quicker for some trips, it is a great deal easier to step off one bus and step on another.

In the city of San Francisco, roughly the same size as Washington, no residence is more than a quarter-mile from a bus stop. On weekends, Chevy Chase DC residents can be 1.5 miles from the nearest bus stop, and nearly 2.75 miles from the nearest Metrorail stop, rendering transit not at all viable.

"Transit for All" – A note about reliance on cars and bicycle travel

The Mayor has talked about "Transit for All." – and yet, "all" doesn't seem to include lower density neighborhoods. (Note that Chevy Chase isn't likely the lowest density neighborhood, but it is one that has always relied on bus transit.)

If the Mayor wants to reduce reliance on cars, it cannot reduce bus service for elementary, middle school, and high school students in the District, or for office workers who may be traveling to the office on at least some days during the week or are working at home but require transit during the day. The proposed bus changes would also disproportionately affect the large number of seniors living in Chevy Chase, some who have lived in their homes for decades. And yet there has been a continuous reduction of our services over the years, as you can see from the maps.

Bicycle ridership in other cities works best in conjunction with a robust bus network, even more so the farther one gets from rail stations. In cities such as San Francisco, Amsterdam, and Brussels, where bicycling has been a top mode of transportation, a rich bus (and in some cities, tram) network has always been a principal feature of the local transit system.

There's an equity issue here. Because Chevy Chase has the highest concentration of seniors, it behooves providers of transit services to provide services for them. Note that

these aren't necessarily folks that would qualify as disabled, but simply can't walk as far or don't have the stamina for transfers that make their trips 2 to 3 times longer.

PRINCIPLES/FACTORS FOR EVALUATING TRANSIT IN CHEVY CHASE

The nature of needs in one neighborhood can be strikingly different from those in another neighborhood. Part of our aim is to help WMATA understand that rules or formulae – pertaining to ridership levels, spacing of bus stops, and more – cannot simply be applied uniformly across all DC neighborhoods. "More direct" access to Metrorail isn't necessarily always better.

Lower density needs more bus service, not less

In our lower density neighborhood, because of our geography and our population, ridership will be comparably low. The more spread out the houses are, the lower the ridership per mile. High frequency routes can pay for the routes that travel through lower density areas.

Users of Metrobus include many types of professionals

A significant number of professionals, including government workers, law firm associates, non-profit staff, journalists, and many others, use Metrobus to travel to and from work.

Concentration of seniors, particularly those who don't drive or have cars

Chevy Chase has the highest concentration of seniors in DC, some of whom have lived here for 30, 40, 50 years. Despite the visibility of cars in front of well more than half the houses in our neighborhood, many people prefer to ride the bus because it's more efficient and economical, especially given the constraints and costs associated with parking in the District.

Many residents reside 1.5 to 2.75 miles from the nearest Metrorail station. For those who would still have the option to travel by Metrobus, what is currently a 15-minute ride to Friendship Heights could easily turn into a 45-minute ride involving a transfer, and for some seniors, boarding and alighting twice, particularly at Military Road and Nebraska Avenue, which can be precarious.

Spacing of stops: north-south routes vs. east-west routes

Spacing bus stops at least 600 feet apart is not appropriate in all situations, and ought not be applied as a blanket rule. All lines and needs cannot be treated equally.

- On major thoroughfares (mainly north-south routes), where running times are more important for commuters and longer trips, that spacing may be appropriate, as riders are more likely to transfer to or from those lines.
- On crosstown and community lines (mainly east-west routes), it's more important to have access at shorter intervals between stops. As these are more often starting places for trips, it is essential to make it easier to catch the bus.

Removing bus stops in Chevy Chase, nearly all of which would be on one line, seems arbitrary, mainly to satisfy a new rule.

Our Main Street and Friendship Heights, more desired destinations than Tenleytown

Tenleytown is a less useful destination than Friendship Heights for many residents, because of the multitude of medical buildings containing numerous doctors and specialists, radiology labs, and physical and occupational therapy clinics. Further, the independent businesses in Chevy Chase Main Street, the few blocks below Chevy Chase Circle, include a variety of restaurants and retail businesses, as well as Safeway and CVS, plus the community's Civic Core – public library and community center– would suffer because having to take two bus lines to get there would simply take too long. More residents in the area need direct service to the neighborhood's Main Street, Civic Core, and Friendship Heights.

Community bus service

One reason why so many people have chosen Chevy Chase as the place to buy a home and live is the "smaller" feel of the Main Street, with its unique independent stores and a modest-sized but well-used Safeway, plus our only neighborhood grocery store, which has been in business for approximately 100 years. Another is the proximity to the Friendship Heights transit hub, from which buses that go to Bethesda, Glen Echo/Cabin John, Spring Valley, and retailers along Wisconsin Avenue on both sides of the DC/MD Line.

The current Ride On Route 1 through Rollingwood and other neighborhoods on both sides of East-West Highway, as well as Bethesda and Silver Spring, are three examples

where a smaller length bus route travels along secondary and side streets, provides access to above-mentioned shopping, stores, medical offices, and other services. A bus circulating through the streets of Chevy Chase could easily provide access to the Chevy Chase Main Street Area and Friendship Heights. While it may take 20 or 25 minutes to complete its journey, it would meet the current Better Bus goals of providing riders with more frequent and direct service. See the Option 4, under point 4, in the E4 recommendations below.

Building community

Having a rich bus transit network in this ANC, can help to facilitate building community within the ANC and with folks who live east of Rock Creek Park and in other parts of this multicultural city.

Crossing the DC / Montgomery County boundary

As (a) our District residents need to travel north of the DC line, and (b) our neighborhood is not only part of two District wards (3 and 4), it also shares a border with Montgomery County, thus bus service in Montgomery County is a part of our transit scheme. While areas in NE and SE still have routes that cross into Maryland, there seems to be no service whatsoever that crosses the District line in Northwest, west of Rock Creek Park.

IMPACT OF CHANGES to bus routing, frequency, transfer points, and stop placement

General comments - Transit desert; transfer timing coordination

Chevy Chase has no Metrorail stop, rendering it not only a bus “desert” but a “*transit* desert.” With the elimination of E6 service on Broad Branch Road and parts of Western Avenue, and the proposed expansion of the gaping hole if the E4 were to be moved off McKinley Street, during weekdays, there would be a large gap north of Military Road, between Utah and Nebraska Avenues and Connecticut Avenue – and on weekends, the entire neighborhood east of Connecticut Avenue, north of Military Road and Nebraska Avenue would be without any nearby public transit option, far and away, the largest gap in the District. This is unconscionable. (See illustrative maps on pages 14 and 15.)

Also, there’s been no effort to coordinate timings at transfer points between Metrobus lines with differing frequencies, and, even worse, inter-system trips – for example,

transferring between a Metrobus line with a 20-minute frequency and a Ride On line with a 35-minute frequency.

The less frequent the service, the less likely riders will bother. Before the E6 was snuffed out, the frequency was 48 minutes, 24 during peak periods. Having to schedule trips around such sparse frequency becomes next to impossible, and people just don't bother, particularly if it's the first part of a multi-line trip. Try running the E4 every ten minutes as a test, ensuring that the public knows about the change, and see whether the ridership becomes solid and healthy.

E4 - Military Road Crosstown Line

Some residents are opposed to buses making a turn (in either direction) at Connecticut and McKinley (the main intersection of Chevy Chase's Main Street and Civic Core), which would make that intersection more dangerous for pedestrians.

While moving service four blocks to the south might, from WMATA's perspective, be a small change, it will have a significant impact on our community.

Making this change would increase the neighborhood's already expansive transit desert and would require triple (or quadruple) the time for short trips to Friendship Heights. One of the numerous consequences of this would be that students would lose access from the heart of Chevy Chase to the Washington Latin Public Charter School and other charter schools on the east side of the park.

WMATA has stated that "we can't run reliable service on the E4 line". While occasionally buses have to wait at the end of a block where there are parked cars on both sides of the street while another bus passes in the opposite direction, this might account for a 90-second delay; buses have been operating in this manner for 75 years. The well-known unreliability is most often due to incidents and traffic patterns east of Rock Creek Park, on Kennedy Street, and to a lesser extent on Missouri Avenue, and Riggs Road. In fact, the estimated arrival time on westbound stops along McKinley Street can be 10 minutes when the bus is on 14th Street and then shrink by 3 to 5 minutes as the bus approaches the desired McKinley Street stop. Bottom line: The unreliability isn't because the buses run on McKinley Street

With the exception of the rare M4 bus north of Military Road (with no weekend service, less frequent weekday service), making this change to the E4 would also result in all bus lines running close to the perimeter of ANC 3/4G, rather than into the heart of the community.

M4 - Nebraska Avenue Line

The replacements for the M4 means that a trip in the northern and eastern portions of our area would involve a transfer to go anywhere other than Tenleytown. One of the proposed transfer points is at Military and Nebraska, which many decry as unsafe for pedestrians to navigate. Further, a bus trip to Sibley, our nearest hospital, which now takes 18 to 25 minutes from most of Chevy Chase, would then always necessitate a transfer, adding at least 20 minutes to a trip. Add to that the elimination of doubling of frequency during peak periods, and such trips could take even longer.

L2 - Connecticut Avenue Line

While some residents along Connecticut Avenue appreciate the faster downtown access, at least as many say that not being able to cross the Calvert Street Bridge on a single bus trip from further up Connecticut Avenue would be a hardship, and for some, make the trip no longer viable. It can be maddening to ride a bus for three quarters of a mile, only to have to take another bus another three quarters of a mile.

L8 - Connecticut Avenue Maryland Line

In eliminating the L8, there would be no reasonable way to get from the District to Kensington and Wheaton by Metrobus. In the proposed plan it would involve three buses, resulting in a trip from Chevy Chase to Kensington taking more than an hour, that is, if you happen to live close enough to Military Road.

Also, Chevy Chase residents would have no reasonable access to the Purple Line station at Chevy Chase. Such a trip could involve a transfer at Connecticut Avenue and East-West Highway, another intersection unsafe for pedestrians to cross (not to mention one of the longer traffic signal cycles).

E6 - Chevy Chase Line

This line was quietly eliminated during the Covid pandemic. Until spring 2024, the bus stop signs on a section of Western Avenue and along Broad Branch Road noted the discontinuation of the route was temporary. Yet this and other decisions by WMATA and/or DDOT were put in place without a public comment period and a hearing, or indeed any interactions with the public. The change was simply implemented. A global public health emergency is not the time to make permanent or irreversible decisions about public transit. The elimination of this line significantly contributed to the creation/expansion of the transit desert in Chevy Chase.

REQUIREMENTS AND RECOMMENDATIONS

General recommendations

1. Minimize the necessity to travel on more than one Metrobus, or on a bus and a Metrorail ride, for trips within Chevy Chase and between Chevy Chase and Friendship Heights.

2. Restore service that crosses the DC/Montgomery County Line.

Line E4 (C83) - Maintain service on McKinley Street east of Connecticut Avenue via changing in parking or alternative routings; maintain weekday frequencies; maintain weekend service; maintain current bus stops.

1. Maintain current frequencies:
   - Rush hour/school hours - 15 to 18 minutes
   - Midday and evenings - 20 minutes
   - Late night - 30 minutes

This would allow seniors and other residents to travel to Chevy Chase's local business district, to Friendship Heights for medical appointments and to shop at Whole Foods or Amazon Fresh or the upcoming Trader Joe's, and to the nearest Metrorail station, as well as to a major Metrobus hub that provides service into Montgomery County and other parts of the District.

2. Maintain weekend service:
   - 20 minutes

Weekend service on the E4 would continue to provide residents in the heart of Chevy Chase with vital access to Metrorail on Saturdays, Sundays, and holidays, to churchgoers, social events, etc.

3. Maintain all current bus stops on McKinley Street:

In the case of the E4, there are stop signs at every intersection on McKinley Street. Buses have to stop at the stop signs anyway. If, on one trip, a person boards or alights at one stop, and on another trip, someone boards or alights at an adjacent stop, what's the difference? Even on the rare occasion that someone is at every stop along McKinley, that might add 2 or 3 additional minutes to the total trip time.

4. Possible routing options to maintain service on McKinley Street east of Connecticut Avenue:

Two proposed routing changes to this line have been presented by WMATA: Last year, the Visionary Plan proposed eliminating service on McKinley Street altogether. And this year, the Better Bus Plan proposes eliminating service on McKinley Street east of Connecticut Avenue. To our knowledge, no fatalities or other notable incidents have occurred at the intersection of 30th Place and Military Road, which appears to be much of the motivation for avoiding McKinley Street.

The plan's proposed routing along Military Road, rather than McKinley Street, will not save time; the difference might be 1 or 2 minutes, and in rush hour, could be slower if rerouted to Military Road, as traffic tends to back up in some places. It is also a question of providing duplicating service to one or two stops along Connecticut Avenue versus further eliminating service in the heart of Chevy Chase.

- Option 1 - Maintain current routing, relocating the traffic signal on Military Road from 30th Street to 30th Place. (The preferred option.)

  Parking changes:

  Option A: Eliminate parking for 2.5 blocks on the south side of McKinley, between Broad Branch and Nebraska.

  Option B: Keep parking on both sides, but have no-parking stretches on the south side, one in each block, perhaps with two in the block between 32nd & 33rd.

- Option 2 - Run on 30th Street in one direction, and 30th Place in the other direction. Whichever direction is more difficult for bus operators would run on 30th Street to take advantage of the traffic light. This would require no new traffic lights, and a few parking spaces would be removed on 30th Street to accommodate stops at Legation Street and McKinley Street.

- Option 3 - Run this line on 27th Street/Utah Avenue and Nebraska Avenue to McKinley Street. This has the advantages of requiring no new traffic lights and necessitating minimal removal of parking spaces.

- Option 4 - Establish a new community bus line that circulates through the streets of Chevy Chase and Barnaby Woods, between Friendship Heights and Pinehurst Circle, every 15 minutes throughout the day. This new line would not be restricted to main streets, and would use a shorter-length vehicle that would more easily make turns between side streets. Ride On has been doing this for many years, including its routing of Route 1 through The Hamlet and Rollingwood. WMATA could either operate such a line, or partner with Ride On. (Note: This could be considered a new service, and not necessarily as a replacement for existing or lost service.)

Lines M4/E6 (C85) - Alternate trips between two routings (restoring abandoned E6 service); maintain current weekday frequencies; restore weekend service

1. Alternate trips between two routings:
   - Some trips would follow the current routing along Western, Utah, and Nebraska Avenues, continuing to and beyond Tenleytown.
   - Some trips would follow the original E6 routing, along Western Avenue, Broad Branch Road, McKinley Street, Western Avenue to Friendship Heights.

2. Maintain current frequencies:
   - Rush hour/school hours - 15 minutes
   - Midday and evenings - 30 minutes

3. Restore weekend service:
   - 20 minutes

4. Maintain one-line service from north of Military Road to Sibley Hospital.

As with the E4 in the heart of Chevy Chase, weekend service for the M4 would provide vital bus transit access for Barnaby Woods and Hawthorne residents to other parts of the District and to Metrorail on Saturdays, Sundays, and holidays, to allow Chevy Chase residents to use the bus to attend social and sporting events throughout the District, run weekend errands, shop, and and attend religious services and other activities.

Line L2 (D70) - Alternate between two routings; clarify routing on/under Dupont Circle; install dedicated bus transit lanes on Connecticut Avenue:

1. Alternate trips between two routings
   - Some trips would follow the current L2 routing to Adams Morgan along Calvert Street and Columbia Road.
   - Some trips would follow the proposed routing, the same as the L4 did, staying on Connecticut Avenue to downtown. This is most important during peak travel periods, though it has value at other times as well.

2. Clarify whether trips would go around Dupont Circle or under it.

3. Another suggestion by some residents of Chevy Chase is the installation of dedicated bus lanes on Connecticut Avenue or other major roadways, which would make a trip by Metrobus faster during peak travel times.

Line L8 - Provide service on Connecticut Avenue north of Chevy Chase Circle

This would allow residents of Chevy Chase, including seniors, to travel to Kensington and Wheaton without having to take three buses, or bus/rail/bus trip. Riders would travel to Kensington and Wheaton using one or two buses, and Kaiser Permanente patients would maintain bus access to the Kensington facility. Residents would also have access to shopping at Chevy Chase Lake, and the Chevy Chase Purple Line station.

This could be accomplished by either:

A. Keeping existing service from Friendship Heights to at least Kensington, or

B. Extending some L2 (D70) trips north of Chevy Chase Circle to at least Kensington.

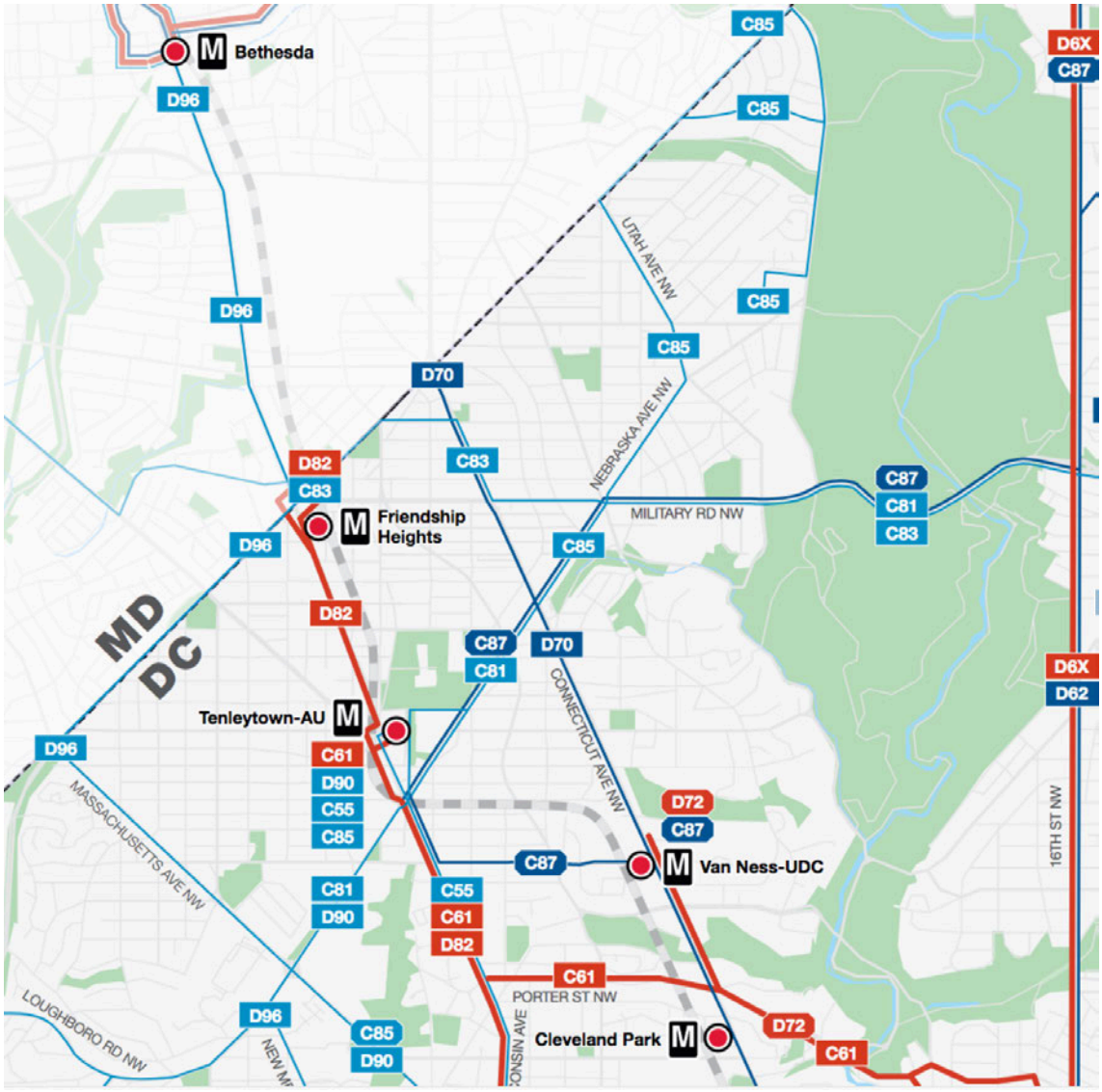
System level - better timings for transfers; shelters with real time displays

In those situations where transfers are necessary:

1. Improve timing for transfers between lines, and between Metrobus and Ride On lines,
2. Provide shelters with real time displays at every transfer point.

BB Plan proposed Weekday Service

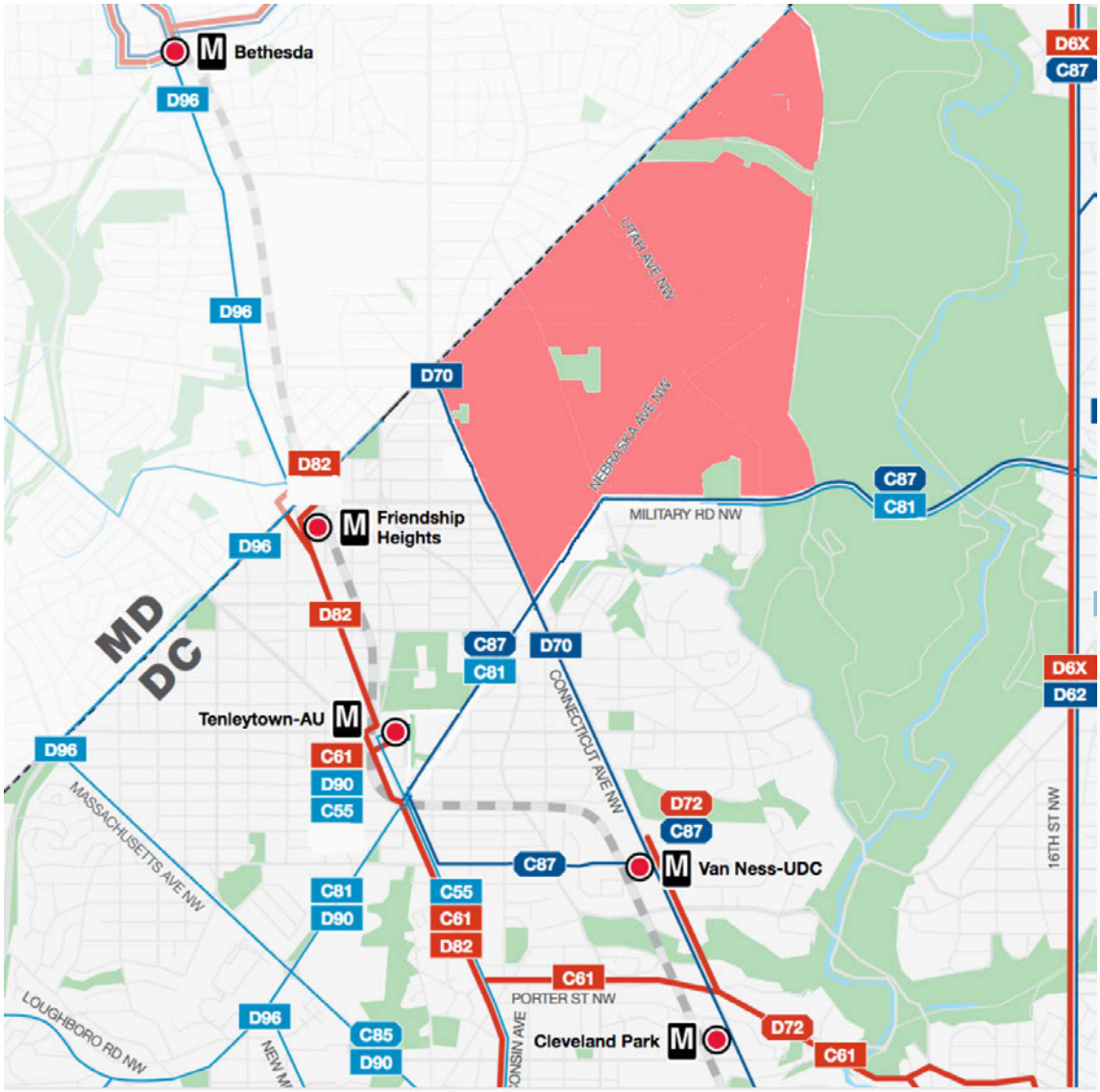
Expanding the bus desert southward



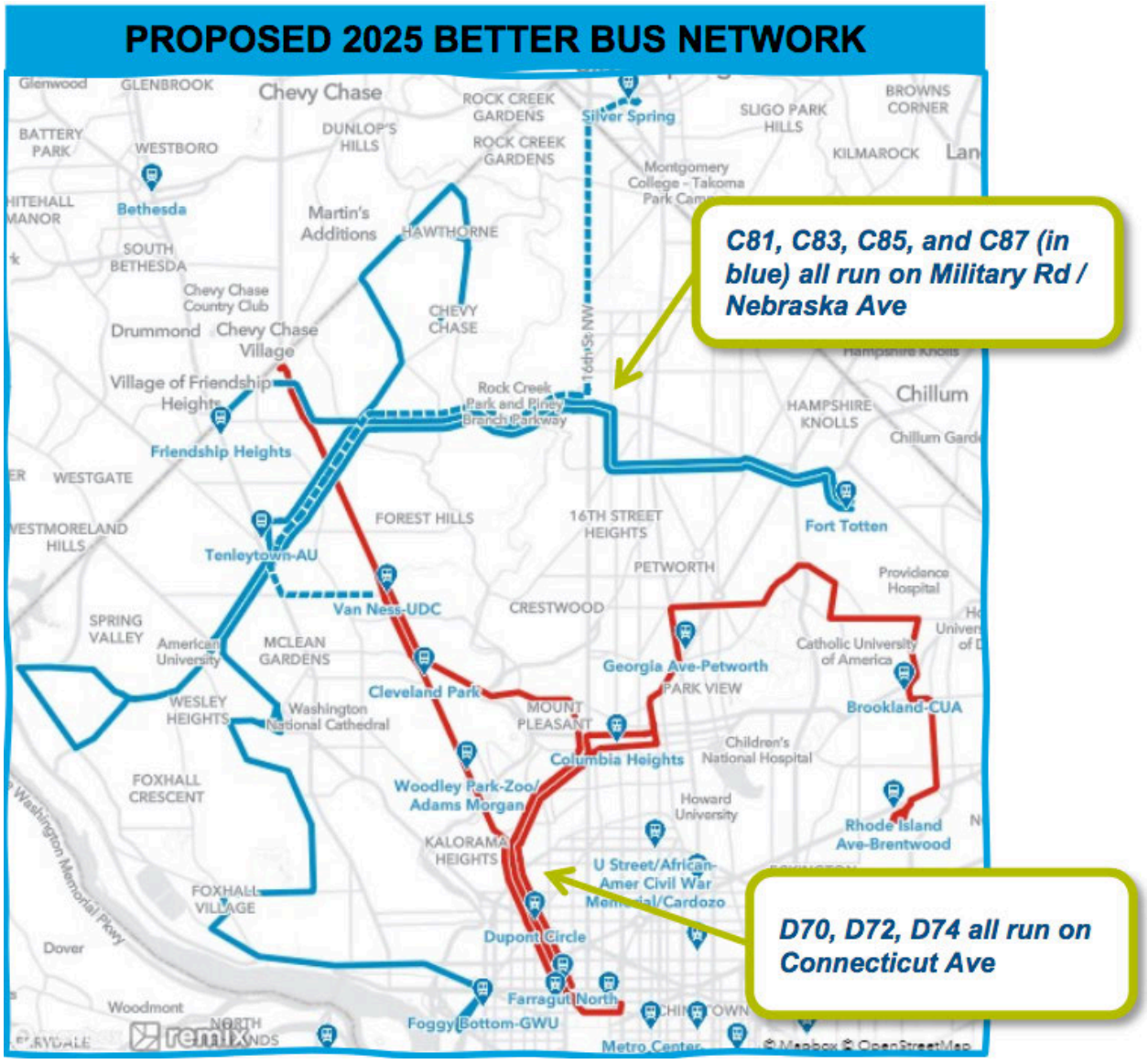
BB Plan proposed Weekend Bus desert

No transit in the heart of Chevy Chase

No direct access to Chevy Chase Main Street, Civic Core, and Friendship Heights



Replacement routes + new bus line numbering



Government of the District of Columbia
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Resolution
WMATA's Proposed 2025 Better Bus Network on Proposed Changes to the E4, M4, L2 Routes and Reinstating the E6 Route
June 24, 2024

BACKGROUND & RATIONALE

1. Metrobus service once crossed the heart of the DC Chevy Chase Community (ANC 3/4G); however, bus service has dwindled over the decades, and it will be further reduced under the proposed 2025 Better Bus Network overhaul.

2. DC Chevy Chase has fewer bus lines, less frequent service, shorter hours, and fewer direct connections than in the past, which is counter to various pledges advanced by the Mayor, including Age-Friendly DC, Move DC, VisionZero, and Sustainable DC 2.0.

3. Once approved, WMATA will begin implementing the new network of bus routes in summer 2025.

4. WMATA is asking for feedback from the public on the proposed 2025 Better Bus Network between May 13, 2024 and no later than 5:00 p.m. on July 15, 2024.

5. WMATA is collecting public comments during this period through virtual or in-person events, public hearings, Discovery Day Pop-Up Events, and on WMATA's Better Bus website.[1] WMATA's Board of Directors will review the public's feedback on the 2025 Better Bus proposal and use it in the decision-making process.

6. WMATA's bus overhaul will further erode bus service for many residents in Wards 3 and 4, and this will cause the greatest hardship for those who live in households with no vehicles available to them, those 60 or older, and those who use Metrorail/bus to get to work, representing 20% or more of our residents in each category.[2]

WMATA's Proposed 2025 Better Bus Changes to the Current E4 and M4

1. WMATA's plan for the E4 and M4 will scale back or eliminate Metrobus transit for many residents of ANC 3/4G, expanding our bus desert even further, in both space and time. In the areas west of Rock Creek Park, ANC 3/4G is the area most adversely affected by the changes proposed in this plan. Most other ANCs in Rock Creek West would see little to no reduction in service.

2. On June 12, 2023, ANC 3/4G's approved a resolution **opposing** the changes in WMATA's Visionary Network proposal to both the M4 and E4 bus routes and demanded the restoration of the E6 route.[3]

3. WMATA's 2025 Better Bus Network overhaul undercuts the goals established by Mayor Bowser in the city's Multimodal Long-Range Transportation Plan, the Bus Priority Plan, and the Sustainable DC 2.0 Plan, which aim to offer **ALL** District residents, families, school children, commuters, remote workers, and seniors convenient, safe, reliable, and nearby bus service.[4]

4.. DC's *Sustainable DC 2.0* plan seeks to increase use of public transit to 50% of all commuter trips in **ALL** wards by 2032.[5]

5. ANC 3/4G has no Metrorail service and is therefore totally dependent on buses for public transit. Our area needs more routes, greater frequencies, and better connections to the region, which are the main goals of the Proposed 2025 Better Bus Network plan.

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[1] WMATA, Better Bus, https://betterbus.wmata.com/ and Share Your Input by an interactive map, taking a survey, providing written comments, uploading a document, or attending a public hearing at https://betterbus.wmata.com/share.

[2] DC Data Analysis & Visualization, OP Demographic Data Hub, District of Columbia Profiles Ward 3 and 4, Key Indicators, OP Demographic Data HUB (dc.gov), from U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates.

[3] ANC 3/4G Resolution Regarding WMATA's Draft Visionary Better Bus Network – Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route, June 12, 2023.

[4] Mayor Muriel Bowser, Age-Friendly DC, Bus Priority Plan, Vision Zero DC, Move DC, and Sustainable DC 2.0 Plan .

[5] Ibid, p. 122.

6. Metrobus service provides critical and needed transit in our community, for our families, students, seniors, commuters, and remote workers who may need bus service outside the traditional rush hours.

7. The city's plan to build affordable housing on the civic core will likely increase the demand for public transit in our neighborhood.

Neighborhood Impact: Permanent Elimination of the E6 Line

1. The E6 was the only direct bus option for the neighborhoods of Barnaby Woods, Hawthorne, and segments of the DC Chevy Chase to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue commercial/civic core, the Friendship Heights commercial core, and the Friendship Heights Metro stop.

2. WMATA suspended and later discontinued the E6 bus route during the Covid-19 health emergency,[6] along with several other lines in Northwest DC, such as D1 (Glover Park-Franklin Square Line), L1 (Connecticut Avenue), H3 (Tenleytown-AU Station to-Brookland-CUA), and the 37 (Wisconsin Avenue Limited), all routes that WMATA sought to eliminate for many years.

3. WMATA extended route M4 to the Knollwood Life Plan Community at 6200 Oregon Avenue NW, thereby partially replacing segments, but not all, of the E6 line, eliminating direct access to Connecticut Avenue and Wisconsin Avenue at Friendship Heights (see discussion of the M4 proposed replacement route below).

Neighborhood Impact: Reduction in Service on Current E4 by Proposed C83

1. The E4 (Military Road-Crosstown Line) presently operates on part of Military Road, on 30th Place, and then along McKinley Street, with stops at the Connecticut Avenue commercial strip across from the CVS and turning onto Western Avenue before terminating at the Friendship Heights Metro station.

2. WMATA proposes eliminating the bus stops on McKinley Street and moving the C83 replacement route to Military Road, further isolating large segments of ANC 3/4G from Metrobus access.

3. Although the proposed adjustments to the E4 route passes through a densely populated area, once it reaches Connecticut Avenue, this segment of ANC 3/4G is already served by the L2 Connecticut Avenue bus line, whereas those living in the northern and eastern parts of ANC 3/4G have little bus service, and WMATA's

[6] In the case of the E6, WMATA canceled the route despite strong community opposition without following the public notice and input process of previous years when it proposed the E6 for elimination—at least four or five times in the past decade.

proposed move would compound this inequity, effectively making bus transit a less viable option for them.

4. Changing the E4/C83 route to Military Road east of Connecticut would require passengers transferring between the E4/C83 and the M4 replacement lines to do so at the dangerous intersection of Nebraska Avenue and Military Road. There are no bus shelters for the lines currently stopping at this intersection. In addition, WMATA has announced no plans to work with DDOT to improve pedestrian safety at this dangerous intersection. It is an accident waiting to happen.

5. WMATA's 2025 Better Bus overhaul would eliminate E4 **weekend** service with the replacement C83 bus route, further isolating some residents in ANC 3/4G from public transit options.

6. The proposed C83 bus line would reduce frequency to only 30-minute service at all times instead of the current and more frequent 15-20 minute headway, making the route less available and useful for riders.

7. WMATA proposes the elimination of stops along McKinley Street. The 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. For example, bus lines on major thoroughfares could be spaced farther apart than east-west crosstown routes that serve neighborhoods. Chevy Chase has an inordinately high proportion of seniors, and so having a bus stop at nearly every corner along the eastern stretch of McKinley makes sense for such a population. It is not clear that eliminating bus stops will reduce travel times significantly on the local bus routes.

<u>Neighborhood Impact: Less Frequent Service on M4 by Proposed C85 and C81</u>

1. WMATA's plan proposes replacing the M4 (Nebraska Avenue Line) with a roughly comparable Line C85 and Line C81.

2. The C85, if it replaces the M4, would be the last bus route to travel through parts of Barnaby Woods and Hawthorne, which is often used by DC Chevy Chase residents for bus transit to/from Deal Middle School and Jackson-Reed High School, and it accommodates many weekday commuters on their way to/from the Tenleytown-AU Metro station.

3. The proposed Route C85 route from Knollwood to Tenleytown Metro Station would run through Chevy Chase neighborhoods less frequently during the week at 30-minute intervals **at all times** (6 am to 10 pm), **eliminating** the more frequent intervals of every 15 minutes that accommodated school children and commuters during rush hour.

4. The proposed C85 would offer a **<u>new</u>** Metrobus connection from Barnaby Woods, Hawthorne, and DC Chevy Chase with a transfer at Tenleytown Metro to the American University, Medstar Georgetown University Hospital, Glover Park, Georgetown, Hardy

Recreation Center, McArthur High School, the West End neighborhood, and Foggy Bottom-GWU, though the hours would be limited to weekday only morning rush and afternoon rush from 6:00 am-10:00 am and 2:00 pm-7:00 pm at 30 minute intervals only.

5. During non-rush hours Metrobus service on C85 would terminate at Tenleytown Metro.

6. The proposed C85 replacement line would run on weekdays only, thus offering no Metrobus service on **weekends** for residents of Hawthorne, Barnaby Woods, and other DC Chevy Chase neighborhoods, resulting in a total bus desert in these neighborhoods from Friday evening to Monday morning.

7. The M4/C85 cannot be viewed as a replacement route for the discontinued E6 because it leaves out Oregon Avenue, Western Avenue, Broad Branch Road, including Lafayette Elementary School, Broad Branch Market, Broad Branch Children's House, McKinley Street, the commercial corridors at Connecticut Avenue and Friendship Heights or the Friendship Heights Metro station.

8. The Better Bus Plan would add a new Line C81, which would be an identical route with the eastern portion of Line C83 (E4), from Fort Totten, until Military Road reaches Nebraska Avenue, where it would turn south (after bypassing the Tenleytown Metro station by staying on Nebraska Avenue) to follow the remainder of the current M4 route to Sibley Hospital.

9. The C81 line would run similar to current frequencies–one trip between 5:30-6:00 am on all days, then every 30 minutes (weekdays) but every 20 minutes (all day and early evenings on weekends), then every 30 minutes from 9 pm to around 12 am, on all days. This would provide weekend service south of Military Road to Tenleytown, American University, and Sibley Hospital. However, the C81 route is too far for a large segment of ANC 3/4G to use as a viable transit option.

10. The proposed Better Bus Plan would have a portion of Nebraska Avenue from Military Road to Tenleytown with two lines running on it (C85 and C81), plus a third line (C87) during rush hours. As in the 2023 Better Bus plan, Military Road and Nebraska would become a place to transfer. This intersection is hazardous for pedestrians and is not a safe place to locate a major bus transfer point.

11. None of the proposed crosstown buses in ANC 3/4G (C85, C81, and C87) would offer direct Metrobus access to the ANC's civic and commercial core at Connecticut Avenue for residents of Hawthorne, Barnaby Woods, and DC Chevy Chase. The C85 also does not offer a direct connection to Foggy Bottom from several of our

neighborhoods though it would allow riders to reach McArthur High School or medical facilities in Georgetown or Foggy Bottom by Metrobus from Tenleytown-AU Metro.

Neighborhood Impact: Current L2 Replaced by Proposed D70, the Last Bus With Weekend Service in DC Chevy Chase

1. WMATA's proposed D70, the replacement line for the current L2 route, would leave the existing bus route mostly unchanged, except it would no longer cross the Calvert Street Bridge to Adams Morgan.

2. The proposed D70 would travel straight down Connecticut Avenue, but it is unclear if the D70 route would go around Dupont Circle or through the Dupont Circle underpass.

3. Some bus riders like the L2/D70 change because it could speed the trip to/from the downtown business district depending on traffic flow for riders to/from Chevy Chase Circle, while others have expressed a preference to transit through Adams Morgan.

4. Existing L2 offers a transfer bus stop to/from the M4 at the intersection of Connecticut Avenue and Nebraska, which the proposed D70 would retain, allowing bus riders to travel to some sections of Chevy Chase DC, Barnaby Woods, and Hawthorne on weekdays only.

5. The proposed D70 would operate at about the same frequency as the existing L2 (30 minutes early morning and late evening, 20 minutes mid-day and mid-evening, and 12-20 minutes in rush hours).

6. The proposed D70 line for the current L2 would be the **only** bus route to offer ANC 3/4G residents with **weekend service**. The neighborhoods of Hawthorne, Barnaby Woods, and most of Chevy Chase DC would lose **ALL** bus transit options on weekends.

The Future of Chevy Chase DC Bus Service

1. The DC government covers most of the cost to operate the current bus lines that serve ANC 3/4G–the E4, L2, and M4 bus routes because they are exclusively within the District. Most residents of ANC 3/4G are tax-payers. They pay for and deserve public transit.

2. To avoid unjust neighborhood bus deserts, local neighborhood bus routes, despite lower ridership numbers compared with other routes that travel on high-density corridors, should be kept in place for the public good.

3. Neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to Red line Metro stops such as Tenleytown and until 2020 Friendship Heights. Routes E4 and M4

should be preserved and the E6 restored, as they are an essential part of the District's multi-modal transportation system.

4. Bus transit is now more important than ever. It is becoming a necessity as the city puts Connecticut Avenue on a "car diet" due to the reduction to two lanes on this major roadway during rush hour.

5. Due to likely rush hour congestion when Connecticut Avenue loses rush hour travel lanes, buses should be given priority over single occupancy vehicles on Connecticut Avenue at peak travel times. Such a move would reduce traffic congestion as drivers opt for bus transit from single occupancy vehicles and dedicated bus priority could help to lessen harmful emissions from cars.

RESOLVED:

BE IT RESOLVED, The ANC views WMATA's proposed "2025 Better Bus Network" plans for the E4, E6 and M4 as a proposal that strays from WMATA's core mission—to provide improved bus service, frequency, and connections to ALL who need it.

BE IT FURTHER RESOLVED, ANC 3/4G opposes the changes to the existing E4 and M4 lines of the bus network overhaul because it would deprive many more residents of ANC 3/4G of needed bus transit options, particularly those residing in Hawthorne, Barnaby Woods, and the northern, central and eastern portions of our ANC.

BE IT FURTHER RESOLVED, ANC 3/4G requests WMATA to alter its proposed Better Bus network overhaul so as to reduce, rather than expand, the inequitable existing bus desert in the northern, central, and eastern portion of our ANC.

BE IT FURTHER RESOLVED, the ANC calls on WMATA to retain the current E4 routing, its current frequency of service, and its weekend service.

BE IT FURTHER RESOLVED, the ANC requests WMATA maintain the current weekday frequency of service offered by the M4.

BE IT FURTHER RESOLVED, the ANC requests WMATA reinstate the E6 route from Knollwood, stopping in front of Lafayette Elementary School on Broad Branch Road, traveling to and through the ANC's civic and commercial core on Connecticut Avenue, terminating at Friendship Heights Metro.

BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of 6 members was present on June 24, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair

Lisa R. Gore

_____

Bruce Sherman, Secretary

_____

Watson M. McLeish
[redacted]

July 15, 2024

Sarah Meyer
Chief Customer Experience and Engagement Officer
Washington Metropolitan Area Transit Authority
300 7th Street S.W.
Washington, D.C. 20024

Re: Proposed Better Bus Network Redesign

Dear Ms. Meyer:

Thank you for the opportunity to comment on Metro's proposed "2025 Better Bus Network" initiative. As a former daily rider of the Wisconsin Avenue Limited Line (Route 37), I now depend exclusively on the Massachusetts Avenue Line (Route N2, N4, N6) for my daily commute to and from work. I was quite perplexed, therefore, to learn that Metro now proposes to effectively eliminate the Massachusetts Avenue Line as part of its 2025 Better Bus Network initiative.

I respectfully urge Metro to reconsider the proposed changes to the Massachusetts Avenue Line, which would be immensely disruptive to the scores of daily commuters who, like I, depend on frequent rush-hour service as a viable alternative to driving. If Metro were to implement the proposed changes to the Massachusetts Avenue Line, I would be forced to abandon public transportation and commute by car instead—unlikely the desired result of this initiative.

Sincerely,

Watson M. McLeish

COUNCIL OF THE DISTRICT OF COLUMBIA
THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, D.C. 20004

CHRISTINA HENDERSON
Councilmember, At-Large
Chairperson, Committee on Health

Committee Member
Hospital and Health Equity
Judiciary and Public Safety
Transportation and the Environment

July 15, 2024

To Whom It May Concern:

I write today to submit comments on the Better Bus Network Redesign proposal and its impact on DC residents. First, let me commend WMATA on one of the overall goals of this project – rerouting lines to maximize coverage and minimize inefficiencies. This exercise is not only a smart cost-savings strategy, but having bus system that truly meets the needs and patterns of riders will also help to boost overall ridership.

I'm pleased to see late-night bus service continued in the proposal, connecting residential areas with neighborhoods with workplaces such as restaurants and hospitals that are open late into the night. I'm also glad to see that the proposed Better Bus network includes new lines and slight changes to existing routes lines that will expand accessibility to key destinations. For example, the extension of the X2 (renamed D22) line beyond Foggy Bottom to connect Georgetown to the Minnesota Avenue Metro station, and the new C63 line that connects Deanwood Metro station and the Shops at Dakota Crossing, a trip which currently involves three bus transfers and takes over an hour by bus.

Although there are good changes being proposed, I would also like to highlight the following concerns with the current draft of proposed network changes:

Visual Communication

- While thorough, the resources available online to the public do not include a visual comparison of the differences between existing routes and proposed routes. As an At-Large member of the Council of the District of Columbia, I am examining changes citywide, and it has been difficult to holistically review the proposals without placing a map of the proposed routes side by side with a map of existing routes and reviewing each line.

Renaming Lines

- While it is evident that WMATA prefers to rename bus lines, is unclear how residents benefit from line name changes. Renaming bus lines is not an efficiency and is a cost driver. I encourage WMATA to consider seriously if the benefits the agency believes it will accrue outweigh the total cost of changing line names on signs, especially given the agency's long-term financial concerns.
- While the proposed names of some lines change only slightly, other proposed name changes bear no similarity to their current names. For example, the X2 line would

COUNCIL OF THE DISTRICT OF COLUMBIA
THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, D.C. 20004

become the D22. And the D2 line would become the D96. I am not confident that current riders will derive context clues from such dissimilar line names to understand which renamed line to travel.

Real-Life Impact on Communities

Several of my Council colleagues, civic associations, and Advisory Neighborhood Commissions have written comments about the impact of specific route changes on their communities and I hope WMATA gives those comments great weight. While something may look good on your map or based on your numbers, some of the proposed changes could have real consequences for communities. For example:

- The proposal to have an "alternative service" for D32, D33, D34, W45 lines without clearly stating what that means is problematic. Thousands of students access these lines during the school year to commute to Jackson-Reed High School and Deal Middle School on a daily basis.
- ANC3B noted that the redesign eliminates all stops inside the Glover Park neighborhood and the line that does pass through Glover Park runs only on a 20-30 minute frequency. This would significantly reduce the number of bus riders in that part of the city.

I appreciate all of the work that has gone into this proposal thus far. I remained concerned that many residents are still unaware of how proposed route changes will impact their daily commutes, and I'm hopeful WMATA will consider an additional round of feedback before the new design is finalized. Thank you for your consideration of these comments. If you have any inquiries, please do not hesitate to reach out to my Legislative Director, Gabrielle Rogoff, at grogoff@dccouncil.gov.

Sincerely,

Christina Henderson
At-Large Councilmember
Chairperson, Transportation Planning Board

COUNCIL OF THE DISTRICT OF COLUMBIA
THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, DC 20004

Charles Allen
Councilmember, Ward 6
Chairperson
Committee on Transportation and the Environment

Committee Member
Business and Economic Development
Health
The Judiciary & Public Safety

July 15, 2024

General Manager Randy Clarke
Washington Metropolitan Area Transit Authority
300 7th Street, S.W.
Washington, DC 20024

Dear General Manager Clarke:

As I wrote one year ago, for the first time in 50 years, WMATA is proposing a significant and impactful vision for a better bus network that will improve service, reliability, and transit options for the region. WMATA's goal is to better support residents, businesses, and services, and its proposal has the potential to better connect the region, grow ridership, and help meet our shared climate goals.

Thank you for your consideration of my comments submitted last June in response to your first proposed network. WMATA listened to Ward 6 residents' feedback and made several changes that are reflected in this second proposed network. Specifically, you helped maintain important connections for students, families, and workers to get downtown, such as on the D6, and you made changes based on substantial feedback.

As the Ward 6 Councilmember, I am sending this letter to highlight my major concerns with the second proposed network – which we have already had the opportunity to discuss in a meeting with your team – as well as my support for routes that should be preserved. While I recognize that WMATA has limited resources, and this second proposed network is intended to more closely adhere to the reality of your budget, this is a once-in-a-generation opportunity, and the final proposal must be modified to meet the community's needs in several important respects. I am also writing to amplify the feedback of Ward 6 residents, who again submitted comments through my website and joined my second Better Bus Town Hall last month.

74, P6, and proposed D14/D52

This is one of my top priorities for your reconsideration in the final network. The current 74 route is a critical connection serving the Southwest community and especially residents and

businesses located in Buzzard Point. Thank you for noting my concerns in the first proposed network about the lack of service south of P Street, SW. While the new proposed D14 route continues some of the existing 74 route through Southwest and adds an important connection between Southwest/Navy Yard and the Capitol Complex, as well as Union Station, the route is so winding with such long headways that taking the bus will have a large time penalty compared to virtually any other mode of transport.

Additionally, most Southwest residents value the direct connection between their neighborhood and downtown, which this proposal lacks. Southwest is isolated from most forms of transportation – further compounded by the unjustified elimination of the P6 in the second proposed network – and the Buzzard Point neighborhood is quickly growing. This will be the only bus serving the entire neighborhood. It must run efficiently and regularly to desirable destinations.

I would recommend better connecting to existing 74 service, perhaps by maintaining service northbound on 7th to L'Enfant Plaza Metro before moving to the west to connect to Union Station, in addition to streamlining the route south of M Street to avoid lengthy delays and slow service. I also want to note gaps in coverage around L'Enfant Plaza and Jefferson Middle School, in particular, that must be filled, as well as gaps left by the elimination of the P6. This could also be an opportunity to further restore parts of the Circulator coverage through slight modifications to the route, as highlighted by the Capitol Hill BID.

96 and proposed C51 and lack of routes in the eastern side of Capitol Hill

The current proposal to eliminate the 96 leaves an obvious and glaring hole in bus service for all neighbors and businesses around Lincoln Park and large sections of Capitol Hill. I strongly urge WMATA to reevaluate its proposed elimination and restore service plans for this community. This is a high priority for me. The proposed elimination of service on Massachusetts Avenue to points east in favor of a new routing along H and 8th Streets leaves most of Capitol Hill and almost the entire neighborhood around Lincoln Park, all the way to 18th Street, without any bus connections at all. East Capitol Street has no east-west service.

Some potential remedies could be the restoration of bus service on East Capitol Street between First Street and Stadium-Armory, a main artery of the neighborhood with existing bus infrastructure including multiple shelters, or some form of restoration of the original 96 route via Massachusetts Avenue. WMATA must not leave a 10 x 10 block area of the core of the Hill with zero service. Many of my constituents cannot walk – or roll – that far to take the bus, particularly seniors and individuals with disabilities.

D6 and proposed D24/D94

The current D6 route is a pivotal connection for students, families, workers, and essential workers to get downtown. Whether it's the student who needs to get to schools such as BASIS, Duke Ellington, or School Without Walls, the worker commuting downtown to Penn Quarter or

Freedom Plaza, or the essential worker needing to connect to Union Station and points beyond, the D6 is a vital bus line and connection. Thank you for listening to the community's concerns about the first proposed network's failure to serve riders west of 8th Street, NE. This was one of my top priorities, and you heard my feedback.

Under the second proposed network, the existing D6 would still be split into two routes. While there may be benefits to splitting this long east-west route into two distinct routes to increase speed and reliability, I remain concerned about the loss of a single-seat ride for riders needing to reach Georgetown Hospital, Sibley Hospital, and other destinations on the western end of the route. In addition, the eastern end of the route will now originate east of the Anacostia River – an excellent change that will likely positively affect ridership – but one which will need to be closely monitored to ensure seat capacity. The current origination at Stadium-Armory already generates full buses during the morning commute.

B2 and proposed C41

The proposed C41 route now extends from Mount Ranier north to West Hyattsville, making the route far more usable for those heading to or coming from parts of Maryland above NE DC. However, the segment through Ward 6 and Capitol Hill/Carver Langston has been shifted further east away from the important Bladensburg Road and 14/15th Street corridors. This not only worsens the pressing gap in bus service on Capitol Hill in WMATA's second proposed network by moving an already very heavily used north-south route even further away from alternatives, but it also moves bus service off heavily developed corridors and isolates Hill residents.

X8 and proposed C43

The proposed C43 route has the potential to create a new significant and positive north-south connection across Capitol Hill, better connecting neighbors to local businesses on Pennsylvania Avenue, SE, Eastern Market, and Barracks Row. However, the C43 remains a rush hour-only service instead of a route on which people can rely at all hours of the day. This route could help compensate for the Circulator winddown and serve as an important and logical connection for Ward 6 and the neighborhoods it runs through, and as such, it should at least run most hours and arrive more often than every 20 minutes. While the loss of connection to Union Station is also concerning, I hope frequencies on the H/Benning routes will increase sufficiently to compensate for less direct service routing into residential areas.

Proposed D92

I wanted to highlight comments shared with me by Georgetown University with which I agree and would urge you to adopt. WMATA has proposed the D92 route that will cross the District from Georgetown University's main entrance at 37th and O Streets, NW, to Union Station. As the route returns from Union Station back towards Georgetown University, the proposed route travels down E Street, turns right on North Capitol Street, left on Massachusetts Avenue, and

right on New Jersey Avenue. With the proposed growth at Georgetown's Capitol Campus and steady enrollment at Georgetown's Hilltop campus, I would propose a slight modification to the return route leaving Union Station that will further connect the two campuses together for students and the community.

The proposed route change would leave Union Station, travel down E Street (as currently proposed), travel past North Capitol Street, turn right on New Jersey Avenue and continue on its proposed route across the city towards Georgetown's Hilltop campus. Additionally, WMATA might consider increasing the frequency of the proposed route during morning and afternoon rush hours, as well as midday and evening travel.

Other Comments

Urgent Need for Coordination with District Agencies

As WMATA further refines the bus network plans, in addition to cooperation with elected officials and residents, I urge you to continue to engage closely with District agencies—DDOT, in particular. For DDOT, future plans must consider how proposed bus routes will interact with road planning and current and planned infrastructure. For example, as proposed, many lines will run down 8th Street, SE, which DDOT is concurrently evaluating for a bus priority lane. For WMATA to be able to achieve its goals, it needs to align and support DDOT's bus priority work to make sure bus service is fast and convenient for all riders. It is critical that WMATA and DDOT work on the staff-level to coordinate on interrelated decision making.

And there is still not full coverage to replace the gaps in Circulator service throughout the Ward, and I encourage WMATA to engage DDOT with this specific lens in its final planning stages. While I know I have discussed these concerns directly with WMATA leadership, it warrants addressing here again. With the Executive branch's failure to coordinate with WMATA about their elimination of the DC Circulator bus service in a way that could be incorporated into Better Bus planning, the loss of these routes creates significant service gaps for riders, workers, and small businesses. As WMATA reviews feedback, I strongly urge that each route and proposed change be done so with the Mayor's elimination of the Circulator in mind so that the impact (or mitigation of those impacts) is considered in ridership and route planning. The Committee on Transportation and the Environment has set regular reporting requirements for the Department of Transportation and will exercise strong oversight to ensure that DDOT is coordinating and working with WMATA on possible route modifications to protect these critical service lines.

General Shortening of Routes

I understand the 2025 network was designed around existing constraints of operators and rolling stock in mind; however, it seems that one of the ways WMATA is proposing to improve headways is slightly shortening some routes to increase the density of the number of buses operating on routes. While I highly value and support improving headways and understand the

necessity of doing so to create a more usable bus network, trimming routes at their termini downtown may not be the best option. Many residents use the bus for longer trips, such as from Capitol Hill to Georgetown and points west on the 30-series or from MacArthur Boulevard to the Hill on the D6. Aside from the few true crosstown routes being split, many routes which currently terminate downtown see their lengths in downtown cut short. The X2, one of the highest ridership routes in the network, is seeing its downtown terminus shift from the White House area to Gallery Place, making the route superfluous to a large segment of downtown workers critical to our recovery, as well as losing a convenient transfer to the Blue/Orange/Silver lines. Reducing route lengths and truncating downtown segments makes the bus system less usable for residents who ride the bus as their primary commute or method of transportation and could potentially negate any ridership benefits from improved headways.

* * * * *

While I do see some areas for improvement, the Better Bus Network project is a huge step forward for the region and for District residents. As you know, District residents are more dependent on the Metrobus system than our neighbors in Maryland in Virginia. Expanding and improving bus service is also always a good investment in transit equity, and I applaud WMATA for its efforts on that front.

I appreciate your attention to my comments. I have attached to my letter additional comments I received from Ward 6 residents since the second proposed network was released. Note that these comments are not necessarily reflective of my views, but they do overlap significantly. Please feel free to reach out to my Chief of Staff, Kate Mitchell, with any questions, and thank you for your leadership on this visionary project.

Sincerely,

Councilmember Charles Allen, Ward 6
Chairperson, Committee on Transportation & the Environment
Chair, Metropolitan Washington Council of Governments

Cc: Tracy Hadden Loh, District of Columbia Board Member, WMATA
Valerie Santos, District of Columbia Board Member, WMATA

Ward 6 Residents' Feedback Submissions on Better Bus/Visionary Network Design - Revised Draft Proposal		
First Name	***Feedback***	***Submitted on:***
Becky	I see that D6 is split, D24 and D94 with extensions, although one can still access the hospitals, downtown, etc. I hope there will be bus shelters along the new routing. It is unfortunate that the Circulator service will be eliminated. One wonders if those who made the plans actually have ridden the current bus routes, or has the planning been done mainly on the drawing board with various input.	6/18/2024
Sadie	No more cloth seats! They get dirty and I avoid the bus when I can because of the seats	6/18/2024
Pamela	Keep the 74!!	6/17/2024
Katie	I am very concerned by the removal of the 96 and B2 routes. This removal leaves a “bus desert” between 8th and 17th streets se, and Pennsylvania SE and C St. NE. It removes the connection of Hill East to Union Station and the U street. Please reconsider a route similar to the 96.	6/17/2024
Paul	Losing a route that goes through actual southwest/waterfront and takes people to the major employment corridors is a terrible idea. Either the 74 should stay, or the 52 should leave M St and head down 4th St as well.	6/17/2024
Larissa	Generally happy with the changes. I’ve been trying to convince them for a decade to update the D8 and remove the left turns at 4th and K NE and 6th and H NE which always had conflicts. Combining D8 and D4 is an interesting choice, but doesn’t affect me much. I would like them to come up with a more sensible numbering system. I’m a mathematician and still can’t understand the sense of it. Could they use a letter H, M, or L to denote frequency? And a number to indicate the ward where they originate. And then a 2-digit number to represent the route E.g. D22 (the new X2) could be H017 for the westbound trip and H012 for the eastbound. I agree with that X in a name should continue to mean eXpress. Also I wanted to respond to your previous response to the D6 rerouting and current elimination. I’ve taken it from downtown to pick up kids from camps at RFK, and I think the Orange line was basically equivalent. I tried it both ways for a couple weeks last summer. It would be nice if there weren’t a dead zone around Stadium Armory and RFK. Circumnavigating the Amory and old stadium were annoying, because otherwise the metro was much more efficient. An orange infill station at Benning would have been phenomenally convenient.	6/15/2024
Jason	Elimination of the 96 route is a huge blow to the neighborhood. It should be kept. If they can’t keep it, then the D24 (old D6) should run via East Capitol Street and Massachusetts Ave, rather than via C and D streets. This way people in the Southeast part of the neighborhood still have a bus to Union Station within a reasonable walk, and people to the Northeast can choose between the East Capitol St bus or the high frequency D22 (old X2).	6/15/2024

Micah	The new design is horrible for Capitol Hill and Kingman Park residents living north and east of Lincoln Park and will result in the loss of nearly all frequent bus service through the neighborhood. I'm a car free resident and rely on Metro. It seems that rather than taking the opportunity to make a better bus network, Metro is doubling down on poor decisions of the past like retaining unnecessary turns on routes that result in slow service and low frequency. Ward 6 is among the densest areas of the District, but seems to be losing more service than any other ward. The 96 is being cut completely from the neighborhood, the B2 is being moved 4 to 6 blocks east and retaining its convoluted route (it could run directly down Bladensburg and 14th/15th and still maintain Metrorail connections at Potomac Ave, be less than a quarter mile from Eastern High School, and be a much quicker and more useful route), and the D 24 that replaces the D6 has lower frequency. The c43 replacement for the X8 could be a very convenient route filling a gap in connection across the Hill, but it's being proposed to only run during commute hours on weekdays with no service during the day, in the evening, and on weekends for residents from NE to attend a ballgame, go to restaurants on Barracks Row and Navy Yard, or for SE residents to conveniently access H Street. I'd also like to address the Pennsylvania Avenue bus lanes: why was the decision made to make the available for parking and active as bus lanes for only 1 1/2 hours in each direction? The addition of the lanes has resulted in slower bus service because parked cars are continually occupying the lanes. Bus riders should be prioritized and all parking removed from the lanes. If drives demand parking, then the second driving lane should be removed from service, not the bus lane. If we want to truly promote transit, buses should receive priority over single occupancy cars.	6/15/2024

	I do not like how it splits cross town routes. I do not understand why this city has an allergy to cross town routes. For those of us that actually use the bus system to commute and get around the city, the idea of having to rely on transferring between buses on time is terrifying. Buses are never on time. You can transfer between a bus and a metro line or vice versa but you cannot depend on a commute that involves transfers across buses. Please fight to preserve the 96 and D6 buses. These buses actually allow us to get places and know that while a bus may be late or early, once we are on a bus we are going to get where we need to go. With the new system I could get on a bus, get to my transfer point, and then the bus I needed to get on next to get to work arrived 7 minutes early or is 17 minutes behind and I am late to wherever I am going. More minor concern, but same for Georgetown-Union Station circulator. That is a key way for people in NE and your Ward to be able to easily access Georgetown on an express route. An area that we are at best a decade plus away from having a metro station in. Ward 6 is getting screwed in this plan in the name of "efficiency" by people who have never had to actually try to make transfers. I don't own a car like many of your constituents. I use the system to both get around and commute to work. No one that uses it as often as I do is looking forward to the idea of having to rely on increased transfers nor do we believe the proposed improvements of "efficiencies" will make the system dependable enough to rely on transfers. It will result in more rideshare usage, which means more cars, which means more traffic and less walk in traffic for businesses that desperately need it. Wanted to add one more comment after reviewing the map again. Take a look at the high frequency map. Ward 6 gets completely screwed. The expectation is that riders are going to transfer 3 to 4 times to get where they are going and further that the buses they plan out their transfers on are going to arrive on time and not late or early.There are very few east/west high frequency routes in general, particularly in areas that already lack metro stations. Georgetown and upper NW will be almost impossible to get to. It is heavily focused on getting north to south, downtown, and massive intersecting coverage of SE and near NW. Ward 6 is getting screwed. Capitol Hill is getting screwed. Kingman Park is getting screwed. I expect you as the Transportation Chair to work to fix this.	
Michael		6/14/2024
Naomi	I'm very disappointed that the better bus network eliminates the P6 route. This is the only route on 4th street sw where there are lots of individuals and families who rely on the bus. I use a wheelchair myself and the P6 is essential for accessing my work, doctors, and social activities. I regularly use it to get from my apartment in southwest dc to neighborhoods like gallery place, noma, and navy yard. The better bus network isolates southwest dc from many other areas of the city. Please consider keeping a bus route like the P6 on 4th Street SW.	6/14/2024
Brian	The proposed changes to the D6 line would drastically affect any cross-town travel Ward 6 residents undertake, particularly those that don't live close to a metro line. If the D6 line is changed then WMATA should ensure that a semi-equivalent cross-town option (from at least Hill East or River Terrace to Georgetown or Palisades) replaces it.	6/14/2024

Ali	I'm really concerned that the proposed 2025 Better Bus Network will isolate the Wharf area from other parts of the city. In the proposed network, the 74 bus line, my primary means of commuting to work, no longer exists and there is no bus line connecting the Wharf to downtown/Chinatown. Without the Circulator system, there will also be extremely limited access to points east including Navy Yard, Eastern Market, and Capitol Hill. Right now there doesn't seem to be any line going east that stops on the Wharf, the closest stop would be the Safeway. It seems as though the 52 would remain the only connection to the Wharf, which is not sufficient. The proposed 2025 Better Bus Network also reinforces some blinds spots in the public transportation system, mainly there is no easy access or efficient route from the SW Waterfront/Wharf to NOMA. Lastly, I hope changes to the bus system reinforce the reliability of the system. From time to time buses, in particular this happens with the 74, arrive and leave EARLY from their stops. This is unfair and disruptive. Customers rely on the posted bus schedules for commuting and other travel. The buses should hold at the stops to stay on schedule.	6/13/2024
Christopher	It is not clear from the route map but I write to express concern about the plan for a dedicated bus lane on 8th St SE. The street parking this would displace would have a near-fatal impact on the business on 8th St. Moreover, for those of us who live 1-2 streets east or west of 8th, the influx of illegal parkers that we deal with already would only grow. If higher speed bus movement is desired, move that to 11th St SE which has width and capacity. 8th St SE is a community in itself. This community should not be damaged, perhaps sacrificed, for the purpose of making bus traffic easier. While I am on the topic of street redesign, I would like to add that the alteration of 19th St SE south of East Capitol, apparently to enhance bike traffic safety, has had the unintended consequence of creating stacks of idling cars, trucks and buses on Potomac Av SE in the vicinity of Congressional Cemetery. The narrowing of 19th St SE from the DC Corrections Center to East Capitol St has forced a rush hour backup the entire length of 19th St SE south of East Capitol and spilling onto Potomac Av. The residents on Potomac Av are now treated to idling vehicles sitting for minutes at a time in front of their homes, with concomitant substantial increases in CO, SO2, NOX and particulate exhaust matter. Moreover, making the bike lane cross on Potomac Av cross Potomac Av at the intersection with 19th St to get on the 19th St bike lanes is very dangerous. This is especially true during rush hour when crazed drivers trying to get out of town scarcely stop at that intersection. I'm a biker myself and I appreciate the intent but this arrangement on Potomac Av SE and 19th St SE was not well thought-out for either bikers or drivers.	6/13/2024
Susannah	I was disappointed in the removal of the union station – Georgetown circulator line! Would very much like to see that added as an additional WMATA route. It also looks like bus 3F may not be replaced with an equivalent route, which is another helpful line for ward 6.	6/10/2024

July 5, 2024

I am writing on behalf of the citizens of Glover Park in Ward 3. According to the WMATA's Better Bus plan. The current D2 route would be deleted. This means that there are ZERO buses west of Tunlaw Road, so no bus except the edge of the neighborhood. This is much further away from the center of our neighborhood Stoddert elementary and Benton. Several of these stops are high traffic stops for students, commuters and elderly running errands and going to appointments. This also seems as if will makes more traffic on New Mexico/Tumlaw Ave. where there are new bike lanes and either side of large hills. Workers and students feel very safe at these particular spots (Benton and Stoddert) as they are well lit and more heavily trafficked by neighbors. This offers ease and safety for riders as opposed to heavy traffic areas of Tunlaw and Wisconsin Ave. As you see from the map below, eliminating the D2 leave a gaping hole in our mobility to work, school and points of interest in our city. We have learned that part of the issue with loss of service is that the smaller buses are no longer being made but if memory recalls, the D1 was a large bus that wound its way through Glover Park and on to the Metro.

Our neighbors in the Eaton Elementary area, the largest feeder elementary in the MacArthur system, are not well served either. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind.

Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for MacArthur in our area can enjoy a short, direct trip.

Please take these points into consideration for the final plan. Last, I have added comments from concerned neighbors below the map that shows the gaping hole in service to our citizens.

Lisa McCluskey
Glover Park Citizens' Association

Comments from Glover Park Neighbors on proposed new routes and deletion of D2:

“This neighborhood is already isolated from the public transit network as is, with limited routes and no access to metro trains. I take the D2 bus to get to work. We don't all have cars in this neighborhood. We aren't all rich upper NW homeowners. We do all pay taxes though. You have tried to take away our services before and heard the outcry from concerned residents and kept the routes operating. How can this possibly be on the table again? Please do not cut off an entire neighborhood from access to publicly funded metro services.”

“There should be a consistent route through Glover Park. The current D2 serves many duplex/apartment/townhouse residents further west in the neighborhood who would otherwise have to make a much longer trek under the proposed plan to get to and from work.”

“The D2 is an essential bus for many in a high-density neighborhood not otherwise served by transit. Please keep the current D2 route or ensure another route takes over these stops and connects to transit/downtown.”

“Please please please do not eliminate the D2!! So many of us use it to get to Dupont. There’s no alternative route and this bus is really crucial.”

“Many people in the neighborhood, such as students. seniors, and working professionals rely on the D2 bus route. It is the only bus route that connects people to main areas and is the only direct bus to the metro.”

“The new plan leaves out the inner parts of the neighborhood in an area that already has a deficit of public transportation options. We don't have a train nearby, and so rely on the buses. They need to cover more areas, and to travel with more frequency.”

“We need to keep the D2! Having the bus go through Glover Park, rather than just around the periphery, is critical for serving the neighborhood. And the link to DuPont Circle is critical! The changes would make everyone in the neighborhood walk 20+ minutes, to reach a bus line that only runs every 20 minutes on Mass Ave. That means that commuting to DuPont and adjoining neighborhoods on public transit will now be effectively impossible from Glover Park. Terrible. Apparently some concern has been raised about bus size with the discontinuation of the smaller buses. But standard-size Metrobuses served Glover Park for years in the old D1 line.”

“Taking away the D2 leaves Glover Park with no easily accessible public transportation. Many people I know will need to completely relocate because of this inconvenient plan. The closest metro is Dupont Circle and we will have NO WAY of getting there with the new routes.”

“Eliminating the D2 bus will be devastating to Glover Park. You have already gotten rid of the D1. The D2 now is how many of us get to work, access the rest of the city, and offers an alternative to driving in traffic. There is no metro line anywhere near the area and this is near two universities. Why would you not offer a bus route in an area that does not have any other public transportation.”

“This proposal significantly limits the availability and utility of transit for the entirety of Glover Park and may well cripple the utilization of metrobus by the neighborhood, particularly those who live in the higher density apartment buildings on the western side. WMATA, Cambridge Systematics and Kimley Horn are doing a disservice to the residents living in the District with this proposal, which appears to prioritize theoretical efficiency over practical public utility, which should be the fundamental mission of a transit system. Please reconsider this isolation of an entire neighborhood by reexamining the routing and frequency of service in the Glover Park area.”

Dr Richard Schumaker
[redacted]

15 July 2024
4:30 pm
Greenbelt, MD 20770

This is the update version of the letter I posted on 12 July 2024.

In this letter, I would like to express support for the view of the GB City Council:

> ***Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.***

Let me explain why I believe this

Last night I learned that Metro Bus was changing its routing and planning to run many buses daily down my street—Westway between Ridge and Crescent. I also learned that Metro Bus wanted to close discussion on this issue very soon; in the interest of expressing my disapproval and dismay at this choice, I am writing this short letter.

1. Westway Length. The distance between Crescent and Ridge is about a tenth of a mile; that is, a very short distance. One side of the street is lined with seven houses; the other side opens into a dense housing and parking area. Few of these people have or use garages, meaning already the street is often congested with parked cars.

2. Current conditions. This street already has heavy traffic and is used as a racetrack by many. The yellow public school and community service buses come down this street regularly driving way over the speed legal speed limit.

3. Westway Mishkan Torah Synagogue. This Synagogue is located on 10 Ridge Road, right across the street from Westway. It is the site of many important religious events of many kinds. The go-to parking for these events are my street, Westway between Ridge and Crescent. While the residents of Westway are very supportive of this religious institution, we also have to contend with the traffic and congestion that it causes. For scores of days each year, Westway is packed with the combination of resident traffic, Mishkan Torah traffic, traffic from the University Square Apt farther down on Westway, yellow service buses. The idea that eventually Metro Bus will run its large busses in addition to this chaos on these holidays is daunting.

4. Westway Narrowness. When cars are parked on both sides of the street, there will be little room for a large public bus and cars to pass easily at the same time on Westway. In addition, many residents use Amazon, Giant, UPS, and of course USPS every day. Already

5. Dangerous descent. Near the end of Westway in the direction of the Roosevelt Center, there is descent that forces drivers to speed up and is often used as a "fun zone" by reckless drivers.

6. Recreation Zone. Less than 30 meters from Westway, there is a large recreational and park area used by parents with little kids, senior citizens, and dog owners. Visibility between the pathway to this area and Westway is poor. I often see dangerous encounters between speeding drivers and parents with toddlers as they leave the park area and move onto the crosswalk.

7. On the 1A-G side of Westway, there are two disabled veterans, one visually challenged woman with an infant child, a disabled Parkinson's lady, and two mobility-limited people. The last thing this group of people need is their street being turned into a busy, polluted street with Metro busses vying for position with passenger cars and physically challenged people struggling to cross the street.

Given the present state of traffic on this street (number of parked cars, school busses breaking traffic laws, and the steep incline), I have often requested that two speed-bumps being installed to decrease the dangers on this small street.

I am sure that I speak for the Westway population when I request that Metro Bus and the City of Greenbelt cancel their plans to run busses down this street. I also think it is a good idea to discontinue the use of Westway between Crescent and Ridge for school and community bus service or at least instruct their drivers to stay under the speed limit, avoid revving their engines in a way that spews pollution onto our street.

Over the weekend, I will photograph the traffic dynamics of this street and share them with the appropriate authorities

Sincerely,

Richard Schumaker
University of Maryland Global Campus
City University of New York

Westway. Scenes

1. Within a few meters from Westway and Crescent there is a large park, which attracts families, kids, seniors, and pets. From the park, many walk onto the Westway and are met by joyriding bus drivers, police cars hurrying to their assignments, school buses. This a very dangerous corner. The addition of Metrobus would make it critically dangerous.

2. Here is the walk way from park to Westway. Many especially seniors and adults with babies are not aware that the road is a priori dangerous. Every day I see near accidents and dangerous moments here

3. Cars on both sides of the street. The synagogue is on the far corner and contributes to the congestion. The Metro Busses will come straight across the intersection and increase the danger.

4. Traffic on both sides of the street. Add Amazon delivery trucks, USPS vans, maintenance crews, GHI trucks, electrical line crews, plus Metro busses and you have a recipe for disaster

July 15, 2024

Dear Better Bus Planners:

I would like to voice my concerns about the proposed "Better Bus" changes. I am a senior citizen who lives in Ward 3 with a very convenient bus stop at Rodman St. and Wisconsin Avenue, approximately one block from my residence. I do not own a car and rely on buses for most of my transit needs, primarily shopping and visits to medical providers. Before the pandemic, I visited the Library of Congress to do research. I was able to take one bus without transferring buses or to metrorail or walking significant distances. The last changes you made to bus routes eliminated that option, and although I would like to resume my visits, the thought of the trip is daunting. Currently, it requires transferring to the metrorail, and walking 10 minutes from Capitol South to the Thomas Jefferson Building, a 56 minute trip, or taking two buses and walking 27 minutes for a 60-66 minute trip. I don't find this efficient or convenient. Using your Better Bus trip planning tool only tells me the new route numbers and how long it would take to get to my destination, **not** how many minutes I would have to walk. For this reason, I find the tool unhelpful for the elderly, people with mobility issues, and those of us who are careful where and when we walk alone. The route maps you provided as tools would be much more helpful if they put old routes and individual stops side-by-side so one could better understand the changes.

I do not understand how you evaluate ridership numbers, as you do not seem to be taking fare evasion into consideration. I take the bus quite frequently and I have witnessed approximately half of riders not paying when they enter. Additionally, I don't believe you are taking into consideration new construction of residential and commercial buildings on Wisconsin Avenue as you eliminate routes such as the 31.

Below you will find specific thoughts on the changes proposed.

Route Changes

D82: The new D82 replacing the **33 and 31** will only go as far as McPherson Square instead of going to Federal Triangle near the museums and government buildings necessary for business. Right now, I can take the 33 directly to 12th St in 46 minutes with no transfers or walking. Your new route with bus transfers and walking takes 45 minutes (how much walking required is unknown). The **31** bus went to the Department of State. The elimination of that route makes it more difficult for me to do business with the agency from which I retired and to visit a medical office with a stop right in front of the building on 21st and F Streets.

Consolidation:

Why are you eliminating these stops? If I want to go to Georgetown, these are the stops I use to go to movies (so few theaters left) or to take the 38B to Ballston without transferring to metro, or to go to Adams Morgan, to Tenleytown to catch the metro, or to Rodman's to shop. I think consolidation harms the poor and the elderly.

M St NW and Wisconsin Ave, NW 31, 33, 38B
M St NW and 31st ST NW 31, 33, 38B
Wisconsin Ave NW and P St NW 31, 33
Wisconsin Ave NW and P St NW 32,33, D51
U St NW and 17th NW 90, 96
Van Ness St NW and Wisconsin Ave H2, H4
Fort Dr NW and Tenley Circle H2, H4
Wisconsin Ave NW and Harrison St NW 31, 33 (Rodman's)

Sincerely,
Madelyn E. Spirnak
[redacted]

July 15, 2024

Better Bus Planners:

I'm quite concerned about the "Better Bus" changes. I am a Ward 3 senior citizen who takes buses regularly to go to the Library of Congress, Folger Shakespeare Library and the museums in 7th St NW. area as well as museums on the mall and Smithsonian art classes at the S. Dillon Ripley Center. I also rely on the cross-town buses to get me to doctor appointments.

I live in McLean Gardens on Wisconsin and Porter and have had easy access to downtown and crosstown buses. Your last change made it impossible to go from my home to Capitol Hill without changing buses or using metrorail, which I found infuriating. Now, you're eliminating stops and changing routes in a way that makes the previous, straight forward routes a challenge. In addition to that, you're also replacing Trip Planner, which I use frequently, with a harder to use program that provides less information.

At the same time, you're whining about revenue shortfalls, I see people regularly get on the bus without paying any fare. Buses are used primarily by students, the elderly and the poor. These are groups of people who can ill afford fare increases and cuts in service such as you're proposing. I think that rather than making all these changes to camouflage service cuts and consolidation that harms the elderly, you should consider substantially underwriting the bus and rail service by the government—DC or Federal. It's certainly never going to pay for itself if you continue to allow riders to avoid paying fares.

Katherine Thomas

COUNCIL OF THE DISTRICT OF COLUMBIA
OFFICE OF COUNCILMEMBER BROOKE PINTO
1350 PENNSYLVANIA AVENUE, N.W., SUITE 106
WASHINGTON, D.C. 20004

July 15, 2024

Randy Clarke, General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

Re: Better Bus Network

To General Manager Clarke:

I write to you regarding the Better Bus Network redesign proposal to request that the new network **1) absorb the existing Circulator routes—namely the Dupont–Georgetown–Rosslyn, Georgetown–Union Station, and Woodley Park–McPherson routes—all of which are planned to be phased out in early 2025,** and **2) extend the proposed routes to better preserve and enhance service upon which residents rely daily**. Robust, reliable public transportation is absolutely critical to our residents' daily lives.

Our residents rely on Metrobus and Circulator routes to get to work, travel to school, and access connection across our city. Resident access to reliable transportation is also vital to a successful Downtown recovery and the District's long-term financial sustainability. To encourage residents and tourists to visit and support our many vibrant neighborhoods, we must make transit in the District easier and more affordable.

I urge WMATA to absorb the Circulator routes into its new routes in the Better Bus Network, particularly the Dupont–Georgetown–Rosslyn route, the Georgetown–Union Station route, and the Woodley Park–McPherson route. In Fiscal Year 2023, the Circulator had an annual ridership of 1.9 million. Moreover, the Dupont–Georgetown–Rosslyn, Georgetown–Union Station, and Woodley Park–McPherson routes made up seventy-five percent of all Circulator ridership, with more than 1 million riders on the Georgetown–Union Station route alone. Particularly for residents who live in areas that do not have access to Metrorail options, such as in Georgetown, the Circulator routes offer the most viable public transit option. The Dupont–Georgetown–Rosslyn Circulator route, for example, is a vital east-west connection to and through Downtown. These three Circulator routes—Dupont, Georgetown, and Woodley Park—provide vital transportation access to the Georgetown neighborhood and to Downtown.

Additionally, in reviewing the proposed Better Bus Network, many routes and stops that serve Ward 2 residents would be negatively impacted. **I urge WMATA to extend the proposed routes to better preserve and enhance service upon which residents rely daily by:**

- Preserving the G2 (renamed D92) stop at 3700 O Street NW;
- Maintaining service to Water Street NW;
- Maintaining frequent service between Downtown and upper Wisconsin Avenue NW;
- Extending the new D72 route to fully maintain the 42 and 43 routes by serving Potomac Park and the Kennedy Center;
- Amending the new D92 route to continue on P Street NW in Georgetown, rather than Q Street NW;

- Increasing the frequency of the new D92 line;
- Enhancing late-night frequency on the Connecticut Ave route to support nightlife workers and patrons;
- Adding a new Dupont–U Street–LeDroit–Howard University route;
- Providing one-seat connections to the Green and Yellow Metro lines from Georgetown; and
- Providing one-seat daytime "Mall Museum and Monument" service.

Collectively, these routes connect our neighborhoods to integral community institutions across DC, including Georgetown University, George Washington University, Howard University, George Washington Hospital and other healthcare facilities, and the Kennedy Center, not to mention countless businesses, community service providers, and homes.

I have heard from many residents who rely on these routes and stops to get to work or school, as well as from businesses whose employees rely on these routes. Many residents and workers will be forced to walk significantly longer distances to reach public transportation, which poses an especially high burden on seniors, riders with young children, and residents with mobility challenges. Residents and workers may be forced to increase reliance on more costly options such as single-use vehicles, taxicabs, and rideshares, which in turn would increase congestion on our roadways and add to the District's carbon footprint.

Noting that the District enhanced its contribution to WMATA by $218 million to close WMATA's funding gap and support WMATA's capacity to improve service and maintenance of public transit options, **I urge WMATA to maintain service along the Circulator routes and preserve existing service on Metrobus routes as noted above.**

Finally, I encourage you to consider the requests and comments submitted by ANC 2A, ANC 2B, and the Georgetown BID. Their comments reflect significant community input, and I believe it is imperative that WMATA consider their statements as it contemplates the new network design.

Thank you for your attention and consideration of this matter. I ask that this letter be included in the public feedback on the proposed 2025 Better Bus Network. I appreciate WMATA's dedication to providing reliable and affordable transportation to all District residents. If you have any questions, please feel free to contact my Legislative Director, Linn Groft, at lgroft@dccouncil.gov.

Sincerely,

Brooke Pinto
Ward 2 Councilmember

Cc:

Chairperson Charles Allen, Committee on Transportation and Environment
Paul Smedberg, Chairperson, WMATA Board of Directors
Ann Chisholm, Government Relations Office – District of Columbia, WMATA
Sharon Kershbaum, Director, District Department of Transportation

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 3A

July 15, 2024

Washington Metropolitan Area Transit Administration
300 7th Street SW
Washington, DC 20024

Sent via web portal

RE: Comments on WMATA Better Bus Redesign for 2025

Dear WMATA Board members and staff:

Thank you for the opportunity to comment on the proposed Better Bus 2025 network. On behalf of all the Commissioners in ANC 3A, I am pleased to submit comments and recommendations from the ANC, and also share additional comments we have received from constituents. Some of them may repeat comments the individuals have also submitted to WMATA during the public comment period, but we are putting them together to give you the most comprehensive view of the perspectives of our community in one document.

We appreciate the intensive work by the planners working on the Better Bus initiative to review all the feedback on the Preliminary Draft "Visionary Network" that was issued for public review in April 2023. We are grateful for the attention the planning team paid to comments made in that initial phase of the project, and the attention they have also given to public questions and comments during the past two months since the Revised Visionary Network and the proposed Better Bus 2025 network were posted for public review.

Many changes were made in the proposed network of bus routes and services to adjust to comments and recommendations submitted a year ago. Some of the plans appear to offer benefits to our Commission area, by maintaining or increasing services that are needed and wanted service. Others eliminate service, reduce frequency or otherwise take away origins and destinations that Metrobus is currently serving for residents and workers in our area. Those are presented below.

They include:
- maintaining high frequency Metrobus service on the Wisconsin Avenue but eliminating the current end points at Potomac Park/State Department and Federal Triangle/Archives

- continuing Metrobus service on Massachusetts Avenue to Dupont Circle but changing the end points of that route (current N4) from Farragut Square to Convention Center, and diverting the other half of N service (N2) to New Mexico and Tunlaw Road, combining it with the Glover Park-Dupont Circle route and changing the end point to Virginia Avenue; and as a consequence reducing the frequency of buses on Massachusetts Avenue south of Wisconsin Avenue

- eliminating all-day and weekend service to Cathedral Avenue between New Mexico Avenue and Massachusetts Avenue

Advisory Neighborhood Commissioners (January 1, 2023-December 31, 2024) www.anc3a.org

3A01	3A02	3A03	3A04	3A05
Thaddeus Bradley-Lewis	Judy Havemann	Vacant	Jeremy Del Moral	Ann Lane Mladinov

-eliminating service to bus stops in the interior of Glover park (currently served by D2)

- maintaining cross-town service From Wisconsin Avenue/Tenleytown across Woodley Road to Woodley Park Metro and continuing through Adams Morgan but changing the end point to LeDroit Park/Howard University Hospital instead of the current service to Union Station, Capitol Hill, Stadium Armory, and on to Congress Heights (currently served by the 96).

- maintaining cross-town service on Porter Street from Tenleytown going to Brookland (currently served by H4) but eliminating the H2 which serves Veazey/Van Ness and also Park Road/Mt. Pleasant

- maintaining service on Nebraska Avenue from upper Ward 3 (Knollwood/Barnaby Woods) through Tenleytown to Sibley Hospital (currently M4) but diverting the route to run east on Military Road to Fort Totten

- creating a new weekday rush hour route C85 from Knollwood/Barnaby Woods through Tenleytown, linking to New Mexico Avenue/Tunlaw Road on to Reservoir Road, MacArthur Avenue, and then east to Foggy Bottom, past several middle schools and high schools and two Metrorail stations. This would be the only service to a portion of Cathedral Avenue in ANC 3A, and the only service to Knollwood/Barnaby Woods.

Planning is generally a highly iterative process as additional information and perspectives emerge. We trust that process will continue through your ongoing review of comments and consideration of options for redesigning the region's bus transit network system in the short term and also the longer term refinement of the Visionary Network.

See below for background information on our ANC and Commission area as well as the local public transit services available to residents, workers and visitors to the area, followed by comments on specific details of WMATA's current proposals and then recommendations offered from the ANC.

BACKGROUND

Information on ANC 3A

Advisory Neighborhood Commission 3A represents an area at the center of Ward 3 in the District of Columbia, from Tenley Circle on the north, Nebraska Avenue on the west, Cathedral Avenue and Fulton Street on the south, and the Wisconsin Avenue corridor on the east, stretching just over 1.5 miles from north to south. It is the smallest ANC in Ward 3, with 10,000 - 12,000 residents and 5 Commissioner seats. ANC 3A also has some of the most densely populated blocks in the ward. The population has been growing, with several large new developments on Wisconsin Avenue.

The ANC was created to serve the large numbers of individuals and households living in multi-family buildings, both on the main corridors such as Wisconsin Avenue and Massachusetts Avenue and also on smaller streets such as Tunlaw, Cathedral Avenue, and other locations along Glover Archbold Park. Only a handful of blocks in ANC 3A are made up of single family detached or semi-detached homes and row houses.

Our Commission area is also highly dependent on buses for public transportation, because the large majority of people living within the ANC 3A boundaries are beyond practical walking distance from a Metrorail station. In addition, some of the residential buildings do not have parking for all the units, and

many residents and workers do not choose to use a car; with good public transit, they do not need to use cars to get to and from work or other purposes. Consequently, many residents in ANC 3A do not own or lease a personal motor vehicle.

Residents, workers in the area, students, and visitors need and want effective bus service to get to jobs, school, medical appointments, shopping, leisure activities, and other vital destinations.

Public transportation services

Bus lines on Wisconsin Avenue, Massachusetts Avenue, Nebraska Avenue, Cathedral Avenue, Tunlaw Road, Woodley Road, and Porter Street, serve our neighborhoods and constituents. That includes the current Metrobus routes 31, 33, 96, H2/H4, D2, N2/N4/N6, D2, and M4.

The closest Metro stations for people in ANC 3A are:
- Tenleytown: 0.2-0.4 miles (5 to 10-minute walk) from the 2 blocks of homes behind the firehouse south of Tenley Circle; 0.5 miles (12-minute walk) from City Ridge and Upton Place at 4000 Wisconsin, largest of the new apartment/condominium buildings in ANC 3A
- Cleveland Park: 0.6 miles from Quebec and 35th Street; 1 mile from Cathedral Commons
- Woodley Park-National Zoo: 1.2 miles from Wisconsin and Garfield

At the farthest southwestern corner of ANC 3A, along Cathedral Avenue near Glover Archbold Park has been described as within two blocks of at least 5 bus lines and 1.5 miles to 4 Metro stations.

The closest stops to ANC 3A on current DC Circulator routes are:
- South Glover Park/North Georgetown (35th and Wisconsin Avenue): 0.6 miles from Fulton and Wisconsin.
- Woodley Park (Connecticut Avenue and Calvert Street): 1.3 miles from Garfield and Wisconsin

The area is generally highly walkable, but in several blocks particularly on Cathedral Avenue between New Mexico Avenue and Massachusetts Ave, the topography is quite steep, up to 40% grade on Cathedral Avenue, which is difficult if not impossible for seniors, people with mobility challenges, and anyone traveling with small children, strollers, market baskets, luggage or packages.

Metrobus Routes currently serving ANC 3A and proposed replacements in Better Bus 2025

We have prepared an outline of local Metrobus routes affected by the Better Bus proposals, including the 31 and 33, N2/4/6, D2, 96, and H2/H4, and how service would be changed for people in our area.

31 and 33 (Wisconsin Avenue): D82 Friendship Heights-Franklin Square would not reach the State Department/Potomac Park (served by 31) or Federal Triangle/Archives (currently served by 33).

N2/N4/N6 Friendship Heights to Farragut Square (Massachusetts Avenue): The proposed D96 Bethesda-Potomac Park route would combine the N2/N6 service with the D2. It would not serve the Idaho Avenue/Cathedral Avenue loop. A separate route D90 would run on the current N4 route to Dupont Circle but then would continue on Massachusetts Avenue to Convention Center. There would be only half the current frequency of bus service on Massachusetts Avenue south of Wisconsin Avenue running to Dupont Circle and Farragut Square compared to the N2 and N4 service today. There would be no links on weekends between Spring Valley and New Mexico/Cathedral Avenue

D2 Glover Park-Dupont Circle: The proposed D96 Bethesda-Potomac Park would maintain bus service from Glover Park to Dupont Circle which is very important (and was not included in the April 2023 Preliminary Visionary Network) but eliminates the service to interior Glover Park west of Tunlaw and 37th, including on Benton, 39th, Calvert, 41st, and Edmunds, making a loop around Stoddert Elementary School (which was included in the April 2023 Preliminary Visionary Network Map as part of DC201). Also by starting in Bethesda, the D96 route would be much longer and likely to be crowded by the time morning buses could get to Glover Park. Weekday peak service every 20 minutes would be far less frequent than on the D2 which operates every 10 minutes in weekday peak, even as WMATA's own market assessment shows Glover Park as one of the densest areas in Ward 3, with a high proportion of lower income families, a high proportion of people with disabilities, and the highest transit propensity in the ward.

96 Tenleytown-Capitol Heights/Cardozo: The proposed C55 would maintain service from Tenleytown Metro to Woodley Park Metro via Woodley Road but it would terminate at LeDroit Park/Howard University Hospital and would not get to Union Station, Capitol Hill, Stadium Armory, or Capitol Heights, a key crosstown connection for mid-Ward 3.

H2/H4 Crosstown Line Tenleytown to Brookland via Van Ness/Veazey (H2) or Porter Street (H4): Proposed C61 Tenleytown-Brookland would operate on Porter Street (served by the H4) but would not serve the area 6 blocks north on Van Ness/Veazey and along Reno (served by the H2).

<u>ANC 3A Outreach Efforts on Better Bus 2025 Proposals</u>

ANC 3A and the individual Commissioners have been sharing the new maps and route descriptions issued by WMATA with our constituents and will continue to seek input from members of our community so their comments can be submitted to WMATA within the current public comment period. We cooperated with ANC 3D in its online survey of residents within areas served by the current Metrobus routes D6, D2, N2/N4/N6 and M4. We also prepared and circulated our own survey of residents in our own area, in person and via email, to try to reach people to the north and east, served by the 31, 33, 96, and H2/H4, as well as the D2 and N2/N4/N6 and D2. Responses were shared with the ANC by close to 500 residents on all those lines.

ANC 3A Commissioners also participated in the briefing WMATA held for ANC Commissioners across the District on June 6. WMATA's Virtual Hearings on June 18, the Ward 3 public meeting with WMATA on July 9 that was organized by Councilmember Frumin. We have been working closely with Councilmember Frumin and his staff to analyze the Better Bus Proposal and to share perspectives from our community. We have also encouraged our constituents to make use of the opportunities to share comments directly with WMATA online or by mail and to join in other Better Bus outreach events.

The Commissioners have compiled the public comments we have received through today and are attaching them to this statement.

Because our next public meeting is scheduled to be held on the evening of July 16, we have reviewed the comments, gone through draft points to submit to WMATA on behalf of ANC 3A, and voted to designate me to represent the ANC in filing the statements with WMATA by the deadline of July 15.

RESPONSES TO BETTER BUS 2025 PROPOSALS

Among the improvements the Better Bus team made between the Preliminary Visionary Network Map in April 2023 and the maps issued in May 2024, we are pleased to see:

- The proposed Better Bus 2025 map and the Revised Visionary Network Map maintain bus service on Woodley Road between Tenleytown on Wisconsin Avenue, Woodley Park Metro, and Adams Morgan, and beyond (currently served by Metrobus route 96). In the Preliminary Visionary Network. service in Ward 3 was not included
- The proposed Better Bus 2025 map and the Revised Visionary Network Map include bus service between Glover Park and Dupont Circle via North Georgetown through the day, seven days a week. The Preliminary Visionary Bus did not include a bus connection from any part of Glover Park to Dupont Circle (currently served by the D2 Metrobus route).
- Several of the proposed routes in the Better Bus 2025 map would increase frequency of service on weekends, including on the Massachusetts Avenue line (D90, currently N6) and Glover Park (D96, currently D2).

Those changes are appreciated. Our Cathedral Heights residents often use the 96 crosstown service and can also use the service from North Glover Park at the southern edge of ANC 3A.

The ANC Commissioners, building on comments and suggestions from residents in ANC 3A, have some other comments and recommendations for additional adjustments.

• We are glad to see that the very important bus service on Wisconsin Avenue will continue. It is very important for the entire ward and region that high frequency bus service be maintained on Wisconsin Avenue, leading to downtown destinations.

We are also encouraged that WMATA is envisioning increased service on Wisconsin Avenue with the addition of a new high frequency express route D8X in the longer term future.

• The ANC Commissioners and many residents in ANC 3A as well as workers and visitors are concerned that in the Better Bus 2025 proposal, the **Wisconsin Avenue line would not serve either of the current end points**--Potomac Park/State Department (on the 31 route) and Federal Triangle (on the 33 route)--and instead would terminate at Franklin Square. Because the Revised Visionary Network map does include high frequency service on Wisconsin Avenue to both Potomac Park and Federal Triangle/Archives for the longer term future, we are confident that WMATA also believes continuing to operate Wisconsin Avenue buses Federal Triangle/Archives as well as to Potomac Park is important, and we maintain that is an important objective for the short term as well.

• Two other routes would end at different points downtown: the D96 would end at Potomac Park instead of turning around at Dupont Circle as the D2 currently does and the D90 would end at Convention Center instead of at Farragut Square as the N2/N4.N6 currently do.

• The **frequency of bus service would be reduced** on some of the bus routes heading to downtown locations under the Better Bus 2025 proposal compared to the scheduled frequency the current Metrobus network, especially on weekdays including at peak hours. For example, on the service between Glover Park and Dupont Circle (currently served by the D2) and the service on Massachusetts Avenue between Wisconsin Avenue and Dupont Circle (currently served by the N2 and N4). In both

cases, the proposed "replacement" Metrobus service would run every 20 minutes at weekday peak hours compared to about every 10 minutes on current Metrobus routes serving those locations.

• Several parts of our **area would lose Metrobus service** almost entirely in the Better Bus 2025 proposal, including:
- **Cathedral Avenue** between New Mexico Avenue and Massachusetts Avenue (currently served by the N2/N6 routes)
- all the bus stops in the **interior of Glover Park**, on the western side between the intersection of Tunlaw Road and Benton Street and the terminus at Edmunds Street and 39th Street, which is two blocks from our ANC area.

The D2 reaches about 6 blocks west of Tunlaw Road toward Glover Archbold Park, serving about a 20-block area in western Glover Park, including 9 stops from Tunlaw Road and Benton Street north to 40th Street and Calvert Street at Stoddert Elementary School, west to 41st Street and across Edmunds Street from 41st to 39th Street in the westbound/northbound direction (close to 1/3 of the 28 stops in that direction) and 5 stops in the eastbound/southbound direction (close to ¼ of the 21 stops in that direction.)

Both interior/north and west Glover Park and the portion of Cathedral Avenue from New Mexico to 39th Street are areas with higher population density and higher transit dependency than virtually every other nearby part of the ward, including apartments and condominiums, and row houses in Glover Park, with many seniors, families with young children, a higher proportion of people with disabilities than in the rest of the ward, and lower median household income. Many people live in multi-family buildings in those locations, which also have staff members, home health aides and other essential workers who need to reach those destinations daily, often for early or late shifts. Removing their access to effective daily service would be a significant loss for them in mobility, and access to critical services and trip purposes.

• Other cross-town routes are also very important for our ANC area. The replacement route for the **96 cross-town service** under the Better Bus 2025 proposal (replacement route C55) would end at LeDroit Park instead of continuing cross-town to Union Station and on to Congress Heights as the 96 currently does. The current 96 route offers serves ANC 3A along Wisconsin Avenue from Tenleytown south to Woodley Road and then across to Woodley Park, offering vital transit service from the center of Ward 3 across to Woodley Metro and on to Adams Morgan, the U Street corridor, and along Florida Avenue, reaching Union Station and Capitol Hill. That route is the primary way to cut across the long span between Metrorail lines and avoid the deep "U" formed by the Red Line through downtown, as well as providing options for people who are not within practical walking distance of Metrorail. We recognize that the current 96 is among the longest routes in the District, and WMATA has been working for years to try to divide long routes into shorter segments to improve reliability.* But having a bus to Union Station fills an important gap in the cross-town network and losing that service would also be a serious loss for many workers, students and travelers including those who use Union Station as an intermodal hub for longer trips.

• Some other proposed routes used by people riding to or from ANC 3A would not reach some of the origins and destinations that are most valued by ANC 3A residents in the current network, including the **cross-town H2 bus**. Service would be eliminated along Veazey and Van Ness and Connecticut Avenue on the H2, and points on Park Road and through Mount Pleasant farther east on the H2 line. The proposed replacement route (C61) would consolidate H2 and H4 bus service on the H4 route, with a slight

deviation to get to the Washington Hospital Center, but would leave no service to riders going to and from those key points in the middle of the H2 route. Mount Pleasant is a high density residential and commercial area with businesses, workers and students who need to get back and forth, and it is a 5 to 6-block walk to get to bus stops on the H4. NOTE: Of the 37 bus stops that WMATA proposed to eliminate in Ward 3, 15 (40%) are on the H2 line. That doesn't count the 7 additional bus stops that would be eliminated on the H2 route on the sections outside Ward 3.

• WMATA also has not included any adjustments for prospective elimination of **DC Circulator** service, which the District approved as part of the FY 2025 budget deliberations after the Better Bus 2025 proposal was developed. The proposed Better Bus routes were designed with the assumption that DC Circulator routes would be continued. Circulator service currently runs every 10 minutes throughout the day 7 days a week, for a maximum fare of $1. When WMATA has reduced bus service in Ward 3 in the past, some riders gave shifted to the DC Circulator, Without Circulator service on the 6 current routes, including 2 routes that reach Ward 3, more riders will be seeking service on Metrobus routes. It would seem likely that WNATA would need to adjust its Better Bus proposals to accommodate those changes.

At the June 6 briefing WMATA scheduled for ANC Commissioners, WMATA staff said that they were expecting to have a series of meetings about how to deal with the District's decision to discontinue its operation of DC Circulator service, but there was no indication that those meetings would be open to the public or that any local elected officials would be included. Instead the implication was that WMATA staff would incorporate some adjustments in the revised Better Bus 2025 map and route proposals that are planned to go to the WMATA Board in the fall, for "final approval" over the winter and implementation in the new year, without any further public review or public comment.

* NOTE: As a result of WMATA's decision to cut out long cross-town routes, our area lost the 30N and 30S routes on Wisconsin Avenue, which provided a lifeline between distant quadrants of the District, for access to jobs and maintaining connections between people across the city. Despite intensive efforts from people in our area and in Wards 7 and 8 in 2020 which successfully saved the 30N and 30S in March 2020, and their effective service during the height of the COVID-19 pandemic, the routes were canceled with little fanfare in September 2021. If WMATA doesn't pay attention to the long-time commitments since its founding to maintain that kind of regional and cross-cultural service, then we cannot have much hope to preserve remaining routes in a simi8lar position. Maybe someday the local officials will work out better options for relieving congestion and allowing public buses to get priority as they work their way through busy blocks of our urban core, but in the mean time, we would urge that cross-town service not end at points that are not logical hubs, and get people at least to some important destination points such as Union Station.

RECOMMENDATIONS

I. <u>Maintain key services and frequency to local routes that were proposed to lose all service</u>

A. The frequency of service shown in the Better Bus 2025 proposal would be significantly reduced from the current frequency for people using several key routes serving ANC 3A, including on the Glover Park-Dupont Circle route and the Massachusetts Avenue line.

B. Maintain service to Cathedral Avenue and interior Glover Park

These areas of dense population and high transit dependency, including for seniors, families with young children, and people with disabilities, who would be losing virtually all their bus service, where hills are steep and other bus alternatives That should not happen. Services for those key areas and populations should be maintained with acceptable frequency.

Findings:

- The D96 route is too long to provide acceptable reliability.
- The extension from Friendship Heights to Bethesda Metro adds considerably to the length of the route, and duplicates Metrorail service.
- Riders in Glover Park have filled buses operating every 6-10 minutes in weekday peak hours.
- Combining the high frequency D2 with two medium frequency routes N2 and portions of the M4 and running the consolidated route at only medium frequency suggests either that WMATA anticipates a very heavy loss of ridership and/or extremely crowded buses for the foreseeable future.
- The combination of the N2 and D2 also means that people traveling to or from points on Cathedral Avenue are left without service.
- The proposed option for rerouting the proposed D90 bus route on Massachusetts Avenue would route the bus on Cathedral Avenue from Massachusetts Avenue to the Westchester on Cathedral Avenue (presumably using 39th Street westbound, Idaho Avenue eastbound).

-- Option A (See ANC 3D statement) would not serve the steepest parts of Cathedral Avenue, such as 4100 and 4101 Cathedral, or the large condominium buildings at 4200 Cathedral and The Towers/4201 Cathedral at the corner of New Mexico Avenue, which also would lose direct service to Dupont Circle via Massachusetts Avenue under Better Bus 2025 route proposals:

Distance 4100 Cathedral Avenue to 39th Street: 0.2 miles (6-minute walk)
Idaho Avenue bus stop: 600 feet (>0.1 mile)
Distance 4101 Cathedral Avenue to 39th Street: 0.2 miles
Idaho Avenue bus stop: 500 feet (0.1 mile)
Distance 4200 Cathedral Avenue to 39th Street: 0.4 miles
Idaho Avenue bus stop: 0.3 miles

Dozens of residents throughout the block between Cathedral, Idaho and 39th Street and staff and families from the Annunciation School on 39th Street have protested that having a bus on those two narrow one-way blocks of 39th would create serious safety risks to the students (pre-K to 8th grade) as well as families and staff trying to navigate the street. NOTE: They were expressing concerns about the C85 route proposed to operate every 30 minutes in weekday peak hours from 6 - 10 am and 2 -7 pm. A rerouted D90 would operate at least every 20 minutes every day.)

Option B (see ANC 3D Statement)

-- Rerouting the D96 from New Mexico Avenue onto Cathedral Avenue up the hill to 39th Street and from there right/south on 39th Street, Watson Place and/or Fulton Street on local residential streets would further increase concerns about the narrowness and safety risks on those streets and create difficulties for Metrobus equipment in navigating some of the turns.

-- In addition, the D96 is not the route that residents on Cathedral Avenue would choose to use. It would take longer and much more crowded and circuitous route to get to Dupont Circle, whereas the N2/N6 carry them directly down Massachusetts Avenue to Dupont Circle and Farragut Square. (The proposed routes would not get them to Farragut Square at all.)

Recommendations:

1. Maintain a separate medium to high frequency route serving Massachusetts Avenue, including medium frequency service daily to Cathedral Avenue between New Mexico Avenue and Massachusetts Avenue.
2. Maintain service on the Massachusetts Avenue line to Farragut Square if possible. The end point at Virginia Avenue seems to add additional time, circuity, and reliability issues, but may also e a trade-off for the elimination of Metrobus 31 to Potomac Park. See below.
3. Maintain a separate route serving the points on the D2 from Glover Park-Dupont Circle every day with high frequency at weekday peak hours, including interior bus stops as much as possible as D2 currently serves, working with the local ANCs and the community to develop alternatives.
4. Maintain the eastern end point for the Glover Park-Dupont Circle route as close to Dupont Circle as possible, to allow for faster turnaround and higher frequency service.
5. Maintain the northern/eastern end point for the Massachusetts Avenue line at Friendship Heights. Do not extend Metrobus service from Friendship Heights to Bethesda Metro in the current Better Bus phase, as the D96 was proposed to do.

II. **Adjust truncated routes to reach key destinations**

Several routes in Ward 3 would be replaced with proposed new routes that are redirected to new terminus points, and would not provide direct service to areas that have been important for riders:

- 33 Wisconsin Avenue line that currently goes to Federal Triangle/Archives is proposed to end at Franklin Square
- 31 Wisconsin Avenue line that currently serves Potomac Park/State Department would be eliminated.
- 96 crosstown route from Tenleytown via Woodley Road that currently goes to Union Station, Capitol Hill, Stadium Armory and across the Anacostia River to Congress Heights is proposed to end at LeDroit Park/Howard University Hospital.

A. Maintain service to Federal Triangle/Archives on Wisconsin Avenue line

Because this is the current (and long-time) route and WMATA has also included a recommended service on the Wisconsin Avenue line to Federal Triangle in the Revised Visionary Network (actually two lines, since the added D8X would also reach Federal Triangle/Archives as the terminus), this appears to be the most logical route. It would be unfortunate to lose riders in the short term who want to get to that destination, when that is the planned and hoped-for terminus in the longer term.

The D82 proposed in Better Bus 2025 would terminate at Franklin Square, 5 to 6 blocks north of current terminus of Metrobus route 33. The points on Pennsylvania Avenue NW from 15th Street to 9th Street NW along Freedom Plaza and throughout the Federal Triangle/Archives area are important for multiple purposes and large numbers of current and prospective riders. Destinations include the John A. Wilson Building which is the center of DC government including the Mayor's Office and DC Council; the U.S. Department of Treasury, Commerce, and Justice; National Theatre, Warner Theatre, Woodrow Wilson Center for International Studies, National Archives, Navy Memorial, and a short walk away the National Gallery, the federal and District courthouse complex, and the busy 7th Street shopping and restaurant area.

The 9th Street bus hub and a large number of other connecting routes on Pennsylvania Avenue and nearby streets also mean that many riders from other part of the District and the region can make convenient transfers to the Wisconsin Avenue line at that location, which is significant for maty workers in upper Northwest Washington, students, and visitors.

B. Consider better options to serve Potomac Park/State Department area
A large number of riders on the Wisconsin Avenue line have been using the 31 to get to and from their work places and residences. Previously, there was service on the Massachusetts Avenue line to get to those destinations. Please consider the most efficient options to meet those needs.

C. Maintain cross-town service from Tenleytown via Woodley Road at least to Union Station.
The full cross-town route may be overly difficult because of congestion and reliability problems but running as far as Union Station provides valuable service to key destinations, a better location for transfers if connections are needed, and far better intermodal connections.

III. **Consider options for maintaining service to other areas that would lose service or have lower frequency service**

A. Review alternatives for the M4 and E4 routes, to provide better service to Knollwood/Barnaby Woods and connections to Friendshup Heights, Tenleytown and Sibley Hospital.
B. Review alternatives for maintaining current access and connections on the cross-town route from Tenleytown through Cleveland Park to Mount Pleasant currently provided by the H2.

IV. Review possible adjustments to accommodate loss of DC Circulator services in spring 2025
We would recommend that WMATA come back to local officials and communities with a revised plan for public review, including those adjustments and all responses to the current phase of comments on Better Bus 2025.

We are also concerned about the absence of information on how the DC Circulator routes would be maintained or replaced in the WMATA Better Bus Network Map and 2025 service plans for 2025. Network. WMATA's maps were developed before the District proposed to eliminate/sell the DC Circulator so the maps assume the Circulator service would continue and have not been modified to accommodate that prospective change. These routes matter to several parts of Ward 3 in supplementing Metrobus service. WMATA representatives at the briefing noted that they will have a separate set of meetings within WMATA and with DDOT to work out the situation with the DC Circulator, but those would not be part of the public process. WMATA does not anticipate that any resulting map adjustments would be subject to public review and comment. That should not happen.

This is a huge change that WMATA is proposing, affecting many neighborhoods and thousands of riders in all four quadrants of the District, and merits full analysis and comment by the affected public. We would urge the WMATA Board to come back to the public for comments on a new revised network map incorporating consideration of the DC Circulator as well as feedback received in the current round of Better Bus comments for full public review potentially in the fall, before the Board takes a vote.

Finally, we are concerned that even with all the efforts at outreach, large numbers of bus riders and others who would be affected by the proposals do not yet know about WMATA's Revised Network Map and plans for 2025. Though WMATA has provided multiple options for sharing feedback via the website, virtual hearings and in-person events, and we hope large numbers of people will take those opportunities, not everyone has access to a computer with a large enough screen to view the maps and other materials or effective internet service to connect to the digital information and virtual meetings. Like WMATA, all organizations face a challenge in reaching the broad range of people who care about their services and would like a chance to share their views. That includes many seniors, people with

disabilities, essential workers and others who work long hours including day and night shifts, as well as those who do not have good transportation options to get to in-person meetings.

Bus riders more often have lower household incomes and less access to personal motor vehicles or advanced technology to review and submit comments on things like the getter Bus proposals. We would wish for more extensive outreach to other constituencies who have been missed in WMATA's recent community engagement efforts. We are not aware of any community organizations in our area that have hosted WMATA representatives who could give a presentation to local residents, and the ANCs have also not had the option to have speakers from WMATA participate in a public meeting and present the proposals to our communities and constituents. A very small number of people participated in the virtual hearings, especially compared to annual budget hearings and previous proposals for changes at the neighborhood level when even one individual route was proposed to be adjusted. The dates and options for participating were shared in the emails and on the website for more than a month, which seems like an indication that the communications were not reaching the expected audience or the intended number of stakeholders. The proposals are a lot to take in, and we have tried to do that to inform our own deliberations and to inform our constituents. It was clear to us that much more of that was needed.

The lack of broader participation in the discussions is an unfortunate gap when the proposed restructuring and remaining of all the region's bus routes will mean a dramatic changes for so many people who already use WMATA services or could use them in the future. WMATA must make additional efforts to reach constituents who are not aware of the prospective changes to their bus lines, have not participated in the engagement processes to date, but would be significantly affected.

It is our understanding that the current proposals under Better Bus 2025 could be covered within the 2025 and 2026 budgets, using funds available from the three jurisdictions, and it would also be possible to maintain the existing services through WMATA's current fiscal year, if Better Bus was not adopted.

With the large number of comments on the current proposals, the large number of current and prospective riders who have not been engaged in the discussion, gaps in data available for measuring existing and future trends, and the broad and deep changes that are still occurring in local business and travel patterns, it would seem like a wise and informed course for the WMATA Board to take the additional time needed to review the requests you have already received and undertake at least one more round of community engagement.

Thank you very much for your consideration.

Sincerely,

Ann Lane Mladinov

Ann Lane Mladinov
Commissioner, ANC3A05

Attachment

Comment on Better Bus Proposal
2800 block of 39th Street NW

I am a 70 plus year old woman who uses Metrobuses frequently for all my trips downtown and a number uptown. As much as I can gather from the information, the proposed changes would mean I would have to walk further to catch the bus, take longer to get to my destination and spend a lot more of my day traveling.

Some weeks my use is much more frequent than others but I would say I average between six and eight trips per week. My trip times vary depending on the purpose so I travel through the day, frequently during working hours both am and pm but also evenings.
I use the N2/N4 and 31/33 usually. If going to the mall area or further downtown from Farragut, I connect with the X bus on H street.

I use the buses for medical appointments, physical therapy, and other healthcare and other business trips downtown. I use the buses for museum visits, meetings with friends, errands, and movies both downtown and out Wisconsin.
Even though the current system was changed a while ago requiring me to transfer more and walk more, it still suits most of my trips. I think many of my trips are 20 minutes or less. With the new system they will be much longer.

I have no idea why WMATA wants to take a system that works and uses the major routes that are most useful and move them so far from DCs main commercial corridors. It certainly isn't helpful to me and I can't imagine it will be helpful to most of the riders I'm with on the rides. I would ask to keep the existing system.

Particularly as more major developments have just gone in along Wisconsin Ave and even more people will need to be traveling. Putting us all in cars, cabs or Uber/Lyfts is not a good solution.

There are medical buildings clustered downtown at 18th, at K and M, on 19th as well as out Wisconsin. It would seem that the new routes don’t acknowledge those as important destinations.

Gmail

Gene Colice <gene.colice@gmail.com>

*** New Resident Posting from Cathedral Avenue Cooperative: Due 7/9: ANC 3A Survey: WMATA's Proposed "Better Bus" Services for 2025**

1 message

Cathedral Avenue Cooperative <notify@buildinglink.com>
Reply-To: Cathedral Avenue Cooperative <notify@buildinglink.com>
To: Gene Colice <gene.colice@gmail.com>

Wed, Jul 3, 2024 at 9:38 PM

Due 7/9: ANC 3A Survey: WMATA's Proposed "Better Bus" Services for 2025

Wednesday, 03 July 2024 21:38:00 · Barbara Altman in Topics > General

ANC 3A Survey: WMATA's Proposed "Better Bus" Services for 2025
Please submit your responses to ANC 3A on this survey form by July 9. You can drop off completed forms or send or take them to ANC3A05, 2819 39th Street NW, Washington, DC 20007, or email them to 3A05@anc.dc.gov. For more information call 202-893-9832. We also encourage you to submit comments to WMATA.

1. How often do you use Metrobus? _____
_____

2. When do you ride Metrobus? Please circle all that apply:
How many days a week? 1 2 3 4 5
Weekdays
Saturday
Sunday
Early Morning, Morning Peak, Midday, Afternoon Peak, Evening, Overnight (between 11 pm and 5 am)

3. Which Metrobus routes do you use in our area? Please circle routes you ride regularly or sometimes. Also include where you board and where you get off the bus (intersections or address near the stops you use, if you often go to the same place):
a. 31 or 33 (Wisconsin Avenue line) _____
_____
b. N2 / N4 / N6 (Massachusetts Avenue line) The N2 bus is incredibly convenient for me because we live on Cathedral Ave

c. 96 (Tenleytown-Woodley Rd Crosstown) _____

_____

d. Other Metrobus routes/public transit you use _____

_____

4. Do you usually make a transfer to another bus route or to Metrorail to get to your destination? YES NO

5. What are the main reasons for your trips on Metrobus ~~(Circle all that apply)~~: School, Work, Social Visits, Healthcare appointments, Get to entertainment (concerts, theatre, movies, sports, galleries, eating out), Run errands, ~~Explore DC~~, Other

_____

Using the other information and maps about WMATA's proposed 2025 Metrobus Map (https://betterbus.wmata.com/maps), please consider:

6. How would proposed changes affect the convenience of using Metrobus for trips you want to make?
More convenient
Less convenient MUCH MUCH MUCH LESS CONVENIENT
About the same
Please mention places you'd have a hard time reaching if WMATA adopted the proposed 2025 Bus Network. (Include inconvenient locations you would have to go to board a bus in the proposed plan.)

7. Would WMATA's proposed changes for 2025 affect how often you use local Metrobus service? Please circle:
I would probably take the bus more often
I would probably take the bus less often
I would probably use the bus about as often as now

8. Under WMATA's proposed 2025 Bus Network for local routes and services, would the buses run:
More often than I need
About right
Not often enough

The N2 bus stops just across from my residence which is HUGELY convenient

9. Please share any other comments and recommendations you have on how WMATA's proposed changes in local bus service in its 2025 Network Map could be adjusted to work better for you. Use a separate piece of paper if needed.

ANC 3A Survey: WMATA's Proposed "Better Bus" Services for 2025
Please submit your responses to ANC 3A on this survey form by July 9. You can drop off completed forms or send or take them to ANC3A05, 2819 39th Street NW, Washington, DC 20007, or email them to 3A05@anc.dc.gov. For more information call 202-893-9832. We also encourage you to submit comments to WMATA.

1. How often do you use Metrobus?
At least two times each weekday and at least once each weekend._____
_____

2. When do you ride Metrobus? Please circle all that apply:
How many days a week? 1 2 3 4 **5**
Weekdays **– yes always**
Saturday - yes sometimes
Sunday – yes sometimes
Early Morning, **Morning Peak**, Midday, **Afternoon Peak**, Evening, Overnight (between 11 pm and 5 am) (use every weekday for morning and afternoon rush-hours, often for evening, and sometimes on weekends for mid-day and evenings)

3. Which Metrobus routes do you use in our area? Please circle routes you ride regularly or sometimes. Also include where you board and where you get off the bus (intersections or address near the stops you use, if you often go to the same place):
a. **31 or 33 (Wisconsin Avenue line)**
Board at Wisconsin and Cathedral -going both uptown and downtown. Also very often board at Wisconsin and Albemarle for southbound travel_____
_____
b. **N2 / N4 / N6 (Massachusetts Avenue line)** – USE THESE LINES DAILY - board N2 at 4100 Cathedral Ave EVERY weekday and get off at 4101 Cathedral Ave almost every weekday.
weekday_____
_____

c. 96 (Tenleytown-Woodley Rd Crosstown)

_____

d. Other Metrobus routes/public transit you use

_____

_____

4. Do you usually make a transfer to another bus route or to Metrorail to get to your destination? **YES** – usually transfer to Red line metro rail NO

5. What are the main reasons for your trips on Metrobus (Circle all that apply): School, **Work,** Social Visits, Healthcare appointments, Get to entertainment (concerts, theatre, movies, sports, galleries, eating out), Run errands, Explore DC, Other – **use daily to get to work.**_____

Using the other information and maps about WMATA's proposed 2025 Metrobus Map (https://betterbus.wmata.com/maps), please consider:

6. How would proposed changes affect the convenience of using Metrobus for trips you want to make?

More convenient

Less convenient

About the same

Please mention places you'd have a hard time reaching if WMATA adopted the proposed 2025 Bus Network. (Include inconvenient locations you would have to go to board a bus in the proposed plan.)

The proposed cancellation of the N2 bus on Cathedral avenue would make getting to (and home from) work much less convenient. Without the Cathedral Avenue bus, every work day, I would have to walk up-hill on Cathedral Avenue to Idaho Avenue, then over to Massachusetts Avenue, where the proposed revised Mass. Ave. schedule would likely lead to much more crowded use, and longer, more uncomfortable waits, especially in bad weather (hot, cold, rainy). I am not young, and will find the additional walk, especially in the morning, tiring and straining, especially at the beginning of the work day.

7. Would WMATA's proposed changes for 2025 affect how often you use local Metrobus service? Please circle:
I would probably take the bus more often
I would probably take the bus less often – I would have to consider alternatives, driving to work, Uber, possibly even moving.
I would probably use the bus about as often as now

8. Under WMATA's proposed 2025 Bus Network for local routes and services, would the buses run:
More often than I need
About right
Not often enough – currently, I rely on the frequency of the N2 bus, but know that, in emergencies, I can get to the N4 or the 33 bus, so there are timed options for flexibility. Relying ONLY on a revised Mass. Ave line would not only be more difficult for me to access, but the schedule proposed seems insufficient for morning and afternoon rush-hour crowds, especially if other lines are cancelled and at least twice the number of riders as usual need to find their way to Mass. Ave. I foresee very crowded buses, standing room only, which, again, as an older rider, would make getting to work not only uncomfortable, but unhealthy.

9. Please share any other comments and recommendations you have on how WMATA's proposed changes in local bus service in its 2025 Network Map could be adjusted to work better for you. Use a separate piece of paper if needed. **If the N2, or a similar Cathedral Avenue line between New Mexico Avenue and Dupont Circle (serving Cathedral Avenue with quick access to Dupont Circle and/or Farragut Square) can be preserved AT LEAST for the morning and afternoon rush hours, that would be very much appreciated. Without the N2 line during rush hours, my quality of life will change significantly for the worse. Thank you.**

ANC 3A Survey: WMATA's Proposed "Better Bus" Services for 2025

Please submit your responses to ANC 3A on this survey form by July 9. You can drop off completed forms or send or take them to ANC3A05, 2819 39th Street NW, Washington, DC 20007, or scan and email this page to 3A05@anc.dc.gov

We also encourage you to submit comments to WMATA. See directions at the end of the previous page.

1. How often do you use Metrobus? Several times/week

2. When do you ride Metrobus? Please circle all that apply:

(Weekdays) How many days a week? 1 2 (3) 4 5
(Saturday)
Sunday

Early Morning
Morning Peak
(Midday)
Afternoon Peak
(Evening)
Overnight (between 11 pm and 5 am)

3. Which Metrobus routes do you use in our area? Please circle routes you ride regularly or sometimes. Also include where you board and where you get off the bus (intersections or address near the stops you use, if you often go to the same place):

a. (31 or 33) (Wisconsin Avenue line) Mass. + Wisconsin Get off 15th St + H

b. (N2 / N4 / N6) (Massachusetts Avenue line) Mass + Wisconsin Get off Farragut Sq

c. (96) (Tenleytown-Woodley Rd Crosstown) Woodley + Wisconsin Get off L+ 16th

d. Other Metrobus routes/public transit you use _____

4. Do you usually make a transfer to another bus route or to Metrorail to get to your destination? YES (NO)

5. What are the main reasons for your trips on Metrobus (Circle all that apply):

School
Work
Social visits
(Healthcare appointments)
(Get to entertainment (concerts, theatre, movies, sports, galleries, eating out))
(Run errands)
Explore DC
Other Restaurants

Using the other information and maps about WMATA's proposed 2025 Metrobus Map on the next page, please consider:

6. How would proposed changes affect the convenience of using Metrobus for trips you want to make?

More convenient
(Less convenient)
About the same

Please mention places you'd have a hard time reaching if WMATA adopted the proposed 2025 Bus Network. (Include inconvenient locations you would have to go to board a bus in the proposed plan.)

doctors - Near Farragut Sq many others

7. Would WMATA's proposed changes for 2025 affect how often you use local Metrobus service? Please circle:

I would probably take the bus more often
(I would probably take the bus less often)
I would probably use the bus about as often as now

8. Under WMATA's proposed 2025 Bus Network for local routes and services, would the buses run:

More often than I need
About right
(Not often enough)

9. Please share any other comments and recommendations you have on how WMATA's proposed changes in local bus service in its 2025 Network Map could be adjusted to work better for you. Use a separate piece of paper if needed.

See separate page

. I filled out the Metro survey but feel it did not adequately address my concerns. The survey seems geared to commuters but my husband and I use the bus often during the day and early evening, to go to cultural events, movies, doctors' appointments, regular volunteer activities, grocery stores and many other locations. We do own a car but try to use it very infrequently. From our apartment in the Alban Towers we use the N2, N4, 31 and 33 often. We sometimes use the 96.

My main concerns:

- Frequency – the new D 90 would run much less often. Currently, it is often full by the time it gets to Wisconsin and Massachusetts, so I am very worried about even fitting on the bus if it is so much less frequent. The mix of people who use that bus is impressive: nannies with children, students, workers, older people, others. Especially when it is time to come home, having to wait 30 minutes for a bus, in hot and cold weather, is too much.
- Having to transfer – I would say the majority of people using the bus during non-rush hours find it very difficult to transfer – nannies with strollers, older people with mobility issues. The current buses we use are having their routes severely truncated. I often use the 33 to go to 15th St – now I would have to transfer. I often use the N buses to access doctors near Farragut Sq. Now I would have to transfer. The physical difficulty of getting on and off the bus and the longer wait time for the second bus would make the journey much, much longer and would curtail my activities.

Thank you for supporting us as we try to use public transportation as much as possible.

ANC 3A Survey: WMATA Proposed "Better Bus" Services for 2025

Based on the route profiles, descriptions and maps of the Better Bus routes and frequency that would be provided on the lines serving our area, please provide responses on the following questions.

You can drop off completed forms or send then by mail or email to your local ANC Commissioner.

We also encourage you to submit comments to WMATA using the Better Bus webpage.

1. How often do you use Metrobus? 4 or 5 days / week on average

2. When do you ride Metrobus? Please circle all that apply:
How many days a week? 1 2 3 (4) 5
(Weekdays)
(Saturday)
Sunday
Early Morning, (Morning Peak), (Midday), (Afternoon Peak), Evening, Overnight
(between 11 pm and 5 am)

3. Which Metrobus routes do you use in our area? Please circle routes you ride regularly or sometimes. Also include where you board and where you get off the bus (intersections or address near the stops you use, if you often go to the same place):
a. 31 or 33 (Wisconsin Avenue line)
Garfield

b. N2 / N4 / N6 (Massachusetts Avenue line)
4100 Cathedral

c. 96 (Tenleytown-Woodley Rd Crosstown)

d. Other Metrobus routes/public transit you use
Tower

Red Line, Silver Line

4. Do you usually make a transfer to another bus route or to Metrorail to get to your destination? YES NO — not usually, but sometimes

5. What are the main reasons for your trips on Metrobus (Circle all that apply): School, Work, Social Visits, Healthcare appointments, Get to entertainment (concerts, theatre, movies, sports, galleries, eating out), Run errands, Explore DC, Other _____

Using the other information and maps about WMATA's proposed 2025 Metrobus Map (https://betterbus.wmata.com/maps), please consider:

6. How would proposed changes affect the convenience of using Metrobus for trips you want to make?
More convenient
Less convenient — much less convenient
About the same
Please mention places you'd have a hard time reaching if WMATA adopted the proposed 2025 Bus Network. (Include inconvenient locations you would have to go to board a bus in the proposed plan.) Metrorail

7. Would WMATA's proposed changes for 2025 affect how often you use local Metrobus service? Please circle:
I would probably take the bus more often
I would probably take the bus less often
I would probably use the bus about as often as now

8. Under WMATA's proposed 2025 Bus Network for local routes and services, would the buses run:
More often than I need
About right
Not often enough

9. Please share any other comments and recommendations you have on how WMATA's proposed changes in local bus service in its 2025 Network Map could be adjusted to work better for you. Use a separate piece of paper if needed.

ANC 3A Survey: WMATA Proposed "Better Bus" Services for 2025

1. How often do you use Metrobus?

DAILY

2. When do you ride Metrobus? Please circle all that apply:
How many days a week? 1 2 3 4 5

Weekdays
Saturday
Sunday

Early Morning, Morning Peak, Midday, Afternoon Peak, Evening, Overnight (between 11 pm and 5 am)

3. Which Metrobus routes do you use in our area? Please circle routes you ride regularly or sometimes. Also include where you board and where you get off the bus (intersections or address near the stops you use, if you often go to the same place):

a. 31 or 33 (Wisconsin Avenue line)

USE EITHER DNG FROM GARFIELD TO GWU AND BACK

b. N2 / N4 / N6 (Massachusetts Avenue line)

TO DUPONT AND I ST FOR DRS APPTS.

c. 96 (Tenleytown-Woodley Rd Crosstown)

d. Other Metrobus routes/public transit you use

4. Do you usually make a transfer to another bus route or to Metrorail to get to your destination? YES NO SOMETIMES – DUPONT OR FARRAGUT METRO

5. What are the main reasons for your trips on Metrobus (Circle all that apply):
School, Work, Social Visits, Healthcare appointments, Get to entertainment (concerts, theatre, movies, sports, galleries, eating out), Run errands, Explore DC,
Other _____

Using the other information and maps about WMATA's proposed 2025 Metrobus Map (https://betterbus.wmata.com/maps), please consider:

6. How would proposed changes affect the convenience of using Metrobus for trips you want to make?
More convenient
Less convenient — MUCH LESS CONVENIENT
About the same
Please mention places you'd have a hard time reaching if WMATA adopted the proposed 2025 Bus Network. (Include inconvenient locations you would have to go to board a bus in the proposed plan.) MASS. AVE, NEBRASKA AVE.

7. Would WMATA's proposed changes for 2025 affect how often you use local Metrobus service? Please circle:
I would probably take the bus more often
I would probably take the bus less often — AND WOULD BE ISOLATED SINCE I DON'T DRIVE.
I would probably use the bus about as often as now

8. Under WMATA's proposed 2025 Bus Network for local routes and services, would the buses run:
More often than I need
About right
Not often enough

9. Please share any other comments and recommendations you have on how WMATA's proposed changes in local bus service in its 2025 Network Map could be adjusted to work better for you. Use a separate piece of paper if needed.

VJ Kapur
Advisory Neighborhood Commissioner
Single-Member District 5C07
https://anc5c07.com

July 15, 2024

(submitted via Better Bus portal[1])

Re: WMATA's 2025 Bus Network

To whom it may concern:

I'm writing on behalf of myself and my constituency, and not ANC 5C. I'd like to write briefly on behalf of X in support of comments submitted in greater detail by:

- **Councilmember Parker's Ward 5 Bus Task Force** in its *Recommendations of the Ward 5 Bus Network Redesign Task Force Regarding the Proposed 2025 Bus Network*, and
- **ANC 5B** in its *Resolution Supporting and Calling for Key Adjustments to WMATA's 2025 Proposed Bus Network*.

In particular, I want to emphasize the importance to my community on focusing further bus service improvements on South Dakota Ave NE.

DDOT, in partnership with CM Parker, kicked off a major corridor study along South Dakota Ave NE this past June. This project is likely to contain options to improve bus facilities and build new bus priority infrastructure along the corridor, but the amount of anticipated bus service will directly affect the feasibility of this work.

Some notes on span:

- South Dakota Ave NE runs 3.6 miles from New York Ave NE to Riggs Rd NE
- The study area runs nearly 3 miles from Bladensburg Rd NE to Riggs Rd NE

[1] https://betterbus.wmata.com/share

- The road diet target area runs up to 1.3 miles (depending on concept and budget), with a maximal near-term goal to span north from Bladensburg Rd NE to Taylor St NE

- Today, this 1.3-mile span contains only a quarter-mile of bus service; 900 feet of H6 bus service to the south and 500 feet of E2 service to the north.

This leaves over a mile of the road diet target area with no bus service whatsoever. While the draft network adds new (very exciting and welcome!) service to approximately a third of a mile of this span in the D32 route, it leaves no service for approximately three quarters of a mile from Rhode Island Ave NE to 18th St NE.

The ideal way to bridge this gap is to introduce a single-seat South Dakota Ave NE bus line, comparable to the DC207 line included in the 2023 Visionary Network. Absent this, any introduction of a segment to fill this gap along South Dakota Ave NE from Rhode Island Ave NE to 18th St NE would allow DDOT's design work some capacity to integrate bus considerations as we push for more service in the future.

This is a critical component to building public buy-in for DDOT's vital safety project. As the project is likely to contain new bicycle infrastructure in the residual crosswidth, many consider it an equity imperative that it contain new bus infrastructure as well. I agree emphatically that a greater investment in bus service and infrastructure along this arterial would contribute immensely to building a safer and more sustainable corridor. I implore WMATA to consider this as it apportions its limited resources.

All of this is not to discount the importance of other matters raised in the aforementioned documents. I will also emphasize:

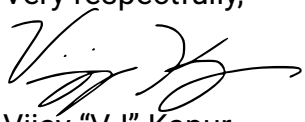
- **We need to maximally improve bus service along Rhode Island Ave NE** as we add nearly a thousand new homes[2] (with likely many more to come)

- **We should improve the C71 bus line with a New York Ave NE segment** that facilitates asylum-seeking families to safely transport their children to Langdon Elementary School, which at any given time serves approximately a hundred children residing in the nearby shelters[3]

[2] https://www.anc-5c.com/wp-content/uploads/2024/05/ANC-5C-Resolution-on-Mitigating-Development-Concerns-Surrounding-Rhode-Island-Ave-NE-and-20th-St-NE.pdf
[3] https://www.anc-5c.com/wp-content/uploads/2023/11/ANC-5C-Resolution-on-Langdon-Elementary-Facilities-Improvement.pdf

I appreciate the hard work that's gone into this proposal so far, and the many improvements it promises. I look forward to seeing these important revisions to our bus network take shape!

Very respectfully,



Vijay "VJ" Kapur

N2/D2 Comments: Residents of ANC3A in ANC3D Better Bus Survey through July 2, 2024
(Unedited AI-generated summary of the detailed comments [May not be accurate])

The comments on the proposed new bus route, particularly regarding changes to the N2 and N6 lines, are overwhelmingly negative. Here's a summary of the key concerns:

•Elimination of service: The new D96 route would eliminate the N2/N6 and D2 routes, leaving entire neighborhoods without any public transportation options.

•Accessibility issues: Many residents, especially elderly and those with mobility disabilities, rely heavily on the current N2/N6 routes. Eliminating these routes would significantly impact their ability to travel.

•Isolation of neighborhoods: The proposed changes would effectively cut off entire neighborhoods from public transportation options, creating "islands" with no access to transit.

•Increased car dependency: Removing these bus routes contradicts the city's goals of reducing car usage and revitalizing downtown areas. Many residents fear they will be forced to drive or not go downtown at all.

• Impact on workers and students: Many people, including service workers and students, depend on these bus routes to commute to work or school. The changes would leave them without viable transportation options.

•Reduced connectivity: The current routes provide direct access to important locations like Dupont Circle, Farragut Square, and various Metro lines. The proposed changes would eliminate these convenient connections.

•Frequency concerns: Some commenters worry that the new routes will have reduced frequency compared to the current service.

•Property value impact: There are concerns that removing public transportation options could negatively affect property values in the affected areas.

•Environmental concerns: Forcing more people to drive goes against efforts to reduce pollution and traffic congestion.

Overall, the comments reflect strong opposition to the proposed changes, with residents emphasizing the vital role the current N2/N6 routes play in their daily lives and the broader community.

Detailed Answers from ANC 3A respondents RE N2/N6

I use the bus to travel for work from Glover Park to the Dept of Interior every day. This new, proposed route would greatly improve my commute, alleviating the need for transfers.

I think the changes to the N2 route are terrible. You're making it really hard for people to get to the bus in the first place and then not making the stops they need. I'm not sure how this is A Better Bus.

Essentially, I'll stop riding the bus on weekdays. I wait on average just 5 min to get a ride to Dupont. The short route means the bus comes reliably without excessive bunching up. The new route is half as frequent on a huge meandering route. Rides will be half as frequent and much more likely to be delayed

Accessibility & safety are not on this survey. the unified route and cancelation of interior access to transportation will require people to walk further to access the bus. this can seem unsafe, particularly at night, for many solo women and elderly travelers.

Do Not change the access for Cathedral Avenue NW riders. They consist of our staff and senior citizens who cannot walk a far distance just to get home

Do not like this option

As a commuter who relies on the N2, this new proposed route seems like it would significantly increase my commute time, which would have a negative impact on my daily schedule.

I loved when the N2 route was created. I live at Massachusetts and Idaho and having a connection to Tenleytown was amazing as well as New Mexico Ave. (I would walk to both). I can't envision the change at the moment for good or bad, but it seemed so seamless with the N2/N4/N6 that it's hard to imagine these changes. I will say that having the N2/N4 meet at Massachusetts and Wisconsin heading to Farragut Square was great because it added more buses on an extremely busy route. During morning and evening rush hour it was often standing room only and people not being able to get on and that was with 2 buses running the same route. I think this change will make the rush hour commute harder for many passengers.

I also wonder how people on Massachusetts to Ward Circle will get to Friendship Heights. Will the bus circle at Ward Circle like before? Hmmmm...What happen to the new bus routes from wesley to macarthur?

The new proposed bus route D96 makes an island of an entire neighborhood that has NO other public transportation options.

Eliminating the N2/N6 bus routes will result in accessibility issues for ALL people, including but not limited to those with mobility disabilities and older adults (which is a significant proportion of the population living in this area).

Eliminating the N2/N6 bus routes defies the goals of the Mayor and the Council to revive downtown and get cars off of the road.

Eliminating the only access we have to downtown will result in people either not going downtown or driving.

This part of the city is already not well served by public transportation, and people are forced to rely on their cars. Yet instead of improving public transportation options, the proposed elimination of theN2/N6 bus routes further isolates this area.

I live at [redacted]. N2/N6 is THE ONLY transportation that we have. The new route will make us walk 0.5 [miles] uphill to the east or 0.4 [miles] to the NW. I am 82 years old. I can't do that.

I bought my apt at The Towers because N2 has a stop in front of the building on Cathedral ave. I am too old to drive and that bus kept me connected. I will not be able to reach any other bus now. PLEASE keep the N2 line

N2 is the only bus that keep us connected via public transportation. If you eliminate it, you will be committing serious damage to the handicap and old population

The new proposed bus route would severely impact my ability to get around as I do not drive.

I am severely opposed to the changes. They are a slap in the face to people who use public transport on a daily basis.

This is a terrible idea. Please do not do this. This area (I live at the intersection of Cathedral Avenue and New Mexico Avenue) has no other public transportation options. NONE

Eliminating the N2/N6 bus route also makes it challenging for people to COME TO this neighborhood, including particularly for work. Many of the hundreds of people who come to work in this neighborhood--particularly as service workers, who are at the low end of the hourly or salary scale--do not have a car and therefore will have absolutely no means of commuting. They rely on the N2 to get to the Westchester (4000 Cathedral Ave.) and the neighboring large apartment buildings. There would also be severe inconvenience, to say the least, for those living in this neighborhood who take the bus to work along Embassy Row and downtown. I would like a paper map with street names on it with accurate times. I have very old ones. I moved to 4000 Cathedral Ave but haven't tested the bus very often.

The proposed changes would effectively leave the Cathedral Avenue corridor (with many condominium residents) with NO access to public transport. The only alternative would be an increase in car traffic, either with personally owned vehicles or ride shares. This is counterproductive to the goal of reducing traffic congestion. I have a car, but many residents and visitors do not. Even with a car, I usually take the bus to go downtown; if the changes go through, I will likely either avoid going downtown or drive. I strongly urge you to reconsider the elimination of these routes.

Returning from Farragut or Dupont in the evening has been difficult even now and with the circuitous route going through Georgetown is very discouraging. If you want downtown to revive this is not going to help.

There are always people waiting for the bus/or dropping off at Cathedral and New Mexico. They vary in ages and reasons for using the bus. It is highly likely that many will have to find different modes of transportation if this is removed/changed. This will be harder for me to go to groceries, stores, and churches. I don't have a car and having a car will be a problem for parking and not good for our planet. This bus route elimination is not helping people, instead we are worsening the planet because it will force to drive a car. We cannot afford to buy a car and we are paying taxes to have this transportation available to commuters.

I am extremely upset. I pay property taxes, and I cannot afford to buy a car. The bus is my only means of transportation to and from work. I need this bus route!!! Without this bus route, I cannot go to work b/c I

cannot afford to buy a car and pay for parking. The property tax is high enough. Please do not change. If I cannot work, I will lose my condo, and my family and I will be homeless!!! This is extremely inconvenient to many people in our neighborhood of thousands of residents

I think many people in our area would be extremely upset if this bus route changed. I think many workers and students rely on this bus to get to work, school and events and this would isolate our community if the stops were taken away as a metro is not close by.

This form is kind of a mess to fill out, sorry, it keeps bouncing me out. So I am also concerned about frequency and a current tendency to skip runs in the N2, 4 and 6. With the N2 and N4 routes no longer being similar, people can't take the other bus if one bus doesn't show up. This looks like a reduction in service—merging 3 routes with the frequency even less than before. I don't object to a relook at routes and like some aspects of the new one but the Cathedral Ave hill is an issue for walkers trying to get to a bus stop that shouldn't be overlooked. Thanks for the survey opportunity.

IF YOU KILL THE N2/N6 RUNS, WE WILL BE STRANDED WITH NO PUBLIC TRANSPORTATION IN OUR NEIGHBORHOOD. WE NEED THOSE TWO BUSES.

The N2/N6 buses running on New Mexico and Cathedral Ave are the only public transportation life-lines we have, as there is no Metro nearby. Older residents can't walk the hills to get places; they will have to drive or be driven. Professionals like myself rely on the N2/N6 for our regular work transportation

Part of the value of the homes in the area is dependent on having public transportation.

People want to take buses to avoid driving in downtown DC as it is already choked with cars.

LEAVE THE N2/N6 BUSES ALONE; THEY ARE THE ONLY PUBLIC TRANSPORTATION WE HAVE. TO TAKE THEM AWAY WILL IMPOSE A GREAT BURDEN ON PEOPLE IN THE NEIGHBORHOOD WHEN IT COMES TO TRANSPORTATION. IT WILL FORCE PEOPLE TO DRIVE, ADDING MORE POLLUTION, AND MANY OLDER RESIDENTS WON'T BE ABLE TO GO ANYWHERE ANYMORE UNLESS THEY CAN FIND A DESIGNATED DRIVER. DO NOT ELIMINATE THE N2/N6 BUSES.

our healthcare aide worker also depends on these routes to get to our apartment to provide homecare aide to my husband in need--as do many others on this route

Please leave the current bus stop and timing. We rely on it for many reasons.

How can you possibly alter this route which is of such importance to my ability to make a living as a single parent? Unconscionable. Please reconsider. Why is it necessary to completely ignore whole sections of the route. How does that serve an area that has no other means of public transportation????? Why are you doing this? Who has asked for this? Who will take the bus from Bethesda to the State Department? Why would many of the people this bus route would serve take this bus when the 33and 31 exist and go to basically the same place but run more frequently? Again, you have tried to kill my bus line every 2 or3 years, and I can only assume wmata keeps doing this because they're waiting for people in my neighborhood to die. There are many students, elderly folks, kids, and embassy employees who may not have cars or be able to drive in this neighborhood, no matter how few people you think ride these routes.

I urge you not to eliminate the bus route that serves Cathedral Avenue & Idaho Ave. NW

Thank you for your consideration. Additional information should be shared about where planned stops are. If the starting stop is in an inconvenient place, it becomes harder to use the buses

We are a senior couple recently relocated to Cathedral Ave from Greenbelt MD. My husband worked with WMATA for 30 years and I for MWCOG as a planner. We made a decision to relocate here mainly for public transit accessibility hopefully this stays the same

Come on city... Your plans would remove public transportation from the Westchester Community. As a senior citizen not having the bus stop at Westchester will drastically impair my mobility. There are so many people like me who depend on bus transportation that is accessible. Please do not go with your plans.

Eliminating N2/N6 will severely impact my access to healthcare. Many residents, including the elderly and physically challenged, students and working people rely on the N2 bus on Cathedral Avenue

I ride the bus most of the time, with some metro train use. The changes impact me greatly, as well as some other changes (96 for example)

The proposed new bus routes eliminate direct service along the length of Cathedral Avenue west of Wisconsin to the Metro Red Line at Dupont Circle, the Blue Line at Farragut West and the many medical and other offices along the Connecticut Avenue corridor which is provided by the current and long-established N2 (weekdays) and N6 (nights and weekends) bus routes. Those buses provide a lifeline connecting the community to work, doctors, grocery stores, pharmacies, and other places people need to visit for essential services and to connect with the overall transit system, are eliminated by the proposed "Better Bus" network. The N2 and N6 buses are also utilized by many American University students who will have to make alternative transportation arrangements whether to attend classes or seek out recreational and cultural opportunities within the District and away from the campus.

Eliminating the current N2/N6 connection to Farragut West will make it unfeasible to use public transit to travel to either Reagan National or Dulles International Airports at a time when the extension of the Silver Line has recently made it possible to access the latter by Metro for the first time. Eliminating this connection to the Blue Line can only encourage stranded area residents to useless environmentally friendly alternative means of transportation (private auto, taxis, car service) to reach destinations serviced by the existing Cathedral Avenue bus routes.

People with disabilities and mobility difficulties will face special challenges as a result of the elimination of the current routes along Cathedral Avenue. The proposed replacement route is located too far away to be a substitute and does not provide (as noted above) comparable service in any event.

At a time when the city is trying to encourage people to leave their cars at home and use public transportation, as well as eliminating many on-street parking spaces to establish protected bike lanes, the elimination of bus service along heavily populated Cathedral Avenue seems ill-advised at best and undercuts the District's efforts to restore downtown to its pre-pandemic vitality.

The N2 route to Friendship Heights from Farragut is already very crowded in the afternoons and evenings and its frequency should not be decreased

Like many of my neighbors, I depend on the N2 bus for easy travel in both directions from the Cathedral Heights area—more often to downtown but also often to Friendship Heights. Removing the current N2 bus route—and removing the N6 route, which would leave us with no local weekend service—would be a hardship.

Your data does not include fare jumpers and students. The data of ridership is flawed. Furthermore Students in the Burleith area are adversely affected by these changes. Older residents will be affected. This route has a direct route to DuPont metro.

Why are you trying to fix something that's not broken. I don't drive and relie heavily on this bus leave it alone please

The N2 bus is of crucial importance to many residents of the Cathedral Avenue area who do not drive and either cannot afford or are not physically able to use other forms of transportation. The loss of this bus will sever an important link from this part of NW DC with downtown---and also make it more difficult for citizens (some of whom are care-givers) from other parts of the city to come to us.

Please do not cut off access to downtown--and to the public transportation that brings residents from other parts of the city to us.

Remove the N2 Cathedral Ave stops will have a negative impact to the surrounding residents, which includes population of elderly that rely on nearby bus stops

Why cut all service to our area? There are many people who rely on it to get to work and many seniors who have no alternative.

While I will still be able to get to DuPont Circle from Tunlaw the frequency is not adequate. I don't own a car

This will negatively impact my ability to get to work.

The changes will make it hard to access downtown without a car.

Frequency of the new route is not enough.

Removing these bus routes affects MANY residents of neighboring apartment buildings on Cathedral Ave and surrounding neighborhoods. We are a CITY and need public transportation, not just bike lanes. Elderly people who don't drive depend on these routes as do many employees of these apartments and businesses. Losing the public transportation option is wasteful, creates more car traffic (many people using buses also own cars, but prefer using the bus for different reasons) and affects our property values. Once again DC is a CITY and public transit is part of a vibrant city. You are affecting elderly residents and people from other parts of the city who need the jobs that they travel to. Please reconsider eliminating these bus routes that will affect people adversely and cause more polluting car traffic. Many high school and university students, working commuters, retirees who have given up their cars, subsidised renters, and people who want to use the bus will have to walk a long distance. Why the Mayor wants to cater to drinkers and provide them bus rides all night is an insult to tax paying residents who need bus service in their neighborhoods for everyday activities-work, school, doctor's appointments, shopping, sightseeing, going out for meals with neighbors, etc. These activities generate income for businesses and keep them in the District. We don't need more bars where people who over indulge cause problems in the neighborhoods.

IM SO HAPPY I LOVE THIS NEW ROUTE ITS SO PERFECT BECAUSE I LIVE ON TUNLAW AND ITS PERFECTAND IT STOPS AT MY JOB

N2/D2 Answers regarding Origins and Destinations not provided for by new Bus Routes

Answers for Residents of ANC3A

Unedited AI-generated summary of the detailed comments provided later in this document [May not be accurate]

Based on the feedback provided, several key origins and destinations are not included in a new bus route, causing concern for many residents. The main areas affected are:

•Cathedral Avenue: Many residents emphasize the importance of stops along Cathedral Avenue, particularly near apartment buildings and condominiums. Specific addresses mentioned include 4000 Cathedral Ave NW, 4100 Cathedral Ave NW, and 4201 Cathedral Ave NW

- New Mexico Avenue: Stops along New Mexico Avenue, especially its intersection with Cathedral Avenue, are frequently cited as crucial for commuters and residents .
- Massachusetts Avenue: Several stops along Massachusetts Avenue, particularly between Idaho Avenue and Dupont Circle, are mentioned as important destinations not included in the new route
- Downtown connections: Many residents express concern about losing direct access to downtown areas, including Farragut Square and Dupont Circle
- Friendship Heights: This area is mentioned as an important destination, particularly for medical appointments
- Tenleytown: Several residents mention Tenleytown, including the metro station and library, as important destinations
- Idaho Avenue: The intersection of Cathedral Avenue and Idaho Avenue is frequently mentioned as a crucial stop
- MacArthur School: There's a specific request for bus service from Wesley Heights to MacArthur School
- Sheridan Circle: This location is mentioned as a destination not included in the new route

The feedback indicates that the removal of these stops and destinations would significantly impact seniors, workers, and students who rely on the current N2 and N6 bus lines for transportation to work, medical appointments, volunteer activities, and other daily needs.

Individual detailed answers

Tenleytown
We need buses to take the students to MacArthur school from wesley heights. [T]his route help a little but is no straight bus from Massachusetts av.
Please do not eliminate N2 line and the stop at New Mexico and Cathedral
Please please please do not remove the current N2/N6 line
N2 is the only public transportation we have. The new lines leave us with no way to go anywhere.
The bus that runs along Cathedral ave
Cathedral and New Mexico avenue

The stop at the Towers is very important to me
Cathedral Ave
N2 and N6 buses must continue to run on Cathedral Ave. A lot of us are seniors and use them to get to and from appointments and volunteer work
Tenleytown, Cathedral Avenue
4201 Cathedral avenue
Don't change anything please
Tenley metro, Friendship metro, Tenley library and food stores, downtown doctor offices
Cathedral Ave
New Mexico Avenue, Cathedral Ave NW
New Mexico and Cathedral
None
Stops at Cathedral Avenue and at New Mexico.
Cathedral Ave and New Mexico ave
Cathedral Avenue & New Mexico Avenue, both ways

The current routes N2 and N6 are a convenient way to get from the many condominiums and apartments on Cathedral Avenue to downtown or Friendship Heights via Wisconsin and Massachusetts Avenue.
You are removing a major bus stop for apartment buildings all along Cathedral Ave from New Mexico to Mass Ave NW

Cathedral and New Mexico
Cathedral, Idaho, Friendship Heights
Cathedral, Massachusetts, Idaho, Friendship Heights, New Mexico
4201 Cathedral
Cathedral Ave and New Mexico Ave
The stops along New Mexico. I rely on that transportation to get to work and around town
The cathedral ave nw/ new mexico, Massachusetts ave nw
I ride the n2 from Cathedral and new Mexico in the morning to go to work
from Cath and NM, to Farragut & DuPont is important to me. Also Friendship, Tenley. walking up very steep hill to Idaho not feasible. Concerned about 3 routes merging in one and less often.
Cathedral/New Mexico Ave Loop is Very Important, Do Not Remove
Cathedral and Idaho Ave
need Cathedral Avenue stop near 4000 Cathedral Ave NW DC 20016
N2 cathedral Avenue and New Mexico
4000 Cathedral Avenue
All.
Cathedral Avenue stops to downtown
Cathedral Ave to Farragut
Cathedral Avenue
The Cathedral and Idaho bus stop, which is my bus stop, as well as the bus stops on 39th street, which

are also close to me. If you do this, you are deleting every bus stop in my neighborhood. The Farragut stop.

Cathedral Avenue & Idaho Ave

Farragut West stop, provides quicker access to orange/blue/silver metro lines

4100 Cathedral Avenue

4000 Cathedral Ave NW

All stops on Mass Ave especially stops between Idaho avenue and DuPont Circle.

4000 Cathedral Ave. NW

N2 on Cathedral Avenue in front of The Westchester

Bus stops at Cathedral and Idaho provide ample access to Tenleytown and Friendship Heights (mostly medical appts). I also need to get to medical appts south of Dupont Circle, which you are eliminating

Cathedral Avenue service

I love on Cathedral Ave and most frequently take the bus to and from Farragut Square for work

Cathedral Avenue and Idaho Avenue (N2)

N2/6 The current routes are vital for people who work - providing access to downtown for those who work there or connect to metro and for the numerous employees who work along the Cathedral/Mass Ave corridor many of who do not have private vehicles.

Cathedral Ave.; Idaho Ave

I can't tell much because I can't see the bus stops or read the street names. They're too small. I'm 83!

Cathedral and New Mexico

D2 Calvert 40th

wisconsin and calvert st

Farragut Square

Sheridan Circle

The bus stop at 4000 Cathedral Ave and various downtown points.

N2 Cathedral Ave

N2 Cathedral Ave and Idaho Ave

Cathedral Avenue stops

Idaho and Cathedral.

The bus stop on Cathedral Ave in front of The Westchester and Watson Place

Massachusetts ave and cathedral ave stops

Less points and more that frequency is the issue. Whole infrequent, these busses will be far too crowded and too infrequent to rely on if late, traffic, etc

Stops on Cathedral Ave in front of 4000 Cathedral and surrounding neighborhood.

FRIENDSHIP HEIGHTS METRO STATION and Farragut Square

COMMENTS ON WMATA BETTER BUS REDESIGN (after release date 5-7-24)

On May 8, 2024, at 10:10 AM, Jackie Blumenthal [redacted] wrote:
Subject: [Glover Park] Public Comment on WMATA Bus Proposal

Here's what WMATA says at its website about public comment on its Better Bus Network Redesign, which was just released:

Pending [WMATA] Board approval, the proposed 2025 Network will be available for public comment beginning on Monday, May 13, 2024. Additional materials, including trip planner tools, neighborhood profiles and interactive maps will be available at this time.

That means watch this space for how to review the cuts to our neighborhood (no bus stops inside Glover Park, only on Tunlaw; bus runs only every 20-30 minutes; reduced and limited service on Wisconsin) and where to send your comments.

On the first iteration of the so-called Better Bus Network, our responses helped save our direct access to the Dupont Metro, but that was all we gained back. However, it shows that a large and sustained outcry can be heard. Be sure to let WMATA know that robust and accessible public transportation is essential to the vitality of both our neighborhood and the city as a whole.

On May 8, 2024, at 10:32 PM, Adriana R [redacted] wrote:

The fact these bus changes are not the final, final is slightly encouraging.

Please note that there is a lot of Hooray feeling in the way Better Bus describe how deeply they will engage with the riders; however, last time, in person outreach were two sessions of better bus people hanging out at two metro stations, not at bus terminals or such, and not at convenient times.

I think the idea of having the Better Bus commit to in person meetings with the most affected ANCs, which our area definitively is very much affected, is a great one. They may refuse, but that can go in their record.

One thing that is also apparent from the BB material, is that DC and N Bethesda grew a lot given new developments. A lot of new lines, or extensions, are proposed for these new developments (which are not low income ones by far) in the detriments of areas like ours that do not benefit from the existence of a metro line.

I may be bias, but it looks to me on the combined map that our ward 3 does not have a lot of bus lines. Perhaps someone from Mr Frumin's staff can be tasked with a little study of bus distribution in his ward. I believe he is in the transportation committee as well. That should take in consideration the very likely deletion of the Circulator, otherwise listed in the Better Bus as one of the transportation supplemental means.

I would be really great for Mr Frumin to be very aware of the potential downfall the lack of public transportation will have for Glover Park, and not only, surrounding neighborhoods are affected too. If one looks at the combined map, one may think that the core center of the Glover Park could be served from two sides, one East from Tunlaw, and West from McArthur. But that is if the Archbold Glover Park itself will not exist.

I want to be clear that in many ways I may not be that much affected, as I live close to Tunlaw and Wisconsin. However, I do not live here alone, but with neighbors that need to be not be worrying how to get around without a car. I have friends that live by the community gardens, and they will be left with no buses there. They may move away rather than buy one or two vehicles.

Please, it will be very important for the ANC3 s and council member to insist the Better Bus representatives come to meet with the neighborhood, preferably by bus at Stoddert.

Thank you,
Adriana

On May 10, 2024, at 12:25 PM, Gretchen Sauvey [redacted] wrote:

WMATA just released their updated Better Bus proposal and I think the replacement for the D2 is **much** better than in the original proposal from last year. It sounds like there will be some additional info and public engagement this summer, this is just the initial presentation to the WMATA board, so it doesn't have all the details, but what is included seems promising.

If you look at the document - https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Better-Bus-Network-Redesign-PH-Auth.pdf - on page 34 you can see the blue line for the new D96 route through our neighborhood and on page 57 see the info about the D2 replacement.

As far as I can tell from the map illustration (which is just there as an example of a route, so it's not very detailed) the new D96 keeps the easy connection to Dupont Circle via Q Street, then continues south to allow a single seat ride to connect to the Blue/Orange/Silver lines via Farragut West. Going north it extends to AU and up through Spring Valley to Bethesda which will be great for easy access to those commercial centers (and eventually to the Purple line if that ever gets done).

On May 10, 2024, at 12:47 PM, Tracy Loh via Tenleytown iogroups [redacted] wrote:

An interactive map that can collect public comments will launch this Monday.

In the meantime if you can't wait and want to see the draft proposal the complete PDF versions are here: https://www.wmata.com/initiatives/plans/Better-Bus/Discover-the-Network.cfm

Note that RideOn is also in the process of redesigning their network, but that they chose to do this as an independent process that was coordinated rather than combined with WMATA's process, so that is another factor in who is providing what bus service on and around Western Ave in the future.
Tracy

On Fri, May 10, 2024 at 12:37 PM Amy Hall via Tenleytown iogroups [redacted]m

For local bus users, it looks like WMATA is planning to move forward with reducing or eliminating bus service along Western Avenue. This is bad not just for our residents along but also for the prospects of getting more MD drivers out of their cars and onto the bus.

Proposal is here - look at the N routes (p 58) —no specificity on exactly what is happening but it doesn't look promising for us…

- https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Better-Bus-Network-Redesign-PH-Auth.pdf -

On May 10, 2024, at 2:49 PM, Andrew H. via groups.io [redacted] wrote:

I'm not sure running along Tunlaw St. just "skirts" Glover Park, but grant that if you would now have to walk to Tunlaw from the Stoddert School area it's somewhat less convenient.

The reason I think is because the [sic] N96 now goes further north as Gretchen notes, rather than looping

through Glover Park and back to Dupont Circle. This should make the route faster for anyone using the route *through* Glover Park, including those in Wesley Heights and AU Park for whom the [sic] N96 appears to replace the N2, which ran down Mass. Ave to Dupont Circle.

NOTE: The timetable for the proposed new bus routes has not yet been provided, so it is difficult to make reliable comparisons, but for those who would normally board the D2 at Edmunds and 39th Street or at Calvert and 39th Street, the bus goes relatively directly to Dupont Circle. I am not sure what the basis would be for saying that the proposed reconfigured route on the D96 would be "faster for anyone using the route 'through' Glover Park." And the fact that the route extends so much further north could well mean that it would frequently be delayed en route and would not meet the published timetable. That combined with the infrequent service would reduce the utility of the service. Another concern for people boarding southbound the proposed D96 in Glover Park might also be that the bus would be crowded by the time it gets to Tunlaw Road.

Link to D2 map for reference: https://wmata.com/schedules/timetables/upload/D2_231217.pdf
Andrew

On May 10, 2024, at 12:58 PM, Linda Hales via groups.io [redacted] wrote:

Thank you for scouring the plan. Yes, there are new opportunities. Yet, the route actually skirts GP, rather than serving it — for no particular reason that I can see from the map.

Linda Hales
[redacted]

[redacted]

On May 10, 2024 at 3:51:10 PM, Sharat G via groups.io" [redacted]

Subject: Re: [GloverPark] New Bus Routes - Updated Proposal

Also of note is the current D2 runs at 10 minute frequencies. This is planned at 20-30 minute frequencies - with a very long route that has been show in other contexts to create severe bunching (that is two busses in a row and then an 45 minute wait).

On May 10, 2024, at 4:21 PM, [redacted] wrote:

I suspect that many parking spaces on Tunlaw to Benton will be eliminated to account for the width of the buses.

Allen C.

From: Andrea Herrick via groups.io [redacted]
Subject: Re: [GloverPark] New Bus Routes - Updated Proposal
Date: May 10, 2024 at 5:48:39 PM EDT

Thank you Jackie. I think it's important that we all take the time to comment if we aren't happy with the proposed changes.

I'm getting tired of WMATA reducing bus service. It provides a vital service in neighborhoods likes [sic] Glover Park that are high density and not served by Metro.

On May 10, 2024, at 6:04 PM, Laurie Stroblas via groups.io [redacted] wrote:

My eyes glaze over when I try to figure out part of the proposed routes. Do the buses turn at any point onto Calvert St, especially coming from downtown or going there, say, between Wisconsin Ave and Tunlaw? (Whether or not they make stops on Calvert) Appreciate your help!
Laurie,
[redacted]

On May 10, 2024, at 6:10 PM, Jackie Blumenthal via groups.io [redacted] wrote:

In this proposal buses run only on Wisconsin and Tunlaw/37th

On May 10, 2024, at 7:24 PM, K Cooper via groups.io [redacted] wrote:

I've been in GP for 5 years a version of this same reduction in service seems to come up every year.

Miss Blumenthal / neighbors - How does WMATA determine that a route does not have adequate ridership to support the route? I often ride the D2 and bus drivers will wave me by without forcing me to tap my card. If WMATA counts riders by taps but drivers don't require taps, many residents and students are not counted. I've ridden the D2 when it's been absolutely packed. There is demand for the route as it currently is.

Kim
Davis Place

On May 10, 2024, at 7:45 PM, P Brown via groups.io [redacted] wrote:

Perhaps the challenge for WMATA -- especially one where WMATA faces a severe challenge in securing a stable revenue source -- is that it is hard to justify existing routes where existing ridership is seen as limited and riders are perceived as having alternatives (private vehicles, walk to other routes, etc.). There's sometimes a debate among officials between whether bus service is intended primarily as a "welfare service" for the low income and/or people without cars, or a true public service for everyone. Unfortunately, there is sometimes a move toward the former option when funds are tight.

An extensive network with frequent service (under intervals of 10-15 min, which is generally regarded as essential to attract people out of cars) would be awesome. But first the funding side necessary to support such service needs to be secured. I'd like to at a minimum get back to the 1980s, when I first took the bus, and when there were more routes in DC.

Looking at the data, ridership on the N2 and N4 seems ok, fairly middling, not fantastic, at 1,313 and 1,330 weekday boardings (source: https://www.wmata.com/initiatives/ridership-portal/Metrobus-Ridership-Summary.cfm) N6 has just 174 weekday boardings. The 70, at 13,100 weekday boardings. is Metro's busiest bus route.

I note that the plan does propose a new route - D96 (Slide 34 https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Better-Bus-Network-Redesign-PH-Auth.pdf), which would start in Bethesda, go to Friendship Heights, proceed on Western to Mass Ave, then to Nebraska, New Mexico Ave, etc. So kind of replicating some of the N service.

P.A. Brown

Better Bus Network Changes

Dear Councilman Frumin,

I'm writing to express my objection to WMATA's proposal to eliminate the D2 bus line serving Glover Park.

As a Washington Metropolitan Area Transit Authority (WMATA) D2 bus rider and resident of Glover Park for over 31 years, I am strongly opposed to the loss of the WMATA D2 bus line. The proposal to eliminate the existing WMATA D2 bus line and incorporate service into the proposed D96 bus line is shortsighted and poorly planned by WMATA. The reliability of ridership data used in this project is questionable as much of the data on bus ridership was collected during the COVID 19 pandemic when many existing bus riders worked from home or attended school form home. It appears that this data is severely flawed and not realistic of actual ridership conditions today.

Currently, the existing WMATA D2 bus line provides Glover Park residents with a direct connection to the Dupont Circle Redline Metro station which creates a vital link for residents to citywide jobs, services, educational and health care opportunities. WMATA's goal to eliminate direct service into the Glover Park neighborhood by only providing service along Tunlaw Road/37th Street NW and New Mexico Avenue NW will increase significantly rider travel times and headway times between buses serving the neighborhoods of Glover Park, Burleith, and portions of upper Georgetown leading to overcrowding on the proposed D96 bus line for all bus riders. Increased bus travel times and overcrowded buses will result in the loss of existing and future bus riders as these riders will seek quicker and faster options of travel such as private automobile or car services. Additional automobiles on roadways will increase the area's carbon footprint, pollution levels and existing traffic congestion levels. The creation of the proposed D96 bus line is an inefficient use of WMATA financial resources during times of fiscal constraint.

The D2 bus line is efficient and extremely reliable in providing transit service to the Glover Park neighborhood. Its loss would impact the following individuals:

- Downtown workers and workers who connect to the Dupont Circle Redline Metro station for jobs located outside the downtown business core or along other Metrorail lines.
- Students at middle and high schools: Hardy, Duke Ellington, Georgetown Visitation School and other secondary schools both public and charter and at universities such as, Georgetown, George Washington, Catholic, Johns Hopkins, and Trinity;
- Residents seeking health care at downtown doctor's offices, outpatient clinics, and hospitals;
- Low-income residents, residents of color, or foreign nationals, posted at embassies or international organizations, who do not own a car;
- Hospital workers, and service workers into the neighborhoods of Glover Park, Burleith Upper Georgetown; and
- Residents with disabilities who are dependent on the D2 line for their daily services and needs.

The loss of the existing WMATA D2 bus line by incorporating it into the proposed DC 96 bus line will severely affect mass transit access for Glover Park residents and many others who are dependent on the WMATA D2 line for dependable, efficient, and safe transportation access.,
Please strongly question WMATA leadership why they are intent on eliminating the D2 bus line and enlist the other Councilmembers to pressure WMATA to keep this vital bus service. Thank you for the opportunity to comment.

Kathy Reilly
Glover Park Resident, ANC 3B

KALORAMA CITIZENS ASSOCIATION

July 15, 2024

Metrobus/WMATA Better Bus Proposal

Dear Metrobus,

The Kalorama Citizens Association is the only active civic association in Adams Morgan. Our boundaries include all the streets that Metrobus routes currently use to serve the residents of Adams Morgan.

At this time, Adams Morgan is facing removal of 33% of our Columbia Road bus stops between 16th Street and Connecticut Avenue due to the totally negative "Bus Priority" program that DDOT and WMATA have conspired to foist on our community as some sort of "improvement". Far from being an improvement, it will dangerously inconvenience almost all users of the public right of way, which includes sidewalks, and provide benefits only for the tiny minority of persons who use protected bike lanes.

To this loss of convenient bus stops on Columbia Road, which benefit businesses as well as residents, WMATA would now reroute the L-2 off of Columbia, Adams Mill Road and Calvert Street, removing a neighborhood connection to the Red Line stops at Dupont Circle and Woodley Park.

Additionally, Adams Morgan will lose the Woodley Park-McPherson Square Circulator due to the Mayor and the City Council not funding it in the 2025 City budget. We understand that the Circulator is a DDOT program, but the loss will be felt nevertheless. From the Woodley Park Metro stop, across Calvert Street and Adams Mill, then left onto Columbia, and the reverse on the return trip from McPherson Square.

The bus service for Columbia Road, Adams Mill and Calvert Street. is being reduced by at least 2/3.

Existing bus lines and stops on Columbia, Adams Mill and Calvert

Circulator: 4 eastbound, 4 westbound. L-2: 6 westbound, 5 westbound. 42 and 43: 6 Eastbound, 6 westbound.

All that will be left is 4 eastbound and 4 westbound on Columbia for the 42 and 43.

Please don't try to say that this is a "Better Bus" system. WMATA should allow the L-2 to continue to traverse Columbia Road and insist to DDOT that all existing Columbia Road bus stops in Adams Morgan be retained.

Sincerely,

Denis James, President, 202 705-7411, denisjames@verizon.net

Denis James - President
Bob Ellsworth - Vice President
Bonnie Rowan - Secretary
Jean Stewart - Delegate, DC Federation of Citizens Associations
Larry Hargrove - Delegate, DC Federation of Civic Associations

Founded 1919
PO Box 21311
Washington, DC 20009

Hello,

My name is Peter Wood. I currently serve as Advisory Neighborhood Commissioner in Adams Morgan, in Ward 1 of Washington, DC. I am submitting comments today to urge WMATA drastically reassesses the ways the Better Bus Plan might affect Adams Morgan residents and visitors.

I am generally in favor of WMATA's efforts to improve the bus system for its riders. That said, I was greatly disappointed to see Adams Morgan—one of DC's most popular neighborhoods—was treated as an afterthought in the first iteration of proposed system changes. My reservations with the current proposal extend into route-specific issues, but the omission of Adams Morgan from the featured list of neighborhood profiles makes it clear that Adams Morgan was not given the care and attention it deserves when designing this project.

The Adams Morgan neighborhood is home to thousands of Washingtonians, many of whom I have the privilege of serving as Commissioner. In addition to residents, Adams Morgan attracts a high number of visitors on a daily basis. These visitors include business patrons, employees, park users, friends and family visiting from elsewhere in DC, and a significant number of tourists eager to absorb one of DC's most iconic neighborhoods. This is all to say that Adams Morgan is a busy, dynamic area that thrives in large part because of the bus system. Considering the lack of Metrorail stops within Adams Morgan proper, the role of buses is especially relevant to Adams Morgan's success.

There are three key points I want to address. Additionally, I encourage you to review comments submitted by my constituents who have gone into detail regarding how proposed changes would affect their daily commutes:

Woodley Park Metro Access
Under the current proposal, residents in the northeastern corner of Adams Morgan would not have access to a direct bus route to the Woodley Park Metrorail stop. This is one of the densest areas of Washington, DC. It is reasonable to expect that Metrorail access would be strengthened to serve residents. Under the current Better Bus proposal, that access is weakened.

Current L2/Proposed D70
The elimination of the Adams Morgan loop in the current L2 route in the proposed D70 route creates an added inconvenience for Adams Morgan bus riders. The presumed intention of the proposed D70 route is to create a direct connection on Connecticut Avenue without deviations onto adjacent streets. On paper that may look efficient, but in practice it means creating an extra burden for those on Columbia Road NW to reach their destinations farther north on Connecticut Ave. Considering the ongoing DDOT bus priority plan to improve bus service on Columbia Rd NW, it seems counterintuitive to reduce bus routes to this stretch of road.

Travel to Foggy Bottom
Many Adams Morgan residents frequent the Foggy Bottom area for work at the Department of State, George Washington University, and neighboring institutions. Residents also travel to the GWU hospital, a trip that becomes more burdensome under the new proposed bus network. Furthermore, the Foggy Bottom Metrorail stop is the closest Blue or Silver Line stop to Adams Morgan, a vital entry point for those traveling to the DCA and IAD airports. I urge WMATA to revisit how dense neighborhoods like Adams Morgan would be connected to principal employment

hubs, medical centers, and airport access within the city. Ensuring residents have quick, reliable access to neighborhoods like Foggy Bottom will improve the quality of life for those most affected by your proposed changes.

Thank you for taking the time to consider my comments, and please contact me with any additional questions or concerns you might have regarding these suggestions.

Peter Wood
ANC 1C03

PERSONAL POINTS FROM ALM TECHNICAL POINTS

WMATA has described the Better Bus proposal as designed to accommodate the way people travel today, where they want to go and how they want to travel. It isn't clear from the materials shared on the website exactly how the WMATA analysis has developed estimates of current or future demand for travel and for bus transportation.

Actual ridership for each Metrobus route is posted on the WMATA website for the past 5 years, which includes time before COVID-19 closings, during the time of COVID-19 emergency, and since the public emergency and associated limits on travel have been lifted. I understand from some of the briefings that WMATA also has some additional data from consulting firms but I do not believe full information from those other sources, including recent traffic or forecasts of future traffic, has been shared.

It does not appear that WMATA or other regional planning organizations have conducted an origin-destination study of actual origin-destination a solid basis for what I would consider current o-d flows much less forecasts of future travel demand or mode split. I suspect there hasn't been reliable work on people's sensitivity to different frequency, circuity, price or impedance factors like need to make a transfer. They give a total ridership number for the proposed DC network v. current ridership but not any estimates for the component parts that make up the total.

WMATA's Market Assessment mentions LOCUS, which is based on location information from mobile devices. That document says at page 4: "The data used for this analysis includes LOCUS flows (for overall travel) and WMATA Trace data (for transit travel) enriched with routing attributes of the "best" transit itineraries (see LOCUS Methods memo for more details). There does not appear to be a link to the LOCUS Methods memo, and I did not find it in the Market Assessment materials.

WMATA's Market Assessment refers on p. 2 to the initial LOCUS project using LBS data. LBS means "location based services" which in an information technology context refers to software services provided to users of mobile electronic devices that are based on the location of the individual mobile user as determined by the device's geographic location. That could include navigation software, social networking, location-based advertising or coupon programs, tracking systems, personalized weather services, or location-based games.

In WMATA's work on the Better Bus Redesign project, LBS data were used to assess where people were traveling and by which mode of transportation. The data on individual movements was aggregated to geographic areas such as Census Block Groups and eventually to larger "geomarkets" and origin-destination pairs, with the aim to "understand demand at a market level." The planning areas identified by local jurisdictions were further aggregated to larger geographic markets so the project team could "assess the convenience and accessibility of transit with the goal to provide insights into the network design process."

From the description, it appears that 2019 LBS data from LOCUS were used to estimate total flows between key origin-destination pairs in the region, calculate the share of total travelers that were moving by bus between each key origin and destination pair, and then assess how many people would get improved bus access to areas that are identified as job centers with the proposed network. A great deal of estimation and aggregation is required in that process.

It is not clear whether more recent travel data from LBS or other sources were used to update any of the calculations of potential ridership, transit's share of total travel, or demand for public bus transportation.

I have been part of other discussions about use of LBS data for making travel estimates, including mode split and origin-destination volumes. LBS data are not always considered useful or reliable for gauging traffic or travel demand, because the nature of the apps from which the data are derived can introduce bias into the LBS data. That often leads to questions about whether the data are representative of the population and travel patterns you are trying to gauge:

- Does WMATA have evidence that demonstrates the LBS data used by LOCUS are representative of the general public the analysis is aiming to measure, as well as the riders of Metrobus in the District in particular?

- What app are the LBS data derived from?

- Are there certain demographic characteristics of people that use the particular app or apps from which the LBS is supplied, which might make the data less representative?

- Do the LBS data on bus riders match WMATA's boarding counts for the same routes or origin-destination pairs?

- How do the unweighted LBS counts match paper or electronic surveys or travel diaries developed by the Washington Council of Governments?

- Has WMATA evaluated the weighting and algorithms used by LOCUS?

Based on the material available, it appears that WMATA contractors did a lot of work processing data for the Market Assessment and network demand estimates. There is however, clearly room for questioning if the data provided to WMATA for the Better Bus Redesign project get planners, residents, public officials, and decisionmakers to the point we need to be for understanding travel patterns and doing reliable bus planning for the WMATA service area for 2025-2026, based on where actual people are traveling now and where people need/want to travel in the future.

The fact that so few people know what WMATA is proposing (only 4 witnesses at a region-wide virtual public hearing?) — and that WMATA developed its proposed 2025 network before DC decided to give up operating the DC Circulator so the map assumes the Circulator routes will be running to supplement Metrobus service — could provide further arguments for taking more time and doing more work before launching a complete redesign of the Metrobus system (currently shown on their timeline for implementation in mid 2025).

National Aeronautics and Space Administration

Goddard Space Flight Center
Greenbelt, MD 20771

July 15, 2024

Reply to Attn of: Mail Stop 200

8800 Greenbelt Rd
Greenbelt, MD 20771

Subject: Better Bus Initiative

Thank you for the opportunity to comment on the Better Bus initiative. NASA's Goddard Space Flight Center Master Plan was completed in 2022 and developed in concert with numerous stakeholders from the surrounding region, including multiple municipalities, legislators, and the National Capitol Planning Commission. Transportation management was a critical part of Goddard's strategy to be a more sustainable Center and we set a goal to increase transit ridership of the Goddard workforce and make Goddard a less car-dependent campus to align with the intent of multiple Federal Executive Orders. To enable this goal, we are redesigning our campus in the future to be more pedestrian friendly with increased dynamic walkable space.

Goddard's Greenbelt campus is located along Highway 193 and has a workforce of over 7,000 employees. The 15X (PG County) and the G14 (WMATA) bus routes are the only means of public transportation and run to/from the Greenbelt Campus from the New Carrollton and Greenbelt Metro stations. The proposed Better Bus plan eliminates the express 15X route in its entirety in 2025, reducing public transportation access by 50% for our workforce. Further, the remaining local G14 route takes significantly longer than the 15X express route with its longer route and increased number of stops.

Consistent with our Master Plan, Goddard Space Flight Center supports maximizing public transportation options for our workforce. Additionally, we invited employees to provide specific feedback on the Better Bus initiative and their comments are summarized below, and the full comments attached.

Summary of Comments:

- The majority of the respondents utilize the 15X (PG County) bus. Users expressed frustration that the 15X route is unreliable and infrequent; the G14 received even more complaints of longer durations due to more stopping (local routes) and overcrowding.
- Those who do not own a car, particularly early career, interns, foreign nationals and

visitors, appreciate and rely on the 15X. Additionally, many respondents would prefer to use public transit but do not because of inefficiency and unreliability of the current bus routes.

- Many expressed concern that the 15X is planned to be discontinued in 2025, resulting in an even longer, less reliable commute for the Goddard work force.
- There was also suggestion to help retain and attract transit ridership of the Goddard population including:
    - Improve accuracy of tracking: Ridership is underestimated because in most cases it is not possible to pay (the very low 1$ fee) as the pay station at the front of the 15X bus is rarely operational and the bus driver refuses cash payment.
    - Incorporating more frequent buses and expanded hours/ schedule, automated service notices at the bus stops, and improved bus stop locations. 15-minute travel time between GSFC and the two Metro stations is critical to transit users.
    - MARC commuters might increase if there was dedicated bus to Seabrook MARC station that is coordinated with the trains.
    - Add a bus from L' Enfant Plaza (since it is a hub) or other stations to NASA Goddard, University of Maryland, and other spots without a stop on local roads on a rotation.
    - Change the route to have these buses go to the College Park Metro station instead of Greenbelt.
    - Keep the 15X bus for Tuesday through Thursday travel at a minimum, as these are typically the highest on site workdays.

Thank you again for the opportunity to provide feedback on this initiative and for your consideration of our Goddard respondents. For any questions or follow up, my lead Master Planner is Ali Peet at Alexandra.C.Peet@Nasa.gov.

Sincerely,

David Reth Digitally signed by David Reth
Date: 2024.07.15 14:59:46 -04'00'

David A. Reth
Director of Management Operations

Enclosure: Detailed Inputs from Workforce

Comments from GSFC employees on Better Bus for submittal to WMATA

Comments Regarding Existing Service

- The G14 is a local neighborhood commuter bus, and it takes upwards of 30-40 minutes to get to Goddard from Greenbelt Station, sometimes more with traffic; unsustainable to have a 2+ hour commute from a place that is only 25 minutes away
- I use the metro G14 and TheBus 16 (occasionally 15X if it arrives first) to get to Goddard 3x per week from Berwyn heights. Having these routes be reliable is most important to me.
- I am a regular commuter to Goddard using public transportation (3 times per week). I take the green metro line to Greenbelt and then the 15X bus.
- The 15X bus from/to Greenbelt/New Carrolton Metro stations provides a decent option to get to the Goddard main gate in 15/20 minutes ride from the Greenbelt Metro station. The service although it is a bit unreliable, especially from Goddard to the Greenbelt or New Carrolton metro stations: the bus is often late or even doesn't show up. Given the low frequency (45 minutes) it is quite a disruption in the commuting every time it happens.
- I ride the bus (15x) from Greenbelt Metro to Goddard at least 3 times per week. Usually, I catch the 8:15 am bus. Coming home from Goddard, I catch the 4:30 pm but back to Greenbelt Metro on those days. For what it's worth, I do not have a car in DC, so the bus is my only realistic form of transportation to and from work. First, the G14 is a local neighborhood commuter bus, and it takes upwards of 30-40 minutes to get to Goddard from Greenbelt Station, sometimes more with traffic, which maybe is okay for someone who lives right next to Greenbelt Station, but if you're coming from anywhere else and need to metro/take other buses it becomes dreadful to also have to take this bus on top of everything else. Not only that, but it also only runs every ~50 minutes at some points of the day, especially when the 15x is no longer running and on break, so if you don't align the rest of your commute perfectly to the G14 bus schedule then you end up having to wait an entire hour on top of the already long commute. It's unsustainable to have a 2+ hour commute from a place that is only 25 minutes away and that a lot of Goddard people do live in (Takoma-Silver Spring area).
- I wanted to share my comments as someone who does not have a car and tries to commute as often as possible from Takoma Park, MD. I think the commute would not be as unbearable if the Greenbelt leg wasn't as unreliable as it is. The first leg of my commute already includes a bus and a metro line transfer, but that is manageable. Yet, it becomes unbearable in the last leg of the commute when both lines that run to Goddard (15x and G14) both have their own issues.
- Although the 15x is a great alternative, it does not run regularly, and takes long breaks during the day, it also has upwards of 40-minute waits. Worst of all, it's entirely unreliable. I cannot count the times when an entire bus has been skipped and all of us waiting at the bus stop have either called Ubers or waited an entire extra 40 minutes for the next bus to come. I genuinely don't understand why nothing has been done about how unreliable this bus line is, instead, they upped the time between the buses to 'make the bus line more reliable' at the expense of commuters.

- I am an NPP fellows who relies on public transport to get to GSFC (15X bus from Greenbelt metro station). Removing this bus route would produce a longer, unsafe, and less accessible commute for the GSFC working force who doesn't have / can't drive / can't afford a car.
- I am a user of the 15X from Greenbelt Station to Goddard. I usually take the bus at 8:15 - 8:30 and leave at 5:30-5:45.
- I actually starting biking the Greenbelt – GSFC leg earlier this year due to my frustrations with the existing bus service (15X/G14).
- The 15X bus is very helpful. I used it two-three times per week from New Carlton metro station to GSFC. It would be a shame if it is not working anymore.
- 15X does not run regularly, and takes long breaks during the day, it also has upwards of 40-minute waits.
- The 15X from New Carrolton to the Greenbelt Campus generally leaves when scheduled but is too limited in service to be useful if I arrive on a later train. Returning from Greenbelt to New Carrolton is always much worse. Scheduled services often don't arrive at all, and there is often confusion (to me at least) which stop is the relevant one for NC vs. Greenbelt.
- The new schedule for the 15X is not ideal. The last bus to leave from greenbelt is at 9:45 AM (as opposed to 10:40 AM before), and for a commuter this means we must leave our homes much earlier if we want to catch the 9:45 AM bus.
- I personally use the 15X and it is by far the most convenient way to get from either New Carrollton or Greenbelt Metro stops. The G14 takes quite long to get to GSFC unfortunately, and I do not think it is a viable form of transportation.
- Having the 15X is very critical to my access to campus.
- For what it's worth, I do not have a car in DC, so the bus is my only realistic form of transportation to and from work.
- The current WMTA buses run unreliably from GSFC to New Carrollton (reliability is the key for most mass transit users). There are quite a few commuters that just go from GSFC to Seabrook to catch the MARC. MARC runs a specific schedule that would need to be coordinated with the buses (an hourly bus wouldn't work).
- Although my experience in taking these buses has been awful (having to deal with non-negligible delays, accidentally taking the wrong route because the right one is not always indicated in the bus itself etc.), they are really important for me as a means to get to the campus since I don't have a car and cannot afford taking Ubers every day.
- WMATA explanation for discontinuing the 15X was that it did not generate enough money, this is an incredible frustrating argument to hear for every commuter on this bus, as in most cases it is not possible to pay (the very low 1$ fee) as the payment system is broken and the bus driver refuses cash payment; The 15X bus, the pay station at the front of the bus is almost never operational; G14, the pay station has been functional
- I do not currently take the metro to Goddard because the route is not direct enough. While the travel time would be ok, the multiple transfers make it difficult to guarantee an arrival time.

- I am one of many NASA employees who rely on the 15X to get from the Greenbelt Metro to campus. Without this route, there is really not another option for people without a car to commute to work. The 15X allows me to get to Goddard easily and smoothly without having to rely on Uber or someone else with a car. Having the 15X is very critical to my access to campus.
- I sadly do not take public transport often to GSFC, but that is certainly not because I prefer to drive. It unfortunately is not as efficient, which is quite surprising given the traffic situation.
- Aside from the obvious environmental benefits of using my car less, almost every day I feel less stressed and angsty taking the Metro and bus to work. I don't have to compete with aggressive and inattentive drivers on 295 or get annoyed with random traffic jams. I can catch up on personal emails and relax before and after work and feel like I can take a true break between work and home life.
- It has been frustrating, to say the least, that the afternoon/evening drivers can't maintain a schedule. There have also been at least 2 occasions of 2x G14 Westbound buses arriving in tandem. Neither the SmartTrip App nor the WMATA website indicated delays / breakdowns / accidents etc.
- There have been several instances where the bus was incorrectly labeled G11, or Not in Service, or Training.
- In general, the trash and recycle receptacles need to be tended to more frequently. Goddard stop was overflowing for at least a week with litter and trash collecting around the bus stop. Noticed some Opossum, Fox, and Raccoons in the evenings.
- I use The Bus 15X route to travel between Greenbelt Metro station and Goddard almost daily (Monday – Thursday). In the mornings, I typically try to catch either the 8:15 am or 9:00 am bus. In the evenings, I typically take either the 5:14 pm, 5:59 pm, or, occasionally, the 4:29 pm bus. TheBus 15X route takes approximately 20-25 minutes. On the occasions when TheBus 15X is not running or doesn't show up, I have taken the WMATA G14 bus route (which is around 15 minutes longer than the 15X route) or a ride-share service (which costs around $20).
- I'm a summer intern and I do use 15X to get to the campus (from Greenbelt station), from Monday to Friday. I also use G14 sometimes, but it takes longer to get there. Although my experience in taking these buses has been awful (having to deal with non-negligible delays, accidentally taking the wrong route because the right one is not always indicated in the bus itself etc.), they are really important for me as a means to get to the campus since I don't have a car and cannot afford taking Ubers every day.
- I am not local to the Greenbelt area, and so when I come to the Greenbelt campus, I generally do not have a private vehicle and I regularly attempt to use the WMATA services. On occasion this works well – the X15 from New Carrolton generally leaves when scheduled but is too limited in service to be useful if I arrive on a later train. The G14/G12 services are significantly slower but are sometimes usable. Returning from Greenbelt to New Carrolton is always much worse. Scheduled services often don't arrive at all, and there is often confusion (to me at least) which stop is the relevant one for NC vs. Greenbelt.

- I live in DC, and I always ride on the bus 15X between the center and Greenbelt metro station (every mornings and evenings). The 15X is not planned in the new WMATA schedule. The 15X bus, in the mornings, offers a fast connection and it is a valuable resource for all of us who works on center. In the afternoons/evenings it is often late and unpredictable but, at least, it allows us to go back home.
- I use the 15X practically every day because the G14 takes twice the time to arrive. I know that they are planning to cancel the 15X and that would be terrible for me. The alternative route, the G14, is not a feasible replacement
- While I wish there was a reliable, convenient public transit option for getting to Goddard, current "last mile" options from the Metro to Goddard are not sufficient for my needs. I therefore do not currently use transit to get to Goddard (though I would very much like to). Transport to and from Goddard is actually the main reason I own a car.
- I use the WMATA and PG county buses (G14 and 15X) as my primary way to get to and from Goddard. I usually do this 3-4 days a week and telework the other 1-2 days. When possible, I take the 15X because it stops on WMAP Rd within a reasonable walking distance of the main gate and B17. I only take the G14 if the 15X is not running because there are no eastbound G14 stops within reasonable walking distance of the main gate or B17. I typically arrive at Goddard between 7 and 8 am and leave between 4 and 6 pm. The lack of all-day service to WMAP Rd means it is difficult for me to arrive late or leave early (or work late), which causes problems for work-life balance and is a large part of the reason I have not returned to full-time on-site work.
- I take the 15X route every day from Greenbelt Metro Station to center. Usually, I take the bus at 8:15 or 9:00am and get back somewhere between 4:30pm and 17:30pm. Different demographics take the 15X bus for different reasons, but for many of us this route is the only feasible way to get on center.
- I currently 2-3 days a week use a combination of Metro/Bus or Metro/Bike to commute to/from Petworth DC to GSFC (Georgia Ave – Greenbelt on Metro, Greenbelt – GSFC on Bus/Bike). I actually starting biking the Greenbelt – GSFC leg earlier this year due to my frustrations with the existing bus service (15X/G14). Both routes are infrequent (30 min for G14 or 45 min for 15X), the G14 is slow (takes at least 30 mins from Greenbelt to Main Gate), and the 15X is unreliable (I would estimate it arrived within 5 minutes of scheduled time about 50% of the time).
- I have started renting close by Greenbelt metro station and I do really use 15-X service, during strong Sunlight, rain, or snow. And to be honest G14 is not an option, it takes a long but really long path to get from NASA to Greenbelt Metro Station and vice versa.
- I have been using the 15X bus between New Carrollton and Goddard for many years. The main benefit of 15X is that the travel time is only 15 minutes compared to the Metrobus G14 travel time of at least 30 minutes. And when high-school students are using G14, which happens during most of the year, G14 is packed full. Overcrowding could be less severe, if both the proposed bus routes P20 and P24 will be operational, but I couldn't find the estimated travel times. I suspect that the travel time between New Carrollton and Goddard will still be 30 minutes for P20. This is a major drawback.

- It is better that Metrobus operates the routes because the service by Thebus can be unreliable. After the end of the pandemic the service has been OK until Thebus changed routes and schedules on June 3. After that the 15X service has been less than good. At first the bus operators didn't know the route or the stops, and now it looks like in afternoons only one bus is running on most days.
- I live in College Park and do not drive a car, so public transit is important to me. The options to get to Goddard via local buses have dwindled over the years, and I saw in the Better Bus information that we'd be down to just one bus route starting in 2025 - the P20, which appears to be similar to the current G14. TheBus 15X route is listed in a section that says, "The following routes do not have a comparable route in the proposed 2025 Network," so I assume they're planning to discontinue it, but I couldn't find any information on the PG County website to confirm this. The G14/P20 is a decent local bus route, but it's not an efficient way for commuters to get to Goddard - it meanders all over the areas between the Metro stations and Center. We're going from mediocre bus routes/timetables to lousy ones.
- The current bus stops also leave something to be desired. For accessibility and convenience, buses should stop as close to the Center's gates and security office as possible. It looks like the P20 will stop closer to Greenbelt Road, requiring people to walk a ways (sometimes in unpleasant or inclement weather) to get onto campus.
- Information about the proposed discontinuation of the 15X is so buried in the Better Bus documentation that I wasn't aware of it until a colleague pointed it out. I am concerned that many other riders won't know about this change until their regular bus disappears.
- I really do appreciate that the bus stop near ICESat rode was moved!
- The new schedule for the 15X is not ideal. The last bus to leave from greenbelt is at 9:45 AM (as opposed to 10:40 AM before), and for a commuter this means we must leave our homes much earlier if we want to catch the 9:45 AM bus. Currently, I only see options for commuters being limited instead of expanded, thereby forcing the workforce to drive to work.
- Having reviewed the "Better Bus" plans on the WMATA site, I note that the Map Library Route Finder contains the note "The following routes do not have a comparable route in the proposed 2025 Network…TheBus: 15X," indicating the express bus to Center is being eliminated. This seems problematic to me, because it makes getting to center via public transit rather impractical for regular use. The remaining bus to Goddard in the new plan, the P20, will take about 30 minutes to get to Goddard (via a somewhat circuitous route) and will run about every 30 minutes, indicating that on average a passenger will take 45 minutes to get from Greenbelt Station to Goddard (15 minutes waiting and 30 minutes riding). As a transfer from metro train or other transit, this quickly comes a rather large total commute time.
- This current situation and the outlined changes in the 15X in the future will make more difficult and challenging to the workplace without a car. There is an alternative G14 bus, but which takes 35 minutes just to go from/to Goddard to the metro Station.

- Suppression of the express route 15X would directly impact those of us who commute to GSFC via public transit, more than doubling commuting time, and reducing by half the frequency of a transit service which is already sub-optimal.
- The current bus stops also leave something to be desired. For accessibility and convenience, buses should stop as close to the Center's gates and security office as possible. It looks like the P20 will stop closer to Greenbelt Road, requiring people to walk a ways (sometimes in unpleasant or inclement weather) to get onto campus.
- The Proposed 2025 network is disappointing, in my opinion, as it seemingly eliminates the 15X, and doesn't improve the G14 - continuing the poor frequency (30 min), and maintaining the circuitous, slow route through the Beltway Plaza Mall and Historic Greenbelt.
- The Revised Visionary Network is a significant improvement for the 15X/P26 with 20 min frequencies, and a slight improvement for the G14/P20 with 20 min frequencies (though the slow routing is maintained).
- If this redesign goes through, I will need to move, purchase a car, or switch to mainly remote work. I would prefer that the 15X continues to exist.
- I commute to Goddard from DC 3 days a week and take the 15X bus from Greenbelt Station. It takes me an hour and 15 minutes to get to Goddard, but if the express route is cancelled it would add another 15-20 mins to my commute and would make it impractical for me to continue to use public transit for my daily commute. I urge WMATA to continue running the 15X bus even if there are fewer daily trips.
- Taking a non-express bus would add 15-30 minutes in each direction which would discourage employees from taking public transit altogether.
- The Better Bus Program eliminating the 15X bus to Goddard would increase commute times for employees like me who take public transit to work. Taking a non-express bus would add 15-30 minutes in each direction which would discourage employees from taking public transit altogether.
- I live in College Park and take the 15X bus from Greenbelt Metro station to Goddard 2-4 times a week. The 15X bus route has been very helpful for my family as it's enabled us to live with one car, which my wife uses while she cares for our young son. The 15X route appears to be eliminated in WMATA's proposed 2025 plans, though there does appear to be a slower, longer route that would provide access to Goddard. Eliminating the 15X route would be highly inconvenient for me as it would force me to either spend more time commuting to/from work or necessitate our family buying a second vehicle.
- I live near the U St station in DC, and currently my commute takes 30 minutes to get from my apartment to the greenbelt station, and generally another 15 to get to Goddard. The redesign could nearly double the time my commute takes and push it into the realm of unfeasible to do four days a week, meaning that if this redesign goes through, I will need to move, purchase a car, or switch to mainly remote work.
- This new service does not adequately meet the unique needs of the scientists and engineers. Laboratory and instrument development often requires work outside of the standard 9-5 schedule, including weekends. Scientists also often have hybrid meetings

with teams in different time zones which requires non-traditional hours. GSFC users of the 15X report that the average ridership is about 20 on each trip which is comparable to other bus services in the area. However, they also report that fareboxes are often broken so the county may be making decisions using inaccurate ridership numbers.

- Removal of the express route 15X would be detrimental to these commuters, more than doubling commuting time, and reducing by half the frequency of a transit service which is already sub-optimal. It also jeopardizes the quality of their work, making it more difficult to get to work or home on time in case of any service disruption, especially for those who have caregiving responsibilities. This particularly impacts employees with disabilities who are not physically able to drive, and GSFC employees, foreign nationals, students, and interns, who either do not wish or are not able to own a car.

Comments with Suggestions for Future Improvements

- If the 15X frequency was increased to every 15 minutes or better, I would strongly consider taking it to Goddard.
- Ideally the G14 needs to be rerouted to provide all-day service WMAP Rd and the Visitors Center, if this is not possible then the 15X, or some other route, needs to make these stops all day, not just during rush hour.
- Add a bus from Lenfant (since it is a hub) or other stations to NASA Goddard, University of Maryland, and other spots without a stop on local roads on a rotation
- I would also suggest changing the route to have these busses go to the College Park Metro station instead of Greenbelt. Anyone looking for a transit connection to Goddard will probably be traveling from further south on the Green Line (including all transfers from other lines).
- Keep the 15X bus for Tuesday through Thursday travel at least.
- I would like to note that as a rider of the 15X bus, the pay station at the front of the bus is almost never operational. For 15X riders this is nice since the cost is $2 lower round trip. However, this seems like something that should be quickly fixed and would help justify the cost of running an additional bus
- WMATA should provide the trip times for the proposed route replacements. I believe they only included the frequency which was actually improved.
- Coordinate with the opening of the purple line in June 2024
- With purple line opening in ~2026, we need frequent bus service from College Park metro/greenbelt metro to GSFC.
- Adding a GSFC Main Gate stop to proposed route P20, as well as maintaining and improving express routes with ~15 minute travel time between GSFC and the two Metro stations, is critical
- Ideally the G14 needs to be rerouted to provide all-day service WMAP Rd and the Visitors Center, like the old T16/T17 route did up until 2012. If this is not possible then the 15X, or some other route, needs to make these stops all day, not just during rush hour.
- Things that would help boost ridership are a more frequent and expanded schedule, and automated service notices at the bus stops (e.g., “X15 to NC will arrive in [x] minutes”).

Phase 3 Network Redesign Engagement Route Comment Uploads
Spring/Summer 2024

Please do not cancel the N2 bus. I live in Sutton Place NW, off of New Mexico Ave NW. The N2 bus is the only public transportation option from this neighborhood to my office downtown or to the Red Line at Woodley or Tenley. It also provides access to shopping at Friendship Heights. Perhaps more importantly, it is the only available means of transportation for people who work in the neighborhood and may not own a car. There are also many doctors' offices and a pharmacy at New Mexico and Macomb that people can access via the N2 bus. As the world tries to manage the fallout from climate change, we need more public transportation options, not fewer. Thanks so much for considering my comments.

I'm concerned about Metro's proposed Better Bus Network. Not only would the proposal completely eliminate the G-12 bus route, it would mean that hardly any bus routes would be provided through Old Greenbelt. This is a community which features lots of seniors who rely on low-cost, affordable means of transportation. The proposed Better Bus Network would mean that they would have to walk further just to be able to catch a bus as a result of many of the pre-existing stops being eliminated. This isn't only bad; it is shameful. Metro should be focusing on making the service better, not eliminating routes under the false pretense of improved service.

Please do not eliminate the 96 bus route. That is the bus route I take most frequently, and the proposed "replacement" does not do an adequate job of providing coverage to my neighborhood. I implore you to keep the 96, which connects undeserved areas to Union Station, U Street, Adams Morgan, and beyond. Eliminating the 96 would be detrimental to my neighborhood and to others who rely on it.

We are begging you to reconsider changing the route of the E4 bus so that it races down Military Road and will no longer be accessible to the many of us living on McKinley Street who have relied on it for decades and have factored its continued accessibility to allow us to age in place in our home and use it solely when we can/should no longer drive. Now that Metro goes to Dulles the E4 bus is more important than ever to us. Please keep its McKinley Street route!

Keep the 3Y route!

Please increase bus routes running west for the following area: Capitol Hill/Hill East/Kingman Park. Capitol Hill residents east of 8th St will only have a limited frequency bus line on C St NE and D St NE leaving residents more likely to drive to NW (e.g. U Street) or SW e.g. Waterfront) or simply not visit (and spend money) in those neighborhoods. It is not safe to walk from East

Capitol to H street to catch a bus after dark, nor would a bus travel to SW from H Street. It is easier and safer for these residents to drive to Virginia and Maryland via 395/695.

I am not happy about the elimination of the 96 line to Tenleytown. I ride this bus often from 16th & U to Tenleytown. There is no replacement for this route.

I'm writing to express my concerns with WMATA's planned removal of the 63 bus line. The 63 provides the residents of Ward 4, which includes a large amount of federal and district government employees, a direct route to downtown and Federal Center. This route is a key artery that connects several neighborhoods to downtown DC that would otherwise require walking far distances to the metro and/or several connections via rail or bus. It is prudent for DC's efforts to get residents to #BeDowntown to continue the 63 bus route. The 63's direct and convenient route is even more critical given the increasingly extreme heat the DC region experiences. Please keep the 63 route as an option so residents of can easily commute and enjoy neighborhoods and commerce from uptown DC to the mall.

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96 Comments - I live in the eastern part of Capitol Hill near RFK. I use the 96 bus to see my friends across town along U St and Adams Morgan on a frequent basis. I live around 17th + D St. By removing the 96 bus, there is a large bus route hole between C St-Penn Ave SE and 8th - 17th St NE/SE. This bus route hole is a strong incentive to drive or take Uber to get downtown; my neighbors also use 96 to go visit friends, grocery shop, etc. Removing the 96 will also incentivize DC residents to drive more, causing more congestion and traffic. D6 Comments - I use the D6 on a weekly basis to run errands and go to much needed therapy. Is there a reason all the bus numbers are changing to more characters? Maybe WMATA can provide more insight into adding more digits to the bus routes - ie even ending numbers are E-W, odd ending numbers are N-S.

It looks to me like you are doing away with the Z2, Z6, Z6 bus routes - so that our neighborhood of North Hills of Sligo will have fewer buses to serve our area.

More x2 buses and or restart the x1

The elimination of the 31 would increase my average commute by at least twenty minutes a day and would affect working residents of DC. Furthermore, the elimination of stops along cathedral avenue would negatively impact many elderly individuals who rely on the N2 and N4. Do not eliminate these stops!

Please do not get rid of the portion of the current 96 bus route that goes down Massachusetts between Union Station and 19th St. SE. I, and many of my neighbors, take that bus to work and the current proposed replacement (D24) is not nearly as efficient. That, and other, proposed routes leaves a giant area, roughly centered on Lincoln Park, without access to bus service. The current 96 route connects a broad swath of the Hill East neighborhood to a major transit hub, Union Station, as well as to the Red Line, which we currently don't have good access. Please keep that portion of the route to maintain adequate connectivity.

Please continue to keep Glover Park connected to Dupont Circle and downtown. Glover Park has no Metro service so the buses are very important to the neighborhood.

I live on Ridge Road in Greenbelt. The existing G12 bus route stops very near my house and is convenient. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to to those areas which members already rely on. The proposed new route would require me to walk significantly in the dark after the days become shorter, which is a safety of mine. There is no need to take this bus route away from where it serves the most in Greenbelt Homes, Inc.

I use Metrobus as my primary means of transportation. I've been using Metrobus for many years, so am very familiar with the system and routes. I object to this "Better" bus plan, which is more like "Lesser" bus for many people like me who rely on it to get around. One of my biggest criticisms is bus stop removals. Too many stops have already been removed -- many without any warning or opportunity for input from riders. I also do not feel that WMATA / DDOT actually takes riders' comments seriously. I've experienced this firsthand with other redesign studies, where consultants were the ones who made decisions, and public input was just for show. Over the past few weeks, I've spoken with other passengers on Metrobuses about these proposed changes. Most of them told me they saw WMATA employees offering surveys on buses but they declined them because they don't believe you will listen, or that their comments with change anything. I am also opposed to the changing of longstanding bus numbers. Why is that necessary? And why do they need to be 3 characters instead of 2? Some of the changes you are proposing make no sense, just add to confusion for passengers, and make riding the bus less convenient.

Multiple problems present themselves with the proposed Better Bus Network plan. 1 -- You describe multiple routes as "Service…will be revised with alternate service proposed," but what you really mean is service will be _removed_, and you have yet to propose any alternative service. You in fact are reducing public transportation, rather than enhancing it. We need more public transportation -- not less. Please do not remove _any service_ (such as the D bus routes out to Glover Park, which you have received a lot of feedback about, and the G2). 2 – Regarding the D2 specifically, apparently WMATA has made an official statement that: “WMATA feels that the regular size buses will not be able to maneuver the streets of Glover Park.”

Furthermore, we are told that the smaller buses that serve the Glover Park neighborhood will no longer be fabricated. Surely there are busses smaller than the standard sized WMATA Metro busses, that are manufactured and available for purchase, somewhere in this country or in the world, that could be put into service to maneuver the streets of Glover Park?! This harkens back to the debacle boondoggle of the H St Trolley Cars. What a sinkhole of money they are. For WMATA to have spent four times the cost of those expensive Italian trolley cars on storage (due to poor management and planning), only to say now that you can't spend money on a smaller bus in order to continue to provide service in an area of town (albeit in NW Washington and in wealthy Ward 3) where there is rent controlled and lower rent housing for people who need to get to work by public transportation. Outrageous. What are people supposed to do? Walk in the freezing cold or the hundred and ten degree heat to Wisconsin Avenue to pick up a bus? 3 – Speaking of walking, whose bright idea was it to get rid of stops? Fewer bus stops will only hurt people who have a harder time walking. Where is our supposedly "Age Friendly DC"? 4 -- Where is our supposedly "Sustainable DC"? We don't need less public transportation; we need more! We need more public to alleviate our congested traffic from all the private vehicles and also to improve our worsening air quality resulting from the exhaust from all those additional vehicles present represented by individual people driving cars -- because they don't ride the bus, because the system doesn't provide us enough service. 5 – Why are you eliminating the Circulator bus? DC Circulator runs some of the best service in town. You could keep the Circulator with its limited stops, and then keep the regular amount of stops for Metro busses, rather than cutting the stops on MetroBus. It's a good system now. One thing that's weird about the system right now is that not every MetroBus stop on a Circulator bus route has a Circulator stop, and not every Circulator stop on a MetroBus route has a MetroBus stop. Those bus stops should allow both bus systems to stop at the same stop, so riders can wait for either bus at the same stop?! Hello. 6 -- Speaking of "Age Friendly DC," riders who carry a half priced senior disabled fare card should be able to ride MetroBusses for free system wide (like they can in Montgomery County). 7 -- If you feel that you need a greater revenue stream, make free bus riding available for people who are residents of DC, MD, and Virginia. Let our out of town visitors pay the full bus fare. That seems equitable to us taxpayers. 8 – While we're talking about equity, as well as foolish false economy, how do you justify the expenditure on Metro fare evasion tactics. Let the youth ride for free. Not only would it be cost effective, but it would be better overall for our city. 9 – Changing the numbering system makes no sense at all. Regular riders know the system. Your new one is no less confusing. (Frankly your new route naming system seems designed in part to camouflage the number of routes that you're getting rid of.) You make the following statement: "The second character will be a number based on the corridor or neighborhood in which the route runs." (https://betterbus.wmata.com/maps) But you provide no indication of how that second character is generated. How does a number based on a corridor or a neighborhood have any correlation to anything that is any more logical than the system that we already have -- and that regular writers already know ?

I am a mom of 2 kids. I really appreciate being able to take a stroller onto the bus. I hope that we will still be allowed to do so, when there is room on the bus!

WMATA please keep our only bus route to Archives II in PG County (C8) or keep us from having zero bus service with some alternative. Last July and August had a six week shutdown which involved many alternative adjustments that did not include the C8 Bus which might have affected ridership numbers. Most employees were required to DECREASE telework by

December 2023. Many new hires in 2024 are bus riders and cannot telework. More money is also being made by other buses and subways OUR C8 rider use so can that also be considered? The amount of appointments for researchers increased till 2024 where people can arrive as walk-ins which is more need for buses is happening in 2024. The description of what is happening to the C8 bus in the Hearing Docket lists does not contain the harsh fact that there will be ZERO bus service for the Archives II Building and the surrounding neighborhood. PLEASE don't let this happen!!! Can another route be detoured to serve Adelphi Rd. and Archives II?? OR could we get back an equivalent of the R3 Bus which ran through 2016 from PG METRO Station to Greenbelt METRO Station--maybe again Rush Hour only ?? OR COULD WE KEEP THE C8 AND review ridership again with more up to date numbers?? THANK YOU FOR ANY CONSIDERATION YOU CAN GIVE ---Terese.Hammett[redacted] from Achives II.

I support the 2025 Better Bus Network as long as Metro does NOT consolidate the Wisconsin Ave and Calvert St NW bus stop and the 23 St NW and G St NE bus stop on the 31 bus line! I cannot afford a car, and the 31 is the only metro bus route that runs near my office. Metro can get rid of other stops on the route, but please keep these two!!!

It's terrible what you are doing to us east of the river. So many people need the bus lines you are cutting. We need more access going west, not less. We need direct access to the downtown corridor.

My name is Yana Makarova. I'm residing in Petworth with 2 of my daughters who are currently in elementary school and will be transitioning to middle school in the next couple of years then on to high school. The schools that they are planning on attending are across the Rock Creek park (Deal MS, then Jackson Reed HS). The only bus route designated for the students perfectly convenient for this school commute is D34 - I do not see any replacement for this route in the new plan. If new plan is implemented me and hundreds of other parents from Petworth will be forced to drive our kids to schools which will add to the morning/afternoon traffic tremendously.

I'm commenting on the proposed route changes for 2025 that will impact my neighborhood. Existing routes G12 and G14 should remain as they are. Changing them works impact me and my neighbors detrimentallly. We depend on buses for work, shopping, and other needs. Additionally, bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on. Thank you.

The proposed changes to Route 86, which serves the City of Hyattsville and adjacent municipalities, will disenfranchise many Prince George’s County residents. Queensbury

Apartments, Oliver Gardens Apartments, Hyattsville House, and Friendship Arms Apartments are among the multifamily residential properties that heavily rely on the 86 Route. The route also serves some students who attend Hyattsville Middle School. Closer to Hamilton Street and 38th Avenue, Castle Manor and Prince Georges Apartments are additional high-intensity multifamily developments that depend on the bus route. As proposed, the new P30 and P1X routes do not serve elderly and disabled residents at Friendship Arms Apartments and other critical properties in the Hyattsville area. Therefore, WMATA's proposed routes should be modified to serve areas where existing residents of all means are located.

Your plan to eliminate the D2 bus is beyond short-sighted, it's HEARTLESS! Imagine you have heart or respiratory or mobility issues and you had to walk an additional 7 or 8 blocks in extreme heat or on sidewalks that haven't been shoveled. Then you get to wait 20 to 30 minutes to board a bus. The bus you board is going in the direction opposite to your next destination - Wisconsin Avenue - but it's the only option for connecting to Wisconsin Avenue. Once on Wisconsin Avenue you have to wait some more and if you're really, really lucky, you will only have to get on one more bus to do your grocery shopping or get to your medical appointment. I started out by saying your plan is HEARTLESS. I need to correct myself -- it's BLOODY INSANE!

East of the river communities need better direct bus access across the river to downtown. Routing east of the river communities north/south to eotr metro rail stops unduly burdens eotr residents. The bus network needs more buses crossing anacostia into downtown so that eotr residents can have direct, no-transfer transit options to job centers.

The X8 bus is providing excellent direct connection to Union Station along the length of Maryland Avenue. The proposed replacement is very circuitous and will not serve the majority of the NE public. Keep our connection to the to the major transportation hub that Union Station is.

East of the river needs better connections to west of the river and downtown. Most folks who work in the service industry downtown live east of the river and rely on bus services to commute. Please consider strengthening the bus connections from underserved areas to have easier access to the city.

The elimination of the D2 will make my (and other's) lives more difficult by eliminating stops in the interior of the neighborhood. Also, having the bus only come every 30 minutes renders it useless as a bus, especially considering that it is frequently packed in the mornings. Your plan will result in more people buying cars. Also, I have been on full sized buses along the D2 route, so claims that only small buses fit is a lie. Please do not enact bad policy that serves only to harm people

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I do NOT Want to have #96 -- the only bus that supports my neighborhood -- removed. I live n Lincoln Park SE and the 96 is the one I use. Do not remove it please. I do not want to walk north of lincoln park to pick up another bus as I do not feel safe. Maria Grosjean 1121 East Capitol Street, SE

Hello, WMATA team, Thank you for your efforts to improve bus service throughout the region. I have been a DC resident for 18 years and the bus system is wonderful! 1) I am concerned about the changes to the former H8 line (now D74) that cut out Parkview and eastern Petworth from having any bus service. I live in Ward 4 and my children go to school in Ward 1, and the H8 bus stop on Rock Creek Church Road is our closest stop that we have used for years. I see many elderly people on this line too, and I think them having to walk all the way up to Upshur Street could be a hardship. Routing the bus line down Upshur Street, where there are already multiple lines, will make a big gap in service for the southern and eastern portion of the neighborhood. Please reconsider these impacts. 2) I appreciate, however, the improved bus service to Mount Pleasant and through Columbia Heights. East-bound service is always the biggest challenge in the city so hopefully the plan is working to address some of those limitations. 3) Please improve the bus stops in general. I was shocked and saddened to see a story about arbitrary limits on bus shelters in the District due to an advertising contract recently. Really? People who ride the bus are carrying things, standing in the heat, lugging children around, elderly, and pregnant. I rose the bus the MOST when I was pregnant, and having shaded bus shelters with clear signage and seating is a must to improve our system. Thank you, Rachel Davis

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My name is Audwin Breon Wright, I have lived in LeDroit park for the past 25 years. I reside in the senior building located at [redacted] I would like to respectfully state several reasons why your Better Bus Proposal, for this community, is a hard-ship proposal for our community. First, the idea that someone behind a desk would come up with an idea to deprive an entire community of bus service, is criminal. what Better service is there for the community of Ledroit park. This is a Historic community, a collage community, a community with many seniors, and children to be taken to school on the G2 bus. Kipp school is located at New Jersey and P st. You state that in your new plan, you connect customers to key destinations. Well, what about the Howard University area? What about the Giant food store and Wholefoods, which are at this point easily accessible to the elders of this community. This appears to have racial-overtones. You favor leaving out an entire neighborhood to go to Union Station. Are you madd? I think so. Im 69 years of age and rely on the G2 to get me back home when I go fishing in the Georgetown area. I place my bike on the bus because im tired. What about bad wheather. The seniors can now go across the street and get the bus. why would you force them to travel to 7th st. in the snow? What about traveling the distance from 4th and W st down to Florida ave. to the post office, or just to connect to another bus-line? Again this is a very populated community; Why would you do this? Why is it so important to cut an entire community off from bus service, to go to Union Station? This is a sprawling community, a mixed bag of subsidized housing, stable homes etc. Do not do this to our community!!

Here are recommendations for the various bus lines within, to, and from Chevy Chase. GENERAL recommendations 1. Minimize the necessity to travel on more than one Metrobus, or

on a bus and a Metrorail ride, for trips within Chevy Chase and between Chevy Chase and Friendship Heights. 2. Restore service that crosses the DC/Montgomery County Line. LINE E4 (C83) - Maintain service on McKinley Street east of Connecticut Avenue via changing in parking or alternative routings; maintain weekday frequencies; maintain weekend service; maintain current bus stops. 1. Maintain current frequencies: - Rush hour/school hours - 15 to 18 minutes - Midday and evenings - 20 minutes - Late night - 30 minutes This would allow seniors and other residents to travel to Chevy Chase's local business district, to Friendship Heights for medical appointments and to shop at Whole Foods or Amazon Fresh or the upcoming Trader Joe's, and to the nearest Metrorail station, as well as to a major Metrobus hub that provides service into Montgomery County and other parts of the District. 2. Maintain weekend service: - 20 minutes Weekend service on the E4 would continue to provide residents in the heart of Chevy Chase with vital access to Metrorail on Saturdays, Sundays, and holidays, to churchgoers, social events, etc. 3. Maintain all current bus stops on McKinley Street: In the case of the E4, there are stop signs at every intersection on McKinley Street. Buses have to stop at the stop signs anyway. If, on one trip, a person boards or alights at one stop, and on another trip, someone boards or alights at an adjacent stop, what's the difference? Even on the rare occasion that someone is at every stop along McKinley, that might add 2 or 3 additional minutes to the total trip time. 4. Possible routing options to maintain service on McKinley Street east of Connecticut Avenue: Two proposed routing changes to this line have been presented by WMATA: Last year, the Visionary Plan proposed eliminating service on McKinley Street altogether. And this year, the Better Bus Plan proposes eliminating service on McKinley Street east of Connecticut Avenue. To our knowledge, no fatalities or other notable incidents have occurred at the intersection of 30th Place and Military Road, which appears to be much of the motivation for avoiding McKinley Street. The plan's proposed routing along Military Road, rather than McKinley Street, will not save time; the difference might be 1 or 2 minutes, and in rush hour, could be slower if rerouted to Military Road, as traffic tends to back up in some places. It is also a question of providing duplicating service to one or two stops along Connecticut Avenue versus further eliminating service in the heart of Chevy Chase. - Option 1 - Maintain current routing, relocating the traffic signal on Military Road from 30th Street to 30th Place. (The preferred option.) Parking changes: - Option A: Eliminate parking for 2.5 blocks on the south side of McKinley, between Broad Branch and Nebraska. - Option B: Keep parking on both sides, but have no-parking stretches on the south side, one in each block, perhaps with two in the block between 32nd & 33rd. - Option 2 - Run on 30th Street in one direction, and 30th Place in the other direction. Whichever direction is more difficult for bus operators would run on 30th Street to take advantage of the traffic light. This would require no new traffic lights, and a few parking spaces would be removed on 30th Street to accommodate stops at Legation Street and McKinley Street. - Option 3 - Run this line on 27th Street/Utah Avenue and Nebraska Avenue to McKinley Street. This has the advantages of requiring no new traffic lights and necessitating minimal removal of parking spaces. - Option 4 - Establish a new community bus line that circulates through the streets of Chevy Chase and Barnaby Woods, between Friendship Heights and Pinehurst Circle, every 15 minutes throughout the day. This new line would not be restricted to main streets, and would use a shorter-length vehicle that would more easily make turns between side streets. Ride On has been doing this for many years, including its routing of Route 1 through The Hamlet and Rollingwood. WMATA could either operate such a line, or partner with Ride On. (Note: This could be considered a new service, and not necessarily as a replacement for existing or lost service.) LINES M4/E6 (C85) - Alternate trips between two routings (restoring abandoned E6 service); maintain current weekday frequencies; restore weekend service 1. Alternate trips between two routings: - Some trips would follow the current routing along Western, Utah, and Nebraska Avenues, continuing to and beyond Tenleytown. - Some trips would follow the original E6 routing, along Western Avenue, Broad Branch Road, McKinley

Street, Western Avenue to Friendship Heights. 2. Maintain current frequencies: - Rush hour/school hours - 15 minutes - Midday and evenings - 30 minutes 3. Restore weekend service: - 20 minutes 4. Maintain one-line service from north of Military Road to Sibley Hospital. As with the E4 in the heart of Chevy Chase, weekend service for the M4 would provide vital bus transit access for Barnaby Woods and Hawthorne residents to other parts of the District and to Metrorail on Saturdays, Sundays, and holidays, to allow Chevy Chase residents to use the bus to attend social and sporting events throughout the District, run weekend errands, shop, and and attend religious services and other activities. LINE L2 (D70) - Alternate between two routings; clarify routing on/under Dupont Circle; install dedicated bus transit lanes on Connecticut Avenue: 1. Alternate trips between two routings: - Some trips would follow the current L2 routing to Adams Morgan along Calvert Street and Columbia Road. - :Some trips would follow the proposed routing, the same as the L4 did, staying on Connecticut Avenue to downtown. This is most important during peak travel periods, though it has value at other times as well. 2. Clarify whether trips would go around Dupont Circle or under it. 3. Another suggestion by some residents of Chevy Chase is the installation of dedicated bus lanes on Connecticut Avenue or other major roadways, which would make a trip by Metrobus faster during peak travel times. LINE L8 - Provide service on Connecticut Avenue north of Chevy Chase Circle This would allow residents of Chevy Chase, including seniors, to travel to Kensington and Wheaton without having to take three buses, or bus/rail/bus trip. Riders would travel to Kensington and Wheaton using one or two buses, and Kaiser Permanente patients would maintain bus access to the Kensington facility. Residents would also have access to shopping at Chevy Chase Lake, and the Chevy Chase Purple Line station. This could be accomplished by either: - Keeping existing service from Friendship Heights to at least Kensington, or - Extending some L2 (D70) trips north of Chevy Chase Circle to at least Kensington. SYSTEM LEVEL - better timings for transfers; shelters with real time displays In those situations where transfers are necessary: 1. Improve timing for transfers between lines, and between Metrobus and Ride On lines, 2. Provide shelters with real time displays at every transfer point.

I request that no changes be made to the G12 and G14 Routes. These routes serve my local community well and the proposed new routes would bring disruption and inconvenience to the neighborhood. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway. Thank you for considering my opinion. Lynn in Greenbelt MD.

Thank you for your redesign of new Route D96 in the proposed 2025 Better Bus Network. It will be the only WMATA bus line within 1/2 mile of my residence. It is better than the initial proposal for the Better Bus Network because it preserves the direct connections to the DuPont Circle and Friendship Heights, which are important connections to traveling to downtown DC and to points north in Maryland.In my opinion, it also improves upon the current N4 route by establishing a direct connection to the commercial district in Bethesda while adding just 10 minutes to the travel time and by establishing a direct connection to the commercial district in Georgetown north of Q Street. Like many in my neighborhood, I have long used N4 to commute to and from work downtown. The new Route will make the route even more useful by facilitating travel to Bethesda and Georgetown. During COVID I relied almost exclusively on the WMATA bus network for an 18 month period. During this period, I found that using WMATA buses was both

more economical and more dependable than using cabs or ride sharing services. Thank you for designing Route D 96 in a way that will continue and improve upon these direct connections.

These comments concern the proposed C61 bus route, and the proposed elimination of the D32 and W45 routes. The D32 and W45 routes should NOT be eliminated. With the proposed elimination of these routes, the C61 would be the only bus line that could serve as public transportation to and from Deal Middle and Jackson Reed High for hundreds of students as young as 11 years old. Of most concern, elimination of these routes, which currently run in the morning and afternoon timed to the beginning of school and school dismissal -- will substantially negatively impact the lives of students at these schools by removing reliably and predictably scheduled service of sufficient capacity, resulting in substantially greater commute times for children, increased tardiness, less time to sleep, less time to study. This will require these students to walk significant additional distances because the C61 would only skirt the perimeter of Mt. Pleasant (Harvard/Irving St. and Adams Mill Rd), as compared with the proposed eliminated routes that take more of a middle route through most of Mt. Pleasant via Park Rd. It will also require the younger students - those going to Deal, as young as 11 and many riding public transportation alone for the first time -- to walk an additional 5 minutes after being dropped at the Tenleytown bus station rather than near Deal like the D32 does. Reliance solely on C61 will also result in overcrowding of bus stops on Adams Mill Rd., particularly at the final stop before going across the park (Walbridge and Adams Mill Rd.), which would likely be the closest stop for possibly half the riders in the Mt. Pleasant boundary area for these schools.

July 5, 2024 I am writing on behalf of the citizens of Glover Park in Ward 3. According to the WMATA's Better Bus plan. The current D2 route would be deleted. This means that there are ZERO buses west of Tunlaw Road, so no bus except the edge of the neighborhood. This is much further away from the center of our neighborhood Stoddert elementary and Benton. Several of these stops are high traffic stops for students, commuters and elderly running errands and going to appointments. This also seems as if will makes more traffic on New Mexico/Tumlaw Ave. where there are new bike lanes and either side of large hills. Workers and students feel very safe at these particular spots (Benton and Stoddert) as they are well lit and more heavily trafficked by neighbors. This offers ease and safety for riders as opposed to heavy traffic areas of Tunlaw and Wisconsin Ave. As you see from the map below, eliminating the D2 leave a gaping hole in our mobility to work, school and points of interest in our city. We have learned that part of the issue with loss of service is that the smaller buses are no longer being made but if memory recalls, the D1 was a large bus that wound its way through Glover Park and on to the Metro. Our neighbors in the Eaton Elementary area, the largest feeder elementary in the MacArthur system, are not well served either. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for MacArthur in our area can enjoy a short, direct trip. Please take these points into consideration for the final plan. Last, I have added comments from concerned neighbors below the map that shows the gaping hole in service to our citizens. Lisa McCluskey Glover Park Citizens' Association Comments from Glover Park Neighbors on proposed new routes and

deletion of D2: “This neighborhood is already isolated from the public transit network as is, with limited routes and no access to metro trains. I take the D2 bus to get to work. We don't all have cars in this neighborhood. We aren't all rich upper NW homeowners. We do all pay taxes though. You have tried to take away our services before and heard the outcry from concerned residents and kept the routes operating. How can this possibly be on the table again? Please do not cut off an entire neighborhood from access to publicly funded metro services.” “There should be a consistent route through Glover Park. The current D2 serves many duplex/apartment/townhouse residents further west in the neighborhood who would otherwise have to make a much longer trek under the proposed plan to get to and from work.” “The D2 is an essential bus for many in a high-density neighborhood not otherwise served by transit. Please keep the current D2 route or ensure another route takes over these stops and connects to transit/downtown.” “Please please please do not eliminate the D2!! So many of us use it to get to Dupont. There’s no alternative route and this bus is really crucial.” “Many people in the neighborhood, such as students. seniors, and working professionals rely on the D2 bus route. It is the only bus route that connects people to main areas and is the only direct bus to the metro.” “The new plan leaves out the inner parts of the neighborhood in an area that already has a deficit of public transportation options. We don't have a train nearby, and so rely on the buses. They need to cover more areas, and to travel with more frequency.” “We need to keep the D2! Having the bus go through Glover Park, rather than just around the periphery, is critical for serving the neighborhood. And the link to DuPont Circle is critical! The changes would make everyone in the neighborhood walk 20+ minutes, to reach a bus line that only runs every 20 minutes on Mass Ave. That means that commuting to DuPont and adjoining neighborhoods on public transit will now be effectively impossible from Glover Park. Terrible. Apparently some concern has been raised about bus size with the discontinuation of the smaller buses. But standard-size Metrobuses served Glover Park for years in the old D1 line.” “Taking away the D2 leaves Glover Park with no easily accessible public transportation. Many people I know will need to completely relocate because of this inconvenient plan. The closest metro is Dupont Circle and we will have NO WAY of getting there with the new routes.” “Eliminating the D2 bus will be devastating to Glover Park. You have already gotten rid of the D1. The D2 now is how many of us get to work, access the rest of the city, and offers an alternative to driving in traffic. There is no metro line anywhere near the area and this is near two universities. Why would you not offer a bus route in an area that does not have any other public transportation.” “This proposal significantly limits the availability and utility of transit for the entirety of Glover Park and may well cripple the utilization of metrobus by the neighborhood, particularly those who live in the higher density apartment buildings on the western side. WMATA, Cambridge Systematics and Kimley Horn are doing a disservice to the residents living in the District with this proposal, which appears to prioritize theoretical efficiency over practical public utility, which should be the fundamental mission of a transit system. Please reconsider this isolation of an entire neighborhood by reexamining the routing and frequency of service in the Glover Park area.”

The proposal eliminates the regular bus routes in my neighborhood, leaving us only with the Ride On buses that run much less frequently. My neighborhood uses the Z8, Z6, and Z2 routes.

Hello, I want to speak in favor of keeping the existing G12 and G14 bus routes. I live on Ridge Road, Greenbelt. I need these bus routes, the G12 and G14, to remain exactly as they are, and with no changes to the routes involved or the timing. I do not regularly use these routes, but I do use both of them several times throughout the year. I have only one car in my family and I share it with my wife, who often needs the car. When she needs it, I either take the G12 or G14

busses or I bicycle to work. Please do not reduce G12 or G14 bus service. Also, bus service should not be routed along Westway between Crescent Road and Ridge Road in Greenbelt. There are safety issues in doing that -- Westway is hilly -- and also issues with noise disruptions caused by the busses themselves. The route should continue along Ridge Road and Southway as it has been for at least the last 15 years. Many members of Greenbelt Homes, Incorporated, rely on the G12 and G14 routes remaining as they are.

Please don't cut out the N2 bus. It is the only way to get to Tenleytown Metro and Tenleytown shops with public transport. For the other direction, the N4 would have to run a lot more often during non rush hour.

Why do you need new route names? I think it is better to keep as many old route names as possible to avoid confusion for the population, especially for older people and to avoid a difficult learning curve for people who depend on the bus route to commute. If I make a mistake because I don't have time to learn this new system and all these buses and end up late I could lose my job, and I know I'm not the only one. Why is this so complicate and inaccessible? I was looking over all of the maps and I DEPEND on the 90s every day- why can't I figure out in less than 5 minutes what my replacement buses would be? I have been taking these buses since I was a literal infant. This is a mess.

Firstly, the public comment process is clunky, hard to use, and probably served to reduce public comments as frustrated users peiobably gave up trying. The bus service near (and to and from) the area around Lincoln Park is not sufficient. Currently, the D6 goes across town and shouldn’t be replaced with a route that requires transfers to get further than downtown and the frequency needs to be higher. Cutting the 96 is a big mistake too. This area has a lot of density and with reliable and useful service more people would take the bus.

Randy Clarke General Manager & CEO Washington Metropolitan Area Transit Authority 300 7th Street, SW Washington, DC 20024 CC: MCDOT & Montgomery County Leaders RE: Action Committee for Transit Comments on Better Bus Network Redesign Dear Mr. Clarke: Thank you for the opportunity to comment on WMATA’s proposed network redesign as part of the Better Bus initiative. Since many of our current bus routes were first mapped out, Montgomery County has transformed from a sleepy bedroom community requiring rush hour access to Washington, DC, into a vibrant collection of urban hubs fueled by two branches of the Red Line, but also requiring frequent, all-day, 7-day connectivity. Any network redesign will come with some pain as existing riders adapt to new patterns, and we hope WMATA will take steps to ameliorate that pain. On the whole, however, this proposal represents a meaningful down-payment towards better connectivity. We look forward to partnering with WMATA and our elected leaders to fight for the resources needed to implement the visionary network proposed in 2023. More than the lines on a map, this network redesign delivers much-needed mid-day, late-night, and weekend service frequency. It also reorients the high-frequency network to feed MetroRail and RideOn Flash service that didn’t exist until 1984 (Rockville), 1998 (Glenmont), and 2000 (Flash to Burtonsville). That focus on feeding MetroRail comes at a price, however. While 59% of Better

Bus comments favored longer trips with fewer transfers, the proposed redesign seems to do the opposite. For example, it replaces direct service from Silver Spring to Rockville (Q) and Olney (Y) with a short M20 requiring a transfer at Wheaton. Truncating M10 at Montgomery College requires a single-stop Metro ride to reach Shady Grove, the hub for Ride-On routes serving Germantown (Maryland's 3rd largest "city") and Clarksburg. Finally, the lack of a replacement for the C2 leaves Montgomery County without a direct connection to University of Maryland until the Purple Line opens in late 2027. Shorter routes feeding MetroRail are less subject to bunching and delays, will better utilize our transportation infrastructure, and should speed riders to their destinations faster, but there are equity dimensions to consider. WMATA recently took a step in the right direction by making bus-metro transfers free with a $2.25 credit on single-ride tickets, but the $13.50 7-day regional bus pass is still a lifeline for low-wage workers at a fraction of the $40.50 price for a 7-day short trip bus/rail pass. WMATA should consider steps to lessen the burden on bus-only riders like Aspen Hill residents who currently take the L8 all the way down Connecticut Ave to Chevy Chase Circle and transfer to the L2 for destinations in Northwest Washington. Yes, M22 transfers to MetroRail at Wheaton or Bethesda may get them to their destinations faster, but at a much higher pass price. WMATA should consider rail pass discounts AND restoring elements of the visionary network to facilitate bus-only trips. For example, even the more realistic "Revised Visionary Network" extended DC's Wisconsin Ave (D8X) and Connecticut Ave (D70) lines to connect with the M70 and M22 in Bethesda. Those connections are now lost, requiring a second transfer to Ride-On or the low-frequency D96. Perhaps a greater concern is corridors that lose service altogether. While reorientation of the L8-replacement M22 to serve the high-demand Wheaton-Bethesda corridor makes sense, it leaves parts of Connecticut Ave between Kensington and Aspen Hill, without any bus service at all. MCDOT's Ride-On Reimagined plan still reflects "Visionary Plan" elements like the low-frequency MD341 for upper Connecticut Ave and high-frequency, 24/7 service on MD141 between Montgomery College and Shady Grove (serving the dense, walkable King Farm "transit village.") Hopefully MCDOT's Viers Mill and Randolph Road Flash BRT projects will eventually provide connectivity between the ends of the Red Line, but those projects are years away and connectivity is needed today. WMATA should coordinate closely with MCDOT to ensure that such gaps are bridged one way or another to avoid a backlash from riders. Of course, it's hard to avoid waxing rhapsodic about bolder elements of the visionary network that have been lost, including high-frequency, 24/7 service on six Montgomery County routes and connections to Columbia, Clarksburg, and Germantown. If that vision is truly achievable for just 35% more resources than MetroBus currently receives, Action Committee for Transit looks forward to mobilizing the support needed to achieve that vision for mobility in our region. Thank you and good luck with this long-overdue transformation. Sincerely, Sean Emerson President, Action Committee for Transit

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Consolidating Z2, Z6, and Z8 along Rt. 29/Colesville Rd., a major state artery in Howard and Montgomery counties, is a reckless action by WMATA especially for communities where there are no Flash bus stops. Has Montgomery County reviewed the on-time rates of Ride On busses? For those of us who ride them, we know from experience they are unreliable and sometimes do not come at all. If WMATA consolidates the Z bus routes on Rt. 29/Colesville Rd., residents will be forced to return to their cars to drive to work and school. There has been little notice of these changes (no mention in the County Executive's regular emails) and apparently only one in-person meeting in Suitland. AND the public hearing meetings were scheduled 4x in June, one of the busiest months of the year? WMATA clearly did not want community input. Please slow down and provide us better information (the map doesn't even provide street

names) and more time to digest the proposed changes. The current information appears to be show changes which will not be in the best interests of bus riders.

The complete lack of public transportation around Lincoln Park is startling! Especially taking away the 96 bus. That bus is used by many children to get to and from school, elderly residents to run errands, doctors appointments etc; and families with small children in strollers, being carried etc. walking to & from 8th St (the new nearest bus stop, is just not an option for many of us. Please bring it back. The dearth of bus transportation around Lincoln Park jumps out at you looking at the map. And all of Hill East is worse off. Please do better.

I have serious concerns about the D24 route, which largely replaces the D6 (I used this bus daily) The new route starts in Deanwood and takes a circuitous north/south route through ward 7 before reaching East Capitol Street and continuing on a largely east/west vector into downtown. This long journey (more than 1/3rd of the route) through lower density areas of Ward 7 will make the D24 inefficient and reduce on-time performance for the core purpose of the route, taking people directly east/west past Union Station and into downtown. I recommend the D24 be either shortened to start at Stadium Armory, or oriented in a completely east/west orientation (Capitol Heights to Franklin Sq) and use other north/south lines in Ward 7 to cover any of that vector with a transfer to a frequent D24. Further, I don't agree with the elimination of what is now the 96 route. This bus covers a large geography of Capitol Hill, and is one of the only buses that goes around downtown, making it a great option to get between Northwest neighborhoods and NE/SE neighborhoods of Capitol Hill. It is great that this route uses New Jersey, Florida, and Massachusetts to go at an angular vector across town, and I urge you to find some sort of direct replacement for it that covers similar geography. Lastly, with regard to the C15 (replaces B2), and moving it from 14th Street to 17th Street, this is a reasonable idea, but the connection to Stadium Armory is circuitous and unreasonable. Please consider the intent of that stop, is it to simply connect to the Blue/Orange/Silver line? If so, look at using Potomac Ave for the same purpose where you have available bus bays and can reach the station without as many turns off the main corridor or geometrically difficult turns. Activity centers like Eastern HS are still walkable from 14th/15th streets if you choose to keep existing routing, but using 17th/19th as a replacement pair is reasonable, but you have to be OK with short walking connections to Stadium Armory for southbound direction, routing the bus to reach the station directly ads significant time and distance on route and will be a disservice to riders, just use Potomac Ave Metro and it will be a better overall experience.

Le escribo para comentar sobre los cambios propuestos por WMATA en el plan "Better Bus" que cancelaría el D32. Actualmente, la D32 es una ruta de autobús exclusiva que brinda transporte a la escuela secundaria Deal para los niños que viven al este de la escuela. Mi hijo, que cursa sexto grado en Deal, junto con cientos de otros niños que dependen del autobús para llegar a Deal y a Jackson-Reed High School, dependen de la D32. El plan propuesto cancelaría el D32, lo que generaría dificultades significativas para mi hijo y cientos de personas más. Deje el D32 en su lugar.

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1) There you should be more connectivity to Union Station. 2) Why do DC buses start with either a D or a C? Is there a difference? It seems confusing.

Bus service throughout GHI and central Greenbelt should not be reduced; at a minimum, existing routes G12 and G14 (or the new P20 and P21) should remain as they are. Many residents depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on. I am very concerned about hearing the PG county bus (The Bus 11) is slated to be eliminated under this plan. The 11 route has served as a good "reliever" for the Metrobuses (e.g. consistent 30 minute service all day as opposed to the Metrobus at midday/night - services some neighborhoods in Greenbelt missed by Metrobus such as Hillside Road and Green Hill Road) The county bus also serves senior citizens in a way Metrobus just does not. This route should also be preserved

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I will offer only a single comment: the replacements for the D6 don’t completely work. None of them stretch far enough across town to connect effectively together, connect to enough Metro lines, or - most importantly - offer a single-ride trip. D94 and D24 are both close but don’t fully satisfy it. BEST SOLUTION: ideally extend D94 down to E Street and over to Union Station (or close). essentially keep the D6. OKAY SOLUTION: Instread create a third line that overlaps with both to a degree from Dupont down along K, E, and F toward L’Enfant and/or Union Station. The rest seems good!

From Greenbelt GHI resident: 1. Bus service should NOT be reduced- especially existing routes G12 & G14 are important to many GHI residents for getting to work, shopping, school, medical appointments & other critical needs. 2.Not a good change to route bus service along Westway between Crescent Road & Ridge Road - issues of safety, increased traffic on section of road not designed for regular bus traffic. Please don't include these changes as part of "Better Bus Plan" Sincerely, Jeanette Louise Spangle ([redacted]

Southwest DC is already seriously undeserved by Metro. Eliminating the 74 and P6 routes will exacerbate a bad situation. Please rethink their elimination

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Please do not change the buses which serve Greenbelt. We are a historically walkable community, created by Eleanir Roosevelt and Rex Tugwell in a age where people did not drive. That continues today in our NORC (Naturally Occurring Retirement Community) which is also flled with young families committed to a "greener" future.

The D32 is currently a dedicated bus route that provides transportation to Deal Middle School for children who live east of the school. Hundreds of children commute by bus to Deal Middle School, including sixth graders who are 11 years old for much of the school year. It is essential that they have a bus that stops directly at Deal and as close to their homes as possible. WMATA's proposed changes in the "Better Bus" plan would cancel the D32. WMATA's proposed changes to the H4 are also extremely harmful and impact students at Deal Middle School and Jackson Reed High School. Because the D32 only runs twice a day, many Deal students participating in before or after school activities must take the H4 to get to school. Students also rely on the H4 because the D32 is often too full to take more students or is delayed and therefore students ride the H4. The proposed changes would move the H4 bus stop from the triangle park at Mt. Pleasant and Park Rd. NW to Adams Mill Road and Klingle Rd. NW. The distance between these stops is nearly .4 miles. The proposed new stop is a narrow strip of sidewalk at the bottom of a steep hill. The proposed change would move the stop from where the majority of the population live - in multi-unit dwellings on Mt. Pleasant St. and 16th Street to an area of predominantly single family housing at Klingle and Mt. Pleasant. This will result in a half mile walk for students who are coming from 16th Street. Under the current route, the H4 already stops at Park Rd. and Klingle Rd., serving students there. The changes are inconsistent with the District's commitment to Vision Zero and will make the commute to school harder and less safe. Students will have to walk half a mile to the proposed new stop from 16th Street. In the late fall and winter, many students will have to walk in the dark. There is also no space for students to wait at the proposed new bus stop. Thus the more than 40 students who regularly wait for each bus in the morning, as well as other residents, will be pushed out into traffic lanes. For the majority of students who depend on this bus, commute times will also.increase by 20 minutes or more. These changes are inconsistent with the "Better Bus" plan that WMATA is seeking to implement. Better buses for all residents including students would maintain stops in high population areas and allow for convenient commuting to school, work, and across the city. Thank you for your consideration of these comments and I strongly urge you to reject the proposed changes to the D32 and the H4.

It appears to me you are proposing to replace the Z6 and Z8 buses with a single new route. If that reduces the frequency and number of buses than I am strongly opposed. I thought the goal was to increase public transportation options - not take them away. Please reconsider.

I am very concerned about the plan to eliminate the 96 Bus. I am at 16th and C Street SE and work near Union Station. I will have no way to get to work or Union Station except to take metro to Metro Center and transfer to the Redline back to Union Station. There does not appear to be any reasonable bus alternative that doesn't require a mile plus walk and a transfer.

My daughters travel to Union Station via the 96 bus. It saves time because they don’t need to take 2 trains. High schoolers cherish those minutes in the morning. Please save this line. Thanks for your time.

Your plan to split the D6 route is a terrible idea!!!!!! For example, just this morning at my neighborhood top on Capitol Hill on a Monday, the hottest day of the year, there were 7 people waiting to take the bus into town westward. You don't have they data as to when they get off the bus. There are older folks, students, people in wheelchairs. At Franklin Park we picked up a wheelchair rider. He did not want to get off at Metro. I pay taxes too!! Not everyone wants to ride Metro rail and no one wants multiple transfers. The trade off you day is faster buses. This is not a good trade off for the D6 which is always going to have traffic!! Why do you say you want equity and not so many transfers and then make a change that will hurt many riders and do just the opposite of what you say you want to do? I pay taxes too!!!!! Leave D6 alone! You seek input and then ignore it. This change is not what D6 riders want and it will not bring more paying riders into the system. So won't help the budget situation. Of fact you're likely to lose riders. Please listen to us and don't split the D6 route.

Please do not remove the 96 bus that is a well utilized route many students and adults use daily to commute. Removing this route will result in more cars and more traffic around Lincoln park, more traffic congestion and frankly a longer commute for Maryland commuters who drive through Capitol Hill. Removing 96 bus will make traffic much worse and slower for Maryland car commuters and put more cars on the roads that are already backed up. It will also result in more Capitol Hill residents driving to Virginia offices and spending more time and money in VA rather than hopping on metro from bus.

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i live in the eastern part of Capitol Hill near Lincoln Park. I use the 96 bus to get to and from downtown on occasion. I see that there's a large bus route hole between C St NE and Pennsylvania Ave SE and between 8th St NE/SE and 17th/18th and 19th St NE/SE, depending on which direction I want to take the bus. This bus route hole is a strong incentive to drive or take Uber/Lyft to get to downtown,

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I am delighted that WMATA saw fit to retain the cross-town 96 route in the form of the new C55. My concern is the proposed 30-minute headways, especially in the morning rush when students and staff need to get to school. The C55 will provide service to Jackson-Reed, Cardozo, Oyster-Adams, Deal, Maret, Sidwell Friends, Washington International, National Cathedral, Washington Ballet School and Janney. It will also be a leg on the way to Hardy MS. Even with the current 20-minute headways, buses are often so crowded that they fail to stop to pick up passengers.

Better Bus is actually Worse Bus in frequency and route.

I used to live in North Arlington near the metro and now I live in South Arlington and not near the metro - I still use public transportation for my commute and for many of my recreational trips, so the bus network is critical for me. Specifically, I live in Fairlington and take the 22A to work in Ballston. I sometimes also take the less convenient, though more frequent, 23B. I was worried that the Better Bus Network proposal might cut out Fairlington and I'm relieved that it didn't,

because we want to stay a 1 car household. The A71 would work well for my commuting needs and I'm really happy that it is going to be more frequent than the 22A. Thank you for creating a proposal that increases frequency on important routes. The new proposal works well for me, but please do listen to any feedback from people if their commute will have to completely change. I don't want more people to have to be car dependent as that has negative impacts for our whole community. A good bus network really does keep cars off the road.

The termination of the 96 Bus is a terrible idea and will Inconvenience and be a hardship on many people in the Hill East neighborhood. There is no adequate replacement. More people will drive or take Uber if they do not have access to easy bus service to Union Station and beyond. A stop at Lincoln park is a necessity to service the neighborhood.

KEEP THE 96 HOW IT IS

I live in Greenbelt, Old Greenbelt specifically, and I'm writing to beg you to not remove the 11 bus! My wife uses this bus nearly every day to commute into work in downtown DC. Many people in my neighborhood depend on bus service for work and other daily trips. I think it's rather deceptive the way that your organization has failed to clearly communicate the bus lines that will be lost with this new plan. If you are going to reduce service in my neighborhood from a bus that takes my wife to work every 15 minutes (between the 11 and the G12) to 1 bus every half hour you could at least make that clear. This is a significant reduction in service for my family and neighbors and I really hope you will reconsider your plan to ax the 11.

Please do not consolidate the L2, 42, and 43 buses!!!! It is VITAL to have access down to the blue/orange/silver line and to have options for easy commute. I work downtown and in VA and it’s so helpful and appreciated to easily hop onto the bus and go straight to the B/O/S line without having to transfer… also for the airport! Please do no discontinue!!!!!!

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1. The new system eliminates TWO “limited stop” bus routes on 14th St. It eliminates the southbound Circulator route and it eliminates Route 59. The residents of the densely populated Columbia Heights neighborhood need to maintain a “limited stop” bus route. 2. The new bus systems eliminates the Circulator buses and makes it more difficult to get to the George Washington University Hospital (GWUH) medical system buildings. There is an entire system of medical buildings in the Foggy Bottom area that residents of Columbia Heights (among others) need to get to for medical treatment. While the updated trip planner makes it ‘appear’ that I could reach a large GWUH building full of doctors, at 2300 M St. NW in only 30 minutes from Columbia Heights, DC, this is incorrect. The “2025 trip planner” shows the walk (from the D62 bus stop at M St. and 16th St to M St and 23 St) ‘as the crow flies’. It does not show the map with the pedestrian walking on the sidewalks. You are underestimating how long it will take since your map has the pedestrian walking in the middle of the streets and teleporting through buildings. Please change the bus route so it is reasonable. We need a “limited stop” route from

the D62 (M St and 16th St NW.) that goes west to Foggy Bottom either on M St or nearby K St (the Circulator goes West to Foggy Bottom now and we need to keep a limited stop option there for those with medical appointments) 3. Please move the 2025 Woodely Park Metro from U St back to Columbia Heights (such as Harvard St or Irving St.)

A new route providing connection from George Mason University to Woodbridge, relieving car traffic on Ox Road. And cutting travel time for those having to take 29K, 402, then Omniride's 95. Weekday, Saturday & Sunday Service Serves these locations: George Mason University University Mall (NB Only) Shoppes of Lorton Valley Occoquan Commuter Lot Woodbridge VRE Station Service Notes: Buses do not enter the Occoquan Lot when traveling to Woodbridge. Pick-up/Drop-off is instead on Gordon Blvd. Trips northbound buses will enter the Occoquan Commuter Lot. Service is limited during the Winter due to George Mason University being closed. Connections: GO1, GO2, GR1, GR2, 17G, 29K, 306, 313, 610, 981, 52, 92, 95, Greyhound Timed Connections to 52, 92, & 95 at the Woodbridge VRE. Weekdays: 4:30am - 12:00am Saturdays: 7:00am - 9:00pm Sundays: 9:00am - 7:00pm Winter: 7:00am - 7:00pm

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Hello Metrobus Planners, I'm Scott Santoro a resident in the GHI community that lives off of Southway, and I have some concerns about your proposed plan. My main complaint is your plans to route the P20 and P21 routes through Westway. That street is a small cut through that was never intended to a major transit thoroughfare like Southway was, so the houses are set close to the street and the residents there will be very upset about regular bus noises, you may also run into more delays from people exiting from the Westway courtyards onto that narrower road. I also understand that service to the northern part of GHI is planned to be reduced, though that was a bit unclear from your plans. I understand that cuts need to be made somewhere I pay for you expansions in other regions, but there are a lot of people throughout GHI that rely to the Bus to commute locally and get to the metro trains, so if it can be avoided at all please try to preserve frequency of service even if you need to remove some stops.

Aspects of the renumbering system are very confusing. The letters at the beginning generally make sense but the format of “letter-number-letter” is a handful - hard to read and to remember. Does the X refer to a limited stop route?

We need the 96 Bus in this SE Capitol Hill/Hill East area. There is a complete dead zone with the proposed changes leading to way to far of a distance to catch the bus. Please do not remove the 96 as it connects us to the other areas in NW DC

You are using a singular universal bus stop distancing metric for the entire city without accounting for density changes (busy commercial corridors versus residential thru ways) and thus will be eliminating bus stops where they are needed more, in commercial corridors. While others new ideas will speed up bus service, and that's to be applauded, you are simultaneously eliminating access to this speedier bus service. The elimination of bus stops specifically harms

the elderly, those with disabilities, and families with children. This is discriminatory in result and we hope you don't purposefully or willfully mean to be doing that. Please attenuate your bus stop distances according to density of any given area in DC like most other cities do. Chris O. Adams Morgan

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I am commenting on route F29. I currently use the 17M/17B or Fairfax Connector route 306 to go to the Pentagon. It is unclear to me how often or when the F29 but will run. I don't understand the alternative suggested which is the 322 running on Edsall Rd to (I assume) Van Dorn Metro and take that to the Pentagon. I do not consider that a viable alternative. It will take much longer than a direct bus to the Pentagon.

I object as a Glover Pk senior living near tunlaw (on Wisconsin) for a very long time: We do not need fewer stops along Wisc. There are lots of older folks who have to walk carefully, so if you're planning to make it easier for the good of the traffic flow I am certainly against that. And people living in DC deserve some preference and respect on your routes--over those in Md. About buses running on Tunlaw: The noise increase and any more fumes are unacceptable if you're running buses along Tunlaw near Calvert. We get fire engine blares, noisy trucks on Calvert, emergency ambulances, etc, all of which make me hold my ears closed as it is. I'd never have moved here if I knew these streets would become an increase in noisy vehicles. Dont make it worse, please. As for your Wisc. routes, I'm against the shortening of the 33 bus. There are so many students on that route that I already get passed over when the bus is too crowded with afternoon schoolkids and the bookbags they think are just part of theier bodies. They take up two spots each. I rely wholly on public transit and while I think you "mean well" you havent thought about real time effects of some of your changes. Further more, getting across town will be more difficlut. Focus more on cleaner buses, sanitizing, and polite drivers. Thank you. Longtime resident

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I am concerned about the changes proposed within the City of Greenbelt, where I live. Bus service throughout Greenbelt should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

There is a huge gap in bus service on the east side of Capitol Hill - between roughly 9th street and 17th street, there is no service for people living around Lincoln Park. I understand the 96 bus was eliminated which will have a major negative impact on the many people in this area who rely on public buses.

Route VA180 - I support more frequent service on what is currently Metrobus Route 28A in anticipation of future BRT. - Taking all the way to the King Street Metrorail Station is a good idea. Route VA183 - This proposal needs to be coordinated with “The One” BRT service that Fairfax County is implementing, as well as plans for Fairfax Connector route changes when “The One” is implemented. Route VA281 - I question the need for this route change to the existing Metrobus Route 2A. CUE already has extensive service from the Vienna Metrorail Station to George Mason University. - While there is some benefit to extend this 2A along the Route 29 corridor, this is creating a very long route. Years ago, the Metrobus Route 2B was cut back at Dunn Loring, because taking it all the way to Ballston was creating operational challenges. - The Fairfax County Board of Supervisors has officially changed “Lee Highway” to “Route 29” within the County. This should be reflected in all of Metro’s documents. Route VA282 - Although I generally think it’s a good idea to have a route along the Route 50 corridor from Fair Oaks Mall to Ballston, years ago, the Metrobus Route 1C was cut back at Dunn Loring, because taking it all the way to Ballston was creating operational challenges. Route VA285 - I support this route using the southside of the Vienna Metrorail Station, if a bus bays is available. Route VA290 - Extending the Metrobus 17 line to Fair Oaks Mall may have some benefits, but it is a long extension through congested Fairfax City. This will add significant time (and cost) to these existing routes. - This extension overlaps with a route that Fairfax County is planning to add from Fair Oaks Mall to Springfield via Burke Centre. The Fairfax Connector route makes more sense, because it connects Fair Oaks Mall and the surrounding area to Springfield. No one is going to travel from Fair Oaks Mall to the Pentagon via Burke Centre. I suggest scrapping this one and deferring to the Fairfax Connector proposal. I believe it’s Route 713. Route VA381 - Re-establishing Metrobus Route 15K makes sense from a network perspective, because it fills in a missing link on a major arterial. However, this route always had low ridership, despite the generators along the route. In addition, since the 15K was eliminated, the Fairfax Connector established Route 463 along the Route 123 corridor from Nutley Street to Tysons. This was originally 20-minute service that has been dialed back to 30-minute service. This would be a significant overlap with the proposed VA381. - If the VA381 is implemented, it should be with 30-minute headways. The hourly headways of the Metrobus Route 15K were not appealing. Route VA382 - This proposal makes a mess of the existing Metrobus Route 2B. I don’t support taking the route up to Chain Bridge Road between Jermantown and Nutley Street. A portion of this stretch of Chain Bridge Road already has Fairfax Connector service and would also have Route VA381 service. This change would leave a heavily residential portion of Blake Lane with no bus service. - This proposal adds more service to a portion of Arlington Boulevard between Nutley Street and Javier that already has significant Metrobus 1A and 1C service. It also removes service from Route 29 between Nutley Street and Merrilee Drive. Apparently, this would be replaced with Route VA281, but it would no longer provide direct local access to Fair Oaks Mall. - Adding bus service on Javier and Merrilee Drive from Arlington Boulevard to Dunn Loring makes some sense, but the Fairfax County Department of Transportation already has a proposal for a Dunn Loring to Fairfax Hospital Loop that would cover this area. Route VA389 - The existing Metrobus NH2 routing is too complicated. It is trying to do too many things with one route. This proposal seems to simplify it a little, but probably doesn’t go far enough to providing point-to-point service between the King Street Metrorail Station and National Harbor. Route VA488 - This route is unnecessary. The Franconia-Springfield and Van Dorn Metrorail Stations already have direct rail service to King Street Metrorail Station where riders can pick up the VA389 (NH2). Taking Metrorail will be faster than the on-street bus routes. Both stations have extensive feeder bus service into the stations to connect with Metrorail. Elimination of Bus Stops - The Washington Post reported that the Better Bus Plan proposes to eliminate 103 bus stops in Virginia. While I didn’t see the specifics in the materials on-line, some of these stops are probably on Blake Lane (see comments on Route VA382). Having local, convenient bus stops is critical to attracting new ridership to Metrobus. Passengers are generally not going to walk more

than a block or two to reach a bus stop, especially in the suburbs, especially in extremely hot or cold weather. Maintaining existing bus stops is very important, unless there is evidence that the existing stop literally has no usage.

The 96 bus connects the parts of DC that are already incredibly difficult to access by transit/sort of transit deserts. It’s the one bus that really connects the deepest part of NW with the deepest part of Capitol Hill and into SE. Removing the stops that go deep into Capitol Hill would be incredibly irresponsible and cut a lot of folks who don’t have access to transit off from accessing the rest of the city. Keep the 96 bus line intact

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Eliminating stops and limiting routes (where they are being retained) is not called for when there are still riders returning to public transport following Covid (and with reduced commuting due to those who continue to work from home). There remains great concern about safety throughout DC and this concern plus added inconvenience due to these route reductions will not induce increased ridership. Changing route numbers may make sense to Metro but it's inconvenient and a barrier for riders- not to mention likely quite expensive to implement. In all, it all seems short-sided and counter-productive at a time when the focus should be on providing convenient, safe and accessible service. Specific requests: the S bus routes have already undergone great consolidation and now more is proposed which is really disappointing. I just started taking the bus again vs. driving post Covid and now am second guessing if I will give up my parking spot at work as I'd planned. The service will be too limited going forward with fewer route options and stops. Bring back more routes on 16th St including the S1 to go West from 16th St and provide more routes and stops south of Franklin Square. Please retain the northbound stop and 16th and Q Streets on at least one S route (it used to serve multiple lines). Add more stops between P and U Street on the proposed new limited S route.

This network leaves Hilleast completely in the dark for bus service. An (approximately) gaping 9 x 11 block entirely without service is inequitable and contrary to the vision for this project.

Hi there, thank you for taking the time to put forward this extensive proposal. I live on Red Top Road in Hyattsville, MD 20783 (Chillum). I would like to note that during peak hours, the updated 2025 bus map reduces service for this entire neighborhood considerably and I am disappointed. As proposed, we lose the R1/R2 peak hour service, and the additional C4 service, which all connect to metro stations. Big neighborhood here with primary service 20+ mins walking out to New Hampshire or East West Highway. I think a bus line connecting Takoma metro station to Hyattsville metro station (or beyond, such as Silver Spring/Bethesda or New Carrollton), that follows along Riggs Road and Ray Road through this area of Chillum would be a helpful addition. This map as proposed is a big downgrade for the Chillum area.

I am a resident of Upper Northwest Washington in Ward 3. I would like to concentrate on that area in my comments. The many thoughtful comments that were shared during the July 9 online

meeting with Councilmember Frumin sum up my thoughts well. I would like to highlight a few of those comments. - From an urban planning standpoint, frequent and reliable bus service is crucial to Glover Park and Cathedral Heights. They are two of the densest residential areas west of the park. Without a Metrorail station in the immediate area, the buses are crucial connections to the rest of the city and metropolitan area. Much of this density is located on neighborhood arterials and smaller streets, making the current routes within the neighborhoods very important for convenient access to the buses. Having a choice of nearby routes following different streets is also very important. - From an equity standpoint, buses are easily accessible in terms of price and location to people of a wide range of ages and incomes. While new transportation options such as micromobility and ride-hailing services are valuable supplements, they are no replacement for reasonably priced fixed-route buses that demonstrate a public commitment to connecting neighborhoods. - I would ask that WMATA take the upcoming discontinuance of the Circulator into account in determining the new routes and frequencies. The Circulator has provided valuable additional service for the southern part of the Wisconsin Avenue corridor in Glover Park. The loss of the Circulator will substantially decrease the frequency of transit service in this area. - The “D” and “C” designations for the routes are helpful in distinguishing major routes and neighborhood routes. This will be important since riders will need to learn numerous new route numbers. - The proposed C85 route appears to be an attempt to address multiple transportation needs throughout Ward 3 with a single bus line. The new direct connection to Bethesda is an improvement. However, the route within DC is quite indirect and would take riders into some areas of slow traffic that they can currently avoid (e.g. inbound Canal Road). I would ask that WMATA consider whether the transit needs in Ward 3 can be met better by multiple routes. I realize that WMATA has many demands to balance in the Better Bus process. I fully support WMATA’s goal of improving bus service and meeting transportation needs better throughout the entire metropolitan area. I believe that goal is promoted by ensuring frequent, reliable, and useful service to this high-density area. Thank you very much for your consideration and for the opportunity to submit my input.

WMATA bus G12 G14 line should continue due the nreed of the community.It also should not use Westward due to. Cars on both side of the road.

I am concerned about the elimination of the G2 bus route, and the fact that the replacement D92 route does not serve Ledroit Park/Bloomingdale. I reside in Ledroit Park and work in Dupont Circle. Every weekday for several years, I have relief on the G2 bus to get to and from work. The elimination of this route will make it impossible for me to efficiently commute via the bus network. I will have to walk to the metro and transfer lines; my commute time will double. I also rely on the G2 to get to the grocery store at 7th & P St NW and major commercial areas (eg 14th St). Not only does the new bus network eliminate the G2, it does not provide replacement routes to adequately serve Ledroit Park/Bloomingdale—which do not have a metro stop either. I strongly urge WMATA to keep the G2 or a similar route to allow Ledroit Park/Bloomingdale residents to access the rest of the city in the way that the G2 presently does.

I live one block from Hawthorne and Barnaby Woods in NW DC. We no longer have the E6 nor the M4 bus to take us to Friendship Heights for the metro and to access doctor appts. I used to be be able to walk the 1.5 miles to the Wisconsin area of Friendship Heights to access four

different doctors that I see regularly. Now I have an injured knee that needs surgery and can no longer walk. Now we have no bus service in this area that takes us to Friendship Heights and it looks like the service to Tenleytown will soon be interrupted. I know that I am not alone in my concerns. Those of us who cannot drive or walk due to an infirmity or age will soon live in a bus desert. Furthermore, household employees will no longer have transport to this neighborhood. We lost the E6 between Friendship and Knollwood during the pandemic; the M4 has been reduced. This is unfair to all the taxpayers in this general neighborhood.

Hi, there! I am a consistent user of the WMATA bus system -- it is such a great way to get around. My group chat is even called "the 96 girls" because we use the 96 bus so often! I recently saw that there is a proposal to eliminate service between Stanton Square and Stadium Armory. This would be really devastating for my neighborhood, many of whom use the 96 bus to get to areas of NW that are really unaccessible otherwise where we live. I am writing to oppose the new changes to the 96 bus route. Thank you so much for your time.

As someone that frequently commutes between the U St and the West End, I'm disappointed to see that this map doesn't improve my commute route and still relies on two different bus routes. A route with service along Florida Ave would significantly shorten my commute. I could imagine this route starting at H St and Benning NE and carrying passengers along Florida Ave to 23rd and P, using only Florida Ave - or better yet, to GWU using 23rd after Florida becomes 23rd.

Please bring back the 96 bus and keep bus routes in hill east

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The bus service could do better coordinating with the Metro. Some areas I can't get to because of a lack of bus service after the Metro drops me off.

I am writing because I am extremely concerned that WMATA intends to remove the D33 Alice Deal and W45 Jackson Reed school commuter bus lines. Many other parents of tweens and teens in the neighborhood express the same and are represented in this email. I have shared these concerns with our ANC too. Current State: There are dedicated bus lines (D33) to/from Alice Deal Middle School (D33 bus), and Jackson Reed (W45 bus) that runs to/from school one time per day. These carry school kids and are generally full to capacity once they reach Military Rd. The W45 stops at Deal on its way to Jackson Reed and so serves as a backup to the D33. From 16th and Shepard Street, the ride to Deal is roughly 20 minutes. It's my understanding that WMATA proposes shifting the Deal route so that kids will need to take one non-dedicated bus line up 16th street then transfer another non-dedicated bus line at Military Road to get to Deal. From 16th and Shepard Street, surely this doubles the commute time even if the transfer happens as planned. In a response received via our ANC, the proposed new time to go to school is 42 min, which was seen as comparable to the current D33, however that is roughly double time time it takes students who currently ride the D33. It is easy to anticipate that having to transfer to a second bus increases the possibility of missed busses and further delays getting

to school. Moreover, the walk from the stop at 16th Street to the stop on Military, which is below the 16th Street overpass, is not safe especially during morning and afternoon commutes. It does not have easy crosswalks and sidewalks all the way to the transferring stop. If this proposed change occurs, it is likely that many parents will choose to drive their children to and from school rather than risk the uncertainty and safety concerns of having to transfer busses. And that would put more cars on the road during rush hour, which runs counter to DC climate and traffic calming goals. But those are only the parents who have the time and resources to do so; the proposed change would disproportionately affect those families who do not. Many families rely on public transportation and would have no choice but to endure longer and less reliable commutes to and from school. To ensure equitable access to safe, dependable transportation to schools, designated school routes should be a priority. Rather than using the classic yellow school buses to get DC kids to school, DCPS relies on public transportation. Where does DCPS stand with regard to the proposed changes to the D33 and W45 lines? Given I have received several notices about the bus change, I believe they too are concerned. Given the exceedingly high rates of chronic absenteeism and truancy, DCPS' interest would be in making it easier for kids to get to school, not more difficult. There is a lot of down-side here with little upside: Eliminating these bus lines adds significant time and uncertainty to kids' daily commute to and from Deal and Jackson Reed, while it does not seem to have significant savings given it runs once a day each direction. If WMATA is looking to trim its budget, there must be areas that would not have such a negative impact on DC residents – particularly our children. I urge WMATA to reconsider the removal of the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and similar school dedicated routes. In Community, Cassandra Jessee [redacted]

I do not think the 96 bus route should be limited, it is crucial for the eastern part of Ward 6 and the western part of Ward 7 between Lincoln Park and RFK Stadium.

July 15, 2024 I live on Tunlaw Road, on the side of the building that parallels the street. The idea that buses will run below our apartment windows, which will create additional unnecessary noise as early as 5:30 am and till midnight, thus impacting on our sleep, and ultimately our health is unacceptable. I also question both the size of the buses relative to the width of the car lanes and the location of the bus stops. The City recently took away parking for 2 bike lanes; with the car parking lane on the street (ditto on New Mexico avenue). This leaves just two narrow lanes for the cars. While NM Ave. is wider, thus easier to accommodate larger buses and special bus boarding, Tunlaw Road as it is now with the bike lanes and the on street parking is much narrower. How are the buses going to be able to fit on the road and how are bus riders going to navigate getting in and out the bus safely? Regarding the noise issue, on NM Ave., except for one small condo building, noise is mitigated since the avenue is bordered by parks, houses, a commercial hub, and a gated community all of which are away from the street, unlike on Tunlaw Road where most buildings are right by the sidewalk. May I suggest the following: 1) for buses heading South on NM ave., to turn right on 42nd Street then left on Edmunds Street and proceed as the current route is towards Dupont Circle. The same can be done returning West towards Glover Park, with buses turning right on Edmunds, then left on 42nd St. then left on NM Ave. There are no bike lane on either streets, and they are bordered by a community garden and buildings that stand somewhat away from the street - Regarding the frequency and on-time rate of buses, given that the traffic from Friendship Heights, down Mass, onto Nebraska down NM Ave. is extremely congested, I cannot even begin to believe that buses

will be on time. So, no - this is not going to an update. Finally, running buses on Tunlaw road is very busy with cars speeding up and down the street and the addition of a bus on this street is going to add traffic back-ups, hence more noise, honking cars from impatient drivers, etc. So no, this is not a well thought-out plan. If I want to go to Friendship Heights, I can walk to Wisconsin Ave. and take the 30 Line bus there. There is no real reason to take the bus to Spring Valley as there already is a commercial hub along Wisconsin Avenue. If needs be, we can easily walk to Mass Avenue and Idaho and take the N bus line. Honestly, the new plan will force me to use more ride-sharing cars and taxis. While more expensive than Metro, at least, I know a driver will show up “on-time” and I’ll get to my destination much faster than the planned metro buses. Thank you for allowing to share my thoughts. Juliette G. Tahar, GP resident who never owned a car/never drove and up to now has always relied on public transportation and the occasional ride-sharing/taxi options when missing my bus!

It is imperative that we keep service to the interior of Glover Park. There is NO OTHER public transportation for that neighborhood, and eliminating the D2 will effectively strand people in that neighborhood who have any mobility issue (including those with trouble walking, those with respiratory issues, those with small children who can't walk far) - all of whom might be unable to traverse from their homes to the exterior of the neighborhood on foot.

The current G12 route in New Carrollton, Lanham, and Greenbelt should continue as it currently exists. Specifically, it serves homes in Greenbelt Homes, Inc. very well by using Rdge Road, a central artery in Old Greenbelt. Bus service should not be re-routed to Westway. This re-routing will create longer walks to the stops with accompanying safety issues, particularly when daylight is shorter. The route for the G12 should continue to be along Ridge Road and Southway, provided service that users currently rely on to get there work, school, shopping, and other activities.

It's my understanding that current proposals would eliminate much of Metro bus' service along Colesville Road south of Sligo Creek Parkway (Silver Spring). This is very problematic for our neighborhood, which relies on bus service to get to the Silver Spring Metro. Montgomery County's Ride On service runs too infrequently to serve as an adequate substitute.

As a daily commuter and long-time resident, I'm deeply concerned about the proposed changes to bus routes 42 and 43. These changes would not only add significant time and hassle to my own commute, but also isolate many of my neighbors from easy access to downtown. I rely on these routes to get to work, appointments, and social events. Please reconsider these changes and prioritize our community's needs. We deserve better connectivity, not less.

"I strongly oppose the new changes to bus routes 42 and 43. These routes would restrict convenient annd easy access to downtown for many residents, creating hassles and inconveniences for commuters to the downtown areas you propose to cut off. This change

would disproportionately affect the working poor and working professionals who rely on public transportation. I ask, no, beg, the transport authority to reconsider these changes and prioritize the needs of the community. Modifying these routes would be an insult and disgrace to residents and I beg you to explore alternative solutions that maintain connectivity to downtown.

In Greenbelt, existing bus routes G12 and G14 that run through Greenbelt Homes (GHI) should not be reduced. Many GHI residents depend on these routes for work, shopping, and other needs. These routes are valuable connectors to the Greenbelt Metro Station. Also, bus service should not be routed along Westway between Crescent Road and Ridge Road, due to issues of safety, increased traffic, and noise concerns with that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years That route has worked well for residents who rely on it.

Cutting 26A service to and from the Falls Church metro is a mistake. Many rely on the bus and metro to commute. If you are going to do that you really need to improve the 16A run times to and from the Pentagon. It takes over a hour to go 5 miles in the afternoon. Unacceptable. I know there is construction on Columbia Pike but bring back the 16L or at least have the buses run every 15 minutes in prime time

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The "better bus" plan may have benefits over the existing bus network as a whole, but it has forgotten an important constituency of DC public school students. As WMATA should know, DCPS does not run school busses for most students. Instead, traditional middle and high school students rely on WMATA to get to school. I can only speak for the students in my neighborhood, but the new plan erradictates a key line that delivers Mt Pleasant middle and high school students in ward 1 to Deal Middle and Jackson-Reed High. For years, a direct bus, the d32 has taken our students across the park to their schools. We fill two of these city busses every morning and afternoon. The d32 is eliminated from the better bus plan, and is "replaced" with one of two lines that either serve the least densely populated part of Mt Pleasant neighborhood on adams mill road (a lengthy walk for most of the neighborhoods students) before dropping students at tenleytown metro, 3 blocks away from school (the c61). Or, in an even less desirable option, the new d72, a line that runs most of the old H4 route our students used as a backup option, or for after school events, but now terminates at van Ness metro, a mile from the schools. Please, reconsider! Please reinstate the d32. Please retain the existing H4 line, or route the planned c61 from adams mill road to run along the densely populated Mt Pleasant St NW and Park Rd NW corridors. Or extend the new d72 to tenleytown metro. Please, reconsider! This debacle is even more ironic in the face of the fact that DCPS last spring finished it's once-a-decade planning for feeder schools and neighborhood school catchment areas. DCPS retained the longtime path of Mt Pleasant students attending Deal and Jackson-Reed as their neighborhood schools - with no apparent awareness that the vital bus link between the neighborhoods was in jeapordy.

Greenbelt MD: Bus service throughout Greenbelt Housing Inc. should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on

buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

I would like to register my strong disagreement with the removal of the W5 line. I commute regularly for work between my home in downtown Silver Spring to the Naval Research Laboratory (NRL) in downtown DC. The W5 makes this commute option feasible, which allows my family to get by with only one car for our day-to-day needs. If the W5 were to be eliminated, commuting via Metro would be impractical due to the increased travel time between Anacostia Station and NRL using the replacement bus line. I would be forced to commute via car, thereby contributing to traffic congestion instead of the financial health of the Metro system.

Please do not reduce bus service through Old Greenbelt! Our service is already at the bare minimum for people to effectively use the bus to go shopping, get to work, or other trips. Keep the G12 and G14 lines! Rerouting the buses onto Westway is a terrible idea. I can only imagine this was recommended by someone looking at a map who has not seen the site. That street is small and crowded already with no pedestrian safety infrastructure. Keep the routes on Ridge Road and Southway. Best, Anne Barnes Greenbelt resident

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While many of the Better Bus Network proposal items seem wonderful, the removal of the G12 and G14 bus routes as is would have severe repercussions for residents, especially those without vehicles who depend enormously on those routes. I use and have used the G12 has my exclusive means of accessing the metro. Bus service throughout historic Greenbelt should NOT be reduced; at a minimum, existing routes G12 and G14 should remain as they are. We depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which we already rely on.

Please do not eliminate V4. New routes east of the river go north and south instead of more to center city like they should. Access to metro and downtown is already so limited for people in this area. If you want to revitalize downtown, people need to be able to get there.

Bus service throughout GHI should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the

nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

The addition of a Navy Yard stop to the V2 is an unacceptable attempt to compensate for the elimination of the V4 route. The V4 is currently the only route that takes people to Potomac Avenue metro. Removing this bus line forces riders to be routed through Anacostia or Benning. East of the River needs multiple routes that will take people west of the river, particular to different metro stations. Even if a person is going to Navy Yard, the new C31 route, by looping around Anacostia instead of routing down M St SE, will optimistically add 20-30 minutes (comparing the current timeline of V4 and V2, with added stops and distance up North Capitol). I also don't know if sufficient research has been done on the V2, but the south-bound bus is already crowded by the time it reaches PA Ave. Adding all the passengers on the V4 to Navy Yard route will mean even slower transit time. In addition, the east-west routes of 32 and 36 are also being reduced - these are vital for moving people east of the river to downtown and beyond (including to GWU medical center, which is essential for health care access). People can transfer, but we all know that bus transfers are difficult given unpredictable wait times. We cannot have people who are trying to get to a medical appointment being forced to wait 20-30+ minutes when we have feels-like temps approaching 110.

Replacing the 96 with D24 is really bad for me. I ride the 96 from Lincoln Park to Union Station on a daily basis to work. The D24 will be about a ½ mile walk. If this "improvement" is made, I will probably never ride the bus. I'm very sad about this, because I love the us! Please reconsider.

The new plan, which eliminates service on routes G12 and G14 in old Greenbelt in the Greenbelt Homes Inc. (GHI) cooperative area will create harm for many of the coop's members (1600 households) who depend on buses for work, shopping, and other needs. I used the bus for more than 3 years to get to work when I didn't have a car. Our GHI cooperative provides high density, affordable housing to a very diverse population. Please do not take our public transportation away!

I live in Glover Park. I use the D2 to commute to work because it connects me to the red line at Dupont, and it is fast, frequent, and reliable. My husband, who works in Federal Triangle, does the same. The proposed plan would significantly reduce frequency of the GP to Dupont route, rendering the newly proposed D96 nearly unusable. I could take the 33 to work instead, but because the 33 is proposed to stop short of Federal Triangle, my husband will be forced to take our car to work. We have tried very hard to remain a public transit family who only uses one car, but this new plan would make that really difficult. Thank you for considering. Kaitlin Juleus, [redacted] Glover Park

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I strongly request that you maintain full bus coverage in the Glover Park neighborhood. The D2 bus is an important lifeline in a dense urban neighborhood that deserves to have a bus.

I have concerns about changes to students attending Jackson Reed and Deal Middle School from the Mount Pleasant area. The changes to H2 / H4 lines would adversely impact many students who rely on those routes to get to and from school and school activities. Please consider this demographic when making changes to H2 / H4 lines.

HI, Greenbelt MD resident. I'm coincerned about service cuts to our community. Overall, Bus service throughout GHI should not be reduced. I think that the existing routes G12 and G14 should remain as they are. Many neighbors depend on buses for work, shopping, and other needs. Bus routes should continue to be along Ridge Road and Southway, as it ahs for a decade plus, providing service to those areas which neighbors already rely on.I"m leery of Bus service being routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street.

WE NEED A BUS ON FIRST STREET NW!!! THAT STARTS NEAR RESIVOR AND GOES PAST DUNBAR TO LIKE UNION STATION

Keep the g12 bus as is in GHI Greenbelt. I need it to get to work.

The proposed changes in the Metrobus Network leave the New Hampshire Avenue corridor north of White Oak in Montgomery County with absolutely no Metrobus service. (From page 61 of the Better Bus Network Document: “Service on New Hampshire Ave between Lockwood Rd. and Randolph Rd will be eliminated with no alternate service proposed.” Currently, two Metrobus lines serve this corridor, the C8 and the Z2. The C8 operates all day and early evening (Monday through Saturday) and connects northern New Hampshire Avenue as well as most of the Randolph Road corridor with College Park in Prince George's County, where it operates through the campus of the University of Maryland. There is a proposed route, the M44 which will connect the Randolph Road corridor with College Park. First, the proposed routing will not operate on New Hampshire Avenue. Not only does this leave New Hampshire Avenue north of White Oak with no Metrobus service, but it leaves the White Oak Transit Center itself, a very important bus junction, and Hillandale, another important bus junction, with no means of going east into Prince George's County. The routing of the M44 is slower than the current routing of the C8. Part of the slowness is in the northern part of the City of College Park, where the proposed M44 does not go directly south on Route 1 (Baltimore Avenue) but instead takes a roundabout route on Rhode Island Avenue, replacing the current 83 route. (It is interesting to note that this roundabout routing partly follows the route of the ancient 82 streetcar.) In addition, the M44 will not really serve the campus of the University of Maryland. Instead, it will make one stop at Paint Branch Parkway and the edge of campus before turning east to the College Park Metro station. Thus, the M44 seems to be an imperfect

Getting rid of A4 and W5 would eliminate necessary transportation to one of the biggest employers in DC at joint base anacostia and naval research laboratory. Please reconsider. I will bring it up to the leadership of the military.

The D96 might be great for the rich people in high northwest and Bethesda but it's ATROCIOUS for people trying to get to work at the State Dept, USIP and areas around the Mall, where there is already a dearth of anything. A 20 minute rush hour timeframe is terrible, in 20 minutes there is easily 50-plus people waiting at that single stop at Virginia and 21st now. That's horrendous.

If the Circulator route Dupont - Georgetown - Rosslyn will be eliminated, we need a replacement. The Circulator runs every 10 minutes most of the day, so the replacement should also run that frequently.

Please provide a direct route that services Capitol Hill and Petworth/16th Street Heights. The current and proposed bus trip requires a transfer which are notoriously unreliable, especially the 70 on Georgia Ave, which is infrequent and the busses tend to bunch up or just skip stops even when clearly not full. The trip from Petworth to the Hill is faster by Metro but this is not an option for those unable to walk 15+ minutes on each end. In general, cross town service could be greatly improved with more busses that don’t just travel N/S and E/W. Another example of a trip that’s faster by metro but requires a lot of walking is Petworth the Bethesda, and that’s backtracking on metro. Or Petworth to Foggy Bottom. In general I am disappointed with bus service outside the city core.

Bus service throughout GHI should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on. In addition, The Bus route 11 should not be ended! Meant residents rely on this as a circulator route and it's frequency and map enable much easier and faster navigation around greenbelt than the WMATA busses alone.

Bus service throughout Old Greenbelt should not be reduced. At a minimum, existing routes G12 and G14 should remain as they are. Many residents depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to

the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

I have two major comments. First the elimination of that portion of the E4 that crosses Connecticut Avenue seems unwise as it provides access for folks from Barnaby Woods, and Chevy Chase DC east of the Avenue to the Metro at Friendship Heights as well as serving the many low income customers of Magruders and Safeway, whom I see at the bus stop at CT Ave. and McKinley heading east. In addition, the portion of the E-4 east of Connecticut Avenue serves Lafayette Elementary school, which, like all upper NW schools, provides important educational options for students out of boundary, who now can use Metro rail and bus to get there. Rerouting that section to Military Road makes no sense. That portion of the route is also useful for Connecticut Avenue apartment dwellers who want to access the Friendship Heights metro station and are unlikely to utilize bike share. My main suggestion is for Metro to give careful consideration to establishing a truncated L2 variant, which would run from either the bus turnaround on Connecticut at Northampton or from the Friendship Heights Metro to Van Ness. This could serve as, in effect, a shuttle or circulator to bolster service for the denser population of apartment dwellers along Connecticut Avenue, especially as those residents of the apartment buildings (known as NORCs or Naturally-Occurring Retirement Communities) continue to age. It could be coupled with re-creating the “diamond lanes” or bus priority lanes on Connecticut Avenue that we had a few years ago, at least during rush hour, to minimize the amount of time buses are caught in congestion. As the District continues to pursue land use policies to increase residential density along major arterials, it makes sense to provide high-quality, frequent headway service to make the denser developments more attractive, and reduce reliance on autos for those living there, especially as we focus on increasing the amount of affordable housing. I know from my transit planning background that shuttles must have high frequency (the current 20minutes+ headways are totally inadequate) and quick trip times to maximize their ridership, but when they do, they can be quite economical if they are serving a potentially strong market and without the inefficiencies of high peak-to-base service and personnel ratios, especially now that the need for everyday commuting to Downtown for work has been reduced. Such an enhanced transit service along Connecticut Avenue could also bolster economic development by providing access to ground level retail. Given the higher skill levels of Metro bus drivers, the bus priority lanes could also accommodate bikes as well.

Dear WMATA, Please do not limit the current service route of the 42/43 bus route. I rely on that route to get from my home in Mt. Pleasant to Virginia Ave and 21st NW every single day and proposed new routes would make this impossible to commute on time. I would be forced to drive to work and/or have extremely lengthy transfers. Sincerely, Christine Hayes

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Bus service throughout GHI should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

Bus service throughout GHI (Greenbelt Homes Inc) should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs.There has been an uptick in robberies and other violent interactions and it is essential that these dependable routes stay in place. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on

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-A primary reason my husband and I moved back to the Georgetown neighborhood 26 years ago was the good public transportation. This has become increasingly important to me as I lost a good bit of my eyesight in 2017 and am no longer able to drive. -As adjunct faculty at the university, I use the G2 bus often to get back and forth to campus. The bus stops are within one block of my house. -My husband and I are both being treated for cancer at Lombardi and use the G2 to get back and forth to the many appointments and scheduled procedures. -Although Uber, Lyft, and taxis are options, the regular use of these methods can add up. My husband and I are both in our 80s. It seems like an unnecessary expense when we pay taxes for public transportation. It also seems unfair. -The new route indicates that the D92 will replace the G2 bus. The map does not indicate where on Q Street the bus stops will be, but at this point we can see that the new route will add two blocks uphill to Q Street plus whatever additional number of blocks we will need to go on Q to reach a bus stop.

Hi, I live in Ward 3 (ANC 3/4G). I join the many other people in our neighborhood pleading for the return of the E6 in some form. Additionally, the long slow reduction in service along Connecticut Avenue to and from downtown and Bethesda has caused me to stop seeing busses as a workable option for me, despite the fact that I like them much more than the subway. I'm lucky: as an able-bodied middle class person I have options to replace the busses. I can walk or bike to Friendship Heights or Van Ness and take the subway. I can drive, although I'm trying hard to reduce my environmental impact. A lot of people in our neighborhood don't have those options. Thanks, Moyo Myers

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I live in Greenbelt. Please consider my comments. Bus service throughout Greenbelt should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many citizens depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. Westway is a narrower street than Southway. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

I am emailing to register my opposition to the proposed changes to the bus schedule and routes in our neighborhood, specifically the M4 change. No one in my household of two adults and two children ride the other routes, but I am still concerned about my neighbors' access to routes, which I understand have become more limited over the years. My main concern is the M4 which my daughter rides every school day to and and from Deal Middle School, along with hundreds of other kids in our neighborhood. It has been such an essential element in her increasing independence and has been vital to the daily functioning of our family. If we didn't have this regular, reliable public transportation, we'd have to drive her, adding yet another car to the road and scrambling to do drop-off and pick-up in a limited amount of time. Changing to every 30 minutes during morning and afternoon rush hours is completely unacceptable in a major metropolitan city and does not equate to reliable transportation. Thank you for advocating for public transit in our neighborhood. Sincerely, Jessica Lettween P.S. Many of us in the neighborhood suspect that WMATA has no accurate ridership data for the M4 because the kids ride free and never scan/are never asked to scan their passes. The bus drivers wave the kids on to expedite the boarding process.

I beg you not to eliminated the E4 line that goes to McKinley and Conn Ave and goes over to Friendship Heights. It is the only route to get from Upper Conn Ave to the Doctor buildings over on Wisc Avenue/ The elderly have relied on this bus route for over 80 years, I repeat, it has been in use for over 80 years and for good reason. The elderly, school children and others use the E4 that stops at Conn Ave and McKinley to get over to Friendship Heights. The elderly in particular would be severely affected. I beg you to leave this route as it is. If not, I along with so many other elderly will have no way to get to our Doctors offices or the shops at Friendship Heights and Wisc Ave. Please do not hurt the elderly. Sincerely, Joan M. Rooks [redacted]

Crosstown public transportation in DC is especially limited in the northern sections of the city and puts many more cars on the road than would be necessary with a better system. I have a few suggestions about bus service and pedestrian issues. 1. Why can’t Chevy Chase have a bus shuttle system using smaller buses and serving the central area similar to that in Bethesda and Alexandria? A local shuttle bus could make a loop between the Friendship Heights metro and at the very least the Connecticut Avenue corridor (and perhaps farther east) traveling on Military Road, Connecticut Avenue and Western Avenue. Perhaps it’s too late to make this a requirement of the builder who redevelops the Community Center/Library site but that might have been a funding option. Would Friendship Heights developers be willing to pay for this as a condition of their projects? How are the Bethesda and Alexandria shuttles funded? 2. The bus depot at Chevy Chase Circle is underutilized and would be a natural spot for shuttle buses to enter and exit. The back of the depot links directly to Oliver Street which intersects with Western Avenue, with a traffic light already in place. This is an excellent spot for shuttle buses to navigate in and out of and avoid the traffic of Connecticut Avenue and Chevy Chase Circle. 3. The latest proposed rerouting of the E4 (C83) bus line is extremely dangerous to pedestrians at the Connecticut Avenue/McKinley Street intersection. When WMATA first released its Better Bus plan a year ago, they proposed running the route completely across Military Road. I understand that the current plan is for the buses to travel west on Military and then head north on Connecticut to turn west again on McKinley—and then do the same route in reverse. Having buses turn at the intersection of Connecticut and McKinley would add chaos and danger to an already hazardous pedestrian crossing. This crosswalk is the busiest one in Chevy Chase and

at the same time it’s a frequently used turning point for cars and trucks. To add turning buses to the mix would be dangerous for seniors, children, families and groups of teenagers who cross Connecticut Avenue here regularly, going from CVS to Safeway or the library and community center back to CVS, Little Beast, the Avalon and Magruders. I can’t emphasize this enough! Last week I was talking to a campaigner from Ward 4 who had a chair and table set up by the community center and he told me he was shocked at how many near misses he witnessed at this intersection. Adding a turning bus here is a recipe for disaster. Let me add that inexplicably this is the only crosswalk in Chevy Chase that is not striped for pedestrians. In other words DDOT has intentionally made this crosswalk less visible to motorists. Not only that, since Connecticut Avenue has been paved to be higher than McKinley Street, those waiting on the McKinley Street side are lower and less visible to drivers. Try standing at the north side of the McKinley crosswalk, facing CVS. The slope of the road puts pedestrians in peril. Not only that, many drivers heading south on Connecticut turn right at this exact spot and then suddenly stop to turn left into the CVS parking lot. There are also many drivers who stop illegally here in order to pick up orders at Little Beast. In other words, this is a terrible spot to add turning buses! I am hoping that DDOT’s new safety plan will add pedestrian curb extensions or refuges at this intersection but have not seen this proposed yet. I can’t stress enough that this intersection—Connecticut and McKinley—requires immediate analysis and remediation before adding any more traffic to the mix. Until then the E4 buses should follow a straight east/west route on Military or Western Avenues. 4.I consider myself somewhat of an expert on the E4 buses because I have lived on McKinley Street for 40 years. Before the red line opened at Friendship Heights there were at least four bus lines--E2, E4, E5 and E6. Over the years, the number of buses has dwindled along with the number of riders. I can tell you that many of the E4 buses that pass in front of my house are empty or with only a few passengers. I can't speak for the rest of the route but the portion between Connecticut Avenue and Western Avenue has very few riders. It makes sense to me that Military Road or Western Avenues would be more centrally located streets for bus stops. Running the E4 along Western Avenue would also have the advantage of being a more direct route to serve the eastern neighborhoods in Chevy Chase and Barnaby Woods. 5. Finally, with all the debate about adding density to the Connecticut Avenue commercial corridor, including of course the proposed development of the community center/library site, it is critical to plan for more people needing to cross the avenue safely. The intersection of Connecticut and McKinley will need to absorb much more pedestrian traffic, and we need the infrastructure to support that. Let's work together to minimize the danger at this important crosswalk and prevent tragedy from occurring. Sincerely, Kathleen [redacted] [redacted] Washington, DC 20015

Bus service throughout GHI should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

Hello Metro, [redacted] Senior Residence at [redacted] needs full bus service for residents and employees. Please leave E4 and M4 routes as is for weekdays and for weekends and holidays! I strongly object to the proposed changes to the current bus routes E4 and M4

(i.e., proposed routes C81, C83, and C85. Janet Buresh, former WMATA banker and 42 year DC resident and WMATA user. full E4 and M4 Service please

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I live at the corner of Western and Arcadia Pl. NW. Lisa Gore is my ANC rep. NUMBER 1 Priority: I would like to see a bus route continue along Western Ave. going to Friendship Heights Metro where many of our doctors are located and where there are nearby shopping and dining opportunities. NUMBER 2 Priority: I would like to see the M4 (or revised name bus) continue to stop at Pinehurst Circle and continue to the TenleyTown Metro. It is needed to transport students from Hawthorne and Barnaby Woods to and from Deal and Jackson-Reid. DCPS doesn't provide bus service and this distance is too far to expect students to walk to their assigned neighborhood schools. Also, I'd like to see this bus continue on to Sibley Hospital where there are many doctors that people in this neighborhood use. Suggestions: Both lines should run smaller, more fuel-efficient buses...except for the before and after school times. The two lines should stagger times on the opposite half hour so each comes less frequently but there is always a bus-to- a metro connection for commuters. Our Family's Transportation History: My sons used the M4 daily to go to Deal and Wilson (now Jackson-Reid). That's seven years each. Occasionally, they rode the E6 to school and back while attending Lafayette ES for eight years each. My husband used to take the E6 to Friendship Heights and metro to his job downtown. He found that having time to read plus no parking hassles made it more pleasant commute. I worked at Lafayette for 33 years and mostly drove because of all the materials I schlepped back and forth daily. However, from time to time I would walk or ride the E6. Whenever I took the bus I saw some Lafayette students from Hawthorne or Barnaby Woods on the E6. Kathy Echave [redacted] Wash. DC 20015

Please, I beg you to retain the....E4 Bus Route from McKinley St. and Conn Ave over to Friendship Heights. IF its removed, I shall have to sell my home and move as its the only way I, and countless others...elderly, school kids etc, can reach the subway/buses/ride- on etc to Friendship Heights. We in upper NorthWest, Chevy Chase DC who pay the highest property taxes do NOT have a subway to Friendship...only the E 4....PLEASE RETAIN THE E 4 as it is. THE ELDERLY UP AND DOWN CONN AVE DEPEND ON IT TO GET TO THE DOCTORS AT WISC AND FRIENDSHIP HEIGHTS.

Thank you for the opportunity to comment on bus needs in our community. It is a complex topic because the needs of Chevy Chase residents are varied, depending greatly on the section of the neighborhood where we reside. My husband and I live close to Connecticut Avenue so we can walk almost everywhere. However, we use the L2 bus frequently to go downtown and wish there was more frequent service along Connecticut Avenue. I understand the current route through Adams Morgan is going to change, and this is disappointing since it is convenient to head a little east of Connecticut Avenue to frequent stores and restaurants there. Years ago there were several Connecticut Avenue routes (does anyone remember the L7?) and these were very popular. Today bus service has dwindled to only one line. There are many areas that are very difficult to access by public transportation from Chevy Chase, mostly heading crosstown. Even places close by like American University are impossible to get to by bus or metro. That's a shame because it would take many cars off the road if bus travel was easier. Significantly, the E2 line goes by our home so I speak with some experience about the utility of

running this route along McKinley Street. Today these buses are almost all empty or significantly less than half full going in both directions when they pass in front of our home. Franklly, running the E2 along Military Road has the potential to serve many more residents, especially in the apartment buildings and homes between Nebraska and Military who currently have no service to Friendship Heights. Military Road is also a straight run making it presumably more efficient. My biggest concern about the rerouting plan is the idea of running the E2 along Military to Connecticut Avenue and then heading north to McKinley and turning there to head toward Friendship Heights, It is a terrible idea to add turning buses to the very busy intersection of Connecticut and McKinley. This intersection is already treacherous, with conflicts between pedestrians, drivers and cyclists, all trying to move in different directions. Many times a day I witness hits and misses as people make split second decisions to turn one way or another. This crosswalk is also unstriped, making it less visible than any other crosswalk in the neighborhood. It also is the primary crosswalk for people going to and from the Community Center, library and Safeway. Many children from Blessed Sacrament School cross here, along with many seniors who tend to walk slowly. There are numerous delivery trucks that park illegally along McKinley and there are just as many drivers stopping illegally to pick up orders from Little Beast. It is unsafe and hazardous in its current status but would be diastrous with turning buses. This of course is without the proposed development at the Community Center/library site. Adding a turning bus to the traffic chaos that is bound to occur during construction will greatly increase the odds of accidents at this intersection. Instead, I suggest that the E2 bus either continue along Military Road for its entire route, switch to Western Avenue as an alternate crosstown route, or turn, if it must, at the bus depot at Northampton street and exit through the back of that property to Oliver Street/ Western Avenue and Friendship Heights. The bus depot has the advantage of its rear exit which enables easy access to Western Avenue where there is already a traffic light. This would also avoid having to go around Chevy Chase Circle. Thinking longterm, it would be beneficial to have a shuttle bus between the Chevy Chase commercial area and the metro, similar to the shuttles in Bethesda and Alexandria. How this would be funded I don't know but it should be put on the table for discussion. Thank you again for your work on this committee. Best regards, Kathleen Le Dain

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I use L2, H2, H4 and any of 31,33, and 96. It's a problem for me that L2 won't go to Adams Morgan anymore. It's a problem for me that I won't be able to get between Connecticut and Wisconsin on either the H2 or the H4 anymore. I typically go between the Van Ness metro neighborhood, near my apartment, and the corner of Wisconsin and Macomb, sometimes now stopping at the Wegman's and looking forward to using the new Lidl at Wisconsin and Upton on the way home, and between the Van Ness metro neighborhood and the corner of 18th and Columbia Road in the center of Adams Morgan, in both cases several times a week to do errands and shopping. I'm 71 years old, without a car, and am unable to walk the distance between Connecticut and Wisconsin or between Connecticut and the center of Adams Morgan. Since there is extremely limited retail and services near the Van Ness metro neighborhood, where I live, my options going forward will be limited to the other retail strips along Connecticut that the L2 will still service, but I will be greatly hampered in my ability to age in place and access many of the services I now access by bus. Julia Abrahams

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Going across the Calvert Street Bridge to Adams Morgan on the L2 saves us an Uber ride. Not a big, big deal, but we would miss it. Thank you, Rae Leeth

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After reading about the proposed changes to your so-called "Better Bus" plan, I was shocked to find that WMATA has absolutely NO INTEREST in helping people get around the city. It seems that your ONLY interest is doing away with bus lines and bus stops as a financial situation rather than providing a "better transportation service" for the citizens. Many older people depend on their regular bus routes to get to places for doctor and dental appointments as well as entertainment activities at the Kennedy Center and other theaters in the District. As they can no longer travel by Metro, the bus is their only inexpensive option. Instead of making their transportation services better, you are actually making it Worse! Older people should NOT have to be required to change buses several times to get where they want to go! It is up to the "intelligent" authorities in the city departments to figure that out! Please rethink your Better Bus plan before launching something that will have Worse consequences. Olga Hudecek International economist

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I appreciate the effort going in to this project and for the study as a whole. I think serious consideration should be given, though, to the plan to eliminate the 96 (and the former 97), which leaves Hill East with a glaring hole of no public transportation. Keep the 96!

NO! The L2 is the only public transportation that takes you from Connecticut Avenue (north of Calvert) to Adams Morgan. Whether it's to go to your doctor or to a service provider (like FedEx) or to a restaurant or to visit a friend, walking across the Duke Ellington bridge is non-trivial, especially for senior citizens or people with disabilities. And guess who lives in the apartments north of the Woodley Park metro stations? Yep, senior citizens. This is especially important because of the end of the Circulator. Please don't mess with the success that is the current L2 route. Celia Shapiro [redacted]

Please reconsider the drastic changes to Glover Park. Between the entire elimination of the D2 and the circulator, this neighborhood will essentially have no public transit. Buses to work in the am will be too crowded for riders. The extremely long route will result in significant delays, bus bunching issues and SRO buses for Glover Parkers. Elderly like me will have a long walk to get to a bus stop. Years ago the D2 went to RFK--it was a disaster. Buses never ran on time, they constantly bunched up and ultimately this long route was cancelled. The proposed even longer bus run will be a disaster and deeply harmful to Glover Park.

Dear Randy Clark(e), One reason I moved to Washington, DC was for the superb transit system, second in the nation for number of passengers, pre-pandemic (after NYC, of course). I owned a car from age 19 until moving to the District during 2011. A lot of my neighbors could or do own a car, but prefer to ride busses and trains. Let me say it simply: A deterioration of bus and rail service causes loss of passengers and revenue. I sometimes ride the E4 on weekends, and want to continue. After taking the E4, I have to take another bus; service every half an hour can lead to more waiting than riding. Service to McKinley Street serves the neighborhood. A cut down to every 30 minutes weekdays does not seem justified, given the large number of

passengers I see on the bus. L2: My neighbor rides it to Adams Morgan 3-4 days per week and can not walk Calvert St from Connecticut Av to Adams Morgan. Hoping for a second bus for a connection would not enhance the trip. E6: One reason I did not consider buying a home on Western Av between Chevy Chase circle and Rock Creek Park was the disappearance of the E6 bus. I believe the house is still for sale. I rode to Glen Echo Park (bus 29?), to Randolph Road (L8), and quite a number of times on the T2 (lots of people got off or on in Potomac). B30: I have not been able to use BWI airport since the loss of bus service between Greenbelt and BWI. Don't tell me to use Amtrak. The BWI Amtrak stop is too far to walk for a person with significant luggage - no buildings nearby, just trees. We used to have a bus right in front of a terminal. J2: My friend in Bethesda who uses a wheelchair has depended on this. I have used it from Montgomery Mall to Conn Av or Silver Spring. Ellen Abraham

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- Our daughter uses the E4 bus route to get to middle school and will use the route to reach her high school starting in September. She attends DC International Charter School and is not the only impacted student in our neighborhood. The E4 is the only East-West bus route available. Limiting this route would force parents to drive both ways - this will put more cars on the road contributing to more traffic on already busy Military and 16th St. It will also severely limit student independence and assumes that both parents do not work and have the luxury to be a chauffeur service at any time of the day. - One of the appeals of Charter Schools in DC is that they draw students across the city representing all Wards. Should the bus service be curtailed, we will only be reinforcing the racial and economic divides and disconnecting neighborhoods. Students from CCDC will no longer be able to reasonably consider DCI as a school choice. - I do not believe that the statistics captured on bus ridership by WMATA are accurate. My daughter has shared with me that she rarely ever uses her Kids Ride Free Card on the bus. Due to the volume of students at key stops and bus drivers needing to stay on schedule, kids are ushered onto the bus without swiping. I have no confidence that this ridership is recorded and is being taken into account when planning the new routes. I have also chaperoned upwards of 10 class trips in the last 1.5 years and I know first hand that we are not asked by bus drivers to swipe to keep flow moving (myself included). - I believe this route is also fundamentally important to service workers who cross the city. This further disadvantages low wage and hourly workers which does not support the city's equity and inclusion goals. Eliminating service on weekends would be financially devastating to this population as work is not limited to 9-5 Monday to Friday. - Cutting off CCDC from regular weekend students will be detrimental to all of those who regularly use the bus - seniors, the disabled, young people, those who prefer public transit to access the city. - The proposed changes to the M4 route with the limiting of service to 30 mins even during rush hour will greatly impact all the students in the neighborhood that attend both Deal MS and Jackson Reed HS. The buses are well used and crowded, especially during school dismissal times. How will the new proposed service be able to accomodate all the existing users of this bus?

The new plans WMATA is proposing make no sense. WMATA proposes that the E4 buses headed towards Friendship Heights Metro along Military Ave. divert their course by turning right onto Connecticut Ave. for 4 blocks and 3 traffic lights, then turn left onto McKinley St. This too would work in reverse. This proposal makes no sense for many reasons: 1) Connecticut Ave. and McKinley St. have a lot of walkers. Many are seniors, children and disabled. Dealing with turning buses makes their journey much more treacherous. 2) Traffic of all kinds will be further clogged along this busy span of Connecticut Ave. 3) Bus passengers will be delayed by 15 or so

minutes in getting to Metro. 4) McKinley St. is a narrow road. Military is better equipped to handle bus traffic, and obviously, you should stick with a straight route. With regard to the E6 bus route this route was discontinued because it had run empty most of the time. Why add more traffic for little good? Please prioritize safety for pedestrians, less congestion and expediency. George and Carol Georgiev [redacted]

This past Saturday, July 6, 2024 was a holiday weekend. At 6:15 AM, I was walking on McKinley St., the route of the crosstown E4 bus. A bus passed, Fort Totten to Friendship Heights. There were twelve passengers probably heading to work. These workers probably had to leave home 5:30 AM or earlier to get the bus. Who thinks this bus route should not run on weekends? Ellen Abraham. [redacted]

As a Chevy Chase DC resident, I regularly commute down McKinley St. NW. While most of McKinley is easy to navigate — because parking is only allowed on one side of the street — there is one section between Nebraska Avenue and Broad Branch that is difficult, slow, and risky. That one section allows parking on both sides of the street, and as a result cars end up taking turns leapfrogging down the road by ducking into unused parking locations to let cars headed the other way squeak by. Driving is made more complex because this is also a (vital) bus route. It has always struck me as strange that this one short section of the road allows parking on both sides of the street when the rest does not, especially because there never seem to be more cars parked than would fit on just one side of the road. Is there any way we could make that section of road one-side-park only? I think it would make it easier to navigate for cars and way easier for busses. I can imagine that some residents might see this change as an inconvenience (I live just down the street where parking is already only on one side so I can vouch for the fact that it is only a very very minor inconvenience), but I think that keeping the bus line and improving safety would be compelling arguments for everyone in the neighborhood. Indeed, having the bus line come through the neighborhood is deeply important to my family and most of our neighbors — many of whom have kids who commute on the bus. Thank you again and please let me know if there is anything else I can do to help advance this effort, Benjamin Wallace [redacted]

An already underserved part of the neighborhood will become even more underserved under this proposed plan. Please, please, please don't further isolate the area's seniors!!! We need the bus line across military road to function more frequently, not less so. We need bus stops located accessibly on Military Rd (and please note that the only sidewalk between 31st and Military and 30th and Military is treacherous, choked with huge tree roots in the sidewalk making it impassable to many seniors). Sara Robinson

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I would like to see the following: —More frequent bus service on the L2 bus heading downtown. —Bus service heading north into Maryland on Connecticut Avenue. — Crosstown bus service on Western Avenue from Friendship Heights to Oregon Avenue. —Use of the rear exit of the Conn Avenue bus depot so that buses can access Western Avenue without having to navigate CC Circle via the short block of Oliver Street where there is already a traffic signal in place for

easy turning onto Western. —Shuttle bus service (like the Circulator) throughout the residential neighborhoods to and from the commercial center and FH metro. Please do not advocate for the E4 to head up Connecticut and turn left onto McKinley. This will require buses to cross three lanes of traffic from a dead stop, turning across the busiest crosswalks in Chevy Chase. Thank you, Kathleen Le Dain

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Thank you so much for seeking and compiling our feedback. I will submit comments as well directly to DDOT. I live in Peter Lynch's district, I always forget what number that is. I join the many other people in our neighborhood pleading for the return of the E6 in some form. Additionally, the long slow reduction in service along Connecticut Avenue to and from downtown and Bethesda has caused me to stop seeing busses as a workable option for me, despite the fact that I like them much more than the subway. I'm lucky: as an able-bodied middle class person I have options to replace the busses. I can walk or bike to Friendship Heights or Van Ness and take the subway. I can drive, although I'm trying hard to reduce my environmental impact. A lot of people in our neighborhood don't have those options. Thanks, Moyo Myers

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Well, if the city wants to turn Chevy Chase into a bus desert, and force everyone into cars, and clog up the roads, this is a good plan. To get people to use buses/ metro, in my experience, at least 3 of these things have to be true: 1) cheap 2) reliable 3) frequent 4) near departure/ arrival points, 5) faster or less hassle than driving This plan doesn't increase any of these factors for Chevy Chase, except for a small stretch of Military Road. #1 and #2 -Prices have gone up. Buses -esp the M4-- don't always adhere to schedules. and #5 - Buses are usually slower than cars. So it's really up to frequency and proximity whether people will get on the bus. Here the plan really falls apart. #3) The M4 replacements need to be more frequent in hours leading up to and following school dismissal (eg 8-8:45 am westbound to Wisconsin and 3-4 pm eastbound from Wisconsin). There are now 1600 kids at Deal, 2200+ at Jackson Reed, with the Chevy Chase/ Lafayette School alums being the biggest cohort. Those buses are jampacked and need to be supplemented, not cut. Not having buses on weekends is a real disservice to the community that returns would-be-bus-riders to the driving mindset. #4) The redundancy of lines on Military Road at the expense of McKinley leaves a big gap between that and the northern Chevy Chase District line at Western. I don't think it's realistic to expect that people will walk more than 4 blocks to/ from a bus stop, especially if the buses aren't frequent or cheap or reliable. If the buses don't show, or as they have often done to my kids - just BLOW PAST THE PEOPLE WAITING at the stop -- then people have to walk home, or call and get a ride or Uber. Unfortunately, the death by 1000 cuts to our neighborhood's bus service has left many people who would like to be bus riders skeptical. Then we have a downward spiral, losing ridership because of increased wait times between buses/ increased walks to stops, then the service gets cut more. I think smaller buses could be useful on the E6/ E4 lines, although I understand personnel costs wouldn't differ much. Laura Phinizy [redacted]

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1. Keep the E4 on McKinley St; don't move it to Military Rd. 2. Restore the E6. Richard Teare Oliver St, NW

I have been a transit rider for decades of my 49 years in Chevy Chase, DC. The M4, E6, E4 and E2 and, of course, Metrorail got me everywhere. Now I live at Knollwood Retirement Community, half a mile from my long time home. Thankfully we have weekday M4 service but it seems that if the Better Bus plan proceeds, that bus will no longer go to Sibley Hospital. Route changes on the remaining E busses will mean that we cannot even use them to get part of the way to and from Connecticut Avenue. Most devastating of all is the loss of the E6 which would get us directly to our Civic Core at Connecticut Avenue and on to Friendship Heights where many of us have doctors and dentists. I attended hearings over the years and we were able to save the E6 several times. We suggested using smaller busses but were told that was not feasible. Maybe that has changed. It is unconscionable to me that a section of the city will be virtually without service. Please bring back the E6 and maybe extend that route to Sibley since the M4 will no longer go there. Many Knollwood employees also depend upon the bus. Not having weekend service is especially difficult for them. Aileen Worthington

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I live in ANC 3/4G in Chevy Chase DC. Rerouting the E4 from McKinley St. NW to Military Road is obviously going to inconvenience (at best) residents of Upper Chevy Chase, as well as result in increased use of cars. (On my street, we do not have residential parking stickers, which will prevent residents from driving and parking near Friendship Hts or Tenley metro stations.) A briefing by a DOT representative mentioned that the rationale for rerouting the E4 is that parked cars on both sides of the street on McKinley St. NW between Connecticut Ave. NW and Western Ave. NW can result in a dangerous passing for buses traveling in opposite directions. May I request that before rerouting the E4, consideration to changing the parking rules be examined on this stretch of McKinley St. Residents living both near McKinley St bus stops and on Military Road moved to the area knowing about public transportation options that have been in place for decades. I strongly oppose changing the routes now. Thank you Art Charo

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Thanks for asking for feedback. I use L2, H2, H4 and any of 31,33, and 96. It's a problem for me that L2 won't go to Adams Morgan anymore. It's a problem for me that I won't be able to get between Connecticut and Wisconsin on either the H2 or the H4 anymore. I typically go between the Van Ness metro neighborhood, near my apartment, and the corner of Wisconsin and Macomb, sometimes now stopping at the Wegman's and looking forward to using the new Lidl at Wisconsin and Upton on the way home, and between the Van Ness metro neighborhood and the corner of 18th and Columbia Road in the center of Adams Morgan, in both cases several times a week to do errands and shopping. I'm 71 years old, without a car, and am unable to walk the distance between Connecticut and Wisconsin or between Connecticut and the center of Adams Morgan. Since there is extremely limited retail and services near the Van Ness metro neighborhood, where I live, my options going forward will be limited to the other retail strips along Connecticut that the L2 will still service, but I will be greatly hampered in my ability to age in place and access many of the services I now access by bus. Thank you for help in maintaining access to the currently served destinations of L2, H2, and H4.--Julia Abrahams, [redacted]

I'm 84. I've lived in my house for 51years in Chevy Chase DC, Ward 3/4. I no longer drive a car. My tight budget does not allow cab rides more than a few times a year. I depend on the E4 on McKinley to get to and from Friendship Heights where I can connect to the metro red line to go

downtown or to Bethesda. For various reasons, I also use the L2 buses on Connecticut to get to and from the Van Ness metro station or to Cleveland Park. I use the M4 to get to and from Tenleytown where there are stores including a Target, an ACE Hardware, a Whole Foods and another public library and another metro station. About 5 years ago, when still driving my car, I saw a small bus in a residential neighborhood in Maryland not very far from the border with D.C. The neighborhood's streets were quite hilly and curved but this little bus appeared to have no problem traveling them. I wondered if it was chartered or a school bus but when I saw a sign identifying a bus stop I was amazed and thought, "What a good idea!" I think that small electric buses could play a suitable and effective role in improving public transportation in Washington, DC. It would require more drivers but think of the savings in fuel, tires, maintenance. Has this been considered and explored? We need to plan for the future. Your representative said that small buses were disappearing from the market but this is said to not be true. I attended the Tuesday night Zoom meeting about the “Better Bus” plan and I agree with the last person to speak who felt it is not a "Better Bus" plan. For many reasons, the proposed changes will range from inconvenient to disastrous for people who depend on bus service if our well-established routes and familiar bus numbers are abandoned. Ann W. Hawkins

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I am a resident of the Adams Morgan neighborhood and I work in downtown DC. I am upset about the changes to the L2/42/43 bus lines in AdMo, consolidating into one line that ends in DuPont, which makes it no longer useful to me. It seems you have also eliminated all the stops below DuPont so the one way I get to work is now gone. I played around with the "plan my route" tool and every route I used to take from the admo area is now doubled in time and inconvenience because of the consolidated lines. This is difficult for me since there's only so many public transit options in admo to begin with.

City of Falls Church Public Comments regarding WMATA Better Bus Network Transformation Redesign Project July 15, 2024 On behalf of the City of Falls Church please accept the following comments from Councilor David Snyder and Community Relations and Legislative Affairs Director Cindy Mester. The City is supportive of routine assessment of bus routes frequency and ridership to ensure efficiency and effectiveness of the system. This current effort is intended to be revenue neutral, and yes financial sustainability is vital and operating efficiencies should be executed, but the concept of Better Bus Network should allow for increase funding to meet rider needs, mitigate congestion and reduce greenhouse gas emissions. City of Falls Church supports: • Bus Transformation effort overall as important to routinely assess ridership, efficiency and most effective bus routes • Renaming of routes and consistency, specifically 28A becoming F20 • Public engagement and implementation not until July 2025 to inform riders City of Falls Church opposes: • Consolidation of bus stops within the City without full utilization data analysis, trend analysis, future redevelopment/opportunities and locality input prior to decision • Unknown impact of revenue hours/miles changes impact on the subsidy, need additional information • Elimination of the F20 (formerly 28A) at the West Falls Development and West Falls Church metro station Vital reasons to retain the West Falls Church metro stop(s): • The F20 (28A) is currently one of the highest ridership routes • WMATA staff analysis indicates revenue hours will increase by 23% between June 2024 and June 2025; revenue miles will increase by 16% for the same time period • F20 is the route for the planned BRT and this stop is a critical area for connection to the metro station • The City, VA Tech and WMATA have 40 acres of land under Transit Oriented Development with significant increase in commercial (employee and users) and residential riders; the City’s West Falls development already has a operational

hotel and office building at this site along with adjacent high and middle schools • The Falls Church Public Schools is starting a WMATA metro ridership fare program, late fall 2024, for the high and middle school students for the instructional period as well as after school programs The City is available for follow up questions and input. If so desired please contact Cindy L. Mester, [redacted]

I live in the Woodley Park area and am a frequent user of the Circulator and the 96 bus to get to 14th street - I was pleased to see that both of these routes are still well covered under the new network, perhaps even better than the original.

It is imperative that the Better Bus Network's improved service includes zero-emission electric buses to comply with the District's climate law (the D.C. Climate Commitment Amendment Act), meet Metro's sustainability goals, and improve local air quality. Kudos to Metro's progress in the past year toward transitioning to a zero-emission bus flee, but it is imperative that Metro move more rapidly to electrify its bus fleet. A Sierra Club report found that Metro would save at least $350 million over a 15-year period if 50 percent of its fleet were electric.

The Mayor wants a new stadium on top of the 1300 new housing units, a hotel, and 10,000 square feet of retail on Reservation 13. Developers have said the new stadium needs to be twice the size of the old one to make money. Why would the WMATA remove the main bus line connecting some of those 80,000 stadium attendees to Union Station/MARC/AMTRAK? Please keep the 96 bus and reduce the car traffic.

Hello, This is a proposal to retain historical route numbers while simultaneously making them easier to understand. While changes to route numbers are necessary as part of the Better Bus Project, WMATA can keep many routes numbers that have been used for decades in D.C. while also making them easier to understand. The proposed naming convention assigns a number to a set of routes in a given neighborhood and goes counterclockwise. Few people realize but buses (and their predecessor streetcars) in D.C. have done this, but in the clockwise for decades! Metro has never advertised this system, but doing so would make it easier for new riders to understand. Metro can make some tweaks to route numbers by adding the D prefix for downtown routes and merging in some buses that aren't numbered by streetcars and still result in an improved naming convention. Going from west to east, you can clearly see route numbers increasing, starting at Wisconsin Ave NW. 30 - Wisconsin Ave NW D94 > D30, D96 > D31, D82 > D32 40 - Retains Connecticut Ave/Mt. Pleasant St NW (+ Mass Ave and 16th St added to cluster) D90 > D40, D70 > D41, D72 > D42 D74 > D44, D62 > D45, D6X > D4X 50 - Retains 14th St NW D52 + D54 have no changes 60 - Retains 11th St NW D44 > D60 70 - Retains Georgia Ave/7th St NW D42 > D70, D4X > D7X 80 - Retains N Capitol St (+ K St NE and H St NE added to cluster) D30 > D80, D32 > D81, D34 > D82, D36 > D82, D22 > D83, D2X, D8X 90 - Retains 8th St SE (+ various Capitol Hill routes added to cluster) C51 > C90, C53> C92, D14 > D94 New number clusters: 10 - New cluster for PA Ave SE D1X, D12, D14 - no change to existing proposal 20 - New cluster for routes west of Wisconsin Ave D94 > D20, D96 > D22 Alternatively, a D00 cluster could be added for PA Ave SE, opening up a D10 cluster for Navy

Yard + Southwest. These route numbers have been engrained in DC for decades and retaining them would make learning new route numbers less challenging and retain the historical numbers many Washingtonians identify with given neighborhoods. Route clusters 30 thru 90 would largely remain the same. Route clusters 10 and 20 would be added, completing the clockwise cycle. A fun added bonus is that the D20 designation for MacArthur Blvd would return the route number that existed in that area as the streetcar that ran in a private right-of-way immediately south of MacArthur Blvd was the number 20. Thank you for your consideration!

Apparently under the new system there is no way to get to upper Massachusetts Ave., NW, where several stores, the Spring Valley Shopping Center and the American University Law School are located. This is a significant and highly undesirable service cut.

I know a lot of state department employees who will not have an efficient way to get to work if the proposed D72 no longer goes to the state department. The metro is not a good alternative for a lot of people commuting to the department as the foggy bottom station is almost 3/4 of a mile from the department. Additionally, with the yellow line no longer extending beyond Mount Vernon, commuters north of here would only be left with an extremely inefficient and roundabout metro route to the department.

Once again I would like to protest the complete elimination of Metrobus service on New Hampshire Avenue in Maryland, on the stretch from White Oak to Ashton. Based on your materials this appears to be the complete elimination of the current Z2 route, and rerouting of the C8 to eliminate service on New Hampshire Avenue. While Colesville will still have transit service on Randolph Road, it will lose direct service to Silver Spring, which has been in place for at least 40 years, requiring a bus ride to Glenmont and a transfer to Metrorail, the loss of a single-seat ride is more of a downgrade (not Better Bus). Worse, is that the loss of the Z2 means a complete loss of transit access to anyone along New Hampshire Avenue, including no service to multiple senior living complexes, limited service (Ride-On's 21, if they continue it) to Springbrook High School, no service to Sherwood High School, no service to Good Counsel High School. No connections to Montgomery General Hospital and related medical offices. The communities of Cloverly, Ashton, and Sandy Spring will have no transit service. Persons relying on Metro Access will lose their mobility as well. I understand the concept of restructuring bus networks to move resources to services where they may result in higher ridership. I am a transit planner myself with over 40 years of experience, and I have worked on many transit plans. But I have always avoided the complete elimination of transit access because people using these existing coverage routes are far more likely to be completely transit dependent with no alternatives. That is the case on the Z-2--few riders are "choice" riders. Reducing the wait time a couple of minutes in corridors with high levels of existing service seems a high price to pay for totally eliminating service to those who depend on it for basic mobility. The loss of the Z-2 is particularly galling in light of the continued high level of service on the T-2, which serves a low-density but higher income community. If I read your analysis correctly, the Z-2's Line Benefit Score was higher than the T-2, yet it appears to be getting all-day half-hour service, on weekends too! It appears to me that Ride-On Reimagined does not provide this service either, leaving New Hampshire north of Randolph without any service (but Poolesville gets service! But not Ashton?). I get the overall rationale, but it's not better bus for me or my community. One

other comment is that the complete renumbering of the bus routes strikes me as an expensive (every sign, every schedule, everything will need to be changed) effort that provides marginal benefits and is likely to cause confusion for years. Existing riders know their routes, new riders go on their phone, punch in the origin and destination, and get the name of the route(s) they need. It doesn't matter if its a Y2 or P12 or 1C or a 42 or a D6. New riders do the same thing. As your video explains, the existing routes do convey the line and branch information if one needs to know, and your new routes do that as well but add the state, but I would hope any user would know what state they are in. Maybe it will make sense if/when the local jurisdiction routes are included.... Sincerely, Fred Fravel, [redacted]

I wish a bus like the B30 to BWI would be resurrected. I would also like some crosstown buses from the Georgia-Ave Petworth station both east and west.

Heading west on U St., NW from 16th St./New Hampshire Ave., NW, to 18th St., NW, the bus stop at 17th & U Sts., NW is the only one with a shelter and bench. While 16th St. is not too far away, having to stand unprotected while waiting—often for quite a while—for the next bus would be a real hardship. The sidewalk there is very narrow as well.

Please do not get rid of the 59! If I don't take the 59 (and take the 52/54), my commute doubles! Please increase the frequency on the C55, if I miss the bus once, I can't get to my doctors appointments on time Thank you

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The D6 is the only line that connects residents in Capitol Hill to offices, businesses, hospitals, and embassies in near Glover Park, Georgetown, and the Naval Observatory. That particular region is already disconnected from the city in many ways and a fast efficient D6 (or alternative that is an express service) would be greatly beneficial.

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complete elimination of the E2 route, with no stops along sergeant rd is a huge hardship for North Michigan Park neighbors commenting to Fort Totten Metro as well as the North Michigan Park rec. center. 30 min access along the proposed P35 route is not convenient or frequent enough for workers and students

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July 15, 2024 Dear Board of Directors for WMATA: We are writing to urge WMATA to retain the E4 Metrobus (now renamed the C83) that runs from the Friendship Heights Metro Station along McKinley Street NW and then through Rock Creek Park. We refer to the bus line in its current name, the E4. 1 - The E4 is relied on by almost everyone who lives in the Friendship Heights/Chevy Chase DC area to get to and from the Friendship Heights Metro Station. The E4 is a reliable, on-time, bus line which because of the route, it comes at predictable intervals and can be counted on. At a time when the City is encouraging public transit for all its residents and is removing on-street parking spaces almost everywhere in the City, this is not the time to

eliminate bus service to these neighborhoods. Without the E4 that runs along McKinley Street, there will be no bus service within a reasonable walking distance for commuting to and from the Metro, especially from the northern parts of Chevy Chase. 2 - Moving the E4 to run along Military Road NW is a horrendous idea. The morning traffic backs up on Military Road after the park and is almost at a standstill some mornings. No one could reliably plan their commute based on a bus that runs along Military Road. Military Road is also a long walk for those who live deeper into Chevy Chase. There is an equally congested commute along Military Road in the evenings. Everyone avoids Military Road during those times. It is nonsensical to run a bus line along Military Road. A traffic study is essential before going ahead with this proposal and should be made publicly available when done. If a traffic study has already been conducted, we would like to see it. 3 – Having the E4 route run along Connecticut Avenue, even for a few blocks, makes no sense. Connecticut Avenue is already heavily congested, especially during morning and evening rush hours. 4 - Eliminating the E4 route on weekends will impact all residents, but especially the elderly and disabled since many of them cannot drive as an alternative. In addition, the E4 provides vital transportation for hundreds of low income employees who work for large assisted-living centers and nursing homes along the E4 transportation corridor including Ingleside and Forrest Side. How will they get to work on the weekends? Has this concern been studied by the planning group? 5 - If the City truly wants to encourage use of public transit, it does not make sense to eliminate critical bus service along McKinley Street. By eliminating the E4 bus service along McKinley Street, large swaths of our neighborhood will be forced to drive. This is the opposite of the City's stated goals. We must encourage people to use their cars less frequently. This is good for the environment and will reduce climate change. In addition, encouraging bus use will address the increasing dearth of parking spaces in the City. Lastly, we recognize that the budget is tight. Before changing or cutting vital routes, we recommend that WMATA should: (1) Consider using smaller buses in the corridor, especially on weekends. (2) Retain the route on McKinley Street NW. People need reliable service – the proposed service change that has the bus travelling on Military Road after the park would significantly reduce reliability. (3) Urge the City to offer reduced fare options but not to eliminate bus fares entirely throughout the City. It seems to us that to pay for free bus rides, the City is reducing or eliminating bus service, and this is the wrong way to solve the transit problem. Please consider these concerns and advise us as to how we can obtain the traffic study that supports moving the E4 bus route from McKinley Street to Military Road. For all the reasons stated above, we urge WMATA to retain the E4 Metrobus route along McKinley Street. Jeanne Cohn [redacted] Mark Wolfe [redacted] Street, NW

The new network eliminates the E4 which currently travels through my neighborhood on McKinley Street to/from Friendship Heights. The absence of the E4 down McKinley, coupled with the loss of the late E6 bus means that the Chevy Chase DC neighborhood north of Military Ave, and Barnaby Woods and Hawthorne, do not have bus service. If the city wants to encourage public transportation, this is NOT the way to do it. We have no way to get to Friendship Heights metro station by bus now. Please reconsider this change so that residents of Chevy Case DC, Barnaby Woods, and Hawthorne have access to metro.

I live in Glover Park and heard from Council Member Frumin that the reason the D2 is being rerouted the way it is is the bus size and that full-size buses are not able to navigate the neighborhood. Prior to the pandemic, full-sized buses on the D1 route regularly navigated the

neighborhood just fine. I find this "reason" an easy excuse - rather than truly looking into what it takes to route a regular-sized bus through Glover Park it's just assumed it won't work and that's that. Glover Park as a neighborhood is cut off from other public transit options. We need reliable and frequent bus service to get to/from work downtown, make appointments with care providers, entertain in the District etc. Personally, I don't own a car and am 100% reliant on WMATA bus service. If a 33 bus doesn't come or the wait is 25 minutes despite being advertised as a "every 10 minutes during rush hour" route, I FEEL THAT! Because I then need to tell work that I will be late again, because of the bus. And I know I am not the only one. Everyone waiting at Calvert & Wisconsin with FULL buses wizzing by has that same issue! We need reliable and frequent bus service for Glover Park. The suggested routes to replace the D2 and 31/33 make each route longer on the north end, and more inconvenient for use. Bus ridership is up so why are you cutting bus lines?

The proposed updates to WMATA's bus routes have sparked significant concern among residents of the Bloomingdale neighborhood, particularly regarding the plan to establish a bus route along 1st Street NW. As a resident deeply invested in the well-being and functionality of our community, I strongly urge WMATA to reconsider this specific routing due to several critical issues that would negatively impact the area. I take the bus 90% of the time to get around the city, often using the 90, 92, 80 or P6 buses. It's the predominate way I get around the city. Firstly, 1st Street NW is already a highly congested area, especially during the school year. This two-lane road is a vital artery for local traffic, and adding a bus route would exacerbate the existing congestion. The neighborhood schools generate a substantial amount of traffic during peak hours, with parents dropping off and picking up children. The addition of buses to this mix would likely result in severe traffic bottlenecks, causing delays not only for buses but for all vehicles using this road. Furthermore, 1st Street NW already suffers from significant traffic backups originating from North Capitol Street. This congestion is particularly pronounced during rush hours, when the volume of vehicles attempting to navigate through this narrow, dense area creates a near-standstill situation. The introduction of a bus route along 1st Street would only add to this problem, leading to increased frustration and longer travel times for everyone. The density of 1st Street NW is another critical factor to consider. The street is lined with residential homes, small businesses, and community facilities, making it a bustling and vibrant part of the neighborhood. However, this density also means that there is limited space to accommodate additional traffic, particularly large buses. The narrow lanes and tight corners of 1st Street NW are not well-suited to handle the size and frequency of buses, which could lead to potential safety hazards and further slowdowns. Given these challenges, I propose an alternative solution that would better serve both the residents of Bloomingdale and the overall transportation needs of the area: establishing a dedicated bus lane on North Capitol Street. North Capitol Street is a major thoroughfare that is better equipped to handle higher volumes of traffic, including buses. By creating a bus lane on this road, WMATA can provide efficient and reliable bus service without disrupting the flow of traffic on 1st Street NW. Additionally, increasing the speed limit on North Capitol Street from 25 to 35 miles per hour could help facilitate smoother and faster through traffic. This change would not only benefit bus travel times but also improve the overall traffic flow for all vehicles using this major route. A higher speed limit, combined with a dedicated bus lane, would make North Capitol Street a more attractive option for through traffic, potentially reducing the congestion that currently spills over into surrounding residential streets like 1st Street NW. It is essential to recognize that effective public transportation planning requires a careful balance between providing efficient service and maintaining the quality of life for local residents. In this case, routing buses along 1st Street NW would likely lead to more harm than good, increasing congestion, travel times, and safety risks. On the other hand,

utilizing North Capitol Street for bus routes aligns with the goal of enhancing public transportation while minimizing negative impacts on the community. In conclusion, I strongly urge WMATA to reconsider the proposed bus route along 1st Street NW and instead focus on improving bus service along North Capitol Street. By creating a dedicated bus lane and increasing the speed limit on North Capitol Street, WMATA can achieve its transportation goals while preserving the character and functionality of the Bloomingdale neighborhood. Thoughtful and strategic planning is essential to ensuring that public transportation benefits all members of the community, and I believe this alternative approach represents the best path forward for everyone involved.

Please do not eliminate 3Y! Expand service in that area instead.

I would like to offer one thought to the Metro Board of Directors regarding the 2025 Better Bus Network Proposal: I am opposed to the proposed elimination of the existing 63 bus route! This is a critically important route which serves Ward 4 residents from Takoma to Petworth who commute downtown on weekdays and need/want a direct bus to get there without transferring to another bus or train. This route also serves the families experiencing homelessness who reside at The Kennedy (5505 5th Street NW), where there is currently as 63 bus stop, which is another reason to reject the proposal to eliminate the 63 bus route! -Zach Israel

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Although nothing is said about metro access, there are some major issues and a few suggestions. Shoulder pppbelts smell atrocious. They need to be washed and sanitized every night. Routes need be the same when going the same place not the 25+ ways I’ve gone. Get a gps from the 21st century with accuracy and not “take a U-t turn if it’s safe”

I am a 70 plus year old woman who uses metro buses frequently for all my trips downtown and a number uptown. As much as I can gather from the information, the proposed changes would mean I would have to walk further to catch the bus, take longer to get to my destination and spend a lot more of my day traveling. Some weeks my use is much more frequent than others but I would say I average between six and eight trips per week. My trip times vary depending on the purpose so I travel through the day, frequently during working hours both am and pm but also evenings. I use the N2/N4 and 31/33 usually. If going to the mall area or further downtown from Farragut, I connect with the X bus on H street. I use the buses for medical appointments, physical therapy, and other healthcare and other business trips downtown. I use the buses for museum visits, meetings with friends, errands, and movies both downtown and out Wisconsin. Even though the current system was changed a while ago requiring me to transfer more and walk more, it still suits most of my trips. I think many of my trips are 20 minutes or less. With the new system they will be much longer. I have no idea why WMATA wants to take a system that works and uses the major routes that are most useful and move them so far from DCs main commercial corridors. It certainly isn't helpful to me and I can't imagine it will be helpful to most of the riders I'm with on the rides. I would ask to keep the existing system. Particularly as more major developments have just gone in along Wisconsin Ave and even more people will need to be traveling. Putting us all in cars, cabs or Uber/Lyfts is not a good solution

The proposed elimination of the D32 and W45, will negatively affect transportation to DEAL school from Mt. Pleasant. For the safety of small children riding the bus and to prevent late arrivals to school these routes should continue operating.

W5 is missing in new plan which will make interns and associates to come to navy research lab and dc water very difficult. Rest is excellent

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Please do not get rid of the H4 and D32 lines. The H4 in particular is a crucial artery that allows people to move, if you will, horizontally across the city in a unique way. It connects many folks to their medical care, their jobs, their education, and doing away with it would be a huge loss. I know you are going to get many of these comments, so I will keep this brief. I live near one of the H4 stops, and while I do not take it a ton at this moment, I always see people at the H4 bus stops (not infrequently being passed by because the bus is too full -- which makes doing away with this service all the more ridiculous). Many of those people might not speak English or Spanish, and so this feedback tool is not accessible to them, and they might not be literate in a way that allows them to participate here -- please consider the voices you are NOT hearing here. Ride the H4 and ask folks what life would be like for them if you took the bus route away. So many parents use those buses to get their children to daycare and themselves to work. The D32 should speak for itself -- those busses are full!!! How would those kids get to school? Why are we making a problem here? Please pay attention to the comments you are receiving, and the ones you are not able to receive because this process is not accessible to lots of folks. Good luck, and thank you for considering.

Hi all, First, I'd like to thank you for this massive project. I think you're approaching it with laudable goals - more frequent service, clearer route names, updated routes! All needed. Second, I do have one concern. I live at [redacted] K St. NW and work at [redacted] K St. NW. I currently rely on the Circulator for the east/west downtown route, but with the Circulator going away, I'll be left without a good option that runs through Mt. Vernon Triangle and extends to Foggy Bottom or Georgetown (the D4 ends at Franklin Square). The proposed map continues this issue by having the proposed D36 terminate at Franklin Square as well. I strongly encourage you to consider extending the D36 through Foggy Bottom or Georgetown. Mt. Vernon Triangle is a dense neighborhood and to not extend service through the downtown employment centers seems like a big failure. Thanks for all of your hard work! PJ

The G8 is the only route that connects Bloomingdale to downtown DC. Many, many Bloomingdale residents rely on the G8 for their commutes to their downtown offices and to the Shaw metro system. The proposed replacement routes do not fulfil this purpose and will lengthen and complicate the commutes of everyone who presently takes the G8.

Comments re. proposed C61 route: With the proposed elimination of the D32, W45, and H4, the C61 is the only bus line that could serve as public transportation from the Deal/Jackson Reed school boundary zone in Mount Pleasant DC. This will require hundreds of students to walk significant additional distances because the C61 would only skirt the perimeter of Mt. Pleasant (Harvard/Irving St. and Adams Mill Rd), as compared with the proposed eliminated routes that take more of a middle route through most of Mt. Pleasant via Park Rd. It will also require the younger students - those going to Deal, as young as 11 and many riding public transportation alone for the first time -- to walk an additional 5 minutes after being dropped at the Tenleytown bus station rather than near Deal like the D32 does. Reliance solely on C61 will also result in overcrowding of bus stops on Adams Mill Rd., particularly at the final stop before going across the park (Walbridge and Adams Mill Rd.), which would likely be the closest stop for possibly half the riders in the Mt. Pleasant boundary area for these schools. Of even more concern, the elimination of the dedicated bus lines -- the D32 and W45 -- that currently run in the morning and afternoon timed to the beginning of school and school dismissal -- will substantially negatively impact the lives of students at these schools by removing reliably and predictably scheduled service of sufficient capacity, resulting in substantially greater commute times for children, increased tardiness, less time to sleep, less time to study. The D32 and W45 should not be eliminated. Even if the proposed D72, which would replace the H4 but terminate in Van Ness, is extended to terminate in Tenleytown during school commute hours, most of the issues described above will remain. Comment explaining response to survey question regarding frequency of C61: A frequency of only every 15-20 minutes underscores how the C61 will be entirely insufficient to meet demand for reliable transportation for students at Deal and Jackson Reed between Mt. Pleasant and school. In the case of the current dedicated Deal bus (D32), there are two back to back buses, and they are always packed to the gills, sometimes even bypassing waiting students past the 18th and Park stops on the line to school. If a student bases their commute in the morning on NextBus arrival time, they will have a good chance of being bypassed by the time the bus gets toward the last stop in Mt. Pleasant (Adams Mill and Walbridge), and having to wait an additional 15-20 minutes will undoubtedly result in being late to school in many cases -- harmful to the education of the passenger student as well as to the education of those in class that are disrupted by the late arriving students. This frequency issue only compounds the many problems with removal of D32, W45, and H4 described in earlier response - increased frequency will not be a sufficient solution to the removal of these lines. They should be retained. Comment explaining response to survey regarding sufficiency of the stops offered by C61: The C61 stops -- limited in Mt. Pleasant to Irving/Harvard/Adams Mill, and terminating in Tenleytown -- are wholly insufficient for many, possibly most, students at Deal and Jackson Reed traveling from Mt. Pleasant, for reasons described in earlier comment, as the bus only skirts the perimeter of Mt. Pleasant and does not stop on the block adjacent to Deal as does the current D32 proposed for removal.

Please do not cancel weekend service by the current E-4 bus. This deprives many residents and essential health and other workers of necessary public transportation. This is not "Better Bus" service!! 'Evelyn Idelson [redacted]

Please do not remove the sections of the D2 bus route that stop in the interior of Glover Park. Many Glover Park residents (including students, children, etc). need these bus stops to get to work/school/day care.

Keep the D6 as one route. Many people throughout the city use it for medical care.

Your plan eliminates four of the five stops on Colesville Road between Four Corners and downtown Silver Spring and including the stop closest to the North Hills neighborhood where I live, and in doing so eliminates a big part of the reason I bought my house here. A lot of things are making this area less desirable including the steadily increasing traffic congestion. Your plan, if enacted, is the nail in the coffin for me. I'm getting out.

I would very much like to see our bus E4 restored to Chevy Chase DC. It was stopped during the pandemic and it is a very important service especially for the elderly living in our community, which includes me. (I don't remember if it was bus E6 or bus E4 but it was the bus that stopped along Broad Branch. I took it often and so did many people. It was the bus that took us to the Metro, which is at least a mile away from my house. There is now a stop of one E bus on McKinley, but that is also quite a walk for many of us. The more buses we have that get people to the metro the cleaner our air. If Europe can do it so well, why can't we. We should have transportation without having to use a car at all, never mind how it is powered.

I have already commented but felt the need to do so again to ask - how could the powers that be at wmata possibly think it was a good idea to exclude an entire neighborhood (Glover Park) from access to public transportation? I think you are shortsighted and uninformed, uncaring and catering to the needs of I'm not sure who, but it's not the citizens of NW DC.

I object to the substitution of Route D24 for Route 96 as it leaves a huge area bounded by 10th St NE/ Lincoln Park to the west, Mass Avenue SE the south, and Constitution NE to the north without any bus service at all as it eliminates the route followed by current route 96.

Hello - I understand there is an effort to move a bus planned for 1st st nw in Bloomingdale to North Capitol because neighbors in Bloomingdale complained. I write to humble remind you that North Capitol is not a trash can where people can dump things they don't want. People live on North Cap, people live next to North Cap. North Cap is already shouldering the burden of buses, not to mention heavy traffic, ambulances and police cars. I don't think it's fair for people in Bloomingdale to just dump what they don't want on North Capitol as if we don't live here.

Thank you for the opportunity to submit comments on the Better Bus Network. I am concerned that the plan would limit transit options for people in Bloomingdale and LeDroit Park. G2: Eliminating the G2 would mean that Bloomingdale and LeDroit Park residents no longer have a

direct route to Logan Circle, DuPont Circle, and Georgetown. This route is also the only one that connects the major hospitals in the area: MedStar, Children's, Howard, and Georgetown, and would interrupt the commutes of healthcare workers around the city. G8: The G8 is the only route that connects Bloomingdale to downtown DC. Many Bloomingdale residents rely on the G8 for their commutes to their downtown offices and the Shaw metro system. The proposed replacement routes do not fulfill this purpose and will lengthen and complicate the commutes of everyone who presently takes the G8. Best, Sara Federman

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I'm concerned that the proposed changes have left a significant gap around Lincoln Park and the entire Hill East community. The proposed redesign completely eliminates the 96 bus route through my neighborhood. I take this bus regularly to visit businesses and doctors' offices in Northwest. I also know that many of our neighborhood students rely on the existing 96 bus route to get to schools in other areas of the District. I also would like to see a route that replaces the X1 bus between H Street and Foggy Bottom, as this was an essential commuter route when I lived in that area.

G2: Eliminating the G2 would mean that residents in Bloomingdale and LeDroit Park no longer have a direct route to Logan Circle, DuPont Circle, and Georgetown. This route is also the only one that connects the major hospitals in the area: MedStar, Children's, Howard, and Georgetown, and would interrupt the commutes of healthcare workers around the city. G8: The G8 is the only route that connects Bloomingdale to downtown DC. Many, many Bloomingdale residents rely on the G8 for their commutes to their downtown offices and to the Shaw metro system. The proposed replacement routes do not fulfil this purpose and will lengthen and complicate the commutes of everyone who presently takes the G8.

There needs to be much better bus transportation between the new MacArthur High School and the area for in-boundary students at Eaton Elementary. Not everyone in this ward is rich and/or owns a car. We need public transportation that is convenient to attend MacArthur. Taking a bus or Metro all the way up to Tenleytown just to catch a bus down Wisconsin to the school is crazy.

Hello, It would be very helpful, if part of this new plan you would include removal of the bust stop signs and no parking Bus Stop signs form the routes that have been discontinued. I live on East Capitol St NE between 14th and 15th streets. The bus stop on our street was discontinued during covid more then 3 years ago and there are still No parking bus stop signs that parking which is enforced by parking enforcement. They regularly issue tickets for parking in the bus zone, even though there was no bus stoping there for over 3 years. It is very frustrating because of the tickets and also because we loose 10 parking spots over this. If new bus routes are created and old ones are discontinues it would be great if WMATA and City work together to actually add or remove the signs reflecting the changes, so residents don't have to constantly pay for unfair parking tickets.

I am opposed to the new bus route C55 going up 1st Street NW. 1st Street NW is not designed to for heavy traffic. In fact, it is rare for ambulances to go up 1st Street NW, even though the Hospital Center is right up 1st. Adding a bus to that route will increase traffic issues and decrease street parking, which is already at a premium. No one that I know of in the neighborhood (including from Bloomingdale Civic Association discussions) is in favor of this and it's unclear why it does not go up North Capital, which is designed to handle bus traffic.

PLEASE do not eliminate the Q4 route that provides a one-seat ride from Silver Spring to Rockville. It is MUCH harder to have to take a bus to Wheaton, get off and wait for a bus to Rockville. I ride that route at various times morning, late morning and evening and there are many people who get on between SS and Wheaton and get off some place after Wheaton. Your changes make it WORSE. Also, it is NOT clear that you are proposing to eliminate it - I find that very disingenous. Also, I feel fairly certain that most people who ride the route have NO idea what you are proposing. PLEASE don't eliminate this route

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Eliminating the G2 would mean that residents in Bloomingdale and LeDroit Park no longer have a direct route to Logan Circle, DuPont Circle, and Georgetown. This route is also the only one that connects the major hospitals in the area: MedStar, Children's, Howard, and Georgetown, and would interrupt the commutes of healthcare workers around the city.

Consolidating the 42/43 bus routes to the D72 will result in 100s of residents not being able to get to their necessary destinations each day. There are no transfer options that will get these residents down to foggy bottom and they will have to find other modes of transportation to get them there. Residents rely on this route and make housing decisions on this route. The proposal is ineffective and will result in 100s of people each day needing to find another way to and from work. Please expand the D72 line to go to the Kennedy center and increase the frequency so residents can continue to take public transportation. The current proposal will result in residents taking other transportation methods to and from work, likely resulting in less revenue for WMATA since the route will be unable to get people where they need and the bus will come so infrequently.

Please do not eliminate the D33, D32 and W45 or change the H4 Bur Routes. These are important bus lines used by Deal and Jackson-Reed students to get to and from school. It's important to keep these routes to ensure a free, accessible way for kids to get to school. Thank you for your consideration

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This new proposed bus routes eliminates many needed stops in the interior area of Glover Park. This area was bypassed by the metro system and needs the extra supplemental routes to even get to the more connected metro system. Removing these sites places a burden on the elderly in the area, the students in the area, as well as the everyday commuters. This is an inequitable solution to the residents of an area that is not services directly by the DC metro system. DC is

known for great public tranportation and this new proposal threatens the viability of residents using the public transportation system.

Can Metro provide more details about proposed changes to routes E2, E4 and F6? Looks like buses that travel along Sargent Road and Gallatin Street will be rerouted/discontinued. The stop at Sargent Road and Gallatin Street (#1002551) is busy and many seniors live in the community. Metro's maps contain a lot of information and are not easy to read/follow.

The proposed 2025 better bus network is ineffective at meeting public transportation needs for those is our city. The cutting of critical routes that people rely on every day will make commuting even more challenging for this city and force many people to find alternative ways to their destinations. People rely on public transportation to get them to their destination safely and this proposal will result in people being left stranded miles from their destinations with no transfer options that get them to where they need. This is a risk to people’s safety, especially women who will be forced to walk further to their destinations because the proposed bus routes will not get them where they need to go. This plan is irresponsible and clearly only considers cutting costs for WMATA, not the needs of the residents it is serving.

Please do not cut the D33 or W45 bus lines that have been servicing my family for generations!!! My child currently takes the D33 to and from Deal Middle School just as my brothers and I did. Cutting these lines would make it extremely difficult for single working parents, like me, to get multiple kids to different schools . With the rising cost of living in DC, the D33 has helped to make DC more livable and accessible for lower-earning families who need to ensure safe travel of our children to school. Cutting these bus lines would leave droves of children roaming from stop to stop to make several transfers before and after school. More unsupervised children on the street at one time contributes to the rising crime in our neighborhoods. Please continue to support the safe passage of our young people to and from school by KEEPING the D33. Thank you for your consideration.

To Whom It May Concern, My family lives in the Crestwood neighborhood, with two children, and we are concerned about the elimination of route D33. One child is attending Deal Middle School, with another child to attend Deal in two years, and he takes the Metrobus by himself to school. The new alternative routing from Crestwood to the school would have him switch buses, which is a riskier alternative for a middle-schooler in terms of delays to getting to school as well as safety. Please keep route D33 for at least several more years until there are no more Crestwood students attending Deal. Thank you for your consideration. Sincerely, Tom Wang

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Thank you. I see many improvements to the bus routes and it looks like much time and consideration went into the new proposed routes. Much appreciated (and I love the addition of the C81 on the weekends (formerly M4) as that was a missing link, and I see many more improvements which will help others in other parts of the city and outside DC. I walk a lot and

will be able to navigate the changes with only some impact, although I request that you seriously consider adding a loop to the D90 (to wrap around Idaho Ave, Cathedral Ave, New Mexico Ave, and Nebraska Ave.) as WMATA did with the N2 and N6 routes, which I always thought was a considerate and a smart thing to do The loop adds another ten minutes to the commute for most, but it is a small amount of time for all of us to give up for those that wouldn't be able to navigate the C81 or C85, or navigate it easily or comfortably to work or for other reasons (those being older folks, the disabled, or temporarily disabled, parents with baby strollers, or women traveling to work in the dark morning or evening hours, or those wanting to do their grocery shopping or other shopping in DC).

I am writing because of the proposed elimination of the G2 route. As a resident of Bloomingdale, a neighborhood without direct access to a Metro station and with three main bus lines, the G2 is the only way that I can travel across town to Logan Circle, DuPont Circle, and Georgetown. The line also connects major hospital systems in the area: MedStar, Childrens, Howard, and Georgetown, and its elimination would mean those workers do not have a direct route to and from hospitals. I do not want the G2 eliminated without a replacement with a direct line that still runs from LeDroit Park/Howard to Georgetown.

Thank you. I see many improvements to the bus routes and it looks like much time and consideration went into the new proposed routes. Much appreciated (and I love the addition of the C81 on the weekends (formerly M4) as that was a missing link, and I see many more improvements which will help others in other parts of the city and outside DC. I walk a lot and will be able to navigate the changes with only some impact, although I request that you seriously consider adding a loop to the D90 (to wrap around Idaho Ave, Cathedral Ave, New Mexico Ave, and Nebraska Ave.) as WMATA did with the N2 and N6 routes, which I always thought was a considerate and smart thing. The loop adds another ten minutes to the commute for most, but it is a small amount of time for all of us to give up for those that wouldn't be able to navigate the C81 or C85, or navigate it easily or comfortably to work or for other reasons (those being older folks, the disabled, or temporarily disabled, parents with baby strollers, or women traveling to work in the dark morning or evening hours, or those wanting to do their grocery shopping or other shopping in DC)

For busses to be a viable alternative to cars, they have to be efficient and reliable. It's a mistake to eliminate express routes like the 59. And if I'm reading correctly that other express routes, like the S9 and 79, will cost twice as much in the future, then this will be a disaster. If people have to pay $5 for a quick trip downtown or for the only bus at their stop while waiting longer for a local, they'll just get an Uber. Are you trying to put more cars on the crowded roads?

Please save the Foggy Bottom Station stop - there is a medical building there, and many people ride all the way to it on one of the 30 buses. Also, even for folks arriving via Metro Rail, those buses coming down from the Metro to Foggy Bottom station are important, especially on hot/cold/rainy days. The new routes do not do anything for folks needing to get all the way down 23rd St and down toward the State Dept/Federal Reserve/American Red Cross.

With all of the massive residential construction going on in ward 3 it is ridiculous to be cutting back on bus and Circulator service along Wisconsin Ave. All of the new buildings sprouting along Wisconsin Ave. have the bus and Circulator listed as major components of their traffic management plans. Eliminating these routes will create a traffic nightmare along Wisconsin Ave. Moreover, with the new Ward 3 McArthur high school not within walking distance of the Glover Park residences of many of its students, it is imperative that there is a frequent (more often than 30 minutes) bus from Glover Park to the Palisades.

I'm very concerned about the loss of bus routes in Glover Park.

The Route 96 is now not going to service the Lincoln Park and Capitol Hill area. We do not have a way of getting to Union Station for metro access. This route has been very busy and most Hill residents use this route. Please do not remove this route around Lincoln Park.

Please do NOT cut route 96 for East Cap and Mass Ave, serves eastern Capitol Hill and beyond.

This is my only comment: Deprioritize cars and give the highest priority to buses. Until you show people that bus travel is faster and easier than cars, we will never have higher or dedicated ridership. Make it less appealing to drive a car. Thank you

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I support Metro's Better Bus Network initiative overall. HOWEVER... I am very upset to see that the D72--nominally the replacement for the 42/43 lines--does not extend to the Kennedy Center. The 42/43 lines to and from the Kennedy Center are so important for connecting NW DC to this invaluable cultural institution. The proposed D72 line stops at Farragut West, a full mile from the Kennedy Center. That is not a walkable distance for many people (including the elderly, disabled folk, and children). A walk from the Foggy Bottom metro to the Kennedy Center is about half a mile, which is more doable for some (but not all!) people; however, Foggy Bottom has no direct connections to the vast majority of areas served by the current 42/42 line in NW DC. From my home in Adams Morgan, I would have to take a bus and then a metro just to get to Foggy Bottom, at which point I would either switch to the Kennedy Center shuttle or walk half a mile. My friends in Mount Pleasant would have to take two different metros to get to Foggy Bottom. I hope you can see that removing the 42/43 bus route--which offers door-to-door service through multiple densely populated neighborhoods, directly to the Kennedy Center--and replacing it with up to TWO transfers (i.e., bus/metro/shuttle or metro/metro/shuttle) is an absolutely terrible change that will negatively impact NW DC residents' ability to attend this cultural treasure. At the very least, please consider creating a line that can be used like the current 42/43 route during times of day when people are traveling to or from Kennedy Center performances; a rough guess

here would be traveling toward the Kennedy Center from 5 to 9 pm and away from the Kennedy Center from 7 to 11 pm.

The elimination of the M96 (running diagonally through Capitol Hill) is an enormous cut in service for people who live in Hill East. There will be an extremely long walk to any bus route for anyone east of Lincoln Park, and the "replacement" route running up 19th Street will be terrible for riders because it will require multiple transfers to get anywhere in NW. In Hill East, we are already very far from the Metro stops -- don't compound the error by taking away the most useful bus route in the neighborhood.

The removal of the G2 route (Howard University —> DuPont Circle —> Georgetown University) is a sneaky form of segregation. They are cutting off the most prominent Historically Black College in the country from one of the most prestigious Predominantly White universities and the most prestigious Catholic schools in the country. The neighborhoods around Howard will be negatively affected. I’m a researcher at Howard with a PhD from Georgetown. Other researchers and I have been putting signs around DuPont Circle and Howard protesting this move. The temporary loss of the G2 during the pandemic was hard enough to deal with. In my old neighborhood, the loss of the S4 is still felt. PLEASE KEEP THE G2 LINE AND KEEP DC GREAT AS ALWAYS.

Contrary to youir expressed goal of "frequent" routes and "more service," the proposed replacement of the Connecticut Ave L2 bus REDUCES service during both rush hour and non-rush hours. It is unpleasant enough to wait 20 minutes for a bus in bad weather, but miuch worse to wait 50% longer, as proposed in the reduction of frequency from 20 to 30 minutes. How can you consider this a BETTER BUS service? Especially given the unreliability of service due to traffic issues and the lack of shelter at many stops, please continue service at 20 minute intervals along Connecticut Ave. It won't be an imrovement, but it's better than a reduction.

Dear WMATA General Manager Clarke: The Better Bus Proposed 2025 Network Redesign has left a significant gap around Lincoln Park and the entire Hill East community. The proposed redesign completely eliminates the 96 bus route through our neighborhood. Many of our neighborhood students rely on the existing 96 bus route to get to schools in other areas of the District. Following the elimination of the 97 bus route in 2020, the 96 bus is their only option to travel to schools outside the immediate area. Farebox data likely does not reflect the student usage of this route, and eliminating the route will leave many families with no public transportation options in the neighborhood to get their students to other schools. Please reconsider removing the 96 route until an appropriate alternative is developed. Thanks, Matt Thompson

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Your plan to split the D6 route is a terrible idea!!!!!! For example, just this morning at my neighborhood top on Capitol Hill on a Monday, the hottest day of the year, there were 7 people

waiting to take the bus into town westward. You don't have they data as to when they get off the bus. There are older folks, students, people in wheelchairs. At Franklin Park we picked up a wheelchair rider. He did not want to get off at Metro. I pay taxes too!! Not everyone wants to ride Metro rail and no one wants multiple transfers. Why do you say you want equity and not so many transfers and then make a change that will hurt many riders and do just the opposite of what you say you want to do? I pay taxes too!!!!! Leave D6 alone!

There is a HUGE gap in service on Capitol Hill - essentially with the boundaries of Pennsylvania Ave, 7th St SE, C St NE, and 18th St SE. With no MetroRail available in this area either, it is cause for concern that this area is left out of the Better Bus Network plans. This is a vibrant and very residential area, so it's important that public transit makes it accessible.

The Better Bus Network proposes removing the 42/43 lines which travel to key transit-dependent federal offices in Foggy Bottom. Eliminating these stops near the State Department and Department of Interior will cut off thousands of federal civil servants - as well as other office workers in the area - from a transit opportunity. This is disastrous because many workers live in car-free dense neighborhoods such as DuPont Circle, Kalorama, Adams Morgan, Columbia Heights, and Mount Pleasant. The 42/43 buses are always packed full by rush hour of commuters traveling downtown in the morning. It is a vital transit lifeline to Foggy Bottom which is not well served by transit for the rest of DC. Please consider extending the proposed D70 and D74 buses along the Virginia avenue section of the current 42/43 route to remedy this.

Metro should not eliminate or change the D6 bus route. It is packed with commuters every morning and is a lifeline for commuters who need to travel from East Capitol Hill to upper northwest. The proposed changes to the route result in longer commute times and cut off stops on E Street NW from 8th Street NW through 13th Street NW that are frequently used by downtown commuters in both directions.

The Better Bus plan is so confusing, but it appears that Lincoln Park will be a bus desert. Please reinstate at least a version of current 96 bus, which is used by residents and workers. I rode it recently, and at times during the midday ride, it was standing room only. Also, who pays or not these days? Unclear! Seems to be mostly free riders of all ages. What gives,?

Please do not eliminate the routes from Eastern Market to the SW and the stadium. The alternative is the train with multiple transfers. The other line that is critical is Eastern Market to Union Station - not doable by train. There would be no connection between Eastern Market and Union Station. Eliminating these routes would ensure more cars on the road as seniors use Ubers or Taxis. These are critical routes. Just another note - there would less of a financial issue if everyone who rides the bus (over 25) paid. People just walk on and never pay. They do not even 'fake it'.

Please consider to keep the D33 and W45 buses running. My three children will depend on these to get to Deal and Jackson Reed. These buses are well used by many children. Not having these buses will lead parents to drive children to school, adding to congestion to rush hour. If you need to reduce service, please go through the effort and reduce bus services during hours when these basically run empty through the city. Best, Johannes Kiess, Crestwood

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TheBus 11 provides excellent service in Old Greenbelt. It is fast and reliable. The elimination of that effective route will put a high bar on any bus which attempts to provide the service from 11 and G12. I strongly suggest retaining TheBus 11

I feel the route names should identify the route at a glance, like Route 16 for 16th Street or MS for Massachusetts Ave. Identifying by city ("D" or "C") doesn't give as much detail.

Please retain the 63 route downtown! Adding a transfer at Georgia Ave will make bus trips less convenient and efficient for the many people commuting downtown from uptown. Many folks in these neighborhoods north of Georgia Ave metro do not have easy access to the metro and rely on the bus to get around easily. Also, please retain the 59 route on 14th street. The 14th street routes are slow (by necessity, they serve so many people!) and having the 59 makes the bus a more viable commuting option. Thank you!

I am completely baffled and outraged at the proposed elimination of Deal Middle School and Jackson Reed High School dedicated bus lines (D31, D32, W45) and H4. All you have to do is look at any bus footage in the morning or afternoon to see how full the buses currently are every day, underscoring just how many students and residents in Mt Pleasant rely on these bus lines. Morning after morning, I often have to stand in the heat watching full buses go by, further delaying my arrival at work. If anything, you should be looking at bringing back the H3, service many of us relied on pre-pandemic. Beyond the many residents who rely on these bus lines to get to work, I am baffled by that you would be considering stranding hundreds of students from Deal and Jackson Reed. So many mornings, I watch students stress as they watch the full buses go by, hoping they can get on the next one so they aren’t late for school. And the idea that as DC is trying to get students back INTO the classroom, that you would do anything to make it that much harder for students to get to school is beyond comprehension. I cannot underscore how detrimental the proposed changes will be for hundreds of students and working families in the mt pleasant neighborhood. These changes would only serve to further decimate ridership of both the bus and metro, recognizing we rely on one to get to the other.

Please do not cut or get rid of in anyway the 59 express bus service. I need this great and speedy way to get downtown. So many people in my neighborhood of Petworth rely on this bus. We should expand it and make it more frequent instead of cutting it.

The existing D32 and H4 bus routes provide important daily access for numerous students at Deal middle school . Changes to these routes would have a negative impact on the school staff, student body and surrounding neighborhood. Without the current bus route access there would be significantly more traffic congestion in the area of the school at the beginning and end of the school day . Not only would this further tax the schools traffic control officers it would decrease the safety of the many students that walk to Deal. Removing the current D32 and H4 bus routes would also increase obstacles to on time and regular school attendance by the many students that rely on those routes for safe and relatable transportation to and from school. This would have negative impacts on equitable access to education for those students who rely on the current bus routes and may not have a parent or guardian with access to a vehicle or time available to take off work to transport kids to school. I urge WMATA to reconsider the proposed changes to the D32 and H4 routes in light of the negative impacts changes would have to traffic congestion, student safety and reduced equitable access to schools. Thank you Kay Parry Deal parent [redacted]

Please do not cut the 63! This is a vital bus line and cutting it will be very inconvenient.

Thanks to WMATA for committing to better bus service. Changing people's travel habits is a lengthy, ongoing process. offering a first-class bus system with frequent service is a great step toward for getting people out of cars and onto buses, as well as a step toward cleaner air and less congested roads. As a young adult, I lived in a town that offered service every 7 minutes during peak hours. I used the bus all the time. Had the service been every 30 minutes, I likely would not have used it. I understand the struggle for transit providers to obtain dedicated operations funding and encourage WMATA to do everything it can to get that funding. I also urge WMATA to electrify its bus fleet as soon as possible. I'm glad WMATA has set a target date for a zero-emissions fleet, but it is critical for us to transition from fossil fuels as soon as possible. There is currently a lot of federal funding for buses and infrastructure. Operating costs of electric buses are significantly lower over the lifetime of a bus, which would help reduce the overall operating budget. Imagine the fuel savings alone, not to mention the health benefits, particularly to those who suffer from asthma, other pulmonary, and cardiovascular problems. Despite "no idling" signs, WMATA's transit buses end up spending a significant amount of time idling, further increasing their amount of harmful emissions.

I love the new east end of tne G6 with the proposed D32 so I can go to the Fort Lincoln shopping center with out an out of the way transfer!

Bus stop No. 1002779 at Georgia Avenue N.W. and Underwood Street N.W. (70 Route) should be retained because it is directly in front of the Safeway store. This is an important community facility. Neighborhood residents without cars who shop at the Safeway should have access to a convenient bus stop that is the shortest possible walking distance from the store as they carry

their groceries home. If this bus stop must be eliminated, the bus stop at George Avenue N.W. and Van Buren Street N.W. (northbound) should be moved to the south side of the intersection to make for a shorter walk from the Safeway store.

I do not like the longer walks from Bloomingdale to the P6 and G2 equivalents, and then the longer walk to my destination.

As a retired person with no car, I have depended on the Circulator Bus from Union Station to Georgetown for the last 12 years I moved to the city. Unlike other circuitous bus routes which meander around the city, this one is efficient and serves an area devoid of metro stops (Georgetown). It also is of significant help in getting to Union Station and one of the few post offices left in the downtown area. Eliminating it significantly erodes many people's transport options. Do not value the complicated over the simple and straightforward. Sincerely, Dagmar Painter.

Glover Park's access to public transportation is already restricted without a neighborhood metro stop. We are currently limited to the D2 and 33 for bus access and must take these bus lines to access metro lines. The proposed plans would further limit the neighborhood which is beyond frustrating. The neighborhood deserves quick access to public transportation and people should not have to walk 15+ minutes to reach a bus stop when they then have to take the bus to a metro stop anyway. This will add unnecessary time to commutes and make it more difficult for people to live their daily lives, especially those who struggle to move around or will experience the extreme summers and winters of DC. The D2 at a minimum needs to continue to run throughout the Glover Park neighborhood so the neighborhood is not cut off from the rest of the city and so residents are not forced to take the bus uptown just to go back downtown.

C55 and D70 are particularly useful routes for meeting daily needs, including commuting to work and traveling to stores and businesses. I encourage WMATA to maintain these routes and to consider adding frequency. In particular, the D70 should be much more frequent to be practical for commuting to downtown.

Bus route C-55 in Bloomindgale - I am opposed. My family and I are long time residents and have lived in Bloomingdale since 2003. A bus coming down our street IS NOT A SOLUTION to traffic nor connecting to downtown. When I went to Banneker, I happily walked or took the H busses closer to Michigan. It worked just fine. When I worked downtown I readily took the G8 or 80 route or walked and that worked out just fine. This area of the neighborhood is already in a precarious place as we deal with traffic, during rush hour but still manage to maintain community. Instead of fixing the real problems, like public safety for the cars that are already on the road, better sidewalks, you propose to clog up a neighborhood that has already dealt with DC waterworks for the past 15 years, by adding more cars and TRAFFIC to our small road. Not I clouding the fact that this will also increase loitering in the neighborhood. If street parking is

also removed, how is a bus system meant to lessen car traffic? You are now opening two additional lanes making the route a fairway rather than actually creating a BETTER BUS ROUTE. not all houses here have parking - where do we go? In my little corner of the 2000 block of first street nw, 4 houses do not have access to park off the street, that's about 7 or 8 cars in just ONE corner who do not have access to private parking. Also, creating way more traffic and endangering locals by adding more cars and busses to the streets here. This route just seem more like a ploy to have fun and spend money rather than fix issues and improveuodate on established routes across the city. Make it make sense. The C-55 route does nothing for folks who are also taking care of elderly, for example some people have reserved handicap parking, or need to frequent medstar for appointments. As I do. So, no street parking, a house already under pressure from the tunnel building, adding more cars & weight to the streets for what? Find another option or fix what is broken! People almost get hit here everyday from 2 stretch two way traffic and you want to add in two more lanes by taking away street parking???? How is that safe and better for the neighborhood? I OPPOSE C-55.

[redacted]

My husband, baby, and I are closing on a condo this week in Adams Morgan, where we've lived for the past 10 years. We don't own a car and don't plan to, so we made our home purchase strategically, and we will be relying on buses for the majority of our transportation. Given that Adams Morgan and the surrounding neighborhoods have some of the lowest car ownership rates in the District, high bus frequency is essential. To make our car-free life sustainable, we need high frequency on the D72, D74, C51-55, D62 and D6X, and D52 and D54 routes.

As a Petworth resident I'm disappointed in seeing the 59 express route cut - the community fought hard for that an express route a few short years ago (esp if you exclude pandemic times). With the level of congestion on 14th, it's important to have an option with fewer stops. The creation of route D74 is great - a more direct option to get from Petworth/Columbia Hts to Dupont is greatly needed.

My wife and I, Senior Citizens living in SW, rely on the 74 Bus and the Eastern Market Circulator. While we generally approve of the overall plan for improving Bus Service, we will be disadvantaged if there is no bus access to Eastern Market and Downtown from the SW Waterfront.

I urge WMATA to reconsider its proposed elimination of the 59, D33, and W45 buses. As a resident of DC for more than 16 years, and as a resident of Crestwood for nearly 12, my family relies on the 59 for commuting to work. We are certainly not alone in that. Eliminating that bus will lead to more cars on the road and greater congestion and pollution. WMATA's proposal to eliminate the Deal and Wilson lines and have riders transfer buses instead is not a solution for children—especially our middle schoolers, who are as young as 11 years old and commute on these buses alone. Forcing a transfer and a minimum 45 minute-commute will push families to drive their children to/from school. This will increase traffic and run counter to DC climate and traffic calming goals. Furthermore, DC is struggling with a truancy problem; making it harder for

children to get to school only exacerbates this issue. I urge the city to invest in its public transportation and in its children and maintain these three bus lines and all service. Surely we have enough of a tax base in DC to invest in the people who rely on it most.

Please do not alter the L2 route to avoid Adams Morgan - thank you!

I am a 77 year old woman, and live in Glover Park. One of the reasons that I chose to move to Glover Park five years ago was it's excellent bus service. I am concerned that our bus service is being whittled down once again. Eliminating the wonderful Circulator bus fleet entirely is a disservice to our community, as well as greater DC. Eliminating bus number 31, after eliminating bus number 30 a few years back, and extending the wait times between buses on the D2 route is creating real hardships for the people in this neighborhood. I use all of these buses to get to my volunteer duties, my doctors appointments, and. exploring the city. I do not wish to add my car to the thousands of other cars being driven through DC each day. You have left me with bus number 33, and I expect that you will get rid of that bus next year. I would add that by eliminating these buses, It also reduces the ability for people in DC to get to Glover Park for work and recreation. We have too many empty store fronts already. I respectfully ask you to reconsider these current proposals. Thank you. Kathryn Parker

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Why are you abandoning Barnaby Woods in DC? Please consider reinstating E6 and M4 routes on weekdays AND weekends! We want to use public transportation!

Please do not change all the names of the bus lines. I understand adding a D or C to them, but why can't the numbers stay the same? This would be a years-long headache for all DC residents and visitors with little to no explanation on why the change. It would especially effect our senior communities who have a harder time learning new changes.

I've tried out what it'll look like to get from my home at 17th and C SE to Union Station that I normally take the 96 to. The 96 is a great, direct route. It crosses through neighborhoods that are not easily connected by metro stations. My home is close to union station, but too far to walk. The option of taking the 96 deters me from taking this short car trip using my personal car or an uber. the fact that it's direct from my neighborhood to union station is the incentive. It doesn't make sense to take metro from stadium armory, take that all the way to metro center, transfer to red, and go back to union station. The new route has me either taking two buses or lugging my gear over a half mile to a bus. I will definitely choose to take a car or Uber everytime if the 96 is eliminated.

Adams Morgan is one of the busiest neighborhoods without a metro system. People who live there rely on buses for public transit. The proposed routes don't help people in this

neighboorhod get to where they need to go. My husband and I both work at State Department and now the route is half walking instead of mostly on the bus- how will that be good during rush hour in the heat, snow or rain? We'll just end up having to get a car and drive instead, meaning more congestion and expenses. A large number of our friends and coworkers also picked the neighborhoods based on this bus route, so this will severely affect all of us.

With the proposed elimination of the D32, W45, and H4, the C61 is the only bus line that could serve as public transportation from the Deal/Jackson Reed school boundary zone in Mount Pleasant DC. This will require hundreds of students to walk significant additional distances because the C61 would only skirt the perimeter of Mt. Pleasant (Harvard/Irving St. and Adams Mill Rd), as compared with the proposed eliminated routes that take more of a middle route through most of Mt. Pleasant via Park Rd. It will also require the younger students - those going to Deal, as young as 11 and many riding public transportation alone for the first time -- to walk an additional 5 minutes after being dropped at the Tenleytown bus station rather than near Deal like the D32 does. Reliance solely on C61 will also result in overcrowding of bus stops on Adams Mill Rd., particularly at the final stop before going across the park (Walbridge and Adams Mill Rd.), which would likely be the closest stop for possibly half the riders in the Mt. Pleasant boundary area for these schools. Of even more concern, the elimination of the dedicated bus lines -- the D32 and W45 -- that currently run in the morning and afternoon timed to the beginning of school and school dismissal -- will substantially negatively impact the lives of students at these schools by removing reliably and predictably scheduled service of sufficient capacity, resulting in substantially greater commute times for children, increased tardiness, less time to sleep, less time to study. The D32 and W45 should not be eliminated. Even if the proposed D72, which would replace the H4 but terminate in Van Ness, is extended to terminate in Tenleytown during school commute hours, most of the issues described above will remain. A frequency of only every 15-20 minutes underscores how the C61 will be entirely insufficient to meet demand for reliable transportation for students at Deal and Jackson Reed between Mt. Pleasant and school. In the case of the current dedicated Deal bus (D32), there are two back to back buses, and they are always packed to the gills, sometimes even bypassing waiting students past the 18th and Park stops on the line to school. If a student bases their commute in the morning on NextBus arrival time, they will have a good chance of being bypassed by the time the bus gets toward the last stop in Mt. Pleasant (Adams Mill and Walbridge), and having to wait an additional 15-20 minutes will undoubtedly result in being late to school in many cases -- harmful to the education of the passenger student as well as to the education of those in class that are disrupted by the late arriving students. This frequency issue only compounds the many problems with removal of D32, W45, and H4 described in earlier response - increased frequency will not be a sufficient solution to the removal of these lines. They should be retained. The C61 stops -- limited in Mt. Pleasant to Irving/Harvard/Adams Mill, and terminating in Tenleytown -- are wholly insufficient for many, possibly most, students at Deal and Jackson Reed traveling from Mt. Pleasant, for reasons described in earlier comment, as the bus only skirts the perimeter of Mt. Pleasant and does not stop on the block adjacent to Deal as does the current D32 proposed for removal.

I have 2 main comments. I think late night buses need better service. I would take the bus all the time if it didn’t mean waiting at a bus stop in the dark for 30-45 minutes for the bus still not show up. that part of the service is unacceptable, people go out, people work late hours, and we need consistent and safe bus service. Second, we CANNOT get rid of the 59. That’s like cutting

the S9. Express lines on these bustling routes are so critical it would be to the detriment of the people

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I am opposed to the L2 route not going through adams morgan from the zoo, thru columbia road to farrgut west. This is a bus people take from upper zone 3 to zone 1 to downtown and vice versa. It ia an important route for people at adams morgan to get around. Unless there ia a new line that go through Connecticut Avenue and adams morgan, please do not take this route away. 43 ans 42 is equally important for the residents in upper zone 3, adams morgans and , mt pleasant's residents. Thank you.

Our children, like so many others, rely entirely on the D33 and W45 to take them to and from Alice Deal Middle School and Jackson Reed High School. There are no other reasonable alternatives for these children to safety commute to and from school. Eliminating those routes is not well thought out and will have a highly detrimental impact on the young students and their families. Please continue to operate those buses as needed for the couple hours they are needed in the morning and afternoon and do not disrupt the lives of our young children trying to better themselves.

Getting rid of the D2 will cut off multiple already difficult to access neighborhoods from the rest if the city. Many residents and workers in this area rely on this bus line as the only way to connect with the rest of the transit system.

Comments on the proposed 2025 Better Bus Network: C83 - Friendship Heights - Ft. Totten This route will replace the E4, but will not go further than Ft.Totten. However, the stops serving Ft. Totten in the border of DC and Maryland on Eastern Ave, NE will be performed by the new P32 - Ft. Totten to College Park. C83 will operate only on week days so there will be no crosstown service on weekends. P32 - Ft. Totten-College Park P32 will replace the E4 service from Ft. Totten to the DC Maryland line. P32 will operate on weekdays and on weekends which means residents in the area between Gallatin St. and Sargent Road will have access to Ft. Totten but their walk to a bus stop will be longer with the elimination of the E2 on Sargent Road. Residents of an apartment complex on Michigan Avenue which houses many seniors will be impacted by the loss of the E2. P35 - Ft. Totten - New Carrollton P35 will operate on weekdays only, providing service from Ft. Totten to residents in the Gallatin Street and Sargent Road on those days. Weekend service on this route would be welcomed. Street improvements for Bus service - Bus priority lanes are important as well as improvements to timing of intersections to accommodate bus operations where priority lanes are not feasible. The removal of street pylons could also provide better turning for buses.

The stops of the present C8 however renamed at the intersection of Nicholson and Bowling Brook should be coordinated with the Ride On Stops.

I think the redesign is fine overall, but please, for the love of God, do not implement these name changes. It doesn't make things any less confusing. While the current nomenclature is confusing, at least people are used to it. I come from Paris and served on an advisory council for citizens giving feedback about public transportation. Over there, all routes have numbers only and it is a million times better. If you want to do everyone a favor, use numbers only, even if there are triple digits involved. It will be fine. Thank you for your attention!

The stops at 14th and L (1001279 and 1001294) need to be preserved on the new D52 and D54 routes. A significant number of commuters disembark at that stop every morning and little or no time will be saved since there is a stop light there anyway. Eliminating it would unnecessarily discourage commuters at a time when the city is actively trying to encourage workers to come downtown.

Very much appreciate the addition of 24/7 routes. Especially feeding from north to south. I ask that you reconsider and designate the 14th street corridor a high frequency corridor. Extremely low and economically vulnerable people depend on that bus line especially between the new Walter reed development and Columbia Heights. There needs to be enhanced frequency. Thanks for all the efforts to update bus traffic !

The M82 Route which is proposed to replace the T2 Route is extremely inconvenient for those of us who commute from Rockville. If thus route could be amended to include a stop at the Rockville Metro Station, that would be very much appreciated economically as well.

Please drop the plan to cut the L2 from running through Adams Morgan

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I am concerned about reducing the frequency of M4 stops on school days. My children rely on the bus to attend Deal Middle School and Jackson Reed High School, and fewer buses along this route will lead to delays and overcrowded buses. Please take into account the number of students who rely on the bus to commute to and from school.

I am concerned about changes to the E6 and L2 lines. Apparently access to Adams Morgan is being excised, a big mistake since so many rely on the L2. And the E6--despite its infrequency--is tremendously important to the area, especially for older people and those without cars. Another comment. Why allow half the bus to get on free? I've pointed this out to drivers and the reply is--a shrug! It's often younger people who just ignore the rules. Cleaners late at night observe them. An easy fix.....!!

A woman on the L2 just told me it will never run through Adams Morgan again. Please stop this! We need bus service in Adams Morgan. The bus is already full many mornings.

Don’t cut bus service in Adams Morgan!! If the L2 has to get rerouted away from Columbia Ave, you need to make sure the same frequency of service is available on the Adams Morgan corridor.

I ride the 1B which goes down towards the Marriott. Past Fairview park drive. With the proposed changes it looks like this route will be cut out all together. Which means a 15 min walk or longer to my place of employment. Which is out of the way. By taking away this route will inconvenience quite a few passengers.

Here are my comments to the proposed 2025 Better Bus Network: C83 - Friendship Heights -Ft. Tottenham This route will replace **(editors note – this is the only copy that was uploaded into the spreadsheet)**

Please keep L2 go theogh Adams Morgan!! I need this bus

We need the L2 in Adams Morgan!! Please revise your plan to maintain this route through our neighborhood!

The M4 is essential for kids in our neighborhood (including 3 in my household) to get to and from school. Discontinuing that essential route is a huge disservice. Please reconsider and keep it.

The current D2 bus should be maintained and its replacement route should be abandoned. Additionally, the current 31 and 33 and GT-US Circulator routes should also be maintained. Glover Park has been subjected to so many cuts starting with the elimination of the D1. No more cuts!

Please keep the D2 through Glover Park. We need some bus line going through Glover Park. Without this we will have no close public transportation access and no way to get to the metro easily without a long walk to Wisconsin avenue. Not everyone is able to walk that far, especially with little kids or the elderly. Keep the D2 please.

As a long term resident of the Chevy Chase and Barnaby Woods neighborhood, the proposed bus changes to our area are a sham. The E6 was canceled during Covid and along with many other decisions made during that time, were not in the least way democratic, good policy or good governance. There is no connection to the Redline -- why bother to have a hub like Friendship if there are no spokes to get there? Kids going to school? And the people who come into our neighborhood to work? So much for "equity". We pay some of the highest property and income taxes and "equity" is applied inequitably. Our elected leaders and city bureaucracy have turned equity on its head and imposed new mandates that are the opposite of building a cohesive Washington.

Do not cut the 59! Express bus service on 14th street is essential!!

Please keep the circulator in Glover Park. Please add more stops and lines for Glover Park residents to be connected to the rest of the city. Glover Park needs more public transportation, not less!

I live at [redacted] and I bought in this complex partially due to the bus service that stops right out front of our building. I have Atrial fibrillation and cannot walk to Idaho and Massachusetts Ave NW in extremely hot or cold weather. In addition to that we have many elderly people here and their support staff relies on the bus service to bring them to work here. Please do NOT change the N-2, N-4 services. They are critical for many people every day.

This description is misleading. While some terrific improvements will be made, the cuts to buses will be more expensive and lengthen commute times.for the working class of the DMV, whose jiobs don't pay much to begin with. It will clog the roads and worsen traffic, while slashing the already small supply of parking.

I'm devastated that the E4 bus service along McKinley Rd across 33rd St is slated to move - this is an essential transit route for our family with mobility challenges, and will completely upend access to Lafayette for many teachers and staff. Please add the current route along McKinley and/or a stop within a block of Lafayette in the new plan!!

I take the Circulator every day to work and back. I strongly urge WMATA to continue it. I also take the bus from Glover Park to Dupont Circle; I am glad service has been restored on that route but the stops are now quite far apart; suggest restoring some additional ones in Glover.

I am writing about the D2 Bus and its critical necessity within Glover Park. I am deeply concerned that residents without cars are being ignored or overlooked. Navigating this small city is already challenging. As someone who relocated from NYC, where public transportation was easily accessible, I find the current situation unacceptable. I rely on the D2 bus daily to reach the Metro (red line) and get to work. Furthermore, ridesharing costs have drastically increased and are not a viable option. Please do not eliminate the D2 bus.

I disagree with cutting the 59 limited bus service, at least during rush hour. The 14th street rush hour traffic is quite heavy and having a limited stop option helps to shorten the commute time. At times there aren't even enough seats on the bus during rush hour. Therefore, the limited stop option should be retained, at least during rush hour traffic in the mornings and evenings.

I am concerned with several of the bus lines that WMATA proposes to cut. First, WMATA proposes to cut D32, D33, W45 and change the H4. I find this highly problematic. All of these bus lines serve students who live in Wards 1 and 4 and attend schools in Ward 3. Countless students, including my children, rely on these buses to get to school every day and would be unable to do so under the new proposal. I find it quite distressing and untenable that WMATA would sever the bus lines that connect Ward 1 and 4 students to Ward 3 schools. These bus lines should be retained to ensure equitable access to schools. Unless DC plans to offer bus transportation to students who attend school outside of their neighborhoods or zones, it should be sure to provide means for those students to attend the schools they rightfully attend via lottery or the application process. I've seen no justification for WMATA's decision to deny students access to Ward 3 schools.

Dear WMATA Director, I am a Ward 4 resident and I leave in Crestwood. My 2 college children, attended Alice Deal Middle school as we are in boundaries. They took everyday for three years the D33 bus from 16th Street to Deal. The direct bus to school was: - very useful, and conveniente. Ensures on time arrival. It takes the students straight to school. It ensured that middle schoolers would all arrive on time. At that age, it is more difficult for students to take 2 connecting buses. 6th graders should not be trying to figure out how to take on a second bus. In many occasions connecting buses take much longer and missing them can lead to arriving late to school. - great opportunity to meet and connect with other middle school students. It was perfect for meeting other neighborhood kids going to school. The bus ride to school is where my son met his two best friends. That is what makes neighbor schools so valuable. - Reliable. The E route is not reliable. It does not come often and it would stress middle schoolers to get to school on time. Students, especially middle schoolers attending Alice Deal, should not have an additional burden getting to school with 2 buses which might delay their arrival on time to school. Currently they only need to worry to get to one bus going straight to school and it is a good meeting environment for neighborhood students. - safe. All students together take this bus. I strongly encourage you not to remove the D33 and W45 bus route. The students taking the buses need your support to ensure one less worry for getting to school on time and safe.

With the proposed elimination of the D32, W45, and H4, the C61 is the only bus line that could serve as public transportation from the Deal/Jackson Reed school boundary zone in Mount Pleasant DC. This will require hundreds of students to walk significant additional distances because the C61 would only skirt the perimeter of Mt. Pleasant (Harvard/Irving St. and Adams Mill Rd), as compared with the proposed eliminated routes that take more of a middle route through most of Mt. Pleasant via Park Rd. It will also require the younger students - those going to Deal, as young as 11 and many riding public transportation alone for the first time -- to walk an additional 5 minutes after being dropped at the Tenleytown bus station rather than near Deal like the D32 does. Reliance solely on C61 will also result in overcrowding of bus stops on Adams Mill Rd., particularly at the final stop before going across the park (Walbridge and Adams Mill Rd.), which would likely be the closest stop for possibly half the riders in the Mt. Pleasant boundary area for these schools. Of even more concern, the elimination of the dedicated bus lines -- the D32 and W45 -- that currently run in the morning and afternoon timed to the beginning of school and school dismissal -- will substantially negatively impact the lives of students at these schools by removing reliably and predictably scheduled service of sufficient capacity, resulting in substantially greater commute times for children, increased tardiness, less time to sleep, less time to study. The D32 and W45 should not be eliminated. Even if the proposed D72, which would replace the H4 but terminate in Van Ness, is extended to terminate in Tenleytown during school commute hours, most of the issues described above will remain.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). Every morning the current D32 buses are packed with students from Mt. Pleasant and neighborhoods east of it. Often it's standing room only. Bus lines are systems that kids depend on for consistency and planning and no age group benefits from structure more than middle and high school students. When buses are late, student learning time is decreased and classroom disruptions increase. As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

Bus options to/from Union Station to/from much of Capitol Hill area look like they will get substantially worse and the loss of 96 is significant. I could make the case that the 96 covers some territory you can reach via the red line, but its elimination means that there's no easy way to get to union station from much of Capitol Hill. Frequency on the new D24 seems completely inadequate, given how frequently it is used and given lack of nearby metro for that stretch of Capitol Hill (C/D St NE, east of Stanton Park).

The C53 (and current 90 and late-night 92) provide a direct connection from Adams Morgan to U St and NoMa, as well as their Metro station. However, there is no current connection to the Woodley Park Metro station. This adds ten minutes of walking for someone from Woodley Park or traveling to Woodley Park to transfer to this bus route. By connecting the C53 directly to

Woodley Park, many more trips would be induced. I understand that the current Duke Ellington Bridge terminus is a WMATA-owned facility and so it is convenient to park buses there. However, an improvement in bus layover operations and the fact that WP-AM DC Circulator buses, which park at the Woodley Park Metro station, will soon shut down means that there is space available to extend the C53 to Woodley Park. The WP-AM runs every ten minutes. So, at the very least, there is capacity to extend at least half of the current C53 buses to Woodley Park. As a result, there will be many more induced trips due to the strengthened connectivity of the network.

THIS MAP NEEDS TONBE REVISED. THIS IS A TOTAL MESS WAITING TO HAPPEN IN MORE WAYS THAN ONE! I UNDERSTAND THAT YOU GUYS WANT TO CHANGE THE MAP BUT THE RENAMING THE MAP AND WHATNOT IS A COMPLETE NO....THIS MAP IS WAY TO CONFUSING AND WILL CONFUSE A LOT OF RESIDENTS. PEOPLE WILL COMPLAIN ABOUT THIS MAP AND BE WASTING A LOT OF TIME TRYING TO FIGURE THIS "PROPOSED" MAP. THIS SEEMS FORCED AND FOR YOU GUYS SAYING THAT 61% OF RESIDENTS SAYING IT'S A GOOD TIME IS A COMPLETE LIE!. THIS MAP NEEDS FURTHER REVIEW AND I STRONGLY REJECT THIS IDEA.

I’m writing concerning the proposed elimination of the D33, D32, and W45; and changes to the bus routes for the H4 buses. I’m writing because these bus lines are critical routes securing Deal and Jackson-Reeds students an efficient ride to school. These routes have been extremely efficient and effective for the students of Deal and Jackson-Reed. Thanking you in advance for your reconsideration of keeping the D33, D32,W45, H4 routes as they are currently, with no changes to their current schedules or routes. Our Deal and Jackson-Reed students depend on these routes.

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1. I strongly support the reduction in number of stops; too many of these are only 500-800 feet apart. This slows service; some riders will be lost but most will have faster service. 2. I also support more frequent service on main routes in Viginia (I live in Arlington). Combined with fewer stops this will attract more riders. In future, I suggest that more light rider routes be transferred to local jurisdictions. This would be applicable, for example, in routes which start in Fairfax County but end in Arlington at Metro stops.

Please, please, please, do NOT eliminate bus service in Glover Park. There are NO other mass transport options in the hood. Putting us all into Wisconsin Ave is a huge disservice. Especially with all the kids who commute in the area.This is NOT a "better bus network". It is the cheapest option and will not serve this community.

I am new to using the bus system but now am totally dependent on it . I no longer have a car and I just moved into a senior community. I am hoping the changes do not severely impact me and the other older Washingtonians who live in my community ! Kathy Bransford

Dropping the D33 from Deal Middle School is a HUGE error. These middle school kids come from across the district and a dedicated bus keeps them out of trouble - and the surrounding community. Don't make the kids pay for it when getting to school can be a challenge already, we should be making it easier not harder to learn.

Our family uses the 59 bus for school up to DC International Public Charter School and to sports in Upshur Park. Please do not cancel the express bus! It is a selling point for commuting for middle and high school kids in our Petworth neighborhood. Thank you. Aram Schvey, 1300 block of Taylor Street NW.

Apparently the path planers have no idea about the numbers of kids that are going to Deal middle school or Jackson Reed high School. It's quite pathetic with all the money that must having spend on that new plan that nobody things about the people who are living in this town.

I have taken the 31 and 33 bus from cavert and wisconsin ave to the federal triangle/ 11th and Pa. ave nw stop since the late 1970s. I am now a senior taking the same bus. Under the better bus plan, the bus will now end at franklin sq. which would require me to take the metro for the rest of the ride. This is NOT a better bus proposal! I was told this is because the buses have a difficult time turning onto Pa. ave. nw- this has not been a problem for the 40 plus years I have taken the bus. Government offices are starting to require in person attendance so ridership will go up. As a senior, transferring at franklin sq. is physically challenging, time consuming and more expensive. Please keep my buses to end at federal triangle. Plus tourists use the bus to get to the White House and other tourist destinations downtown.

Thank you for including the C55, which serves our neighborhood well. Current bus frequency could be improved, but keeping the route is great. Students zoned for Eaton Elementary, which is the largest feeder elementary to MacArthur High School have no good option to get to school. The current proposed bus plan will require a bus transfer and an unreasonably long commute to school. Please consider new options to provide a safe and direct commute to school for MacArthur High School students in the Woodley Park and Cleveland Park neighborhoods.

I would like to see the first plan as I use the 96 bus quite often. The second plan provides no bus service to a huge swath of homes and people from Lincoln Park to the RFK stadium.

Please simply keep the existing routes through Mount Pleasant to Deal MS. The new proposed routes will be too far to catch the bus in the neighborhood and drop kids off too far from the school. Simple unacceptable. Jimmy Sarakatsannis [redacted]

I have been a DC resident since 2008, and a resident of Mount Pleasant since 2020. I strongly disagree with the proposal to eliminate the D32 bus that goes through Mount Oleasant and provides our 6-8 graders a safe ride to Deal, our by-right middle school. The new options proposed simply won't cut it — they are too far from our neighborhood and do not get kids close enough to Deal.

Testimony on Better Bus Network Hearing No. 659, Arlington Mill Community Center June 12, 2024 My name is Michaela Platzer. I chair the Advisory Neighborhood Commission (ANC 3/4G)'s Bus Transit Working Group of the ANC's Transportation Committee in DC Chevy Chase. I am here to testify on behalf of the working group and express the concerns of my neighbors in the DC Chevy Chase community located in the District's Ward 3 and Ward 4 neighborhood in upper northwest DC. This is a community where bus riders once often used buses when service was proximate, convenient, and frequent. In recent years, this has changed resulting in a virtual bus desert in Rock Creek West. The proposed so-called "Better Bus" network overhaul further reduces our already limited Metrobus options. In our section of the District, bus riders will be left behind no matter how determined they are to use the bus to get to/from where they want to go. Simply put, Metro's proposed plan starves Chevy Chase of bus service thereby expanding the already existing bus desert even further. Bus service in Chevy Chase is limited by lack of destination, frequency, proximity, and schedule/span, the core elements identified in the 2019 Bus Transformation Project Plan, aimed at transforming bus service in the region. People want quick and reliable bus service. If these elements are missing, many ANC 3/4G residents will view bus transit as just not good for them, which will do nothing to retain and bolster bus ridership. If WMATA goes forward with its "Better Bus" plan, not only will potential riders in our area abandon the Metrobus entirely because it's been eliminated, potential transit users in DC Chevy Chase will also be less likely to use metrorail. They'll opt for the only transit choice left—driving cars when they could have used a bus. A strong community is one that has good access to public transit and uses it. I fully agree with the goals established in recent years by Mayor Bowser to offer all District residents convenient, safe, reliable, and nearby bus service. The Mayor has also advanced a goal of increasing the use of public transit to 50% of all commuter trips in all Wards by 2032, which is less than a decade away. Our working groups fully supports WMATA in its efforts to make metrobus access fast, frequent, reliable and easier to understand as stated on WMATA's Discovery Hub's website. These are great goals and our Community would like to work with WMATA and DDOT to achieve them. … But why exclude us? The Better Bus overhaul isn't going to allow my neighborhood to contribute to that effort, and it will mean that the District will fall well short of these goals, which is sad. Before I note some of the shortfalls in the proposed Better Bus 2025 Network overhaul, let me quickly offer some information on my community. 1. About a quarter or more of the residents in Ward 3 and Ward 4 live in households with no vehicles available to them, according to Census Bureau data from the American Community Survey. Thus the need for buses is real. The same survey shows that: 1. More than one-fifth of residents in Ward 3 and Ward 4 ride public transportation to get to work, considerably below the 50% goal for all commuters. 2. Most significantly, more than a fifth of residents in Ward 3 and Ward 4 are 60 or older. For them, bus service can often be a better and safer option than driving a single occupancy vehicle. Isolating a growing senior population in

their homes is a bad policy choice for everyone. I would like to point out some of the potential effects of the May 2024 revised Better Bus Network Redesign for DC Chevy Chase. 1. The 2024 Better Bus Network overhaul would once again widen our bus desert by reducing, changing, or removing bus stops for the three metrobus lines currently serving portions of DC Chevy Chase The three lines most immediate to our neighborhoods are E4, M4, and L2—slated to become the C83, C85 and C81, and D70, respectively. First, and most significantly, the proposal would permanently eliminate the E6 route with no replacement in the Better Bus redesign. As Metro knows, the E6 operated for decades between Friendship Heights and the Knollwood Life Plan Community on Oregon Avenue NW before it was canceled with limited public notice. This all occurred in the midst of the Covid-19 pandemic when few riders were taking any buses, and at a time when the E6 had been discontinued because of the pandemic. In fact, there were only three days of public hearings, about WMATA's proposed service changes in March 2021 for several routes, including the E6 route. The public comment period was also brief, extending for three weeks only from Saturday, February 20, 2021 to Tuesday, March 16, 2021. Most of us were unaware of WMATA's proposal so we could not respond as we had done in the past. We proposed that WMATA revisit its decision and give the public an opportunity to voice its concerns because this change permanently eliminates direct metrobus access from the neighborhoods of Barnaby Woods and Hawthorne to the Chevy Chase civic and commercial core and the Friendship Heights commercial core, with its many medical offices, and the Friendship Heights Metro Stop. 1. In the years prior to the pandemic, the E6 averaged around 400 riders per day during the week. Weekend service was terminated years ago never to be reconsidered or returned. In 2019, WMATA reported an annual ridership for that line of nearly 86,400 passengers If this plan goes forward as currently proposed, we will lose the E6 line permanently without consideration by WMATA on how we might be able to restore our community's direct bus access to the Connecticut Avenue Civic and Commercial Core along with Friendship Heights, its metro station and other metrobuses such as the current 31/33 routes. Combining the E6 with the M4 means that a trip that once took 15 minutes from Hawthorne or Barnaby Woods to Friendship Heights now takes riders around 40 minutes, including a transfer at Tenleytown Metro Station. Thousands of riders who used the E6 prior to the Covid-19 pandemic have been affected by this change. WMATA's proposal to replace the E4 route by the C83, a route that had a total ridership of 940,000 passengers in 2023, would negatively affect us in three ways 1. Loss of weekend service 2. Less frequency with wait times for the bus increased to 30 minute only service at all times instead of the more desirable 10-15 minutes headways, making the route less desirable for riders. 3. A longer walk to catch the bus for many of us by moving a segment of the E4 line to Military Road, meaning some riders would have to walk about a mile, or at least several blocks more, to catch the bus on Military Road from Western Avenue, say, instead of the somewhat closer stops on McKinley Street. WMATA's proposal to replace the M4, , which had a ridership of more than 200,000 passengers last year, with Line C85 would negatively affect us in at three significant ways: 1. Increased wait time to 30 minute only service at all times during the week, and still no weekend service, at all times, eliminating the more frequent intervals of every 15 minutes that accommodated students and commuters during rush periods. 2. The C85 would not restore any of the current segments of the discontinued E6 route that had once offered service on Oregon Avenue, Western Avenue, Broad Branch Road, McKinley Street, returning to Western Avenue, and terminating at Friendship Heights. 3. No weekend service on the C85 combined with the elimination of E4 weekend service in the new C83 route means that the residents of DC Chevy Chase would lose all weekend service, isolating us from public transit from Friday night to Monday morning. Bottom line the proposed replacement bus lines for the current E4 and M4 routes offer less than optimal bus transit service, which taken together makes bus transit an unpopular choice for most area residents. As I asked earlier, why exclude us from bus transit and why not offer some improvements on these routes as promised by the Better Bus Network Vision? On a more

positive note, the L2 to be replaced by D70 on Connecticut Avenue appears to allow for a quicker trip to Dupont Circle and K Street, notwithstanding traffic-related delays. Because this major artery is often congested at peak travel times, WMATA should be considering a bus lane or other options to expedite the bus. We are asking that instead of starving our neighborhoods of bus transit and expanding the bus desert, local neighborhood bus routes that also serve riders who live in single family homes like ours should be kept in place for the public good and to feed into the larger bus routes. The costs can be offset by the most heavily traveled routes like the L2 or heavily used 30 lines that carry more than 1 million passengers every year. Surely, WMATA recognizes that neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to metro stops such as Tenleytown and until 2020 Friendship Heights. These routes should be preserved as they are an essential part of the District's multi-modal transportation system and they meet WMATA's Better Bus objectives of improved frequency, better connections, and maybe one day longer operating hours. ANC 3/4G adopted a resolution on June 24, 2024, expressing its views on WMATA's proposed 2025 Better Bus Network and the proposed changes to the E4, M4, and L2 Routes. The June 24, 2024, resolution also called on WMTA to reinstate the E6 route. You can read the resolution at, https://anc3g.org/wp-content/uploads/2024/07/ANC-34G-Better-Bus-Resolution-SIGNED-6_24_24.pdf Thank you for your consideration of my point of view. If you have further questions, you can reach me by email at [redacted].

I need Loudoun County to be included on the maps. I take the Brambleton 374 bus and the hours are horrible. It runs from 4:38am to 9:23am. Then it starts back up at 2:58pm to 11:13pm. I need the huge gap to be closed. I also need this bus to run on weekends.

Kudos for taking on the hard task of this major overhaul of bus service. More frequent and faster bus service with better connections is essential to getting people out of their cars, reducing congestion, improving air quality, and cutting greenhouse gas emissions. This plan takes a good step in the right direction. More funding is needed to fully meet the needs of commuters in the DMV. High-frequency service is needed across the system to ensure that people who are dependent on buses—often people of color/low-income/people with disabilities—are not spending inordinate amounts of time getting around. In extreme hot weather such as we are currently experiencing in July 2024, a long wait for a bus can even be harmful to a bus rider's health. High frequency service will also encourage people who have the option to travel by car (personal, Lyft/Uber/taxi) to get on a bus instead. I hope that we can move toward bus service on many/most routes that is as frequent as 10 minutes between buses (other than at low-travel times of day). Thank you for WMATA's recent commitments to turn over the bus fleet from diesel and CNG to zero emission buses, which should be electric buses unless something much better comes along. Diesel exhaust is harmful to air quality and public health. Because of the harmful life cycle impacts of "natural gas," including air pollution and health impacts, CNG is not a good option. This Sierra Club report shows there would be a savings of at least $350 million over a 15-year time period if 50% of Metro's fleet were electric. Regarding specific bus routes: Thank you for keeping the D6 bus, which will become the D24, on E Street through the Penn Quarter area. I recommend that the D24 travel further downtown than McPherson Square. Going at least to Farragut, and using the bus lanes on H and I streets instead of K Street, would be a good possibility. Thank you for keeping the D90 and D92 routes more or less intact. But there is

a rather large area of Capitol Hill East that appears to have lost any bus service. Thank you for considering my views.

Our family relies heavily on the current 96 bus route. However, buses are infrequent and very often irregular as well due to becoming backed up. We would love to see this route (in both its current and new form) become a higher frequency route.

Hooray for the 7A Oh Metrobus 7A, please don't go away, We need you and ride you everyday You take us to work and bring us home And you even take us out to play Without you, we are lost and sad Left to mourn the bus we always had Our world will never be the same And we beg you now to remain Oh 7A , why should you go You belong with us, that we know So please oh please stay with us, There is no doubt, you are the better bus So to the powers that be We implore you on bended knee to keep the schedule and route of the 7A AND MAKE OUR DAY!

I'm a parent of a six-year old daughter in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Thanks for the opportunity to provide comments on the proposed bus changes. I have concerns about what is proposed for the 42/43. This has been my bus line since 2008. The bus line is already crowded enough, and I think starting the line off at Van Ness will make the situation worse. The bus is already crowded in the mornings starting at Mount Pleasant and Kenyon and it is hard to find a seat. In addition, sometimes you can't even get on the bus because there is no room. I also have concerns whether this bus bypasses the Q Street side of Dupont Circle Metro. One of the great things about the 42/43 now is that a rider can decide whether to travel or bypass the circle. If you need to get uptown having the option of taking the 43 is extremely helpful because it saves time. Also, you propose ending the route on H Street. The route should continue as is because there are plenty of workers who take the bus to GW, School w/o Walls and government agencies. There are no other Metro buses that go that far. You have workers

who can’t walk the 15 minutes to I Street and having the 42/43 pick up around 18 Street and E is convenient for them. You changed the 42/43 routes during the pandemic and people living in Adams Morgan/ Mount Pleasant have a difficult time getting downtown. With the Circulator looking like it won't be funded for next year, it makes it harder to get downtown. Most don't feel safe traveling on the train, or not close enough to walk to the train station and the bus may be their primary option. This should be addressed as well in the 2025 budget. Don’t mess up a good bus route for the Adams Morgan/Mount Pleasant riders and please reconsider your plans to change the route. Thank you!

I understand that the Circulator Bus is scheduled to be eliminated next year. I don’t know if it was poorly run, had maintenance problems or whatever. I also know that some of the Circulator routes are covered by existing or planned bus routes. BUT from what I have seen, there is no route planned to take tourist around the Mall and memorials as the National Mall circulator bus does. Tourism is the number 3 industry in DC. Yet, other than the Circulator there is no public transportation visitors can use to visit the Jefferson, FDR, MLK, Korean War Veterans, Lincoln or Vietnam Memorials. It is a long walk from either the Smithsonian or Foggy Bottom Metro stations. Consequently tourists, many are older or with small children, have to make a very long walk, take a cab/uber/lift or pay for a commercial tour bus. All very expensive and unfriendly. Are there any plans to replace the Metro service around the memorials? Thanks. Ellen Malasky 202 549-5171 Guild Certified Master Guide https://tourdcwithellen.com/ Immediate Past President, National Federation of Tourist Guide Associations Former Board Member, Guild of Professional Tour Guides of Washington, DC

These bus lines are SO important and needed for students to reach Alice Deal Middle School as well as Jackson Reed High School. Please do not cut these. Students travel across the city to get to schools and this is their only transportation. How about adjusting schedules possibly? Busses in the morning and afternoons to service the students - this is their mode of transportation, not all families can drive across town to get their students to school. Please don't overlook this. Thank you in advance for considering and reevaluating.

Hi, I would like to request that the D33 bus route not be eliminated, as this is a vital bus route for Crestwood children to get to Jackson-Reed High School and Deal Middle School across Rock Creek Park. My son will start in 6th grade and we were planning to utilize this bus route so he could get to / from school easily. Thank you for your consideration!

Do NOT cut the 59 Express. That is how I get my kid to school. Without it she will have to change schools.

Do not eliminate the D2 route through Glover Park. Many residents do not have cars and need accessible (close to home) bus service.

Please do not stop the 59 bus on 14th street up to Petworth. It’s something we rely on regularly!

Hi. I’m a resident of Glover Park in NW. I’ve been here for 5 years and it seems we have to fight for the local buses every year. The Wisconsin Ave buses have been cut and the D2/D6 are our direct connections to DuPont Circle. This area IS NOT served by any train service - the closest station is Tenleytown - and it is important to all residents here who do not have vehicles that we maintain public transportation in the neighborhood (D2 and D)) as well as on the main commercial corridor (Wisconsin Ave lines).

The proposed route C55, Tenleytown - LeDroit Park needs to have better frequency that every 30 minutes. The is especially true on the weekdays. Thank you.

I do not think that cutting the 59 bus line is helpful. I am a student at DCI, which is at the end of 14th street. I take the 59 every morning to get to school and see a lot of my peers on that bus going to school. I also notice several of my peers that head back to Takoma Station after school taking this bus because it is efficient and reliable. It is by far one of the fastest methods to get to DCI if you live on the 14th street area. I would also argue that this bus is the most reliable. It is always at my bus stop at the same time every morning which can help me keep a schedule. During times I try to take the 52 or 54, they don’t come as often or at consistent times. Cutting this bus line will impact a lot of people at DCI. Thank you.

As an Arlington, VA, resident and a frequent rider of the 7A bus route, I am strongly opposed to the proposed changes to the 7A route outlined in the 2025 Better Bus Network plan. Naming this the Better Bus Network would be laughable if the proposed changes were not so drastic. The 7A would be reduced to service only every 30 minutes even in rush hour and would run only to Pentagon City, not the major bus hub at the Pentagon. This is completely unacceptable! Perhaps Metro does not understand the concept of "rush hour," if a bus that runs every 30 minutes is deemed to be adequate service. This would essentially make commuting by bus to the Metro from my neighborhood of Fairlington no longer an option, as who could depend on a bus that only runs every 30 minutes during rush hour?! As a homeowner in Fairlington, this reduction in service would make it a far less desirable neighborhood. In addition, I take the bus during the evenings and on the weekends to connect to the Metro so that I can then travel to places such as the Kennedy Center, E Street Movie Theatre in DC, Friendship Heights in DC for shopping, and the American Film institute Theatre in Silver Spring. Your plan would not only reduce bus service to every 30 minutes, but would cut the hours of service to 10 p.m. on weekdays and 8 p.m. on weekends. Again, this is completely unacceptable and would make it far more difficult to take the Metro for outings in DC, VA, and MD. Are you trying to push more people into driving or taking Uber, Lyft, or taxis rather than using Metro? Because that will be the end result of this drastic reduction in service. How can you tout the plan's "improved service especially during evenings and on weekends" when the reality of the plan is something completely different? I strongly urge you to change this plan and retain the more frequent and

valuable 7A bus service that many people depend on to travel to work and for shopping and entertainment. Otherwise, you will undermine access to and usage of the entire Metro system! Lisa Pope Arlington, VA

Keep the D2! Glover Park needs it.

Our family uses the 59 bus daily for school up to DCI and to Sports down to Upshur Park. Please do not cancel the express bus! It is a selling point for commuting for middle and high school kids in our Petworth neighborhood. It is also safer than stopping at every stop. Thank you. Elisa Waske [redacted]. 1300 block or Taylor St NW.

I rely very heavily on the G2 and G8, which already don't come frequently enough to make my commute easy and which are often quite full. I think they would be more popular if they were more consistent - it would be very hard to live in my neighborhood and get around if WMATA got rid of routes that make it easy to go from Bloomingdale/Eckington to DuPont/Georgetown.

Please do not do away with the D2 bus service to Glover Park in NW DC. It's a vital resource for the neighborhood that isn't served by Metro. To do away with it would leave a portion of DC residents without many transportation options. Our neighborhood is a mix of single family homes, apartment buildings and condos -- not to mention doctor's offices and small businesses. Without a way to reach this corner of the city, I fear the economic impacts would be severe, not to mention the burden it would impose on those without cars to get around. As a tax paying citizen, I believe all parts of our city should be accessible for transportation and not require residents to walk many, many blocks to reach the nearest bus stop. Please find a solution that keeps Glover Park with bus service and fulfills your Better Bus 2025 slogan.

I am distressed that you are curtailing the D2 service to Glover Park. A lot of senior citizens and young officer goers use the bus. I am often dependent on the bus when I don’t want to drive to the city and find parking. The idea to curtail the service to the edge of our neighborhood is appalling and short sighted. It will hurt a lot of commuters. Please don’t do it. Thank you. Seema Sirohi Columnist [redacted]

The G2 bus is the only direct connection I have as a resident of Bloomingdale to DuPont Circle and Georgetown. Without this bus route I will have a much more difficult time accessing my doctors’ offices and medical labs, which I must visit regularly throughout the year as a diabetic. The route still requires about a 15 minute walk after ending the bus route, and none of the newly proposed routes will make this journey any easier for me, instead I will have to take multiple buses and then walk. The new routes and schedules proposed by WMATA are great but there is

a noted lack of east-west access across the city, especially if the G2 and G8 routes are discontinued. Please consider keeping both routes!

Although i own a vehicle, i use Metro Rail/Bus 98% of the time. My son uses my car most of the time because it's more convenient for lots of reasons. i on the other hand prefer using public transportation whenever possible. There probably are not many riders my age – 74 – who still are working full-time, plan to work at least another 6 years (God willing), and who have been using the J1/J3 bus route to work [NIH/6705 Rockledge Drive, Bethesda, MD 20817] for 22 years. i have lived in the DMV for 37 years (since 1987): Burtonsville/Castle Boulevard, Derwood/Sabrina Terrace; Silver Spring/Grubb Road and The Blairs; Adelphi-Hyattsville/Adelphi Road (15 years); and now, my current and long-hoped-for residence, [redacted], DC (14 years) – adjacent to the Monroe Street Market development, one block from the G8. MY WEEKDAY LIFELINE IS THE J1 FROM SILVER SPRING TO ROCKLEDGE DRIVE, or if running late, the J2 TO MEDICAL CENTER where i can connect to the NIH Shuttle. i take the Red Line to Silver Spring and transfer to the J1. i prefer the bus (being above ground with scenery) to taking the Red Line all the way to Medical Center. It also is less expensive and it is an easier transfer from rail to bus. Prior to Rockledge Drive, i have worked in downtown DC (14TH & I NW); Takoma Park (Eastern Avenue); and Silver Spring (Colesville Rd. & Spring St., and Metro Center). For most of the 37 years (since 1987) i have been living in the DMV i owned a car, those times that i did not allowed me to become intimately familiar with how to navigate to the places i need and want to go. i ENJOY using mostly bus and train, and now that i am older, PREFER to use Metro, RideOn, and Dash. i seldom go to Prince George's County. i find bus service in Northern VA very confusing, but driving is worse. Since i have lived in and still have paternal relatives in Richmond, VA, i am hoping for expanded VRE service/fast train to Richmond. In my opinion the DMV is the PERFECT hub for travel along the I-95 corridor. It does not matter to me what happens along the I-66 corridor, west of Dulles. My airport preferences are DCA and BWI. If it was faster to get to Dulles i might consider it more, but it's much more pleasant to travel to DCA and BWI. My favorite – albeit ill-recommended and addictive - pastime is going to the casino. It is great that i easily can get to THREE casinos on public transportation (in order of convenience): MGM – Yellow Line to King Street, to NH2; LIVE! – Red Line to Shady Grove, MTA 201 to Arrundel Mills; Green/Yellow Line to Greenbelt to B30; HORSESHOE – Red Line to Union Station to Peter Pan bus; B30 to BWI and Light rail to Casino. i don't like the schedule for the B30 and haven't ridden it in years. It doesn't run on weekends and it's hard to get back to Greenbelt in time to catch the last train back to Fort Totten and connect to Red Line/80 back to Brookland. To expound more on the J-line service: Continue to service Rockledge Drive. When the feds return to the office MANY employees use the stops on Rockledge and Fernwood. There could be some conservation if during rush hour only alternating J2 buses continued from Medical Center to Montgomery Mall. Actually, i propose that there should be a J route down Old Georgetown Road. There might not be a need for as frequent J route service from Silver Spring (SS) to Bethesda when the Purple Line opens. The J1 route should continue AS IS for service on Jones Bridge & Rockledge Drive. (There are domestic workers and riders who go to HHMI and USHS as well as the commissary entrance to WalterReed/Navy Medical Center. Also seniors use this bus to get to the Medical Buildings on Rockledge Drive. For many, changing buses to RideOn or walking from Fernwood would be prohibitive. Fernwood from Democracy will remain useful when the Grandview senior community opens. To expound on the H-line service: My other strong preference is regarding the H2/H4 buses. Only ONE route needs to service Medstar Washington Hospital Center (MWHC) and the VA Hospital. There is a good shuttle service from Brookland Metro direct to MWHC and Children's National Hospital for employees and the public. i often ride the H buses

to Cleveland Park and Tenley and find the traffic jam - Westbound between 11TH St. and 16TH St., NW and Eastbound between 16TH St. and 14TH St., NW - FRUSTRATING. It causes considerable delay on that route. Metro should prevail on DC to have NO parking in those blocks during rush hour and parking only on one side of the street other times. Yes, i will email City Council in this regard. It's good that this is one of the 24-hour routes. However, it would be great if bus frequency on the H2/H4 and the S2/S9 could resemble the 31/32/33 on Wisconsin with a bus every 7 minutes during RUSH hour and every 10 minutes other times. i think the frequency/convenience of the 31/32/33 reflects partiality toward the population served in that area. Safety The Public Address system should function optimally ON the trains/buses; IN the stations ALL THE TIME. Far too often it is impossible to understand what is being said. This could be a catastrophe in an emergency – e.g., active shooter incident, etc. It is very concerning that few operators even speak clearly. They need to learn how to enunciate. Failure to do so could be fatal. NEXT BUS information is totally unreliable whether online, smartphone, or the signage at the various bus bays. Fares Institute a 2-tier SENIOR FARE: Half fare at age 65; FREE at age 75. Priority Spaces The new Multi-use Space is a fantastic idea. However the word PRIORITY should be on a separate line and much larger. There definitely should be a space like this on all the long buses. i already commented on this via the QR code survey. (H2/bus 7300/07-03-24/~18:00hrs). In general, riders do not honor the PRIORITY spaces. Perhaps that signage should be in RED. Fare Gates Metro WASTED serious money on the changes to the fare gates. Gate jumping is as much a sport/challenge/rite of passage as it is fare evasion. Seems Metro now is only set up for increased vandalism, which could prove more costly than unpaid fares as insurance rates rise due to the frequency of abuse. As a SENIOR I always think one of those plastic gates is going to hit me, or I might not get through fast enough. Also, they are an impediment when carrying through groceries, even through the 'accessible' turnstyles, because it no longer is possible to slide a bag through to pick up on the other side without triggering the alarm. Making the perpetrators of fare evasion (mostly young males of color) criminals only exacerbates an already unjust criminal justice system, fuels disparate justice, and expands the prison industrial complex. Depending on the outcome of the November election, there might be harsher sentences, or how about NO JUSTICE at all, and all your efforts will be for naught. This is a losing battle. Route Names i am more concerned about the route than the route name. Changes could be as confusing because many riders, especially tourists, will have no clue as to the County associated with a route. Why not address just the-duplication. This brings to mind the fact that for DC to be a 'tourist' destination, the public transportation really is not at all tourist-friendly. For one thing some of the drivers/station managers in 'key' stations and 'key' tourist routes are not knowledgeable, rude, and/or impatient, especially when interacting with someone for whom English is not their first language. As i mentioned i use public transportation a lot and am concerned about the experience for ALL riders. A good example of this is for people going to the National Zoo. It's a much easier walk from the Cleveland Park Metro Station rather than up that long hill from the Woodley Park Station. Yes, i realize that Woodley Park is a more convenient 'watering hole' but walking that hill is 'no joke'. Maybe there should be clear instruction in the station that it is possible to take the L2 and where to board it. It will be interesting to see if a Better Bus comes to fruition. Respectfully submitted, Violet Broomfield [redacted]

I applaud the detailed analysis of consolidating/removing/reducing bus stops that are low in usage. I've been riding the S2/S9 corridor for more than 15 years now. The utilization of the express bus is helpful for speedier travel times. However - please SAVE the bus stop at 16th and Upshur (ID Number 1002340 and 1002865) because it's one of the few stops on this stretch

of 16th that's a LIGHTED intersection, and thus is one of the safest places to cross. For the safety of pedestrians, and especially students who regularly use this stop, please retain the stop at 16th and Upshur because of the lighted and safest cross-walk for 1/2 a mile.

[redacted] Washington, D.C., 20015 July 14, 2024 TO: https://betterbus.wmata.com/share I am a resident of Ingleside at Rock Creek (“IRC”), the largest senior residential community in Northwest Washington, D.C. IRC has over 300 Independent Living residents, 35 Health Center residents, 200 staff members and dozens of contractors and private duty aides. IRC residents have thousands of visitors each year. IRC is served by the E4 bus stop at Military Rd. and 31st St. NW. Many of our residents have given up driving due to vision or mobility impairments. Our ability to attract employees and private health aides is dependent upon their accessibility to IRC by public transit seven days a week. The same accessibility need exists throughout the week for IRC residents’ families and friends who wish to visit them. Many such visitors can only come on weekends due to their work obligations. Particularly troubling to me personally is the change in the proposed C83 line to the existing E4 bus route that would eliminate IRC residents’ access to Friendship Heights Metro Station on weekends. The Metro system is our children’s access on weekends to visit us. Not all have cars, and taking a cab, Uber or Lyft is prohibitively expensive compared to public transit. For my wife and myself, weekend access to the Metro system by bus is our sole public transit access to theaters, restaurants, museums and shopping areas throughout the DC area where parking within our walking distance to these destinations is often nonexistent. The E4 also gets us to the area of Connecticut Ave. NW that has been our church, shopping and theater area for decades. I ask that WMATA rethink this elimination of weekend service between IRC and the Friendship Heights Metro Station, for the above personal and IRC operational reasons. Thank you, William B. Hoffman

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What about the very important bus routes that provide access to Alice Deal Middle School and Jackson-Reed High School? There is no mention of these in the bus plan, either a mention of their removal nor any alternatives listed. Using the proposed map, and several connecting bus lines, would make for an inefficient and lengthy alternative. Plus for the safety of the kids it seems best to have a dedicated bus service line - the current D33 and W33 for example - which are a clear and reliable source of transportation for kids that do not live within walking distance of the schools, but are within the enrollment boundary. Please save these bus lines!

Subject: Urgent Request to Preserve N Bus Routes Dear DC Metro Management, I am writing to express my deep concern regarding the potential cancellation of the N bus routes. These routes are my only means of accessing the metro system and, consequently, my workplace. The elimination of this service would leave me disconnected from the city, severely impacting my livelihood and daily life. Public transportation is a lifeline for many residents, providing essential connectivity and supporting economic activity. Removing these routes would not only disrupt commutes but also marginalize those who depend on this service for their mobility and independence. I urge you to consider the profound implications of this decision and to explore alternative measures that preserve the N bus routes for the sake of all affected passengers. Sincerely, Lauren Rath [redacted]

Keep the M4 and E4 lines at the same level of service. Thank you!

Hello, I am commenting on the removal of the G2 bus line, removal of direct bus service from Bloomingdale to Dupont Circle as well as the new C55 Line. The G2 bus is essential for residents of Bloomingdale, Ledroit Park and for the future residents of Reservoir Park (McMillan Park) to access the O Street Giant Grocery Store, the Shaw Metro, Dupont Circle and Georgetown. The new C55 bus does not replicate that service and instead has a route where it appears there is very little demand for a new route. The Existing H4 and H2 buses on the North end of Bloomingdale already goes to the area and there is very little ridership from Bloomingdale to Wisconsin Ave NW. Most of the riders go from Columbia Heights to Wisconson Ave. Because there is no direct service to Dupont, it will increase car traffic as residents of Bloomingdale, students from Howard and residents of the Resovoir District will instead have to drive private vehicles, or take Taxis/Ride-Share vehicles. This is certainly the care for evening and night hours. For workers in business areas in and south of DuPont they will have no bus connections and for those who want to goto the nightlife areas around Dupont, they wont be able to connect to this location using the bus and will need to drive. If we want a vibrant city, we need to keep and expand the G2 bus, specifically to connect it up 1st street to the Reservoir District.

I live in Hyattsville MD 20781, and use Routes 86 and F8 at least 3 days a week to commute between home and work. I oppose the proposed changes. Under the proposed 2025 Better Bus Network Redesign, all of my nearby stops will be eliminated. In addition, the direct connections to West Hyattsville Metro Station, Hyattsville Crossing Metro Station and Rhode Island Metro Station will be eliminated. Specifically, the proposed 2025 Better Bus Network Redesign eliminates both the east-west bus route and the north-south bus route through my neighborhood, Hyattsville Hills, MD. The F8 currently provides east-west service through the heart of Hyattsville Hills along Jefferson Street, and the 86 provides north-south service along 40th Avenue. These routes provide critical connectivity within Hyattsville, and offer direct service to West Hyattsville Metro Station (Green), Hyattsville Crossing Metro Station (Green), and Rhode Island Metro Station (Red). The proposed network redesign eliminates service along Jefferson Street between 38th Avenue and 42nd Avenue, and eliminates service along 40th Avenue between Oglethorpe Street and Hamilton Street. Numerous stops in my neighborhood would be eliminated, including the three stops I regularly use: 39th Ave + Hamilton St #3001622; 40th Ave + 39th Ave #3001624; and Jefferson St + 38th Ave #3001650. These stops are within 100 feet, 90 feet, and 0.1 mile of my home, respectively. Under the proposal, my nearest stops (38th Ave + Hamilton St #3001619; Hamilton St + 37th Ave #3001635; and Jefferson St + 43rd Ave #3001664) will be significantly farther away: 0.2 mile, 0.3 mile, and 0.5 mile, respectively. I tried to file comments using the interactive map on Better Bus website to visually depict the loss of service but the map does not load reliably. I finally gave up. I wanted to show that the proposed changes create a hole in my neighborhood (Hyattsville Hills MD) that makes my commute longer and less reliable—I have to walk farther, have more transfers and no longer have a direct route to nearby metro stations. In addition, the replacement routes neither run frequently nor have extended weekday or weekend hours. Also, it took me a several hours on the Better Bus website to realize that all my nearby stops are eliminated even though the

published list (Bus Stop Consolidation list) fails to show this. As indicated above, I am opposed to the proposed changes. I request reinstatement of some of the eliminated stops to allow equitable access to public transportation in my neighborhood. Please note that the PG Bus Route 13 also eliminated nearby stops that overlapped with Route 86 stops on Hamilton Road (stops between Route 1 and Jefferson).

While I appreciate the desire to review and revise the bus routes to improve equitable access and connect more communities to public transit options, you are creating more inequities in the process. There needs to be a safe and effective way for middle and high school children from the Mt Pleasant neighborhood to get to school in Tenleytown. Eliminating both the D buses and the H4 is problematic. The proposed routes would have children as young as 11 walking almost 1/2mile further than the current stop at Park Rd and Mt Pleasant. That is in addition to what children already walk to the stop. An added concern is the bus crowding. Morning buses are already full with residents and students. The new scenarios would results in overflowing buses, creating challenging situations for bus drivers and delays. Additionally, any situation that requires young children to take more than one mode of transport to their feeder school is not optimal. The current bus routes support an economically and ethnically diverse group of students access to good education options. Additionally, the proposed scenarios raise significant safety concerns for young children to walk home, especially when they stay after school for tutoring or other extracurricular activities and may return home in the dark in winter months. My family rides city buses regularly – to work, to school, to access downtown or other neighborhoods. In the past year, I have seen very few people actually pay for the bus when they board. While I know I know compliance may not actually make WMATA solvent, this proposal feels disrespectful to the paying residents of this city who do value and use the city buses. Perhaps some creative energy could be spent by having functioning pay machines and actually having riders pay – even if it’s a reduced rate. For the past 26 years, I have been riding the bus throughout the city. I’ve seen the bus service and ridership improve and expand. I urge you to find alternative solutions that don’t limit access or further reduce ridership.

Please restore E6 service to Friendship Heights! This is a crucial metro link for our neighborhood. Also please increase service on the M4/E4, especially in the morning. That line gets heavy usage from students going to/from Deal and Jackson-Reed. Thanks!

I am writing in strong opposition to the elimination of the C8 route under the proposed Better Bus Network. As an employee of the National Archives and Records Administration's College Park facility who relies on the C8 for my daily commute, the elimination of this route would severely impact my ability to get to work and remain a NARA employee. While you note that the C8 has a low ridership score, I question the reliability of the ridership data you used to reach that conclusion. If I'm reading the report correctly, ridership data from 2022 was utilized when rating each route, a time when NARA employees were not fully back in the office and therefore C8 ridership was lower than it currently stands. My division alone has hired 80+ new employees in the past year, many of whom utilize the C8 for their commutes, so a decision to eliminate the route based on 2022's ridership likely does not reflect 2024's increased usage of the route. You also note in the Technical Memorandum to your Existing Conditions report that the C8 is ranked as one of WMATA's least reliable bus routes in Maryland. The answer to an unreliable bus route

is not to eliminate that bus route entirely - after all, low reliability is better than no reliability - but instead to improve service and see if ridership improves. I know of at least two coworkers who used the C8 when first hired and then switched to other modes of transportation simply because the C8 often arrives late or has buses cancelled. Therefore, if ridership remains an issue with the C8, providing more reliable service would be a better solution than eliminating the line. WMATA should seriously reconsider the elimination of the C8 and the impact that it will have on NARA employees and researchers.

I live in Bloomingdale, at V and 2nd Streets NW. I am concerned with how the proposed 2025 Better Bus Network affects Bloomingdale, LeDroit Park and the new Reservoir District. It does away with the G2 and G8 routes and does not replace the east-west connectivity they provide with anything similar. It significantly increases commuter inconvenience by requiring a transfer to another bus or the metro in order to duplicate those routes. While the Better Bus Network indicates that even with such transfers commuter time would be reduced, that seems unrealistic given that it relies entirely on the bus and metro lines running on schedule. The lose of these bus routes is particularly troublesome given the Reservoir District development and the influx of new residents and commuters that it will bring. We need more public transportation options, not less. The inconvenience that the proposed network creates for Bloomingdale residents means that many people, including myself, will likely start driving or using Uber/Lyft, rather than taking public transportation. That will increase traffic congestion and means WMATA will lose even more riders and revenue. I hope you will reconsider the proposed network with respect to the G8 and G2 bus routes.

I contributed comments last year but unfortunately find I must contribute them again. (I tried to comment at a recent remote public hearing but found I'd have to pay per minute to wait on the line to speak, and not knowing how long that would be, could not afford to participate. Not a good look for the hearing organizers.) I include some specific routes in these comments, but my overall point to make up top is that the more I listen in and learn (to live testimony, ANC meetings, examining the redone routes online, talking to my neighbors) the more strongly I feel that this is a recipe for disaster: that the beliefs the creators have that this system will work as envisioned will be proven wrong, but only too late to unravel, while costing a fortune in remarking all routes, retraining all drivers, reeducating all riders, redoing websites and apps -- never mind how much is being spent right now on consultants, public hearings, promotional materials – that could be so much better spent on making the system we currently have work better, addressing genuinely needed gaps without removing relied-upon routes that work for people now. In short, It's a boondoggle and our city's governance should really think hard about what their legacy is going to be should they continue to support this to fruition. Let's start with the premise, that I have been told again and again in slide shows and presentations, that this system provides equity, that our budget requires "difficult trade-offs".). But these supposedly "shared" sacrifices are in fact ageist and ableist when applied to my neighborhood of Cathedral Heights, where despite being a particularly apartment-residing, older and no-car demographic, we are facing significant cuts in frequency and proximity, being asked to walk up to 10 minutes to reach a stop, then disembark and connect and wait for that likely delayed connection in cold or hot weather. I myself have some physical disability – I chose to purchase my apartment specifically because of the N2 stop directly across the street on Cathedral Ave. to get to my workplace downtown. I dread what my new existence will be when I have to walk either to Massachusetts (and to where? Your new route maps only show streets, not actual stops so is it

5 minutes? 10 to go several blocks over to the Wisconsin intersection? You scare me with the “bus stop consolidation” language that we won’t even keep the spacing of stops we have now, besides the eliminated lines already meaning more of a walk) Or down a steep hill to the new D96 at Tunlaw (and then back up when I return home?)? And then when I disembark and reembark as I will now have to change buses at Dupont Circle, likely waiting for a long time at a meager shelter, given that buses don’t even run on time now and your new map relies on even longer/meandering routes that will be even further delayed by traffic, so how will it possibly work for me to make an on-time connection? Now add that to my elderly neighbors, those with little kids in strollers, those with luggage… this system becomes a burden for anyone in my neighborhood not doing a simple and non-time pressured task. Plus fuller buses means more standing, again a burden for those not able bodied or traveling lightly (I would say the N2 is at least 70% full every time I take it, so now what we’ll be at 110% given cuts in frequency, which I outline next is actually the reality?) Virtually every point in your promotional material, extolling the benefits, is false when applied to me. For example: • More frequent service: NO. You fudge the numbers by saying the new XX that replaces the N2 will run every 20 instead of every 30 minutes. But by removing the N4, you eliminate what was in fact every 15-minute service. That’s a 25% cut which over a full day really adds up; add to that occasional missed timely launches of buses that already happen now and this really could mean a full 40 minutes delay getting to work, the airport or Union Station, a medical appointment. Never mind the stress of that uncertainty. • More Convenient and Direct Service: NO. The D90 replacing my N2 no longer goes downtown. It will require either a change at Dupont, or a much longer walk and a meandering route that adds time via the proposed D96. As stated above, connections will be missed, and longer/meandering lines will be delayed by traffic, making the proposed system neither conveint or direct. And even when I use your calculator tool which assumes everything will work perfectly, you’re adding 6 minutes to my commute. • More Reliable Service: adding bus lanes in my neighborhood does not seem feasible. What will make your new plan less reliable is what I have stated above: reliance on more connections that will fail, longer/meandering routes that will get clogged, less frequency. Sure bus lanes in some places might help, but that’s not touching my neighborhood. • New Route Names: that’s pretty funny when you actually read the new naming rubric. Rename our current routes if that’s really determined to be a current weakness, but overall this reeks of consultant gobbledygook (at a cost to the city to gain this valuable insight.) • Avoiding car trips/reducing emissions: Absolutely not for me, or the neighbors I have spoken to, we will in fact be driving more given increased stress of missing appointments and physical challenges of navigating this proposed new system. Finally, some of the new proposed routes are true headscratchers: for example the proposed C85. I could see how the beginning of the route could be needed to bring more accessibility of people northeast of Tenleytown to that metro station or as far as AU, and perhaps also the end of that line could aid some, but I live in the middle of that route and can unequivocally say that I would never use it – even under your new system it is redundant and there will be more direct options than this. And again the D90 replacing the N2: you are forcing a new change at Dupont for people wishing to get downtown (like me), to serve a relatively short stretch of Mass Ave past Dupont. At the least, alternate the destination (New York City does a 14A/D that ends differently on each side of the main 14th st thoroughfare) but better, keep the N4 as well as N2, make one retain its current full route downtown to Farragut, give one the new direct-past-Dupont route – i.e. serving a new stretch of town without adding additional resources to what you use now. ***

I disagree with WMATA’s plans to do away with the D2 bus that serves Glover Park. The proposed new plan does not have any bus routes at all in a community that does not have a Metro Station. This decision makes it harder for people who live in this neighborhood to get

around without a car. The point of public transportation is to provide transportation access to people who do not have a means to get around. WMATA needs to come up with a solution for providing better quality and more frequent transportation to people who live and work in the DC area, especially in neighborhoods that don't already have access to public transportation.

Thank you for the proposal to relocate the E4 (soon to be C83/C87!) from McKinley Street NW to Military Road NW. The new route makes it more accessible to more people and reroutes it onto a principle arterial which should make it more reliable.

Hello. Please maintain Greenbelt's bus routes, including county service Bus 11 and 15x. These are lifelines for our community. Thank you

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I live off of Wisconsin Avenue between Porter and Mass Ave. I regularly commute downtown to Farragut North area or archives via the N bus line or one of the 30 buses across town. I do not live walking distance to a metro stop so the bus is my only way of commuting to work or going to events downtown. The new bus design removes my direct bus line from Mass and Idaho to Farragut. This will double my commute time by requiring me to walk or transfer at DuPont circle. Similarly, eliminating the 96 route and replacing it with a bus that does not go up Wisconsin to Porter and removing the 30 bus that goes across town will make my travel in DC much more difficult. Please extend the bus replacing the former N line to Farragut north and please extend the bus replacing the 96 bus to Tenleytown and please retain one but that goes from friendship heights to Archives at least. Thank you.

I am sad to have to submit comments a second time about the deletion of the D2/Glover Park service (we wrote last year on this topic as well). This is the only public transit access our family has. My family (like many families in Glover Park) is heavily reliant on this route. We do not own a car. Our baby loves riding the bus. It is the only way he has to get to and from activities around the DMV. Our income is not very high - having access to the bus has been critical to our being able to comfortably live in this area. Thank you for considering our comments and suggestions. We, like many of our neighbors, sincerely hope the D2 can remain active.

I do not understand the long distances between the bus stops indicated by the red dots. Is there another mode of transportation to get to the rider's destination between these long distances?

It is completely unacceptable that the 15X bus has been taken completely out of service. As an employee of NASA Goddard who does not have a car/is unable to drive, I am very opposed to this elimination as it would cause me to have to quit my job. Under the new proposal, it would take 25 - 30 minutes to get to the Greenbelt Rd stop + additional walking distance as compared to the 13 minutes it currently takes with the 15X to get to the actual gate— that is more than

double the time!! and would add 30 minutes round-trip to an already too long/complicated commute. Metro should be adding MORE and EXPRESS service to Goddard to encourage ridership by NASA's many employees, not cutting service altogether.

I would like to see improved service on the S bus line - s2 and s9. After COVID, there aren't nearly enough buses in the morning going toward downtown. If I go up to Silver Spring Station, when going south again, the buses rarely follow the schedule. It is very frustrating. Very often, the buses are dirty in the evenings. They need to be cleaned more. There are so many people who walk onto the bus without paying. The bus drivers never say anything and no one seems to care. It looks like this issue was dealt with on the subway, and something should be done on buses as well. As we see the effects of climate change, we need to be putting more money into public transit, not less. I hope that our political leaders will recognize this. In terms of the survey questions, it is difficult to know how the time intervals will affect things. For the aforementioned routes, the time intervals appear to be about the same. Ultimately, at least for these routes, there need to be more buses and the measurement should not simply be in time intervals, but in terms of ridership and quality of service. If the buses are consistently overly full and not cleaned regularly enough, many people who can will move to suburbs and buy cars. This will only exacerbate serious climate issues.

I live at [redacted] and use the N-2 and N-4 constantly. I think the big problem with the so-called Better Bus Initiative is that it has to be revenue neutral. We need to put more money into bus service to improve public safety and encourage riding the bus so we have less traffic on the road. I use the buses to get to the Farmer's Market, to get to doctor's appointments, social activities, basically everything that is needed to have a life. By cutting the bus service, you force me into my car or to move. The new bus plan makes the nearby apartment houses and our coop a transit island. Even people who drive often use the bus to go down town so they don't have to park. I thought the Mayor and Council want to revive downtown and have less traffic. I see many people with disabilities and mobility impairments at our bus stop and they will not be able to go anywhere without a bus stop they can walk to. This area has many elders and people who do not have cars. Building employees use the bus to get to and from work. Already, this area is not well served by buses and your better bus initiative makes it worse. I hope you realize the importance of Cathedral Avenue and have some bus service for it.

To provide a background I was Special Assistant to the U.S. Assistant Secretary of Transportation for Environment and Urban Systems and later Staff Assistant to the U.S. Secretary of Transportation during a large chunk of the last Century. I was involved in the purchase from Chalk of D.C. Transit and have been a bus (and later METRO) rider since 1968 (and when were you born?) on almost a daily basis. There were undoubtedly a lot of comments on routes but I believe there are two failings of service and performance which you should focus on. The electronic signage indicated when a bus will arrive is flawed, as to timing and, as I have experiences, to their existence at all. They just disappear. (Trust me I'm a lawyer.) It would appear that the GPS system, coupled with driver misbehavior, is the cause. (Don't trust me I',m not an engineer, but I know that DOT will pay for an upgrade. You should also promote the stops on a particular route. For example what used to be 80 and is now something else should stop at Pennsylvania & 17th and be renamed the Kennedy Center Special, There should be a route

map which highlights the major attractions and the buses which service them. Good luck: I will be watching.

I live in DC but work in College Park. My office is 1 mile from the College Park Metro Station, but I can take either the F6 or R12 to cut my walk to 0.4 miles. However, I am constantly waiting 30+ minutes for the bus! The times listed on the website do not always match the screen at the metro station, and at least 75% of the time I miss a bus by 3 minutes or less. Buses should wait at metro stations for longer, especially in the heat!!!!!!!!!!

My kids are in zone for Shepherd elementary and need the bus route to get to Deal Middle School starting in the 2024-25 school year. We don't know how we are going to get them to school if this bus route is removed. Why would you remove a bus route for an in zone school? I completely don't understand it. It's not like we drew the school maps. Please keep the bus route so that my kids can go to school.

Elimination of current route L8 would be a mistake. This is a popular route providing Maryland residents living on or near Connecticut Ave a fast and direct route to the Metro Red line and other bus routes out of the Friendship Ht. depot. For some, the Ride-On 34 is an alternative, but much slower and circuitous. For most, there is no good alternative. The proposed replacement to Bethesda does not serve the upper Connecticut Ave. patrons and would duplicate much of the Ride-On 34. Of particular concern is the loss of a direct connection to the Purple Line when it becomes operational: The L8 would serve well the Purple Line Connecticut Ave. station, the proposed replacement, like Ride-On 34, would require patrons to go all the way to Bethesda to transfer to the Purple Line. If Metro is unwilling to continue the L8, recommend negotiations with Ride-On to take over the route on weekdays (as it already operates it on weekends and holidays).

I am older and financially and mobility impaired. The most important thing to me is the convenience of the bus stops. My concern is that rider convenience is being sacrificed to route efficiency. What good is route efficiency if there are fewer riders? The D96 route looks like it is basically parallel to the D2. If the stops were the same in Glover Park and across Georgetown, it would be a major improvement, however if it is more difficult to get to a bus stop, I will be discouraged from taking the bus and my life will be smaller.

Please do not reduce the service on M4 and E4 and please do not re-route L2 and E4 lines. Please restore E6 service to Friendship Heights that was canceled during COVID. Thanks

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please keep the D32 through Mount Pleasant so that kids going to Deal from the neighborhood can continue to travel with ease from multiple neighborhood stops

I often ride the Metro Bus and Metro train. I do not have a car. I either walk, ride the bus or train, or use a taxi driver to get to my doctor's appointments, or run errands. I am 65 and disabled. I use a cane to keep my balance. I have a suggestion for improvement on the P18/P19 route that services the Fort Washington, MD area. Currently, the P18/P19 route only runs Monday-Friday. The end of the route is the commuter park and ride. There is a very nice shopping center within walking distance of the Park & Ride on Swann Creek Road where there is a Safeway, an M & T bank, a Ledo Pizza, a Subway, etc. Since many people are giving up their cars due to high cost of car insurance in this area, are there any plans to add Saturday and Sunday service to the P18/P19 route? It would help many people if this bus route was modified to include Saturday and Sunday service. My primary care doctor, Dr. Elizabeth Tanner, is located in that shopping center, which is why I know about this bus route. Thanks for allowing me to provide some input on the 2025 bus improvement plan.

The proposed routes do not provide a better connection in my neighborhood. We have many elderly people that rely on the buses to get around the city and in Mount Pleasant you are elementing bus routes and stops that will make it more difficult for elderly people to take the bus. I rely on the H4, H2, 42, 43, and S2, S4, and S9 routes and your changes do not seem to be better but will make it more difficult for me and others in my neighborhood to get around the city.

The proposed C55 bus route appears to replace the current 96 bus route. I would like to see that route included on the high frequency map, going all the way to Tenleytown, as opposed to stopping at Woodley Park, as currently depicted on the map. Also, there seems to minimal bus routes that are directly south of Farragut North and southeast of Farragut West, where the 31, 42, and 43 buses currently go- to Virginia Ave and E St NW. There should be bus routes from the area that go up Wisconsin Ave and Connecticut Ave. Lastly, renaming the bus routes doesn't seem like it would cause less confusion to those os us who have been using the system for decades.

With all of the changes better bus service will provide, can you guarantee my bus will be on time all the time I? Looking forward for the new bus service’s .

Hello. I am a new resident of the Chevy Chase neighborhood in DC, where we have recently moved so our daughter can attend Deal Middle School. One of the important values that we saw in moving into the Deal / Jackson-Reed boundary was to be able to have a diverse student body that is representative of our DC city community. The ability of students from other areas of the city to attend Deal / Jackson-Reed is a critical part of that - and I am concerned that the proposed elimination of the D33 and W45 routes, and changes to D32 and H4, are going to make that city access to these schools more difficult. Changes to the D33, D32, and W45 will also directly impact our ability for our child to use WMATA transportation to get to and from

school along Nebraska. Given this, I would like to strongly urge WMATA to reconsider these changes, to ensure that adequate transportation resources are available for all students to be able to access the Deal and Jackson-Reed schools. Many thanks, John Anderson [redacted]

I'm very concerned about the change to the Greenbelt bus routes. Specifically, eliminating the 11 which many people use to get around Greenbelt. Even worse, there will only be one bus running every half an hour (during rush hour) to our location instead of the current situation of 2 buses, one of which runs every 15 minutes. So this change is halving the frequency of buses to our location. This will affect many people who rely on the frequency of the buses to get to work in a timely manner. It will impact their commute significantly and may require people to leave extra early to ensure they get to work on time. This reduces the time they have at home with their families. Mostly, I am concerned that when Services is such as bus lines are reduced, they will never be increased again. We have a great need for public transportation here and we don't want to reduce what we already have so please reconsider. Thank you.

Hello my name is Nicolas. My son is a student at Alice Deal MS . He uses the D34 and D33 to get to school every morning. The proposal to eliminate D33 will affect not only my son but many other students that ride this route to go to school.

Hi! I greatly appreciate and support this effort. As a resident of Mt Pleasant, I appreciate that many of the lines that take my neighbors to work not only downtown but at Wash Hosp Center and elsewhere are being preserved. Appreciate the current policy of allowing riders to ask to be set down in between stops at night. Given the elimination of stops, maybe that can be expanded to as of 8 pm in the winter. While I'm here, thanks for the trip planner function on the wmata website. Would be great if the SmarTrip app could do the same. Love the SmartTrip phone payment option. Thanks!

I've got two kids in the MacArthur High School feeder system, and they will need to take the bus to MacArthur. Under this plan, they will have to change buses on the way to school. We shouldn't be asking kids to change buses on their way to school Under this plan, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. Please add a direct route to MacArthur that travels through the area between Wisconsin and Connecticut near Eaton Elementary!

Consider free passes for 16-22 year old riders with verified employment to support and maintain their work commitments.

I can't believe you cut out the c14 bus. Many elderly ride that bus everyday and now we have to spend our social security on uber rides to and from the grocery store and dr appts. Horrible dangerous decision. When I die walking a mile to a bus stop I'm blaming metro for your heartless decision.

The buses in Old Greenbelt (aka the center) provide a critical link to the Metro station, which is two miles away. In particular the G12 (soon to be the P21)'s route as it has been covers a wide area perfectly, with stops equidistant to many homes and apartments, limiting walking to less than 1/4 mile in most cases. Rerouting that bus to go up the huge hill on Westway makes no sense--it will be closer to the open center, park and businesses as opposed to homes. Please don't short-shrift Old Greenbelt; we're already losing The Bus #11, meaning ridership will increase on the G12/P21.

I'm commenting on the proposed elimination of the D33, D32 and W45 bus routes and the changed H4 route. The routes are used daily by students at Deal Middle School and Jackson-Reed High School. Elimination would provide significant hardship to students who rely on public transportation to get to and from school and after school activities.

It is a mistake to change the route of the E4 bus through Chevy Chase. Moving that route from McKinley to Military will make it inaccessible, as a practical matter, to the entire northern part of Chevy Chase. Indeed, WMATA should restore the E6 route which served those northern Chevy Chase neighborhoods. The combination of abandoning the E6 route and moving the E4 route further south functionally deprives Chevy Chase of reasonable access to bus service. Please re-think this. -- Don Simon, [redacted]

Please do not discontinue the D32 bus. Simply put, the kids going to school will be negatively impacted. Please keep the D32 Line.

I would suggest that the D90 running along Massachusetts Avenue make a slight detour on Idaho to Cathedral Avenue before returning to Massachusetts and continuing on to Dupont Circle (as the N2/N6 currently do) and similarly turn left onto Cathedral before returning to Massachusetts on 39th Street and continuing to Tenleytown. This will not eliminate any stop along Massachusetts and will provide the many thousands of residents on Cathedral Avenue with better access to bus service than is provided by the current routing of the D90. This will not entirely compensate for the drastic reduction int he level of service now provided on Cathedral Avenue by the N2/N6 but it will to mitigate that reduction without disrupting in any significant fashion the proposed routing of the D90. Thank you for your consideration of this suggestion. Henry D. Fetter [redacted]

I would like to understand at greater detail the elimination of the 3Y. What led to the decision? Is there data on ridership that led to the decision? I think the bus is something of an express bus and I will engage with Arlington County transit staff on it, but I would also like Metro's perspective. The ART 55 route may well be able to address some of the concerns, but I would like to learn Metro's reasoning here.

My name is Will Vormelker and I am a resident of Greenbelt, Maryland. Our neighborhoods are served by the G12 and G14 Metro buses and the 11 and 15X Prince George's County buses (The Bus). I have reviewed the proposed changes and am concerned that the Better Bus Initiative would represent a drop in service for Greenbelt. While the new P20 and P21 buses would operate at 30 minute intervals throughout the day (a good thing), the plan does not mention plans by Prince George's County to eliminate the 11 and 15X buses. TheBus routes, particularly the 11 bus, compliment the current Metrobus routes in Greenbelt, offering service on one of the routes at roughly 15 minute intervals during the day. Eliminating the 11 bus will effectively cut bus service in half for Greenbelters, many of whom do not have cars, or cannot drive for one reason or another. The 15X bus provides a fast connection between the Greenbelt and New Carrollton metro stations. Until the Purple Line is completed, the 15X is the best connection for Greenbelters who want to access BWI or Amtrak at New Carrollton. Otherwise riders will have to take a much longer route to Union Station via Metrorail to make those regional rail connections. I recognize that WMATA does not make decisions on the PG County bus routes, but you do coordinate with them on a regional strategy, so I would encourage WMATA to urge PG County not to eliminate the 11 and 15X buses when the Better Bus Initiative is implemented. I have also heard from neighbors about how the new buses will be routed near Roosevelt Center. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. Additionally, that section of Crescent Road has inadequate sidewalks as compared with Southway. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which Greenbelters already rely on.

Please do not eliminate the L8 bus route. I live in Kensington and use this service to get to my job in Friendship Heights.

For the WMATA survey, for the first questions, if I selected one of the last two options, "a bit worse" or "much worse," the continue button did not work for the survey. In particular, I'm concerned about several points: (1) reduction or elimination of routes serving Capitol HIll D6 and 96, 90 and 92; for example, I depend on D6 to get to Georgetown University Hospital and to downtown points (2) Is any effort being made for WMATA to cover the Circulator routes through Captiol Hill and downtown?; (3) Some overlap for routes seem is desireable-- for the very long routes, if there are no shorter routes for the sections most in demand, the fewer very long routes may lead to overcrowding on buses and full buses passing by passengers who have no room to board; (4) what is the cure for "phantom buses"? these busses appear as "departing in 3 minutes" and then disappear entirely from the grid--and its's worse when you see "departing in 20 minutes" and the same happens. Not mentioned. (5) On the above buses and others--on any bus--perhaps 10% of people who board are paying a fare; for the past year or two, these were

people boarding through the front door by the driver and ignoring the fare machine. Now, many passengers are entering through the back (exit) doors. These passengers are not being counted as riders by any fare system (is the driver supposed to enter a parallel account for nonpaying passengers? Good luck counting them all!) and the bus driver cannot possibly focus on driving and attempt to remedy the situation. If 90% of the passengers are not paying and WMATA is not counting them, then WMATA is way underestimating the ridership, which will lead to overcrowding. (6) more frequent cleaning is needed for seats, floors, and windows. (7) Can we get rid of the fabric covers and install seats more like on Metro? Dirt and bugs accumulate. Spills remain embedded. (No enforcement of the ban on eating and drinnking.)

I recently attended your better bus events and while I'm happy for changes I was COMPLETELY confused this map and insulted by the way the employees went about this map. This is NOT New York City where *this* proposed map is how it is there, Washington DC is simply just that...WASHINGTON DC. When I tried looking at the map I was confused because a lot of the route changes/names does NOT (NOT) make any sense. The buses in DC will begin with "C" or "D" depending on where the bus terminates/begins WILL COMPLETELY CONFUSE PEOPLE. This map does NOT reflect the termination of the DC Circulator and how the buses will cover such routes that the Circulator covered, when i asked an employee of how METRO/WMATA will think people will adapt to this map? She said that people will be fine and figured it out within two weeks and i found that to be highly disrespectful. You guys in the offices specifically care for a certain type of demographic of people because the regular Washingtonian will NOT accept this and I am one of them. THIS MAP NEEDS TO BE REJECTED and REVISED TO SOMETHING SIMPLER

Why rename the bus routes? This is just going to make it harder on older people who uses the bus to get around. This seriously does not make any sense. Whoever came up with this idea seriously needs to be fired. IF IT’s BROKE DON’T FIX IT. don’t rename the bus routes.

I am disappointed at how this plan really dropped the ball on replacing the frequent access to the Woodley Park metro station that Adams Morgan residents are going to lose with the ending of the Circulator. The current proposal has one bus, the C51, providing service approximately every 20 minutes between 18th and Columbia and the Woodley Park metro station. Currently, there are 3 routes that serve this route, the Circulator, L2, and 96. The Circulator runs every 10 minutes, the L2 every 10-20 minutes, and 96 every 20-30 minutes. Replacing the frequent service between these three lines with one line that only runs every 20 minutes is a significant loss of service. This frequent service to the metro is especially needed in Adams Morgan, which is a neighborhood that is in the unique position of having no easily walkable metro access but that is a extremely difficult to drive and park in. The last thing Adams Morgan needs is a drastic cut in the level of service to the closest metro stop.

The proposal to eliminate the D33, D32 and W45 and change the H4 material degrades critical transportation access to students seeking to get to DCPS Schools like Alice Deal and Jackson Reed. Please reconfigure proposal to ensure continued access. Also, the M4 changing to only

every 30 minutes also also maturely degrades access during school mornings. Service only every 30 minutes is not sufficient for students seeking to get to school. If a schedule gets off kilter or a student bus, they do not have another one coming in time to get to school on time. DCPS does not provide buses, but encourages students to take the city bus. The city bus should be more frequent than 30 minutes on school days, particularly school mornings.

I was disappointed to see the elimination of the 96 route and no comparable replacement to the Lincoln Park/East Capitol portion of the route. In the new plan, large portions of Capitol Hill East seem to be not be served by any buses towards Northwest DC.

I implore you to ensure WMATA keeps the D33 and W45 bus lines running (currently slated for elimination in the "Better Bus" plan). These bus lines are heavily used by many DC city school students (in addition to other commuters) and typically run at full capacity. Many DC families depend on public transportation to get our kids to school since there isn't a dedicated "yellow school bus". In WMATA's proposal, the D33 (to Alice Deal Middle School) and the W45 (to Jackson Reed High School) have been eliminated as dedicated bus lines which pick up kids in our neighborhoods and deliver them close to school (then back again in the afternoons). WMATA's proposal to eliminate these lines and have riders transfer buses instead is not a solution for children—especially our middle schoolers, who are as young as 11 years old and commute on these buses alone. Forcing a transfer and a minimum 45 minute-commute will push families to drive their children to/from school. This will increase traffic and run counter to DC climate and traffic calming goals. Furthermore, DC is struggling with a truancy problem; making it harder for children to get to school only exacerbates this issue. Please keep both the D33 and W45 bus lines and bus stops. While these bus lines serve school children, they also serve other commuters on 16th street. A WMATA representative at a town hall said they can no longer have bus lines dedicated to schoolchildren; however, these lines also serve adult commuters on 16th street. Framing these reductions of service as a "Better Bus" plan is disingenuous and harmful to the community.

What can WMATA do to enable bus drivers to deal with disturbances on buses caused by unruly passengers, mentally ill passengers? These people can cause harm to passengers and, if not, their screaming, talking at the loudest noise level they possibly can, make rides on Metro buses an increasingly unpleasant experience. I understand the bus drivers are instructed by WMATA to not intervene in passenger's threatening or essentially "taking over" the bus with their super loud talking (sometimes to themselves) and turning what used to be a pleasant bus-riding experience into something really unpleasant and potentially harmful to the safety and well-being of passengers. Further, WMATA needs to be clear on who pays fares on buses. I think students (does this mean all levels from middle-school to college) do not have to pay bus fares -- is this the only group of riders who are not required to pay bus fare.WMATA should develop posters to be placed on all buses indicating who is entitled to free bus fare and who is not. The bus drivers do not call out to adults not paying bus fare to indicate that they do need to pay for their ride. I understand that WMATA, understandably is rightfully concerned with the well-being and safety of bus drivers -- but WMATA needs to find ways to enable bus drivers to exert their authority on what happens on "their" buses -- eject boisterous passengers, have a quick connection to Metro transit police for help when passengers poses a danger to other riders on the bus, and enforce

payment of bus fares for everyone -- not just those who see it as their responsibility to pay for their bus rides.

Do not change!!!

Do not reduce service on the M4 and E4 lines. It’s a disservice to DC residents and DCPS students, who rely on such stops to get to and from school and work.

There should be a bus that goes across town from Takoma to Friendship Heights or Tenleytown to connect the sides of the red line. The purple line will do this further north, and existing bus lines do this further south.

Please please don't take the 86 route from College Park metro station to Calverton away. It's my only option to get to work, I will be completely stranded if this route is taken away! Please keep this service

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I am writing to express strong support for the Better Bus proposed new route F66 (Culmore - Pentagon), subject to one minor route adjustment. The proposed F66 follows the route of the existing 22A service from the Pentagon to S. Arlington Mill Drive and S. Walter Reed Drive, but omits the 2-3 minute Parkfairfax loop in Alexandria that was hard fought for in 2014. I will stipulate that ridership on route 22A in Parkfairfax has been below expectations, due in part to the 60-minute post-pandemic headway. Likewise, I have observed that off-peak 22A ridership in neighboring Fairlington is similarly weak. I will also stipulate that Parkfairfax enjoys robust DASH bus service. However, DASH service to the Pentagon via lines 103 and 104 is limited to peak hours only. During midday, evenings and weekends, the only connection to Metrorail is via DASH line 36A/B which includes a time-consuming loop through Shirlington, traffic congestion along W. Glebe Rd., an additional five minutes of walking (uphill) at the Potomac Yard station, a long stairway (or elevator) down to the platform and a longer and more costly Metrorail ride to DC. I therefore offer a constructive solution! Include the short Parkfairfax loop in the new F66 route, but ONLY during midday, evenings and weekends, just as route 22A did prior to the pandemic. This would fill the gap for Parkfairfax residents, and eliminate the peak hour redundancy that currently exists between Metrobus 22A and DASH 104. I’ve been informed that route consistency is a Better Bus objective, and I agree. However, I question whether an entire Alexandria community should be denied off-peak Metrobus service in order to achieve that objective. Just as existing routes 7A and 22A and proposed F66 omit the Pentagon City loop at certain times, the new F66 could likewise omit the Parkfairfax loop during peak periods, with (or even without) a route variant designation. Metrobus has ably served the Parkfairfax community for half a century! Thank you, in advance, for maintaining that tradition into the future.

We are retired, living in Arlington, close to Langston Blvd. We do not use 3Y bus many times a year, but when we do, it is an excellent line. It is a delight to be able to bus direct from McPherson Square and other NW points to our area. Hope you keep it.

It's frankly astonishing that the transit system for the capital area of one of the wealthiest nations in the world is so underdeveloped. We have the space, we have the money. waiting 30 minutes or more between routes during high ridership times is ridiculous. I've visited and lived in many other cities and never had anywhere near as much trouble getting around as in anywhere in the United States, including places like Portland and NYC. There are many times when I will walk back home in the high heat of summer rather than wait for the bus--because waiting for the bus will take longer. Or I'll just walk somewhere rather than consider taking a bus because the connections are inconvenient I've just missed a bus and the next one will take a while to arrive. I'm sure more direct routes and not having stops extremely close together may speed up transit times, but a more effective solution to increasing ridership is simply having more frequent buses and bus routes. The solution for stops that are in dangerous places or where there is no sidewalk (as by the MVA in Beltsville, between a busy road and train tracks and with a hike to the nearest intersection for the best shot at safe crossing, or) is to create more pedestrian- and transit-friendly infrastructure. The northbound R12 stop at Kenilworth+Decatur is uncomfortably loud and exposed--for shade, it's easier to walk further up to Kenilworth Av+Fountain Park Apts, where you may wait in the heat with weak and wilting elderly folks, lightly shaded by extremely overgrown weeds, or walk yet another 5-10 minutes to one of the stops further up Kenilworth, dodging careless drivers in and out of the driveways of business along the way only to still have another 45 minutes to wait. Even in off-season resort-y areas of Italy during August when even the few locals had left for their summer vacations and the only store in town was a tiny convenience-style mart from which you have to buy the bus tickets, I did not have to wait 30 minutes for my bus. I don't expect the transit to become like other major cities around the world overnight, but I can promise you'll see more ridership on transit that is reliable and regular so you will actually have better usage data to inform your changes and upgrades. The only thing that is going to reduce the crippling car dependency in the United States is to make other modes of transportation at least as convenient and easy if not MORE so. Barring that, at least let us have some nice sidewalks with crossings that feel safe--ideally with attractive barriers of greenery to counteract some of that heat and pollution. And for the love of humanity, please don't alter or G12 or G14 routes. I know of too many people who depend on them for their commutes and doctor's appointments who have no other options. Reducing stop locations is all well and good but switching from Ridge Road to Crescent Road, a road with just as many stops and fewer sidewalks certainly isn't going to change anything for the better.

The re-routing of the E-4 bus to by pass the Chevy Chase Community Center and Friendship Heights leaves no cross town access to the Library, the Community Center, Safeway and not only the Friendship Metro Station but also the many doctors' offices in Friendship Heights. This means the only viable transportation to those facilities is by car. The city would like to put 200 apartments on the site of the Civic Center and cannot guarantee parking at the site. Again those new residents would not have access to any cross town transportation and no access to Friendship Heights. To eliminate public transportation to the affordable housing that the city wants to build makes no sense.

Could the new D82 route PLEASE continue to Bethesda? It’s such a logical corridor. Given the highly erratic intervals of the bus service from Friendship Heights on the current 33/31 routes after say, 8pm, I am hoping that the promised “high frequency” of the D82 is a reality. On the D96–was someone high when drawing that one up? Circuitous and bizarre are the words that spring to mind.. Guessing this is because you’ve cut service to so many in the Cathedral/Glover Park neighborhoods? And finally: have NEVER understood why there isn’t a Mass Ave bus route that matches the Wisconsin AVe for frequency and reliability. People. WANT to get out of their cars, but many of these changes (I’m sure you see the comments yourself) have regular bus users considering going back to their cars. Finally: cutting so many stops along routes: tough on families, seniors who do shopping/errands on these routes. For the record: have been here since 2009, haven’t owned a car, and ride nearly 7 days a week. Oh, wait last comment: could you PLEASE get rid of the benches that say “I hate you and want you to be uncomfortable?” Impossible to sit comfortably or set packages/kids down. Really hostile infrastructure. Ok, I’m done.

Please do not cancel the N2, N4 route that connects DuPont circle with the condo communities on cathedral Ave and mass ave. There are so many students, young professionals and working family who rely on that service to commute to work and school. My 14 year old son will have no other way to get home after school and I will will have to drive to work and pay for expensive parking. I would much prefer you raise fares than remove this service.

I am a low income, BIPOC, long-time resident of 16th St Heights. I cannot stress how much my neighbors, community, and I rely on the bus network here, especially the N-S lines on 16th, 14th, and Georgia Ave. They are really important for us to commute for work, get food for our kids, and get around the city on the weekends. We have no Metro, and fewer residents have cars here compared to folks in Upper Northwest/other areas without Metro. I'm begging you for our sakes to keep our stops! There's no reason to cut stops or frequency in our neighborhood. The current bus system works well for the most part and is invaluable to us. Cutting the local stops means that older folks like me have to walk 2-3 extra blocks in the heat, cold, rain.

I don't know why you destroying D6 bus route. Everyone on E Street NW uses it who lives downtown. Why you taking away a penn quarter bus route that goes to dupont circle and the other way to Union station. Why you hate old people and disabled so much? Tourists use this bus too from the hotels. People in morning and evening use this to go to work. I thought DC wanted people to live downtown. When you take away this bus route you screw it up for downtown residents .

My main concern pertains to the proposed changes to the G12 bus serving Greenbelt MD. The new schedule runs every 30 minutes and I hope that is coordinated with PG County's TheBus Route 11 which currently leaves the Greenbelt Metro station every 30 minutes (quarter after the hour and quarter to the hour). It would be great if the new G12 left the Greenbelt Metro station at the hour and the half hour. Do you think that is a possibility?

I am a Ward 4 resident writing to ask that WMATA reconsider its proposal to eliminate the K2 bus route in the planned Better Bus Network. My family regularly uses the K2 to travel from our residence in Takoma DC to my children's school, DC Bilingual PCS. We love the K2 because it stops directly in front of DC Bilingual, which means my elementary-age children can avoid crossing the high-traffic intersection at Riggs Road NE and Rock Creek Church Road NE/Blair Road NE to reach their school. The K2 is an essential route to school for my family and many other families, and we often see students and staff taking that route to and from other schools. The K2 offers access to numerous schools and child development centers--several of which are not easily accessible by other public transportation options--including Briya PCS (100 Gallatin St NE), Capital City PCS (100 Peabody NW), DC Bilingual PCS (33 Riggs Road NE), Friendship PCS-- Ideal Academy (6130 N Capitol Street NW), Roots Activity Learning Center (6222 N Capitol Street NW), SELA (6015 Chillum Place NE), Washington Latin PCS (5200 2nd Street NW), and 2 New Heights CDC (6207 Blair Road NW). I would also like to flag that WMATA's ridership numbers may not accurately reflect the number of riders on the K2, because, in my experience, fare boxes on the K2 are often out of order so riders cannot swipe their cards.

I really hope there is an express bus service to the downtown area (Metro Center, Gallery Place) from Takoma Metro. The S2/S9 goes to Silver Spring. I hope there is a good replacement or supplement to the 59 that does not require a transfer.

The Circulator bus is projected to end operations sometime in 2025. There aren’t new Metro bus routes that would cover the same or similar routes as the Circulator. The Circulator is the only bus that runs along the Mall on the Mall-facing side of the museums and monuments. This is an effective and efficient way to get to these locations. The new plan has nothing planned to provide that access.

I am concerned that, with the lack of future Circulator service, the proposed network lacks high frequency 7-day service to some of DC's most popular and iconic sites, including the Lincoln Memorial, the Vietnam Veterans Memorial, the Martin Luther King Jr. Memorial, the FDR Memorial, the Jefferson Memorial, and the Tidal Basin. This is especially true on weekends, when there will be *no* proposed D96 service to the western portions of the Mall. This would cut off weekend access to some of DC's top sites for weekend volunteering, learning,working, and recreating. (I write this as a weekend Mall volunteer who relies heavily on the 42/43 bus service). The National Mall sees tens of millions of visitors every year. According to the Washington Post (2022), Mall destinations account for nearly a third of all Capital Bikeshare trips, and the Lincoln Memorial has the most popular station in the Capital Bikeshare system. This indicates high demand for alternatives to driving to that area. With the upcoming Semiquincentennial in 2026, there will be increased visitation to National Mall's western portions, including Signers' Island (the memorial to the Signers of the Declaration of Independence) and to the Jefferson Memorial.(the memorial to the Declaration's principal author). The Mall's eastern portions are well-served by transit, particularly with the Smithsonian Metro station and other nearby stations. However, the Mall is two miles long and the western

portions are less well served. As we all know, the Mall's walking distances can be long, shade can be spotty, and for the sake of our planet DC should discourage tourists from renting cars and driving to these sites. I hope you consider adding a high-frequency 7-day National Mall/Tidal Basin route to replace the current Circulator service, and that you provide more frequent D96 service to Potomac Park, including on weekends. Thank you.

As a First Street NW resident in Bloomingdale, I write in strong support of the proposed plan. This plan will provide excellent bus service to Bloomingdale, ensuring that it remains a connected part of the city, despite not being near a Metro line. I am especially in favor of the proposed C55 line, which will connect us to so many friends throughout the city, without having to take an Uber, and make my social life much easier. I am fully confident that First Street can handle this bus, and that it will be a great service to the community.

I'm writing to request a simple route from the Cleveland Park area to MacArthur High School. The current plan requires students to switch buses for a 40+ minute trip (according to Google Maps, judged from Eaton Elementary school). This compares to a 16 minute car ride (again, according to Google Maps, from Eaton Elementary school). I think the combination of switching buses, plus the 40+ minute travel time, will deter children and parents from using the bus system to get to school. Due to the demographics of Cleveland Park, I believe this will lead to children driving a car to school, meaning more cars on the road. That is exactly the opposite of the purpose of WMATA, and not something that I wished or anticipated when choosing to live and raise my children in the District. I don't have an easy solution because the location of MacArthur is a bit challenging, but I was hoping the city and WMATA would come up with a solution. I'm continuing to hope that occurs, but it is not in the current plan.

Given the significant number of military members in the Surrey Square neighborhood (which the 17G currently provides service to) that travel to the Pentagon, it is essential there is a minimum of one or two stops available in the neighborhood on the modified route.

I'm all for better service, however, why fix something that's not broken. Renaming the bus routes will confuse the majority of your riders. The people who don't understand the routes are not daily commuters. Perhaps there is a better way to resolve bus routes. As a daily commuter, I would be less likely to take the bus. Renaming some of the metrorail stops was a waste of time and money and created more confusion than understanding. Fares have increased while fare evasion is still quite prominent in the metro system, especially on buses. Work on that instead of renaming bus routes.

Please restore E6 bus service to Friendship Heights and restore the original service and routes of M4, E4, and L2! All of those lines were very valuable to the neighborhood.

WMATA is proposing to eliminate the D33, D32 and W45 and change the H4. I and my family would be impacted by those changes and request that they not be eliminated or changed

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1. What happens to bus service from Columbia Road NW in Adams Morgan DC to downtown DC? D70 (L2) will now bypass Columbia Rd., leaving only D72 (42,43) service. 2. How does the new D72 route coordinate with DDOT's disastrous Columbia Road bike lane project, aka bus priority project? 3. Will there still be Circulator bus routes? I'm a heavy user of the Woodley Park - McPherson Square circulator. 4. Proposals for east-west travel in downtown DC appear limited. How will we travel east from Farragut Square to Gallery Place, Chinatown, Judiciary Square, and Penn Quarter -- or west toward Foggy Bottom and Georgetown?

As a DC taxpayer and resident of Woodley Park, I would like to make the following points: Thank you for including the C55, which serves our neighborhood well and which, in its current iteration as the 96, our household uses multiple days each week. Current bus frequency could be improved, but keeping the route (at least, the part relevant to us) is great. Students zoned for Eaton Elementary, which is the largest feeder elementary to MacArthur High School and in which zone we live, have no good option to get to school. The current proposed bus plan will require a bus transfer and an unreasonably long commute to school. Please consider new options to provide a safe and direct commute to school for MacArthur High School students in the Woodley Park and Cleveland Park neighborhoods. Our high school decision will depend in part on public transportation.

I am a 70 plus year old woman who uses metro buses frequently for all my trips downtown and a number uptown. As much as I can gather from the information, the proposed changes would mean I would have to walk further to catch the bus, take longer to get to my destination and spend a lot more of my day traveling. Some weeks my use is much more frequent than others but I would say I average between six and eight trips per week. My trip times vary depending on the purpose so I travel through the day, frequently during working hours both am and pm but also evenings on occasion I use the N2/N4 and 31/33 usually. If going to the mall area or further downtown from Farragut, I connect with the X bus on H street. I use the buses for medical appointments, physical therapy (usually 2x week), other healthcare and other business trips downtown. I use the buses for museum visits, meetings with friends, errands, and movies both downtown and out Wisconsin. Even though the current system was changes a while ago requiring me to transfer more and walk more, it still suits most of my trips. I think many of my trips are 20 minutes or less. With the new system they will be much longer. I have no idea why WMATA wants to take a system that works and uses the major routes that are most useful and move them so far from DCs main commercial corridors. It certainly isn't helpful to me and I cant imagine it will be helpful to most of the riders I'm with on the rides. I would ask to keep the existing system. Particularly as more major developments have just gone in along Wisconsin Ave and even more people will need to be traveling. Putting us all in cars, cabs or Uber/Lyfts is not a good solution. There are medical buildings clustered downtown at 18th, at K and M, on 19th as well as out Wisconsin. It would seem that the new routes dont acknowledge those as important destinations. L. Lawson, [redacted]

I live in Woodley Park and my children, who just graduated, attended Deal and Jackson-Reed using the 96 bus. I really appreciate your preserving that route for them for the past several years - it was critical to their ability to get to their DCPS schools on time. Now I understand that the new plan does not have a direct route for neighborhood children to get to MacArthur High (the new in-boundary high school), which makes no sense to me. Our city does not have regular school buses, so we have to make sure children can get to their in-boundary schools by city bus. Students should not have to take two bus trips and a transfer just to get to MacArthur - it will take up time they should be spending getting a good night's rest and eating a healthy breakfast. Please consider new options to provide a safe and direct commute to school for MacArthur students in Woodley Park and Cleveland Park.

Hello, We have a current and future students at Deal MS. Currently he and 100s of his schoolmates utilize many bus routes marked for deletion - D33, D32 and W45 and change the H4. There are important bus lines used by Deal and Jackson-Reed students. I don't not think that current routes that any DC student uses to get to school be cut. Some are even first time public transit users in middle school and these are stops and routes they are familiar with. Thank you

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What happens to the L8 stops south of the East West Highway to the Friendship Heights Metro station? In the mornings and evenings, many people take the L8 from Wheaton to get to work in Chevy Chase and Friendship Heights. The new M22 will make their commute more difficult. Please rethink this.

The proposed changes to the buses especially the elimination of the 96 when you already took away the 97 bus route makes absolutely no sense. If this change happens, I will be using rideshares much more since you will no longer service my area. Who couldn't understand the buses as they are now? Do you mean that these newcomers, the GM included can't comprehend how the buses work in the simplest form? This makes nothing easier.

If the current D6 route is to be replaced with the proposed D24, it needs to be a more higher frequency bus. The D6 is a lifeline for Capitol Hill residents needing to get downtown. It’s the only nearby public transportation option to get to many downtown destinations and should come more often than every 30 minutes.

According to reporting over 200 bus stops are going to be eliminated in DC alone. Fewer bus stops makes taking the bus the more difficult, especially for people with mobility issues, carrying packages, etc. Moving the remaining bus stops to narrow concrete islands located between bike traffic and vehicular traffic makes taking the bus more difficult and more dangerous. Moreover, neither WMATA nor DDOT has provided any assurances as to whether these bus stops will

provide shelter from the elements and seats for waiting. This also makes taking the bus more difficult and more dangerous. All of these things disincentivize using mass transit. Anything calling itself a “Better Bus Network” should be incentivizing the use of mass transit.

None of the bus routes that are described as comparable to the current 96 bus route connect the same neighborhoods as the current 96 route does, so they do not appear to be comparable to this route at all. There is no new route that replicates the way that the 96 bus connects multiple neighborhoods across the city.

Please continue the E4 on its current route. It is how our neighborhood connects to metro and the commercial and medical services near us. Ideally the E6 would be restored in addition for those in the northern parts of Chevy Chase DC and Barnaby Woods but if that is not feasible it is critical to at least keep the access across McKinley including reasonable frequency. We are trying to limit car trips but this change would push many back into cars. It will also make it impossible for workers to get to jobs in the neighborhood.

I strongly urge you to reconsider renaming the entire system. The main users of the system are DC residents who already understand the current naming conventions. Having so many buses that start with only C or D is confusing. It doesn't tell you what part of the city that bus serves. Right now, if someone mentions the S buses, or the 90s, or the H buses, or the 30s, I know what part of the city we're talking about. All of that is lost with the new names. I think you can still keep the new routes with the old names, that way people will understand what neighborhoods they serve.

The neighborhood profiles do NOT INCLUDE Adams Morgan and Woodley Park. How is that even a possible mistake that you are making at this point when you are massively overhauling a mass transit system that many of us rely upon?

The proposed revision of the G8 bus route looks like a great revision. The new route goes from my house to one block from my work, and I will be taking it nearly daily. I am supportive of the new route.

Kids in Capitol Hill rely on middle schools and high schools across the city and particularly NW. is it possible to preserve the 96 which runs all the way to friendship heights and provides a single bus only option for kids who need to commute to northwest? Please look at kids commuting routes and see if there are ways to minimize the number of changes - it can be stressful for kids as young as 10/11 who are commuting long distances for school.

I support bringing the new C55 bus route to Bloomingdale and First Street Northwest. I am a homeowner on the proposed route for this bus and believe the C55 will have a measurable and positive impact on current and future residents of Bloomingdale and the District. It will improve neighborhood accessibility, provide opportunities to age in place, access employment centers throughout the city, and reduce automobile reliance. When paired with additional DDOT investment like concrete curb extensions with bioswales and shared-lane markings, regular bus service on First Street will make Bloomingdale's main corridor more vibrant, safer, and accessible for families and people of all ages and abilities. I recognize there has been a lot of public dialogue about this route in particular and am frustrated by many of those opposing the C55 on First Street due to their mischaracterization of the planning process, misunderstanding of traffic safety principles, and their tone. My family and I hope that any adjustments to the current plan will not alter the route or frequency of service. In less positive feedback, I am concerned that truncating the 80 line (D30) to terminate at Federal Triangle instead of the Kennedy Center will make it challenging for Bloomingdale residents to move crosstown further south without a transfer, especially with the elimination of the G2. Thank you for providing this extensive public engagement opportunity. Rachael Brown, [redacted], Ward 5

I am an ANC Commissioner representing SMD1D06. I am writing with concern for the proposed C61 bus route. This route is utilized every day by children in Mount Pleasant to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I am a regular C83 rider living at Ingleside at Rock Creek at 3050 Military Rd. NW. My concern with the weekend cancellation of C83 service is for the many staff and employees here who are dependent on weekend service to transport them to their jobs here. This is likely to lead to their leaving their employment here which, in turn, will make it more difficult to hire people to replace them and hence negatively impact the safety and security of our 272 80+ year old residents. Please DO NOT CANCEL weekend service on C83!

What bus route will children who are attending MacArthur high school take if they live in the Shaw Northwest area there is no direct route and it is a long journey and transfers to just get to that school that is back up in that neighborhood. What is the remedy for that situation, my understanding is that they do not want the neighborhood does not want in flux of traffic. How are they going to handle that and get a route to get the kids there safely and conveniently. My child currently attended Hardy Middle School. She is now going to Jackson Reed. She's the last class that gets to go to Jackson Reed, which has a metro stop, but what how does that help the rest of the children who have to go there who live across the park there was always a direct bus From Columbia Heights area for the Jackson read formally whisk Wilson students will do be some sort of bus situation close to Columbia Heights Shaw area for children who are attending

MacArthur because it is needed. There are still children that attends that school school are not in the boundary of that school school..

I'm a parent of that child attended Hardy Middle school in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Please please please provide a direct bus route that connects Cap Hill to Petworth/16th St Heights! It currently takes over an hour, sometimes much longer since transfers are unreliable! The new bus route proposal allegedly shaves off 15 minutes, but there are still transfers, which, again, are notoriously unreliable.

I am a parent who lives in 16th Street Heights and whose children go to Deal and Jackson Reed. My kids depend on the D33 bus to go to school, as do many others who live along the route. The elimination of this bus service would put attendance at risk for many of these children. It would also increase cross town traffic in the mornings at drop off time, as there are no direct public transportation alternatives.

Ingleside at Rock Creek, a senior living community of 300+ residents and 150+ staff, need service on weekends. Please do not suspend weekend service on the existing E4 and M4 lines (proposed new C81 and C83).

I am very disappointed that the proposed D42 and D4x routes do not improve very much on the existing 70 and 79 metrobus routes. The Georgia Ave corridor generates a lot of ridership (currently the highest ridership metrobus route is the 70) and deserves higher frequencies and express service late at night. Express service on the D4x until 10 pm is appreciated, but this should really extend later on Friday/Saturday given all the nightlife destinations served by this

bus). The Metrobus system should be focusing as much as possible on increasing frequency on important, high-demand routes. The Georgia ave corridor, home to the highest ridership route, is a perfect example of the type corridor that should receive higher frequency service.

I need the N4. I take it at least 3 or 4 times a day. I take it to and from school, to and from work, and if i ever need to go anywhere pretty much as my only form of transportation is the metro. it makes my life so much easier and i wouldn't be able to get to school, work, or anywhere else without it.

L8: A friend takes this line regularly. It is a popular and needed route for those coming from Aspen Hill. Thank you.

This new plan is a terrible development for people living in, and working at Senior Residential and Nursing facilities. These are largely people who are dependent on public transportation to get to and from their jobs. Their jobs require them to be available for rotating shifts, including night, early morning, and weekends. It is impossible to run a nursing facility or a dining service without weekend help, yet the decision to eliminate weekend service on the C83 line is catastrophic for them. I have spoken to more than a dozen of our staff and they seem mostly to depend on the current E4 bus coming out of Fort Totten. I have been told by several that the new proposed deletion of weekend bus service will require them to seek employment elsehwere. This would be a TERRIBLE decision on the part of WMATA. Thank you for your consideration. Robert Marcus/

I live in University Park and our neighborhood is no longer served well by transit. Our town used to operate a shuttle to Hyattsville Crossing, and has not restored this service since the pandemic. Our house is over a mile walk from both Hyattsville Crossing and College Park Metrorail stations, and the shuttle was providing an important service. Even after the proposed route improvements to Prince George's, the closest bus stop will still be a 10 minute walk away.

The new proposed bus network lacks a replacement for the Lenfant Plaza to Eastern Market Circulator route. I live in SW DC and that is my most frequently used route to get to Eastern Market / Capitol Hill. Right now it takes 10 minutes, and under the proposed plan I would either have to transfer to a different bus at M & 8th St SE or take the Metro and transfer, which will add significant time. Please don't cut this route!

I believe the entire Connecticut Avenue corridor deserves bus service if not Wmata then Ride On service as the County can provide better service as!l also replace wmata on Georgia Avenue with Ride On service

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To Whom It May Concern: I wanted to share my comments about the 96 bus and ask that you consider keeping it. It is a very vital bus that helps me get my kids to school and back multiple times per week. Without it, we might need to drive, adding another car to an already crowded route. This not only will snarl traffic further but also add more emissions and make it less safe for bikers and pedestrians, many of whom are children and families on their way to school at that time of day. Without the 96 a large portion of Capital Hill is left without an East-West public transportation service as well, between Pennsylvania Avenue and C Street NE is a very large, densely populated area. Thank you

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Changing the route names achieves nothing. It's a structure that has worked for decades. The issue is not the names, it's the holes between routes and the inconsistency of existing routes. Don't waste time and money renaming things and making the system more confusing even while you're adding more routes to muddy the water further. Randy, you know better.

My understanding is this new proposed routes will cut off current L8 riders living north of University Blvd or south of East West Hwy from reaching Kensington or the CC Lake Purple Line station by transit. It would duplicate the Purple Line route between CC & Bethesda and Ride On routes 4 and 34. Please change the plan so this doesn't happen. We need our public transportation to be truly functional, and then more people will use it.

I oppose WMATA's proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly. The proposed two buses per hour would not be adequate to serve commuters - even at current service levels, buses are always full during rush hour. Our service was already cut when the 7Y line was cancelled, damaging our entire community's ability to reach our jobs. Therefore, I urge you to reconsider the reductions in service for the 7A/A27 line.

Do not change route 96. It is perfect when all buses are reporting data. Fix the glaring problems that you have before going off the rails and rerouting busses. This is an insane idea. I need a bus to come up Massachussetts Ave SE. It is the only relevant bus route there is and it connects me to Union Station. Don't mess with it.

Of course Metro being Metro, the "interactive map" that shows how to get around on the new proposed bus route doesn't work. I will just have to suffer through it next summer and figure out where to get the bus I normally take to the Metro. Why do you continue to be the gang that can't shoot straight?

Please do not change the lines that serve Deal Middle School (D33, D32 and W45 and the H4), many kids rely on these bus routes to get to school each day. Thank you.

Tried to use your new trip planner but it DOES NOT INCLUDE THE PURPLE LINE, which will provide the biggest shake-up to regional transit in decades. So it was impossible to see how long my commute would be under the proposed changes. For that matter, it also excluded the MARC, which is part of my current commute. This is badly executed. Many of us who are dedicated to using public transit have mixed commutes.

I have been eagerly awaiting the completion of the Purple Line, which will be the first public transit to reach within a 20 minute walk of my office. The current L8 route will connect Kensington to the purple line at Chevy Chase Lake. The proposed replacement route, the M44, provides no such connection. It would cut people north of University Blvd off from the Purple Line. And it duplicates the Purple Line route between Chevy Chase and Bethesda, which is another bad idea. I object strongly to the proposed elimination of the L8, which is about to become a much more vital transit link for Kensington. The proposed change serves Kensington poorly.

Please do NOT eliminate bus stops of the 42, 43, L2, H buses. The plan to tinker with the system is a classic case of messing with something that works. There are not too many bus stops of the 42 line. The proposal to install elevated stops is misguided - please do not do it. Nothing works better than the 42 series from 18th all the rest of the way south especially along Columbia Road, NW. There is a bike lane, and a dedicated one is not needed, I say that as a cyclist.

I have lived at [redacted] for nearly 5 years. I travel almost every month for my work and family, using either Amtrak from Union Station, or an airline from Reagan International. When I do, I take the bus from the stop near my townhouse to Greenbelt Station, using the Green, Yellow, and/or Red lines as necessary. I also work in Riverdale for a Federal Agency and at times must go for work downtown. I use public transit as much as possible. It is reliable, efficient, affordable. Changing the bus route and schedule will disrupt my life. Please reconsider.

I'm a the father of Juliette and Valentina in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School.The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs!However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind.Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high

school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration.WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.Thank you for your attention,Alessio Giubellino

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The plan to eliminate the current H4 and D32 bus line/services is misguided by fully failing to take into account tthe needs of middle school students as young as ten (10) and eleven (11) years old who rely on these buses to take them from the Mount Pleasant Neighborhood to Deal Middle School. The elimination of the bus lines also impacts many high school students who need these buses to travel to Jackson Reed middle school. A high percentage of these students, both middle and high school students are from low income families that rely on efficient, reliable and close in proximity public transportation. The proposed bus lines will require students to walk greater distances to catch the bus and then to walk to Alice Deal and Jackson Reed. This proposed plan is nonsensical, there is no justification for making school travel more cumbersome, time consuming and dangerous. Please re-think this proposal and prioritize the academic and safety needs of our young children. The city should not implement a plan that makes it more difficult for students to be on time for their morning classes while making them walk longer and cross more streets during early morning rush hour. Please keep our children safe and make their travel easier, that should be the priority.

I would like to propose that the bus do NOT make the route change i. e. go on Westway between Ridge and Crescent. That segment of Westway is a steep downhill and does not have a sidewalk on either side. Having buses go down the hill there and make the tight right turn will make it less safe for the pedestrians because the hill reduces drivers' visibility and increases the speed. Besides, the Crescent section in front of the library is already busy with crossing pedestrians (many are children), parkings on the side of the streets, and frequent traffic from the apartment. Adding a bus passing through will make it less safe and add more unnecessary traffic congestion in an already busy section of the street.

I am very concerned about changes the Better Bus Plan would make to bus service in Greenbelt. My aunt, a Greenbelt resident, is a paraplegic who depends on several caregivers in order to remain in her home. The caregivers, in turn, depend on buses to get to my aunt's house and other places where they work. Existing routes G12 and G14 need to remain as they are. Also, bus service should not be routed along Westway because of potential safety and traffic noise and congestion issues. Please continue bus service along Ridge Road and Southway.

We really need a bus route besides the D6 that serves the new MacArthur high school campus.

I am releived to see that G12 and G14 are mostly behind replaced by P20 and 21 - and not eliminated. Thank goodness. G12 and G14 are critical to a lot of neighbors in GHI in Old Greenbelt, an affordable housing community with many low income, disabled and elderly residents who rely on those buses to go to work or doctor appts or grocery stores. Please preserve those routes.

I believe your renaming of the bus routes will cause confusion both initially and on a continuing basis. First, the current bus route numbers have been in effect for many years; most more than twenty years. Second, you are requiring bus riders to remember an easily confused numbering system: D1 vs. D10 vs. D7 vs. D73 which contrasts to the current system where the route numbers are clustered from a certain beginning point to each one's end point. E.g., H1, H2, H3, H4 all start from Brookland and may run on different hours and routes but are all cross town buses from CUA toward Tenleytown. Now it seems both the H2 & H4 are going to become the C6 with a different route than before and almost certainly less frequency and hours of operation.

As a long time resident of Woodley Park, I have a big issue with the proposed C55 bus line. Since many students us that line to get to school, it needs to run more often, especially before school starts and after school ends. Also, students who will attend the MacArthur high school have a long ride, including a transfer at Tenleytown. Perhaps a dedicated C55 that goes all the way to that school before and after classes. Yes, a stretch, but with the truancy crisis, special measures should be taken. We are talking about our children here! Thanks for your consideration.

The plan will eliminate PG county The Bus 11 from Greenbelt. That is not right. G12 can't serve all of Greenbelt and we rely on The Bus 11 to get to school, metro and doctor offices. We don't have a car and totally rely on bus 11. Please don't get rid of bus 11. Thank you

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-I am dismayed that the frequency of the D96 will be 20-30 minutes on weekdays and 30 minutes on weekends. I currently ride the D2. This change means much longer wait times for me and means that the nearest bus stop will now be half a mile from my apartment rather than a couple blocks away. If I have a heavy suitcase or groceries, or if it is raining or snowing, the extra distance will be a burden. -There are so many ads encouraging folks to use the Silver Line to get to Dulles Airport, but from where I live in Glover Park, this trip would take 99-101 minutes, including half a mile of walking to the nearest bus stop, up a steep hill. Taking an Uber sounds like a more attractive option, which is expensive and creates traffic. -The Better Bus website says that the 31 and 33 on Wisconsin Ave are being combined to streamline service on Wisconsin Ave. It regularly happens that the 31 and 33 bypass stops because they are full. Will the D82 have double the amount of service than the 31 and the 33 currently offer to ensure that there will be space for all of the passengers? Not to mention that the Circulator is also going to be cut, which takes away yet another mode of transportation up and down Wisconsin Ave - and the Circulator invariably is more reliable than the 31 and 33. Was the elimination of the Circulator taken into account when the Better Bus Network was proposed?

Thank you for including the C55, which serves our neighborhood well. Current bus frequency could be improved, but keeping the route is great. Students zoned for Eaton Elementary, which is the largest feeder elementary to MacArthur High School have no good option to get to school. The current proposed bus plan will require a bus transfer and an unreasonably long commute to school. Please consider new options to provide a safe and direct commute to school for MacArthur High School students in the Woodley Park and Cleveland Park neighborhoods.

The consolidation of bus routes takes away stops within the neighborhood, requiring customers to walk further to reach a bus they may need for commuting or other daily activities.

DC kids use WMATA buses to get safely and efficiently to and from school (while building city-savvy skills and learning to value public transportation as a key feature of a thriving urban community). Please do not change the bus routes that bring kids to Deal MS from the current feeder neighborhoods. Students and working parents depend on these! Thank you.

I am concerned about the overall elimination of bus stops in 16th St Heights. Our neighborhood already lacks a metro station, and we rely on the bus. Our neighborhood is filled with young parents and elderly neighbors, who would be especially impacted by the bus stop cuts. I find the cuts along 14th St especially problematic, and strong advocate to preserve them and specifically the one at 14th and Ingraham Street NW.

I'm very happy that a bus will now be available for transport from Kennedy St./Georgia Ave. directly to Tenleytown and Palisades. Thank you!

Thank you for including the C55, which serves our neighborhood well. Current bus frequency could be improved, but keeping the route is great. Students zoned for Eaton Elementary, which is the largest feeder elementary to MacArthur High School have no good option to get to school. The current proposed bus plan will require a bus transfer and an unreasonably long commute to school. Please consider new options to provide a safe and direct commute to school for MacArthur High School students in the Woodley Park and Cleveland Park neighborhoods.

Don't make Chevy Chase, DC a bus dessert. We need and rely on consistent and regular M4 service (even on weekends) and desperately await the return of the E6 to get us to friendship heights. Thanks for your consideration

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I'm a parent of two children in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I am writing to oppose the elimination of the 59 bus route. The 14th St corridor faces extreme congestion and traffic, and buses are certainly not exempt from that. Unfortunately, WMATA's proposed solution for this is to eliminate the 59 limited stop and otherwise keep the 52 and 54 routes, which will continue to run in an overlapping fashion through the majority of the 14th St corridor. The overlapping nature of the 52 and 54 can cause confusion if you are boarding one of these routes where they overlap, but only one may go to your destination (54 goes north to Takoma, 52 south to Waterfront). Additionally, the 52 is rarely properly spaced in between the 54, leading to significant congestion throughout 14th St. This problem is especially apparent on weekends, where the two buses sometimes come within minutes (or right behind) of one another, leading to a 20-30 minute wait for the next bus if you happened to miss both. Instead, I suggest a simple solution. Reinstate the 59 and eliminate the 52. A similar setup is currently present on 16th St NW, where there is one local and one limited stop route (S2 and S9 routes). Having one local and one limited stop route on 14th St, which could run from Takoma all the way to Waterfront, would: 1) Simplify the bus routes on 14th St, with all buses leaving Takoma and going downtown/to Waterfront and vice versa without a turnback at Colorado Ave NW. 2) Reduce congestion, as buses would be leaving one stop at the beginning of the overall route (Takoma) and can be easily spaced correctly. 3) Allow for the 14th St corridor to have both limited stop and local buses, which are important for commuters and residents alike. The 59 is a blessing for Ward 4 commuters who need to get downtown for work like myself. Thank you!

I am concerned by the lack of routes that connect Deal Middle School to its feeder neighborhoods. In particular the new routes (or lack thereof) will make it harder for kids in the Deal Feeder but east of Rock Creek Park to get to school by bus. My kid, blessedly, is within walking distance of Tenleytown, so he will not face this problem, but I am aware of and understand the concerns of other parents. I also have the impression that there will be less service to upper Connecticut Ave, and that may be part of the same problem, as for many kids the way to get to Deal will be to take a bus on Connecticut to roughly Davenport. If planners have not already done so, I recommend considering this feeder map in relation to the proposed

bus map. https://dme.dc.gov/sites/default/files/dc/sites/dme/publication/attachments/Deal.pdf 1,500 kids go to Deal Middle School, so it's not a small thing if the busses don't serve the students.

WMATA's proposed changes to the H4 and D32 are terrible for students and inflict severe harm on students with mobility issues and the youngest students who commute by themselves at age 11. The D32 is currently a dedicated bus route that provides transportation to Deal Middle School for children who live east of the school. Hundreds of children commute by bus to Deal Middle School, including sixth graders who are 11 years old for much of the school year. It is essential that they have a bus that stops directly at Deal and as close to their homes as possible. WMATA's proposed changes in the "Better Bus" plan would cancel the D32. WMATA's proposed changes to the H4 are also extremely harmful and impact students at Deal Middle School and Jackson Reed High School. Because the D32 only runs twice a day, many Deal students participating in before or after school activities must take the H4 to get to school. Students also rely on the H4 because the D32 is often too full to take more students or is delayed and therefore students ride the H4. The proposed changes would move the H4 bus stop from the triangle park at Mt. Pleasant and Park Rd. NW to Adams Mill Road and Klingle Rd. NW. The distance between these stops is nearly .4 miles. The proposed new stop is a narrow strip of sidewalk at the bottom of a steep hill. The proposed change would move the stop from where the majority of the population live - in multi-unit dwellings on Mt. Pleasant St. and 16th Street to an area of predominantly single family housing at Klingle and Mt. Pleasant. This will result in a half mile walk for students who are coming from 16th Street. Under the current route, the H4 already stops at Park Rd. and Klingle Rd., serving students there. The changes are inconsistent with the District's commitment to Vision Zero and will make the commute to school harder and less safe. Students will have to walk half a mile to the proposed new stop from 16th Street. In the late fall and winter, many students will have to walk in the dark. There is also no space for students to wait at the proposed new bus stop. Thus the more than 40 students who regularly wait for each bus in the morning, as well as other residents, will be pushed out into traffic lanes. For the majority of students who depend on this bus, commute times will also.increase by 20 minutes or more. These changes are inconsistent with the "Better Bus" plan that WMATA is seeking to implement. Better buses for all residents including students would maintain stops in high population areas and allow for convenient commuting to school, work, and across the city. Thank you for your consideration of these comments and I strongly urge you to reject the proposed changes to the D32 and the H4. Sincerely, Katya Semyonova

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If DCPS refuses to provide school buses, I simply don't understand why they built MacArthur High School and continue to refuse a bus route that provides basic transportation for students. It makes zero sense. It's as if they don't want kids to go there unless their parents drive them each way, which creates traffic, and requires a student body with parents from certain backgrounds where they would have a work schedule that would allow to do this or could afford to hire someone to drive them. Absolutely disgusting that the DC government would do this.

Please keep Benning Rd NE and Anacosita Ave NE a stop on all lines that will replace the X2. It is the only public transit access to River Terrace Education Campus.

I strongly object to the elimination of D33, the bus route that is used by Deal Middle School students coming from east of the park over to Tenleytown. Most of those students riding that route graduated from Shepherd Elementary School in Shepherd Park, which is a feeder school into Deal. If you eliminate this route, it will be incredibly burdensome to impossible from a practical standpoint, for those students to commute daily to Deal. There is no other satisfactory alternative for them. The only other routes involve multiple transfers and over an hour of travel each way; this is not something an 10 or 11 year old can handle on their own. It will mean families without means, such as mine (I am a single mom who works full-time), will not be able to weather the sudden lack of transportation and the affected kids will have to drop out of Deal, giving up on an IB education and the friendships/stability they have built. You will also negatively affect the demographic diversity at Deal and have a disparate impact, as Shepherd Elementary is a historically Black school. If this route is on the chopping block due to numbers, I'd guess that you do not have accurate ridership tallies for that bus route, as most kids don't bother to swipe as they have the SmartTrip cards for students. If you have to go down to one bus route that goes over once in the morning, and then comes back once in the afternoon, that would be better than eliminating it. Thank you for your consideration.

I tried evaluating the proposed C87 bus route for travel between the intersection of Reno & Nebraska and DC International School. The trip planner suggested this would take 39 minutes during morning rush hour, including traffic and stops, while Waze (usually accurate) estimates only a 9 minute drive. I understand buses take longer, but either the trip planner is inaccurate, or there are so many stop son the C87 route that it will be highly inefficient. I'm very intrigued by the introduction of more useful crosstown routes, and I would love to be able to use public transportation instead of driving, but given a choice, I would never opt for a 39 minute bus ride over a 9 minute car drive. Just not worth it. 20-25 minutes, probably, but not 39.

Strongly oppose new D72 route not going south of White House. Will leave commuters from State Department and World Bank stranded, including diabled commuters. Appalling lack of service for a city that prides itself on being a govt and international hub.

Dear WMATA, I am a 74-year-old resident of Glover Park writing to protest the cancelation of the D2 bus route. Without Metrorail service in my area, I depend on the bus to get me to the Dupont Circle red line and thence eastward. I suppose my new alternative will be to backtrack northward to Tenleytown and pick up the Metro from there, which will be inefficient and time-consuming. The D2's winding route through my neighborhood is vital to many of us regular bus-riders, and I urge you not to eliminate it. Thank you for your consideration. ...Anne deBuys

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1. Need express buses connecting East and West (at least from Union Station to Georgetown; Union Station to Foggy Bottom); not forcing bus changes in the center of town. 2. The new numbering system is difficult to read on a map and difficult to remember. Use more of the alphabet. How about incorporating Street Letters for the routes running East-West (U Street, H

Street, M Street, etc.) 3. Focus on bus frequency: a bus coming once an hour is a Commuter Bus, not a city bus. Keep bus frequency at 30 min or less.

I would like to urge that you continue running the 31 bus route to Foggy bottom, at least during morning and afternoon rush hours. It’s really useful for GW staff and students, and other federal department workers. Cutting this service would be a loss for the community. Thank you.

I did review the proposed bus changes in Virginia. While I understand that change and consolidation is sometimes necessary, there is one area that continues to be a whole in system. Metro rail opens and closes at hours that make flight takeoffs and landings nearly impossible especially on weekends. It seems that no consideration was giving to closing this gap. For example and is a significant deficiency, taking flight out of National Airport at 7am (or earlier) is impossible using Metro transit. I live 10 minutes away down the parkway in Alexandria. There are bus routes that go to Crystal City and around to the Pentagon, but none to the airport. There used to be one bus that went to the airport early mornings on weekends but it was eliminated years ago leaving this deficiency. If Metro really wants to move people with rail and bus service as well as increase revenue to pay for new or expanded routes, stops at National Airport would easily serve that purpose. Not everyone has a Metro Rail stop near them to get to the airport. Please reconsider adding bus stops to National Airport especially early mornings or late evening when public transit is not available at all. Thanks

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The new naming convention does not add any useful information to the end user. Changing the names to the major regions (DC, Alexandria, Fairfax, etc.) is not as useful as one may think. Most users will be taking the bus within one of these jurisdictions, so the first character is not useful at all. What would be more helpful is designating a system like the interstate naming convention, e.g. Major North-South busses end in '5', Major East-West busses end in '0'. One does not need to use that exact nomenclature, but if we are to rename the whole system for personnel who have used these same characters for years, it should help them get around. With the proposed naming convention, personnel will ignore the first letter (which one would argue is the most important in the real-estate of the symbology) and just read the subsequent characters. Additionally, it is unclear which stops will be removed. The document containing the list of proposed stops has many typos and lists the stops by stop ID. I don't know how to even find the stop ID in the 'trip planner'. Stop: RT 7 LEESBURG PK + GLEN CARLYN DR (S) 16C, 16E, 28A 5001041 is marked for consolidation, but this stop is always busy. I tried to check to see if in fact it WAS to be removed, and in the trip planner under 2025, it looks like it is still there. Is there a way that these stop IDs could be sent to the public in a map format? If they're only removed for a certain time-window within the week, maybe the stops can be color-coded. Thank you for trying to improve service!

I protest the renumbering and realignment of the historic bus lines, like the 30s, 50s, 70s, 80s, and 90s lines, that mirror the old streetcar routes of the same number. This is a part of DC's history and it would be a shame to lose that connection. I also think the confusion for the public of renaming and realigning these lines, which have been set for nearly 100 years in some form

or another, is hugely problematic and does the transit rider a disservice. Please retain these lines and their existing naming. Thank you.

Please don’t cancel the D33 & D32. My son and daughter (deal & Jackson reed) use these daily. The D34 is overcrowded

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I just learned today about some major changes quietly being proposed by WMATA to routes that would now run on Westway between Crescent and Ridge Road. My wife has Alzheimer's and I am a cane-user. Nonetheless, we regularly make our way from 5 Court on Ridge down to see our son or our grandchildren who live on Westway. We cross Westway slowly and gingerly with great regularity and I can tell you with certainty that this road is already highly trafficked and not the most pedestrian friendly crossing in Greenbelt. Adding buses to the mix is a disastrous idea and to what end? The bus routes that currently use Southway and Ridge seem just fine. Ridge Road is wider and the safety concerns would be much lower using Southway/Ridge than using Crescent and Westway to get to the same intersection (Ridge and Westway). Therefore, I write to vociferously object to the proposal by WMATA to introduce two new bus lines, the P20 and P21, along Westway between Crescent Road and Ridge Road. The proposed routes will endanger me and my wife not to mention impact safety for residents in our community, more broadly. To reiterate: Westway on this block has a crosswalk used by hundreds of kids, parents, teens, and elderly couples walking to or from the library or Roosevelt Center. This area is frequented by children (including our grandkids), who already face difficulty safely traversing Westway. Putting buses along Westway there will pose a great risk to pedestrians crossing the street. Lastly, Westway has no proper sidewalks, so kids, seniors and even our blind neighbor at 1 Westway must walk in the street. The current routing using Southway and Ridge should not be changed. Westway between Crescent and Ridge should remain bus-free. Thank you for considering our concerns. Regards, Steven and Josie Sommers [redacted]

Please keep D32 and H4 routes as this new plan restricts access for bancroft elementary students feeding into Deal and Jackson-Reed

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Please extend the proposed route of the "DC104" line from Van Ness-UDC to Tenleytown-AU so that more students currently enrolled at Bancroft Elementary School can eventually ride the public buses to their middle and high schools located near Tenleytown-AU. Alternatively, please route the proposed "DC103" line to run along Mt. Pleasant St NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School.

Dear Directors Santos, Hadden-Loh, and Worth: I implore you to ensure WMATA keeps the D33 and W45 bus lines running (currently slated for elimination in the "Better Bus" plan). These bus lines are heavily used by many DC city school students (in addition to other commuters) and typically run at full capacity. Many DC families depend on public transportation to get our kids to

school since there isn't a dedicated "yellow school bus". In WMATA's proposal, the D33 (to Alice Deal Middle School) and the W45 (to Jackson Reed High School) have been eliminated as dedicated bus lines which pick up kids in our neighborhoods and deliver them close to school (then back again in the afternoons). WMATA's proposal to eliminate these lines and have riders transfer buses instead is not a solution for children—especially the middle schoolers, who are as young as 11 years old and commute on these buses alone. Forcing a transfer and a minimum 45 minute-commute will push families to drive their children to/from school. This will increase traffic and run counter to DC climate and traffic calming goals. Furthermore, DC is struggling with a truancy problem; making it harder for children to get to school only exacerbates this issue. Please keep both the D33 and W45 bus lines and bus stops. While these bus lines serve school children, they also serve other commuters on 16th street. A WMATA representative at a town hall said they can no longer have bus lines dedicated to schoolchildren; however, these lines also serve adult commuters on 16th street. Framing these reductions of service as a "Better Bus" plan is disingenuous and harmful to the community.

I am at a loss to see how you can take out the N4. I use it from Ellicott and Western regularly, yet now you say I have to walk to Tenleytown. That's a mile walk. Please, please, please don't take away the N4! I also suggest that you improve the fare collection on buses. I have been on buses a number of times where the driver lets people on paying no fares. If the card doesn't work right away, he will say it's okay. I say no-- I need to pay. But he doesn't want to wait while I make the fare. I think you've lost a lot of money on the bus system this way -- enough to keep the N4.

Please do not eliminate the D32 and D34 business connecting families in shepherd park and Brightwood to their schools, Deal and Jackson Reed! The District has the responsibility to provide transportation for students to attend their schools. These routes are a lifeline for working parents and students without other means of transportation. Students derserve a direct route to their schools.

The most relevant routes for my transit usage are C81, C83, C85, and C87. Overall, I think the interlining of the four routes along Military and Nebraska seems very efficient, and I generally support those plans. Rush-hour service for the area seems quite good. 20m headways on weekends isn't perfect, but I get it. Finally, if these four routes could be directly connected to the Tenleytown-AU entrance (at the existing M4 stop) that would be a significant improvement.

My son takes the D33 to and from school each day. Removing that bus line will have a negative impact on our family, adding significant commuting time, cost, and burden upon us. I am shocked that the city would even consider taking away convenient and accessible bus service for kids to school. The city has a huge truancy problem. WMATA should be exploring ways to expand the way it supports getting kids to and from school, not cut it.

I rely on the W5 to get to my job at the Naval Research Laboratory. The proposed replacement route, the C27, would make my commute at least 20 minutes longer, and it already takes close to an hour. The current W5 route is fairly direct from Anacostia Station. I suspect the C27's route may make timing more sensitive to traffic and thus less reliable. If that will be the only replacement for the W5, it would make me consider alternatives to using Metro for my commute.

Dear WMATA please do not make changes to the bus timing and schedules that impact our students attending Jackson Reed High School and Deal Middle School which include D33, D32 and W45 and H4. My kids and neighborhood kids will all need alternative transportation should timing and or routes be canceled thank you

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The D32, D33, W45 and all school-serving routes should be preserved. Removing these daily routes will unnecessarily contribute to congestion along the Georgia Avenue and other busy city streets by adding the traffic of families commuting to their neighborhood schools. Student-serving routes are a safe, ecological, and essential.

WMATA is proposing to eliminate the D33, D32 and W45 and change the H4 – important bus lines used by Deal and Jackson-Reed students to get to school each day. These routes should be maintained to support equity in school attendance and participation.

Please reconsider the H4 bus line that transports minority populations and students to their public schools! Education is a priority in our city and truancy is on the rise. Let’s not make it harder for our kids to get to school by removing these bus routes through Mt. Pleasant.

There’s no reason to change the bus numbers, especially the ones that been here for a long time. At this point there part of DC history. At least keep the iconic ones like the 70, X2, 30

My children rely on the W45 and the D33 buses to get them from 14th and Kennedy St NW to their respective schools (Deal and Jackson Reed). The proposed 2025 Better Bus Network eliminates these options and will make it extremely challenging for my kids and countless others in my neighborhood to travel across the park to get to and from school safely and on time. Please do not get rid of these important routes/lines. So many families rely on them!

Please do not close the bus stops down both ways at 19th and Columbia Road, NW. there are MANY large Apartment Buildings on both sides of the Street, and MANY people use these 2 bus stops. Also, please could you have the 42 and 43 buses terminate Downtown at the DC Public

LibrRy instead of at The Kennedy Center. I don’t know anybody who ‘s taken either bus to the Kennedy Center, and I live in a big Apartment building. Many Thanks. Val H.

My concern is specifically around the buses that provide transportation to Deal students it’s important that our children have a safe and effective way to get to school. Eliminating this bus not only eliminates an effective way for our kids to get to school but subjects our children the elements of riding with the general public which at times can be subjecting them to riders who struggle with mental health or violence. These buses have been in place for so many years that you would creating a strain not only on the students but on the parents who need reliable transportation for these kids. Please do not eliminate thieve Deal lines

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Dear Directors Santos, Hadden-Loh, and Worth: I implore you to ensure WMATA keeps the D33 and W45 bus lines running (currently slated for elimination in the "Better Bus" plan). These bus lines are heavily used by many DC city school students (in addition to other commuters) and typically run at full capacity. Many DC families depend on public transportation to get our kids to school since there isn't a dedicated "yellow school bus". In WMATA's proposal, the D33 (to Alice Deal Middle School) and the W45 (to Jackson Reed High School) have been eliminated as dedicated bus lines which pick up kids in our neighborhoods and deliver them close to school (then back again in the afternoons). WMATA's proposal to eliminate these lines and have riders transfer buses instead is not a solution for children—especially our middle schoolers, who are as young as 11 years old and commute on these buses alone. Forcing a transfer and a minimum 45 minute-commute will push families to drive their children to/from school. This will increase traffic and run counter to DC climate and traffic calming goals. Furthermore, DC is struggling with a truancy problem; making it harder for children to get to school only exacerbates this issue. Please keep both the D33 and W45 bus lines and bus stops. While these bus lines serve school children, they also serve other commuters on 16th street. A WMATA representative at a town hall said they can no longer have bus lines dedicated to schoolchildren; however, these lines also serve adult commuters on 16th street. Sincerely Alex Khachaturian. Ward 4 resident and longtime Metro commuter

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The Better Bus Network provides a good starting point for making the regional bus system stronger. Also, it takes into account new development and changing travel habits, especially after COVID. I noticed that the proposed 2025 Network includes renaming all PG County routes, including those operated by “TheBus”. Has there been any discussion about passengers confusing which operator is running those routes? The map legend shows routes operated by "TheBus" as a rectangle with 3 number or "###" . However, this same scheme applies to Metrobus routes too. Therefore, it is hard to distinguish which bus operates a particular line. In order to avoid confusion once the plan rolls out, WMATA should consider a chart or a reference legend for customers. For instance, the PXX (old T18); etc. In this way, riders can quickly make a mental connection. Finally, I noticed that RideOn's system is not apart of the regional renaming scheme and DC includes a combination of "A', "C" and "D" routes.

I urge WMATA to preserve the D33, D34, 59 and H4 routes. Our family lives east of Rock Creek Park in Ward 4, and our children, who attend Alice Deal MS and Jackson-Reed High School, rely on these bus lines. Eliminating these lines would dramatically impact our ability -- and the ability of scores of families -- to get our children to and from school, activities and friends' houses. Moreover, the lines are heavily used, and if anything should be supplemented with more buses, not eliminated. Enhance, do not eliminate, these lines!

Hello, these changes interrupt several bus lines that are extremely important to Deal Middle School and Jackson Reed High School students, which will affect my family and my children's friends and school peers. Please do not cut service on the D33, D32 or W45, or change the H4.

Please keep the D32, D33, and W45 bus lines running (these are slated for elimination in the "Better Bus" plan). These bus lines are heavily used by many DC city school students (in addition to other commuters) and typically run at full capacity. Many DC families depend on public transportation to get our kids to school since there isn't a dedicated "yellow school bus". In WMATA's proposal, the D32 and D33 (to Alice Deal Middle School) as well as the W45 (to Jackson Reed High School) have been eliminated as dedicated bus lines which pick up kids in our neighborhoods and deliver them close to school (then back again in the afternoons). WMATA's proposal to eliminate these lines and have riders transfer buses instead is not a solution for children—especially our middle schoolers, who are as young as 11 years old and commute on these buses alone. Forcing a transfer and a minimum 45 minute-commute will push families to drive their children to/from school. This will increase traffic and run counter to DC climate and traffic calming goals. Furthermore, DC is struggling with a truancy problem; making it harder for children to get to school only exacerbates this issue. Please keep the D32, D33, and W45 bus lines and bus stops. While these bus lines serve school children, they also serve other commuters on 16th street. A WMATA representative at a town hall said they can no longer have bus lines dedicated to schoolchildren; however, these lines also serve adult commuters on 16th street. Framing these reductions of service as a "Better Bus" plan is disingenuous and harmful to the community. Sincerely, Erika Becker-Medina (WMATA commuter for close to 40 years, DCPS parent, and Ward 4 resident)

Do not completely change the name of the routes. Add the letter which denotes the location but keep the names of routes that are still 80% or so the same. Having them be so similar for all of the buses seems like asking for confusion.

Hi. I take the D2 Bus that starts at Edmond Place behind the 4000 Tunlaw building. It would be a pity to cancel this route. So many workers, seniors and students use this bus to get to schools, shopping and the Metro down at Dupont Circle. I see students bussing home up to Davis street and small streets up there.. I cannot walk to Wisconsin Ave and I need the D2 to get down to Dupont Circle.

Please do not cancel the D33 and/or W45 buses. These are critical for Alice Deal and Jackson Reed students who live east of Rock Creek Park. Without these buses, transport of students to either of these schools for the neighborhoods along the 16th street corridor would be unreasonably time consuming and cumbersome. These children already have long days at school, any additional travel time would be a detriment to there success and ability to thrive. There are no viable alternatives if these buses are eliminated.

My sisters and I rely on the M4 and N4 to get to and from school every day. Decreasing service on these lines would make it extremely difficult for us to get to and from school. Without school buses, these Metrobuses are our only option. Please don't make our commute more difficult! We go to Deal Middle School, St. John's College High School, and to the metro in Friendship Heights to take the red line to school in Montgomery County. Please also bring back N6 service to Friendship Heights (which was canceled during the pandemic)!

I am writing to express my strong objections to the proposal by WMATA to introduce two new bus lines, the P20 and P21, along Westway between Crescent Road and Ridge Road. This proposed route raises significant concerns regarding safety, accessibility, and quality of life for residents in our community. The plan in question is proposing to reroute bus traffic onto Westway between Crescent and Ridge Roads. Currently, there is no bus traffic on this steep hill and narrow stretch of road. WMATA plans to schedule up to 8 buses per hour to run up or down this street. Here are my objections and concerns: Firstly, Westway between Crescent Road, and Ridge Road includes a heavily trafficked crosswalk leading to the playground and library. This area is heavily frequented by children, elderly residents, and dog walkers who already face challenges navigating the existing traffic flow. Introducing buses along this stretch of Westway will exacerbate congestion and pose a greater risk to pedestrians crossing the street. Secondly, the sight lines for vehicles turning onto Westway are already inadequate. The addition of bus traffic along this route will further hinder visibility and increase the likelihood of accidents at the intersection of Crescent and Westway. Thirdly, Westway lacks proper sidewalks, forcing pedestrians to walk in the street. We having multiple wheelchair user and a blind neighbor -- all living on this stretch of Westway. This rerouting is also particularly dangerous given the steepness of the hill between Crescent Road and Ridge Road. Vehicles regularly get stuck on this hill or spin out turning on to Westway in winter months because of ice on the roads. Introducing bus routes here will not only disrupt pedestrian safety but make it very difficult for cars navigate this challenging terrain. Moreover, the proposed bus route will bring about noise pollution and safety hazards to our neighborhood. Using Southway and Ridge provides a more sensible and safer approach to accessing the apartments on Westway -- without compromising the safety and well-being of residents. Given these concerns, there appears to be little rationale for changing the current routing. The existing route on Southway and Ridge adequately serves the needs of our community without introducing unnecessary risks and disruptions associated with the proposed changes. Therefore, I urge WMATA to reconsider its proposal to use Westway between Crescent and Ridge for a bus route for the new P20 and P21 lines Thank you, Drew Sommers 1B Westway, Greenbelt. TIME is of the essence: The WMATA model public comment closes at 5:00 p.m. on Monday, July 15th. Here is the link for sharing comments: https://betterbus.wmata.com/share I believe buses should continue to use Southway and Ridge for access to the apartments on Westway. Maintaining the existing routing would uphold safety standards, preserve neighborhood tranquility, and ensure the well-being of all residents in our community. Thank you for considering my concerns regarding this important matter.

Please reinstate the E6 bus line. It is the only way I can get to stores near Chevy Chase circle. I also need it to get to my doctor at friendship heights

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The elimination of the county bus 11 would affect my commute drastically. Currently the G12 runs every half an hour, and the 11 runs every half an hour, but on the 15 minute mark, so one or the other runs every 15 minutes. By eliminating the 11 and changing the G12 to the P21 but not increasing the frequency to any more often than every half an hour, there would now be only one bus running every half an hour to my location. This HALVES the current frequency. I bought my house in the location I did specifically because of the frequency and convenience of the buses as I cannot drive and do not have a drivers license. I would be extremely sad and might even consider selling my house if the same frequency of buses is not kept.

I'm a parent in the Cathedral Heights area in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

The proposed C61 bus route, and the canceling of the D32 bus, would hurt the Mt. Pleasant community, especially those families with kids who attend Deal MS and Jackson-Reed High School. The C61 route, running along Adams Mill Road, would require a much longer, hillier walk for students living along the densely populated Mt. Pleasant Street area. Mt. Pleasant students already have an unusually long commute to Deal and J-R, and this new bus line would only exacerbate the problem. Please restore bus service along the Mt. Pleasant Street and Park Road route to the Deal and J-R campuses. Thank you.

I'm writing to oppose truncating the 42/43 bus line into the proposed D72. Ending the route at Farragut Square significantly lowers its usefulness to many commuters including myself. This is

a clear and unacceptable reduction in service and WMATA riders deserve better. Save the 42/43 in its full current route!

It is utterly ridiculous to remove routes utilized by students getting to and from school. Particularly the D32, D33, and W4 is important to student learning. These routes take students to two of the largest middle school and high school in the DCPS system. Removing them would show that WMATA does not care about students learning.

My daughter uses the D32 bus as a dedicated bus to get her from Shepherd park to her courses Deal Midlle School and back. Not having access to this bus line would severly impact our already struggling family. Given the ridership of this line, and the fact that it is a safe mode of transportation for many school children, I would request that you do not suspend these vital school programs.

My primary and most urgent feedback is for WMATA to protect the bus routes that serve Deal and Jackson-Reed public school students' ability to efficiently commute to school: D33, D32, W45 and H4. Where DCPS does not have a fleet of publicly-provided school bus routes, our public school student population and their families rely on efficient service to school locations at a minimum during the school year.

I am writing to oppose getting rid of the L8 bus. It is the only reliable way for me to get to the metro red line from Kensington. Unfortunately, the Montgomery County Ride On busses are not reliable and sometimes do not come. Only the Metro L8 is dependable, and it is never empty so I can't imagine it is not needed.

I oppose WMATA’s proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our Fairlington community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour are not adequate to serve commuters. Our service was already cut when the 7Y line was canceled. Therefore, I urge you to reconsider the reductions in service.

Please restore service to the S1. It used to connect Columbia Heights/16th Street Heights/Admo to Foggy Bottom. Foggy bottom remains one of the busiest metro stations, so clearly people are commuting through there. There is not currently any one bus that goes from uptown to Foggy Bottom. The S1 and S2 basically share most of the same route down 16th street, so you could even just divert some of the S2s to go west once they reach 16th and K NW, and it would still serve most of the riders who get on and off somewhere along 16th. Please restore service.

I have two main concerns about the Metro's proposed "2025 Better Bus Network" that could adversely affect many in our community. Firstly, it's crucial that bus service throughout Greenbelt is not reduced, especially routes like G12 and G14, which are essential for residents relying on them for commuting, shopping, and other daily needs. Secondly, routing bus service along Westway between Crescent Road and Ridge Road raises significant safety issues. Westway is one of Historic Greenbelt's busiest pedestrian walkways, frequented day and night by adults and children, some on bicycles or scooters. Given the steep hill and visibility challenges, there are concerns whether a Metrobus descending from Ridge Road to Crescent Road could safely stop in time, especially with people emerging from nearby playgrounds, homes, and the museum. These safety concerns would be exacerbated during adverse weather conditions or darkness. For over 15 years, the current route along Ridge Road and Southway has effectively served residents and should continue to do so to maintain the accessibility that our community depends on.

Service through Greenbelt MD: Routes G12 and G14 should remain as they are. People depend on them for work, shopping, and other needs. Also buses should not be routed along Westway between Ridge and Crescent Roads. This is a narrow street with safety and noise issues. Service should stay on Ridge and Southway as it is and has been for many years, where people are used to finding the buses. Thank you.

Deal and Jackson Reed students often use the D33, D32, W45, and H4 to travel to and from school. Please do not discontinue these routes necessary for students, not everyone is located near a Metro stop. Discontinuing these routes would make it harder for students to attend school (resulting is possible truancy) plus add to the heavy traffic already on DC streets in the morning and afternoon. Please keep these routes, thank you.

Eliminating routes by Deal Middle school and Jackson-Reed High school in DC is a dis-service to the residents of Washington DC and especially under privileged residents and students. It is WMTA’s incompetence at full display.

I am absolutely shocked WMATA is proposing to eliminate the D33, D32 and W45 and change the H4 – Deal and Jackson Reed students depend on these buses to get to and from school. How will our kids get to school?? Walk two miles?? How are we promoting ridership with these eliminations? The last thing we need is more cars on the road.

As a concerned Greenbelt citizen, parent of a young child, and user of WMATA services…I am concerned about the proposed P20 and P21 buses route down the hill on Westway between Crescent and Ridge Roads in Greenbelt. This is a steep hill that far too many people already speed up and down, often ignoring the stop signs. There is a crosswalk on Westway towards the bottom of the hill between the stop signs. Vehicles gather speed up and down the hill, rarely

stopping there due to poor visibility at the crosswalk for both drivers and pedestrians. The onus at the crosswalk is sadly often on the pedestrian to make sure it is clear, as opposed to drivers who rarely slow or stop. There is large playground right across the crosswalk on the eastern side of Westway. There is a dedicated school bus stop at the bottom of Westway where children are picked up and dropped off. Children frequently cross at the aforementioned crosswalk. Increasing vehicular traffic, particularly of large buses will likely increase the risk of potential pedestrian and child fatalities. Please reconsider this junction of the proposed route

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I was a daily user of the E6 bus until the pandemic hit and the bus line was canceled. I now use the E4 bus to have access to shopping and restaurants near CT and McKinley and to get to Friendship Heights for doctors and metro service, I need the E4 bus line when I carry groceries from Safeway and packages from CVS and Friendship Heights to get back home and to also get to Lafayette Elementary School for events. Please do not eliminate the bus service down McKinley to Friendship Heights. Thank you.

The L-8 bus thru Kensington is the only way to get to Chevy Chase Circle (and subsequently the Avalon and nearby restaurants), and to get to Friendship Heights. I oppose its cancellation. The proposed alternative - the M44 - would go into Bethesda, and then would require a transfer to get to Friendship Heights. There would remain however no way to get to Chevy Chase Circle and the nearby theatre and restaurants in the District.

I would like Metro to keep the D33 bus for Deal Middle School and the W45 bus for Jackson Reed High School. My children depend on those buses to get to school along with many other kids in the neighborhood.

Please make sure there is a bus to bring kids in Glover park (Benton St) to the new MacArthur high school!

I’m a parent of Mae and Eva Vaagenes in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students

west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thank you, Rachel Vaagenes

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I support the Greenbelt GHI concerns about our bus routes not being reduced. We need the G12 and G14. And please keep the routing along ridge and Crescent. Westway is a crowded and tight area for buses.

First let me say that I think it's great that Metro is making changes to improve service to for District residents. I'm a resident in the Bruce Place and Stanton Road area. I can catch three different buses at the corner of Bruce Place and Stanton Road depending on where I'm going. Since we will lose the Circulator next spring in 2025 my concern is that W6 soon to be the C25 will need to run more often during the day, evening and late night to and from the Anacostia station. We need the W6/C25 to run regularly since we will lose the Circulator. Currently we don't see the W6 running throughout the day. The Circular is our go bus and our backup bus. That bus will be the residents our only means to get to and from the Anacostia station on a daily basis. Also, I think there needs to be a larger by on that route every day because people will have to use that bus once the Circulator goes away, those smaller buses aren't going to work.

The current D32 bus is a special add-on that primarily transports school-age children from east of the park to Deal Middle School. A total of 4 buses run -- two westbound immediately before school, and two eastbound immediate after school -- that are completely packed to standing room only. The proposed bus network eliminates these add-on buses without a plan for handling the surge of riders for the school commute. While the current D32 broadly follows the current H2/H4 route, the current D32 starts/ends halfway through the H route (i.e., near the Deal Middle School zone boundary). The proposed plan to consolidate H2/4 in a single longer route and eliminate the D32 will not be able to handle the school commute surge. Keeping the current D32 is essential (although it will have to be renamed, since the proposed network adds a new unrelated route named "D32").

I am a longtime L8 rider and represented people who live in the area served by the L8 from 2007-2023 in the Maryland General Assembly. It would be a mistake to discontinue the L8 bus. The proposed replacement service is a significant downgrade. Unfortunately, bus service along Connecticut Avenue has withered over time. The L7 bus from Friendship Heights to Wheaton was eliminated about 15 years ago for budgetary reasons. The L8 is operated currently haphazardly with with metro on weekdays and Rideon on weekends. Meanwhile the County continues to upzone the L8 corridor - more density with less north-south transit. The proposed replacement service leaves residents along Connecticut Ave north of central Kensington with NO bus service. It also reduces service south of East West Highway. The proposed replacement service also duplicates the Purple Line and Rideon routes 4 and 34. A better plan would be to 2) INCREASE service frequency on the L8 and 2) reduce travel times by adding signal priority and queue jumps along the route, and 3) Consolidate to a single operator.

Please do not remove the bus stops at 14th Street and Nicholson (#1002667 and 1002666). These stops provide better access to my home when arriving in the late evening.

Hello WMATA team! Thank you for your hard work on this network redesign. My name is Tosha, I've lived in an apartment building on Connecticut Avenue in the Van Ness/Wakefield Triangle neighborhood for over 20 years. I do not drive, so I rely heavily on WMATA service to get around; in 2023, I took 344 rail trips and 144 bus trips, with the L2 as my most used bus route. I live a 10-15 minute walk from both the Van Ness and Tenleytown metro stations, but I prefer to take busses whenever possible to get direct access to my destination. I strongly support the Better Bus Network's goals of improving crosstown connections, making transfers a viable option, and having more consistent frequency throughout the week; although I LOVE to take the bus, I often find myself choosing to walk or bike across the park because of the lack of crosstown options from my neighborhood, and the unreliable frequency along current routes. I am SO glad to see the proposed C81 route, which would provide a crosstown connection from the intersection of Connecticut and Nebraska; this route would be the closest crosstown connection from my apartment, and would create new opportunities for me to access neighborhoods east of the park and north of columbia heights. I am also very glad to see the proposed D74 route, which would require a transfer, but would still provide opportunities for me to get across the park to neighborhoods like Columbia Heights, petworth, and upshur street. I do have some serious concerns about the proposal: 1) The D70 route should not begin/end at Chevy Chase circle, but should instead extend along western avenue to Friendship Heights; in the proposed Network, the D70 ends at the terminal on Connecticut Avenue, but there are no other routes near that stop, and no opportunities to transfer. I get it, because the bus terminal there is historic and cool and I would LOVE to see it used more; but the fact is it makes more sense for most routes in the area to begin/end or pass through Friendship Heights. If the D70 were extended to Friendship, it would provide me with critical access to the D96 route, opening up AU Park along Massachusetts Avenue; I love to go shopping at local business there like Wagshal's, but currently my only option is to walk an hour each way (including going over tenleytown, the tallest hill in the city). A crosstown route between Connecticut and Massachusetts does not make sense here, but a transfer from the D70 to the D96 would be perfectly reasonable. 2) The D70 NEEDS higher frequency. Although I understand the limitations of a revenue-neutral proposal, it is absolutely essential that the tens of thousands of residents along Connecticut Avenue (especially those of us north of Van Ness who have less access to metro) are able to reliably access the transit network; yet while Wisconsin Avenue, 16th Street, and Georgia Avenue all have access to high-frequency routes, Connecticut is left out with only a medium-frequency route. I appreciate the importance of prioritizing rush-hour service along a major commuter road, but as a longtime resident looking to take advantage of the new opportunities for transferring from the D70 to new crosstown connections, I need to be able to catch the bus more reliably than the current proposal allows for. 3) The C87 route should provide a late-night service option. I know that this route, replacing the D31, is most important as a connection for students getting to Deal/Jackson-Reed in the mornings. But it's also an opportunity to fill a serious gap in the transit network; I love to go out in Silver Spring, but getting across the park is difficult, and at night the best option is to take the red line all the way around to Van Ness, a trip which usually takes well over an hour; after midnight (or 1am on Friday/Saturday), i'm forced to take an uber. If the C87 only operated during rush hour AND a late-night service (particularly on weekends), this route would be an an incredibly important

connection for anyone in my part of town who wants to access silver spring (or upper georgia avenue, if you're willing to walk a few blocks) without relying on cars. 4) The D72 MUST permanently run to Van Ness; I have to admit that at first this route was very exciting for me, because I love Mount Pleasant street and visit it frequently, except that I almost always chose to walk or bike there (2.5 miles) because of the lack of reliable transit opportunities. But under the current proposal, the D72 would only serve Van Ness as a commuter line; again, I understand the importance of prioritizing rush hour frequency along commuter corridors, but as a longtime resident I really need this route to provide access to Mount Pleasant and Adams Morgan during the days, evenings, and weekends. I want to support having the D70 run along the Taft bridge instead of the Duke Ellington detour, but unless the D72 permanently serves the Van Ness neighborhood, I will be completely cut off from accessing Adams Morgan. Overall, I think you all did great work with this proposal, and I am excited to see the final version when it is released and implemented. Thank you for your hard work. I strongly urge you to consider the needs of residents living along Connecticut Avenue north of Van Ness who rely on our bus network to access commercial and commutation centers across the city, and are not only using it to commute.

Restore E6 service to Friendship Heights asap! Many neighbors are struggling to commute without it!

Please do not remove the K2 bus line.

The major changes proposed to the current D32 and H4 buses will have a negative impact on students living in Mount Pleasant traveling to their in-boundary schools of Deal Middle School and Jackson Reed High School (in Tenleytown). These buses, and their schedules, are a lifeline for students to get to school and be able to return home at the end of the school day or afterschool activities. The metro is not an option since there is not a stop in Mount Pleasant. The current D32 and H4 bus schedules reflect years of discussion between WMATA, communities, school leaders and students – and have schedules that support and facilitate students arriving to school and departing from school. Under the current plan, the proposed changes will have a negative impact on these students, severely restrict their ability to get to school and are counter to the expressed goals of the effort. DC requires Mount Pleasant students to attend Deal and Jackson Reed for middle school and high school and the city should continue to provide bus transportation to get to and from school efficiently. The current schedule is working and should be retained. Secondly, as a Mount Pleasant resident, I am deeply concerned about the elimination of so many bus stops and routes that service the neighborhood. Mount Pleasant is not served by metro so buses are a critical lifeline for seniors, students/children, individuals who are disabled and people who cannot afford a car. I would like to see the H4 route restored as well as preserve the D43/D42 routes. Finally, I am puzzled and concerned that the proposed changes and documentation include Mount Pleasant as part of Columbia Heights. This is not accurate. Mount Pleasant is a distinct neighborhood in the city, and its residents have different transportation needs from those of our Columbia Heights neighbors. The documentation should be updated to reflect Mount Pleasant as a distinct neighborhood and that distinction should be taken into account in the proposed changes, including maintaining the level of bus service for the neighborhood, which is being reduced under the proposed plan.

Bus service throughout Greenbelt Homes, Inc. in Greenbelt should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

There is no way that it will take me 40 min during rush hour to get from my home in Cathedral Heights to my office in 200 Independence Avenue. Forcing me to take a bus that travels Wisconsin Avenue during rush hour will add 20-30 min minimum to my trip. Traveling on Massachusetts Avenue is far more efficient. Limiting the frequency of the N2/4/6 will force me to consider purchasing a car - and force me to consider requesting fully remote work. Afterall, many of my colleagues have already gone fully remote, so it will likely be acceptable to my employer. I have lived in the DMV for almost 25 years and have never owned a car because I have been able to rely on WMATA to get me almost everywhere I need to go. This plan will change that. I chose to purchase a home where I did because of the extensive bus options. Today, I am within a few blocks of stops for the 31/33, the 96, the N2/4/6, and the H4, which means I can access downtown and go crosstown with ease, generally with no more than 1 transfer and often no transfers. This plan will change that, meaning that in most cases, I will have at least 1 transfer, if not 2. The more I am forced to transfer, the longer the commute will take. This is unacceptable in a city that has allocated significant resources towards encouraging people to reduce their reliance on personal vehicles. It also appears that bus frequency will decrease on the lines near my home, which will also force me to consider purchasing a car. I have not done so to date for a variety of reasons, including the environmental and congestion implications. While it would increase my monthly budget, I can afford to do so, and I will if I need to, despite my long-standing convictions. Boo on WMATA!

Almost worse idea than Frumin's catastrophe on New Mexico Ave with the new bike lanes. Of course they just endanger people's lives, this bus change for the N2 and N6 is just a major inconvenience for all of the elderly in the condos and apartments in the adjoining Cathedral Ave section (blocks 3900 through 4200 who will no longer served.

Hi there after looking at the bus routes it is incredibly unclear what bus will go where. For example the DC300 replaces the 96 but only goes up to woodly there are dozens of busses going to the same spot but some routes such as 96 to union station and capitol heights seem to be eliminated. With the elimination of circulator service my concern is that this new system is not going to be able to work as planned and there will be points that are no longer metro bus accessible

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I am very concerned about the removal of the G8 bus without any equvalent replacement. There are very few bus line that go both crosstown and north-south, and the G8 is one crucial option. People do not only traverse the city in straight lines (either north-south or east-west). The proposed plan has no bus that comes cloes to covering the ground of the G8

This new plan appears to seriously limit connectivity in the neighborhoods of Hyattsville between Baltimore Ave and Queens Chapel. Previously, the F8 connected residents with both the Hyattsville downtown area and the West Hyattsville metro station. It appears that the newly proposed P43 replacement route does neither. As a resident of this neighborhood and regular rider of the F8, I am very concerned that these changes will make it much more difficult to use public transit and increase my and my neighbor's reliance on cars.

I like the routes of the new D2X and C57 very much. But at least one of them should be an high frequency every 12 minutes route. At least until the streetcar is extension is operational. The streetcar extension won't be operating until 2030 best case scenario. So until that streetcar extension is operational at least one of those bus routes (D2X or C57) should be high frequency every 12 minutes or better.

D72 should be extended to North Capitol Street across from Union Station. And, it should have all night service, particularly between Dupont Circle and Union Station. D72 mentions a stop at Dupont Circle. It should be Dupont Circle NORTH, which is the major transfer point between rail and bus and has the adjacent excellent metro elevator for riders needing assistance.

Firstly, I would like to express my support for reinstating the 59 bus service and improving the enforcement of traffic signal priority and bus lanes on 14th Street. These measures are crucial for ensuring timely and efficient service, which will, in turn, encourage greater public transit usage. Given the D.C. government's plans to wind down Circulator service, I believe WMATA should consider two key actions. First, WMATA should replace the Georgetown-Union Station route, as it accounts for a significant portion of Circulator ridership and serves as an essential crosstown connection. Second, WMATA should partner with the National Park Service to maintain the Circulator's National Mall service. This route is vital for tourists and could operate effectively as a free hop-on-hop-off service, reducing vehicle congestion around the Mall. Enhanced stops and NPS branding could further boost its popularity, making it a strong candidate for a tramway service. The proposed C51 and C53 routes are very promising. However, I recommend extending the C53 route to terminate at the Woodley Park Metrorail station instead of stopping at the Duke Ellington Bridge. This minor extension would significantly increase ridership. Furthermore, the route could potentially be extended west to American University to provide a comprehensive crosstown service near the District's western border. The existing 90/92 (C51, C53) series of buses are essential circumferential routes. With DDOT's planned investment in bus lanes on Florida Avenue, WMATA should consider creating a limited stop service, possibly named C5X, to expedite trips along this corridor, enhancing its role as a critical crosstown and circumferential backbone. I am a very frequent 90/92 rider and am constantly getting stuck in traffic. A limited stop service would do wonders. There is also a need

for more crosstown routes in the northern part of the District that cross Rock Creek Park. Additionally, I urge WMATA to aggressively pursue bus stop closures to further speed up Metrobus services. Regarding the naming scheme, I suggest revising the current first-letter naming system. The current scheme is not user-friendly for most passengers. While it may be useful for planners or WMATA for organizational purposes, the average rider does not need to know what jurisdiction a bus runs in, as most of us do not leave our jurisdictions regularly. This system can be confusing and does not provide meaningful information to passengers trying to navigate the network. Instead, a two-tiered nomenclature system could be adopted. High ridership and essential routes should be distinctly marked, similar to Baltimore's color naming system, to help users easily identify the most critical routes. These routes should receive higher service commitments and be targeted for Traffic Signal Priority (TSP) and bus lanes. This approach would simplify the system for users, making it easier to identify and understand the most important routes. I propose the following route names and suggestions: WI: 31, 33 for Wisconsin Ave PA or PAX: 32, 36, 39 for Pennsylvania Ave MED: H2, H4 for the medical complex U1 and U2: 90, 92, 96 for U St NCS: 80 for North Capitol St H and HX: X2, X9 for H St 16 and 16X: S2, S9 for 16th St 14A, 14B, 14X: 52, 54, 59 for 14th St 7 and 7X: 70, 79 for 7th St A1, A2, A3: A6, A7, A8 for Anacostia BDG: B2 for Bladensburg Rd MN: V2, V4 for Minnesota Ave AL: W4 for Alabama Ave The remaining routes can be designated with numbers reflecting their jurisdictions, such as: 100-199 for downtown D.C. 200-299 for crosstown D.C. 300-399 for Arlington/Alexandria 400-499 for Montgomery County 500-599 for Prince George's County 600-699 for Fairfax County 700-799 for Loudoun County 800-899 for PRTC/OmniRide 900-999 for commuter buses This naming scheme would also still be usable by other jurisdictional partners who run their own bus services such as ART and TheBus. Thank you for considering these suggestions to enhance the WMATA Metrobus system. I look forward to seeing improvements that will benefit all riders.

Hi we are a Ward 4 family and strongly oppose proposed elimination of the D32 and H4 bus routes. For the past two years, our daughter has walked about 1km to 16th Street and relies on the bus to go to and return from middle school at Deal every day. We do not understand why WMATA would eliminate these routes, which would now require our middle school daughter to take the S bus and then switch to the bus on military rd, and would be much less safe. We pay taxes and this important transportation service for public education should not be cut arbitrarily. We ask that you consider these facts carefully before making a decision. We are zoned to these schools but not everyone lives West of Rock Creek Park or can walk to school, so the implications of cutting these routes would be that certain students lose equity in being able to attend school and potentially add more car traffic to DC street commutes. Thank you.

I mostly want to comment on the 96 bus route. This is a gross town route that is so essential to providing access directly from many areas in SE to NW. Even now with its infrequent running, it's vital for my own transportation from the hill east area because areas around lincoln park and further east have little access to public transportation outside of the 96 bus that doesn't require people to walk many blocks. I know this is important for many people with mobility issues in the area and those that struggle to have to make transfers just to get to places in NW.

Overall I think removing some stops is a good thing. While I'm sad I lost the stop closest to my office and the closest stop to my home on another route I use frequently, this is outweighed by the faster traveling for everyone. When the old 42 used to stop 4 times in 3 blocks through Dupont, all it did was slow down the bus travel and slow down all the other traffic too, plus buses constantly pulling over made riding bikes around harder. No change is good for everyone, and there will be a few people with limited mobility who will lose the most convenient stop, but the vast majority of riders can walk an extra block or two, and everyone will be better off (and ridership will increase) if the bus gets you where you need to go faster.

I generally support improved bus service, especially direct, frequent routes and faster service during rush hour. With respect to the H8 (new "D74"), I do not support cutting out the Rock Creek Church Road segment in favor of Georgia Avenue and Upshur Street. The proposed stop at the Georgia Avenue metro would result in additional traffic, congestion on both the street and sidewalk, and contribute further to what is an unsafe area for pedestrians. There is a total lack of police presence during rush hour. While I greatly support extending the line to Dupont Circle and Farragut Sq., I do not support the new route that would cut off almost entirely Park View residents traveling East towards the Catholic University area. Nor is it clear, based on proposed route, where specific stops would be located. In the strongest terms, I disagree with the route changes for the proposed D74 / H8 bus line, which force riders to Georgia Avenue unnecessarily. Shamik Trivedi [redacted]

I have two children in the MacArthur feeder system. I'm here to advocate on behalf of students who live in my neighborhood, Cleveland Park, and are zoned for MacArthur High School. I've been a dedicated parent volunteer for both Eaton Elementary and Hardy Middle School. Unfortunately, my children will not be able to attend MacArthur. They both have 54 Plans and do not have the capability to perform the bus transfer that WMATA is requiring of families who live in my neighborhood (between Wisconsin and Connecticut Avenues). My children would be required to walk over a mile to take the C55 or C61 buses to Tenleytown, and would then need to transfer to the C85 in order to get to MacArthur. This would take well over an hour, and would require a very high level of attentiveness and executive functioning. While I would feel comfortable putting them on a bus heading directly to their school, I'm not comfortable sending them on a multiple-step journey. I'm sure that most other parents of children with developmental delays will be similarly unable to make use of their assigned public school because of this. My family is now planning to relocate outside of DC by the end of next school year. I request that WMATA please provide direct service to MacArthur for the hundreds of families that are zoned for Eaton Elementary by scheduling a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be incredibly helpful to my family and would enable us to continue living in DC.

I am 83 years old and live at [redacted], NW. The N2 bus picks up and lets off at stops right in front of my apartment building. On weekends and holidays the N6 picks up and lets off at the stop on the opposite side of the street. I regularly use the bus to go downtown for medical and other appointments. If I am left dependent on only the N4, reaching it requires a

steep, one block climb and a loooong one bloc, level walk, and I have mild mobility issues. It would an inconvenience and a mild hardship to lose the N2 and N6 at my front door stops.

Routes F28 and F29 should more closely maintain the current 17K and 17G. They provide critical service from residential neighborhoods along Braddock Road direct to the Pentagon. Diverting F29 to the segment between 495 and 395 will make it take too long and reduce ridership. It is also necessary to keep the frequency at every 15 minutes on these routes, to prevent overcrowding and provide reliability. Reliability through a reasonable frequency is necessary to keep the ridership.

WMATA's proposed changes to the H4 and D32 are terrible for students and inflict severe harm on students with mobility issues and the youngest students who commute by themselves at age 11. The D32 is currently a dedicated bus route that provides transportation to Deal Middle School for children who live east of the school. Hundreds of children commute by bus to Deal Middle School, including sixth graders who are 11 years old for much of the school year. It is essential that they have a bus that stops directly at Deal and as close to their homes as possible. WMATA's proposed changes in the "Better Bus" plan would cancel the D32. WMATA's proposed changes to the H4 are also extremely harmful and impact students at Deal Middle School and Jackson Reed High School. Because the D32 only runs twice a day, many Deal students participating in before or after school activities must take the H4 to get to school. Students also rely on the H4 because the D32 is often too full to take more students or is delayed and therefore students ride the H4. The proposed changes would move the H4 bus stop from the triangle park at Mt. Pleasant and Park Rd. NW to Adams Mill Road and Klingle Rd. NW. The distance between these stops is nearly .4 miles. The proposed new stop is a narrow strip of sidewalk at the bottom of a steep hill. The proposed change would move the stop from where the majority of the population live - in multi-unit dwellings on Mt. Pleasant St. and 16th Street to an area of predominantly single family housing at Klingle and Mt. Pleasant. This will result in a half mile walk for students who are coming from 16th Street. Under the current route, the H4 already stops at Park Rd. and Klingle Rd., serving students there. The changes are inconsistent with the District's commitment to Vision Zero and will make the commute to school harder and less safe. Students will have to walk half a mile to the proposed new stop from 16th Street. In the late fall and winter, many students will have to walk in the dark. There is also no space for students to wait at the proposed new bus stop. Thus the more than 40 students who regularly wait for each bus in the morning, as well as other residents, will be pushed out into traffic lanes. For the majority of students who depend on this bus, commute times will also.increase by 20 minutes or more. These changes are inconsistent with the "Better Bus" plan that WMATA is seeking to implement. Better buses for all residents including students would maintain stops in high population areas and allow for convenient commuting to school, work, and across the city. Thank you for your consideration of these comments and I strongly urge you to reject the proposed changes to the D32 and the H4.

The majority of middle and high schoolers use metro bus to get to and from school, with the addition of MacArthur high school to bring students from the entire NW are it is important to maintain buses in this are.

Regarding WMATA proposed changes to routes in Greenbelt: PLEASE DON'T WEAKEN THE BUS SYSTEM!!! Existing routes G12 and G14 should remain as they are. Many residents depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of multiple safety and environmental issues. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years.

I have a general and a specific comment. My general comment: At a time when the WMATA should be encouraging people to use public transportation, and busses in particular, I simply do not understand why WMATA wants to eliminate so many bus stops. This is ridiculous. WMATA should be making it easier for people to use public transportation, and not be making it more difficult to do so. My specific comment: I understand that WMATA's plan would eliminate the bus stop at 16th Street and Nicholson Street, NW. This is a terrible idea, and it is a specific example of WMATA's plan making it more difficult for people to use public transportation. The bus stop at 16th Street and Nicholson Street, NW is a very important bus stop for all of the neighbors who use the bus in both directions. I really hope that WMATA reconsiders this, and that WMATA takes this and other measures so that it serves in the public interest. Thank you. Randy Showstack, Ward 4

Please do not renumber routes, or do so as little as possible. The current route number/letter combinations are way easier to distinguish and remember, especially for only occasional riders like myself.

My daughter will be attending the School Without Walls high school in the Fall of 2024. As of now, the D62 bus only travels east on K to MacPherson Square Metro stop. It would be nice if this bus traveled west on K street. There are many people heading to the area of George Washington Hospital and University so we would like to see the route reinstated in the eastern direction.

Given that the overwhelming majority of riders in the District and Maryland (and a smaller proportion of riders in Northern Virginia) simply do not pay the fare when stepping on the bus (but before they assault the driver/other passengers, urinate, defecate, masturbate, play their godawful mixtape at ear-splitting volume, etc,) is there a way drivers could simply refuse them service until they pay or leave? This would effectively eliminate the lines that WMATA is cutting anyway but at least give the actual Humans who use those routes a chance to enforce some civility. While the behavior and/or mental health of passengers is not Metro's responsibility, anyone who uses the bus and rail system is well aware which group is responsible for almost all of the problems. Incompetent management at the top is one thing, but as the head of metro is not (yet) screaming at the passengers on the B2 North line about how "[redacted] I'M FURRUEAL (direct quote)" with his unwashed pants around his ankles that are covered in open sores, I am willing to hear his plans to address the

removal of the sub-human degenerates that make up the majority, or at least a significant minority, of bus passengers. You can be incompetent somewhere else. In the meantime, fix this.

I wanted to comment on WMATA's proposed C55 bus route through Bloomingdale. As you know, WMATA has proposed a route through LeDroit park, down 1st Street NW into Bloomingdale. I completely understand wanting to improve transit access in Ward 5 and Bloomingdale specifically. Unfortunately there are few reliable transit options in the neighborhood. WMATA's proposed route will do little to improve transit access and will further erode safety for cyclists on 1st Street NW. 1st Street NW is the only viable north/south route for cyclists in the area. North Capitol is more or less a highway, and other north/south routes are not contiguous. New Jersey Ave. NW provides protected bike lanes in both directions, but is not uniformly accessible in Bloomingdale as it runs diagonally. C55, as proposed, is a very limited route to connect LeDroit Park to Florida Ave. NW through 1st Street NW. That limited route would not provide practical access to points outside of the area without further transfers. 1st Street NW is already very congested with on-street car parking on both sides and no bike lanes of any kind. Cycling on this road is necessary, and already dangerous without a bike lane. Adding buses to 1st Street NW would further endanger cyclists. As other commenters have noted, car traffic on 1st Street NW is already very congested at rush hour times. Often cars back up many blocks moving toward NY Ave. NW. Traffic from Washington Hospital Center may be part of the cause. Often cyclists are not well represented in transit conversations, but cycling is a major means of transportation across DC. This proposed route would have limited impact on transit access, and would almost undoubtedly endanger cyclists who already face danger without any bike lanes in Bloomingdale running north/south. My husband and I use 1st NW for all of our daily transportation needs, and almost uniformly get around on bike. Capital Bikeshare locations in the area make cycling a very effective transportation option for many in the area, in addition to the scores of families who use bikes and 1st Street NW to drop their children off at Mundo Verde (where our 5 year-old nephew attends). Please consider rerouting C55 down North Capitol to avoid further endangering cyclists on 1st Street NW. Jonathan Moore [redacted]

Please do not reduce the frequency or change the routes of the G12 and G14 routes. Southway is the preferred route between RIdge and Crescent. Westway is too narrow and congested. Also, please consider restoring the C2 bus route on Crescent Rd. In order to keep cars off the road and provide workable transit, we need improved service, not reduced.

Bus service throughout GHI in Greenbelt Maryland should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

Please don't drop the 59! It's vital for people going between downtown and Columbia Heights, Petworth and Brightwood Park. Without the 59, traveling or commuting on the 14th Street bus corridor will be slow, crowded and far from rider-friendly. The bus system is one of the main reasons we love our D.C. neighborhood; please don't weaken it.

I'm a parent of two children in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I would like to say first that, as a ride of a limited set of buses--mostly those running from Mount Pleasant or Columbia Heights to downtown--I find the changes to the routes visually undecipherable. These comments, however, concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I am a resident of Greenbelt, living at 11G Hillside Rd. The proposed plan will negatively impact the lives of me and many other residents. Please do not reduce service throughout the GHI area of Greenbelt. Many folks living in GHI rely on Metro to get to work and medical appointments. Please keep routes G12 and G14 as they are. Also, routing the buses along Westway between Crescent Road and Ridge Road is a bad idea! It's a small residential street not meant for bus traffic! Please keep the route along Ridge Road and Southway, as it has been for at least 15 years, as they are wider streets meant for heavier traffic!! Beth Terry Greenbelt, MD

Please do not reduce frequency of service on the G12 or G14 busses--they are crucial for our community and many neighbors rely on them (I use them too!). Also, rerouting to go on Westway instead of Southway is a dangerous decision. Lanes are narrower, visibility is reduced (due to the hills), and there is always more dangerous traffic along Westway. Also, a number of homes are close to the road on Westway, whereas this is less of a case on Southway--making noise less of an issue on Southway for residents. Please keep the route through Southway and not through Westway.

Hello, I can only speak on personal experience though i do have a a few concerns that I feel a lot of people who use public transit can also relate to. Ghost buses. This can be incredibly difficult to navigate, with no indication of cancelation your left to believe that the bus may be behind, as shown in any map application on your phone, it'll push back arrival time letting you know the bus may arrive in 10 minutes, and then the delay goes on and on until it notifies you that said bus has departed. Leaving you, in what may have been a 40 min wait stranded until the next bus arrives. In some cases the would be "no big deal" as alot of bus run in 10,15, maybe 20 minute intervals, but in alot more cases buses (such as t14, and 16) run hourly and as a women in these areas leaves me feeling unsafe. This leads me into my next point, the inconsistency in his times Naturally I am a problem solver, say i miss the t14 (as i get out of work late) or it simply did not come for its last ride there are other options typically but these options leave me with about a 30 minute walk home, I think a lot of people could appreciate later bus times in the PG area of maryland. Thank you.

Bus service throughout Greenbelt and more importantly GHI coop should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

I rely on the G12 bus to get to the Greenbelt Metro station. Since WMATA once again raised the fares, and i now pay $6.05 each way to get to and from my job in D.C., I rely on taking the bus to and from the station. If I have to drive to the station, that is an additional $5 a day for parking. It is patently ridiculous that if I drive into D.C. every day, I can pay less to park in a garage, but have to spend over $17 dollars to take public transportation in order to do what I can to ease traffic congestion and be even a little environmentally conscious. And my complaints are coming from a place of privilege in that I have a working car and personally, currently, do not have to rely on the local bus routes to do my shopping and living in Greenbelt. What about those who more heavily rely on these bus routes? Those without reliable alternative transportation or the elderly? WMATA wonders why ridership dips and then needs to make up lost income by raising fares. It's a terrible cycle. Continue to close stations and routes and raise fares, and you will lose more riders.

I'm a parent of one incoming freshman and two future students in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Lanier Place between Ontario Road and Adams Mill Road houses in the middle of the block an active fire station and EMT service. If Ontario Road is made one way, more traffic will be diverted to Lanier Place from Columbia Road to streets that connect to Lanier Place, more traffic from vehicles that prefer leaving the congestion of Columbia Road will travel down Ontario Road to connect to Lanier, and more vehicles leaving Harvard Street that will no longer be able to access Columbia Road via Ontario Road will instead add to traffic congestion on Lanier Place, creating disruptions to the emergency services that use our block day and night. Our one small block on Lanier Place cannot handle the level of traffic that will be diverted to it. Please rethink this plan. Already we have multiple vehicles daily ignoring the stop signs at Lanier Place and Ontario Road, to the endangerment of pedestrians and cyclists. This block of Lanier Place is a narrow, one-way street. When an emergency vehicle needs to depart, there is no place for vehicles in the way to pull over. More traffic will only compound the delays to these services. As it is right now, this block of Lanier is often blocked by traffic that tries to avoid Columbia Road, compounded by delivery vehicles, Uber drivers picking up and letting off passengers (many with luggage), double-parkers and moving vans and service vehicles (electricians, plumbers, etc.).

Bus service throughout Greenbelt Homes Inc. should not be reduced; at a minimum, existing routes G12 and G14 should remain as they are. Many members depend on buses for work, shopping, and other needs. Bus service should not be routed along Westway between Crescent Road and Ridge Road because of issues with safety and disruptions of noise and increased traffic due to the nature of that street. The route should continue to be along Ridge Road and Southway, as it has been for at least 15 years, providing service to those areas which members already rely on.

I'm a parent of rising eighth grade twins in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do a

great job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown – and what looks like a commute of well over an hour -- would be helpful to both the students and the community. My family wants to stay in the DCPS system. We neither want nor can afford a private high school and the chances of both twins getting into Jackson-Reed is just that – a chance. I sincerely hope a bus line can be added so that students in the Eaton neighborhood – families like ours – can get to school in a reasonable amount of time. Many thanks for addressing this concern.

Please restore the E6 bus service to Friendship Heights, cancelled during COVID. We relied on it to get to the metro for both work and school.

The new proposed routes are a waste of resources. The bus or train system is already the best in the country and may only come second to possibly the NY transit system. Changing route names will only add to the burdens longtime and new residents face everyday. Adding more confusion to an already confusing and complicated world is excessive

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Dear WMATA Board: As a previous resident of Glover Park for over 10 years and current owner of a rental property in the neighborhood, I am opposed to the loss of the WMATA D2 bus line. The proposal to eliminate the existing D2 bus line and incorporate service into the proposed D96 bus line will cause issues including overcrowding and increased travel times. The existing D2 bus line provides Glover Park residents with a direct connection to the Dupont Circle Metro station which creates a vital transportation link for residents. As a realtor, I know this is a selling point for people who buy and rent homes in the neighborhood and rely on public transportation. The D2 bus line is efficient and extremely reliable in providing transit service to the Glover Park neighborhood and its loss would impact a lot of people. As you know, there is no metro station serving the neighborhood and the costs of Ubers and Lyfts are high. Please keep the existing service route for the D2 bus line and thank you for the opportunity to comment. Regards, Sean Aalai

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Let’s keep D34 and H4!!!

Please don't change the names. "D2X" and "D6X" sound so similar and would be so far apart. I will get way more confused. The other changes are okay but please keep the bus names.

A cross park route should extend through Mt. Pleasant. The new D72 not extending past Mt. Pleasant is terrible for riders. The current H4 and H8 routes do a great job of circulating riders across the park and some form of the H4 should continue to serve the area so that residents are able to get across town during the entire day without having to go downtown.

I'm a parent of an incoming freshman in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Please do not cancel the D32, D33, D34, or H2 as those lines service DCPS students. If those bus lines are canceled, WMATA will be contributing to our city's already high truancy rates. Help get our kids to school.

Hello, I am concerned about the discontinuation of the D32 route that middle and high school students in Mt Pleasant use to get to school. I understand that the C61 is meant to replace this, but already the D32 is very crowded with students needing to get to school on time. I'm trying to understand the rationale for cutting the D32. Is the C61 going to provide the same capacity and frequency? Thank you.

I'm a parent of two middle schoolers at Hardy, in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert,

and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

On behalf of Deal Middle School families, please PLEASE consider increasing the frequency of the M4 route during the school year. This route is the critical de facto school bus serving many neighborhoods. The buses are heavily filled during school year commute times. Please consider too that the students' school day often extends in to the early evening with afterschool activities. Thank you.

Based on the maps I'm seeing, there's no great route to Deal Middle from the major streets/surrounding areas. That would leave many parents struggling to find safe transportation for the kids.

The C55 bus is not necessary and should not replace the current g2 route. Not only will the construction and line alienate individuals on the street but will increase traffic and hazards to pedestrians that use 1st street as a safe and large enough space for dogs, strollers and wheelchairs compared to the drag race zone that is North capital. This will increase pedestrian death do not put this line in.

I'm a parent of a student in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned

for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

This is to urge WMATA to modify the proposed C61 bus route. It must continue to run down Mt Pleasant Street and Park Road so our children have access to Deal Middle School and Jackson-Reed High School. Our family has a lived on Park Road for 45 years, our kids and their friends used the bus system to attend school. The route must stay intact to ensure easy access to these schools. At a minimum, keep it during morning and afternoon school 'rush hour'. thank you!

Maintain access to Kennedy center on 42/43/D72 route! It’s one of the only ways to access a hub of free art experiences

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I’m a parent of a child who would have over 75 minute ride in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School.Contact me with any questions. Abigail Paulsen [redacted]. Thank you for the great work that is being done. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I’m a parent of a Hardy MIddle School 7th grader in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have

been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I'm a parent of three kids in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Please don't change or get rid of the 96! This is a main line for many residents from SE and Capitol Hill over through and to upper NW. I've been riding it for 30 years since I was in middle school. Thank you.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I'm a parent of 2 children in the MacArthur feeder system-one currently in Eaton and one in Hardy. I'm here to advocate on behalf of students zoned for MacArthur High School. The

proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Celina Bragagnolo-McLean Gardens

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Students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I can no longer reach the National Archives at College Park with the proposed bus routes. I need to get there every day. Please serve NARA at College Park!

I’m a parent of 2 kids living in Cleveland park and in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially

short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I'm a parent of Valentina Giubellino in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Also, if we could ensure students have convenient and safe bus stops available as they wait for their bus to arrive would be critical. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. It is essential for our students to be able to have equitable and convenient access to transportation to MacArthur High School and ensure they can attend classes on time and ensure a direct and safe route home. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. MacArthur HS was established with the vision of having another High School that can help alleviate the overcrowding of Jackson-Reed High School. Without a direct route for all students the opportunity to attend MacArthur HS is made more difficult for certain families. Thanks for your consideration of DC Students who need to attend MacArthur High School this Fall.

This is not something I support. Changing the names of bus lines will cause unnecessary confusion. Changing a bus name isn't going to improve service. Please do not change the names

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Please make more buses running and stops for my child to get to school everyday at MacArthur Hs. I really need for my child to succeed and one of the things that will help her is transportation. I am a mom of 4 and I don't drive!! Please metro let's make it work for the school year

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I am very disappointed with the lack of services for Chevy Chase DC. First of all, removing the E4 from McKinley Street will be a huge impediment for many people in the neighborhood who rely on the bus. Military Road is almost a half mile additional walk away, and it is a much more

dangerous street with cars whizzing by. I would not be able to send my kids to the bus stop on Military Road and it is too far a walk to be convenient anymore. Please do not reroute this bus. Second of all, please restore service to the E6 on Broad Branch Road. Lafayette students do not have public transit available anymore - just a bus stop with a sign that it is not used anymore. I understand you had to make cuts during the pandemic, but again it is a disservice to the community to have taken this route away. Please restore the E6. Or at least if you are going to take away the E4 on McKinley, restore the E6 from Broad Branch to McKinley so that there is still a bus stop there. Not too long ago you could get the E4, E2, and E6 at McKinley and Nevada and then ride the bus one mile to Friendship Heights to connect to the metro. Why are you taking away all the buses? Senior Citizens, students and working adults all need these bus routes.

Dear Sir or Madam: I have two students at Hardy Middle School, and we are now in the MacArthur High School feeder system. The new school has some real challenges, including its current physical facility. But the lack of convenient public transportation is one thing that WMATA can help fix. The proposed C85 and D94 routes will help take students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur. But we live near Eaton Elementary, the largest feeder elementary in the MacArthur system, and are not at all reasonably served by WMATA. We moved to 34th Street next to Eaton when our house was zoned to Jackson-Reed, and there are easy bus options to get to Jackson-Reed. But the city has now re-zoned our house for MacArthur, and there is not a simple bus route from near Eaton to MacArthur. This is a serious issue, and weighs significantly against the new school in our family's decision process. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that takes students west from near Eaton (e.g., Woodley Ave. or Garfield) directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would address the needs of students in our community. Eliminating the need to transfer in Tenleytown would be helpful to both the kids and the community. Thank you for your consideration. Karl Thompson

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Changing the name isn’t going to help make metro better. It’s a very unnecessary change and is only going to cause more confusion for DC natives who are already accustomed to the bus names. Nothing but mass confusion and unnecessary.

The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors

directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

The changes to routes G12 and G14 may cause more problems than they aim to fix. By traveling down Westway, particularly between Crescent and Ridge, they would encounter a steep hill in a pedestrian-heavy area, which would pose a danger. Standard SUVs already seem to speed down the hill daily, endangering pedestrians; I worry that frequent bus routes up and down the hill would increase the chances that someone would get hurt. The crosswalk at the bottom of the hill is along one of Greenbelt's most heavily trafficked pedestrian footpaths and is frequently used by both young families and the older adults who live in the area. There are no protections-- no speed bumps, no traffic lights-- for the crosswalk. In poor weather or at night, people would be in danger. There is no obvious justification for rerouting these bus lines down the length of Westway. Please investigate the hill yourselves, and consider canceling this route change and instead focus on increasing the frequency of buses along the existing G12 and G14 routes. The proposed route is unsafe until proper crosswalk protections are put in place.

Please make a bus route for MacArthur HS

I use the Circulator between Dupont Circle and Georgetown two or more times per week. I also use the S2 at 16th and P St. NW to/from Federal Triangle 3 or 4 times a week. Have these routes/stops been eliminated? I cannot find them in the attached documents. I am totally reliant on public transportation. Please respond: Susan Doolittle at [redacted].

I would like to have bus service through parts of Falls Church City not currently served, meaning not only along Broad Street and Washington St, but also along West Street and Lincoln Avenue to help connect residents to the East Falls Church Metro station. Not all citizens are able to comfortably walk more than a half mile or 3/4 of a mile to access a metro station, so a more comprehensive bus network would be very helpful to get around without a car.

I'm a parent of a child in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially

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Eaton elementary school zoned folks should be able to get to MacArthur without a transfer. Thanks!

I'm a parent of in the MacArthur HS feeder pattern. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

We need a bus route to get kids from Cleveland Park over to the new MacArthur HS in palisades. DC does not provide school buses and tells us to rely on public transport. So, we are relying on you, our public transport to get us there. The only option for kids now takes a MINIMUM of ONE HOUR on a good day, which includes a transfer. Please create a DIRECT line from Cleveland park to MacArthur Hight School. The kids are depending on WMATA.

I'm a parent of a Hardy Middle School student in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high

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I'm a parent of Winston Perez Holmes in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Hello, I just wanted to take a minute to say that I rely heavily on the x8 bus as it is currently running. This is the only way for me to get to work in the eastern market area. This is the only efficient bus in this area. I also rely on it to get to Union station because the x2 is far too over populated. The x8 gets to Capitol Hill much faster. NE is one of the only affordable places to live and if hill staff can't live here and get to work then it will be very disruptive to the community here…

I'm a parent of student at (formerly Eaton Elementary) Hardy Middle School which is in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to

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I've lived on Connecticut Ave between Cleveland Park and Van Ness for several years now, and I'm disappointed to only just be learning about a proposed plan that drastically reduces the features of the bus system I use most frequently. Under the proposed 2025 plan, I would no longer have easy access to the crosstown line via the H2 at Van Ness St/Conn Ave, or to Adams Morgan via the L2 from Conn Ave. There are no consistently available direct routes to replace these options in the proposed plan. I had also hoped that a "better" bus system might include 24/7 service up Conn Ave, a crucial/dense area that currently has no other late night service (since WMATA is still restricting metro hours well below pre-SafeTrack levels), but it does not. The current proposal does nothing to incentivize me to take the bus more and does away with the routes/options I have used most since moving here.

If DCPS is going to make MacArthur the in boundary school for John Eaton - Hardy Bound kids, then there should be a direct bus route for them to access MacArthur. 11 year olds should not have to take two buses and 40 minutes to be to their “local” high school.

I’m a student in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community

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Dear Sir or Madam: I'm the parent of two students at Hardy Middle School, and we are now in the MacArthur High School feeder system. The new school has some real challenges, including its current physical facility. But the lack of convenient public transportation is one thing that

WMATA can help fix. The proposed C85 and D94 routes will help take students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur. But we live next to Eaton Elementary, the largest feeder elementary in the MacArthur system, and are not well served by WMATA. We moved to 34th Street next to Eaton when our house was zoned to Jackson-Reed, and there are easy bus options to get to Jackson-Reed. But the city has now re-zoned our house for MacArthur, and there is not a simple bus route from near Eaton to MacArthur. This is a significant negative weighing against the new school in our family's decision process. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from near Eaton (e.g., Woodley Ave. or Garfield) directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thank you for your consideration. Best, Leah Brannon

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I'm very disappointed that this "better" network includes discontinuing bus service through Parkfairfax and the surrounding neighborhood. Right now the only way to get to a Metro stop on the weekends or during the day is by using Route 22A. Many of my neighbors who are too old to drive rely on this device. I've used it to return home in the middle of the day for appointments and will have to way to without it. Discontinuing this route will put more cars on the road, not fewer.

I'm a parent of on middle schooler at Hardy and one high schooler in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. My older child, the high schooler, actually decided to go to Jackson Reed, which is one easy bus line up Wisconsin from our house. His sister, a rising 8th grader, is being faced with having to choose between losing 2 hours of daily commute time to get to MacArthur, or simply take one easy bus to get to Jackson Reed - and she is lucky to still have that choice. Most in her cohort do not, and the lack of direct access to high school for a new feeder pattern is unbelievable. Students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system (about 550 of them), are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Please do so!!

I'm a parent of a high schooler attending MacArthur highschool living on Wisconsin Ave in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students

zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

This is desperately needed to help the kids to get to and from school seamlessly. The easier it is for the kids to get to and from the less likely they are to get into situations and it keeps them safe. One less worry for the parents.

To communicate with neighborhoods about bus changes, your map routes should cross reference the other bus routes that can be used for eliminated bus tops. For example on the C61, you are eliminating the Park Road and Mt. Pleasant bus stops but unless you use the 42 bus you would not know that the new D72 will at least have access to Mt. Pleasant street and Park Road to connect to Woodley Park. Until I started looking at each route, I thought the Mt Pleasant stops and Park Road were eliminated. You can easily add this to each of the PDF maps. Thank you

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Hello! It is an absolute shame that the Florida Avenue routes are not high frequency. These busses are used by thousands of people every. Single. Day. These busses on FL ave are busy at every hour. DDOT needs to make the Florida ave bus route high frequency. Medium frequency is unacceptable and frankly it makes me think you dont know who rides your busses. Please upgrade any busses on Florida Ave to high frequency. Also, if you are going to be putting in the Bus Priority Lane on Florida avenue (WHICH EVERYONE SUPPORTS!!) you should have busses that frequently use them. I sincerely hope you listen. I know I am just one voice, but so many of our neighbors feel the same. I know its hard to get public feedback. Please support this. Please.

DC Metro routes system for identifying routes has been in place since the 80s. and has worked for residents of the Washington DC area for years. If the only excuse you have for changing routes is that the new residents are having difficulty understanding the system then that is not a good enough reason. This is no more than gentrification to change the city's character for the wealthier residents that the city is trying to attract and please while ignoring the native residents that have been here since birth. The funny part of this process is that the information about the

meetings and the comment period only came days before. This change should not happen at this time. Your focus should be creating a safer metro system instead of worrying about the numeric numbers of the routes. This current general manager is only working to please the mayor and the board. We will discuss this more publicly.

This is not the better bus network for Georgetown! This is the much worse bus network. So you should really start using the right terms and stop with the sales pitch. We are not stupid. You are cutting way too much bus service in Georgetown, which is an economic center for the entire district.

By cancelling such lines: 63 and 64, this does not serves the Mayor's agenda of prioritizing downtown DC. It serves the absolute opposite. It causes inflictions on residents' work schedules, monetizing business, and healthcare appointments. The possibility of such removal does not adhere to Metro's mission as a company. Accessibility, convenience, reliability are three values that will not be displayed if such bus lines in Petworth are ceased.

You are cutting far, far too much service in Georgetown! I ride the circulator as well as all the WMATI lines to and from work and on the weekends. You are just shifting the service to other neighborhoods without considering the needs of this neighborhood, which funds a great deal of the service itself with our tax money. Please do not cut so much! Also, the bus lines is bringing tourists and folks from other parts of the city to visit and shop here contribute to the economy of the entire district. Thanks to the historic district. Please, for God sake do not cut so much of the bus lines here in Georgetown!!

I am concerned about the cut in Circulator service to Georgetown. Our family uses the service regularly.

The "D" and "C" delineations are unhelpful and perhaps misleading. The other letters indicate different jurisdictions, which ultimately implies that D and C are separate entities—but they both cover DC. Additionally, having the D and C lines paired with even numbers (particularly in the 30s) is similar to bra sizing conventions and leads to confusion.

Changing the bus line names will be detrimental to DC residents and cause further confusion. There is no issue with the current system and if anything I believe the new one is far more confusing.

Removing the 42/43 from its route into foggy bottom would completely cut us off from a direct route into dupont. I implore you to keep the extension to the kennedy center

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Save the G2 bus line! This is the one bus line that runs through my neighborhood that provides consistent travel from east to west in the city. It's worth it to maintain the connection between Howard University and Georgetown University. The proposed replacements make service worse for many people! The map provided by WMATA shows that the western reaches of the city are no longer available by public transit for Shaw residents. That's unacceptable.

Dear Metro, I live in the Riggs Park neighborhood near Fort Totten Metro station. I have several comments on the proposed 2025 Bus Network. 1. Please do not remove the bus stop at Galloway Street & South Dakota Avenue NE. Removing this stop will require residents in Riggs Park to walk a further distance to Farragut to catch the 80 or walk up a steep hill on Galloway to catch the 80 at Galloway & 4th. The stop on South Dakota & Farragut is in front of a residence, there is no bus shelter, and it would be uncomfortable waiting in the sun or cold for the 80 to arrive. 2. Please keep one of the Upper NE/NW crosstown routes the same as the E4 towards Riggs Park. Metro is proposing to shorten the crosstown route so that it ends at Fort Totten station instead of continuing along South Dakota to Riggs to Chillum Place NE and then to Eastern Ave NE before returning for the westbound crosstown trip. Instead, residents would have to disembark at Fort Totten and wait for the proposed P32 to continue onto South Dakota and into the Riggs Park neighborhood. Metro's comment/response summary document states that residents asked for a connection from Fort Totten to Riggs Park. Metro states that having Proposed P32 service Chillum Place NE would result in more frequent service for Riggs Park. I am not sure how Metro reached that conclusion. What we requested is that Metro keep the E4 route to Riggs Park the same. Notably, Metro did not include those comments in discussion of the proposed crosstown routes (C81, C83). In spring 2023, residents commented that Metro did not even provide a correct map of the crosstown routes for comment because Metro excluded the crosstown route to Riggs Park. But we still commented that Metro should keep the crosstown route to Riggs Park the same. With the abysmal frequencies proposed for all of the proposed routes (C81, C83, and especially P32), the reduction in service on the crosstown route will have a detrimental impact to Riggs Park residents because we will have to get off the crosstown bus at Fort Totten and wait for the P32 bus. Please keep the crosstown route a true crosstown route running to Eastern Avenue NE. Also, the arrows indicating direction of travel on the map for proposed P32 look like they are the reverse of the current E4 route. 3. Please increase the proposed service frequencies on routes serving the upper NE/NW corridor, along South Dakota Avenue NE and along Riggs Road NE/Military Road NW, (Proposed C71, C81, C83, D30, P32,). Service levels of 15 minutes on the D30 is abysmal. Service level of 20-30 minutes on proposed C71 is abysmal. Service levels of 30 minutes on the crosstown routes is abysmal. Currently the crosstown routes are supposed to run every 20 minutes, which is already poor. Reducing that even further is telling people not to bother taking the crosstown bus. But some people do not have any other option and turning the bus into an unreliable mode of transit for those who can least afford it is ill-advised. 4. I support the continued overnight service on Route 80 (proposed D30). 5. I encourage Metro to reconsider its decision not to propose a route similar to DC207 from the Spring 2023 proposal. Thank you for your consideration of these comments.

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1. Why does morning rush hour end at 9am on main arterial routes such as the Sixteenth St lines? The rush hour lane restrictions last until 9:30am for a reason. I will fairly regularly hit a giant dead spot between about 9:06-9:40 trying to get to work. 2. This makes getting to the Kennedy Center an absolute nightmare unless you live in Foggy Bottom, Georgetown, or Capitol Hill. As a Mount Pleasant resident, I absolutely hate cutting the 42/43 extension down to the Kennedy Center and will no longer use public transit to get to shows based on this map. 3. Using "C" and "D" is going to make reading bus names harder, especially on digital displays.

Subject: Urgent Concern: Proposed Removal of Bus Lines in Mount Pleasant Dear WMATA, I hope this message finds you well. I am writing to express my deep concern regarding the proposed removal of critical bus lines that service our neighborhood, Mount Pleasant. As you may be aware, the two bus lines that provide essential connectivity from Mount Pleasant to downtown are slated for complete removal. These bus routes do not only offer a vital link for daily commuters but also serve as a lifeline for residents, particularly those who rely on public transportation for their livelihoods. In addition to the removal of these two crucial routes, I have also learned that the bus service designated for transporting children to the inbound middle school will be significantly diverted. The new proposed bus stop will be situated more than a mile away from the school. This change is highly concerning, as it poses serious challenges for the safety and convenience of our students, many of whom rely on this bus service for their daily commute to school. These proposed changes will disproportionally affect our community, adding undue stress and inconvenience to daily commuters, families, and particularly our children. The distance to the new bus stop for the middle school is not only impractical but potentially hazardous, especially during inclement weather conditions and for the younger students. I strongly urge you to reconsider these changes and to advocate for maintaining the current bus lines through Mount Pleasant. Public transportation is a critical service for many residents in our community, and its reduction will severely impact our quality of life. I kindly request your immediate attention to this matter and any possible action that can be taken to ensure our neighborhood remains well-connected and our children can safely get to school. Thank you for your time and understanding. I look forward to your prompt response and hope for a favorable resolution to this issue. Warm regards, Andrea Ajello

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I am extremely upset and frustrated that the 42-43 bus will no longer travel to the State Department (the 21st and Virginia stop) under the proposed new map. I rely upon this route to travel to work every day, and without it I will either have to walk almost 30 minutes each from the station to my office, or no longer use public transit. This bus route was one of the reasons that I selected my current apartment, and its loss will have a significant negative impact on my quality of life.

Eliminating the D6 bus would be extremely difficult for my family and for the hundreds of other families that rely on it to get their kids to the new MacArthur High School west of Georgetown. Your 2025 plan does not have a bus that traces the route of the D6. PLEASE reconsider this! Thank you.

Love to see a fresh look at the bus system. 1. As a resident of NoMa, I find it challenging to get across town to the Logan Circle area. Both bus and metro take me either to far north or south and require connection to another bus line. My friends and I end up biking to that area a lot as a result, but a bus would be so convenient, especially during inclement weather. I didn't see a fix for that in the proposed plan. 2. Has there been any plan to better separate bus lanes from bike lanes? In several areas, along K street between North Capitol and 5th Streets NW for example, there is a mixture or raised platforms shared by bikers and pedestrians and green striping where the bus blocks the bike lane. As someone who bikes frequently, I fined the raised platforms to be a better option. It can be scary when a bus pulls into the bike lane and awkward to navigate around. 3. Bus frequency is one of the biggest factors in whether I choose to take the bus or another form of transit. I would love to see frequency of less than 10 minutes on more routes, with 5-7 minutes being the goal. At least during certain times of day. If I miss a bus and have to wait for 20 minutes, I'll bike or use Uber/Lyft instead. 4. Is there any plan for fare enforcement on buses? I feel like half of the people I see get on the bus don't pay. I'm fine giving free rides to those in need, but not depriving WMATA of revenue because there's no enforcement.

Hello. I am an owner of a condo in Park Fairfax. I rent out my condo and often to workers at the Pentagon. Since Park Fairfax doesn’t have garages with the condos and has congrsted street parking, tenants prefer to not move their cars in order to commute to work. Having the bus lines to the pentagon is an attractive benefit to renting my condo -and usually very quickly. . I’m dependent on the income from my renters and strongly believe that having this bus service helps me rent my condo quickly when I have a vacancy. Please retain the bus route to the pentagon from park fairfax - especially the bus stop near the elementary school Thank you.

I vehemently oppose the elimination of bus service within Glover Park!!! I need the bus to get to DuPont Circle and at my age cannot walk to the proposed Tunlaw stop. If the mayor is serious about making DC green, why the hell is bus service being eliminated? WMATA keeps trying to eliminate this stop and we keep resisting. SCREW YOU and KEEP BUS SERVICE within Glover Park!!

Please take time to consider the Maryland side of Sheriff Road needs a bus line too

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Hi --- Could you please consider reinstating the old 23C route (it went through Ballston to Langley as part of its route)?

Terrible idea to not extend 42/43 to State department. Many of us use it daily and will be forced to revert to cars and expensive parking.

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1. The elimination of the 33 route is a problem. The proposed changes do not provide a direct route for Ward 3 commuters to Federal Triangle. It also does not allow easy access for Ward 3 to the National Mall. It would be best to find someway to preserve the entire length of the 33 route, even in a reduced capacity. 2. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thank you

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I was just looking over the new proposed bus network and names. It will take some getting used but it's doable. My one question is have you made any plans to create new lines to cover the routes that we will be losing with the end of The Circulator. A lot of people depended on those routes as the really didn't seem to be duplicated by WMATA lines. It would be great to have new lines that cover the same routes as the old Circulator.

Looking at the proposed itineraries, I am concerned to see that there is not currently a replacement for the 59 bus. Please reconsider this, as it significantly cuts a trip along 14th St down. Additionally, I see that there are proposed replacements for other express lines such as the S9, 79, and X9, so I would like to understand why the 59 was not deemed worthy of a replacement.

I'm a big fan of the proposed D74 bus. It would be great for my daily commute

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I am writing regarding the proposal to eliminate the 3Y route. I rode this route for 10 years it’s great and essential for a lot of riders. I am not currently commuting to DC. If the ridership is really down would you consider reducing the number of buses on the route. It’s essential to tie the North Srlington riders with an option via bus to get into the City.

There is nothing in this plan that would help people get from NE to foggy bottom. Bus 80 did that previously until wmata stopped the service after the pandemic.

I think that changing the names of all DC bus routes to start with 'D' or 'C' will make them harder to remember. It's easier to distinguish them now with many different letters as compared to the proposed naming conventions.

Please do not change the names, or at least have different letters come to each station...for example, A12, B7, C6, or something like that. Instead of each bus in a region starting with the exact same letter. Way too confusing

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I would urge you to change the planned frequency of the F50 route from Limited frequency to Low frequency. This is consistent with the 2A pre-pandemic schedule (the 2A route duplicates a large portion of F50), which was never restored. We now have 45-minute intervals outside of rush hour, which are really not acceptable; 30 minute-intervals are my preference.

Please do not cut the 59 bus. This bus is of great value to the community to get north to south and south to north on 14th street. My family almost daily takes one of the 14th street busses and 59 is by far our preferred bus. In fact, we need more buses. I'm seeing most days on our wait for the bus that we are being asked to wait 18-30 min. DO NOT CUT THE 59 BUS. Thanks you.

Regarding proposed route D34, I think it will be nice to have a bus connection between Edgewood and Eckington, though the loss of direct access to the green line will be a loss. I am disappointed, however, that there seems to be a reduction in peak rush hour service from what the G8 currently delivers. 20 - 30 minutes isn't ideal and can be hard to plan for if one bus doesn't come.

The proposed C61 bus route, and the canceling of the D32 bus, would hurt the Mt. Pleasant community, especially those families with kids who attend Deal MS and Jackson-Reed High School. The C61 route, running along Adams Mill Road, would require a much longer, hillier walk for students living along the densely populated Mt. Pleasant Street area. Mt. Pleasant students already have an unusually long commute to Deal and J-R, and this new bus line would only exacerbate the problem. Please restore bus service along the Mt. Pleasant Street and Park Road route to the Deal and J-R campuses. Thank you.

More bus service from Potomac to Montgomery Mall and Dulles Airport and More frequency on the Potomac Glen/ Travilah routes including service on the weekends to Shady Grove Metro

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My comments are related to the proposed C61 bus route and removal of the D32 dedicated bus to Deal MS and Jackson Reed H-S. The C61 proposed route is several hilly blocks away from where most students (and Mt Pleasant residents) live, in the more densely populated areas on Mt Pleasant Street and 16th Street. This significantly reduces bus service for both school-kids getting to MS and HS as well as adult residents who use bus transportation in their daily lives. I also advocate for a dedicated bus (or two) to Deal MS and Jackson-Reed HS. The current D32 buses are packed with students from Mt. Pleasant and neighborhoods east of it. Often it's standing room only. Bus lines are systems that kids depend on for consistency and planning and no age group benefits from structure more than middle and high school students. When buses are late (or students have to wait due to overcrowded buses), student learning time is decreased and classroom disruptions increase. Please keep the D32 Line active with dedicated buses for Deal and Jackson-Reed.

Currently, as the drivers don’t control the route information shown at the front of the bus, bus signage can only be changed at WMATA HQ. Too many times, the bus sign says Not in Service. I’ve been able to figure out bus route at the stop but all too often, after the bus has pulled away. How will WMATA improve its internal operations to ensure at the Front of Every Bus has the correct route name rather than the default, not in service or are you willing to allow the poor customer service to continue? Fix and test the computer system before changing routes and bus route names.

THERE IS ABSOLUTELY NO NEED TO CHANGE BUS ROUTES NAME! WILL THE BUS ROUTES NAME CHANGE RESULT IN CUTS TO ETHNIC AREAS & INCREASE IN AFFLUENT AREAS OOF DC? PREDOMINANTLY ETHNIC AREAS FINALLY RECEIVED AN INCREASE IN DRASTICALLY NEEDED ROUTES! METRO HAS ALREADY SHORTEN ROUTES & FARE TIME TO INCREASE THEIR REVENUE AT EXPENSE OF THEIR PATRONS & MAINLY THE METRO ACCESS PATRONS. I SPOKEN WITH METRO ACCESS PATRONS WHO SAYS THEIR DRIVER EITHER COMES EARLY OR LATE. PATRONS ARE FORCED TO REPROGRAM ROUTE APPS & SPENT ADDITIONALLY TIME ACCLAMATING WHICH ROUTE STOPS TO STAND AT.

Good afternoon, I just listened to your zoom webinar on the new changes. It seems to me that Metro is not listening to many of its longtime riders. I understand that there are some commuters that need more improved services.I agree, so implement new routes to better serve them. And design them so they interact with existing routes. Why change already existing routes? Those of us who are dependent on Metro to get around, are well versed in how the routes operate. The changes are going to cause many of us to transfer, when we don't have to now. How does that save us time? It seems you are directing people to subway stops and encouraging riders to take the subway too. Of course that means each rider will pay two fares instead of one. More money for Metro, more of our time when commuting. Not the mention the new bus route names. We already know the routes, why rename them? Who cares if they are D. M or P? We already know where we are going. A new route number isn't going to make the commute any more efficient or easier. It'll only be more confusing. What you should be focusing on is better educating drivers, so they can actually direct riders correctly when they ask questions about connecting routes.

Many current drivers cannot answer questions I ask about a stop I need to reach on the route I'm on, never mind having to change to another route. How are they going to be able to answer questions when the changes are implemented? I cannot tell you how many times riders get on the bus and ask about going from point A to point B or where to get off to reach a particular location. It's the passengers who answer their questions, not the drivers. We also have issues with current routes being delayed because of driver shortages. I get emails all the time advising me that the routes I use are experiencing shortages and the bus will be late. With all the new routes, where are the new drivers coming from? Are you planning in increasing hiring and training of new drivers? How much will that cost us? What will the impact be on future fare increases? Have you thought about any of these issues? I never hear them addressed in meetings or webinars. Please stop marketing these changes as something that will benefit commuters. It seems to me that the only ones benefitting from them is WMATA. If you want to improve your image and better serve your riders, then listen to what we have to say. Place people on the routes that are slated for change and ask us what we think about things. I know people will agree with what I am saying. In the long run, you are going to lose long time riders.

WMATA says that the proposed 2025 bus network "better connects the region," but your own map shows that this is not true — at least when it comes to my neighborhood. Your proposed elimination of the 96 bus creates a MASSIVE gap in coverage. Thousands of residents rely on Route 96 to get from Ward 7 and Hill East/Lincoln Park to Union Station, 14th Street, and NW DC. I'm contemplating moving to a block further from the metro where I would rely on this bus all the time. If this route is eliminated, I would seriously reconsider my move. Kids going to/from school, adult workers, nightlife patrons who use it as a safe alternative to driving, and elderly and disabled folks depend on the bus to move about the city. How can you cut out this vital transportation link, without putting anything in its place? Please reconsider your harmful and short-sighted decision to eliminate Route 96.

Please do not change the 96 route. It is one of the only buses that runs all the way across town and now these changes will make it into 2 different buses. Why is this a win for all thepeople who take it now. It only runs every 20-30 minutes so please leave well enough alone. Thank you

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Actually, why change the bus routes. People are familiar with these route, you are trying confuse people. To me it wasn't broken, leave these things alone.

I am a resident of Chevy Chase, DC and am disappointed in the proposed changes made to the two routes I have used, the E4 and M4. I am especially concerned about the elimination of weekend service for the E4 (C83) route. We've used this as a family to go places on the weekend without having to drive in the car, and this change would take that opportunity away from us. I really hope that weekend service can be included in the final plan, as the M4 doesn't have weekend service either, meaning that there's no bus stop within a mile of our house on the weekends. I have also used the M4 for commuting at times in the past, and the reduced frequency for the C81 would make this a less practical option.

As a resident of Capitol Hill who is car-free and depends on the 96 route for commuting, access to friends, and important spaces, I implore you to please keep bus service operating around lincoln park and to the southeast of the park. I know members of my local community who also rely on the 96 regularly - our lives would be made significantly harder by the removal of this route, or something similar, granting access from the heart of the hill to Northwest. If the 96 goes, this neighborhood becomes a transit desert. Please don't let that happen.

Removing the g8 line is IDIOTIC! Every day I use that bus line and it is packed. People move across the city and this line is one of the most vital. It's SO, SO heavily used!! And you haven't replaced it with any similar line, there's no way to get from Rhode Island to Farragut now besides the metro, and those of us who don't live near the metro are screwed by this proposal. Terrible idea!

I can't tell whether the A29 stops at the Pentagon but bus service across the 14th street bridge that stops at the Pentagon and stops early in the District (i.e. before metro center) would be extremely helpful for travelers from from the south and east through MD and DC, especially when the yellow line is disrupted.(Most people transiting DC to the Pentagon are Green, Orange or Blue riders from MD and the city).

By making riders walk longer distances to get to a bus stop, you are eliminating access to public transportation for senior citizens and disabled citizens in many neighborhoods. These are two populations who need better better access to public transportation, not worse, especially at a time that the District is becoming more and more anti-automobile. Additionally, it makes no sense to do something that will cut down on ridership (and revenue) - you should be trying to think of ways to increase ridership.

Implementing new seats would be good. These seats carry a lot of bacteria and dirt and are a health concern.

Unfortunately, the Betterbus proposed routes connecting Fort Totten - Fort Lincoln &/OR Fort Totten - Deanwood NO LONGER EXIST. Apparently for the long term, residents of NE DC near/along the South Dakota Ave corridor, will still have no ready access to public transport. Originally, it was particularly appreciated and exciting that the Fort Totten - Deanwood line (C75) was in the plan but hopes have been dashed and it will continue to take an hour and at least 3 changes (bus to subway to bus plus walking) to simply move from Fort Totten to Fort Lincoln. PLEASE reconsider this line -- having it connect to Deanwood provides a very helpful bus connection across the Anacostia River. Comments by Sandra Wojahn, [redacted]. July 11, 2024

I am concerned about the bus routes being offered for the Mt. Pleasant neighborhood. The proposed 2025 Better Bus Network changes will cut Mt. Pleasant's bus access from 4 bus lines that run 3 different routes through this neighborhood, to 2 business on only one route and no dedicated school lines. Let me be clear, for Mt. Pleasant, the proposed changes are not a streamlined service upgrade, rather, they are a significant service cut impacting both adults and children. It is very easy to envision over crowded buses through the neighborhood, as well as inconvenient wait times, along with less convenient access to city destinations. The proposed changes are an unnecessary transportation disaster for Mt. Pleasant due to poor planning and consideration of this community's needs and current level of service.

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we need a bus line that runs up new hampshire — like that route crosses foggy bottom and dupont and u st etc

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I would like to express a dissenting opinion to the rebranded bus system. While I understand switching to a branding system similar to NYC makes sense on paper, where bus names reflect where they run, I don't see how that slight convenience for a very few number of people outweighs the large inconvenience for current residents. Most tourists, who this would benefit, will not understand labels like M for Montgomery County, and current residents will be too confused trying to figure out what the J2s new name is to care that it starts and end in Montgomery County. Maintaining the current system not only saves resources but takes away what would otherwise be an immense burden to 100s of thousands of bus riders in the DMV already. Please reconsider.

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1. What will this do about fare evasion? And for the fact that fare equipment is so often out of order? 2. There are now 2 express bus options on 14th Street (59 and Circulator) and afterwards there will be none. In such a high crime area, Columbia Heights residents will not want to walk to 16th St but especially to Georgia for an express bus. Please help decongest Columbia Heights. 3. Something needs to be done to decongest West bound Columbia Road and East bound Irving Street, without turning either into a raceway, as has been done on Harvard Street at rush hour. Columbia Road is a constant traffic jam with cars and buses jammed up spewing pollution in a densely settled, low income party of the neighborhood. Why is there parking on both sides of Columbia Road, especially between 14th and 16th?? In general, it's hard to solve bus route problems without looking at traffic counts, traffic light timing, speed cameras, traffic calming measures, and parking, especially in dense neighborhoods that act as thoroughfares for suburban traffic, like Columbia Heights. Hopefully you are considering these factors. 4. The material you are sharing should mention that the Circulator is going away. I didn't see any mention of it. 5. Your survey is not too useful because it's impossible to know if one's routes will be quicker or slower. It's just not easy to tell, so you're asking people questions they don't have the info to answer, without offering a "don't know" option.

This proposal is definitely NOT a better bus network is not user friendly and will definitely Hurt citizens who use the 96 bus. Please keep the bus route, and ditch the talking buses! Annoying, especially late at night. How can you cut out this vital transportation link, without putting anything in its place? Please reconsider your harmful and short-sighted decision to eliminate Route 96.

N2 and N6 lines are critical to all who live on these routes and depend on bus service to get to work, volunteer and medical destinations.

What an abysmal proposed 2025 plan. Why change the names of routes Washingtonians are familiar with for over 40 years. Unnecessary confusion. Poor judgment by people who either don't take public transportation or are transplants. Also, cancelling the X2 and D2 lines is criminal.

Hi, I live in the Trinidad neighborhood NE and my husband and I both rely daily on bus service to get downtown for work since there is no near by metro service to use. The proposed route changes for our neighborhood make it much more difficult for us to get to work in a timely manner. The only

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Love the changes. Seems like an overdue improvement and kudos to whoever thought of it. I no longer live in DC area but do visit and remember how confusing the bus lettering and numbering system was growing up. Fully support the changes. Best system in the world!

As a frequent rider of the H4 and the H2, I am surprised that the new proposed route that combines these does not stop at Mt. Pleasant and Lamont. That stop is frequently used by Mt. Pleasant residents whereas the closest H2 stop that serves the neighborhood is far from frequently used. This will disrupt a lot of people's already busy lives. I hope some aspect of H4 is preserved or the Mt. Pleasant community is losing a lot in this current proposal.

At times when buses are nearly empty, use smaller buses...

Hi there! I am a frequent rider of the 17G and 17K. The reduction in service for the 17-route over the last 10 years has greatly affected my commute in a negative way. The service is abysmal as it is; I altered my commute to start at a park & ride rather than my home bus stop because of the length of the 17K trip home. Consolidating these into the F28 will do a HUGE disservice to those of who live along that area of Braddock. 20-24 minutes apart during rush hour makes a huge difference to those of us who use this bus. I really hope Metro reconsiders and either does NOT

consolidate the routes OR plans to increase the frequency during rush hour. My buses are regularly full, and there's always a line at the Pentagon to board.

The proposals are not clear on which stops are being eliminated but it looks like the stop on the route that replaces the 33 at L Street and Pennsylvania may be cut. I think this is unwise - the north/westbound stop at 24th and Pennsylvania does not have a shelter and is on a corner with little room for people to wait for the bus. It is unsafe currently and needs improvement or replacement. Eliminating a safer covered stop just because the stops are close is a mistake.

Please consider adding a route that goes to Union station from Columbia Pike and a route that connects with Rosslyn metro stop from Columbia Pike.

What can WMATA do to enable bus drivers to deal with disturbances on buses caused by unruly passengers, mentally ill passengers? These people can cause harm to passengers and, if not, their screaming, talking at the loudest noise level they possibly can, make rides on Metro buses an increasingly unpleasant experience. I understand the bus drivers are instructed by WMATA to not intervene in passenger's threatening or essentially "taking over" the bus with their super loud talking (sometimes to themselves) and turning what used to be a pleasant bus-riding experience into something really unpleasant and potentially harmful to the safety and well-being of passengers. Further, WMATA needs to be clear on who pays fares on buses. I think students (does this mean all levels from middle-school to college) do not have to pay bus fares -- is this the only group of riders who are not required to pay bus fare.WMATA should develop posters to be placed on all buses indicating who is entitled to free bus fare and who is not. The bus drivers do not call out to adults not paying bus fare to indicate that they do need to pay for their ride. I understand that WMATA, understandably is rightfully concerned with the well-being and safety of bus drivers -- but WMATA needs to find ways to enable bus drivers to exert their authority on what happens on "their" buses -- eject boisterous passengers, have a quick connection to Metro transit policy for help when passengers poses a danger to other riders on the bus, and enforce payment of bus fares for everyone -- not just those who see it as their responsibility to pay for their bus rides. Mindy Reiser [redacted]

22F route - by eliminating the 22F route and changing the routing of its proposed replacement, hundreds of residents south of King Street will have no direct bus access to the Pentagon/Pentagon metro station during rush hour. The current alternatives and proposed alternatives would double both the time and cost of my commute which is currently 3 days per week. Without a direct bus route to Pentagon, I would not take transit at all.

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the proposed 2025 bus network leaves a large gap in coverage of my neighborhood. I and thousands of other residents rely on Route 96 to get from Ward 7 and Hill East/Lincoln Park to Union Station, 14th Street, and NW DC. I'm on this bus all the time and see kids going to/from school, adult workers, nightlife patrons who use it as a safe alternative to driving, and elderly

and disabled folks who depend on the bus to move about the city. How can you cut out this vital transportation link, without putting anything in its place? Please reconsider your harmful and short-sighted decision to eliminate Route 96.

The changes to the G2 route now cut off easy access for Howard University and LeDroit Park residents to easily access DuPont Circle and Georgetown

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The 2025 Better Bus Network is a good step in the right direction. However, it is somewhat flawed in that it cuts the D2 bus and makes the entire Glover Park neighborhood depend on a bus line further away, which will hurt disabled and elderly customers, and drive families and individuals to be more car dependent than before. Our neighborhood is already transit starved, and the D2 is a convenient lifeline to connect us to Dupont Circle station, and by extension, the rest of DC and the DMV. Losing this route and having it rerouted to roughly a 10 minute walk outside of its current route would certainly cause residents to drive more, creating worse traffic conditions and more dangerous conditions for pedestrians, elderly and young alike. I urge WMATA to reconsider cutting this route and having the new route just skirt the neighborhood. Thank you for your consideration. Sincerely, Nick Fuhrman Glover Park Resident/D2 rider

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I am very concerned about the proposed re-route and frequency of the current E4 bus to be only on Military Road as an D83 rather than on its current McKinley Road portion of the route. I am elderly and we need a bus that is nearer to our residence....there are already a number of buses that use Military so you need to have at least some diversity in bus routes to make access achievable. You are moving this route 5 blocks further away and that means I cannot use it. Also it needs to be available on the weekends.

WMATA should consider using a different numbering system for routes that run primarily North/South vs. East/West. For instance, using even numbers for the first digit if the route runs North/South (D22, D42, D63) and odd numbers for the first digit if the route runs East/West (D33, D52, D74)

You really need to have a bus that runs the 96 route down U street to in front of Union Station (not H st) w max 20 min during rush hour for all the folks in the U st corridor that work as I do around Union Station. also folks getting to the train - the H street backside is a good bit further walk and many many people now take the 96.

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please do not change the names of the bus routes. it will be extremely confusing and difficult to learn for long time residents. it will not help anyone, if a bus goes to arlington or outside of dc you could add a letter for that to the existing route but please don’t change the bus route names

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The 8W bus is critically important for many professionals in Alexandria. PLEASE KEEP IT. If it is eliminated it will mean more emissions from many people having to drive and fight traffic to get to work. I personally, cannot afford Express Lanes fees and I have as much right to get to work safely and on timr as anyone else. Whatever “Equity Focus” is supposed to mean, it SHOULD be colorless and devoid of ethnic preference. Every working person needs to get to work. Keep the 8W!!!

The new C85 route changes are fine, but the reduced headways are unacceptable! Our commuters and students need to keep the 15 minute headways that the M4 currently have during commuting hours. Getting kids to Deal MS and high school in the morning is hard enough - please do not make it harder. And kids should not have to wait 30 minutes to get the bus home after school, nor should our commuters trying to get home to see their families after work. WMATA stole away our E6 service in the dark of night, reducing our access to Metrorail and other mass transit options. Do not make our neighborhood even less transit friendly than it is now. The C85 MUST MUST MUST keep 15 minute frequency during commuting hours.

Please do not eliminate the 8w. This is a route that I take every single day to get to and from work. Without it, I’d have to walk further to get to my house if I want to continue taking public transportation m.

Hello, PLEASE DO NOT re-route or change the D2 Glover Park Route. It’s the only transportation we have to DuPont circle. No, seniors, the sick and disabled will not walk over a mile to catch the 30’s on Wisconsin. You are leaving a huge community with seniors and professionals that have depended on the D2 for over 30 years. This is absolutely ridiculous and hurts people. Furthermore, WHY ate you changing bus route names??? It will be confusing for Washingtonians overall and not helpful. This is a disaster in the making and I ask you change your minds.

You say that Metro's proposed 2025 bus network "better connects the region," but your own map shows that this is not true — at least when it comes to my neighborhood. WMATA's proposed elimination of the 96 bus creates a MASSIVE gap in coverage. I and thousands of other residents rely on Route 96 to get from Ward 7 and Hill East/Lincoln Park to Union Station, 14th Street, and NW DC. I'm on this bus all the time and see kids going to/from school, adult workers, nightlife patrons who use it as a safe alternative to driving, and elderly folks who depend on the bus to move about the city. How can you cut out this vital transportation link, without putting anything in its place? Please reconsider your harmful and short-sighted decision to eliminate Route 96.

Dear Metro, I respectfully wish to state my objection to the proposed elimination of the 8W bus. This is the only northbound bus currently traveling through the Foxchase neighborhood of Alexandria that goes to the Pentagon. The Pentagon is an extremely important transit hub for those of us who commute from the middle section of western Alexandria to the city of Washington. Van Dorn Street is not a reasonable walk for those of us in and near Foxchase, and particularly for senior citizens such as myself. So, while the northbound buses serving Van Dorn Street might be a satisfactory alternative for some, there are a lot of people currently riding the 8W who will not be able to avail themselves of those alternatives. I, therefore, ask that you please reconsider the 2025 proposal and allow the 8W bus to remain in operation. Thank you. Yours most truly, Richard Amada

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If it's not broken why fix it come on now the elderly or ADA people will have a hard time readjusting to all this ....

I do not like that W5 and A4 are being replaced by a single bus

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Stopping bus service along Mt. Pleasant St NW would be devastating for 3 groups: students traveling to Deal and Reed; seniors and those whose only means of getting around is via bus transit. I sold my car because of the convenient bus transit available to me. I think these changes are a very bad idea.

I’m a grandparent of a current Eaton Elementary School student. Eaton is the largest feeder elementary in the MacArthur system. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues (including my family) chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue (like my son) would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would be so helpful. Thank you, Margaret Fogarty

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The D72 should be extended to serve the State Department, as the current 42/43 does.

If the D72 is expected to run both directions the bus stop at Connecticut (west side) and Porter will need to be relocated. The traffic turning left onto Porter backs up well before the bus stop

every light cycle. The bus will have no way of getting from the bus stop on the right side of Connecticut to make the left turn onto Porter.

I currently use the 16th street bus line, usually s2 to travel from 16th & Sheppard St NW to 1100 E ST NW,, or to 11th & PA Ave NW. As a senior, walking from Franklin square to E St would be a hardship

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Please do not get rid of the 8W bus route on Taney!!! You already got rid of 8Z. This severely impacts those of us who need to get to the Pentagon. Thank you.

Please do not get rid of the 42/43 bus route. The D72 route will be insufficient, as it won't be frequent enough and won't get riders to their needed destinations. So many people rely on the current 42/43 route because it's the only way for us to get from where we live down to work. The D72 route doesn't go south enough and there is no bus to transfer to in the proposed plan that would get us to work every day. People rely on the current route and this change will mean that those who use the bus every day will be left with no way to get to and from work every day. This plan is completely insufficient for the needs of DC residents that rely on public transportation

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In this plan, service to the US Naval Research Laboratory, and DC Water's Blue Plains installation, will only be provided by the C27 bus, with the current W5 and A4 bus routes eliminated. This is a bad idea: it would add an hour to the (round trip) transit commute to these locations, reducing the feasibility of a transit commute for choice riders. The C27 route is a case of one bus trying to do too many things. It is trying to be both a last-mile service between neighborhoods around both Naylor Road and Congress Heights, but also the only service link to NRL and Blue Plains. As last-mile service to Metrorail, it takes a winding and indirect route that provides coverage but will take an enormous amount of time. It does this on both sides of the Congress Heights Metro. The accumulation of delays along this type of route will result in a bus that can't stick to its schedule. This is the opposite of the "Direct, frequent routes" that the Better Bus proposes. Keep the W5 and A4.

G8 needs to continue to downtown. I take it all the way downtown to work when I don't want to switch a million times to the metro. I did this often when I was pregnant. This is also much easier with kids because I can carry my baby and take one bus vs have to take a stroller on the metro and wait for slow and broken or urine drenched elevators on the metro. The bus may be slower but with all the transfers needed for the metro and how difficult it is with small kids, the g8 is way better

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Please restore the E6 service to Friendship Heights. It would make commuting much easier to have that back.

As a50-plus years resident of Mount Pleasant, I have listened to the concerns of parents regarding the difficult transportation issues that the proposed changes will cause for their school-age children. My comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

Do not reduce service of the M4 bus line. Many people, mostly seniors and children, rely on that bus to get to school/summer activities/the grocery store/etc. a reduction in the M4 bus line would cut our community off from the rest of DC.

I take the D6 bus to several medical appointments for example Georgetown hospital and the Lafayette Center. Now I take one bus but it looks like I will have to take several buses. I live off of 13th and C street NE. How is this better for me. Now I take one bus but it looks like I'll have to take more than on bus and it'll take more time. Janice Martin

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Despite the growing number of people that are living in Bloomingdale and Eckington, the new bus routes do not appear to improve service in those areas at all, and they are fairly isolated from a metro station. I would like to request that you re-evaluate both the frequency of the new D34 and D32 routes and consider extending the D32 route across the city to Foggy Bottom or Georgetown. There is no other way to get all the way across town to those locations without switching lines.

With the 2025 proposed routes, I would no longer be able to get to work by bus. I live in Navy Yard and currently take the P6 to 11th and E, but the redesign would remove this option, I have a disability and cannot walk far, and the new bus routes would make the amount of walking unsustainable for me

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I’m a parent of two students in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as

between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I rely on the D2 bus to get to work. The replacement route, the D96 will be over half a mile my home and up a steep hill. Eliminating the D2 route will make Glover Park less accessible, especially for people who are disabled.

Please extend the proposed route of the "DC104" line from Van Ness-UDC to Tenleytown-AU so that more students currently enrolled at Bancroft Elementary School can eventually ride the public buses to their middle and high schools located near Tenleytown-AU. Alternatively, please route the proposed "DC103" line to run along Mt. Pleasant St NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School. Thanks!

Beyond changing the routes and pushing for more frequent service, I hope other inputs are strongly reviewed as well, such as signal prioritization, additional and better bus lanes that actually restrict automobiles from traveling, turning, or parking in them through active or enforcement measures, and street redesigns/updates. Serious thought should be given to bus stop spacing and placement (I admit I haven't thoroughly gone through the new proposal so forgive me if these is addressed!) There are so many routes that have so many stops, plus regular traffic stops, that the buses are slowed by their very own design. I know the users of the buses may not want to walk an extra 1-5 blocks, but in the aggregate, that request can mean extremely streamlined service. People may also be fearful of long transfers, and thus, request more buses to continue far beyond their useful route. Instead, increasing the frequency and spliiting a route into 2 (for a way oversimplified example) could take someone from a dense part to a far-away, less dense section of the city in a similar amount of time and move people around each of those areas more efficiently. The I can't stress enough that impediments to improving the bus is far beyond making the network better at geospatial and equipent optimization - it MUST, MUST MUST include structural updates to reducing cars congestion, especially illegal parking.There's a lot to be said about bus stop construction but I imagine that's a different can of worms.

I’m a parent of a 6th grader in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann

elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, even though the proposed bus routes would meet the needs of our student, most of the students zoned for Eaton Elementary (where our student recently matriculated from) the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

Please maintain frequent service on Columbia Road in Adams Morgan, to both Dupont, Foggy Bottom, and Columbia Heights. I would like to see Adams Morgan included as a neighborhood. We are highly dependent on buses. Adams Morgan should also be connected to 14th Street/Petworth, Chinatown, and to the front entrance of Union Station.

Please restore E6. I don’t use Metro because the only bus in my neighborhood does not take me to Friendship Heights. If I can’t get there by bus I just drive. Thank you.

Please don’t change the 42/43 route!

Restore E6 Service

I’m a parent of a current Eaton Elementary School student in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues (including my family) chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue (like my son) would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that

conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thank you, Meghann Kovler (Eaton parent)

Once the 42/43 route was changed from going toward the Portrait Gallery I was left to uber and lift or the Gallery Place metro, which as a single older woman it didn't always feel safe. Now the same will happen for those going to the State Dept or the Kennedy Center. I don't see anything on the new routes that go to either of those areas by bus. While I appreciate more busses to and from EOTR, you're cutting off your nose to spite your face in eliminating the riders that use the 42 and 43. more cars, less reasonably priced transportation. It sure is tough to be a senior citizen in this town!

There’s a lot to like about this plan, and I think Randy Clarke is doing a fantastic job. However, none of the buses replacing the 90/92/96 routes go to Union Station, and that’s a huge problem. We need access from that part of NW which isn’t on the red line to get to a huge transit hub.

I do not agree with or support the proposed changes. The 42/43 is an essential part of my life, getting to and from the Adams Morgan area down to the state department and White House. Do not make this change!!

Please do not change the 42/43 route!!! This is a major route for so many government employees and would leave many people without suitable transit options to get to work every day.

I am submitting comments about the proposed C61 bus route. This is the bus that will replace the H2 / H4 bus lines that kids in Mount Pleasant use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses MOST of Mount Pleasant, going past very few houses on the western edge of the neighborhood, on Adams Mill Road. The proposed changes have significant, negative impacts on our neighborhood and students: 1. Residents and students, particularly in the dense part of the neighborhood around Mt. Pleasant Street and 16th Street, will have a long hilly walk to the bus. The walk will be very difficult in late fall & winter - during rain, thunder, snow and ice storms. 2. Students will lose more sleep and potential tardiness -- particularly if buses do not run on time and/or students are not allowed on an already full bus and must wait for the next one. 3. For students going to Deal, they will have to walk farther. While the additional increments of time are small, it all adds up to significantly increased travel time to and from school. In addition to lost sleep, the changes would mean less time for homework (for students) and for working residents lost time with family. RECOMMENDATIONS: A. Revise the C61 route so it goes down Mt. Pleasant Street and Park Road to serve the most families, including those without access to other forms of transportation. B. Have dedicated buses in the morning and afternoon for

students to Deal and Jackson Read and have the Deal buses actually go to DEAL. Presently, Deal students from Mt. P fill TWO buses each way (the current D32 route) C. Have at least ONE late afternoon bus from Deal for students participating in afterschool activities -- including academic tutoring!! -- to get home quickly. D. Ensure there are adequate, NOT overcrowded, bus stops in the Mt. Pleasant neighborhood Thank you very much, Robin Nelson [redacted]

The area bounded by 7th St. SW, NJ Ave SE, Independence Ave SW, and M St SW will have no bus service under this plan. There are thousands of residents of this area, which is about one square mile in size. Many more people work in or visit this area. Shifting some proposed routes to include 3rd, 4th, and I Streets SW (where buses like the P6 currently run) would be very helpful. I do like the C11 route though! The C43 would be better if it went to the Wharf or at least to the Waterfront metro. And I love the concept of the D14 (it's hard to get from SW to Union Station now) but it does too many loops by Buzzard Point and the Capitol. There must be a way to simplify it! Finally, I think the D52 should jog over to Dupont (there's no easy way to get from Southwest to Dupont now). Ideally, it would go west from 14th on I St NW to 17th St NW, up Connecticut Ave, and then up and around on Columbia and Harvard like the current 42 does, before rejoining 14th St.

Please do not continue with the proposed rerouting of the existing L2 route. I live in Woodley Park and this route is an important connection point to Adams Morgan. I work downtown, and would rather just have the metro as a direct connection point down CT ave. Especially considering the pending loss of the circulator route (which is already very unreliable, and I much prefer riding Metrobus), Woodley Park & Adams Morgan and residents of other neighborhoods are going from 2 transit options of connectivity to none! I strongly ask that this change is reconsidered.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation. A line down Park that terminates in Tenleytown would be far preferable to current proposed route, but there are still significant downsides to removing the D and W dedicated bus lines -- so I would advocate that these lines are maintained. Presently, for Deal alone, it's two full buses both there and back each day for D32.. Relying on a non-dedicated bus line would result in lack of predictable departure times and likely result in full buses requiring kids to wait for the next bus, if ridership is the same as it is presently. So on the departure, most Mt. P riders would have farther to walk, and possibly longer wait times -- and drop would be 3 blocks further away from school. That all adds up -- to significantly increased transportation time in the morning and likely increased tardiness, less sleep for the kids.

Do not stop the 3Y bus line. It's critical for the North Arlington and North Highland communities.

Please keep the M4 stops on Western Ave. M4 is the only bus for the Barnaby woods neighborhood (north of Utah Ave). It would be great to see more routes with access from Banarby woods to Friendship Heights metro so neighbors can connect to the recline Please don't reduce the frequency of stops on M4 as students and workers rely on that route especially during rush hour. Restore E6 to friendship heights

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Getting rid of the W5 will not be good for people who work on Overlook Ave and don’t have a car. It would add an unnecessary amount of time on to people’s commutes. I’m glad I’m not a permanent DC resident and don’t pay DC taxes because this part of the plan is bad. I have no comments on the rest of the plan.

Don’t change the G2 route to no D92. That’s taken the g2 out my entire neighborhood!

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

Rerouting & combining N2 into a new super route will add at least 30-45 minutes to my commute to my Doctors office at 3301 New Mexico Ave. Tranfer and fored wait times are already ridiculous in many instances. Posted schedules on Wisconsin Ave call for 10 minutes between buses Inwas stuck in the heat for 40 minutes. As for more efficient placing of bus stops some idiot wth a slide rule in throwing darts at a route map with no concern for customer bus transfers. Stops that were once close together on routes turning off avenues have been moved 80 yds apart for no bloody reason. Somebody should put a boot in to your pinhead stop and route designers.

I’m a parent of two children who attend Eaton Elementary in the MacArthur High School feeder system. When we purchased our house in Cleveland Park we did so because of easy public transport access to allow our children to access Jackson Reed High School. However, only months after we moved, Eaton Elementary was rezoned to the new MacArthur High School.

Under the current proposed 2025 Better Bus Network plan, high school students who live near Eaton Elementary in the Cleveland Park, Woodley Park and Maclean Gardens neighborhoods, are not well served. These students would need to take the C55 or C61 buses to Tenleytown (right near Jackson Reed High School) and then transfer to the C85 in order to get to MacArthur High School. What should be a short trip to school would double or triple in duration. It is completely nonsensical to create a plan that would require students to travel to the doorstep of one DCPS high school only to have to then catch a second bus to reach their own school. Moreover, Eaton is the largest elementary school in the MacArthur High School feeder system so a large number of students will be impacted by this lack of reasonable transportation options. A failure to provide a safe and convenient transportation plan will have long term implications for the success of DC's newest public high school. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, safe and direct trip to MacArthur High School. Eliminating the need for these students to travel in the opposite direction from their school and then transfer in Tenleytown is essential.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

Hello, I have reviewed the document, and I just want to make sure the new C61 route will provide service to the east entrance to the National Zoo, as the H2 does now. People who don't live near a Red Line Metro stop should have good bus access to the zoo without having to transfer onto the Red Line. thank you, Katie Goff-Eldredge

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Please do not reduce frequency on the current route 80 bus. This is a major north/west route and is unserved by the modifications outlined in the plan. If anything, frequencies should be improved to attract even more riders. Without a reliable 80 there is a major gap in the transit map.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I'm a parent of Leona and Sasha Kazemi in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I am sorry bus 31 to Friendship Hgts is not going to stop on 23 street NW. I want to bring to your attention how happy we, the passenger, were with the service rendered by Ms Christy Foster. She is a wonderful and careful driver. We were sorry to notice she has been transfer to another route. Please say thank you for us.

I think that the bus C61 should come down Mount Pleasant Street and Park Road the way that the H4 is doing now it's to far the kids to walk from Vaness to Jackson Reed and Alice Deal

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This plan appears to ignore feeder patterns of DC Public Schools. This is very alarming as a parent of two young children attending their DCPS neighborhood school - Bancroft Elementary. In a few years they will following in the footsteps of hundreds of neighborhood children who daily take the H buses to get from Park Rd in Mt Pleasant to Deal and Jackson Reed. For many of them, sixth grade at Deal will be make the first time taking public transit alone. I urgently request that WMATA pay attention to this massive daily commute to and from our neighborhood, by vulnerable young children, and respond by ensuring that the direct bus route is maintained between Park Rd and Deal Middle School via the new D72, which currently falls short by nearly a mile, ending at Van Ness Metro station.

Please, please restore the E6 service to Friendship Heights.

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re: C55 A widely circulated petition to oppose C55 on 1st ST NW was used to convince our ANC leaders to oppose the route officially. Apparently, none them checked the citations. Here are the first 7 cited sources from the petition and my comments on how INSANE it is that nobody is standing up to this nonsense. I am sharing this with WMATA as they should be aware of some of the crazy going around here. Citations Truck Weight and Its Effect on Highways, https://www.gao.gov/products/109954; --Is 1st street a highway??? Are Buses the same thing as "loaded tractor-trailers"??? Boile, M. & Narayanan, Preethi & Ozbay, Kaan. (2003). Impact of Buses on Highway Infrastructure: Case Study for New Jersey State. Transportation Research Record.; --Again, is 1st street a highway??? Pavement Interactive, www.pavementinteractive.org; Flexible Pavement ESAL Equation; --this is just an equation... Per the Government of the District of Columbia Public Realm Design Manual: WMATA bus clearance is 11'. DDOT's preferred width for a two-way street with dual-side parking is 38'. Per DDOT Bicycle Program Specialist Mike Goodno, "1st St NW is two-way, 35' wide, with parking on both sides of the street. The parking and travel lanes are already at their minimum widths." --"preferred width" Yale Environment 360: "Tire wear particles… are so small they can pass through lung tissue into the bloodstream and cross the blood-brain barrier or be breathed in and travel directly to the brain, causing a range of problems." https://e360.yale.edu/features/tire-pollution-toxic-chemicals; --yes, this is true. But how many hundreds or even thousands of car trips are being taken every day down first? Per Open Data DC, First Street NW between Bryant and Rhode Island has been the site of 42 traffic crashes since Jan 1, 2020, exceeding the crash per block average for DC collector streets.; --cars speed and don't stop because there are no traffic calming measures out there....such as a bus... https://www.gao.gov/products/109954; --THEY LITERALLY JUST REPEATED THE FIRST CITATION!!!!!!!!!

The Better Bus Vision information on what is changing is difficult to read and understand since it relies on an extremely complex map and incomplete summaries of the proposed changes. However, "The Vision" seems to be focused on moving buses to the suburban commuting corridors to facilitate faster commutes for those living in Maryland rather than continuing to support people with existing service in DC neighborhoods. Specifically, these changes minimally affect between 900 and 1800 people who live in the high rise buildings between Massachusetts Avenue NW and New Mexico Avenue NW. All currently are served by the N-2, N-4, and N-6 buses. "The Vision" as proposed: • Completely eliminates bus service (N-2) for an estimated 900 people who live between 3900 and 4100 Cathedral Avenue NW. • Eliminates direct bus service (N-2, N-4, and N-6) to Dupont Circle and Farragut North and West connections for an estimated 1800 people who reside on Cathedral Avenue NW between Massachusetts and New Mexico Avenues NW, and residents of New Mexico Avenue itself. By doing so, it extends their travel time as it requires one or two transfers to access Dupont Circle, Farragut North or West stops where many medical practitioners have their offices. • Eliminates direct service to Friendship Heights for medical appointments, shopping, and Metro access there. • Reduces opportunities for American University students to access museums other monuments in downtown DC. • Many people are dependent on the bus service along Cathedral Avenue for their daily sustenance. The groceries are located along Wisconsin Avenue and only the N2/N6 lines allow non-drivers (there are many) to transport food to their residences, •

More service to Potomac and North Potomac communities such as Potomac Glen and MacArthur Blvd to feed into Metro similar to the bus system in Calgary and better frequencies on Shady Grove and Travilah Roads as well as better service on the Piney Meetinghouse Road

corridor. Also add Metrobus service to Kent lands, RIO, Montgomery Village, and Old Town Gaithersburg.

I am writing to express concern over the removal of the bus route that goes down Mt. Pleasant Street/Park Road to Deal and Jackson-Reed. My child will be starting 6th grade at Deal Next year. We live at the corner of Mt. Pleasant and Park, and the current bus route was important to my spouse and I as we planned both his school schedule and our work schedules for next year. As our son makes the challenging transition from elementary to middle school, it has been important for us to know he has access to a nearby bus stop, and the current proximity to our home makes it more feasible timewise for us to make it to school and work on time each day. I respectfully request that you reconsider removing this route.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

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These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs only along the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street or from the northeastern part of the neighborhood. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

The C61 is critical for many kids from Mount Pleasant (a far east corner of Deal boundary) to get to school safely and efficiently. There needs to be frequent buses from 7:30 to 8:15. There needs to be stops in Mount pleasant to accomdate the kids.

Hello. I'm writing about the proposed C61 bus route that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, for most children on the neighborhood, including families without other means of transportation. Instead, the new proposed C61 bus route should run down Mt. Pleasant Street and Park Road so it can serve the most families.

It seems the routes 42 and 43 are completely dropped. These lines provide a critical option for many families and workers to connect Mt Pleasant with Adams Morgan and Dupont, as well as downtown areas not accessible on the 16th st lines. Please do not drop both lines and keep at least one of these options live. They already are not back to their pre-pandemic frequency and drooping them altogether seems to move in the wrong direction. At a time when we need more public transport options for the planet and to keep the city vital, dropping well used lines seem like a terrible decision.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

The new bus (D71) should go through Adams Morgan the way the L2 currently does. The L2 is a vital connector of Adams Morgan to the people who live all along Connecticut Ave. It is

especially important now the bike lanes have been cancelled by the mayor. Thank you for your time and consideration.

I'm commenting on the proposal to replace the current H4 bus with the new C61 bus. The H4 bus goes up Mt. Pleasant Street and along Park, passing a lot of apartment buildings as well as row homes on the eastern and northern sides of Mt. Pleasant. The new C61 bus skirts the neighborhood on the far south and west sides, creating a very long walk for anyone in the northeastern half of the neighborhood. This is particularly important because teenagers (like my own kids in a few years) use these routes to get to Deal and Jackson-Reed. When my daughter starts sixth grade in three years, I want her to have the easiest possible commute. For our family, the proposed change will shift from a 2-minute walk to Mt. Pleasant stree to a seven-minute walk to Adams Mill Road—a big step backwards for us. I hope you'll move the C61 bus to go up Mt. Pleasant street like the H4, or else create two versions of the route like the current H2/H4 approach so that all parts of the neighborhood have nearby bus options. Thanks.

The D32 route is a critical bus route for students to get to and from school. Students in Columbia Heights and Mt. Pleasant rely on this bus route. Every day the bus in the morning and afternoon are PACKED, with standing room only. The bus only runs in the morning and afternoon, so it is not an underutilized route. Taking away a route that allows DC Public School students and families to access the school they are zoned for will be devastating.

I M a parent of two daughters in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I am an employee at the Naval Research Laboratory in SW, currently served by the W5 and A4 buses that originate at Anacostia metro. The proposed change to this service by dropping these routes and creating the C27 would potentially negatively affect a large number of employees who utilize this bus every day to get to work from the metro in a timely manner. Please consider

at least keeping the direct rush hour W5 routes which quickly gets people to and from work. Thank you!

Elimination of the N2 along Cathedral Avenue between New Mexico Ave. and Massachusetts Avenue leaves individuals, couples, and families living in the 2487 units in condos, coops and apartments in a 3 block area without direct bus service to DuPont Circle and Farragut Square downtown and Tenleytown and Friendship Heights on the other end. Better Bus for the estimated 5k+ people in this neighborhood means NO BUS. Many who live here are senior citizens, who are trying to age in place. They depend on the bus for their own medical and other appointments, as well as for the service providers who must use public transport to work in this area. There also are many younger people who commute to work downtown, whose travel time would more than double by the circuitous alternative proposed. That would make pubic transportation a rare option, and increase traffic and congestion as people either have to drive or use Uber. It is hard to understand how removing service is better service! Some people may have to move out of the District entirely because of the inconvenience and costs of non-public transportation, selling their condos and coops at unfavorable prices due to the decrease in property values that follow the loss of bus service. PLEASE RECONSIDER! PLEASE RESTORE THE ROUTE OF THE N2/N6 .Many thanks and best wishes.

I'm a parent of Andrew and Julian Eaton elementary school children. We live on Macomb St in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

I'm a parent of three children and we live in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a METRO ride or short walk or bus ride to Jackson-Reed High School in mind. Now that they have been

rezoned for MacArthur, these families are no longer within walking distance of their high school and have lost METRO access to junior and high schools in the feeder pattern. Furthermore, students who live east of Wisconsin Avenue would need to take METRO or the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Anne Gerson

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I'm a parent of William Feiler, currently an Eaton Elementary student, in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Please take this into consideration for your route design so all future MacArthur students may reasonably access public transportation. Thank you, Jeremy Feiler

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I'm a parent of two children in the MacArthur High School feeder zone. Children like mine that are zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, have been left behind by the current WMATA bus routing system. Many families in Cathedral Heights, McLean Gardens, Woodley Park and Cleveland Park chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown — steps away from Jackson-Reed — and then transfer to the C85 in order to get to MacArthur. WMATA has the responsibility to ensure that families zoned for Eaton Elementary can access a short, direct trip to their zoned school. Families in these neighborhoods have dealt with many changes to their school zone over the last several years. Being able to access safe, reliable and efficient public transportation to their children's school is critical to their children's educational success and should be a key priority of WMATA. Sarah McCreary

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I’m a parent of Aria Alexander in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite

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I’m a parent of 2 DCPS students in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Families such as our ourselves in Cathedral Heights chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that we have been rezoned for MacArthur, we are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. I hope you will revise the proposed routes to meet the needs of DCPS students zoned for MacArthur so that our kids' education does not suffer as a result of excessive and unnecessarily long trip times to and from school.

I’m a parent of two elementary age students at Eaton Elementary in the MacArthur feeder system. I’m here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to

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I'm a parent of two students in the MacArthur feeder system. I'm writing to advocate on behalf of students zoned for MacArthur High School. We realize the new proposed maps are based on current ridership, but there's an important imminent shift in ridership coming: the shift of students from Jackson-Reed to MacArthur high schools. The proposed C85 and D94 routes do an outstanding job of transporting many students to MacArthur High School, which is great, but students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. There are many private schools and private school students in these areas, but there are even more public school families there, and they count on the public school and bus systems for their kids. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thank you so much for your work and your consideration! John & Ilyse Neffinger

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As a Mount Pleasant resident and a volunteer with Bancroft elementary school families, I want to express concern about the proposed C61 bus route. As currently proposed, the C61 bus bypasses most of Mount Pleasant, and the proposed route skips many of the children's homes at it runs on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I'm a parent of Arlo and Genevieve Perks in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride

or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community.

These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

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Regarding the proposed C61 bus route - This is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on Adams Mill Road. This will mean a LONG HILLY walk to the bus, particularly for kids from the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

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down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation

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We need bus service between our apartment building at 2501 Porter St NW and our zoned middle and high schools, Hardy and MacArthur.

Author: Eddie Massello [redacted] Neighborhood - Bloomingdale There are a number of concerns with the proposed C55 route that goes up first street. There seems to be a lot of dismissal of the structural concerns with the new 1st street tunnel going under the street, which, I believe is misguided. First street already has a weight restriction, and is not mean to carry heavy vehicles. Moreover, when busses are added to this street, there will likely be an increase in standing traffic, especially when you consider the added car trips once the development at McMillan is completed. This is going to put more stress on the infrastructure of the street. There is already property damage that is still currently being litigated from the DC Water project along first street and WMATA needs to ask itself the question, is it really worth putting a bus route on 1st street to find out if the infrastructure will hold up. I support public transportation and would look to for better alternatives such as continuing to use 4th street as the main bus corridor through LeDroit Park or routing the bus down North Capitol Street and Right on to Rhode Island

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These comments concern the proposed C61 bus route. That is the bus that children in Mount Pleasant will use to get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). As currently proposed, the C61 bus bypasses most of Mount Pleasant, and runs past very few houses on the western edge of the neighborhood, on Adams Mill Road. This will mean a long hilly walk to the bus, particularly for kids from low-income families living in the dense part of the neighborhood around Mt. Pleasant Street and 16th Street. Instead, the C61 bus should run down Mt. Pleasant Street and Park Road, so it can serve the most families, including those without access to other forms of transportation.

I live in the 1800 block of East Capitol Street, NE. This new routes would replace the current 96 bus route which is roughly a two-minute walk from my home and takes me directly to the U Street corridor. The new route would require me to either catch the newly proposed C41 and then transfer or walk 20-25 minutes to Benning Road for the newly proposed C57. This is NOT a good replacement route for the 96 bus, which again is closer and DIRECT. It can be a new additional route, but removing the 96 bus route, especially when so many senior residents and residents of varying abilities relies on the 96 bus route is very disheartening. I'd also like to point out, that a few years ago the city removed the 97 bus route which again caused major walking needed for senior residents and residents of varying abilities. Please rethink eliminating the 96 bus route. That would be a devastating loss to residents. Especially those who live on/ near East Capitol Street, which is a MAJOR thoroughfare in the city! Also, Benning Road is already highly clogged with traffic congestion, adding additional routes seems not wise both in a traffic outlook or in a safety outlook for pedestrians and cyclists. Seems as if core voting residents of the city were not included in WMATA's considerations. It also seems like the city is intent on

making a large swarth of residents along East Capitol Street car-dependent which would be the antithesis of WMATA's purpose!

I have been taking 16A regularly and glad to note that the frequency could increase but was surprised to note that the bus stop I get off, at Columbia Pike & Blair Rd is being proposed to be removed. We already walk a distance from inside Madison Lane to get to the bus stop on Columbia Pike and Madison Lane, so please do not add more to the distance we have to walk to get home. While this bus stop 5000946 may not pick up passengers, several of us residents in the area get off this bus stop. Please keep this bus stop as asking us to get off at bus stop further down adds unnecessary distance for our trip home. Please remember that we still need to walk a distance inside the community streets so please keep bus stop number 5000946 active, at least for us to get off the 16A/F44 bus - it is a safe place for us to get off - it is a turf area which we have been doing for over 20 years - perhaps what is needed is to improve this bus stop but certainly not to remove this as this stop is adjacent to the Barcroft Plaza apartment plus many multiple family residences along Madison Lane. Thank you for your reconsideration.

As a Bloomingdale resident I fully support the proposed C55 route that would go down 1st st NW. I live directly off of where this route would go down 1st street and beleive that additional transit routes through my neighborhood is desperately needed. 1st st NW is regularly congested between U St and Rhode Island Ave NW and additional public transit options on that route is an important step in improving the fictionality of that area for all people, not just car drivers. As a resident who lives right off of this route, I fully support the planned C55.

Please keep the G2 route as is. The service from Bryant street is incredibly valuable to Howard students and local residents.

The M4 route is vital for children going to school and camp, commuters going to work, residents going to Sibley Hospital and workers who come to the neighborhood every day. The idea that this route would be removed or reduced does not reflect the reality of how much it is used. Please reconsider this plan. Just this morning, on Utah at Tennyson St, I saw a group of about ten children and adults, who happily said "here it is" as the bus came over the hill. Every day, this stop is packed with people who otherwise don't have a way to access public transit.

Connect Tenleytown to Takoma Park

Please keep the 42/43 bus line and do not make it into the D72. I am an Adams Morgan resident and it’s important to me and my neighbors that these line run to the State Dept, World Bank and Kennedy Center.

I'm a parent of two boys at Eaton Elementary and Hardy Middle School, which feed into MacArthur High School. I'm concerned about the public transportation options to MacArthur. While the proposed C85 and D94 routes will efficiently transport students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School, these routes do not serve the needs of students zoned for Eaton and Hardy. Eaton Elementary is the largest feeder school in the MacArthur system, and many families in Cathedral Heights, McLean Gardens, and surrounding neighborhoods chose these areas with a short bus ride or a reasonable walk to Jackson-Reed High School. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Moreover, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 to get to MacArthur. A potentially short trip would double or triple in duration. I ask that WMATA and the mayor ensure that families zoned for Eaton Elementary can enjoy a short, direct trip so they are ready to learn. For example, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. The city has high rates of students with severe or profound chronic absence from high school. One of the reported reasons for high absenteeism includes students who lack reliable public transit. Eaton serves some of these students with high absenteeism. Please help students at Eaton and Hardy by removing barriers to attending MacArthur. Thank you, James Whitcomb

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I'm a parent of 2 girls in the MacArthur feeder system. I'm here to advocate on behalf of students zoned for MacArthur High School. The proposed C85 and D94 routes do an outstanding job of transporting students zoned for Key, Hyde-Addison, Stoddert, and Mann elementary schools to MacArthur High School. Kudos to WMATA for meeting their needs! However, students zoned for Eaton Elementary, the largest feeder elementary in the MacArthur system, are not well served. Many families in Cathedral Heights, McLean Gardens as well as between Wisconsin and Connecticut Avenues chose these neighborhoods with a short bus ride or a reasonable walk to Jackson-Reed High School in mind. Now that they have been rezoned for MacArthur, these families are no longer within walking distance of their high school. Furthermore, students who live east of Wisconsin Avenue would need to take the C55 or C61 buses to Tenleytown and then transfer to the C85 in order to get to MacArthur. A potentially short trip would double or triple in duration. WMATA has the power to ensure that families zoned for Eaton Elementary can enjoy a short, direct trip. For instance, a bus that conveys students west from the Porter Street or Woodley Avenue corridors directly to MacArthur at the beginning of the school day and in the opposite direction at the end of the school day would more than meet our needs. Eliminating the need to transfer in Tenleytown would be helpful to both the students and the community. Thanks, Mike Buchwald Klingle Rd, NW

This isn't a better bus service for several areas - notably Georgetown and Chevy Chase NW. it leaves these areas with almost no alternative but to drive. There are students who transit across these areas to get to schools who will now have very limited service. And there are significant numbers of older people in these neighborhoods who will have almost no public transportation options during the day. The mayor has claimed to be pushing for more use of public transport

yet options for this are being sharply reduced in these neighborhoods. All in a time when climate change is upon us. Please either increase the M4 service back to previous levels or restore E6 service. We are nit happy with WMATA decisions!

Your survey prevented me from providing feedback on the M4 line. That line critical for children commuting to the middle school and high schools on the line. I have stopped using it and started driving into my downtown office because of how unpredictable and infrequent the buses come. I would very much prefer to use the M4 to connect to metro for my daily commute, but can't trust the M4 enough to use it. So I drive into my office each day. Cutting service seems like the worst idea.

Adams Morgan, Mount Pleasant, and North Dupoint are losing direct bus access to Foggy Bottom. With the new network, there is no more direct access from these neighborhoods to the area south of K street NW and west of 17th Street NW, where several international organizations have their headquarters (IMF, World Bank, OAS, PAHO) plus many federal building and the GWU campus are located. In the past, the S1 bus would allow residents of the 16th St NW axis to get to/from Foggy Bottom during rush hours. This bus was suppressed during the pandemic, and the 42/43 lines re routed to serve Foggy Bottom. With the new bus network, the 42/43 line is partially substituted by the D72 line - which stops short of Foggy Bottom terminating at Farragut Square. The D96, a low frequency line, is planned to cover Foggy Bottom but reaches Dupont Circle and then turns west in the direction of Georgetown. The alternatives provided to go from Adams Morgan/Mount Pleasant/North Dupont to Foggy Bottom imply getting to Farragut Square in either the D72 or the D6X and walking from there, in some cases exceeding 15 minutes of walk (which can be a deal breaker in case of inclement weather). Replacing direct bus access with bus + more walking implies worse connectivity. Providing direct access between Foggy Bottom and the most dense neighborhoods of the Northwest is important as, without it, many employees whose jobs are located in Foggy Bottom (who are in generally well paid, and thus favour comfortable/direct rides rather than affordable rides) may switch to car or ride apps for their commute, increasing congestion.

The 42/43 is the ONLY bus that goes from NW to the Department of State—where hundreds of DC residents are employed, please don’t change this route to no longer go to C street!

The proposal for 2025 eliminates all public transport for the area including Queensberry Rd, Leesville Blvd. and Edsall Road, realigning it to Braddock Road. I live off Leesville and work at the Pentagon. My current commute from door to door is 40-50 minutes, with no transfers. According to the Plan your Trip function on the Better Bus Discovery site under the new better plan "This trip takes over two hours or requires more than 20 minutes to access a stop at a pace of three miles per hour." I fail to see how this is better. My neighborhood is less than 5-miles from the Franconia Springfield Metro Station, yet neither the current nor propose plan provides for transport to the Franconia Springfield metro station from Leesville or Queensberry. This seems absurd to me. Currently the only mass-transit option to get to a metro station from these neighborhoods is to take the 17M/B to the Pentagon Metro Station! Can the Springfield Metro

station accommodate additional commuter parking, that is likely to result from the lack of bus service to the Pentagon Metro? Under the proposed plan, my most efficient route to will be to drive to Braddock Road and pick up the bus for the Pentagon at Queensberry and Braddock. The only parking available at this bus stop is on-street parking on Queensberry. Have the people who own homes near this bus stop (or all bus stops on Braddock Road) been advised to expect increased commuter parking? Walking the approximately 2-miles to Braddock Road might be nice on a spring day but is impractical on a typical Virginia day in July, August, or January. Ridership on the 17M/B is growing. North Springfield is one of very few blue collar/affordable neighborhoods located inside the beltway, making us a magnet for immigrant families to settle. I have seen an increase in ridership and a change in utilization of the 17M and 17B routes. More of my neighbors are using the buses for access to basic needs such as grocery stores, and for transfers at Little River Turnpike and Braddock Road. Many of the newcomers to this route have English as their second language, and we also have several regular riders who are disabled. I fear that ridership on this route was studied before a full post-pandemic return to normalcy. The proposed plan provides NOTHING for the neighborhoods currently serviced by the 17B and 17M metro bus routes.

The loss of a direct route from Mt Pleasant to State Dept, Foggy Bottom, and Kennedy center is a major inconvenience for many neighborhoods. Restore the existing 42/43 routes. The proposed replacement is not equivalent or convienient.

You have proposed removing the access to Foggy Bottom by the 42/43 service. This means my daughter would be unable to get to School Without Walls, unless she walked half a mile from Dupont/Farragut. It also means that the only way to get to Foggy Bottom by bus is from downtown or upper northwest. What about those of us who live in Mt Pleasant and Columbia Heights? I also would like to remind you just how many kids take Metrobus to get to Jackson-Reed and Deal. Removing some of the bus routes to get there is a BIG mistake. Please reconsider.

Is there a way to provide change since fares have increased by a dime or quarter? The fare change began over a week ago, but very few riders are paying the increase. Bus drivers seldom mention the need for more money. Please post signs for what to dobif a train is derailed over water. I was on a train that was swaying too much as it crossed the Potomac, when I realized I didn't know what to do. Will underground stations have ways to stop a deluge rainfall from flooding the station? Will you PLEASE increase the signage size of train information so it can be read from a distance? Currently I must fight the flow of riders to get close enough to the sign to be able to read it. I road Silver Springs trains when school had just let out. It was insanity. Kids were drinking and eating in ways that made a mess. They were incredibly loud. Some were also smoking weed and tossing lit reefers across the aisles to share the high. It was nuts! It's a rarity to see Metro police riding the trains or being a presence at the stations. Metro buses should use announcements in all languages to let riders know the rates increased. PLEASE make bus drivers follow the posted schedules. I must always take an earlier bus bc the drivers don't follow the posted schedules and I'm late for a doctor's appointment. Please work with the local shelters, so riders with unmedicated conditions...for example, fecal and urinary incontinence...do not cause bus drivers and passengers. I was in a 7/11 on Richmond Hwy

during a theft of cigarettes and alcoholic beverages. The pair perfectly timed their thievery so they could exit the store and immediately get on a Rex bus. Thus, Metro was an integral part of their illegal actions. Where are Netro Police during their shifts? Why don't I ever see them?

I urge WMATA to NOT completely cut bus service (N2/N4/N6) to Cathedral Ave NW / New Mexico Ave NW / Wesley Heights. I and many of my neighbors (4200 Cathedral Ave NW, 4201 Cathedral Ave, NW) depending on bus service on Cathedral Avenue for work/commuting. The topography of our neighborhood includes some significantly steep hills, which means accessing bus service on Massachusetts Avenue is not easily/quickly done. If bus service on Cathedral Avenue is cut or significantly reduced, I will likely need to get a car, which will be a huge financial burden on my family. I understand resources are dear and a reduction in services may be necessary. However, I strongly urge WMATA to NOT eliminate bus service (N2/N4/N6) to Cathedral Ave NW.

It is desirable to have a single bus route that serves the NoMa and Eckington neighborhoods and the Rhode Island Avenue station. This service would provide members of NoMa and Eckington access to shopping including a major grocery store, a hardware store, a department store, a major pharmacy, the Department of Motor Vehicles, banks, and several restaurants. This service would be particularly convenient for members carrying much merchandise purchased from the above, enumerated businesses to bus stops close to their homes.

I applaud WMATA's progress in the past year toward transitioning to a zero-emission bus fleet and urge WMATA to move more rapidly to electrify its bus fleet. Improved service begets more ridership, which, in turn, reduces vehicle miles traveled (VMT). Coupled with reducing VMT, it is also essential that improved service on the Better Bus Network is delivered by zero-emission electric buses, in order to comply with the DC's climate law (i.e. the DC Climate Commitment Amendment Act), meet WMATA's own sustainability goals, and improve air quality for District residents.

Please do not remove Wisconsin Ave from the J2 bus!!! So many of us that live off of Democracy Ave work at restaurants in Bethesda and need that local access to our jobs!! -- Gelsey Caine

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I take the D6 bus now. The D6 route is almost perfect--it takes you from Palisades to Dupont Circle, K Street downtown, Metro Center area, E Street, and DC Courts. You can go to work/offices/doctors near K Street, shopping/restaurants/theaters downtown/near E St, walk down to Mall to the museums and do jury duty service at the Courts. Now this D94 bus proposal eliminates all of the above, except destinations near K St. It is, frankly, a miserable proposal with a route that goes hardly anywhere. I still have no idea how I am going to get to jury duty by bus. Nor do I agree that the new naming system is better than the current one. It is as confusing as many of your maps. And the D94 also provides reduced service--how is it better than the

current D6? After seeing other people's feedback--mostly negative--I wonder how Metro came up with this new route. Please re-do and keep the D6 route intact! Thank you.

More frequent service for 42/43

I support Metro in doing everything it can to secure the funding it needs to implement the Visionary Network after the Proposed Network, as soon as possible, and to expand on the Visionary Network with higher frequency service. I encourage Metro to work toward system-wide high-frequency service, especially in neighborhoods with people of color, low-income residents. I applaud WMATA's progress in the past year toward transitioning to a zero-emission bus fleet and urge WMATA to move more rapidly to electrify its bus fleet. Clara Fang, Germantown, Maryland resident

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Please do not discontinue the N-2 and N-4 buses. They are the only ones that go on or close to Cathedral Avenue. The proposed new route leaves us stranded without access to Dupont Circle and beyond to Downtown. Many of us are older adults with mobility problems. Even though it would appear that this is a rich neighborhood, many of us chose the apartment in which we live due to access to buses, supermarkets, and pharmacies. We do not have cars and taking Uber or Lyft is very expensive. Please take this into consideration.

I am very concerned about the proposal to limit the 42/43 route. Specifically, ending the route without stopping in parts of Foggy Bottom that are often commuted to and currently underserved by the WMATA system. I take this route extremely often, as do many of my colleagues, to get to the office. Whenever I take the 42/43 route there are always many people (~20) commuting further than Farragut Square to the World Bank, the State Department, and the Federal Reserve for example. For many of these organizations, particularly those closer to the National Mall, the closest Metro station is over a mile walk away and lacks bus routes that make the commute accessible. This element of the proposal will leave many DC residents worse off and without accessible public transportation.

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eliminating the 96 route would be a huge blow SE DC. it would limit direct access to Union Station and severely impact direct access to Adams Morgan and other NW neighborhoods.

It would be a huge disruption to change the 42/43 route to the D72. Currently, a significant amount of Department of State employees are using the 42/43 route as it drops off close to the State Department. The new suggested route would mean we would either have to take the metro after the bus ride or walk for about 30 minutes. Please retain the current 42/43 route that goes to the Kennedy Center. Or at least keep one of the routes the same instead of changing both of them.

D2 - this is a vital line that connects the interior parts of Glover Park to the Dupont Circle Metro. It goes by the Stoddert Elementary School. It's an important route that needs to remain intact. 31 and 33 - another vital bus line that shouldn't be lengthened because that will result in longer wait times/delays. The current 31 and 33 buses go up to Friendship Heights, where you can take a Red line or another bus to get to Bethesda. Don't need to stretch and change the current route.

The new routes do not serve me well. They are too long and pass through the heaviest traffic. Prior to the pandemic there was a 37 bus. It went from Friendship Heights, down Wisconsin then Mass to near Penn and 10th. It made limited stops and got commuters back and forth between the Upper NW and downtown very efficiently. The new routes are so long and pass through so many neighborhoods that they will fill up and not be able to take on additional passengers. This happens already with the N4 in the morning. It is often full up at Mass and Wisc. That is one aspect of these new, long routes that does not seem to have been considered.

I take the a4/w5 every day between anacostia and overlook/chesapeak. If I time it right the w5 is quite fast, but even the a4 is ok. The proposed C27 route will make my commute substantially longer and less convenient. I will probably have to fins different work in that case.

Why replace the 42/43 with the D72? This change will impact hundreds of commutes daily in a negative fashion. Did you forget that a world exists beyond Farragut Square? Restore the full 42/43 that goes to the World Bank, GWU, The State Department, USIP, and the Kennedy Center. We need that bus!

The elimination of the 42/43 in favor of the D72 does not serve the working people who travel to the State Department (like me), the World Bank, GWU, USIP, and the Kennedy Center. Why make our lives harder? We're the ones who take the bus because we can't drive.

Please keep route 42/43, I need this route to get to work

The elimination of the 42/43 and replacement with the D72 is a horrendous idea. I am one of many people who commute from Adams Morgan to the State Department. Switching buses will likely double my commute time. In addition, I often go to the USIP and the Kennedy Center. I use this bus five days a week. Please keep the route of the 42/43! It is crowded at rush hour, which should tell you something important!

Please continue bus route 43, I moved to my current house in mt pleasant due to the bus route leading straight to the state department.

Extended the proposed D72 to south of the White House to include the Kennedy center

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The bus routes I take most often now are the G8 and the 80. I use the G8 to bring my preschool-age child to school every day, and the bus is often packed (standing room only, and some buses pass us by entirely). While I think the new route replacing the G8 will work in terms of location, I am concerned that there's no plan to increase service on this heavily trafficked route; I think that the bus currently has more than 4 buses an hour passing through during rush hour so the proposed frequency (every 15 minutes, I believe) may actually be a downgrade. I also would love to see the replacement for the 80 stretch further west; this bus used to reach Kennedy Center, and now there's no convenient way for people to make it from Eckington to the western half of the city, especially if they're not near the metro. Finally, I hope that WMATA is doing some proactive engagement with DC Public Schools and OSSE, to determine where and how many students use the bus routes to get to and from school every day, and how these changes will affect their commute time, especially since research shows that longer commutes decrease student attendance. I haven't seen any engagement specifically with schools, which I think is a really big oversight in a city that offers public transit in lieu of school buses.

I'm concerned about the proposed D72 bus route, which is replacing the 42/43 buses. By stopping at Farragut, the suggested route does not take 80% of the people that ride it during morning rush hour to their locations. There are hundreds of World Bank, IMF, and State Department employees that rely on these buses to get to the office. With the proposed route, it will cause a huge portion of your riders to find alternatives to and from the office, particularly those with mobility issues. We urge you to reconsider this route and ensure it goes all the way to 21st and C St to continue serving the riders who need this bus.

Hello, I ride the D6 bus from 13th and C St to my office just west of the White House. In fact I’m on the bus right now and it is fully packed with standing room only. The proposed changes would end this route half way through downtown. There are a lot of us that ride the bus to at least 18th street NW. Stopping at the Metro Center would be a major inconvenience for riders accessing the west side of the downtown offices. There are a lot of us. Please consider extending the new D bus route from Capitol Hill all the way through downtown DC. Many thanks! Marian Thomas

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Eliminating the stop at 17th & U Streets NW (Regional Stop ID Number 1001680) for bus numbers 90 & 96 does not make sense given the distance to 18th Street NW and the number of riders on the two bus lines. In addition, there are no other alternative buses or trains in the area.

I ride five days a week, and have tried every option to travel between 2032 Belmont Road mornings and evenings and the State Department at 2201 C Street Northwest. The new routes ensure a transfer for this commuter, and much loinger walks. My new oprions are the D72 to the D 96. Which are barely shorter than waliking to the Red line at woodley Park or Dupont Circle to Farragut North. Please don't make things worse with this new map. 42 and 43 are excellent for many government workers. The busses are always packed. If the L1 were restored, we could cope.[redacted]

Please do not eliminate the H2/H4 bus stop in Mt Pleasant! It's such a critical East-West route. So many kids use it to get to school as well

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I am very disappointed to lose both the 43 and 42 routes. I work at the State Department, and those busses pass the Truman Building Headquarters and nearly all of our Foggy Bottom Annexes. This is more than 10,000 people served, even after covid, at least 3 days per week. When I arrived in May 2021 when the 80 was my only option, I explored every form of scooter, uber, bike and walked. Every option was expensive, and I got to work soaking wet. Please reconsider keeping at least one direct route between Connecticut Avenue and the State Department. The only option for me involves a mile of waling hills, or a connection. Buses are not reliable enough to make a connection work. the tool offered D72 to D 96, or D96, or D74 to D 96 Thank you. I'd be happy to walk with you between Farragut North and D Street at 21. Thank you. Please Keep the current 43 route at least, or give us back the L 1.

My comments regard the proposed C27 route. I have been an occasional bus commuter from Naval Research Laboratory for a little over 30 years. Relative to the W5 or the A4, this route is definitely not better: 1. This route will surely take longer to get to Congress Heights than the W5 does going to Anacostia station. Unless you live in the neighborhood along this route, it's a downgrade from the current bus system. 2. This route will surely be affected by severe weather, especially snow, more than the W5 or the A4. 3. I understand that in neighborhoods near this route there have been problems with safety on buses. This route goes through some relatively high-crime areas. From a perspective of safety, this is much worse than the W5 and also worse than the A4 bus.

I am a daily user of the 3Y bus on Langston boulevard and have been for almost a decade. It is a highly used route and I do not see the justification for eliminating it. Please reconsider or at least provide justification. Tanja Szabo,[redacted]

I rely on the 3Y to take me from home to work. It takes less time than the train and lets me off directly across the street from my office. This is very convenient for me and brings me peace to have a safe comfortable ride into work. I would hate to lose this option. Please reconsider your support for getting rid of the 3Y.

It is outrageous that you are chopping out the middle portion of P6 bus route, ending it at M street with no service across the Mall. You don't seem to realize that people (disabled, elderly, single mums, out of town visitors, others) from the resident-rich areas of SW, they all use the P6 route to get to the museums on 4th St SW (Museum of Bible, Space Museum, Eisenhower memorial, National Gallery of Art, etc) or to go downtown to Penn Quarter (for theaters, restaurants) or over to NE to see their friends and family up in NE. WHy you chopping out bus routes across the Mallfrom SE/SW over to NW/NE? Do you have any idea how many people use this route all day? Your insane removal of bus routes across the Mall will only hurt those who use it the most, but then again, maybe you think they can afford Ubers and Lyfts or will use Lime and Bikeshares? NOT. If you are a wheelchair user you use the bus as it is easier than the subway system, which has broken elevators all the time. PLEASE KEEP BUS ROUTE p6 INTACT.

Today, I learned that this proposal would eliminate my current bus route to my office in Foggy Bottom on the 42 or 43 bus. My coworkers and I all learned about this today when we were informed by signs or people on the bus about the change, and we were all infuriated that we were not informed about this sooner. We all are vehemently opposed to this change which would leave us without a reasonable way to commute to work via public transit because our locations make it difficult for us to get to Foggy Bottom via metro and we rely on the 42/43 bus. People make their housing decisions based on their work commutes and public transit options. On an extremely hot and humid day like today, we would not only sweat more, but our clothes would be soaked from the heat and humidity and we would risk heat exhaustion as a result of the extreme heat DC faces in the summers, which will only get worse with climate change. Add to that the increased time outside in the cold winters, and the risk to safety for some of my female colleagues who may have to walk greater distances alone. I believe the notice and comment period should be extended and that additional public hearings should be held for individuals who just learned of this drastic change today to provide them a chance to voice their concerns, opposition (and possible outrage), and/or other sentiments regarding this proposed change.

I am totally against the splitting up of D6 bus route where you chop out the middle portion. Currently D6 runs across town on E street NW from Union Station out to Sibley Hospital and is a major source of transportation for elderly and others going out to the hospital and who live in Penn Quarter. Why are you taking away public transportation from this resident-rich neighborhood? Once again your decisions make NO SENSE . Put back D6 route so we can go from Penn QUarter to Sibley Hospital via Dupont. Not everyone calls Uber, uses skateboards or likes the subway and all the changes you have to make to get anywhere. Some of us are jsut elderly or disabled and without the large incomes you appear to enjoy and LIKE TO USE THE BUS to get around the city.

Cutting off access of Adams Morgan/Mount Pleasant residents to places of employment and businesses south of Dupont Circle is not conducive to improving service. Instead, a large portion of residents will lose streamlined access to employment destinations at the World Bank and State Department. Expecting residents to now take two different buses (D72/D74 with D96) is not an efficient or acceptable solution, especially for individuals with disabilities. Adams Morgan is already cut off from metro access. Why compound that by now cutting off bus access as well, particularly for such large employers in the city?

The discontinuation of the bus route 42/43 is incredibly problematic. 1)This buss route currently services the NW community easily and conveniently. Discontinuation would cut off an already underserved public transit community; 2) As a disabled individual the discontinuation is not a reasonable accommodation for my commute to the office. The transfer of buses in the middle of downtown DC would cause undue hardships for me in my commute; 3) Situating yet another transit point in my middle of DC will significantly increase an already heavily congested area; 4) Discontinuation of this bus and complicating travel routes is a disadvantage to federal employees working south of the White House. As a city that hosts the US federal government and several of its employees, it is incredibly disrespectful to make the employees commute more stressful and difficult than it needs to be. Discontinuation of the 42/43 will not provide “better service during rush hour” and will not “connect customers to key destinations and transit hubs.”

My route is J2 which I use to transfer to metro at Medical Center. Now that the new M90 will only go to Bethesda is the time difference the same. Also I agree to space bus stops out better but I understand that Manor Osk and Lone Oak West will be removed. I disagree with this as you already removed line Osk East options.

Disappointing that in the Revised Network there is no equivalent route to route 15X, upon which so many NASA employees rely on. A reliable, express bus to reach NASA from Metro is paramount to increase sustainable access to such a big hub. The current 15X bus is unreliable, especially during the PM loop. It's so unreliable that NASA summer interns most of the time take Uber to/from work! That doesn't make sense, and shouldn't happen. Currently it's also impossible to collect precise ridership data about the route because the fareboxes on board 15x buses don't work. Route 15X needs to stay and needs to be reliable.

DC has made an effort to move DC offices to east of the river, but unfortunately, direct connectivity is not available. The trip from Takoma to Minnesota Avenue is not direct, it goes through downtown and requires 75 minutes and multiple bus transfers. The trip also requires me to cross at minimum 5 high-traffic streets where the cars are going at top speed heedless of pedestrians. Please give more consideration to where DC’s new office centers are and where people live, if you want to get people onto busss and out of cars.

I have been riding Metrobus for 25 years. I know how to get around the system. If you change every route name and number, I won't know how to get around anymore. I'll probably use the system less as a result. There must be some middle ground that can incorporate useful changes (such as the prefix letters) without making unnecessarily confusing changes (i.e., changing all the numbers). Why use "D74" instead of "D8" when the new route is very similar to the existing "H8"? Why use "D82" instead of "D30" when the new route is very similar to the existing 30-series routes? Why use "D92" instead of "D96" when you're replacing the existing "96" route? (I mean, c'mon.) Some of this seems like change for the sake of change, and it has a cost for people who actually use the bus system to get around the city.

Please don't get rid of the 96 bus network. It's an essential way to travel from SE to NW, it's my most used bus route and there isn't a better alternative in this plan.

Hello, I live on the current 3Y route on Langston Boulevard. I've heard there are plans to eliminate the 3Y route along Langston Boulevard. I would like to voice my objection to this proposed change. I use this bus to get directly downtown. It saves me time from riding one bus to the Metro and then switching to Metro. I also know the 3Y is a popular bus along my route. I ask that you keep the 3Y running on Langston Boulevard. Thank you, Sonora

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I live in Adams Morgan and take the 42/43 to work in Foggy Bottom near the Kennedy Center. No longer being able to take a direct bus to my office would be a huge hindrance to my commute. There's a lack of convenient public transportation to Foggy Bottom from adams morgan besides the 42/43.

I have a role in representing the accessible transportation needs of seniors and persons with disabilities. The proposed streamlining of certain bus routes will make it harder for some seniors and persons with disabilities to access those bus lines, further burdening these populations in order to accommodate transportation accessibility options that increasingly favor younger people and those without mobility issues or disabilities. In addition, the removal of some bus routes and stops places people beyond the distance of receiving Metro Access services. Routes that are placed along major travel corridors may improve certain service objectives but at the expense of safety and total time-invested in travel preparations for others. Metro is being asked to consider these realities now while it is assumed that changes can still be made to accommodate these concerns. Thank you to WMATA for being the backbone of public transportation for 50 years in the Washington metropolitan area. It is not an easy responsibility. It is not taken for granted. It is asked that none of us take each other for granted. Thank you for this opportunity to offer feedback.

PLEASE do NOT alter the L2 line route through Adams Morgan. The buses are already few and far between, overcrowded, and inconsistent. Having several stops rely on the 43 bus or the VERY LONG commute on the 42 is a huge step backwards. Thank you.

It’s hard to provide better rush hour times, more weekend service, and direct routes when you are cancelling my routes the 22A and 23B. No, service available in the Parkfairfax neighborhood at all from wmata. Please do not eliminate our buses!

Over the years, WMATA bus service from the upper northwest of DC and from Adams Morgan/Kalorama to the DC area south of Farragut Square, and specifically to the State Department and Kennedy Center, has been progressively cut back to the point where it will no longer exist in your new scheme. Anyone taking the bus - always packed during rush hours at beginning and end of day - will be forced to change buses in midtown before traveling on. This is a serious inconvenience to all these riders and especially to the elderly and handicapped, of which there are many currently taking the 42, 43 and L2 routes. It seems inconceivable that WMATA cannot afford to find the relatively few bus drivers needed to keep these routes as they currently are. I urge in the strongest terms, as a public transit user for over 30 years in DC and an employee of the State Department living in Adams Morgan, that you PLEASE reconsider this horribly inconvenient change and maintain the full 42 and 43 routes as they now exist.

Request to make the NH1 and NH2 Buses to National Harbor more frequent.

My household supports the proposed rerouting of the E4 (C83) bus route to Military Road. This will enable us and many of our neighbors to take the bus to Friendship Heights when currently we don't have that option. We oppose rerouting that line up and down Connecticut Avenue in order to turn at the McKinley Street intersection. Not only does that proposal duplicate current bus service on the L2 but it will add extra time and inefficiency to the E4 route to the detriment of all E4 riders who have been traveling from the eastern neighborhoods of the line. In addition, the proposed turn at McKinley and Connecticut is an awkward and difficult turn for bus drivers at a very busy intersection. Pedestrians especially are at risk here since it is a busy crosswalk used by hundreds of seniors, school children and shoppers. Adding a turning bus will increase the likelihood of accidents, injuries and worse.

Please do not eliminate the N-2, N-4, and N-6 lines. Countless residents of Wesley Hts, AU Park, Spring Valley, Friendship Hts, Dupont Circle, Tenleytown and other neighborhoods will lose all public transportation and will be forced to use Uber, LYFT, taxis, or their own vehicles. Also, please design faster connections between these areas and Cleveland Park and Chevy Chase Circle. Disabled persons and young children in strollers should not have to walk distances to bus stops that are further away. Keep stops throughout the system even if they are relatively close together. Safety, not speed, should be the goal. I personally rarely take the bus

because the 30-45 minute wait times are not practical. I take LYFT to get places on time. Buses are a public service, not a profit-making enterprise. Also, add more Connector Buses in DC.

The D72 needs to extend to the department of state. The current plan has an extremely detrimental effect on my commute, and would force me to move

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I work in Foggy Bottom at 23rd Street and E Street NW and currently take the 42/43 bus to get there from my home. The new D72 bus route will unfortunately not allow me to get to work and is not a suitable replacement for my commute. I kindly request that the new D72 route be extended into Foggy Bottom. Thank you!

Let me start by saying that WMATA is an excellent service provider - providing a selfless lifeline to the commuters who travel solely because of the dedication and kindness of the drivers. Kudos to all the heroes - who we fail to even notice in the daily rush of our crazy lives. Thank you for your service truly. Your proposed 'betterment' of the bus network will only be an extended and enhanced version of your already magnificent commuter bus service, and I am totally support it. thank you again.

I ride the L2 bus only when I have to. It feels unsafe, because many "sketchy looking" people routinely board without paying. I've never seen an MTPD officer on a bus in the 35 years that I've been riding. The long stretches between buses, even at rush hour, make it faster to just walk 20 minutes rather than wait. The drivers seem surly and unhappy in their jobs, and with one exception over the decades I've been riding, never greet passengers or have a kind word to say.

I mainly take the 54, 59, S2 and S9 buses. I have never been on the 14th Street buses when they are not filled with people and things. It is clearly a lifeline for many people as they ride the bus with kids, groceries, packages, and laundry. This is one line that needs more buses. I would recommend eliminating the routes that stop at 14th and Colorado and making them all to Takoma Park with more buses. As to 16th Street line, I think the schedule as it exists now is adequate and would prefer no changes. What is infuriating is the inability on either route to know when the next bus is coming. It doesn’t matter if I check the schedule online and the next bus on your site, or specific stop information. None are accurate which is a problem. Some stops are in the open and in areas I prefer not to wait for long times. I would like to see bus shelters at all stops and that all stops have working screens telling when the next bus is arriving which is sometimes accurate but better than the schedule and next bus app. I also would like to see cameras and/or a button to summon help.

I'm writing in support of the WMATA Better Bus Network and to encourage WMATA towards bus electrification. Electrification makes city air cleaner and is so important in the transition to renewable energy. The benefits of electrified buses are most obvious to me when I'm riding my bike behind WMATA's buses. The fuel-powered buses put out noxious fumes as I ride behind them, while the electric Circulator buses are fresh and clean. I support, as should all DC residents, the rapid transition away from fossil fuels and I'm asking WMATA to accelerate the move to zero-emission electric buses. I commend WMATA's progress on this front and hope this excellent progress will continue. To this end, WMATA should invest in adequate training for operators and technicians of zero-emission buses, to ensure the electric fleet lasts its full lifespan and that the occupational safety of workers maintaining these buses is protected. We applaud WMATA's efforts to make the bus network better connected, have a higher frequency of service, and increasingly reliable. Doing so will assist in DC's target to fully electrify the bus fleet and other goals set forth in the Sustainable DC 2.0 plan, including; • Improve connectivity and accessibility through efficient, integrated and affordable transit systems. • By 2032, increase use of public transit to 50% of all commuter trips in all wards. • Reduce greenhouse gas emissions and air pollution from the transportation sector. • Fully electrify District-controlled buses, and work with regional bus systems to reduce regional bus emissions The scale of the climate crisis demands rapid action to reduce our dependence on fossil fuels, and we appreciate WMATA being a key player in helping the Capital region decarbonize. Thank you for your consideration of our request on bus electrification. Joe Baker, Ward 3 (With help from the Citizens' Climate Lobby - DC Chapter)

Please do not remove the bus stops from Kembridge Ave in Bowie. I take this bus home from work in DC and it will be difficult for me to not have this bus.

I regularly take the 42/43 bus to the IMF. Appreciate this service continuing!

The 42/43 bus route has been vital for me to get to work over my past few years in DC and it is a shame that they are stopping service south of the White House. Dozens of employees use this route every morning to get to work at the State Department, World Bank, IMF, etc and it would be a hassle to transfer every morning…please reconsider this change

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The e4 and L2 are two of the very few buses servicing upper ne by Connecticut. Without them it is quite diffi

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Please do not change the 17G and 17K routes. I live off the Tara Drive Stop and use the Metro to commute into the National Mall. You are significantly increasing both the walk to catch the F29 on Braddock (and asking me to cross Braddock which is dangerous). If I take the F28, my commute will be significantly increased. Further, the likelihood of return to office for federal employees is real so designing routes off of data after 2019 is a bad idea. You are reducing neighborhood pickups which facilitate commuting. If I need to walk 15 minutes to a bus stop, or

my commute is increased 15 minutes, I will instead drive to the Vienna stop and catch the metro.

I have to take the 42/43 bus to get from Adams Morgan to Foggy Bottom for work every day. This is already one less option than there used to be, when the S1 would also cover that route. With the new plan, there is no direct bus from Adams Morgan, Mt Pleasant, or anywhere north to get directly to Foggy Bottom on a single bus. These bus lines are frequented by State Department employees daily, and you are cutting off all direct options.

This is incredibly dumb. Eliminating the 42/43 service south of Farragut north will make it unsustainable for me to commute from NW DC to my job at the State Department. This is the kind of decision that pushes high earners like me, as well as many others, to leave DC for the suburbs. Commuting via public transport is already shockingly difficult for the size of the city. Don’t make it worse.

Hello, I am commenting to please extend the bus route and not change it. I go to the Kennedy Center or that area multiple times a week, and this is the only bus that goes there. If you were to take away this route it would greatly affect and increase my commute.

I rely exclusively on MetroBus Route 42/43 to get to work everyday from Adams Morgan to the State Department. There is no convenient metro rail accessibility in Adams Morgan. Getting rid of the route to the State Department would detrimentally cripple my commute and ability to get to work. It would add 35-40 of commuting each way and extending from one mode of transportation to three (bus, metro, plus 15 minutes of walking) to get from Adams Morgan to DuPont Circle station and then Foggy Bottom station to the State Department. Please reconsider disrupting how a significant portion of State Department and World Bank commuters get to their livelihoods each day.

This is crazy!!! We need the 42 and 43 for state department employees

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Hello, I'm a regular user of the 42/43 bus as are many of my colleagues that work at the State Department. Cutting this route off at Farragut would massively limit access for those of us who use these routes to get to work. Please continue this route all the way south.

Please do not get rid of the 42/43 route. It will leave hundreds of people with no way to get to work. These buses are crowded every morning and it will just overflow the other bus routes

while also not getting us where we need to actually go. This will make public transportation worse than it already is in getting people where they need to go.

The change to the 20 bus wouldnt be beneficial to me. I currently reside 2 mins away from addison road and work at upper marlboro courthouse. I have a small child whom goes to daycare so this 20 Is beneficial for when i drop him off at daycare. Going to largo to catch 21 to courthouse would cause me to have him to get up earlier, and possibly falling asleep in class. The bus 20 leaving from addison road has been a great thing because people thst residenon this side have easier commutes going to work at courthouse. Please do not get rid of rhe 20 route stsrting at addison road

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Please do not eliminate Route 96! This would mean that there is no efficient direct way to get from Capitol Hill SE to Union Station.

Elimination of the 96 is a huge blow to the neighborhood. I played with the interactive tool and there don’t seem to be good alternatives. It cuts off direct access to Union Station, Shaw, and Tinley and replaces it all difficult and inconvenient transfers. please do not get rid of this bus

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D46 is a downgrade from the current 62/63 routes - it restricts the community's access to downtown DC, reduces the options available for riders (making metro usage mandatory for anyone seeking to go downtown) and will actually force people to use the green line to connect to the red line unless people want to use the takoma metro. So basically it locks the community into using takoma metro which is not equipped to handle additional pressure and also doesn't take into account people's preferences for the bus vs metro. Also, in locking people into the metro, if there are any interruptions (which have been known to happen), the entire community is deprived of access or has to find more complicated, alt routes.

The elimination of the 96 Bus route is wrong! I've been in public service and I get the dog and pony. The plan is already set in stone, but please understand that the 96 represents an important, safe and unbroken connector from Southeast DC to schools in upper Northwest. Teens (like mine) who are now able to take a single bus to school are now required to cross New York Avenue and K Street in Rush Hour traffic to connect or take a train and connect by bus to get closer to Georgetown. This is pure cost savings paraded as access and equity, which has the effect of worsening existing breakages between Southeast and Northwest DC.

Ivy City is lacking in bus lines that connect it even to nearby neighborhoods in NE. Ivy City is already hard to walk to, completely inaccessible by metro, and cut off from a lot due to New York Ave., the railroad, and the cemetery so it needs broader bus access.

This plan still lacks a viable route between neighborhoods in NE DC and Navy Yard and the Wharf. The only options are to take multiple buses to go a relatively short distance, or use an alternative transportation option (i.e. drive, rideshare, bike). This is a gap in the current bus map and hasn't been improved by the "better bus network."

The D24 needs to be extended further west under the new network - the new map shows it ending near Metro Center/McPherson Square. I use the current D6 line to get across town from Hill East to Dupont Circle. The D24 doesn't extend as far as the current D6 line, so I would have to transfer to a different bus or walk a much longer distance. This would stop me from using the bus any longer as it would take too long so I'd have to rely on driving or rideshare instead which contributes to traffic and road congestion.

The proposed 2025 Better Bus Network completely removes the existing 96 bus route with no comparable replacement. I take that bus route to get from Lincoln Park to Shaw, U St NW, or Glover Park and the alternative options under the new network will require significantly more walking and a transfer to a second bus, which is unreliable as bus schedules aren't consistent due to traffic. This will create an added burden and hassle and will result in me driving when I would have otherwise taken the bus. My friend who uses this route to meet me does not have a car and will not have this option. Please reconsider getting rid of the 96 route.

So the J2 that hundreds of people now use daily to get to Medical Center Metro will now go Bethesda Metro instead?? This is insanely stupid. It either puts me a metro stop further from Shady Grove or delays me getting on the Red Line in the other direction, and ensures that the Bethesda station will be overcrouded.

Please continue to provide a bus route between Mt. Plesant and Deal Middle School like H2/H4. All children deserve a safe way to get to school, and DCPS does not provide school busing. Also, I rely on the 42/43 to get all the way from Mt. Pleasant to my work at the State Department. Please do not cut the route short.

A bus line connecting the area around Eaton Elementary to MacArthur is badly needed, since Eaton is a feeder school to MacArthur and the new school is far away. The current bus routing would require two transfers from our home, which is not acceptable. Similar bus routes should be planned to accommodate all the MacArthur feeder schools.

Please do not eliminate the stop at Medical Center along the Montgomery Mall-Silver Spring Route! As a rider who uses this stop I regularly see people getting on and off there, whether to get to the red line or because they are one of the thousands of people who work at NIH or

Walter Reed. The bus should be connecting to the train; that is smart transit. It is not smart to make people sit in traffic on a bus to get to a farther away red line stop,. Given the County's interest in prioritizing growth corridors along the current J2 route, eliminating a link to the train system and one of the county's largest employers makes no sense. I cannot believe this is even under consideration if WMATA wants people in Montgomery County to use mass transit.

I need 3Y bus to continue to operate. It’s essential for my daily commute and I don’t understand why it will be cut. This is a bad mistake for many people who rely on it on a daily basis

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PLEASE PLEASE RESTORE THE E6 BUS ROUTE IN BARNABY WOODS, CHEVY CHASE DC (FROM PINEHURST CIRCLE TO FREINDSHIP HEIGHTS METRO). I AM A 79 YEAR OLD RESIDING ON ARCADIA PLACE. NW. I DONT DRIVE AND AM NOT ABLE TO WALK TO CHEVY CHASE CIRCLE (FOR GROCERIES, THE BANK, AND CVS PHARMACY) AND CANNOT WALK TO THE METRO AT FRIENDSHIP HTS. THANK YOU.

Hello, The T14 Bus route through New Carrollton, Maryland runs both directions on the North side of Carrollton Pkwy only. This translates to about 8 - 30000lbs Metro bus transits/hour every work day which literally shake the foundations on the houses. I propose splitting this duty to include the South side of Carrollton Pkwy for the East to West directed bus traffic with the North side of Carrollton Pkwy serving the West to East pass. This would ease the burden on the North side residents and keep the buses furthest rom the houses on the roadway (closer to the ditch that runs down the center) on this two way traffic stretch.

Please do not remove the stop at Park place apartments on 22F route - there are numerous residents relying on it whose daily commute will be negatively impacted. Thanks!

I am the parent of two children who will be graduating to Alice Deal middle school from Bancroft, in the Mt Pleasent Neighborhood, at the end of the school year in 2025. Currently there are bus routes my new middle schoolers can take directly from Mt. Pleasant to Alice Deal middle school. That will change with your new routes, where they would have to have a mid-route bus change. I appreciate that there is a great deal of thought that can go into these routes. I would request that if possible, a direct route without transfers can be preserved so that middle schoolers transitioning between these schools can do so with ease and confidence.

My kid will attend Deal for Middle School starting in 2025-2026. She (and other kids from Bancroft Elementary school) will be significantly negatively impacted by the proposed changes, which will eliminate safe bus routes for them to get to school. Please extend the proposed route of DC104 from Van Ness-UDC to Tenleytown-AU so that Deal Middle School kids can get dropped off safely near school. Or please route the DC103 line to run along Mt Pleasant Street

NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School. The kids (and parents) in Mt Pleasant count on the current routes to get safely to school. These proposed changes make the journey to middle school less safe for them. Thank you for your serious consideration of these suggestions.

I frequently travel between Adams Morgan and Chevy Chase via the L2. Eliminating the Calvert - Columbia Road AdMo Loop as proposed, would mean at least a 15 minute walk to Connecticut Ave. Would adversely impact hundreds of local commuters every day. Please maintain current L2 service at this critical intersection.

Please do not cut bus routes in Mount Pleasant! The 42, 43, H2, H4, and H8 are critically important to elderly residents, school aged kids, and commuters. It is unacceptable that kids would now have to change bus lines or switch to the Metro to get to Deal Middle School. Please extend the DC104 line from Van Ness-UDC to Tenleytown-AU so that middle school students may ride the public buses to their middle and high schools located near Tenleytown-AU. Thank you!!!

Kids in Mt Pleasant rely on the public bus to get to school at Deal and Jackson Reed. As part of this effort, it would be very helpful for the public bus to run closer to the school than currently proposed. This would help to ensure the safety of our kids and a reliable method for them to get to school on time every day.

I am not happy with the cuts to service in Mt. Pleasant that completely cut the northern part of the neighborhood off from Bus service by removing lines from Park Road between Mt. Pleasant Street and Klingle. I am also unhappy that dedicated deal and Jackson Reed bus service will no longer exist.

Please please please do not get rid of the 42/43 bus. There are very few public transportation options to get to the Federal Reserve. I suspect state department employees feel the same, as I often see a whole contingent of State and FRB employees get off on 21st and Virginia stop. I also think this is a very helpful public transportation option for people who are trying to get to the Mall/Lincoln memorial.

Please don’t listen to the critics that the proposed C55 bus route should go through 1st St NW! This route would be beneficial for me, living in the nearby neighborhood. Moving it to Capitol street would make me less likely to take the bus on days when I need to get further NW DC.

Good afternoon, For the past ten years I have lived in Mount Pleasant and taken the 42 and 43 busses each day to and from work at 21st and Est NW. In addition to my daily commute, I regularly rely on the 42 and 43 for getting to and from the grocery store as well as red line metro station. I do not own a vehicle and the proposed changes to the 42 and 43 lines under the Better Bus Network Service would negatively and substantially impact my and many in the Mount Pleasant neighborhood's access to reliable transportation.

My comments are just a reminder that the mini buses that run through Ward 8 are FILTHY. Why must we ride on such deplorable buses. I understand that the public uses the seats for a foot stool, homeless people ride the buses dirty and wet from urine. Some of us are paying customers who rely on metro, but we deserve better services than metro is providing.

The 43 and 42 routes are invaluable bus lines connecting diagonally across the city, a direction most bus lines do not offer. I use this bus line nearly every day to commute and occasionally on weekends too. Losing this bus line would make my already long commute much longer. I request wmata reconsider eliminating the 42/43 to foggy bottom.

Removing more stops will better improve the service. Many stops are only 1-2 blocks from each other greatly increasing journey time. The service could then offer more frequent service and provide more reliable service.

I understand that Georgetown will lose over 40% of its bus service. Considering that there is no metro, very few parking lots and those all below M St and often closed at night, also considering that Georgetown has one of the largest concentrations of restaurants and retail stores in DC, all of which depend on employees who are willing and ABLE to get there, and who depend upon public transportation, does no one there understand that this is a catastrophic plan? The city has truly been working hard to help keep small businesses viable - and incidentally, paying hefty sales tax into its coffers - and this more than undermines that effort. I have no doubt that the bus system as a whole could be improved and tightened up, but stripping Georgetown of its already inadequate public transportation is clearly not thought through from any standpoint beyond saving Metro money. But at what a cost!

The proposed route change for the 42/43 would remove the only practical way to get to the state department. There is no commuting option that goes all the way to the building, and as a handicapped individual I am unable to use transportation that is nearly a mile away like the metro is. Removing service would make this corner of DC entirely inaccessible.

Please do not end 42/43 service beyond Farragut Square to 21st street stops - employees at the State Department rely on the line to get to work and there are already so many other buses

that run to just Farragut Square but this is the only line that goes directly to the State Department.

The 42/43 is the only accessible way to get to a majority of the areas south of the white house. This is an area that is not served by other modes of transportation. It would be ridiculous to take away commuter's only option. I strongly oppose changing the 42/43 to the D72.

Please provide more neighborhood oriented routes , make routes go in neighborhood main roads instead of just major main roads. Some neighborhoods are medium and very big and the nearest bus stop can take over 10 mins to reach in a neighborhood of that size. Please do this in all communities

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Please don't get rid of the D6 route from capital hill (13th and C st NE) to Farragut West (18th st and I st). There are no other buses that allow me to commute to work.

Please maintain the current G2 line. It is an absolutely crucial part of students and university staff members' commute, and changing it would make it harder to access the Howard and Georgetown universities for everyone. Please keep it! There are few alternatives for students and staff!

The metro is relatively well connected but there are very few bus routes connecting Northern Virginia with DC. Many of our NOVA neighborhoods are not close to the metro and we need to rely on other modes to get us to work in the morning. Currently for the east side of Arlington and Alexandria, there are 3 routes - A29, A49, and F19 with 20-24 min frequency during rush hour which is good but they only go to Metro Center - what about Capitol Hill where everyone works? And Georgetown for school? Furthermore, residential areas like Douglas Park, Claremont, Rosemont, and North Ridge are in between those routes yet too far to walk so the new 2025 network doesn't really help residents in those areas. And why on earth is there a bus terminal by the Pentagon when no one lives there?! The bus routes in Pentagon don't go through any of the nearby neighborhoods and it makes little sense to travel all the way there to transfer to a bus that goes in a completely different direction.

Please extend the proposed route of the "DC104" line from Van Ness-UDC to Tenleytown-AU so that more students currently enrolled at Bancroft Elementary School can eventually ride the public buses to their middle and high schools located near Tenleytown-AU. Alternatively, please route the proposed "DC103" line to run along Mt. Pleasant St NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School. Thanks!

These proposals are universally horrible. They eliminate most bus service from Mt Pleasant and remove any ability for neighborhood children to commute to their middle school (Deal) and high school (Jaskson). Return the H routes and the D and W school buses.

Our family continuosly uses the N2 bus route to go to work and our kids to commute to MS Hardy. It is very helpful and really find a secure way for our kids to commute to school. We would really appreciate it that you continue to have the N@ bus route.

Please keep route 3Y! I use it twice a day and the bus is always full. It is badly needed for areas of Langston blvd that are over a mile from the metro, and is a great commuter way to get into the city. The area of Langston blvd that is near the river is already underserved!!!

Don't change the DC bus names. They have been around for years and the new names and numbers make no sense to current residents. Instead of completely new numbers just attach a D for DC or M for Maryland, V for Virginia. This will make sure the routes still get the designation, but make sure current DC residents can still get to work without total confusion.

I have lived in Mt. Pleasant for nearly 15 years and I regularly rely on both the H2/H4 buses. I find the Better Bus proposals for Mt. Pleasant incredibly disappointing. They eliminate most of the bus stops located nearest to where I live and will make it significantly harder for me and others in the Mt. Pleasant community get around. Our trips will be longer and we will be forced to walk longer to get to and from our destinations. For example, I regularly shop for my family and have to walk home with bags of heavy groceries. Cutting stops will increase the burden. These burdens will be particularly tough on elderly communities, particularly in the winter months of the year. I'm all for cutting out unnecessary bus stops, but this proposal guts the bus service going from Mt. Pleasant towards Tenleytown, eliminating all the stops on Park Road where tons of people use the bus. Providing one line instead of two means longer waits, more crowded buses, and more hassle and inconvenience. This makes the bus service considerably worse, not better.

Do not discontinue the N2 Bus Route. Lots of people in our community depend on that bus, including workers going to the Tenleytown metro and students going to Hardy Middle School.

This is the worst change I have ever seen since I started comminuting and using bus system since 2006. If you leave in Bethesda/Spring Valley in DC, you are forced to drive because there is no bus services on Mass ave. I take N4 to commute from Westmorland circle to Farragut North and with the proposed change, I will need either to take a bus to metro or change to

another bus mid way in Georgetown. The time to commute in the morning will triple!!! Please keep N4 bus route - you have already combined it with N6 and N3 - this is essential!

As a long-time DC resident and daily user of the E4 Metrobus, I would like to discuss these changes with someone in a senior position at Metro. I fear there are foolish mistakes being made here that will hurt Metro in the short-, medium-, and long-term.

Hello, Looking at the proposed 2025 routes, the changes would increase my commute time and decrease the number of bus lines I can use. This would be very unfortunate. My route is Ward Circle Park NW to I st & 19 st. No more N2 N4 as options. Instead the new D96 would go through the whole of Georgetown to arrive downtown; quite the detour as compared to the simpler and much faster Mass Ave route. I also note the D96 would not be considered a high frequency bus, hereby limiting further transport availability as compared to the various options currently open for me. Thank you for considering this. Best, Cyril

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On the interactive tool, the routes work well and even show optimistic efficiency improvements. The real test will be how frequently buses and trains run. Bus service routes are always good on paper but often not in alignment with reality.

I am very pleased and impressed with your work and the proposed changes. I live in the Logan Circle neighborhood and do not have a car. I've been a regular rider of the S2/S9, 54/53, 64, 70, and G2. This site is clear and you have made providing feedback very easy. I've worked in government and this is the kind of thing that I dream of when it comes to public services and public engagement. I'm sure you'll get a ton of people with complaints, but not me. JOB WELL DONE! THANK YOU!!!

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seems like express buses are disappearing, that would be a great loss! I also see 3 routes 52, 54,59 being consolidated into two routes, but the frequency is not higher than that of the three routes now... so in fact it seems like less buses will be available. It is already hard to get a bus in rush hour. I worry it will get harder...

Proposed changes to the D72 will completely eliminate my ability to commute to work in Foggy Bottom from Adams Morgan. The D72 must maintain routes from the 42 and 43 to reach Foggy Bottom near the State Department and GWU. There are no other alternative routes.

I would like to request that the 42/43 route NOT remove the stop near the Department of State, near 21st and Virginia Ave. This stop is frequented by many State Department employees and is

critical for the commute from the Red Line to the building, which would otherwise be a 25 minute walk from the Farragut North station. Please keep this stop functional or frequented at least during the work week from 9-5. Many employees rely on this bus to get to the State Department, which employs in DC about 10,000 people.

I would like to request that the 42/43 route NOT remove the stop near the Department of State, near 21st and Virginia Ave. This stop is frequented by many State Department employees and is critical for the commute from the Red Line to the building, which would otherwise be a 25 minute walk from the Farragut North station. Please keep this stop functional or frequented at least during the work week from 9-5. Many employees rely on this bus to get to the State Department, which employs in DC about 10,000 people.

Please do not elimiate the most frequented intersection bus stop: M ST NW + WISCONSIN AVE NW 31, 33, 38B 1001319 DC It is centrally located in Georgetown at the intersection - passengers come from all surrounding streets to board these buses at this location.

Would ask to keep bus route 3Y as it provides easy access for people with limited mobility and health issues.

I would like to see more frequent 3Y buses for longer hours and increase the reliability of the 3Y bus schedule.

Hello. My child will be using a public bus to get from the Mt. Pleasant neighborhood to Deal Middle School and eventually Jackson Reed High School. Please consider how to provide safe, convenient stops and routes for children to get to and from school.

Please extend the proposed route of the "DC104" line from Van Ness-UDC to Tenleytown-AU so that more students currently enrolled at Bancroft Elementary School can eventually ride the public buses to their middle and high schools located near Tenleytown-AU. Alternatively, please route the proposed "DC103" line to run along Mt. Pleasant St NW and Park Road NW so that it is closer to the current stops associated with Bancroft Elementary School.

I ride the 42/43 to get from my residence in Dupont Circle to work in Foggy Bottom. It will be a huge disruption for the 42/43 route to no longer go to my place of work. So many of my colleagues rely on these specific lines that we hold "42/43 Happy Hours" - we are all very concerned about the negative impact of the new route.

Please do not eliminate the D33 bus or any WMATA bus that provides transportation for DC students to/from Deal Middle School and Jackson Reed High School from Ward 4. My child takes this bus and it is typically full of DC public school students who reside East of Rock Creek Park and attend Deal MS and/or Jackson Reed HS. Eliminating these busses will create a hardship for Ward 4 families and create more car traffic on city streets.

Please keep the bus route N2 that goes through Cathedral Ave. We have had this service for so long, why take it away from us now? This would impact many lives, many students, elders, disable people that take the bus there every day, people that use this route to work and to go to medical appointments. The idea is to improve the system for everyone and not to make worse. We should also cover more and not less areas that way people will not use the car and that help us to be city that is more environmentally friendly.

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please extend proposed D72 to State Dept! I’m a State Dept employee living in NW DC (Mt Pleasant) and there are already almost no transit options to get to State. I am reliant on 42/43 to get to work. Many many State employees will be impacted.

Using current routes I can travel from the West End (25th and L Streets NW) to the National Gallery of Art, or the Shakespeare Theater with much less walking than using the Metro Blue, Orange, Silver Lines, or the Red Line. The changes proposed will result in me using MetroBus much less. Eliminating the 25th and L Bus Stops, and stops in Georgetown will make the system extremely inconvenient.

I'm concerned about reductions in services in upper northwest neighborhoods and bus services during peak rush hour times and to metro stops.

Please be mindful of all the Mount Pleasant kids that are zoned for Deal MS/Jackson Reed HS who rely on the convenience of the H2/H4 stops. I understand that those may not be heavily used but they are important in the morning and in the afternoon. The stop at Park Road and 18th Street NW is particularly important for Mt. Pleasant kids who live south and north of the stop off 18th Street. Please consider keeping that.

Hello, Thank you for the opportunity to provide feedback on the proposed D72. Please, please, please do not cut the route 42/43 that goes all the way to the State Department. For those who live in DC and work at or near the State Department, 42/43 are key bus lines for our access. Without this it is MUCH slower and harder to get to work and to the area the line currently serves. Begging you to keep this line as is or at least keep the State Dept stop, thank you.

Noted the proposed elimination of a bus stop along Columbia Pike and Blair Road, bus stop #5000946. Please DO NOT eliminate this bus stop as this services the townhomes/condo/apartment community along Columbia Pike and Blair Road and Madison Lane. This bus stop pairs with the stop across the street (stop# 5004815) that heads towards Pentagon.

The new plans WMATA is proposing make no sense. WMATA proposes that the E4 buses headed towards Friendship Heights Metro along Military Ave. divert their course by turning right onto Connecticut Ave. for 4 blocks and 3 traffic lights, then turn left onto McKinley St. This too would work in reverse. This proposal makes no sense for many reasons: 1) Connecticut Ave. and McKinley St. have a lot of walkers. Many are seniors, children and disabled. Dealing with turning buses makes their journey much more treacherous. 2) Traffic of all kinds will be further clogged along this busy span of Connecticut Ave. 3) Bus passengers will be delayed by 15 or so minutes in getting to Metro. 4) McKinley St. is a narrow road. Military is better equipped to handle bus traffic, and obviously, you should stick with a straight route. With regard to the E6 bus route this route was discontinued because it had run empty most of the time. Why add more traffic for little good? Please prioritize safety for pedestrians, less congestion and expediency. George and Carol Georgiev [redacted]

As a resident of Mount Vernon Triangle, the failure to include an adequate replacement for the Union Station -Georgetown Circulator line in this proposal renders it unacceptable. The proposed routes are scarcely different than the existing Wmata routes, which already provide poor connectivity with foggy bottom and the west end. doubling down on this mistake is idiotic, but about what we've come to expect out of the city's leadership.

Please reconsider to keep the Circulator bur routes, especially the Union Station to Georgetown route. This is a major bus service route that enables cross-downtown transit for residents, employees, and visitors. I don't see a replacement for this route in the proposed new network map.

I am writing to express my concern about the potential removal of a bus stop that I frequently use. Please ensure that the following bus stops remain in service as well as the Stop ID: 100111, Location: H ST NW & 4TH ST NW, Bus Stop Details: 80 to FORT TOTTEN STATION, X2 to MINNESOTA AVE STATION. Thank you for your attention to this matter.

I would prefer that the 80 bus (the new D30) to continue to run along H Street instead of changing to E Street. I would like to keep the Circulator route that runs from Union Station to Georgetown.

Eliminating bus 80 and misifying X9 and X2 routes is the worst idea that could cross your mind. H street is amazing for buses. Massachusetts av and E st are far busier and clogged than H st. Also, now that Chinatown is finally getting a bit cleaner from homeless people and more welcoming to new businesses and tourists, the buses are essential part of making China town H street people friendly.

Please do not change the current route of the 42/43. The proposed D72 will drastically change commuting for hundreds trying to get south to work at the State Department, World Bank, or Kennedy Center. I will likely move or drive as there would no longer be a realistic WMATA route for me to get to work without time-consuming transfers. The 42/43 going this far south is a huge benefit to commuters and everyone who lives in the Mt. Pleasant, Columbia Heights, etc neighborhoods. Please reconsider this change. The bus is packed every morning- this would negatively impact so many. I'd rather pay a surcharge or increased fare than lose my route.

I commute to the World Bank via the 42/43 line and I would like to request that the new route be extended past the White House. Thank you!

Hello, I'd like to detail how essential bus service is in Mt Pleasant on the H2/H4 crosstown. Every weekday morning, there is a group of commuters who ride the H4 from Park Rd. (18th/19th St.) up to Cleveland Park to catch the Red Line. While this is a very short ride (3-4 minutes at most), this bus prevents a one mile walk up the Porter St NW hill. This service is essential. With access to the H4, my commute to work in NoMa usually takes 25-30 minutes. On days where I miss the crosstown, I can either take the H4 towards Brookland and catch the 80 southbound or I can take the S2/S9 and then catch the D4. Either option results in a commute at least 50 minutes long, but often longer because of routine delays in bus services across town. The elimination of this service in Mt Pleasant will have a significant impact on commuters from this neighborhood and I strongly urge you to reconsider this change. Thank you.

The F26 route is a joke! It takes forever to go nowhere! It winds all through unserved neighborhoods (great), but then ends up at a tiny transit center that isn't even a metro stop! Much of the route is already served by the Fairfax Connector 835, which goes to the Pentagon, so why would anyone take the F26 to nowhere? It doesn't go to a metro stop, it doesn't go to shopping, and it doesn't go to DC or a heavy office area. I used to ride the 29 every day, and the F26 is just a short walk to my house, but I can't imagine ever taking this route. We need a bus that just takes residents in these same neighborhoods to the nearest metro stoop (Dunn Loring or even Vienna). Think hub and spokes.

Please continue to provide service for the 96 bus route on Capitol Hill.

Many students and families in Mt Pleasant, whose children currently attend Bancroft Elementary School, rely on public buses to also send their children to the middle and high schools adjacent to the Tenleytown-AU metro station. Therefore, please either extend proposed route "104" to Tenleytown-AU (so that it does not end at Van Ness-UDC) or re-route the proposed "103" to run along Mt. Pleasant Street NW and Park Road NW (like the current H4 buses) to be closer to Bancroft Elementary School. Thank you for considering.

It would be very nice to have more service on the Braddock Road corridor. Of course it's unlikely that anybody needs to go to the Pentagon on the weekends. But it would be useful if a route like the 17G or preferably Fairfax Connector's 306 only go to either Franconia-Springfield or Van Dorn on the weekends. Route goes from George Mason University to Lake Braddock to Braddock Road to either one of the Blue Line Stations. Last bus leaving George Mason should be at least before 7, or close to 10/11 for anybody working at GMU. But the bus to go back to GMU on a weekend should at least be around 9/10pm.

I learned that the Circulator will be discontinued. I do not see a Metrobus line that will replace the Georgetown - Union Station Circulator line which I take to work everyday. As currently proposed, there would no longer be any way for me to get to work. I am often frustrated by the irregularity and unpredictability of the Circulator, even when compared to Metrobus lines; however, I'm happy that it exists so that I can get to work. Please ensure that a Metrobus replaces the Georgetown - Union Station circulator route. This bus is always full during rush hour so many would lose their commute access.

This new plan severely limits bus service in Mt Pleasant by eliminating most of the bus stops in this neighborhood, which would mean extreme hardship to me, my family and many of my neighbors. Walking 15-30 minutes to the nearest bus stop is not acceptable for people who live in this neighborhood, along with the many hundreds of children who need to commute to school every day to Deal Middle School and Jackson Reed High School. As you know, Mt Pleasant does not have its own metro station and by eliminating bus stops all over Mt Pleasant you are forcing an entire population that lives in the neighborhood exactly because of its accessibility to walk 1-2 miles for any public transportation. Even if I as a healthy person can make the extra walk with heavy groceries, there will be many overheated pregnant ladies, elderly and children whose lives will severely negatively impacted if this decision goes through.

I oppose WMATA's proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

Please restore the E6 service to Friendship Heights.

Please restore the E6 bus service

Restore E6 Service and Maintain L2 path through Adams Morgan

Restore E6 bus to Friendship Heights. Increase service on M4 bus.

I am a retired person with some health challenges with limited access to a car. I rely on the bus, taking 4-6 bus trips per week. I am opposed to the proposed network redesign because it eliminates both the east-west bus route and the north-south bus route through my neighborhood, Hyattsville Hills MD. The F8 currently provides east-west service through the heart of Hyattsville Hills along Jefferson Street, and the 86 provides north-south service along 40th Avenue. These routes provide critical connectivity within Hyattsville, and offer direct service to West Hyattsville Metro Station (Green), Hyattsville Crossing Metro Station (Green), and Rhode Island Metro Station (Red). The proposed network redesign eliminates service along Jefferson Street between 38th Avenue and 42nd Avenue, and eliminates service along 40th Avenue between Oglethorpe Street and Hamilton Street. Numerous stops in my neighborhood would be eliminated, including the three stops I regularly use: 39th Ave + Hamilton St #3001622; 40th Ave + 39th Ave #3001624; and Jefferson St + 38th Ave #3001650. These stops are within 100 feet, 90 feet, and 0.1 mile of my home, respectively. Under the proposal, my nearest stops (38th Ave + Hamilton St #3001619; Hamilton St + 37th Ave #3001635; and Jefferson St + 43rd Ave #3001664) will be significantly farther away: 0.2 mile, 0.3 mile, and 0.5 mile, respectively. The Better Bus planner confirms that under the proposed network redesign, each of my customary bus trips will take longer, require more walking, and necessitate additional bus transfers. Further, there is little increase in frequency to compensate for these inconveniences. For example, the P10 is proposed to run every 30 minutes, while the 86, which it is designed to replace, already runs every 30 minutes except for a few short windows. Finally, I'd also like to note how difficult it has been to understand the impact of the proposed network redesign. Initially, I was not concerned, because the document that purports to list all the eliminated stops, the "Bus Stop Consolidation," did not identify my three stops. Only careful review of the proposed network map revealed that the stops will be eliminated.

Restore the E6 service to Friendship Heights!! Be accountable for better public transportation. Start the E6 now!

Please restore the E6 bus

Dear Members of the WMATA Board of Directors, I hope this letter finds you well. I am writing to express my concerns regarding the proposed changes to the bus routes, specifically the new route that replaces the current Metrobus 74. As a daily commuter who relies heavily on this service to travel to and from work, I am deeply troubled by the proposed adjustments, which I believe will significantly diminish the utility of the Metrobus system for many users like myself. One of the primary issues I have with the new route is that it bypasses the core work area of downtown Washington, DC. The current Route 74 drives through the National Mall, hitting key areas from Southwest DC all the way up past Gallery Place. This central route covers a substantial portion of the central business district, making it a vital link for commuters who work in this area. In contrast, the proposed route skirts the edge of the National Mall and avoids the heart of downtown. The decision to avoid the central business area, except for the vicinity around the Capitol Building, effectively renders the Metrobus nearly useless for those whose workplaces are located in the downtown core. The convenience and accessibility of Route 74 have been instrumental in facilitating smooth and efficient commutes for many people, myself included. By not traversing through the central business district, the new route fails to serve the primary purpose of providing reliable transportation to and from work. Moreover, unless one works near Union Station or the Capitol Building, the new route does not offer practical coverage of highly populated work areas. This change forces commuters to rely more on a combination of bus and metro services, adding complexity and time to their daily commutes. The proposed route's focus on the edges rather than the central areas significantly reduces its effectiveness and convenience for daily use. While I acknowledge and appreciate the improvements made in the Buzzard Point neighborhood portion of the route, specifically the change to Half St SW which avoids the perpetually under-construction 1st St SW, the overall impact of the route change is overwhelmingly negative for daily commuters. The new D14 route may serve occasional trips to Union Station, but for everyday commuting purposes, it fails to cover the essential central business core of DC, from the beginning of the National Mall up to Carnegie Library. In conclusion, I urge the WMATA Board of Directors to reconsider the proposed changes to the bus routes. Maintaining a route that drives through the central business district is crucial for the convenience and efficiency of daily commuters. The new route, as it stands, falls short of meeting the needs of those who depend on the bus service for their work commutes and risks decreasing the overall utility of the Metrobus system. Thank you for your attention to this matter. I trust that the Board will consider the concerns of the daily users and strive to maintain a route that best serves the interests of the community.

Your plan To take away all bus stops from Park Fairfax will be detrimental to the citizens and public servants that work for the federal government. Taking away the only two metro buses to that area will leave people stranded and end up putting more people on the road and increasing traffic.

I totally oppose WMATA's proposal to curtail service for the current Metrobus Route 7A. The proposed change to a new Route 27A would not meet the requirements of those living in Fairlington who commute to work in The District on a daily basis. Our community is composed of 92 acres of condominiums with many using the Route 7A bus to access the Metro at The

Pentagon station directly into DC. The proposed two buses an hour is not nearly adequate to serve our commuters, especially during rush hours. Our service was already cut when bus Route 7Y was cancelled, and now you're proposing further cuts, at the same time as you're also advocating that more people use public transportation rather then driving themselves. Seriously, does this make any sense in the whole scheme of things?! Please reconsider the reduction is our service. Thank you for your consideration in this matter. Joan Carter, Fairlington Villages resident

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I am 85 years old and need to shop economically, presently I use the E4 at Broad Branch Rd & McKinley street direction Riggs Park and get off across the street from the Wallmart Super Center, The new 2025 route would leave me at Fort Totten and make me walk a significant distance with my groceries. The M4 route to Sibley Hospital which is also important for me is remaining essentially unchanged and excellent.

Please do not cancel the N2/N6 line, it’s the only bus connection for a lot of buildings near the Cathedral and AU that connects to the Red Line metro.

The reduced service on M4 and M4 is creating significant hardship for commuters, as is the re-routing of L2 and E4. Please reconsider thsse changes. Thank you

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TESTIMONY ON WMATA’S BETTER BUS PLAN. GOOD AFTERNOON. MY NAME IS JAMES NASH, COMMISSIONER FOR ANC 3/4G, SINGLE MEMBER DISTRICT 03. I COME BEFORE YOU TODAY SPEAKING FOR MYSELF AND FOR THE BUS TRANSIT WORKING GROUP OF OUR ANC’S TRANSPORTATION COMMITTEE. THIS EVENING OUR ANC WILL TAKE UP A RESOLUTION THAT GOES ALONG WITH MY TESTIMONY BEFORE YOU TODAY. NB: AFTER I DELIEVERED MY TESTIMONY ANC 3/4G VOTED UNANIMOUSLY TO APPROVE THE RESOLUTION THAT DEMANDS WMATA RESTORE THE E6 BUS AND THAT WMATA NOT: 1) ALTER THE E4/C83 ROUTE TO MILITARY ROAD-CONNECTICUT AVENUE 2) CUT ALL WEEKEND SERVICE ON THE E4/C83 3) CUT WEEKDAY SERVICE FREQUENCY ON THE E4/C83 4) CUT WEEKDAY SERVICE FREQUENCY ON THE M4 AND REPLACAEMENT ROUTES THE ENTIRE RESOLUTION OF ANC 3/4G HAS ALSO BEEN SUBMITTED TO WMATA. WE REJECT WMATA’S SO CALLED BETTER BUS CHANGES TO OUR BUS SERVICE. IN THE STRONGEST POSSIBLE TERMS. HERE IS WHY. OUR ANC ALREADY IS A BUS DESERT. WMATA HAS KILLED THE E6. WITHOUT EVER HOLDING HEARINGS ON THE MATTER OR OFFICIALLY DECLARING THE LINE IS DEAD. THIS WAS WRONG BOTH PROCEDURALLY AND SUBSTANTIVELY. OUR ANC HAS PASSED NUMEROUS RESOLUTIONS DEMANDING THE RETURN OF THE E6. WMATA HAS IGNORED ALL OF OUR RESOLUTIONS. IT CONTINUES TO IGNORE US TO THIS DAY. “BETTER BUS” DOES NOT INCLUDE THE RETURN OF THE E6. THIS IS NOT BETTER FOR US. THE CONSEQUENCE OF LOSING THE E6 WAS TO LEAVE LARGE PARTS OF ANC 3/4 G WITHOUT BUS SERVICE, ESPECIALLY ON WEEKENDS. THE E6 SERVED HAWTHORNE AND BARNABY WOODS. THE M4 IS ONLY A PARTIAL REPLACEMENT. OUR ANCE IS WITHOUT METRO SERVICE. THEREFORE, WE ARE TOTALLY DEPENDENT ON BUS

SERVICE FOR OUR PUBLIC TRANSIT. LARGE AREAS IN THE NORTH AND EAST OF OUR ANC HAVE LITTLE OR NO BUS SERVICE. WHAT IS TOTALLY UNACCEPTABLE ABOUT WMATA'S BETTER BUS PLAN IS THAT IT WOULD EXPAND THIS BUS SERVICE IN BOTH SPACE AND TIME. A MAP OF OUR ANC 3/4G WITH WMATA'S PROPOSED ROUTES REVEALS THAT IF IMPLEMENTED, WE WOULD HAVE BUS SERVICE ALMOST ENTIRELY ON THE BOUNDARIES OF OUR ANC. THIS IS DUE TO RE-ROUTING THE E4 TO MILITARY ROAD. ONLY THE M4 WOULD RUN THROUGH OUR ANC, AND THAT SERVICE IS ONLY ON WEEKDAYS AND RUNS VERY INFREQUENTLY. WE HAVE NO METRO, SO THESE CUTS ARE UNACCEPTABLE TO US. THE PROPOSAL WOULD EXPAND THE BUS DESERT IN SPACE BECAUSE IT WOULD MOVE THE E4/C83 FOUR BLOCKS FARTHER SOUTH TO MILITARY. NOW NOT ONLY THE NORTHERN AND EASTERN PARTS OF OUR ANC ARE WITHOUT BUS SERVICE, BUT THE CENTRAL PART AS WELL! WHILE THIS CHANGE MAY APPEAR OF LITTLE CONSEQUENCE TO WMATA DECISION-MAKERS WHO DO NOT LIVE IN OUR ANC, THIS CHANGE HAS ENORMOUS SIGNIFICANCE FOR THE TAX-PAYING PEOPLE WHO LIVE IN ANC 3/4G. THE C83 WOULD RUN NOW RUN ALONG CONN. AVE. BUT CONN. AVE. ALREADY HAS BUS SERVICE! "FOR TO EVERYONE WHO HAS WILL MORE BE GIVEN, AND HE WILL HAVE ABUNDANCE, BUT FROM WHO HAS NOT, EVEN WHAT HE HAS WILL BE TAKEN AWAY." (MATTHEW 25:29) RESIDENTS IN THE HEART OF CHEVY CHASE AND BARNABY WOODS WOULD NO LONGER HAVE DIRECT ACCESS TO FRIENDSHIP HEIGHTS. NOR WOULD THEY HAVE ACCESS TO THEIR CIVIC CORE—WITH ITS LIBRARY, COMMUNITY CENTER, SAFEWAY AND DRUGSTORE. WMATA'S DECISION TO CUT OFF THESE RESIDENTS FROM THEIR PUBLIC LIBRARY AND COMMUNITY CENTER COMES PRECISELY WHEN THE CITY IS PLANNING TO BUILD US A BRAND NEW LIBRARY AND COMMUNITY CENTER! SO JUST WHEN THE CITY WILL SPEND MILLIONS TO UPGRADE THESE COMMUNITY RESOURCES, INCREASING DEMAND FOR THEM, WMATA WILL MAKE IT ALMOST IMPOSSIBLE FOR US TO GET TO THEM BY PUBLIC TRANSIT! IS WMATA TOTALLY IGNORANT OF HOW THEY ARE DEPRIVING TAXPAYERS OF ACCESS TO THE HUGE INVESTMENT THE CITY IS MAKING? MOREOVER, THE CITY WILL BUILD MORE THAN ONE HUNDRED NEW AFFORDABLE HOUSING UNITS ON THE CIVIC CORE. AFFORDABLE HOUSING RESIDENTS HAVE EVEN GREATER NEED FOR PUBLIC TRANSIT THAN MARKET RATE RESIDENTS. THE CITY'S OFFICE OF PLANNING PLANS TO CHANGE THE ZONING ALL ALONG UPPER CONNECTICUT TO INCREASE DENSITY AND DEVELOPMENT. PRECISELY WHEN THE CITY PLANS TO INCREASE DENSITY IN UPPER CONNECTICUT, WMATA DECIDES TO CUT BUS TRANSIT! THIS IS TOTALLY UNACCEPTABLE. DOES THE LEFT HAND NOT KNOW WHAT THE RIGHT HAND IS DOING? IS WMATA ALSO IGNORANT THAT DDOT IS PLANNING A "CAR DIET" FOR CONNECTICUT AVENUE? DDOT PLANS TO CUT TWO TRAVEL LANES ON CONNECTICUT AVENUE DURING RUSH HOUR. ALONG WITH GROWING DENSITY, INCREASING AFFORDABLE HOUSING UNITS WE WILL HAVE RISING TRAFFIC CONGESTION ON CONNECTICUT AVENUE. THIS WILL FURTHER INCREASE DEMAND FOR BUS TRANSIT IN OUR ANC….PRECISELY WHEN WMATA CUTS IT! WE LEARNED FROM OUR NEIGBHORS WHEN WE ASKED FOR COMMUNITY FEEDBACK ON "BETTER BUS", THE NEW C83 ROUTE CREATES TWO NEW DANGEROUS LEFT TURNS ON CONN. AVE. THAT DID NOT EXIST BEFORE. WESTBOUND AT MCKINLEY AND CONNECTICUT, EASTBOUND AT MILITARY AND CONNECTICUT. EVEN WORSE, WMATA WANTS TO END ALL WEEKEND SERVICE ON THE E4/C83. THIS EXPANDS OUR BUS DESERT IN TIME. THE ONLY WEEKEND PUBLIC TRANSIT OUR ANC WILL HAVE IS THE L2. THIS IS TOTALLY UNACCEPTABLE. IN ADDITION, WMATA WANTS TO CUT SERVICE EVEN WHEN IT DOES RUN ITS BUSES IN OUR ANC. THE C83 WOULD RUN ONLY EVERY 30 MINUTES AT ALL TIMES. NOW IT RUNS AT 15-20 MINUTE INTERVALS. WMATA ALSO WANTS TO CUT SERVICE ON THE M4, THE ONLY BUS LINE SERVING OUR NORTHERN AND EASTERN

AREAS. SERVICE WOULD NOW BE EVERY 30 MINUTES AT ALL TIMES, RATHER THAN AT 15 MINUTE INTERVALS DURING RUSH HOUR. RESIDENTS IN HAWTHORNE AND BARNABY WOODS WHO RELY ON THE M4 WOULD CONTINUE TO HAVE NO SERVICE AT ALL ON WEEKENDS. THE L2 LINE WOULD NO LONGER GO THROUGH ADAMS MORGAN BUT GO STRAIGHT DOWN CONNECTICUT AVE. TO DOWNTOWN. PEOPLE HERE ARE MIXED ON THIS CHANGE. WHY DOES WMATA NOT GIVE US A CHOICE ON THE CONN. AVE. LINE? WE NEED ONE LINE THAT GOES STRAIGHT DOWN CONN. AVE. TO DOWNTOWN AND ANOTHER ONE THAT TAKES US TTHROUGH ADAMS MORGAN. WE HAD THIS SERVICE BEFORE, BUT WMATA CUT IT. BECAUSE DDOT IS PUTTING CONNECTICUT AVENUE ON A 'CAR DIET' ELIMINATING ONE TRAVEL LANE DURING RUSH HOUR, AND ELIMINATING PROPOSED PROTECTED BIKE LANES, DEMAND FOR BUS TRANSIT WILL INCREASE AS CONGESTION ON CONNECTICUT AVENUE INCREASES. WE CALL ON WMATA TO WORK WITH DDOT TO ESTABLISH BUS ONLY TRAVEL LANES ON CONNECTICUT AVENUE IN ORDER TO PREVENT BUSES FROM BEING CAUGHT IN TRAFFIC CONGESTION. I KNOW THE REASONS FOR THESE CUTS. WMATA SAYS THEY BASE IT ON RIDERSHIP AND WE DON'T HAVE ENOUGH RIDERS. I CHALLENGE THAT NARROW PARADIGM AS UNJUST TO ANC RESIDENTS AND DESTRUCTIVE OF OUR AIR QUALITY AND THE HEALTH OF OUR PLANET. THE VERY FACT THAT MANY IN OUR ANC OWN CARS IS A REASON TO EXPAND BUS SERVICE. I OWN A CAR, BUT I USE BUSES WHENEVER I CAN TO SAVE THE PLANET AND TO SAVE MONEY ON PARKING AND TO SAVE STRESS ON DRIVING IN DC TRAFFIC. CUT MY BUS SERVICE AND WILL DRIVE IN MY SINGLE OCCUPANCY CAR. IS THAT WHAT YOU WANT? MANY PEOPLE WHO DO OWN CARS CANNOT AFFORD TO PAY FOR PARKING DOWNTOWN. THE MAYOR WANTS DC TO HAVE A VIBRANT DOWNTOWN. THE "BETTER BUS" PLAN WILL MEAN FAR FEWER RESIDENTS OF ANC 3/4G WILL TRAVEL TO DOWNTOWN. WE CANNOT AFFORD TO DRIVE, EVEN THOSE WHO HAVE CARS. AND WE CANNOT GET THERE BY BUS. AND WE HAVE NO METRO. YOUR PLAN WOULD TURN US INTO A SUBURB. OUR ANC HAS A HIGH PERCENTAGE OF SENIORS. MANY SENIORS IN OUR ANC ARE TOO OLD TO DRIVE CARS. WHAT SAY YOU TO THEM? OUR ANC ALSO HAS MANY RESIDENTS WHO CANNOT AFFORD CARS. THESE BUS LINES ARE SUPPORTED BY DC TAX DOLLARS. IN CHEVY CHASE WE PAY TAXES. LOTS OF TAXES. REVENUE FROM BUS RIDERSHIP DOES NOT COVER BUS EXPENSE. ARE WE TO PAY TAXES AND YET RECEIVE VIRTUALLY NO BUS TRANSIT AT ALL? THAT IS UNJUST. AND COUNTER-PRODUCTIVE. DOES WMATA WANT ME, AND OTHER RESIDENTS OF CHEVY CHASE TO SHOW UP AT THE NEXT BUDGET HEARING AND TESTIFY: "YES, PLEASE CUT WMATA'S BUDGET. WE ARE SICK OF PAYING TAXES AND GETTING NOTHING IN RETURN." I PREDICT, THIS IS WHAT WMATA'S UTTER DISRESPECT FOR ANC 3/4G WILL PROVOKE. BECAUSE YOU HAVE SHOWN US NO RESPECT FOR YEARS. YOU IGNORE OUR ANC RESOLUTIONS. YOU CUT THE E6 WITH NO RESPECT FOR US AND YOUR OWN PROCESS. AND NOW WITH THE SO-CALLED BETTER BUS PROPOSAL, YOU CUT US AGAIN. THERE ARE CALLS AMONG RESIDENTS TO FILE A LAWSUIT AGAINST WMATA. MANY BELIEVE WE HAVE NO CHOICE BECAUSE WE CLEARLY HAVE NO VOICE. YOU WILL CONFIRM WE HAVE NO VOICE IF YOU FOLLOW THROUGH ON THESE INEQUITABLE BUS SERVICE CUTS TO ANC 3/4G. YOU ARE ANTAGONIZING YOUR SUPPORTERS. YOU ARE BITING THE HAND THAT FEEDS YOU. JAMES NASH ANC COMMISSIONER 3/4G SMD 03 CHAIR, ANC 3/4G TRANSPORTATION COMMITTEE TESTIMONY ON WMATA'S BETTER BUS PLAN. GOOD AFTERNOON. MY NAME IS JAMES NASH, COMMISSIONER FOR ANC 3/4G, SINGLE MEMBER DISTRICT 03. I COME BEFORE YOU TODAY SPEAKING FOR MYSELF AND FOR THE BUS TRANSIT WORKING GROUP OF OUR ANC'S TRANSPORTATION COMMITTEE. THIS EVENING OUR ANC WILL TAKE UP A RESOLUTION THAT GOES ALONG WITH MY TESTIMONY BEFORE YOU TODAY. NB:

AFTER I DELIEVERED MY TESTIMONY ANC 3/4G VOTED UNANIMOUSLY TO APPROVE THE RESOLUTION THAT DEMANDS WMATA RESTORE THE E6 BUS AND THAT WMATA NOT: 1) ALTER THE E4/C83 ROUTE TO MILITARY ROAD-CONNECTICUT AVENUE 2) CUT ALL WEEKEND SERVICE ON THE E4/C83 3) CUT WEEKDAY SERVICE FREQUENCY ON THE E4/C83 4) CUT WEEKDAY SERVICE FREQUENCY ON THE M4 AND REPLACAEMENT ROUTES THE ENTIRE RESOLUTION OF ANC 3/4G HAS ALSO BEEN SUBMITTED TO WMATA. WE REJECT WMATA'S SO CALLED BETTER BUS CHANGES TO OUR BUS SERVICE. IN THE STRONGEST POSSIBLE TERMS. HERE IS WHY. OUR ANC ALREADY IS A BUS DESERT. WMATA HAS KILLED THE E6. WITHOUT EVER HOLDING HEARINGS ON THE MATTER OR OFFICIALLY DECLARING THE LINE IS DEAD. THIS WAS WRONG BOTH PROCEDURALLY AND SUBSTANTIVELY. OUR ANC HAS PASSED NUMEROUS RESOLUTIONS DEMANDING THE RETURN OF THE E6. WMATA HAS IGNORED ALL OF OUR RESOLUTIONS. IT CONTINUES TO IGNORE US TO THIS DAY. "BETTER BUS" DOES NOT INCLUDE THE RETURN OF THE E6. THIS IS NOT BETTER FOR US. THE CONSEQUENCE OF LOSING THE E6 WAS TO LEAVE LARGE PARTS OF ANC 3/4 G WITHOUT BUS SERVICE, ESPECIALLY ON WEEKENDS. THE E6 SERVED HAWTHORNE AND BARNABY WOODS. THE M4 IS ONLY A PARTIAL REPLACEMENT. OUR ANCE IS WITHOUT METRO SERVICE. THEREFORE, WE ARE TOTALLY DEPENDENT ON BUS SERVICE FOR OUR PUBLIC TRANSIT. LARGE AREAS IN THE NORTH AND EAST OF OUR ANC HAVE LITTLE OR NO BUS SERVICE. WHAT IS TOTALLY UNACCEPTABLE ABOUT WMATA'S BETTER BUS PLAN IS THAT IT WOULD EXPAND THIS BUS SERVICE IN BOTH SPACE AND TIME. A MAP OF OUR ANC 3/4G WITH WMATA'S PROPOSED ROUTES REVEALS THAT IF IMPLEMENTED, WE WOULD HAVE BUS SERVICE ALMOST ENTIRELY ON THE BOUNDARIES OF OUR ANC. THIS IS DUE TO RE-ROUTING THE E4 TO MILITARY ROAD. ONLY THE M4 WOULD RUN THROUGH OUR ANC, AND THAT SERVICE IS ONLY ON WEEKDAYS AND RUNS VERY INFREQUENTLY. WE HAVE NO METRO, SO THESE CUTS ARE UNACCEPTABLE TO US. THE PROPOSAL WOULD EXPAND THE BUS DESERT IN SPACE BECAUSE IT WOULD MOVE THE E4/C83 FOUR BLOCKS FARTHER SOUTH TO MILITARY. NOW NOT ONLY THE NORTHERN AND EASTERN PARTS OF OUR ANC ARE WITHOUT BUS SERVICE, BUT THE CENTRAL PART AS WELL! WHILE THIS CHANGE MAY APPEAR OF LITTLE CONSEQUENCE TO WMATA DECISION-MAKERS WHO DO NOT LIVE IN OUR ANC, THIS CHANGE HAS ENORMOUS SIGNIFICANCE FOR THE TAX-PAYING PEOPLE WHO LIVE IN ANC 3/4G. THE C83 WOULD RUN NOW RUN ALONG CONN. AVE. BUT CONN. AVE. ALREADY HAS BUS SERVICE! "FOR TO EVERYONE WHO HAS WILL MORE BE GIVEN, AND HE WILL HAVE ABUNDANCE, BUT FROM WHO HAS NOT, EVEN WHAT HE HAS WILL BE TAKEN AWAY." (MATTHEW 25:29) RESIDENTS IN THE HEART OF CHEVY CHASE AND BARNABY WOODS WOULD NO LONGER HAVE DIRECT ACCESS TO FRIENDSHIP HEIGHTS. NOR WOULD THEY HAVE ACCESS TO THEIR CIVIC CORE—WITH ITS LIBRARY, COMMUNITY CENTER, SAFEWAY AND DRUGSTORE. WMATA'S DECISION TO CUT OFF THESE RESIDENTS FROM THEIR PUBLIC LIBRARY AND COMMUNITY CENTER COMES PRECISELY WHEN THE CITY IS PLANNING TO BUILD US A BRAND NEW LIBRARY AND COMMUNITY CENTER! SO JUST WHEN THE CITY WILL SPEND MILLIONS TO UPGRADE THESE COMMUNITY RESOURCES, INCREASING DEMAND FOR THEM, WMATA WILL MAKE IT ALMOST IMPOSSIBLE FOR US TO GET TO THEM BY PUBLIC TRANSIT! IS WMATA TOTALLY IGNORANT OF HOW THEY ARE DEPRIVING TAXPAYERS OF ACCESS TO THE HUGE INVESTMENT THE CITY IS MAKING? MOREOVER, THE CITY WILL BUILD MORE THAN ONE HUNDRED NEW AFFORDABLE HOUSING UNITS ON THE CIVIC CORE. AFFORDABLE HOUSING RESIDENTS HAVE EVEN GREATER NEED FOR PUBLIC TRANSIT THAN MARKET RATE RESIDENTS. THE CITY'S OFFICE OF PLANNING PLANS TO CHANGE THE ZONING ALL ALONG UPPER CONNECTICUT TO INCREASE DENSITY AND DEVELOPMENT. PRECISELY WHEN THE CITY PLANS TO INCREASE

DENSITY IN UPPER CONNECTICUT, WMATA DECIDES TO CUT BUS TRANSIT! THIS IS TOTALLY UNACCEPTABLE. DOES THE LEFT HAND NOT KNOW WHAT THE RIGHT HAND IS DOING? IS WMATA ALSO IGNORANT THAT DDOT IS PLANNING A “CAR DIET” FOR CONNECTICUT AVENUE? DDOT PLANS TO CUT TWO TRAVEL LANES ON CONNECTICUT AVENUE DURING RUSH HOUR. ALONG WITH GROWING DENSITY, INCREASING AFFORDABLE HOUSING UNITS WE WILL HAVE RISING TRAFFIC CONGESTION ON CONNECTICUT AVENUE. THIS WILL FURTHER INCREASE DEMAND FOR BUS TRANSIT IN OUR ANC….PRECISELY WHEN WMATA CUTS IT! WE LEARNED FROM OUR NEIGBHORS WHEN WE ASKED FOR COMMUNITY FEEDBACK ON “BETTER BUS”, THE NEW C83 ROUTE CREATES TWO NEW DANGEROUS LEFT TURNS ON CONN. AVE. THAT DID NOT EXIST BEFORE. WESTBOUND AT MCKINLEY AND CONNECTICUT, EASTBOUND AT MILITARY AND CONNECTICUT. EVEN WORSE, WMATA WANTS TO END ALL WEEKEND SERVICE ON THE E4/C83. THIS EXPANDS OUR BUS DESERT IN TIME. THE ONLY WEEKEND PUBLIC TRANSIT OUR ANC WILL HAVE IS THE L2. THIS IS TOTALLY UNACCEPTABLE. IN ADDITION, WMATA WANTS TO CUT SERVICE EVEN WHEN IT DOES RUN ITS BUSES IN OUR ANC. THE C83 WOULD RUN ONLY EVERY 30 MINUTES AT ALL TIMES. NOW IT RUNS AT 15-20 MINUTE INTERVALS. WMATA ALSO WANTS TO CUT SERVICE ON THE M4, THE ONLY BUS LINE SERVING OUR NORTHERN AND EASTERN AREAS. SERVICE WOULD NOW BE EVERY 30 MINUTES AT ALL TIMES, RATHER THAN AT 15 MINUTE INTERVALS DURING RUSH HOUR. RESIDENTS IN HAWTHORNE AND BARNABY WOODS WHO RELY ON THE M4 WOULD CONTINUE TO HAVE NO SERVICE AT ALL ON WEEKENDS. THE L2 LINE WOULD NO LONGER GO THROUGH ADAMS MORGAN BUT GO STRAIGHT DOWN CONNECTICUT AVE. TO DOWNTOWN. PEOPLE HERE ARE MIXED ON THIS CHANGE. WHY DOES WMATA NOT GIVE US A CHOICE ON THE CONN. AVE. LINE? WE NEED ONE LINE THAT GOES STRAIGHT DOWN CONN. AVE. TO DOWNTOWN AND ANOTHER ONE THAT TAKES US TTHROUGH ADAMS MORGAN. WE HAD THIS SERVICE BEFORE, BUT WMATA CUT IT. BECAUSE DDOT IS PUTTING CONNECTICUT AVENUE ON A ‘CAR DIET’ ELIMINATING ONE TRAVEL LANE DURING RUSH HOUR, AND ELIMINATING PROPOSED PROTECTED BIKE LANES, DEMAND FOR BUS TRANSIT WILL INCREASE AS CONGESTION ON CONNECTICUT AVENUE INCREASES. WE CALL ON WMATA TO WORK WITH DDOT TO ESTABLISH BUS ONLY TRAVEL LANES ON CONNECTICUT AVENUE IN ORDER TO PREVENT BUSES FROM BEING CAUGHT IN TRAFFIC CONGESTION. I KNOW THE REASONS FOR THESE CUTS. WMATA SAYS THEY BASE IT ON RIDERSHIP AND WE DON’T HAVE ENOUGH RIDERS. I CHALLENGE THAT NARROW PARADIGM AS UNJUST TO ANC RESIDENTS AND DESTRUCTIVE OF OUR AIR QUALITY AND THE HEALTH OF OUR PLANET. THE VERY FACT THAT MANY IN OUR ANC OWN CARS IS A REASON TO EXPAND BUS SERVICE. I OWN A CAR, BUT I USE BUSES WHENEVER I CAN TO SAVE THE PLANET AND TO SAVE MONEY ON PARKING AND TO SAVE STRESS ON DRIVING IN DC TRAFFIC. CUT MY BUS SERVICE AND WILL DRIVE IN MY SINGLE OCCUPANCY CAR. IS THAT WHAT YOU WANT? MANY PEOPLE WHO DO OWN CARS CANNOT AFFORD TO PAY FOR PARKING DOWNTOWN. THE MAYOR WANTS DC TO HAVE A VIBRANT DOWNTOWN. THE “BETTER BUS” PLAN WILL MEAN FAR FEWER RESIDENTS OF ANC 3/4G WILL TRAVEL TO DOWNTOWN. WE CANNOT AFFORD TO DRIVE, EVEN THOSE WHO HAVE CARS. AND WE CANNOT GET THERE BY BUS. AND WE HAVE NO METRO. YOUR PLAN WOULD TURN US INTO A SUBURB. OUR ANC HAS A HIGH PERCENTAGE OF SENIORS. MANY SENIORS IN OUR ANC ARE TOO OLD TO DRIVE CARS. WHAT SAY YOU TO THEM? OUR ANC ALSO HAS MANY RESIDENTS WHO CANNOT AFFORD CARS. THESE BUS LINES ARE SUPPORTED BY DC TAX DOLLARS. IN CHEVY CHASE WE PAY TAXES. LOTS OF TAXES. REVENUE FROM BUS RIDERSHIP DOES NOT COVER BUS EXPENSE. ARE WE TO PAY TAXES AND YET RECEIVE VIRTUALLY NO BUS TRANSIT AT ALL? THAT IS UNJUST. AND

COUNTER-PRODUCTIVE. DOES WMATA WANT ME, AND OTHER RESIDENTS OF CHEVY CHASE TO SHOW UP AT THE NEXT BUDGET HEARING AND TESTIFY: “YES, PLEASE CUT WMATA’S BUDGET. WE ARE SICK OF PAYING TAXES AND GETTING NOTHING IN RETURN.” I PREDICT, THIS IS WHAT WMATA’S UTTER DISRESPECT FOR ANC 3/4G WILL PROVOKE. BECAUSE YOU HAVE SHOWN US NO RESPECT FOR YEARS. YOU IGNORE OUR ANC RESOLUTIONS. YOU CUT THE E6 WITH NO RESPECT FOR US AND YOUR OWN PROCESS. AND NOW WITH THE SO-CALLED BETTER BUS PROPOSAL, YOU CUT US AGAIN. THERE ARE CALLS AMONG RESIDENTS TO FILE A LAWSUIT AGAINST WMATA. MANY BELIEVE WE HAVE NO CHOICE BECAUSE WE CLEARLY HAVE NO VOICE. YOU WILL CONFIRM WE HAVE NO VOICE IF YOU FOLLOW THROUGH ON THESE INEQUITABLE BUS SERVICE CUTS TO ANC 3/4G. YOU ARE ANTAGONIZING YOUR SUPPORTERS. YOU ARE BITING THE HAND THAT FEEDS YOU. JAMES NASH ANC COMMISSIONER 3/4G SMD 03 CHAIR, ANC 3/4G TRANSPORTATION COMMITTEE

The proposed 2025 Network is bad news. For those of us who live well north of Military Road in Chevy Chase DC, the E4 bus should continue to operate on McKinley St., NW. And while you're at it, you should restore the E6 bus, which was eliminated with no opportunity for public comment.

Please restore the E6 service to Friendship Heights. Also, please KEEP the M4 and E4 lines. My three girls rely on these bus lines to get to school. In the absence of DCPS school buses, we rely on these buses every day for direct routes to school and also for metro connections. Thank you for your consideration!

I am strongly opposed to WMATA’s proposal to cut service for Metro bus Route 7A (which is proposed to become the A27 route). A lot of people in the Fairlington/Shirlington neighborhood rely on the 7A service for direct access the Metro station at the Pentagon (via the express lanes on I 395). Bus service was already cut when the 7Y was eliminated. - the proposed 2 buses an hour during rush hour (accessing the Pentagon City station via the regular lanes on I 395) will be woefully inadequate to serve Metro commuters. I note that many people live in this because of the streamlined commute to the Pentagon Metro Station, . PLEASE reconsider the reductions in service to this area.

That you are not investing enough to make the public bus system a VIABLE alternative to use of cars when the city is boiling is SHAMEFUL. This “30 minutes or better” is equally SHAMEFUL. You want us, the elderly, to wait in these heat for buses that may take 30 minutes and that often take longer???! This so irresponsible in so many ways!! It should be 15 mins or less for all lines and at all times!! That will benefit businesses on the routes (Mayor seems to care most about them anyway), help reduce use of cars as people find a reliable and frequent service, our health, and the planet.

Please restore E6 bus service to Friendship Heights

Please restore the E6 service to Friendship Heights that travels along Western Ave, Broad Branch Rd, and McKinley St.

The C55 would be a great crosstown connector for folks north of Rhode Island/Florida ave. I've seen NIMBY signs against this, and I hope my voice counts against them when I say please keep the loop at Howard U and the route on 1st st NW. 24hr service to Dulles would be amazing, every 30 minutes would be crazy. All of the 24 hour proposed network looks great, to be honest, although the huge focus on north-south connections strikes me as a little odd. Another crosstown route would help a lot, I think. The D30 and DC208 replacing the 80 is good, I like that the D30 is moved to E street instead of Mass Ave/K st where it always gets bogged down. DC214 and DC215 interlining to replace the G8 is amazing, that bus is always packed during rush hour and its great to see an interlined 8min frequency. On the DC303; I like the route change to U st instead of Logan Circle, much more potential ridership, and I like the extensions to the hospital, but the change to GWU to Georgetown seems strange and extends the route quite a bit. I feel like splitting this into two lines (GWU-U st and maybe Dupont circle-Washington Hospital or even GWU-washington hospital) would help a lot.

The household at [redacted] strongly opposes changes to the current M4 bus schedule. This current route is crucial for residents of Chevy Chase DC for students going to Deal and Jackson-Reed. It is also a key access for all residents from chevy chase to tenleytown to then transfer to metro or other bus routes and beyond.

18P, now F81, went from a 44 minute trip to a 53 minute trip, per your route planner tool. This is not an improvement! Also, the 18P is often standing room only, but you did not increase the frequency of the F81 route to provide more seats.

The proposed route of D72 does not goes to the State Department where myself and many others work. Since the D72 is replacing the 42/43, the new proposed route no longer goes to the State Department and no other route goes either within our walk shed. This will require multiple transfers and will unreasonably extend my commute. Extend the D72 to the State Department.

Hello! Pleas extend the D72 bus route to the State Department.

While the better bus network makes an effort to improve DC’s bus network, there are many areas for improvement. Firstly, it does not have long enough bus lines the replace the existing

circulator lines, including easier ways to get diagonally across dc (for example, from SE to NW) without many transit changes. In addition, the removal of the P6 bus without an alternative bus from Anacostia to upper DC will disadvantage many low income people, who cannot afford to spend more time with multiple bus changes. Also, the bus system will only alienate tourists. Despite noting that the naming system has gotten better, I only find it more confusing and the lack of proper buses moving through DC's primary tourist areas will only encourage tourists to rent cars or catch Ubers, further harming our public transit system and increasing the number of cars and amount of pollutants in our city.

The better bus network is not better for the routes I take. I use the 31 and the 96 and it's bad enough that they run only every 30 min. I'd prob use them more often if they ran more often. But to now propose they get eliminated? Makes no sense if you want to not only keep the riders you do have but get new riders as well.

Losing the route along Mass Ave and the N2 loop through the MANY condos and apartments along cathedral ave and new mexico is not good for my family. I am a single parent and my school aged son uses the N2 to get home every day on his own. It's been so great for him to have the independence of using public transit and it is not in my budget to spend money figuring out a way to get him home safely. The stop at wisconsin is too far to useful for any of the residents of this neighborhood.

Please for the love of God keep the N6 & N2

Under the proposal the 33 and 31 will stop at franklin square. I am senior that regularly takes the bus to the Pa. ave. stop at federal triangle or archives. Stopping these routes at franklin sq. makes it too difficult for me to travel downtown. It takes me around 35 mins. to get downtown. If I have to take a metro at franklin sq. downtown - it will be close to an hour trip downtown and physically stressful transferring and using 2 modes of transportation. The mayor is trying to encourage folks to take the bus and then you shorten the routes. This truly is discriminating against seniors and others who have time constraints - like going to work. To make it worse, you are also discontinuing the circulator- Unhappy glover park resident.

We need a bus that goes from Ward 4 Georgia Ave to DuPont area. Taking the Takoma red line is a ridiculously circuitous route as it loops around. The 70/74 buses are also critical and need more frequent service.

Please do not eliminate the 22A in Park Fairfax. It will leave us in a Metro desert. We are 7 minutes from Pentagon City during the week and we will have no way to get to Pentagon City. There are older people who live here who depend on the bus and the reason we bought condos

here. Even if only a few ride that eliminates more cars on the road. I thought the bus was efficient way to travel. Why are you punishing those of us who live close by but have no way to walk to Pentagon City bcs of 395. If you can keep the Fairlington stop, we can walk across Quaker Lane to catch it but to eliminate altogether is a disaster

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Will there still be buss service in the North Springfield and Ravensworth Farm communities along Queensberry, Heming and Leesville Avenues along the 17B and 17M routes? I know someone in the neighborhood who has a seizure disorder and cannot drive and those busses are the only way for him to commute to work.

Please do not change the bus routes for the N2 and N6. I use those two bus routes to get around the District for doctors' appointments, shopping, entertainment, and visits with friends. IThe N2 and N6 are my only means of public transportation. Thanks in advance for considering my request.

Please don't eliminate the 23A/B or 22A from Park Fairfax -- I take it to work every day and we only have one car between me and my spouse. :(

The elimination of the 63 route and the reduction in service on the 64 route result in a steep, unacceptable reduction in service for users such as myself who rely on these routes daily. If the 63 is removed (and I don't think that it should be), there ought to be an increase in frequency and reliability of the 64 route. As is, the service along this line is infrequent and amazingly unreliable.

I would love to have bus service from the nearest metro, Hyattsville Crossing to my neighborhood in University Park, MD. Thank you.

Claremont and Fairington are high-density population areas that are currently served by multiple buses (7A, 22A) that during rush hour all run about every 12 minutes. Even so, the buses are often full particularly in the evening. This new map substantially degrades service to this area, with no buses on similar routes faster than every 30-36 minutes during rush hour, which is a significant downgrade and difficult to understand given the popularity of the current routes.

It is absolutely necessary that the E6 crosstown bus is reconstituted for the elderly to facilitate their medical and shopping tasks, for students to reach their schools and for those who do not use cars for their destinations.

The current 42/43 provides an important service to commuters who go to the department of state! strongly support a bus line that continues past Farragut west and serves foggy bottom

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Please do *not* eliminate the bus service from Potomac Park up Wisconsin Avenue. I use this service daily, and it would be extremely inconvenient for me to see this route abandoned. The alternative would be for me to have to walk from the State Deparement to Foggy Bottom, take the subway in the wrong direction to Metro Center, and then transfer at Metro Center. This would add a considerable amount of time and inconvenience to my daily commute. PLEASE DON'T DO THIS TO ME!!!!! It ain't broke; don't "fix" it!

There are fewer options in Northwest DC along New Mexico and Cathedral than currently. This is important for both the seniors and AU students who live there and depend on the buses. Please think of a way to get to these areas during non-rush hour times and weekends. Maybe split up the C85 and make it stop in Tenley and run the rest of it to Tenley all the time, including weekends? Or maybe move the C55 to go through Cathedral/New Mexico and then up to Tenley? Many in this corridor do not have cars and depend on the bus system. Overall, the frequency for all the bus routes are a downgrade from what we have now. I do like that there is a bus that will go down to MacArthur High School from the Mann and Stoddert areas but am concerned that there is nothing for the students from Eaton as we originally believed there would be. Also, the buses that go through Glover Park should not go along Tunlaw. Tunlaw already has difficult parking and bike lanes. Adding buses here will be a safety hazard. Keep them going through the neighborhood. By moving them, it could add up to 10 extra minutes of walking for some people who cannot do that. The new bus doesn't need to wind through the neighborhood as it does now but if it could at least hit the western edge, that would be a significant improvement.

Do not change the bus route names (92, X2, etc.). Everyone knows them, most people who ride Metrobus live in the DMV already, so there is no need to appeal to the small number of tourists who might get confused by the current system. They can use Google Maps. If you change the route names you'll just confuse the majority of your riders.

I live in Glover Park. I am very glad that you are maintaining a bus route from here to Dupont Circle, as that is a key bus route for this neighborhood. It would be better if it were more frequent.

WMATA Board - I support bringing the new C55 bus route to Bloomingdale and First Street Northwest. As a longtime resident and transportation planner, I have the experience to recognize that this route will have a measurable and positive impact on current and future residents of Bloomingdale and the District. I'm frustrated by those opposing the C55 on First

Street due to their mischaracterization of the planning process, misunderstanding of traffic safety principles, and their tone. I understand change is challenging. Converting a car-centric corridor like First Street to a more multi-modal one may seem radical and uncomfortable, especially with reduced parking and bus stops. As the District and Bloomingdale continue to evolve, change is inevitable, and I am concerned that Bloomingdale will be left behind if the C55 does not come to First Street. Bloomingdale lacks transit connections. The nearest Metrorail stations are more than a mile away and the neighborhood has few bus lines. Running a bus down First Street will better connect the neighborhood to the city. For example, the C55 would provide direct access to the National Zoo for families in Bloomingdale, and transit to the new Reservoir Park Recreation Center for people to the west. Buses make roads safer by reducing car trips and slowing travel speeds, making First Street safer for all users. Improved infrastructure like raised concrete curb extensions at every intersection would slow turns, promote full stops, and shorten crossing distance for pedestrians, enhancing safety. As someone who commutes 60+ miles by bike a week, I find that buses typically drive at or below the speed limit, come to full stops, and yield to pedestrians and cyclists. I prefer sharing roads with buses because their drivers are more predictable than solo car drivers. Buses improve equity by providing access to jobs, grocery stores, medical facilities, and more for people who choose not to, cannot afford to, or are unable to drive. This is important to me as a father to a child with disabilities. I am excited about the new C55 bus route, but I lament other changes proposed by WMATA. In particular, truncating the 80 line (D30) to terminate at Federal Triangle instead of the Kennedy Center will make it challenging for Bloomingdale residents to move crosstown further south without a transfer, especially with the elimination of the G2. I enthusiastically support WMATA's plan to route the C55 bus line down First Street NW. It will improve neighborhood accessibility, provide opportunities to age in place, access employment centers throughout the City, and reduce automobile reliance. When paired with additional DDOT investment like concrete curb extensions with bioswales and shared-lane markings, regular bus service on First Street will make Bloomingdale's main corridor more vibrant, safer, and accessible for families and people of all ages and abilities. Thank you! Bryan Hayes (and Rachael Brown) [redacted]

Thank you for your work. I live in Bloomingdale off first street and FULLY SUPPORT the proposed new c55 bus. As a family of four with two teenagers and one car we rely on public transportation and bikes to get around the city. Reliable and accessible buses are good for the city as a whole not to mention the planet. Please don't let a few neighbors dissuade you from doing what needs to be done to meet the city's climate goals.

The area around Eaton Elementary school needs good bus service to MacArthur High School. The proposed map does not provide that service.

Regarding the N2 rout, I find the chunk between Cathedral Ave and Farragut West particularly helpful for thousands of people every single day. It would be chaotic to "revise" that rout.

If the 3Y bus route is abolished this would take away yet another means for people in northern Virginia, specially Arlington, to easily access areas closer to the Mall and places like the State Department. Please maintain this route so people can get to these places and maintain their civil servant duties.

Please, please, please, do not eliminate the N2 rout. For us who don't have cars and live in the District, it will become nearly impossible to make our commute less than 1.5 hours out to Virginia. Every morning, the stop at the intersection of Cathedral Ave and New Mexico Ave is packed. You're going to leave hundreds of people without a feasible alternative. Please do not encourage the use of cars; especially for those of us who cannot afford one, this (no N2 bus) would be a life altering change in the worst possible way.

I'd ask you to ignore the complainers in bloomingdale and put the bus there. They don't get special treatment.

Please do not cut the 59 route. It is used by many families to get to and from John Lewis Elementary and LAMB on 14th st and also critical to maintaining the ability for the schools to take field trips downtown.

I support the proposed C55 route through 1st st NW. This route will increase transit access in the neighborhood while preparing for future growth in the McMillan development. I believe buses on 1st st NW are not a safety risk and will actually calm traffic on this street especially during rush hours. Bus drivers are well trained and act with much more caution and respect than current drivers who use these streets to traverse though the neighborhood solely to bypass traffic on other streets.

I am very concerned about the potential elimination of the N bus routes which are indispensable to my ability to use public transport, particularly because I live in an area with the Metro is not available. Removing the N line would be catastrophic for me and many senior citizens who rely on the bus for basic transportation.

I am not sure who is responsible for the actual bus stop area but I have frequently noticed that the place where the bus sign is located is not exactly conducive to encourage people to use the bus. Frequently the location is surrounded by weeds. On the edge of a gully. No protection from wind,rain, snow or sun. No place to sit down. From a person who has mobility issues these things are even more significant.

The proposed C55 route, including the portion on 1st St NW, would be a great addition to the Metrobus system, which would allow me, as a Bloomingdale resident, to more easily access bars and restaurants via public transportation. The C55 route as planned would be a significant improvement over existing bus service.

Overall, I think the idea to revamp the bus network to suit the needs of the evolving city is a great idea. My main comment/concern pertains to the D70/L2 route: 1) I think removing Adams Morgan from the bus route is a mistake. The new route is essentially duplicating a section of the red line, which means most commuters will choose to take the metro since it will be faster. Given that Adams Morgan lacks metro connectivity, is a diverse area, as well as one of the most densely populated neighborhoods, with many apartment buildings and seniors, I think that this bus route serves as an essential link for residents who want to access the northern Connecticut Ave corridor (D72 will provides access to the souther Connecticut Ave corridor). While the D72 will provide some access to northern Connecticut Ave, this is only during rush hour, and doesn't reach as far north as the D70. 2) This is more of a moonshot idea, but can't hurt to suggest it: With the expected elimination of the Circulator system, this could be a good opportunity to combine the L2 (D70) with the current Woodley Park–Adams Morgan Circulator bus. That is, have the bus come down Connecticut from the Maryland border, take Calvert to Columbia to 14th, down to Franklin Park. This would connect many people and destinations on the red line corridor to ones on the green line corridor, connecting the diverse and densely populated population of Ward 1 with the opportunities and businesses in upper Ward 3 Connecticut Ave, and would also be useful for evening bus riders, since the Connecticut Ave corridor lacks connectivity to the Columbia Heights, U St, 14th St, and Logan Circle nightlife areas. Exploring having it be express on 14th St, as the Circulator currently is, could help eliminate delays.

PLEASE MAKE A BUS ROUTE BETWEEN FRIENDSHIP HEIGHTS AND TAKOMA PARK VIA ROCK CREEK. IT IS SO SIMPLE AND CLOSE.

Cathedral Heights is one of the most densely developed neighborhoods in the city with high rise buildings filled both with families whose children take buses to school, older people who have given up driving and depend on public transportation, and many workers and care givers who live in other parts of the city and depend on bus transportation for their jobs. The discontinuation of the N2 and N4 buses on Cathedral Ave./Idaho Ave. is deeply alarming and would be a serious loss to many of us. We strongly urge you to maintain these bus routes and current schedules, and to more vigorously promote their use through the ANCs and community associations in our area. Thank you.

Please do not cut the N bus line, as it would prevent many people from my area from getting to work, school, or other activities on a daily basis. Many of us do not own cars and thus cannot drive. My nearest non-N line metro stop is a 30 minute walk away, which many of my Disabled neighbors will be unable to make.

I support the proposed bus route on first street nw in bloomingdale dc.

Cutting the N buses would mean that I have no way or travel to and from the metro station to get to work. This seems like a necessity to me and many others, as well as the college students that go to AU and live on cathedral/New Mexico. Just seems like a ridiculous idea that will leave many stranded and spending more money that we do not have and want to spend on Ubers/Lyfts.

Please DO NOT eliminate the N2 and N6 buses!! This bus provides a crucial way of getting to the airport without paying exhorbitant taxi fares, and a way to get downtown. Some of my neighbors do not have cars and are elderly and have long relied on these buses for everyday city travel - they can't walk far and need the bus. I am planning to age in place too and it will be much more difficult without the bus service.

Please keep the D2 bus alive as it is. This bus provides a great service to many , especially for those seniors who need a stop closer to their homes than the new route would provide. Would it be possible to run shorter buses at less frequent intervals? Please consider holding on to this valuable resource for the Glover Park/Burleith/Georgetown neighborhoods.

Why are you changing something that is working? Everyone knows the bus schedule for those who use them in DC daily. Right now to get from work is 22 minutes from door to door. In the new routes, the new route will add 20 minutes because I will have to transfer buses and I want to go home or get to work as quickly as possible. I moved to utilize one bus rather than 2 or 3 buses. So you want me to move again? I live N. Dupont and I work at 18th and C ST. NW. So why are you changing something that is working?

The L2 bus that runs on Connecticut Avenue NW (new route D72?) currently uses the underpass under Dupont Circle. This means that there are no L2 bus stops between M St and S St going north. That's a .7 mile walk between stops. Going south, there are no bus stops between S St and N St. That's a .5 mile walk between stops. We should not have to walk that far to get to a bus stop on the only bus route that runs on Connecticut Avenue which is THE major north/south thoroughfare in DC. Yes, it would take longer to traverse Dupont Circle, but many buses do traverse Dupont Circle and they do fine. It's obvious that whoever designed the L2 route to run on the underpass does not take the bus!!!

I am a regular rider of the very poorly serviced G2, 90, and 96 bus routes, and I have been for years. (I used to live in Bloomingdale and now live in Adams Morgan.) I am very excited about the proposed C55 bus route, and I strongly support it! I’m so disappointed by those in

Bloomingdale (my former neighborhood) who are opposed. They don’t understand the difficulty I faced as a bus rider getting to and from that neighborhood, which was a primary reason I moved away. Now I have a very difficult time going back to visit my former friends and neighbors, and I’m saddened by their dog whistle views and misinformation about road damage from bringing in bus service to the neighborhood.

I would like to write specifically in support of the proposed C55 bus route that goes through five blocks of 1st st NW in Bloomingdale. There is currently a petition being circulated by NIMBY members of the community to oppose this route utilizing spurious arguments against it. There is no evidence that the street is unable to bear the weight of buses, nor that it threats the Noetheast Boundary Tunnel (which also passes under Rhode Island Ave. NW, which carries far more weight than 1st st. NW ever will). The petition being circulated is simply the latest whining of of members of the community who oppose any changes or any development in the neighborhood and only really care about changes to parking and having to, themselves, occasionally drive behind a bus or have to hear a bus door opening. The proposed C55 bus will actually improve access for members to the community to other neighborhoods such as Shaw and Columbia Heights. I write in strong support of the proposed C55 addition to the neighborhood.

Eliminating the N2 bus will be a huge disservice to the riders on Cathedral Ave.,NW From New Mexico and Cathedral Aves., NW to the bus stop at Mass. and Wisconsin Aves., NW is almost 3/4 mile up a very steep hill. The N2 route from there to DuPont Circle and downtown is very important for those who work downtown. Going the other direction, the N2 makes it easy to go on Nebraska Ave., to Wisconsin Ave, all the way to the Friendship Heights Metro. I use it to go to my dentist, to Target, Ace Hardware, Container Store, Whole Foods, and my bank, and Clyde's Restaurnt. The N2 bus was an important factor in my decision to sell my car; without the N2 my life will be much more difficult. Several of us volunteer and donate items to St. Alban's Thrift Shop, and use the N2. It's not just the people who live in the several large apartment buildings who will be affected. There are many N2 riders from the nearby residential areas. If you want us to use Metro, make it easier, not harder. If you want us to use public transportation, make it easier, not harder. With the proposed changes, we will have to make more than 1 connection where we now use none or maybe one. Or it will take longer, because the route is less direct. If we miss a connection, it can add 20-30 minutes each way for our travel time. As a compromise, perhaps you could continue the N2 every 30 minutes during the 2 rush hours, and once an hour in between. Please don't eliminate the N2. Thank you.

I have lived in Bloomingdale for two generations. It has progressively gotten more and more difficult to just get out of the neighborhood with 1st and Rhode Island backing up constantly. I can’t even leave my street which is U St NW some days. This new route is thoughtless and disrespectful to our neighborhood. Come see our neighborhood during rush hours and how crazy it is. 100 routes! That is not good.

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c55 is my new favorite route. consider extending it up to the new reservoir development or routing into n. cap to serve bloomingdale and eckington.

We urge WMATA to restore the E6 service to Friendship Heights, canceled during COVID. Additionally, we beg you NOT to reduce service on the M4 and E4. The elimination of the E6 put more cars on the neighborhood roads and on Western Ave in particular, which is too often presumed to be 4 lanes rather than two, and on which speed and stop signs are often ignored. Increase that traffic together with an increase in e-bicycles for folks getting to work and students getting to school and we have an increasingly terrifying cocktail. And make no mistake: people will replace today’s use of M4 and E4 with cars and e-bikes rather than walk+2 connections to get to school and work to ensure they’re where they need to be when they need to be there.

I oppose Metro's plan to curtail service for the current Metrobus 7A. Many people in my community use this line to get to the metro so that they can go into DC and enjoy all the city has to offer (work and pleasure). Our service was already cut (the 7Y) and our options will be further limited. Thank you for your consideration.

Overall, the proposed 2025 Better Bus Network makes significant strides toward a system which is easier to navigate and to get a rider to their destination more quickly than the current network. I have noticed, however, some significant opportunities to improve the network further that I did not see much of in the current proposal. These include: 1. Please consider how the various bus lines connect to each other to facilitate transfers. One of the outcomes of consolidating routes is that fewer people get a one-seat ride for their entire trip. By efficiently bringing lines together and connecting them at shared transfer locations, you can make 2-seat rides easier. For example, a number of the high-frequency bus lines end within blocks of each other but do not connect. I noticed this specifically in a number of places: in SE between Navy Yard and Waterfront, in mid-city between Franklin Square and Gallery Place, in NW between Woodley Park and Adams Morgan. There's a similar gap, though longer, on Connecticut Ave between the DC line and the new Purple Line station. 2. Please consider frequent service to places which are popular with tourists and visitors, and not just locals. The western end of the Mall, and the monuments in general, are very poorly served by transit, considering that Washington DC is a world-class tourist city frequented by millions of tourists a year. Similarly, the proposal has a few circuitous routes serving National Harbor, but none provide a direct, frequent, fast connection to the Metro. I would like to see a frequent, limited-stop service connecting Congress Heights, National Harbor and King St. And what happened to the old B30 bus route to BWI Airport? It was an extremely convenient alternative for times when the MARC is not running. But it quietly disappeared without a trace... 3. With the DC Circulator coming to an end, please consider frequent, easy to understand Circulator-like routes connecting distinct branches of the Metro which take a long time to traverse otherwise. The Better Bus proposal includes frequent service between Brookland, Columbia Heights, Cleveland Circle and Tenleytown, but without actually connecting at Cleveland Circle which makes the transfer there difficult. It also includes frequent-ish service from Ft Totten to the Western Red Line, but since the service is split between Friendship Heights and Tenleytown it's more difficult to navigate. However, absent are direct connections between Rosslyn-Georgetown-Dupont Circle, between Congress Heights-National Harbor-King St, and between Medical Center-Tysons. These would be huge time savers and do

not seem to be accounted for in this proposal. 4. Make sure you consider the experience of infrequent riders in the Better Bus Plan, not just frequent riders. One of the things I see a lot in European bus networks but don't see much here is a predictable schedule which is the same every hour. 10 minute headways are MUCH easier to understand and memorize than 12 minute headways. I would also like to see many more next bus arrival signs going in place, but preferable signs which can show more than 2 buses at a time. As this plan comes to fruition, I also hope Metro continues to coordinate with all the other jurisdictional agencies in the area. For instance, Montgomery County's FlashBus BRT plans to largely cover some of these routes (Viers Mill Rd, NH Ave), and I would hope Metro would not feel the need to duplicate service. I also don't see many lines explicitly connecting with the Purple Line, and, though you have a few years still to work on it, those should be transfer points for bus lines as well where possible. Thank you!

Restore the E6 service

Current route: S2/S9 Stops: 16th & Harvard/16th & Irving; 16th & P We need higher frequency for just the part of rush hour around 9am and 5pm - I think this mainly happens from 8:30am-9:15am, and from 5-6pm. Buses on both the S2 and S9 route will skip stops during the times I mentioned because they’re too full.

First you discontinue the S1 forcing me to take two busses and extend my commute by at least 15 minutes in each direction. Now you’re proposing discontinuing the 42/43?! Why?! It’s a busy route. Please do not make my and my fellow commuters travel even longer and more complicated. Either bring back the S1 (my preference) or keep the 42/3. Can’t do both!!

I appreciate Metro's efforts to improve services. However, this proposed plan appears to seriously limit connectivity in the neighborhoods of Hyattsville between Baltimore Ave and Queens Chapel. Previously, the F8 connected residents with both the Hyattsville downtown area and the West Hyattsville metro station. It appears that the newly proposed P43 replacement route does neither. Part of the reason that I chose my apartment near the intersection of Baltimore Avenue and Jefferson street was easy access to multiple bus routes. I am a regular rider of the F8, I do not have a car so rely on public transit. The F8 connects me with the West Hyattsville Metro, my doctors at Kaiser Permanente, shopping and the Hyattsville library. I have family and neighbors living on and near Livingston Street and 39th Ave. Having the 86 run through the middle of the Hyattsville neighborhood provides access to College Park and points north and also to downtown Washington DC. I am very concerned that these changes will make it much more difficult to use public transit to reach the places that I and my neighbors need to reach and increase everyone's reliance on cars, creating further burdens on the environment and traffic congestion.

STRONGLY object to DC211 bus route along F Street, NE in Capitol Hill. It is better routed along H Street vice a quiet neighborhood street with schools, tight parking, and limited street space. This will have a VERY detrimental impact on the community without any benefit.

I am writing again in STRONG opposition to the Better Bus proposal for Route DC211 through NE DC, and specifically, F Street, NE. WHY would you propose a bus to cut straight through a neighborhood when there is a commercially viable corridor running the same direction on H Street? As a resident of the community for more than a decade, I have serious concerns regarding the negative impact this will have on our neighborhood. Why is this even under consideration? Most individuals on F Street along this route are within walking distance of Union Station and would never use the bus for that purpose. I, and ALL of my neighbors, oppose this route directly down F Street, Northeast for the following reasons: 1. The street is too narrow for existing passage of cars, parking, and currently houses bike lanes. 2. This is a residential community that will be egregiously impacted based on noise, increased traffic, and congestion in the neighborhood. 3. There are two schools immediately on F street that will be adversely impacted if not threatened by this route, particularly during school pick up and drop off. 4. There are sufficient bus routes in the neighborhood - numerous along H Street (East-West, including the X2), along 8th Street NE (90/92), K Street NE (East-West Route), and C Street NE (East-West Route). There is no need for an additional line through F Street NE, when all of these options exist through Capitol Hill within a few blocks of the disruptive, proposed route. 5. Why would you route through a neighborhood community when H street is 2 blocks away? What is the demand from the F Street community for bus stops on our street? *None. 6. There are speed bumps along F street that would further slow the route - vice a commercially trafficked corridor on H. I am requesting that Charles Allen actively engages on this issue due to the community impact, particularly in his role on the Transportation Committee. I look forward to hearing from the WMATA team as well as Charles Allen to determine how this proposed Route 211 can be eliminated down F Street NE and what else is required to remove it from consideration. My neighbors and I are mobilized and prepared to engage with whomever is required. If you need signatures of residents in opposition, I am happy to provide them. This is truly an issue of quality of life that WMATA is about to destroy our beautiful Capitol Hill community. My Contact Details are: Jamie Lynch, [redacted]

I am grateful for public transportation. It is my basic Limo. Unlike many I don't own a car and don't plan to ever own one. It is simply out of my reach. Therefore, I would like to voice my grave concerns about the proposed changes to Bus 7A. I object to WMATA's proposal which would curtail services for current Metro Bus 7A.(proposed A27 route). My heart literally sunk when i heard this. This would have major impact on my livelihood and that of my family. Many people around this community depend on this Bus. It is packed in the morning and evening during peak hrs. After Covid services have been delayed constantly and as if that isn't enough now you want to delay it further? I urge you to consider the people who can't afford to buy a car and leave the services as they are. I am hopeful that our voices will not be ignored to serve a select few. Thanks

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Please do not get rid of the 42/43 service below the White House. This bus service is a lifeline and it’s absolutely insane that you’ll be removing any feasible bus service in this area when those 2 lines are the only lifeline available to commute. It’s ridiculous to require me to walk 15 min to the blue/orange line to transfer to a bus north of k st nw.

I Don't Think That The G2 Bus Line Should Be Discontinued From The Howard University and Georgetown Route In Ward 1. Many Howard University Students and Area Regular Residents Use This Route To Get To Where They Are Going Since It Is Right At Our Doorstep. The 750M Funding For Metro Should Come From All Jurisdictions DC, MD, VA I Am In Favor Of Dedicated Funding To Operate Metro System Be Advise That Some Residents Do Not Have The Monetary Means To Afford Metro and Should Not Be Punished For This Predicament. Randy Clark Wants To Take Metro Out Of Very Low Income Neighborhoods and Put Them In Affluent Well Off Areas Of Washington, DC.

There is concern among State Department employees regarding the changes to the 42/43 bus stop that employees use to commute to and from work. Please change proposed 2025 to accommodate these essential employees.

This is the problem: I commute to and from the Pentagon. The 18P already does not operate enough - the bus currently picks up between 20 and 30 minutes in the morning and approximately every 15 minutes in the afternoon departing the Pentagon. In both cases, the buses are almost always full, very often to the point of riders standing. I have previously asked WMATA for rider data, and I firmly believe that the 18P route is the most crowded bus departing Pentagon station on a daily basis. I would strongly encourage any supervisors or route planners to observe Pentagon departures between 4:00 and 6:00 on a weekday; the 18P would be the longest line and most crowded bus departing. To this problem, I recommend two solutions: 1) have additional departures so that there is no more than 15 minutes between buses. Or, and a stronger recommendation: 2) have express service to / from the Rolling Valley Park and Ride. This is where approx. 1/3 of riders get on and off in the morning and afternoon; having an express dedicated to this stop would alleviate strain on the 18P (future F81) route and make the system function better and more comfortably for all. I conclude by restating the fact that the 18P is very often late and almost always over-crowded during rush hour - far more than any other route visibly departing the Pentagon and far more than almost any other route arriving in the Pentagon in the morning. I would be very happy to discuss this situation and my thoughts. Ian Campbell [redacted]

I don't get the impression that 30 minute or better service during rush hours on most routes is going to be achievable in Northern Virginia, based on the lack of changes. More busses are needed for Burke area. No change does not address frequent delays and incredible overcrowding.

I'm concerned that the changes proposed to the D2 and N bus routes, specifically the elimination of the weekend/evening N6 route. This area of DC is very hilly and is also very densely populated. I'm concerned that people with limited mobility might find it difficult to get to a bus stop that's farther from home. As usual, WMATA seems to be primarily serving commuters from outside DC and not serving people who live in DC and who rely on the bus system to get around in DC without having to transfer to a Metro or another bus. And just for the record, the route of the C85 is really too long. It tries to get to too many places. I can't imagine wanting to ride that bus on a daily basis.

Please don't do what you're doing to the D6. Breaking it into two lines completely destroys the value of that line. With WMATA's inscrutable headways and complete inability to stick to a schedule, breaking it into two lines is going to add minimum half an hour to my trip every single time when I'm just trying to get cross town. Why doesn't WMATA want anyone to be able to get cross town? You're really going to get rid of the only line that goes directly cross town to Foggy Bottom? You are going to destroy my commute and make my life infinitely more difficult, and for what? Literally why? What justification is there? If WMATA does this to the D6 I'm going to light myself on fire outside of WMATA headquarters. You are going to make my life infinitely more difficult. Stop isolating Kingman Park and Hill East from downtown. Don't destroy my commute and consequently my life. I'm so sick of WMATA doing literally anything to avoid actually improving the problems with this city's transport.

Propose that you extend the time for written comments and provide on your Better Bus site a trip-planner that would enable riders to put in a start location and a destination and receive projected length of trip (including walk times), projected time of arrival of next bus if the site visitor selects "leaving now", or the time of next arrival if the site visitor selects another time-of-day for trip. The additional data this approach would provide could fine-tune the data used in your model. This would enable local better-government groups to get the word and minimize surprise and ill-will when routes change. The vendor(s?) that implemented your model certainly have the data. Sarah Meyer is the person in WMATA leadership who may be able to put through an extension of the time for public comment and get what I am suggesting up and publicized. If it's not possible to extend, then I hope to see this implemented next time. I went to the Better Bus site, found a place where I could plan my trip and was very surprised that it offered what I could get today and did not include trip planning on the projected routes.

I oppose WMATA’s proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

A route, or even a Metro station, is needed from Manassas. There is no bus that takes you to Vienna Metro Station.

The proposed Better Bus Network has much to recommend it. Thanks for all the hard work on the proposals. However, the Network makes no mention of proposed changes to other bus networks serving DC, specifically, the issue of whether the DC Circulator will be continued. How can we evaluate changes to one of the bus networks serving the District if we do not take into account what may happen to the other bus network serving DC? My particular concern is that in the quite possible situation that the DC Circulator is discontinued, the proposed Bus Network would mean more than a 40% reduction in bus service to Georgetown, compared to the present bus network in combination with the Circulator. Georgetown is not well served by other means of public transport, and there are a great many people -- residents, workers, tourists -- who use public transport to get to Georgetown. The Better Bus Network proposal should have an annex showing how the proposals would be modified in the event that the DC Circulator is discontinued. Were that to happen, there would need to be more frequent WMATA bus service on Wisconsin Avenue and on the cross-town routes (now proposed to be all on Q St). I often wait at Wisconsin and Q to see which bus comes first -- D2, D6, 33, or Union Station Circulator -- as any one of those buses gets me reasonably close to my work at 19th and L or the Red Line. If there is no Circulator, then the proposed reductions in service in both the Wisconsin Ave and cross-town lines would significantly lengthen my wait time.

Please do not get rid of the 8W. It's a crucial bus line for the community -- which has many military workers -- to quickly get to the Pentagon and also provides quick routes into the city for those who work downtown.

The D72 line should extend to the state department stop. It's a critical piece of my commute.

This new plan appears to seriously limit connectivity in the neighborhoods of Hyattsville between Baltimore Ave and Queens Chapel. Previously, the F8 connected residents with both the Hyattsville downtown area and the West Hyattsville metro station. It appears that the newly proposed P43 replacement route does neither. As a resident of this neighborhood and regular rider of the F8, I am very concerned that these changes will make it much more difficult to use public transit and increase my and my neighbor's reliance on cars. This is at a time when housing growth in this area is at an all time high, and we are already seeing the impact in traffic. Hyattsville’s downtown area is one of these major growth sectors, as is the West Hyattsville station, but you have removed a key access point to public transportation from this city’s core.

Dear WMATA, In reviewing the recently released Metro plan for its bus system, I noticed that WMATA has proposed cutting three bus lines (D33, D34, W45) that transport hundreds of students and other riders to and from west of the park schools to 16th Street and 14th Street. Metro also proposed consolidating two crosstown lines (H2, H4) to Mount Pleasant. This would dramatically reduce crosstown bus service for 16th Street Heights, Crestwood, and Petworth. Our kids rely heavily on these routes to get back and forth to school. The city does not provide school buses with the rationale that students ride free on Metro buses and trains. It must be a

priority to maintain these routes for the safety of our city’s children. Their education should always be a priority. Stephen Mongelli Ward 4

Dear WMATA, In reviewing the recently released Metro plan for its bus system, I noticed that WMATA has proposed cutting three bus lines (D33, D34, W45) that transport hundreds of students and other riders to and from west of the park schools to 16th Street and 14th Street. Metro also proposed consolidating two crosstown lines (H2, H4) to Mount Pleasant. This would dramatically reduce crosstown bus service for 16th Street Heights, Crestwood, and Petworth. Our kids rely heavily on these routes to get back and forth to school. The city does not provide school buses with the rationale that students ride free on Metro buses and trains. It must be a priority to maintain these routes for the safety of our city’s children. Their education should always be a priority. Erica Mongelli Ward 4

Please make people pay for the bus in DC. It would make me and my fiancée feel safer on the bus and we would take it more often. I don’t see the point of the new naming convention. I know I’m in DC and getting on a DC bus, I don’t need the bus number to indicate that

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The proposed new routes take away options between the Hyattsville route 1 area and West Hyattsville. This will increase my and my neighbors' use of private cars. Please consider adding service connecting these two parts of hyattsville as the F8 currently does.

Please maintain a line to the State Department like the 42 or 43

The new proposal eliminates the bus stop I currently use most often at Jefferson Street and 40th Ave in Hyattsville. The new stops are not close to my house. I will no longer be able to take the bus from my house on Jefferson Street to the West Hyattsville metro. I will either have to walk, which is time consuming, or drive to the metro, which is expensive during the week when you have to pay for parking. It's very disappointing. One reason I bought my house was because it was close to a bus stop with a short bus ride to the metro.

Why is the G2 not running to Howard University? The G2 offers Howard students access to the rest of the city, as well as other residents of Shaw. There is also no way to get to Georgetown beyond the G2. There is no alternative to this for many of us, changing the route completely cuts us off from the rest of the western side of the city.

This new plan appears to seriously limit connectivity in the neighborhoods of Hyattsville between Baltimore Ave and Queens Chapel. Previously, the F8 connected residents with both

the Hyattsville downtown area and the West Hyattsville metro station. It appears that the newly proposed P43 replacement route does neither. As a resident of this neighborhood multiple family members of mine are riders of the F8. We are all very concerned that these changes will make it much more difficult to use public transit and male it overly budensome for my children to get to work and return safely from school and other afternoon activities. We purchased our home here because it was an accessible location for non-drivers. Your proposed plan would completely eliminate that for us, nullifying one of the more important benefits for us having moved here. And we would no longer be able to use Metrobus and likely will have to stop using Metro altogether (busses and trains) if you cut our neighborhood line.

Please retain the current and historic route of the E4 bus down McKinley St from 30th Pl NW instead of moving it to the much more dangerous and inaccessible stop on Military Road. To address the complaints of bus drivers you could: 1) put a traffic light at 30th Pl and McKinley; and 2) put large signs to advise McKinley traffic at the intersections of McKinley and Broad Branch and McKinley and 33rd to "Please yield to oncoming busses," or whatever is the correct way that transportation professionals express that idea. Those two blocks of McKinley with parking on both sides are the best way to slow down traffic that use McKinley Street, something that was well established way back when the city tried to limit parking to one side of the street. This is VERY IMPORTANT for the safety of children who attend Lafayette ES, as well as the elderly. Bus drivers' convenience is a considerable factor, but public safety must be prioritized.

I strongly support the retention of the E4 bus route. This bus route allows the senior population served to access the Metro rail and bus system. Elimination of the route would lead to a significant deterioration in the life quality of this segment of DC citizens, as the additional distance required to reach the proposed routes on Nebraska Avenue is, for them, unfeasible.

Please retain the E4 route along McKinley Street rather than move it to a (much more dangerous for its users) route along Military Road to Connecticut. To address concerns/complaints by bus drivers you should put a traffic light where the busses turn on to McKinley from

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D96 that replaces the D2 does not properly serve those who live west of Tunlaw and in Glover Park. The proposed busses do not meet the needs of an entire neighbors nor reduce traffic and pollution by forcing those who live here without vehicles to get them. Daily commutes and spending money in the local community will suffer as a result.

This new plan appears to seriously limit connectivity in the Castle Manor neighborhood of Hyattsville (and between Baltimore Ave and Queens Chapel more broadly). Previously, the F8 connected residents with both the Hyattsville downtown area and the West Hyattsville metro station. It appears that the newly proposed P43 replacement route does neither. As a resident of this neighborhood and regular rider of the F8, I am very concerned that these changes will make

it much more difficult to use public transit and increase my and my neighbor's reliance on cars. - Arianna Pineiro, Hyattsville, MD

Metro should increase bus frequency and increase the number of electrified buses.

Please don’t get rid of g2 / d2 connection in glover park/Georgetown

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My entire family of 5 adults rides the 96 frequently east of 8th street NE on Capitol Hill. We pick up at the Lincoln Park stop, and get dropped at the Kentucky Ave stop on our way home. My adult children ride it back and forth between their apartments in Adams Morgan and for a home cooked dinner at the house where they grew up, just off Lincoln Park. The geezer parents (ok we're just late 50s) desperately trying to stay hip, ride it often to concerts at the 9:30 club, drinks at St Ex or Shaw Tavern or All Souls. We meet with the kids for dinner all over, up and down the 96 line. Catching the equivalent of the current 96 would mean walking to 8th street, four long blocks from our house, and at that point, we're prob just grabbing an Uber. The key for us (husband has a bad knee) is that the current stops we use are just a block from our house. It's convenience is unmatched, and because of that, we ride it all the time. Please. I'm begging. Keep the 96 going east of 8th street on Capitol Hill. So many people use it.

Please re-instate the E6 bus line along Western Ave in Northwest. This line is essential for many in the neighborhood, including many elderly who do not have cars or can't drive, but need to be connected to nearby communities.

Dear WMATA, we urge you to maintain service frequency on the 7a bus / (Proposed A27). We are homeowners in Fairlington Villages, and I commute to work downtown using the 7a bus - it's a lifeline. My partner also uses it to connect to the metro. Decreased frequency of service, especially during the morning rush hour, would greatly extend my commute and make it hard or impossible to rely on public transit to get to work - part of what makes living in Arlington viable now, and part of the draw for us to buy here. We don't really have an alternative if the 7a is cut off. I work in management at the State Department in Foggy Bottom, and I also note that State is working to get employees back in person - and decreased public transit service is one obstacle employees generally cite to in-person work. WMATA further decreasing service routes is shortsighted, and puts us into a bad feedback loop for making these shifts back towards in person work feasible. I hope maintaining morning rush hour service frequency on the 7a is possible - it makes a huge difference in my day, every day. Many thanks, Mari Michener Oye

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I saw that the 42/43 bus is changing in 2025 and at that time no longer going to the Kennedy Center or the State Department. That is my route that I use every day to get to work and back home every day. I rely on the bus because I do not drive because of my disability and the bus is

the easiest to get everywhere If you take my bus route away, how is that better? I use the 43/42 everyday Monday thru Friday to get to work. How is changing my route to get to work and to the Kennedy Center for concerts making my life better? It wouldn't make my life better, it would make my life worst. The 43/42 bus is packed every day. There are no other bus going that direction. How is that making my life better? Please keep the 43/42 bus.

Please reinstate bus service from Chevy Chase DC to Deal Middle School. My son and all his classmates take it to and from school everyday.

I'm having difficulty in determining how to submit comments but hopefully this works. A real lack of public transport in NE DC is the inability to use buses on the full length of South Dakota Avenue NE. Senior housing plus many new condos and other residences exist at Fort Lincoln and just beyond Fort Totten with Costco et al located at one end and Walmart et al located at the other. HOWEVER using public transport to move along this important corridor does not seem to be possible. Transfers must be made from bus to subway to bus to go the length of SD Ave. It would also seem that with multiple streets crossing South Dakota Ave. connecting MD and DC that bus service on South Dakota would be very helpful. My contact information is [redacted]-- please advise if I should submit these comments at a different location. Thank you.

I am disappointed in this redesign. You have limited the way people can give feedback, which better suits your aims, but ignores what their answers would be if they were asked more open ended questions. People prefer a longer single bus trip rather than a connection, because WMATA is actively hostile to trips requiring bus connections. I regularly go to Chevy Chase from Columbia Heights for work, and I walk 0.8 mile to the L2 because trying to connect the H2 to the L2 or the 54 to the E4 is impossible. DC has absolutely terrible East/West connections, and this plan does very little to improve them (though I am thrilled about the connection between CH and Dupont and possibly Georgetown). While I understand the move of the L2 out of Adams Morgan, it personally screws me over, but this would not have to be the case if you actually ran the East/West busses with any sort of frequency, but having to wait five to ten minutes for the first bus, and then ten+ (often twenty) for the second is egregious.The walk to Adams Morgan is nice, and past shops and I can get a coffee or go to Ace Hardware if I have to kill time. The wait in Cleveland Park from the H2 to the L2 is boring, but at least safe. The wait for the E4 on 14th St is deeply uncomfortable and often feels sketchy. Is it any wonder people say they would prefer a longer bus ride over a connection. Every twelve minutes is absolutely not frequent service, when you consider that a wheel chair easily adds 7 minutes of travel time to a bus (not their fault, but getting the bus driver to lower the ramp, getting people to move, getting the person secured in location, getting people to get out of the way of the ramp and not enter, and getting the person off the bus, all take time. I've been on busses where it has taken two light cycles just to get someone with a mobility issue on), and I know you all know that. The busses I take are almost always at least 3/4 full, and often there is no seat to be had. There is demand for more L2 (I can tell this, because on Sunday afternoons it is packed). There is demand for more 42 (regularly fills to standing room only). there is demand for more 52/54 (always crowded). there is demand for more 96, and there would be even more demand for the 96 if it ran more frequently. A couple of weeks ago, I took the bus from my friend's house in 16th St

Heights with her kid. The first 52 bus we tried to take was a ghost bus. We went down to the Natural History Museum. The 52 bus we tried to take back blew past us and the next stop. We finally made it back, and I took a bus back down to Columbia Road to head over to my parents' house in Cleveland Park. It arrived 8 minutes late, and during the ride down 14th, the H4 passed and then as I was exiting the 54, the H2 pulled away (doesn't even take me within a half mile of my parents' house and requires and entirely uphill walk at the other end, but at least gets me closer.) The 96 was leaving Adams Morgan in 12 minutes, and it was 96 degrees out. The Circulator wasn't coming for 25 minutes. There is no bench or anything at Columbia and 14th. Just hot sun. I've lived in my current apartment for 8 years and my mother has never taken a bus over even though she hates driving and parking in Columbia Heights because it is impossible to do so with any assurance that you will get there or that the bus won't blow past you because the estimated arrival times are so off when you are near the end of the line. I am begging of you to consider that busses should be more than just for rush hour traffic, but that they are better suited to a new decentralized post-pandemic lifestyle. I would be so nice if I could actually count on the 64 bus to pick me up two blocks from my house and bring me up to Upshur for dinner or shopping or to see my sister, but that timing has never ever worked out, because as I just am checking now, there is one in 7 minutes, one in 50 minutes and one in 64 minutes???? how is this useful? how is it reliable? Busses can work, but you have to build out the infrastructure so that people know they can count on them and that they will not be waiting 20 minutes in 95 degree weather, or that if they just miss a bus or a connection because of traffic or a person with a mobility issue getting on the bus, that it's not the end of the world, another one will be along shortly. We bus users deserve the same courtesy and effort you expend on Metro riders. (and if you want bus riders who actually pay the fare... you have to give us something worth paying for.. instead of making it clear that we're an after thought that does not matter. I also recommend a monthly bus pass option.)

I support moving the M4 bus line in DC from neighborhood streets to a crosstown route traveling on Military Road. Thank you.

I am writing to express serious concern about WMATA’s proposed A27 route that is planned to replace the current 7A services. My family lives on the 7A route, and we depend on the 7A bus to get to work daily as well as to access Metro and shopping centers for household outings. The proposed decrease to only 2 buses per hour would not meet our needs on a daily basis and would require us to consider other more expensive ways to get to work. I hope Metro reconsiders the reductions in service and at least maintains the current frequency of the 7A route. The service was already previously cut when the 7Y line was cancelled and now we are facing even more cuts in service.

Your proposals for many lines in Virginia, but more specific to my area the 17M, take away neighborhood stops in favor of high traffic roads. This action would severely limit access for people in these areas who have mobility issues, travel with small children, or other challenges (to include inability to drive like mine). Other bus patrons similarly affected are low-income who do not have the option to drive to the higher traffic roads like Braddock. These proposals will present people like me with significant challenges to continue working around the region and contributing to the economy. These proposals, or similar ones, have been provided in the past

and seem particularly opposite of WMATA's stated commitment to providing safe, affordable, and accessible travel to the larger metro area. This effort seems short-sighted and should be reconsidered/rescinded for the reasons stated above.

Restore the E6 service to Friendship Heights!

I live in Montgomery County off Seven Locks, and commute to work via metro. Currently I drive to Grosvenor and park there. I have experimented with taking the bus, but it's simply untenable with the lack of real time route data. On multiple occasions I have been at the stop a couple minutes before the projected departure time only for no bus to come—presumably I missed it. This can mean a 40 minute wait. I use the RideOn app to track the buses, but it's completely unreliable. For someone like me who has a car but would prefer to use the bus, this just doesn't work. I think all the plans in the 2025 Better Bus Network make good sense and I applaud them, but I'd urge you to prioritize providing real time location data the makes the bus a more viable option for those of us wit's a choice of transport modes.

Would like an extension of the D72 route to go to the Kennedy Center.

Why are you determined to further reduce bus service for those of us who have already been impacted negatively by the elimination of the E6 bus line, which ran along Western and Broad Branch to Friendship Heights, during COVID? Under your (not) "Better" Bus proposal you are planning to reroute the E4 bus that serves our neighborhood along McKinley Street and provide the only link to the Friendship Heights Metro Station that those of us who live north of McKinley Street and east of Connecticut Avenue currently have. The proposal would permit the E4 bus to bypass all of Chevy Chase, DC east of Connecticut Avenue, NW. As you undoubtedly know, many of us in this public transportation desert rely heavily on the E4 bus line to get to Connecticut Avenue and to Friendship Heights. Riders along this route include students, parents dropping kids off at Lafayette, as well as many other residents seeking to visit the Chevy Chase Library and the Chevy Chase Recreation Center, to shop at CVS, Safeway, Whole Foods or any of the many shops, restaurants and businesses located along these routes, to visit doctor's offices or the post office, and to reach destinations located east of the park. The proposal suggests that E4 line is "similar" to three newly proposed lines — the C83, C81, and P32. None of these lines pass through our neighborhood, and they all bypass it by traveling along Military Road. This is unacceptable. We have already had to adjust to traveling several additional blocks to pick up the E4 after the elimination of the E6. Now, we are being expected to travel a distance, which for us here on Runnymede Place, is 10 blocks away, to access public transportation. I'd rather drive than do this. It appears as if you ignored the overwhelmingly negative comments we provided last go-round on this proposed move, so I hope you will reconsider and scrap this ill-advised and isolating plan. As two of the stops slated for removal (should this proposal succeed) are located right in front of the Chevy Chase Recreation Center — the future site of the increased density that is being forced upon our neighborhood, and one block away from Lafayette Elementary School, the proposed changes would result in our neighborhood being no longer served by any bus line at all. Added to this ill-advised plan is the

rerouting of the L8 bus, which Chevy Chase residents could walk several blocks to pick up at Chevy Chase Circle to get to Friendship Heights, away from serving Chevy Chase Circle. Under this new “Worst Bus Proposal” ever, the L8 would no longer provide Chevy Chevy Chase residents this connection to Friendship Heights, thus completing the bus desert consequence of this proposal. This is definitely NOT a “better” bus proposal at all for Chevy Chase residents. Plus, the name changes are awful, meaningless, and confusing. They should be scrapped as well.

I currently ride the 42/43 bus route from my apartment at the biltmore/18th street stop to my workplace at OPM at the 21st/E street stop. With the new proposed route, my bus line would only go to Farragut square which would leave a 20 min walk to work or I would have to transfer at DuPont circle and potentially have a 20 min wait to get on the D96. Is there any way to extend the bus route past Farragut square?

Please do not change the 42 bus route to not go to the state department - I need it to get the work. Please extend the proposed D72 route to go to the state department

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Please do not change D72! I will not be able to get work

I strongly oppose WMATA’s proposal which would significantly reduce service for the current Metrobus 7A — the proposed A27 route. Within my Arlington community, many residents rely daily on the service of this line to access the Metro from the Pentagon directly. The proposed schedule, with two buses per hour, cannot meet commuters’ needs. If implemented, the plan will induce many people to forego the bus entirely and drive to Shirlington, to Crystal City and into the District. The residents of my community already have experienced a substantial reduction in bus service with the elimination of the 7Y route. Please consider our everyday needs, our heavy reliance on Metrobus, and do not implement the produced reductions in service.

My Name is Evelyn Brown. I live at [redacted] Route 80 Proposed change. I am strongly opposed to the changes being discussed. This route takes the citizens directly downtown to connect to the "Red Line" at China Town, connect to Blue and Orange Line at Metro Center. Ending the bus route at Federal Triangle requires long walks back to center of town strenous. It is a distinct convenience for the residents to take the bus to downtown DC, I have meetings at 7th G Street, monthly, go to Chinatown, 11&& H Street, N.W. Restaurant Row and other locations are in close proximity. Bus riders are able to board the 80 bus, timely access to downtown. Changing the destination to Federal Triange necessitates uphill walk and I am senior citizen, 77 years of age and lot of other commuters have access to the 80 bus, the only bus that runs up and down N. Capitol Street, This is my only bus access, convenient to N.Capitol Street that allows me access via the bus. I can commute to downtown without having to change buses. If you take the line off "H" street then I will be forced to drive. I currently take

the bus downtown but if you change the route I will not be paying a fare, will commence drivig downtown. This creates a hardship for riding the bus..

I have owned a home on 18th Street, SE (between A St, SE and Independence Ave) for fourteen years. The traffic noise in the neighborhood has grown appreciably louder during that time span, particularly due to noise generated by buses operating in ever increasing frequency. I believe the B2 bus alone currently makes between 100 and 112 runs per day on our street. The #96 bus must make close to that many runs. I have been told that at times eleven buses an hour are traversing 18th St, SE. That's about a bus every 5 minutes. I often work nights and, therefore, walk my dog in the early morning hours between 1 and 4 a.m. One the one hand, it's a comfort to have buses coursing the street around the clock because they do provide a measure of security. I admit to feeling less vulnerable to street crime late at night knowing there is bus activity on my street. However, I can personally attest that many (if not most) buses making these late night/early more runs have very few, if any, passengers on board. Running empty buses is not cost effective for the city. What's more, I can vouch for the fact these buses make a lot of noise that is exacerbated by them having to bounce over the speed bumps on 18th Street, SE. I empathize with my neighbors who say they have trouble sleeping because of incessant bus noise. As the city formulates its Better Bus Network plans, I would like to offer several suggestions. One, divert more of this bus traffic to 17th Street, SE, which (unlike 18th St, SE) is a designated truck route and, I think, devoid of speed bumps. Two, deploy quieter electric buses as often as possible on residential streets such as 18th St, SE. Three, decrease the overall bus traffic on 18th St, SE, especially during late night/early morning off-peak hours (again, keeping in mind those buses are often carrying few passengers). Four, erect signage designating the stretch of 18th St, SE between East Capitol Street and Independence Ave as a "No Construction Vehicles" zone and a "15 mph 8:30- 5, M-F" zone. Those restrictions already apply to 18th St segment between Independence Ave and Potomac Ave. Why not for the full length of 18th St, SE? Five, can't bus drivers be ordered or encouraged to reduce their speed to, say, 10 mph from midnight to 6 a.m. along 18th Street from East Capitol to Potomac Ave? That's a distance of only about one mile. The slower speed would greatly reduce bus-related noise and make it easier for residents to sleep, ideally without using earplugs. Thanks in advance for your consideration. Tom Dunkel [redacted]

Please do not get rid of the K2 bus. It is an essential connecting route for the neighborhood and takes kids to school and people to work. Getting rid of this bus is not better for anyone. Consider running the bus less frequently instead of completely cutting it. You are eliminating bus service for a huge area of the city. Elderly people, people without cars, and kids won’t have a way to get where they need to go. Please reconsider.

Hi! You really need to think about restoring the E6 service to friendship Heights, which was canceled during the COVID-19 pandemic. There is a nursing home close by and they are now left with a 2 mile walk to the friendship Heights metro station.

I oppose WMATA’s proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters. Not using the HOV lanes just adds to longer commutes and delays of service due to traffic on I395. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

Please do not remove the 15X service between new Carlton, nasa Goddard, and greenbelt. There is no other easy or fast way to get between these locations. We need this route!

I oppose WMATA’s proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

I have concerns with the Better Bus plan. The current 62/63 route extends to Metro Center during weekday rush hours, providing the only direct route for my commute to work. The proposed D46 plan stops at GA Ave/Petworth station. This change would significantly impact my commute. The proposed D46 route, as well as the C83 and D44 routes would require me to transfer buses. It is crucial that the D46 continues to run downtown during weekday rush hours. The Brightwood Park/Kennedy St. community stands to lose with this plan. As Kennedy St. develops, parking spaces are diminishing, making reliable public transportation increasingly essential. Please do not cut bus services for the Brightwood Park/Kennedy St. community.

I'm a student at the University of Maryland. The bus service to the university seems very limited, especially considering that there are 45,000 students attending classes and living on the densely populated campus. Since the purple line won't be done for a while, a reliable and frequent bus service to takoma langley-crossroads station would be very useful to connect students to the rest of PG and MoCo. A connection to downtown silver spring would be a great investment as well.

I'm not sure how set in stone the route naming changes are. I do believe that route names are route names. People will learn them and their favorite app will tell them how to navigate and in a few years it won't be a big deal. However, I do want to voice that I don't know about the chosen naming system. I am concerned that reusing routes that currently exist could cause some confusion. For example, the 70 is well known as the Georgia Ave bus, but now the D70 will be in a totally different part of the city. What if someone downtown boards a 70 expecting to go on Georgia Ave and ends up in Chevy Chase? Again, I recognize people will learn, apps guide people, etc, but it seems like there should be some kind of time period where existing routes don't get used again for some time until routing changes. The other comment I have, is that I

understand the rationale to group similar numbers together as a way to show similar destinations. But this also seems like it could be confusing. The example I've seen is that all routes that use Military Road will have C for crosstown and then 80 something. But, I could see how it may be confusing to say take the C82, but then see the C84 and wonder, hmm, which one was I supposed to take? Again, I'm sure most people will learn the routes, several will be duplicitous in places where people could take any bus and so on, but it seems like it could be challenging for quite some time until route names are 'normal' again. I recall the route naming survey being so, so confusing that I can't imagine there was a ton of meaningful feedback from that, and I'm sure you've thought through the reasoning for namings, but I thought I'd share. Thanks for the hard work on this.

Regarding eliminating the K2 line: I take the K2 line. It only came to my attention last week that the K2 line is being eliminated. I do not want the K2 line eliminated -- I use it to commute to work. More importantly, public and charter school students of at least 5 schools use the K2 to commute to school. Please do not eliminate the K2 line!

I am contacting you to ask that you please rethink your plan for the 7A bus. I use this bus regularly to get into DC for a regular volunteer shift. Cutting the service to two buses per hour is a terrible idea. The current service level makes the bus connection a good choice for me, and many of my neighbors. At the level you propose it would become a poor choice for just about everyone. This neighborhood needs and deserves better.

The proposed changes to the 7A route in Arlington are a bad idea. Two buses an hour during rush hour are insane and the fact that the bus won't go directly to the Pentagon is unthinkable considering how many people on the line work there. The bus is already often filled to capacity during rush hour when it comes more frequently. If you want to cut service late at night and weekends that is understandable but it will be a hardship for people that use it to get to work. If you want to find revenue cut down on fare jumpers and don't punish working commuters. Thank you.

I oppose WMATA’s proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour Another easy way to control mosquitoes: remem- ber to dump out standing water from plant saucers, watering cans, buckets, kiddie pools and tarps. is not adequate to serve commuters. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

Hi, Please provide bus that just goes up and Dow the Duke street in Alexandria and Route 1 corridors without stopping at any metro station. This will provide the need of the riders and reduce traffic.

RE: Changes to the Route 80 bus service. I am a long standing resident of [redacted] Ward 5. I have been utilizing the 80 bus route to take me to downtown DC since 1959. When I worked downtown the 80 bus route was on point.

Better Bus Comment | QuestionPro Survey Better Bus Comment | QuestionPro Survey My name is Evelyn Brown, a resident at [redacted] and I am joining my neighbors in opposition to the proposed new C55 bus route for all the reasons mentioned. I too was present at the June 17, 2024, Bloomingdale Civic Association meeting and the vote that clearly stands in opposition to this route change. I too am personally not in favor that more time is required to garner input from the neighborhood. The neighborhood has clearly and effectively spoken their concerns and I too have talked with several neighbors as well. I travel the 1st street route frequently to gain access to my home and there is cause for great concern in the community if this change is implemented. The street is heavily traveled, close parking on both sides of the street, bicycles are ever present as well as pedestrian traffic and drivers exiting vehicles is already a tight squeeze to just travel safely on this street. Safety for drivers, pedestrians and access to homes is paramount. My contact information is as follows: [redacted]

Bus service that is frequent, well-connected, and faster is essential for a successful and cost-effective mass transit system, which is essential for a thriving and dynamic metropolitan region in the DMV. The Proposed Network advances that plan. MoveDC describes that the usefulness of transit and value to the public is determined by high-frequency service. This is consistent with WMATA's Better Bus Network survey, which found that "[s]horter wait times and on-time arrivals are among the most important factors for current and potential customers." I encourage Metro to work toward system-wide high-frequency service. Particularly annoying and discouraging to bus riders is to wait more than a half hour only to see 2 or 3 (!!) buses arriving in a row. Metro needs to figure out how to maintain spacing and arrival frequency between busses on a route. According to MoveDC, the areas with the greatest transportation needs are characterized by demographics of low-income, people of color, and people with disabilities in the District. to the public is determined by high-frequency service, defined as no more than a five minute wait for rail and no more than ten minutes for buses. Improved service in these high need areas is defined by residents' proximity to frequent transit service and their commute times. The Better Bus Network appears responsive to these needs, and I encourage Metro to work toward high-frequency service. Ultimately, dedicated funding will be needed to operate Metro, implement the Visionary Network after the Proposed Network, and expand on the Visionary Network to fully meet the needs of our region. I support Metro's efforts to secure the funding to implement the Visionary Network after the Proposed Network. I also advocate that the buildout of the Better Bus Network expand the use of zero-emission electric buses, in order to comply with the DC's climate law (i.e. the DC Climate Commitment Amendment Act), meet WMATA's own sustainability goals, and improve air quality for District residents. I applaud WMATA's progress in building the zero-emission bus fleet and urge WMATA to continue to electrify its bus fleet. Sierra Club reports there would be a savings of at least $350 million over a 15-year time period if 50% of Metro's fleet were electric.

Please don’t eliminate the P6 stop at the corner of 4th and I St SW. thanks.

It looks like service from Pentagon to Shirlington is getting significantly worse. Currently the 7A connects the two transit hubs by running every 12 minutes during rush hour. The newly proposed A27 only runs every 30 minutes. This is a major service reduction.

I live in Fairlington and get to work in downtown DC using the 22F to Pentagon and take metrorail the rest of the way. It's quite convenient that the bus hits the Shirlington Transit Center BEFORE going through Fairlington. I can't tell from the map what the new F66 will do, but I really hope it the bus can continue to get on the 395 express lanes right after leaving Fairlington and not have to circle back to Shirlington.

Please keep the current route 96 bus East of Lincoln Park on Capitol Hill. In winter or in inclement weather, it is difficult to walk or ride a bike to a metro rail station. My neighbor, particularly elderly, use the 96 bus route through East of Lincoln Park to transfer to and from Union Station metro rail.

Don't get rid of the G2 and G8. The D32/D34 and C55 are poor substitutes. I will be far more likely to use my car for car trips if these trips if the G2 and G8 are removed because I would have to transfer buses to go downtown or to Dupont. This is a bad idea.

I'm concerned by the gap of bus service on Capitol Hill. I am all for consolidating lines if it means faster and more regular buses, but this is leaving a 15+ minute walk to catch a bus. The removal of the 96 bus in particular removes a great cross connector.

This simple fix will help huge rush hour traffic jams that occur every day northbound on 7th Street at the corner of Florida Avenue just south of Howard University. Just north of Florida Avenue, a bus stop for the 70 & 79 bus was placed right at the entrance to the Howard Hospital. During rush hour buses stopping there cause single lane backups south into GA Ave, causing huge jams during rush hour north/south AND east/west. Simply moving that bus stop further north to where the bus lane begins would solve the problem so that single lane traffic could pass by. Please fix that immediately. A simple change will have a huge effect on North/South and East/West traffic. Thanks Marcus Carpenter [redacted]

Thank you for the chance to comment -- I rely on the current E4 bus to get to Friendship Heights on weekends as well as weekdays. Please do NOT eliminate our Sat/Sun service with the proposed C83 route! Not only do I and many of my neighbors rely on the service, but so do many staff members who work at the senior community where I live. Likewise, reducing the frequency of the service to only once every 30 minutes makes the commute much too long. Please KEEP our access to Friendship Heights at the current levels!

At Ingleside @Rock Creek, many support staff, dining room waiters, housekeepers, etc. rely on the E4 bus to get to work. They also work weekends. So eliminating weekends on the new C83 line will cause a great deal of inconvenience among these people, and Ingleside may well be subjected to large scale resignation of these essential staff.

Horrible that you are taking the 63 Bus route away for the entire community that relies on that bus route, disenfranchising us racial and ethnic minorities who now have to find alternative, less convenient, and more expensive routes just in order to survive in this city. Please come up with a solution without hurting those who are the backbone of this city and pay our taxes.

The C85 needs to run more frequently. Every 30 minutes during school rush hour will not work for students. Please, please, please update the frequency during morning and afternoon school commutes.

Your maps need more street names and cross streets. It is difficult to tell even what street the bus is running on.

The X8 bus route that I use every works day to get to Union Station has been eliminated. I have no direct rout now. Not an improvement for me. I don’t own a car now but maybe I need to get one.

To whom it may concern: PLEASE do NOT eliminate the N2, N4 or N6 lines. These lines are CRUCIAL to reach AMERICAN UNIVERSITY, Friendship Heights, businesses on New Mexico Ave NW, and the downtown areas for those who live and work near/on Mass Ave NW and New Mexico Ave NW. Removing these routes would make it impossible for those without cars or who have special access issues to reach their destinations. PLEASE KEEP N2, N4, and N6!!!!

I appreciate all the work WMATA and colleagues and citizens have put into this effort so far. Mass transit is so important for DC and the broader region. My personal concern is the change proposed for the X8 bus. I live at Maryland Avenue near 13th street and regularly use the X8 to

get back and forth to Union Station, which will not be possible under the new plan. It's true there are other ways to get to Union Station from where I live. You can take the X2 or X9 or the DC Streetcar. All of those are significantly inferior options. They are further from my home, they go much more slowly -- much more slowly -- (because they stop more often and because many more people get on and off at each stop) and because H Street, where they run, is often clogged with traffic. And they leave you at the back rather than at the front of Union Station, a longer walk actually to get to the metro compared to the X8, which drops us a the front of the station.. The X2 in particular is inevitably loud and characterized by what I experience as rude behavior. This isn't just me -- it's well known that for whatever reason that particular line is just like that. I sometimes take it because it is one of the few buses that runs all the way from NW (west of Chinatown) to NE. However, I avoid it whenever possible. It is that unpleasant. The streetcar can be slower than walking. I understand compromises need to be made in order to implement a plan that serves everyone. I do hope that all of you seriously consider that eliminating the current X8 route does have a significant impact on the many people who count on it as part of a commute to Union Station and back. Thank you, Noel Gurwick Ward 6

Eliminating the 63 bus will be extraordinarily disruptive for me and my community of Brightwood Park. Please do not eliminate this route.

I need the N2/N6 lines

Don’t get rid of the N2/N6 lines

Do not get rid of the N6/N2 lines

I appreciate the thoughtfulness that has gone into the Better Bus initiative.As a federal worker living in NW DC off Wisconsin Avenue and working at the State Department, and a virtually daily bus commuter for the last almost 20 years, I have a few comments: -- I am disappointed to see the end of the 31 line serving Potomac Park (and hence the State Department, Interior and numerous other agencies and entities). This comes after previous elimination of the N3 and L1 that also served the area. I see that there still is one line serving NW from Potomac Park but it does not serve the main artery Wisconsin Avenue. I would urge seeing if there are more route options that can better serve this area of many thousands of employees. -- The materials describing the Better Bus initiative seem generally good, but I see little about the tradeoffs and cuts that must have been made in order to bring all the benefits that are envisioned and promised. I presume you do not want to draw attention to the negative but it is part of the equation and should be presented so the public has a better sense of the tradeoffs made. -- Please consider restoring the stop at Fulton Street NW and Wisconsin Avenue now that a stoplight is there. This would allow eliminating the redundant and little used stop at Edmunds Street NW and Wisconsin Avenue (the Russian Embassy stop) and also at Garfield Street NW a block away already from the existing stop at Cathedral Avenue NW and from the new/restored

stop at Fulton Street NW. In other words, better spacing, better usage, and eliminating one stop. -- It is vital that rollout of the new system be accompanied or preceded by a new and usable app/ mobile website for bus arrival times (hopefully integrated with Metro rail service too). The current app and website is an embarrassment to the nation's capital and country, as foreign visitors as well as residents like me have to struggle with ads on the phone that do not always easily disappear when one is trying to find a nearby route or map or stop or plan a trip. One should not have to pay extra for an ad-free experience. Please see apps/sites of other world capitals (London, Vienna, etc.) and make Washington's up to snuff. This is really important too if you want to get better usage on the new network. Thank you. Jeremy Weinberg, Wisconsin Avenue NW DC, [redacted]

Thank you for the Visionary Bus Network proposal. Shortening wait times for all riders will increase ridership. I also urge you to move forward electrifying the entire fleet. I know it is expensive and will take years to complete but we can't continue to put pollutants into the air and Metro should set an example now.

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k2 should not be eliminated. School children from the Riggs Park Area ride K2 for Charter Schools. Seniors use K2 if they live on North Capitol or Blair Road. Also Seniors use K2 to get to the nearest Post Office

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I applaud WMATA's initiative to redesign the bus system in DC. For me and my family, there are 2 themes that we believe to be fundamental: 1. Bus frequency and punctuality are critical because people need to be able to rely upon the system to get them where they need to be or or want to go - on time. 2. We need electrified buses NOW. Such cannot be delayed any longer; we are past the point at which we can continue to put off our transition to clean green energy. We desperately need a climate smart and healthy transportation system here. * Of course we hope that Metro is able to secure more funding, but using the existing resources now available, working towards greater efficiency as laid out in the Proposed Network is a good start, while limited. If, however, Metro is able to secure more funding, dedicated funding, then it will be able to go beyond the Proposed Network plan and implement the more robust Visionary Network plan. We are excited about the goal of more frequent, well connected and faster bus service to meet the needs and aspirations of our region. We support Metro doing everything it can to secure the necessary funding needed to implement the Visionary Network after the Proposed Network. MoveDC and WMATA's Better Bus Network Survey both explicitly acknowledge that to shift people out of cars to transit, we need to make transit useful and purposeful, reliable and attractive. We can do this by implementing higher frequency service- no more than a 5 minute wait for rail and no more than 10 minutes for buses. Frequency is also a matter of equity. People of color, low income residents, and people with disabilities make up a larger percentage of the population in areas with greater transportation needs than in other neighborhoods in the District. It is only fair that we put in the needed resources to make these improvements. And reducing vehicle miles traveled is an important goal for our city as we move to cut greenhouse gas emissions. Transitioning to a zero-emission bus fleet is critical to this effort. In addition, the city has set climate goals itself and we must honor them. And not insignificantly, this would result in improved air quality for residents and visitors alike, and we understand that this would also save the city at least $350 million over a 15-year time period- and this is if half of the Metro fleet were

electric! Think of the savings if all were electric! Thank you for giving me the opportunity to share my thoughts.

K6 buses often run too close together and arrive at stops within 2-3 minutes a part instead of the scheduled 7-12 minutes a part. This causes a wait time of 30-40 minutes if you miss back to back buses

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The "Better Bus" network threatens nothing less than a catastrophic reduction, tantamount to elimination, of bus service for the thousands of residents, and associated service personnel on Cathedral Avenue west of Wisconsin Avenue.. The apartment buildings on Cathedral Avenue contain thousands of units and house many thousands of residents (both owners and renters) - and are serviced by hundreds of building staff members, housekeepers and caregivers - who are now confronted with the elimination of the direct service between Cathedral Avenue and the Metro Red Line at Dupont Circle, the Blue Line at Farragut West and the many medical and other offices along the Connecticut Avenue corridor which is provided by the current, and long-established, N2 (weekdays) and N6 (nights and weekends) bus routes. Those buses provide a lifeline connecting the community to work, doctors, grocery stores, pharmacies, and other places people need to visit for essential services and to connect with the overall transit system, a lifeline which will be eliminated by the proposed "Better Bus" network. The N2 and N6 buses are also utilized by many American University students who will have to make alternative transportation arrangements whether to attend classes or seek out recreational and cultural opportunities within the District and away from the campus. On a personal note, my wife and I recently relocated to DC from car-centric Los Angeles and the availability of bus service on Cathedral Avenue provided a strong inducement to move into this neighborhood. The availability of bus service on Cathedral Avenue is invariably highlighted in real estate listings and building web sites. The proposed replacement service for the N2 and N6 cited by the WMATA - the D90 - is entirely inadequate. First, the D90 will not run along Cathedral Avenue at all. Instead, that route will require bus riders from Cathedral Avenue to board along Massachusetts Avenue at Idaho Avenue rather than, as currently, at several stops on Cathedral Avenue itself. For Cathedral Avenue riders who live west of Idaho (many of whom are elderly) this will require a lengthy and strenuous walk that only the most able-bodies can easily manage as Cathedral Avenue dips steeply and then rises again as it crosses over Glover Archibald Park and will be made even more difficult in adverse weather, e.g. rain, snow, cold or extreme heat. Second, although the proposed D90 will run along Massachusetts to Du Pont Circle, as do the current N2 and N6, it will not connect to the Farragut West Blue Line station or serve the Connecticut Avenue office corridor (as the N2 and N6 do) but will continue along Massachusetts past DuPont and not cut over to Connecticut. In particular, eliminating the current N2/N6 connection to Farragut West will make it unfeasible to use public transit to travel to either Reagan National or Dulles International Airports at a time when the extension of the Silver Line has recently made it possible to access the latter by Metro for the first time. The loss of this connection to the Blue Line can only encourage stranded area residents to use less environmentally friendly alternative means of transportation (private auto, taxis, car service) to reach destinations serviced by the existing Cathedral Avenue bus routes. People with disabilities and mobility difficulties will face special challenges as a result of the elimination of the current routes along Cathedral Avenue. The proposed replacement route is located too far away to be a substitute and does not provide (as noted above) comparable service in any event. As to the one proposed "Better Bus" route - the C 85 - that will run on Cathedral Avenue, not even the WMATA

cites it as a replacement for the N2/N6 - and it is not. This route will run along Cathedral Avenue only every 30 minutes during the morning and afternoon rush and not at all in mid-day, evenings, late nights or weekends. Although, during the few hours it will be running at all, the C85 bus will eventually reach the Foggy Bottom Blue Line Metro Station it will only do so after a circuitous and lengthy route through Glover Park before jogging west to Macarthur Boulevard and running through Georgetown. it will not be an adequate replacement for the direct service along Massachusetts and Connecticut to the Blue Line at Farragut West now provided by the N2/N6. With respect to the proposed D96 route, it will only stop at the corner of Cathedral and New Mexico, a long walk away from most of the apartments on Cathedral, and will then take a lengthy and time consuming route through Glover Park and Georgetown before eventually arriving at Dupont Circle. It will not be a practical replacement for the quick and direct service to Dupont currently available on the N2/N6. At a time when the city is trying to encourage people to leave their cars at home and use public transportation, as well as replacing many on-street parking spaces with protected bike lanes, the elimination of bus service along such a populated corridor seems ill-advised at best and undercuts the District's efforts to restore downtown to its pre-pandemic vitality. I have been informed that prior to the pandemic the N2/N6 routes were heavily utilized: in 2017 and 2018 these routes served approximately 90,000 monthly riders and were the 26th of all 63 lines operating in DC in total ridership, as well as the third busiest of the 10 lines operating in western DC and provided frequent rush hour service every 10-15 minutes. As the city continues to recover from the pandemic and more people return to offices downtown we can anticipate that ridership will return to historic levels and thereby contribute to the revitalization of downtown. Accordingly, retaining the level of bus service along Cathedral Avenue currently provided by the N2/N6 will not only serve the urgent needs of the area's residents and service personnel but will further the compelling interests of the entire DC community. Thank you for your attention to my comments Henry D. Fetter [redacted]

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the (so-called) "Better Bus" network has been unveiled it is clear that nothing less than a catastrophic reduction, tantamount to elimination, of bus service on Cathedral Avenue is being threatened. The apartment buildings on Cathedral Avenue contain thousands of units and house many thousands of residents (both owners and renters) - and are serviced by hundreds of building staff members, housekeepers and caregivers - who are now confronted with the elimination of the direct service between Cathedral Avenue and the Metro Red Line at Dupont Circle, the Blue Line at Farragut West and the many medical and other offices along the Connecticut Avenue corridor which is provided by the current, and long-established, N2 (weekdays) and N6 (nights and weekends) bus routes. Those buses provide a lifeline connecting the community to work, doctors, grocery stores, pharmacies, and other places people need to visit for essential services and to connect with the overall transit system, a lifeline which will be eliminated by the proposed "Better Bus" network. The N2 and N6 buses are also utilized by many American University students who will have to make alternative transportation arrangements whether to attend classes or seek out recreational and cultural opportunities within the District and away from the campus. On a personal note, my wife and I recently relocated to DC from car-centric Los Angeles and the availability of bus service on Cathedral Avenue provided a strong inducement to move into this neighborhood. The availability of bus service on Cathedral Avenue is invariably highlighted in real estate listings and building web sites. The proposed replacement service for the N2 and N6 cited by the WMATA - the D90 - is entirely inadequate. First, the D90 will not run along Cathedral Avenue at all. Instead, that route will require bus riders from Cathedral Avenue to board along Massachusetts Avenue at Idaho Avenue rather than, as currently, at several stops on Cathedral Avenue itself. For

Cathedral Avenue riders who live west of Idaho (many of whom are elderly) this will require a lengthy and strenuous walk that only the most able-bodies can easily manage as Cathedral Avenue dips steeply and then rises again as it crosses over Glover Archibald Park and will be made even more difficult in adverse weather, e.g. rain, snow, cold or extreme heat. Second, although the proposed D90 will run along Massachusetts to Du Pont Circle, as do the current N2 and N6, it will not connect to the Farragut West Blue Line station or serve the Connecticut Avenue office corridor (as the N2 and N6 do) but will continue along Massachusetts past DuPont and not cut over to Connecticut. In particular, eliminating the current N2/N6 connection to Farragut West will make it unfeasible to use public transit to travel to either Reagan National or Dulles International Airports at a time when the extension of the Silver Line has recently made it possible to access the latter by Metro for the first time. The loss of this connection to the Blue Line can only encourage stranded area residents to use less environmentally friendly alternative means of transportation (private auto, taxis, car service) to reach destinations serviced by the existing Cathedral Avenue bus routes. People with disabilities and mobility difficulties will face special challenges as a result of the elimination of the current routes along Cathedral Avenue. The proposed replacement route is located too far away to be a substitute and does not provide (as noted above) comparable service in any event. As to the one proposed "Better Bus" route - the C 85 - that will run on Cathedral Avenue, not even the WMATA cites it as a replacement for the N2/N6 - and it is not. This route will run along Cathedral Avenue only every 30 minutes during the morning and afternoon rush and not at all in mid-day, evenings, late nights or weekends. Although, during the few hours it will be running at all, the C85 bus will eventually reach the Foggy Bottom Blue Line Metro Station it will only do so after a circuitous and lengthy route through Glover Park before jogging west to Macarthur Boulevard and running through Georgetown. it will not be an adequate replacement for the direct service along Massachusetts and Connecticut to the Blue Line at Farragut West now provided by the N2/N6. With respect to the proposed D96 route, it will only stop at the corner of Cathedral and New Mexico, a long walk away from most of the apartments on Cathedral, and will then take a lengthy and time consuming route through Glover Park and Georgetown before eventually arriving at Dupont Circle. It will not be a practical replacement for the quick and direct service to Dupont currently available on the N2/N6. At a time when the city is trying to encourage people to leave their cars at home and use public transportation, as well as replacing many on-street parking spaces with protected bike lanes, the elimination of bus service along such a populated corridor seems ill-advised at best and undercuts the District's efforts to restore downtown to its pre-pandemic vitality. I have been informed that prior to the pandemic the N2/N6 routes were heavily utilized: in 2017 and 2018 these routes served approximately 90,000 monthly riders and were the 26th of all 63 lines operating in DC in total ridership, as well as the third busiest of the 10 lines operating in western DC and provided frequent rush hour service every 10-15 minutes. As the city continues to recover from the pandemic and more people return to offices downtown we can anticipate that ridership will return to historic levels and thereby contribute to the revitalization of downtown. Accordingly, retaining the level of bus service along Cathedral Avenue currently provided by the N2/N6 will not only serve the urgent needs of the area's residents and service personnel but will further the compelling interests of the entire DC community.

I've tied into a couple feedback sessions and a common theme across them has been about more residential communities (in NW and NE) feeling cut off from the main bus lines. But I am also keenly aware of the inconvenience of taking a large bus through winding neighborhood roads (the 96 in my case). So what if, rather than diverting main routes (the Nsfor example), you ran smaller busses (e.g. Kennedy Center shuttle sized) in smaller loops that connect to larger

streams of traffic. Like tributaries into a river. For example, a smaller bus driving the New Mexico to Idaho Ave loope that the N2 currently makes and making drop offs on Mass Ave and Wisconsin. I think it would also be reasonable to only run such a bus on reduced hours compared to the 30s - something like rush hour+weekends. Hope this idea helps. I'm rooting for you all. PS. Put a bus lane on Mass Ave

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Thank you for designing a bus network that is more robust and frequent; bus reliability is critical for equity and for people to become independent from cars and fossil fuel pollution. We rely on WMATA to help us transition to a clean power system, which is why electrifying the bus fleet is especially critical. Cities are one of the highest leverage settings to reduce carbon emissions, and we appreciate everything you do to transition us off of technology that pollutes our health and climate as soon as possible.

$350 million in savings over 15 years is a hefty and laudable goal as you buy electric. Your job, as I see it is to push much harder for faster delivery of the electric buses. Many communities nearby and in other states have already got many more electric buses than we do. Push hard for electric!! We're running out of time. Holly Pollinger Ward 3[redacted]

I object to the elimination of bus route 96- this would effectively triple my commute to Judicial Square and to school at Georgetown Law, and would in effect isolate the Cap Hill and Hill East neighborhoods from downtown DC despite its proximity to the aforementioned areas.

We need more buses running during rush hour, not less. Whoever came up with this plan might as well just shutdown the whole busing system at this point. Absolutely rediculous!
Please do not move the E4 bus from McKinley Street Northwest. I live near Broad Branch and Rittenhouse in the Chevy Chase neighborhood. If the E4 bus is relocated to Military Road I will not have any access to bus services within a mile of my residence. This change would deprive the entire Chevy Chase neighborhood of a public transit method to travel.

This is probably too minor, but the bus stops next to playgrounds are really a nuisance. At the park we often take our kid to, the playground at 9th and Penn SE, people smoke cigarettes, smoke pot, play music not ideal for toddlers, and occasionally have heated arguments. I'd love to see some consideration of putting bus stops in places that won't create these challenges. Thank you.

I oppose WMATA's proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people, including me, in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters, especially as many of us are being asked to return to the office several

days a week. Waiting 30 minutes for a bus to take us to the Metro to then take the Metro into the DC is not a way to improve service and will likely result in more vehicles on the road as commuters seek other choices. Our service was already cut when the 7Y line was cancelled. Therefore, I strongly urge you to reconsider the reductions in service. Thank you.

I'm dismayed to see that the bus services for riders, especially students heading to Deal and JR don't seem to be better. 30 minute bus service means kids will loiter or be tardy to school. Some may not go as a result, which goes against DCPS's current mission to decrease chronic absenteeism. I also note that the lines near and around Lafayette have been reduced. Many teachers and subs rely on the bus system to get to school. Please consider these comments.

Please keep the 30 buses and the D2.

Hello, I rely on the 15X to get from Greenbelt station to Goddard Space Flight Center. I understand there is a proposal to remove this bus route. The 15X allows me to get to work without relying on Uber or another person with a car. Getting to work via public transit is really bot an option via other routes. Please keep the 15X! Abigail Barenblitt

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22A is an extremely important line for me to get to the Pentagon. Removing this route would inhibit service members stationed at the Pentagon from the flexibility provided by bus route 22A

DO NOT get rid of the 8W route. That seminary/van dorn/foxchase area is way too busy to get ride of the much needed service to the pentagon. Those buses are already crowded as is, and removing the 8W puts more strain on already crowded busses and the many many people that live in that community and rely on the 8W to get to work

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The proposed changes are bad for residents of Glover Park. Both of the main bus lines the neighborhood relies on are negatively impacted. The D82 generally follows the current 33 bus but stops at McPherson rather than continuing further downtown, which will force many commuters to transfer to complete their journey. The D96 is a poor substitute for the current D2 because it eliminates many of the local stops in the Glover Park neighborhood, and is much less useful as a shuttle to Dupont metro.

The existing bus service to NASA Goddard Space Flight Center (8800 Greenbelt Rd, Greenbelt, MD 20771; GSFC) comprises two routes between Greenbelt Metro station and New Carrollton Metro station: MetroBus route G14 and PG County The Bus express route 15X. Route G14 serves Old Greenbelt, runs every 30-60 minutes and takes about 35 minutes to go from each

Metro station to the NASA GSFC Main Gate. Express route 15X serves only limited stops along the way, runs every 45 minutes during weekday rush hour only (6am – 10am; 3:30pm – 7pm) and takes 15 minutes to get to the NASA Main Gate. WMATA's plan to restructure the current DMV bus network includes two separate Network plans, with slightly different nomenclature: • The Draft Visionary Network, which would be the desired plan, but won't be implemented for lack of resources. It would partially replace routes G14 and 15X with routes MD349 and MD440 respectively (PDF here). MD349: Greenbelt to Bowie State U. Runs 6 am – 9 pm on weekdays and weekends; 30-minute frequency. MD440; Greenbelt station to New Carrollton station. Runs during weekday rush hour only (5 am – 10:30 am; 2 pm – 8 pm); 20-minute frequency; drops off at GSFC main gate. • The Revised Visionary Network (https://betterbus.wmata.com/maps) is the plan that will be implemented in 2025. It will replace route G14 with route P20 and would remove express route 15X. Route P20: Greenbelt station to New Carrollton station. Runs 5 am – 11pm on weekdays and weekends, 30-60 min frequency (PDF here). Removes route 15X: as stated on the website "Note: The following routes do not have a comparable route in the proposed 2025 Network. Please consult the full proposed 2025 Network map to find the closest proposed routes nearby. Metrobus: 3F, 3Y, 8W, 59, A32, A33, C11, C13, D33, D51, K2, S41, W45, X3, Z2; TheBus: 15X, 37". This route only stops at the intersection of Greenbelt Rd and Goddard Rd, leaving out service to the NASA Main Gate and to the NASA Visitor Center. Collaborators and visitors to GSFC would need to walk 15 minutes down Greenbelt road (which has no pedestrian sidewalks) or request a GSFC taxi to the main gate for badging. The duration of the bus ride for route P20 from each Metro station to the NASA Goddard Gate stop is about 35 minutes, taking into account all stops and traffic. Route P20 is useful for Greenbelt residents, but more than doubles commuting time from Metro stations to NASA GSFC with respect to route 15X. This new service does not adequately meet the unique needs of the scientists and engineers at the center. Laboratory and instrument development often requires work outside of the standard 9-5 schedule, including weekends. Scientists also often have hybrid meetings with teams in different time zones which requires non-traditional hours. GSFC users of the 15X report that the average ridership is about 20 on each trip which is comparable to other bus services in the area. However, they also report that fareboxes are often broken so the county may be making decisions using inaccurate ridership numbers. Removal of the express route 15X would be detrimental to these commuters, more than doubling commuting time, and reducing by half the frequency of a transit service which is already sub-optimal. It also jeopardizes the quality of their work, making it more difficult to get to work or home on time in case of any service disruption, especially for those who have caregiving responsibilities. This particularly impacts employees with disabilities who are not physically able to drive, and GSFC employees, foreign nationals, students, and interns, who either do not wish or are not able to own a car. Adding a GSFC Main Gate stop to proposed route P20, as well as maintaining and improving express routes with ~15 minute travel time between GSFC and the two Metro stations, is critical in attracting and retaining a modern workforce, including the over 10,000 GSFC scientists, engineers, and support staff that currently work, live, and support the local DMV area. Consistent and reliable public transit access to a key federal agency for the area would also promote sustainable commuting, reduce emissions and ease traffic congestion, supporting broader environmental goals. Thank you, NASA GSFC Solar System Exploration Division Director's Council

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Good day, I would like to submit for consideration a minor change to the proposed C55 (Tenleytown - LeDroit Park) route bus. In the C55 proposed bus route there is a 4-block section of the route that runs along 1st Street northwest, between Bryant Street NW and Rhode Island Avenue. I would like to propose changing this 4 block section to instead run long North Capitol

Street NW for the following reasons: 1. Changing to North Capitol Street NW and away from 1st Street NW is a one block adjustment change to the proposed C55 route. I argue this requested change is a minor change. 2. North Capitol Street NW is an existing, established bus route and in the proposed Better Bus plan, North Capitol Street NW is a proposed "High Frequency Route" road. 3. All 4 blocks of the proposed 1st Street NW route are 4-way intersections; this demands the bus to come to a complete stop every 350 feet (roughly the length of each block). The same is not true of North Capitol Street NW. A bus does not need to proceed through four, 4-way intersections if it goes along North Capitol Street NW instead. The route is more efficient and demands less stopping of the bus. 4. 1st. Street NW is a designated shared car & bicycle street. 1st Street NW does not have a designated bicycle lane, it is a designated shared car and bicycle road, the shared road potentially slows down buses on their route and makes cyclists anxious when there is a large bus behind them. 5. 1st Street NW is a designated shared car and bicycle lane. A large bus on this narrow street creates a safety hazard for cyclists and potentially slows down the bus due to cautious maneuvering. Additionally, 1st Street serves as a primary access point for pedestrians, especially children to Crispus Atticus Park. The higher volume of traffic from the bus route could increase the risk of accidents at these 4-stop intersections. In summary, I understand there may be reasons for the proposed route, I believe rerouting the C55 to North Capitol Street NW would benefit not only bus riders, but also residents, cyclists, and pedestrians in the area. I am open to discussing any alternative solutions that achieve similar safety and efficiency improvements. Thank you for considering my request.

Connectivity on a regular basis is fundamental for a healthy city. You will be eliminating bus routes that will make the city less connected and more difficult to live in. Please do not eliminate or change the N2 and N6 bus service, which are so fundamental to connecting this areas with the rest of DC. It will pose a burden to those working in this area, it will worsen traffic in DC. One reason this city is wonderful to live in is its bus and metro service and how it connects all sectors. Do not eliminate bus routes. If you are thinking of adding service during rush hours, this is because the service is needed.

Please leave the D2 route in Glover Perk alone!! It’s my only access to get downtown to get to work. We need service for the interior of Glover Park!

Please keep the D2 or something similar to the D2. There are a lot of people in Glover Park and Upper Georgetown who need to get to a Metro stop for work. A direct line to Dupont Circle, like the longstanding D2 route, is a lifesaver for this group. The new routes are longer and go out of the way, and they're less frequent. Thanks –

Proposed route C43 brings a welcome connection between Carver Langston and Eastern Market, but eliminating midday and weekend service (currently available with the X8) exacerbates the existing deficit of equitable transit access in Carver Langston. There are many working class residents of this neighborhood who are employed in the service industries and need access to this route 7 days a week, and at full daytime hours - not just times that are convenient for white collar professional workers employed 9-5 on the weekdays. I would request

operating with the proposed 20 minute headways during weekday rush hours and operating 30 minute service midday on weekdays and all day on weekends.

Some of the stations & buses have been a part of the system since it's inception. The 32, 70, 90 & X buses are some of the staples in DC. The new plan is confusing to say the least. The coding makes it hard for seniors to remember & think of those who have visited & or lived here before & learned the current way. Please rethink this drastic change.

Please do not cut the current bus stops served by D2, especially the route that services 40th street NW. The neighborhood is extremely hilly and the bus helps ease access to the outside world for those who can’t walk the hills. It would be cruel to discontinue the service.

Thank you for the opportunity to comment and having an Open House at the Arlington Mill Community Center. As an infrequent rider and regarding the A58, I have a few concerns. Highest on the list is safety for drivers and passengers. There are already some riders on the current 38 that act as if the bus is their home and other passengers and drivers are on their own to deal with them. Hope planners and security folks have considered how to manage unruly passengers and those requiring emergency/non-emergency help, especially after sundown. Other A58 concerns: - Enforcing “one fare one seat” so a bag, for example, doesn’t occupy a seat not paid for, especially during peak travel and for riders everyone wants seated for safety reasons. No one should have to ask to have something moved from a seat. - Responding quicker, (is that doable if drivers and buses aren’t available?), especially for unforeseen problems in the subway system between Ballston and DC that force riders out of trains and stations. - Advertising realistic timetables that take into account peak travel, street closures/re-routes, volume, and driver breaks. Great to advertise medium and frequency timetables, but if drivers are monitored to meet suspect metrics, they, passengers and other road users are at significant risks. I have always been impressed with drivers who safely get passengers between points while dealing with constant traffic issues and road construction. Getting between Ballston and DC and back during peak travel isn’t an easy commute for car drivers. The drive is much worse for bus drivers. Please award those drivers! - With the fare increase, will be interesting if riders will spend more because of the extended route and the limited time that fare allows. Do appreciate the transfer “discount” between bus and subway systems. - I watched the video to learn how WMATA came up with the name and I’m still confused because the new number doesn’t correspond to the new name. The bus is planned to start in either DC or Seven Corners, transit through Arlington, then end at either Seven Corners or DC – opposite from where it started. With so many stops in three “states” and starting and ending in two different "states," I understand why something had to be selected.

Hello, I want to voice my support for the proposed D74 route connecting those island avenue station to Farragut Square. I live in Petworth and this would be a game changer in term of getting my kids to school and getting myself to the office. Strong support.

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love the new D74! strongly request that we keep the 59, and even convert some 52/54 buses to the express route. it is such a useful bus and the non-express are incredibly slow.

Would love to have the D74 line from Petworth to Columbia Heights, Farragut, etc!! Thanks!

My life has changed since 2022 - weren't back in the office in earnest until 2023. The data collected then is out of date. The mayor wants us back in the office but the service hasn't returned pre-pandemic levels and I have serious concerns that this new plan will be an improvement if we can't even get back to previous "efficiency."

You're prioritizing Maryland drivers over dc residents, this is reprehensible. We need fewer cars and drivers in the city, your plan favors thoroughfares for private vehicles instead of the other way around.

Brightwood neighborhood is growing, not shrinking - this is the wrong direction. We need more direct access, not less.

This does NOT serve the residents of the District. They're building all these condos on Kennedy, yet cutting people's access to direct routes downtown. This puts the needs of Maryland residents before District residents and is unforgivable. People are being penalized for living in the city and public transportation is critical to the growth and sustainability of any community. By undermining access, you're effectively giving road rights to drivers over people who are choosing to stay in the city. This is why people are moving out and this will be the downfall of this mayors time in office. Do not implement this disastrous plan, it hurts District residents and business.

Do NOT get rid of the 23B route! I am begging you. It's the only way I can feed my kids.

Hi, I am a new homeowner in the park Fairfax neighborhood in Alexandria. The changes being proposed involve the removal of the bus service from our entire 100+acre neighborhood. Many people living here depend on the bus lines, as do the people who own here and whose property values will be affected. As a tax paying Virginia and Alexandria citizen, please do not remove our bus routes. I believe a slight reduction in frequency would be a much more appropriate alternative to removing the routes completely. Thank you

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A broad comment on all the Pentagon bus routes: the current situation with how buses enter the loop is an astronomical downgrade from what it used to be. Buses now have to drive very slowly along a long, windy road to get to the bus bays, whereas before, they could simply drive straight in. This is disastrous for commuter buses which stop at the Pentagon before continuing into DC/VA, and for any sort of BRT line that desires to operate here in the future, as it goes contrary to the reason people would take such routes: speed. It appears this was only done for the convenience of the very miniscule number of drivers who head onto Boundary Channel Drive via Connector Road, and there are many alternate routes for even those drivers. Unfortunately, public transit got the short end of the stick yet again. What can at least be done to remedy this mistake is to use the already existing road from the south end of the bus loop, and connect it up to where the new Connector Road is going to be. Buses can enter from the south end of Connector Road, and exit there as well. This would even free up more space for parking at the Pentagon, benefitting drivers too! Please forward this to the appropriate officials in Arlington County and/or WMATA, and I hope to see this returned to its former glory.

I support the proposed new D74 route.

I'm writing in favor of the proposed D 74 route. It would connect a large portion of the Petworth / Parkview community to Farragut in a way that would make commuting downtown more appealing.

I would like to urge WMATA to not eliminate the dedicated Deal Middle School and Jackson Reed High School bus lines. Many of us hope to be able to raise our children in the city and a big part of what helps make that possible is the ability to have our kids get to school on their own in a way that feels safe and efficient. The current bus lines Deal (D31, 32, 33, 34) and Jackson Reed (W45, 47) do that for families. I live in Mt. Pleasant and plan on having my kids take those buses on their own in a few years when they start attending those schools. I would not feel comfortable sending them on the proposed C61 route because of the additional walking that would be required of them, and the fact that it's not a dedicated line to those schools. Especially for the middle school aged children, having a dedicated bus is important. Providing transportation that makes it possible for our children to get to school throughout the city is critical to ensuring that the city remains livable for families and that families stay in the city as their children age instead of moving out to the suburbs.

Hello - I would love this bus line! I work in between Farragut square and Dupont Circle and my commute on the train is too long with the transfer. Thank you for considering this bus line. Myself and many others in the neighborhood will use it!

I oppose the proposal to reduce service for the current Metro's 7A (i.e., the proposed A27 route). I live in the Fairlington neighborhood, where many residents rely on the 7A line to access the

Metro. The proposal to reduce service to 2 buses per hour would not adequately serve commuters and result in overcrowded buses, which could prompt riders to commute by car. Moreover, bus service in our neighborhood was already reduced from pre-pandemic levels when the 7Y line was cancelled. I urge Metro to reconsider the proposed reductions in service along the current 7A line.

Instead of ending new 55 into ledroit park go up Georgia ave to col heights metro and back down 14 . While redundant to 14 th street other routes it is a heavy transfer point for folks heading down to U street this would allow the new 55 to loop back at u n 14

I support the better bus network completely please expedite implementation.

Please keep k2 bus through lamond

The proposed D74 would be life changing for me, and would open up extensive new economic activities.

I work at the Naval Research Laboratory in SW DC and currently use the W5 bus to get to and from work every day. Under the Better Bus Plan this bus would be eliminated and replaced by the C27 bus which would add more time to my already 1.5 hour commute each way every day. This would likely lead to me retiring early from my job and leaving the area. It would also mean NRL would have a lot of trouble with staffing in both recruiting and staffing. Also, Bolling AFB would lose the bus service it currently relies on and would have similar issues. Please keep the W5. I understand ridership is low but it is still a necessary service. Maybe look at extending it to the National Harbor could be considered to boost ridership.

I'm writing in support of the proposed D74 bus route. This bus route would connect several key neighborhoods and would be a great addition to the Petworth community to allow for great connectivity to Adams Morgan/Dupont/Columbia Heights.

I support the creation of the D74 route. I also like D44. It's important to me that D44 continue to stop at Grant Circle/Varnum, as the 64 currently does.

Pleeeease add the D74 route!!! It would make my daily commute from Petworth to Dupont Circle way easier

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The proposed D74 route would be amazing for me (and so many of my neighbors in Petworth) and I could envision using it every weekday for my commute. Please enact the D74!

I would love to be able to ride the proposed c81 route. It would greatly improve my commute.

With great concern, I am reaching out regarding the proposed modifications to the Metro bus routes. These changes would result in the revision and elimination of the D32, D33 and W45 buses, which currently provide vital transportation services along 16th Street for youth attending DCPS schools in Ward 4. Currently, there are 2 DCPS elementary schools - Bancroft and Shepherd - near 16th Street that feed into DCPS schools located in Ward 4. The youth need a trustworthy and efficient mode of transportation that facilitates their journey along their academic pathway. I urge you to preserve and maintain accessible transportation options for myself, fellow Ward 4 students, and residents.

LOVE the C81 going from Ft Totten to Tenleytown without having to change! Love this!

I want to write in support of the D74 bus route. It has long been a problem that you can go north/south on the buses, or east/west, but not really diagonally -- but the D74 route would address this for Petworth residents and others along the route. Most office jobs are in the Dupont/Farragut area, and it's a real hassle to get there from Petworth. I can only lament the amount of time and stress the D74 would have saved me over the last decade if it had existed then -- but I would be extremely grateful for it to exist now. It's very hard to get to that area from here, and now that I'm older and have more disposable income, I opt for a car (my own or Uber) to get there and back. But I know that's the opposite of what the city needs -- providing this bus route will take cars off the road by giving residents in this area an easy way to get to one of the main economic hubs in the city, where many of our jobs and services are. Please please make this route happen! Thank you.

Just was informed of the D74 bus line, and can't express strongly enough how much that would help me and friends in my area get to their jobs/nightlife/entertainment/restaurants/etc etc! There are so many things that this bus line would allow me to do, and I'm both very excited that this line is being proposed, and again, can't emphasize strongly enough how helpful a reliable bus would be along this route! Thank you for your time, Brad H. (Petworth/Park View resident)

Heard the horrible news you are planning to eliminate or change our N2/N6 bus route. This Cathedral heights area has the highest populaqtion density in DC! Since the many condos and

apartment buildings along Cathedral Avenue are also full of elderly residents who need public transportation to accomplish our weekly necessities, please leave Cathedral Avenue bus service N2/N6 intact or at most, just reduce the times of arrival to like, once an hour instead of buses every 20 minutes. I will sell and leave DC if myself and my wife have no buses!

Please do not add a bus route to 1st ST NW. The traffic is already dangerous with cars constantly blowing stop signs and I fear what multiple buses would do.

I am writing to ask you to please seriously reconsider any plan that would curtail bus services for the current metro bus 7A (proposed A27 route). Like many of my neighbors, my ability to live in Arlington and work in DC is largely dependent upon the 7A bus. I need to be able to catch this bus directly to the Pentagon along with the very many, neighbors that join me daily on this route to and from work and other destinations. The proposed changes would have a major effect on the Fairlington/Shirlington neighborhoods. Please reconsider and do not make changes to 7A.

I would like to see free WiFi and charging ports on the bus if that was possible.

I reside in the area served by the E6 bus from Western Avenue to Friendship Heights and north into Maryland or downtown. It is a major connecting bus for people in our area to get to the Metro Station and then nward downtown. It impacts countless people making their way to work downtown as well as finding their way to restaurants and shopping, and way beyond on our subway lines. Without the E6, those trips are much longer and more complex. It's bad enough for the occasional shopper or family outing or medical appt. It's very difficult, however, for people who need to go to their place of employment, whether a professional job or an entry level job. Please! Bring back the E6 for all of this area! We need it!!

Please reconsider changing the proposed First St NW to North Capitol instead. First St is not wide enough and having a bus route on this street would be highly disruptive to the people living on this street. North Capitol appears must better suited to accomodate this new bus route. Respectfully, John J Felicio Resident of [redacted]

I have serious concerns about the C55 proposed route down 1st ST NW. 1st ST NW is not designed to handle that size of vehicle as currently constructed. Additionally, I have concerns about the added weight going over the NEBT pipe that runs under 1st ST NW.

The N2 is a critical route to medical buildings and businesses on New Mexico and Massachusetts Avenue for those of us fulfilling the No Car DC vision. Taking away this critical route hurts the ability of carless seniors to travel relatively cheaply.

I oppose WMATA's proposal which would curtail service for the current Metrobus 7A (proposed A27 route). Many people in our community rely on the service of this line to access the Metro from the Pentagon directly; the proposed two buses an hour is not adequate to serve commuters. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to reconsider the reductions in service.

As a regular user of the N buses, I’m hoping their service will be radically changed. They provide excellent service, connecting with the Red Line at DuPont circle and the Silver, blue and orange line making it possible to leave my car behind and get to so many locations in the area. Please don’t take away the N buses.

Greetings, my name is Karmari Williams. I have a request regarding the route of the W14 bus for the year 2025. I would greatly appreciate it if all buses could travel directly from Southern Ave to Fort Washington, rather than only from Friendly between the hours of 8:15 AM to 3:15 PM. Additionally, I kindly ask for the reinstatement of the 7:45 and 8:15 PM bus routes. Furthermore, it would be beneficial if more afternoon routes were added, extending the service to Southern Ave Station until at least 6:30 PM, similar to the P18 bus. Could you please consider adding the W14 bus route on weekends, as well as the P18 route, to allow more people to utilize these services and enhance the frequency rates in Fort Washington?

Hello, I strongly disagree with the new C55 bus route using 1st St NW as part of it's route. This is a narrow, residential street that should not have 2 way bus traffic on it. This is a danger to pedestrians and will cause noise pollution. I also am very disappointed in the lack of bus routes serving Bloomingdale via Rhode Island Ave NW as a result of this change. There is no direct service to Farragut Square, and we lose the G2 access to Foggy Bottom and Georgetown. Please amend these issues for Bloomingdale residents! Thanks, Steve Kelly

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This is the owner of a pediatric office in park place condominiums . We have a lot of patients who rely on the bus to bring their children for medical care . If you take this bus stop away , these parents will not be able to the pediatrics office with bus to bring their children for medial care . They don’t have a car and they can’t afford Uber and they can’t walk this distance with children . Some children also are social needs , wheelchairs , oxygen tanks etc . Please reconsider Thanks

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I will be forced to drive to all medical appts rather than take public transportation if you change the G8 line Also for the changes in the G2 line I am a senior citizen and cannot walk to the closest points to pick up your alternate routes. I will have to drive every where I don’t believe this was your intent but maybe it was

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Adding a route down 1st NW is a terrible idea. New route C55 would add unnecessary traffic to an already crowded and conjested residential neighborhood. We can barely get in and out of o ur neighborhood as it is. In addition the new McMillan Park site is adding a ton of traffic already.

The proposed bus routes, specifically the changes to the G8 and G2, are very disappointing. It creates a dead zone in the LeDroit Park neighborhood, which no longer has access to Georgetown or Farragut Square. Considering the numbers of Howard University students and low income housing in LeDroit Park, this seems like a significant equity issue. How are these residents going to get easy access to DC's major shopping and business areas? There is no Metrorail substitution, so residents are now forced to walk further and make more transfers to get to these areas.

Hello! Please do not take away the 42/43 bus service in Foggy Bottom. This is the only bus route that I use and it is extremely convenient for my family, which includes two little ones who love riding the bus. I hope you reconsider your proposal to eliminate these stops.

I live in Mount Pleasant and would like the dedicated bus to Alice Deal middle school to remain in service. This is important for my kids who will be attending this coming school year. Thank you for your time!!

Hi! I think WMATA should look into bus service from Union Station to the Suitland Federal Center. Major renovations at 4600 Silver Hill Road mean that thousands of employees will be going back to work from the Department of Commerce and Department of Labor, including the relocation of the Bureau of Labor Statistics. Connecting the major transportation hub at Union Station with Suitland would be a huge benefit to employees. Thank you for your consideration.

I was hoping that’s the G2 can take it’s old route before the water project up 3rd st then on elm and then 4 and w and back down 3rd because 1st st is very narrow and also can we get a route say from ledroit park to fort totten more metro access and more cross town options or make it from Georgetown university to Brookland or fort totten Another comment would be to extend the 74 to Georgia ave petworth because you guys won’t send the 70 back down Sw that’s all thank you

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I am concerned that the D32 as well as the H2 and H4 bus routes will be lost. These are a critical connection for the north of Mt. Pleasant, including the bustling commercial corridor there. It will greatly reduce the accessibility of a significant population that lives along this area by slashing service to one of the densest sections of the city. While some changes are certainly merited, leaving these routes that travel along Park Road completely unserviced will be a major loss.

I wanted to comment on the Z2 bus route. As a resident of the Cloverly area, I find the elimination of the route frustrating. Of all of the routes that will be eliminated in Maryland, the New Hampshire route is the only one that will not be taken in by a local operator, an even more concerning issue. For a couple of years now, the Z2 line has also been reduced in frequency, only arriving each hour, a schedule that has only caused more harm than good, enticing less and less

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I firmly oppose the proposed route of bus C55 along 1st St NW

Please restore E6 route that was taken away during Covid and keep M4 running to Deal/Jackson Reed

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I am writing out of concern over the proposed changes to Metro bus routes that would redraw the 63 and E4 to reduce direct access downtown and across town, and eliminate the D33, W45, 59, and K2. buses serving 16th Street. Many children utilize these busses to get to school, enabling their parents, in turn, to get to work. Disruptions to family routines like this tend to have an outsized impact on working women, and I seriously urge to reconsider the elimination of these routes. Please do not take these transportation options away for me and Ward 4 students and residents. Thank you, Claire Finn

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I use the G2 every single day. It’s the only bus that serves my neighborhood and takes me home from work. Removing service from this area would impact a significant community.

I am excited by the premise of improved bus service in DC. As a resident of Foggy Bottom, I am concerned by the loss of the 42/43 service to the neighborhood. That bus line serves as one of the main ways to get uptown quickly, and services not only students in the area, but seniors and other residents who live in the area. I hear that the proposal for the D72 comes no closer to Farragut Square. As a resident, that is not acceptable to me. It is a far walk, and will make the bus service inaccessible to many folks who cannot walk that far. Please reconsider the D72 route to include the foggy bottom neighborhood until Virginia Ave and 24th. Don't take away one of the only bus lines that is used by people to get around town more conveniently than metro.

This is a terrible idea. Whole communities in Manor Park, Brightwood Park and North Petworth need MORE 63 buses going all the way downtown, not fewer. Expand the 63 outside of rush hour and give people access to work downtown.

I am very disappointed that it appears that Metro is abandoning its supplemental routes that allow children in the Mt. Pleasant neighborhood to attend Deal Middle School and Wilson HS. These are critical to ensuring that a diverse population of students continues to be able to access two of the district's better performing public schools, and it is irresponsible to expect those students to walk considerable additional distances and jam onto buses with other commuters during rush hour in the mornings. These dedicated supplemental buses exist for a reason, and there does not appear to have been any consultation with parents, students, or the school board about what eliminating them would mean for students and families.

I am a senior citizen and have not been able to drive since I was 50 due to an eyesight disability. I live on Capitol Hill near Lincoln Park and generally take the D6 bus without transfers to my doctors at Georgetown Hospital and Sibley Hospital. Looking at the proposed 2025 Network: 1. I will be unable to get to Georgetown Hospital without at least one bus transfer and to Sibley without at least two bus transfers and 2. I do not see any bus stops within a reasonable walk of my home. I ask that you take the considerations of those of us (patients, nurses, doctors, medical students, administrators and others) who need to get to these hospitals quickly and efficiently. Thanks, Benjamin D. Diamond email: benjaminddiamond52@gmail.com

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The replacement of the D2 with the D96 results in a significant drop in service for Glover Park. The morning rush frequency of 20 minutes for the D96 compared with the present 9 or 10 minute frequency for the D2 will force me to abandon transit and look for other options. On top of this schedule adherence on such a long route as planned for the D96 will probably be very low. We already lost the D1 during covid and it never came back. The impact this will have in Glover Park is incredible. 20 minute headways in peak rush hours is the same as no transit service. Better Bus indeed!

I am very upset by the proposed changes to the D6 bus route. By splitting the current route into two different buses you make the service much, much worse. The routes proposed are less direct and so less frequent since you will have to transfer buses. This makes it less equitable for people with disabilities or who are seniors who will now be forced to transfer buses or transfer to Metro which will result in a more expensive option. The D6 from Capitol Hill offers public transit options that are NOT duplicates of other options - like going to the hospitals on the route. And by making it that much harder to get around WMATA will be doing the exact opposite of what you say you are trying to do. Why are you making life that much more difficult - it will NOT encourage more people to take mass transit that's for sure and will be a real burden for those of us who don't have cars.

D90 is not an adequate replacement for current N2/N4/N6 routes.D90 completely misses the many apartment complexes on Cathedral Ave, including mine. D90 does not provide service to the Blue/Orange/Silver lines. As a result, I will have t walk further to get to a bus, and will have to transfer trains to get to the Blue/Orange/Silver lines.I use the bus/train combination several times a week, meaning the D90 will significantly extend my overall travel times. D96 is further away and does not service Blue/Orange/Silver on weekends, and C85 is worthless since it only runs during weekday rush hours.

The new route configurations are fine, but the new route names are a solution in search of a problem. I understand that the current names may be confusing to newcomers. But these new names will be confusing to EVERYONE — with the exception of the D and X prefixes, which seem like a good idea. Would it really be so hard to work the current route numbers into the new route numbers?

The new bus routes C81 and C85 provide much improved bus service for my children that commute from Brightwood Park to Mann Elementary DCPS and Hardy Middle DCPS, and eventually to MacArthur High School. C81: We are thrilled to see the C81 route goes down Kennedy Street. For the first time, my upper elementary student will be able to commute to school independently using public transportation because the stop on Kennedy is only four blocks from our house, and the stop on Nebraska is only one block from school! I would urge you to extend the end of the C81 route that goes down MacArthur Blvd to provide more options for IB and OOB students that will be commuting to MacArthur High School. The current route is approximately 55 minutes from Fort Totten Metro (50 minutes from our stop on Kennedy), then is a 1.8 mile walk down MacArthur Blvd to the high school. Extending the route down to MacArthur then looping back to Loughboro Rd using Foxhall Rd instead of Arizona Ave would provide a DIRECT route without transfers for families commuting from east of Rock Creek Park and from the Mann boundary zone. This would be a long route, but invaluable for families considering MacArthur High School. C85: The C85 route does not provide quite the same level of door to door service for us, but by connecting to the C81 and C83 routes, my middle schooler has multiple options to transfer to get to Hardy Middle School and MacArthur High School in the future. More likely, we would drive them across Rock Creek Park to the Nebraska and Utah Aves bus stop to save time and avoid the risk of missed transfers. I would urge you to extend the C85 route across Rock Creek Park using Military Road - either to 14/16th St NW and Military, or all the way to Fort Totten following the C81 and C83 routes. Having a bus route that connects Hardy and MacArthur High Schools directly to East of Rock Creek Park neighborhoods makes those schools much more accessible for families that currently default to charter schools instead of DCPS. Lastly, I would urge you to make the C81, C83, C85 and any other routes relied on by children for school commutes to run more frequently than every 30 minutes. Particularly if the routes to Hardy and MacArthur are indirect and require transfers for many more IB and OOB families, more frequent bus service is ESSENTIAL to avoid missed transfers, arriving to school tardy, and overcrowding. Thank you. Ward 4 Resident and DCPS parent

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Please do not remove the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops. Current State: There is currently dedicated bus lines (D33) to/from Alice Deal Middle School (D33 bus), and Jackson Reed (W45 bus) that runs to/from school one time per day. These carry school kids, are full generally full capacity both ways once they reach Military Rd. (Note these do not show up on the WMATA interactive map for ‘current bus lines’). The W45 stops at Deal and so serves as a backup. New WMATA proposal: The Deal kids are being shifted to new bus line up 16th street and have to transfer at military road to get to Alice Deal. From Shepherd/16th street, the commute is 45 minutes - assuming the transfer happens as planned. DC city schools depend on public transportation to get our kids to school, and does not use the classic dedicated 'yellow schoolbus.' In the new WMATA bus lines proposal, the D33 (to Alice Deal Middle School) and W45 (to Jackson Reed HS) have been removed as dedicated bus lines which pick up kids in our neighborhoods and deliver them to school (then back again in the afternoons). From our (Crestwood) neighborhood, the D33, which currently provides a ~20 minute commute to Deal, becomes a 45+ minute commute including transfer to a 2nd bus line during that commute. I suggest we need to make it easier -not more difficult- for our kids to get to school. Eliminating these bus lines does not seem to have significant savings given it runs once a day each direction. Forcing a transfer and a minimum 45 minute commute will push families to drive children to/from school. This will increase traffic on limited East-West road access points -which is counter to DC climate and traffic calming goals. Furthermore, it significantly increases burden on families who count on this bus and loses a key opportunity to grow student’s independence. Please do not remove the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops.

PLEASE DONT GET RID OF THE N2/N6 LINES!!!! I use this bus line almost every day to get to and from work and would make my commute abysmal if it were to suddenly dissolve!

I am writing out of concern over the proposed changes to Metro bus routes that I believe would eliminate the W45, D31, D33 and D34 buses serving 16th Street Heights/Crestwood/Petworth and combine the H2/H4 buses serving Mount Pleasant. My children ride these buses regularly to get to school nd these changes would make it much more difficult for them to get to and from school and impact my ability to work. Please do not take these transportation options away for me and Ward 4 students and residents.

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with the circulator bus no longer going to be in operation, it seems like there will be no single bus line connecting navy yard to capitol hill regularly. the C43 should be expanded heavily and run during all regular bus hours on weekdays and weekends instead of just during a few hours a day on weekdays. it’s crazy that there won’t be a way to easily connect these two bordering neighborhood (and provide greater access to trader joe’s). expanding the times of the C43 bus seems like an easy way to solve this issue since the route already exists, it just needs to happen during a longer period of time and much more frequently

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I am concerned about two bus routes that maybe eliminated because of the better bus proposal. Both buses impact my travel back and forth to work. The routes in question are the M6 and the F14. These routes are key routes in my travels. The F14 is the only route that services the Naylor Road station from my place and eliminating that route would increase my travel time from 30 minutes to almost 90 minutes. The M6 route is a key route not only for me but for other people who go to work during the week. This routes peak times sees a significant uptick in ridership. These two routes may not be needed as much on the weekends but during the week, these two routes are vital. Thanks you.

Please don't discontinue the 3Y bus! My State Department colleagues and I rely on that service to get to and from the greater Arlington area each day.

Please don't change our bus stops in Columbia Road, we need them to do our errands!! Please put back bus 42 on the old schedule that goes downtown NOt just to Farragut Square. We need to go to Metro Center, Gallery Place, etc. to shop in many stores , go to restaurants and museums. All the business there are losing customers. We, the seniors don't like to use Metrorail, it takes longer and we are afraid Thank you for your consideration

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ER nerf B=N2 bus for traveling to work and below.....PLEASE DO NOT ABOLISH N2 ROUTE--MANY MANY WORKERS AND PROFESSIONALS NEED IT. THANK YOU FOR LLISTENING TO DC RESIDENTS. PROF E SAN JUAH

We need a regular schedule at peak hours for bus 7a in Virginia Not limited service as proposed . The bus is always full and people take it to go to work everyday . Please take this into consideration and cut other lines like the multiple 16 bus lines in Virginia

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The proposed C55 route on 1st NW is (1) a waste of taxpayers' money, (2) creates significant safety and (3) traffic concerns for residents and Howard University faculty and students, and (4) would not achieve its purpose of serving HUH staff and patients. (1) First St is too narrow to support a bus and floods frequently. The infrastructure required to widen the streets, update sewage and drainage pipes, and add bus stops and traffic lights would cost millions of dollars. Instead of creating a massive infrastructure project costing money, use streets that can support the bus route today; allow the bus to turn north onto Georgia from Florida Ave, turn west on Columbia, and turn south on 11th St so it can use existing routes. This loop alternative would reduce costs, increase C55 ridership, and not increase the bus route time even though the route would be slightly extended because of the traffic patterns and speed limits. (2) Regarding safety, the bus route would run directly between Howard campus housing and the academic buildings. It would bring hundreds of non-students and drop them off directly in front of an undergraduate residential building, creating massive security and safety concerns for Howard University students, parents, and faculty. Additionally, the route would circle a baseball field, basketball courts, and a children's playground. (3) First St is the ONLY N-S street available to residents for

local traffic, scooters, cyclists and pedestrians. North Capitol is extremely busy and dangerous, and 2nd St is already a major thru-street serving DC Water, DC Public Services Fleet Maintenance, DC parking enforcement, DC snow patrols, Metro PD, National Children's Hospital buses, Howard University campus buses, and countless late-night drag-racers. An added bus route will eliminate any safe, N-S residential streets in the neighborhood that provide access from Bryant St to Rhode Island. (4) The bus stop is too far from the hospital entrance to adequately serve patients, and there is no safe way to walk through the parking lot. Patients would have to walk through the ER or walk ~7 blocks to reach the main hospital entrance. The bus schedule would not serve the HUH staff due to the infrequent bus stops during shift changes and the unnecessary bus stops in between shift changes.

The time for the D36 to ivy City is way too long, there should be an easier way to get to ivy City and union market from Eckington!

I would just like to say how disappointed I am in the lack of bus access going across Rock Creek park in this plan. Many students, including my kids, use the D33/D34 buses to get back and forth to school every day. Eliminating those routes for routes that require connections is a real loss, especially for kids. I would hope Metro could run some kind of a route that connects people in Petworth to Tenleytown without unncessary connections and a lot of driving.

The P6 should cover the route to Union Market and Ivy City! This would make so much sense!

As a DC resident who lives in Northeast, I really believe there should be an express East to West bus option. When traveling to Union Market and Ivy City by car, from Eckington it takes 8 minutes. A comparable transit route takes 35+ minutes and a transfer which in my mind, for a city that is ranked as the #2 public transit in the country, is inexcusable. There are so many routes that cover north to south, but also going from Eckington to Columbia Heights, two neighborhoods that are geographically nearby,.is also very difficult. A transit option that connects Northeast and Northwest and allows additional options to prominent neighborhoods in Northeast would both be extremely valuable options.

A few comments. Having letter number combinations for bus route designations can lead to confusion when two or more bus routes share the same number but have different letters. I suggest simply using numbers; letter prefixes don't provide information of use to riders. This also solves the issue of routes that cross the proposed boundaries for the letters.Fairfax Connecter buses use all number designators (with a few exceptions such as the Reston internal routes) with the first number indicating a geographic area. Consider reducing the frequency of high frequency routes that show a significant level of buses bunching. Having three buses arrive at once and then having a half-hour wait for the next one serves no interest and diverts resources from other routes. Increase the rush hour frequency of routes that had high ridership prior to 2020 for a defined experimental period of, say, six months and then determine whether

ridership justifies retaining the increased frequency. Consider equipping buses with one way entrance gates in the front and one way exit gates in the rear (with operator and emergency overrides). This will speed service by separating boarding and alighting while help prevent fare evasion. (Ultimately this can allow using fare mediums for both exiting and entering, which can allow integration of bus and rail fares.)

The new names for the bus numbers make more sense, kudos on that! The Fairfax/Burke area needs more transportation, our area needs express buses. Many families moved to the Fairfax/Burke area during covid and now we are being asked to go back to the office. We need more transportation to go back to DC and help the economy.

I think the proposed D90 tenley to convention center is a TERRIBLE!!!!!!!!! idea. This would make it IMPOSSIBLE!!!!! for me to access my medical providers. My doctors are either at 4910 Mass Ave NW or 3301 New Mexico Ave. 4910 is a large medical building with very expensive parking and I no longer drive. There is a large cvs across the street and other shops. Did the rich people who drive cars and afford expensive parking get rid of busses coming thru spring valley? Seriously how am I to get to the Dr and how are his employees going to get to work. Also in regards to the bus not going to farragut -- again I need to go to farragut for alot of things. Changing busses or taking the subway 1 stop is a hardship. And finally eliminating the N2. How are the seniors in the towers condo supposed to walk a STEEP hill up Cathedral or New Mexico. That's a hardship. This whole new proposal is absolutely TERRIBLE for a senior like me who relies on public transportation. What rich group in ward 3 who drives and doesn't take a bus designed this. Seriously there is NO bus service under the proposal for me to go to the Dr.

I live on Davis Pl. NW in Glover Park, and there is currently a bus stop 100 feet from my building. I and many people in Glover Park use the busses to get to stores, to work, and to get to airports. Making Glover Park into a car-centered place without convenient bus routes is a step in the wrong direction. Please keep the D2 bus or something similar. Thank you!

I am writing to express my strong opposition to the proposed C55 bus route - in particular the section that would go North and South on 1st Street NW. This proposed bus line will endanger countless people. There is already sooo much traffic on 1st Street because commuters from the suburbs use it as a "shortcut" to get to the New York Ave entrance of 395. The traffic has already made 1st Street unsafe for cyclists and pedestrians, because the drivers are constantly running red lights and trying to pass cyclists. If our policymakers and transportation leaders want to improve Bloomingdale, please consider adding bike lanes to 1st Street and possibly making it one way going in the direction of the hospital. Likewise, I oppose any plans to dig up the trees or make our sidewalks smaller to accommodate a bus line. I shared my feelings with Council Member Parker's office and they told me that the C55 proposal would provide new service to Howard (and its hospital), and to the LeDroit park community—in addition to Bloomingdale. I'm a bit confused by this, because 1st Street NW versus 4th Street NW (where the G2 currently runs) is a 10-15 minute walk to the LeDroit Park apartments and Howard Hospital. If the city wants to improve service for these residents, I'd recommend the bus route

go North on 4th St from S/Florida Ave, which the G2 currently does, then go West on W Street, which would go right past the nurses college in addition to some apartments and other Howard University buildings. The bus could then make a left onto 7th Street, where there is a T intersection with a light, and it could make use of the Rapid Bus Transit lanes on Georgia Ave. This would make the bus very accessible to Howard students as well as residents of the LeDroit Apartments and Williston Apartments that are on V and W between 4th st and 2nd st. Much of 4th street is already more commercial because the hospital and university are right there, and the traffic doesn't get backed up because 4th St dead ends onto Florida Ave, making it less tempting to commuters. Councilman Parker's Deputy COS Conor Shaw said that 4th St and Florida Ave intersection is too tough for a bus to navigate but that also doesn't make any sense, as the G2 currently turns onto 4th St from S St./Florida Ave and vice versa (I think). If going west through Howard University doesn't make sense, then why not keep the current LeDroit section of the G2 route in whatever new route is proposed? Thank you in advance for your consideration. I'm a homeowner on 1st Street NW, and I've been a DC resident since 2009. I'm avid cyclists, walker and advocate for mass transit, and I appreciate your overall efforts. I ask that you please listen to the residents who will be affected by these proposed changes and ensure that the routes are actually serving the intended community, rather than pleasing a single voice on our ANC commission.

I oppose the C55 bus route proposal’s use of First Street, Bryant Street and W Street. There are nearby major traffic corridors (eg North Capitol, Georgia, 5th Street NW) that can better handle this new service adding only a short walk for bus users, whereas First, Bryant and W are purely residential and would be substantially altered by this proposal.

Proposed network does not provide appropriate connections into the neighbourhoods and reduces connectivity and reliability of public transport keep the D2, it is vital for Glover Park

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Request better frequency on D96. All the middle school kids in our area (including my 3 kids) will be using this bus route multiple times per day to go to school, and all of their friends also will need this bus in the morning and various times in the afternoon and early evening.

WMATA needs to keep the D2 bus in Glover Park. There are hundreds of people who use it daily for work. That's the purpose of public transportation. To offer service to folks who might otherwise not have reliable transportation. Why force people on W st to walk 10 minutes to catch the new line. That's just appalling. Stop screwing with DC residents and allow Glover Park to keep the schedule. You know what would be good? Have the drivers wait for young parents to bring their child and stroller on board, and then ask them to use the monitor. I've watched the same woman bring her son on the morning bus, wave her wallet with the metro card showing, then pull her son in and sit down. Have riders pay the fare. She regularly avoids paying while the rest of us subsidize her ride. That's ridiculous.

My name is Patricia K Timbers and I am responding to the change to the E4 Riggs Park line. The proposal will not work for this bus route. I have lived on Chillum Place NE since 1961. I was 2.5 years old when I moved here. We did not have bus service until I was 6 or 7. The bus stop is four doors from my house. I have always rode this bus whether I was going to and from home to the subway station. We have used this bus line for work, children going to LaSalle Elementary school, going to the grocery store and other activities. We have elderly neighbors who use the bus. Please reconsider this action. Thank you.

Please save the D6 bus route. It is so convenient for those citizens who must rely on public transportation. Walking to union station is too difficult for some of us.

I am a constituent of Ward 5 and I submitting a comment to voice that I oppose the proposed C55 line along 1st NW.

I would consider riding the P94 route from King Street to the Suitland Metro Station. I work in Suitland. It isn't clear how long the ride is from start from end to end with no time tables listed.

I live in the Parkfairfax neighborhood in Alexandria VA. The 22a currently comes in my neighborhood once a hour (which I do not feel is too much) with the new plan. The A71 will be completed removed from my neighborhood causing NO wmata buses to service my area AT ALL. The closes A71 stop is .7 miles from my house location. This is absolutely ridiculous providing that my area is very accessible and close to 395. I am very opposed of the removal of the 22a through the Parkfairfax neighborhood.

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i know a bethesda tysons route may have issues, I think it should be tried as it could be very transformational especially as virginia widens the beltway

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I just wanted to share my concerns around WMATA's proposed elimination of the G2 route. This would significantly impact my work commute, as I can take the G2 all the way to 23rd & P & walk the rest of the way. Other neighbors in LeDroit Park would be forced to walk to RI Ave or Shaw/Howard metro. I fear for those who have mobility issues and the fact that there would be no direct replacement route for the G2 is very concerning. In my view the proposed D92 runs too far south along P for any reasonable connections to Bloomingdale. The convenience of the G2 for LeDroit Park/Bloomingdale folks cannot be overstated. WMATA would be making a drastic mistake to eliminate this route.

Don't change the E4. We need it for Lamond Riggs and Chevy Chase.

Please don’t cancel the N2 or N6! We need more bus routes/frequency, not less!! These are vital routes that impact myself and my neighbors daily. We constantly discuss our desire for more frequent bus arrival times, having fewer routes to choose from would significantly worsen the problem!

Yes, route 74 bus from Chinatown to buzzard point is a very short route but the buses are continuing been late and often I mean often don't show up. Metro needs to return the 70 buses like it used to be from buzzard point to silver spring, that was a really good service. Whoever decided to change that route have inconvenient a lot of Metro riders on this route. Maybe whoever changed it need to try to use the 74 route maybe they might realize that was a mistake, change it back to the 70 route. My email:[redacted]

Good morning, Regarding the 1st NW proposal for C55 bus route. I, don’t agree with the new bus route planned for 1st street NW. 1st street Bloomingdale is a highly residential neighborhood, with substantial seniors, children, pedestrian, and animal/pet foot traffic. I believe that considering the narrow width of 1st street, adding a bus route on this street would cause considerable hazard and danger to the community, and the safety of the community should far out way the benefit of a few minutes’ reduction to a commuter’s travel time. In addition, the increased noise factor, damage to roads and the historic homes in the neighborhood, would undoubtedly be negatively affected based on the sheer weight and vibrations associated with the buses traveling up/down a street that does not have the infrastructure to support such heavy traffic vehicles. 1st street is already a high traffic street and will only increase with the completed development of McMillan residential/commercial community, when you add a new bus route down 1st street the quality of life for the residents will most definitely be negatively impacted. In addition, 1st street has considerable bike, scooter, and small-motorized vehicle traffic and this would become even more dangerous for those riders, with the addition of metro buses, increased vehicle traffic, and restricted residential parking, all trying to navigate on such a narrow street. Now imagine, the narrow street, heavy foot traffic, small children and pets playing, non-supportive road weight infrastructure, additional traffic from the McMillian Center, heavy traffic from the multiple hospital vehicles and workers on this route, double parked (UPS, USPS, Amazon, Delivery Trucks), damage to historic homes in Bloomingdale, and now Metro buses coming up and down the street everyday/all day, it will be grid lock, congestion, and hazardous and a very unhappy neighborhood every day! Sincerely Robert Gorham Concerned 1st NW Neighbor

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I live at fourth and I St., Southwest and from what I’ve heard so far you’re planning to eliminate all the buses for my neighborhood. We have the P6, which luckily stops in front of where I live. We have the 74 which I really like to take with my granddaughter. We have the circulator, which is the way I get to Eastern market(I have a produce plus card that I can use with the farmers at Eastern market and for someone like me, in my 80s, it’s a great benefit to me.) Please do not do away with the buses that we seniors use all the time.

The current N2 and N6 buses provide vital connections for a dense area of apartments along Cathedral Avenue NW that house mainly seniors and students. The proposed replacement bus route does not go to Farragut West at all which is an important area for medical and dental offices. Seniors needing to get to Blue line stations will have to make 2 or 3 connections under the new plan; that is very time-consuming, especially considering the proposed 30-minute interval between buses during off peak hours. The suggested alternate bus routes along Wisconsin Avenue to Foggy Bottom are not an adequate replacement for direct service to Farragut West: traffic is abysmal, delivery trucks and double-parked vehicles impede bus drivers, and these buses stop several blocks away from Foggy Bottom. Seniors in NW are being unfairly shortchanged by the redesign. Fairness requires restoring the N2 and N6 lines or continuing the new line to Farragut West.

Eliminating the D6 is not a good idea. Having frequent options for transit between Georgetown and DuPont is very important for many people's commutes. I personally use the D6 to commute to work downtown several times per week because the 33 often get stuck in gridlock on M street. Buses between outer neighborhoods are as important as buses from outer neighborhoods to downtown.

Please focus on fare evasion, safety, and cleanliness of bus and trains. In 15 years of riding WMATA, there is noticeable increase in fare evasion and riders who EAT FOOD and leave trash on the bus/train. Please work to enforce the rules of behavior that improve the experience for ALL of US!

This input is about buses serving Glover Park — D82; D96 I appreciate that we will have two lines that stop near my house. I would like to request you consider a having loop similar to the current georgetown circulator as there is a good turn around location for terminus at whitehaven and i like always having a bus to get onto in the rain.

June 23, 2024 To Whom It May Concern: I am ninety years old and I live at Columbia Plaza Apartments at 24th and Virginia Avenue NW, DC. I am writing to express my dismay at learning that the Better Bus plans are expecting to eliminate a bus route important to me and my neighborhood – the Friendship Heights 31/33. To access the Friendship Heights bus, I walk only one block to 23rd and G and then can access all of the Wisconsin Avenue stores, Safeway, Apple Store, Haircuts, etc. all the way to Friendship Heights where I can shop for clothing and reach several of my doctors' offices. Making adjustments to this route will cause very disruptive changes for me and my lifestyle. For the past thirty years, your bus system has provided me with low cost and rider-friendly transport to every part of this city – to grandchildren's games in out of the way places, to important appointments at far away offices, and to certain kinds of entertainment that I could not otherwise have taken part in. I ask that you please reconsider your plans for the Friendship Heights bus 31/33. Thank you. Vivian Otteman [redacted]

The proposed elimination of the N2, N4, and N6 lines will significantly adversely affect a significant proportion of Washington DC's older population. The area currently served by these lines is hilly and largely residential. Residents along Cathedral Avenue would have a significant hike to and from bus stops on Wisconsin and Massachusetts Avenues. Many of these residents are older and no longer can safely drive--nor would we want them on the road driving an automobile. As it is, bus service on the weekend and during non-rush hours is fairly limited--as much as 30 minutes between buses and longer depending on traffic conditions. Taking away that service will have serious health effects on the individuals, and serious economic effect when older residents cannot reach commercial areas to shop.

Please do not eliminate the N2 and N6 bus lines serving Cathedral Avenue. This block is densely populated, with several apartment buildings, so you get a lot of bang for your buck in terms of people served per stop. These lines connect us to downtown and the Red Line (whose closest stops are 1.5 miles away on foot) and reduce car traffic down Massachusetts Avenue. They are used by commuters and older residents who may not be comfortable walking to a bus stop several blocks away. Please do not force us to rely even more on cars by reducing our public transit access.

Hi Metro team, I am writing to ask that you please keep the existing 22A route through Parkfairfax. Oftentimes this is the only way for me to get to work (I catch the metro at the Pentagon) every day, especially since Alexandria is considering cutting the 104 routes as well. Without these critical bus routes, I will have no way to get to work through public transport, or get home in time to make dinner for my family. I know that bus ridership is down in our area, but those of us who do ride the bus every day rely on its service for our livelihoods. Please consider keeping the 22A route or something similar that passes through Parkfairfax en route to a metro station. Thank you so much for your consideration.

Thank you for bringing back what used to be the G9. If you want to call it the D32, that’s fine. Just please keep it rolling down (and back up) Rhode Island Ave from Mt Rainier to downtown and back. With a stop near Rhode Island metro But Not Entering the station. Stay on Rhode Island and keep it rolling. Thank you so much. So many neighbors (and students at Banneker HS) are waiting for the return of the G9!!!!! Bus service along South Dakota has been spotty for years. Please make these routes safe, reliable, and clean. WMATA can play an important part in preserving this vital traffic corridor for the city and region. Move the people up and down South Dakota quickly and safely, and other problem areas will be helped: Missouri/Military/Riggs, Rhode Island, NY Ave/50, Monroe, Michigan. South Dakota's traffic impacts so many. Make the buses run on time here. Thank you!

Please do not eliminate the N2, N4, and N6 routes. Not everyone who lives in Ward 3 is rich. Some of us don't own cars and we depend on the N routes.

Dear Metro Team, I hope this message finds you well. I am reaching out to express my concern regarding the proposed alterations to the 22F bus route under the 2025 Better Bus Network plan. As a resident of Park Place Apartments, I heavily rely on the 22F bus service for my daily commute to the Pentagon Station and throughout DC for work. The proposed removal of the 22F stop at Park Place Apartments would significantly impact my daily commute, both financially and in terms of time efficiency. Over the years, I have noticed that many of my fellow residents also depend on this bus service, emphasizing its crucial role as a transportation link within our community. While I acknowledge the necessity of enhancing bus services and connections across the region, the elimination of the 22F stop at Park Place Apartments will undoubtedly pose challenges for residents who rely on this service for their daily transportation needs. I kindly request a reconsideration of this proposed change or an exploration of alternative solutions that could preserve the bus service at Park Place Apartments. Your attention to this matter is greatly appreciated, and I look forward to your response. Thank you for your time and consideration. Best regards, Melifan Parandoush

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Hello, I am writing to express my concern regarding the proposed changes to the 22F bus route as part of the 2025 Better Bus Network. As a resident of Park Place Apartments, I heavily rely on the 22F bus service to commute to the Pentagon Station and DC for work. The proposed change to the 22F route would eliminate the stop at Park Place Apartments. This change will significantly impact my daily commute both financially and in terms of time. Furthermore, based on my observations over the years, many residents in Park Place Apartments rely on this bus service, making it a crucial transportation link for our community. I understand the importance of improving bus services and connections across the region, and I appreciate Metro’s efforts in this regard. However, the removal of the 22F stop at Park Place Apartments will create a hardship for many residents who depend on this service for their daily transportation needs. I kindly request reconsideration of this proposed change or alternative solutions that could maintain the bus service at Park Place Apartments. Your attention to this matter is greatly appreciated, and I look forward to your response. Thank you for your time and consideration. Best, Shahrouz Ghani

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I strongly encourage you NOT to end bus service on Cathedral Avenue NW. There are numerous large condo and apartment buildings on Cathedral and adjacent streets. As a result, there are a lot of residents relying on bus service. I don't understand why instead you're going to focus on Massachusetts Avenue and Tunlaw Road. Cathedral has the population density, not those two streets.

Please do not take N2/N6 away. A lot of AU students use it to come to campus and go home.

For the R2 route, the section that detours through 23rd street should be eliminated. Riders do not board or exit along that section. The streets are too narrow and the buses have trouble

navigating turns and often the wheels go up on the curbs. The intersection of 23rd Avenue and University boulevard (193) floods badly and buses have trouble going through the deep water. There should be more bus shelters. A bus shelter at Powder Mill road and Floral drive would serve many riders.

I urge you to reconsider the elimination of N2/N6 bus routes, which provide convenient service to many riders, including in my neighborhood of Cathedral Heights. Please reconsider.

Please do not eliminate the N2/N6 route on cathedral Ave. many elderly people live in these apartments and condos and rely on the bus as their only means of transportation. It may not be heavily used but it is very important to our quality of life.

The G2 providing service from Georgetown to bloomingdale is very important and helpful for me. It was a consideration for moving to the neighborhood, and without it I will be in a transit deadzone and have to rethink remaining in my neighborhood.

C55 would be a dangerous route and a disservice to the Bloomingdale community by using 1st st. 1st street is already flooded with traffic from the outside community going to and from the hospitals nearby. Our traffic is backed up blocks regularly. Adding a bus would make the neighborhood unsafe and take away from any community feel. I would highly recommend bringing the bus up north capital instead

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Hello, I live in an apartment building on 4101 Cathedral Ave. NW. According to our plan you intend to eliminate N2 and N4 from this part of Cathedral Avenue. I am an elderly woman diagnosed with cancer, osteoarthritis and Parkinson's. I do not walk well but I do I use the busses frequently. Their stops are also very close to the entrance of our building. I would rather not drive in my condition. Eliminating these buses will be a tremendous setback to my quality of life. I should add that I am not alone in this situation in our building. I would greatly appreciate if you please reconsider. Hanna Roisman, [redacted]

Dear Better Bus Authorities, My name is Joseph Roisman, and I reside in 4101 Cathedral Avenue, NW, Washington DC 20016. Your new plan aims to eliminate N2, N4 and N6 buses and replace them with the D90 and D96 buses, neither of which would run along Cathedral Avenue. It will be a huge setback. Out building has many elderly and disable residents who rely on the current buses for transportation. Waking to the new bus stops will be very arduous and for many close to impossible.I call for your consideration and understanding to retain the current service. Best, J. Roisman Y[redacted]

Placing a route at 41st and Benton Streets is not a good idea. This is an extremely narrow street with a near-blind turn. If there's a utility van, cars need to back down to hill to avoid being trapped or trapping other vehicles. This will cause a serious traffic problem and is potentially quite dangerous. I'm not even confident a bus could manuevre the bend.

I think that the new bus route will effect my everyday commute to work because the g2 picks me up in front of my house by howard 4th & W street & now it will not be going that way , this will affect not only me but most of my co-workers as well i think that it should still go to union station but maybe from howard it should go to union . please reconsider changing the bus route from leaving the howard university area .

Please do not take away the W5. I Depend on this bus to get to work everyday to The Naval Research Lab and so do alot of my coworkers and others who work at NRL, JBAB, WASA, The Fire Academy, DC Village and orher places. If y'all get rid of it and make it go else I will be forced to quit my job and find another job. Also some of these other routes are very confusing and I dont like the Route Numbers! Please keep the current route numbers or keep em similar! Theurbalso needs to be more bus options going to DC to VA, DC to MD and MD to VA. Their is not enough options and it makes people catch the train and the bus is cheaper than the train.

Some new updates about new buses more people need to pay because these druggies out here ain’t no joke and spreading feces

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I live in Glover Park and completely depend on the D2 to get to work (in DuPont) and anywhere else in DC. The proposed D96 line would make transportation more difficult and likely force me to move out of my home. The D2 line must be preserved.

Please do not make any cuts to the meager bus service that the Trinidad (NE) neighborhood already has. There is a single bus line that connects Trinidad to downtown (D4) and it already only comes once every 25 minutes (and not even on schedule), which is wholly inadequate. That bus needs to go more frequently. And the D8 is the only bus line that connects to the Metro and also does not come frequently enough.

Hello Metro staff, I would like to implore Metro to avoid cutting the C8 line in the proposed manner at the College Park station to the Archives II stop. I take this bus every day for my commute and every day I see a crowded bus of NARA employees and researchers who similarly rely on this bus. For many people there are no alternatives in place to commute to their work. I suggest that you reassess the number of people who took the bus when you first created the plan and speak with the bus drivers who run this route. I am sure that the people and the

data you collect will both tell you that this is a high traffic route serving essential needs. I understand how the proposed plan would split the C8 route and I understand that the route was much too long, especially with the new purple line serving the same function in the future. However, the first part of the route from College Park is not served by any alternate route and will be a tragic loss to NARA employees and our researchers, many of whom come from across the nation or from other countries. There are countless issues which would result from this current plan without adjustment including increased burden on researchers and staff (potentially impacting their ability to remain employed at this site). I again implore you to reassess your current proposed plan and recognize the negative repercussions that the elimination of the C8 bus would cause for Metro riders, NARA staff, and researchers. Thank you for your time, Matthew

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My comment is on route 7A. Reducing the number of busses to every 30 minutes and not using the express route during rush hour to and from the Pentagon is not an improvement. Using the regular lanes will add more traffic to already busy lanes thus increasing commute times for the bus and other commuters. The extra cost of fuel from idling in traffic will negate any expected savings from reduced bus service. Best option is keeping the bus number and route the same. No changes necessary.

As a resident of Bloomingdale, I am writing to express my deep concerns regarding the proposed C55 bus route down First Street NW and the elimination of the G2 bus route as part of the 2025 Better Bus Network. This matter has significant implications for our community, and I believe it is crucial to address these concerns to ensure the personal and property safety, well-being, and quality of life for all residents. A bus route on this part of First St NW is highly problematic for several reasons: Excessive Weight and Structural Damage Impact on Emergency Services and Safety Pedestrian and Cyclist Safety Traffic Congestion Adverse Impact to Parking Accessible Access to Reservoir District Access to Logan Circle and Georgetown Historic District Preservation Given these points, described below, I urge WMATA to reconsider the proposed Route C55 and seek alternative routes that do not compromise the safety or historic character of our community, or the structural integrity of our homes. Bloomingdale's unique residential character and historic significance must be preserved, and already-significant pedestrian safety issues must not be exacerbated. Any new bus routes should avoid collector streets like First Street NW to avoid the open and repeated violation of the weight restrictions and to prevent exacerbating traffic and safety issues. WMATA should preserve the existing crosstown access to Logan Circle and Georgetown offered by the G2 along 4th Street NW, and either eliminate the proposed C55 route or adjust its location to North Capitol Street NW as that road is currently servicing the G2 bus route and better suited to preserve the structural integrity of the road and the vibration-vulnerable tall homes along First Street NW, protect the safety of our community and its motorists, cyclists, and pedestrians, and connect DC’s residents to other parts of the city. I also urge DDOT to develop comprehensive plans to study and implement traffic safety measures across Bloomingdale, and in so doing solicit community input through the Bloomingdale Civic Association and the ANC5E. Thank you for your consideration to make Bloomingdale and the District safer and to find a more suitable solution that aligns with the needs and concerns of our community.

The N-2, N-4, and N-6 buslines are very important to me and others at the Westchester. I think they should not be eliminated. I use them constantly. The busroutes you are proposing are 10 minutes or more walking and don't work that well. I like the way that you are renaming the routes, but the routes are not good for my building.

If you get rid of the G2 bus stop near Georgetown University, you're stupid.

My one really BIG concern is somehow having frequent bus service between Columbia Heights and Woodley Park. Given the seeming removal of the Circulator system and Circulator routes, there needs to be a reliable service between Columbia Heights and the nearest Red Line metro station — as I frequently travel north on the western side of the Red Line from Columbia Heights, and would prefer NOT to have to take the Green Line downtown to change trains, adding at least 25 minutes to my trip (vs taking the Curculator now to Woodley Park).

Re N2 bus: I thought that this issue had been decided, and that the N2 would not be affected by Metro changes. Your new plan say "better connected" and "improved service." How is "30 minutes or better during rush hour" better? That is now the time during off hours! For those of us at Cathedral and New Mexico, we will now have the choice of have to go through Burleith and Georgetown (slow) or walk up to Mass. Ave to catch a bus. Try that in the winter, trudging through snow and ice, when you're 75 years old! Bad plan.

Please maintain the existing N2/N4/N6 Mass Ave route to Farragut Square. Thank you

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Thank you for your efforts to improve our city's transportation. I urge Metro not to cut service to the Parfairfax areas served by the 22A and 23A/B bus lines. Without a metro station in direct proximity, residents in this community are highly dependent on bus lines. DASH has repeatedly proposed to cut and reduce service and now the Metro is doing the same, jeopardizing access to critical transportation infrastructure to an entire community. These bus routes are crucial options for many people without cars and I urge you to find a way to preserve them in future years. Thank you.

The D72 need to end at Tenleytown, not Van Ness. In addition, it needs to run as often, it not more often than the H2/H4. Finally and most importantly, it must continue to either Van Ness or Tenleytown on each trip, all day. It's not acceptable to have the D72 end at Mount Pleasant during non-rush periods. There are a great number of people who depend on the H2/H4 from Mount Pleasant to western points during non-rush periods.

How can you discontinue N2, N4, and N6 services when there is a whole community of passengers who rely on these buses to commute to work, school, and home? Please reconsider discontinuing these routes. It is a considerable walk to the next available bus line from some of these stops putting the elderly and disabled especially at a disadvantage. For me personally, it'll make more sense to give up taking the bus to work - as I have been doing for about 20 years - and start driving my car. Please reconsider.

N2, N4 and N6 on Cathedral Ave are a necessity and mandatory for old people on many many buildings on Cathedral Ave. It is the only way to transport from Cathedral Ave. It is so difficult for old people no walk from there to many blocks to take a new bus.

Please do not get rid of the N2, N4 and N6 busses. I live on Cathedral Avenue and need those busses to take me to Farragut Square to get my dialysis

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I am opposed to discontinuing the Cathedral Ave bus routes and stops for the N2, N4 and N6 buses. I recently purchased a condo unit at 4101 Cathedral Ave.,NW, in good part because there were DC buses running in front of my building. I see lots of area residents using those stops, please do not change/discontinue these essential bus links.

I live on Cathedral Avenue NW and the proposed plans eliminate all routes along Cathedral Ave. The service with the N2, N4 and N6 buses along my street is already abysmal with buses rarely showing up on time, and most frequently, not at all. With no metro access in this part of the city, we cannot lose our bus access. My building of 140 units consists mostly of seniors who rely heavily on city services and currently the city is failing them by not providing them, and myself, with access to reliable public transport. Do not further erode what little access we have.

The Ride On 34 bus that connects Wheaton to Bethesda needs to be improved.During metro closures there’s a lack of well trained staff to provide assistance to navigate metro closure, shuttle service, bus stop relocations whereas in locations like twimbrook Rockville Bethesda. Also the buses on the 34 ride on are often dirty outdated rarely cleaned. The bus is always so packed because that bus route always run late to the point there is no sitting or standing room and they have to drive pass people because of the capacity. The bus is either always early or late and the bus drivers choose to stop wherever , we have the poorest trained drivers who often are either rude. In considerate, will pass and or leave people, miss and drive past stops resulting in waiting hours ver an hour for a bus. The service after 6p is horrific trying to get home. The bus route that affects one of the largest working minority (Hispanic and blacks) is literally the worst route .

The C87 route between Silver Spring to Van Ness looks really useful to me. I would love to visit Van Ness with a one seat ride from Silver Spring!

Consider changing the D49 and the D4X. I currently take it to go from Georgia at Florida. I wish that one of these route would be a connection to the orange/silver/Blue Metrorail that goes to Virginia instead of connecting to Archives. These routes just hug the green line and don't provide good connections to other areas.

Ending service on the 8W will add significant inconvenience and congestion for bus riders. The 8W is in high demand, transporting a diverse group of people (e.g. students, elderly, federal employees, employees relying on metro transit). The 8W is always full and alleviates congestion on the 7A. The 8W also provides an artery for those that do not live near high transit or accessible areas Please reconsider needing this route. Thank you

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I am really concerned that every time I go to make a plan to get on the bus, Google Maps or even Transit will tell me a bus is coming at a certain time and then I will go and wait at that bus stop and the bus never comes and after 20 minutes of waiting then I'm late to wherever I am going and I have to give up and take uber. Google maps needs accurate information about when busses will be there. Ghost busses make me never want to rely on the busses.

Would prefer that the buses replacing H4/H2 use the existing H4 routing. Many people in Mt. pleasant use the H4 to get to Wisconsin Ave and the updated bus map would require a long walk south to catch that stop. Also would strongly suggest maintaining the 42/43 route between Mt. Pleasant and the Kennedy Center. Is very busy during both work and non-work hours plus suggested replacement does little to provide easy route

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I like the streamlining of services. My only problem is that you overlook the State Department route for those of us coming from Bethesda/Friendship Heights into the City. Both lines stop way short of coming close to the State Department. Before covid, you came down 23rd St to Constitution. Now you come down to I St. With the changes here, you don't go past the Foggy Bottom Metro stop, except for the D96 going as close as Virginia Ave. Is there some sort of Black Hole that's been created to have you avoid State Department and Lincoln Memorial from Montgomery County westsiders?

Me and my friends live in Mt Pleasant but work in Cathedral Heights, can the express bus stop at Porter and Wisconsin and Mt. Pleasant please?

Please keep the 63 or 64 bus route that goes to Federal Triangle during rush hour. Please do not cut it off at the Petworth stop. It will negatively affect my and my neighbors' commutes.

I live in the northern part Mount Pleasant and take the S2, S9, H4, 42 & 43 bus regularly. I have no issues with the proposed D62, D6X and D72 routes. My concern is the C61 route which travels along the southern border of Mount Pleasant (current H2 route) where there is less density as opposed to more towards the middle of Mount Pleasant (current H4 route) where there is more density. Please relook the current C61 route to have it run more centrally located within Mount Pleasant. Overall I am impressed and appreciative of the Better Bus Network and cannot wait for its implementation.

Using this website to try to find an alternative bus route from leDroit park to Georgetown University is impossible. The website changed from english to spanish without providing any info.

Regarding the G2 line. How is one supposed to get from Howard University to Georgetown University with the new proposed C55 route replacing the G2. How do you get from Howard University to Dupont Circle if you are unable to walk? This is a horrible alternative route. Please reconsider changing the G2 route. Thank you

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I am very pleased to see the adjusted service to routes 22 and 23. The buses in my neighbourhood of Parkfairfax are never used, the roads are too narrow for the buses, and the roads would be safer if they buses ran off of Quaker Lane and West Glebe to provide service to the area. Thank you for making this smart change to the service of the community.

Metro's current bus network proposal cuts SW DC off from bus service. It seems like the proposal prioritizes moving people from outside of the city into and out of SW (ex: the new line from L'Enfant to National Harbor). It fails to prioritize mobility for the many residents of this area. SW is already losing Circulator service (not Metro's fault, but worth considering), and under this proposal, it will also lose bus service from the elimination of the P6 and other routes. SW is a dense residential area full of large apartment buildings. It has a high concentration of households without vehicles. (Note: Available Census data demonstrates this. Metro should look closely at data from the American Community Survey that shows the number of households in each Census tract that do not have vehicles available. Metro should prioritize high-quality bus service in neighborhoods where many people do not even have the option of driving.) There is a large population of people of color in this neighborhood, a large low-income population, and a large population of seniors. It is unfair to cut this neighborhood off from bus service. I frequently ride the P6 bus to work. While the bus arrives infrequently, the route is much more direct for me than taking the metro and takes significantly less time. The bus is also often full, or nearly full. I'm not sure why this route is being eliminated, but the outcome of its elimination will be

inequitable. I am not sure how metro defines "Equity Focus Communities" but it seems strange that this area is not among them.

I have a permanent neurological pain disorder called CRPS and it makes going into the physical office very difficult. With your proposed changes to the D2 bus route that I take to work, I will be forced to be on the bus for much longer and it will be far less direct and convenient. As it currently stands, the D2 bus is on the edge of what I can tolerate pain wise (any touch or bumping in the road cause me to feel excruciating pain).

I love all of the bus routes on 14th st - the 52, 54, and 59. Super helpful for commuting to work and more generally for navigating the city for fun activities.

When I put in my starting point which is my apartment (Horizon Apartments) to my end point which is my office on Fairfax Drive it shows some bus lines they are getting rid of as of July 1st, 2024 which is Arlington Bus stops 55, 56, & 62. While I do walk the majority of the time to work, it is nice to have a stop that is just up the hill from my apartment in cases of extreme weather. Considering there is not only my apartment building but at least one other apartment building and condo building within that area, and I know school bus stops around this area this is disappointing. I hope something for 2025 will be replacing something close by to where the original stop was.

The new C85 (Barnaby Woods - Foggy Bottom) bus route needs to come more often than every 30 minutes during the morning rush hour and after school (from 3:15 - 4:15 pm). This bus serves as the primary means for hundreds of kids to get to Deal Middle School and Jackson Reed High School on a daily basis. Having a bus that runs every 30 minutes during the time periods when kids are going to and from school does not work. Also, this bus route will now be the only bus route servicing a large swath of the Hawthorne, Barnaby Woods and Chevy Chase DC neighborhoods. While it would be wonderful to have the E6 route (which was discontinued during Covid) or some other route that travels to Friendship Heights reinstated, if the only bus route servicing this neighborhood will be the C85, then it should run more frequently during rush hour as well for the various people in the neighborhood who are commuting via metrorail.

I wish the bus service from metro stations to Goddard Space Flight Center gets improved. So far, the bus service provided by PG county is so unreliable, that most time I ended up using my car or calling a ride share to complete my commute. Don't expect the ridership to increase if the service is not dependable

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The new E4 route will run only every 30 minutes. That seems way too infrequent. People who live in my neighborhood (Manor Park) and rely on buses to get to the metro are also losing the

K2 and the K6 will have less frequent stops. Please consider the need for people to get to and from the Fort Totten metro!!

I'd like if there was more services that cleaned out the buses and more available accurate bus schedules

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It sounds like you are planning to eliminate the Circulator. That can dramatically hinder the growth and development of the Georgetown area! In whatever capacity you have...I want to request additional service to and from Georgetown to replace the loss of Circulator and provide greater transit service to the neighborhood.

I live in the Edgewood neighborhood and am a frequent user of the G8. I am really disappointed with the new proposed routes that do not provide an adequate alternative to get across town. The new D34 is an entirely different route and only gets partially into downtown, whereas the G8 brings you all the way to Farragut West. Please reconsider the D34 route to better align with the current G8. In general, it looks like the Edgewood neighborhood is getting both fewer and less frequent bus access, so a lose lose.

I hope that the crosstown buses can get stops near or very close to Rock Creek Park. As someone who lives in NE and likes to access Rock Creek Park, it is difficult with the current bus network to make it over there.

Removing the 96 route would remove access of a lot of people west of Wisconsin trying to travel to Adams Morgan, U St. and anywhere East, since it is currently the only route that moves diagonally.

Please keep the 3Y bus route from Langston Boulevard to downtown DC. This is critical for local residents who don't have cars and need public transport to get into DC. It's especially important since that part of Arlington does not have metro service nearby.

I am concerned that the many of us who now take the 42 or 43 from Mt. Pleasant, Adams Morgan, and Dupont Circle to the World Bank and State Department will no longer have a direct bus. First you took away the H1 and L1, now the 42 and 43? I doubt that taking two buses instead of one is going to take the same amount of time. What is the plan for the State Department workforce?

Honestly I do no like anything about the proposed plan. The numbering system is confusing and over complicated. Second, it short changes people living along the Columbia Pike corridor in South Arlington, VA. People along this corridor depend on buses to get directly to the Pentagon Metro Station and from what I have seen from the plan it eliminates the ability of people to do that. The bus stops are removed from a highly residential area (South Four Mile Run and Columbia Pike. The proposed changes to the 16 buses, especially the 16Y will make my commute harder and longer. Better transportation between North and South Arlington is already difficult and time consuming. From what I see this plan does not address that issue.

I am happy you are preserving the 96 bus line, which will be called the C55!

Don’t eliminate the 96. There are no other options. Keep bus 96 route.

I am writing to express my strong support for c55 bus routes on 1st street through Bloomingdale, and for the expansion of bus services along North Capitol Street. With the new park and development coming soon in the Reservoir District, I've heard many neighbors complain and worry about traffic and parking impacts. As you know, the easiest, most cost effective way to solve the problem is mass transit. In addition to providing closer and more accessible travel options to those with bikes, strollers, wheelchairs (in addition to residents without cars, of whom there are many), buses will ease parking stress on the neighborhood as we welcome hundreds (hopefully thousands) of new neighbors to our north. They will be able to hop on a bus at first Street and travel directly to Bloomingdale's many businesses and restaurants with ease - and all without having to take up a precious parking space. I urge you all to listen to the residents who are concerned about parking and follow the proven science behind reducing traffic: support more bus routes and stops on First Street and North Capitol Street. Together we can unclog our streets, provide more equitable transportation, and support our disabled and mobility impaired neighbors with fast, nearby, accessible, reliable bus service. Thanks so much for your support of these critical improvements!

I STRONGLY support the C55 bus on First Street in Bloomingdale! I live one block away on North Capitol Street between V and W St NW. This route would be a game-changer for our community! It is so dangerous and difficult to cross N Cap and Rhode Island to catch the bus on the other side of the underpass. The convenience of this new route would allow me and my son to take the bus much more frequently and easily. I urge you to help the WHOLE Bloomingdale community by approving this bus line on First!

The G2 bus serves a special need in Georgetown. This bus provides direct access to GT from DT - 14th Street corridor and Dupont Circle. This bus also servies people working at GT campus and hospital service leading them downtown. At the other end of the line, the G2 services Howard University. This may not be a highly traveled corridor but it is important to a lot of people

who do travel these distances. This is a vital link to GT and very popular with the younger generation that comes to shop, dine and entertain in GT.

Please consider the importance of bus shelters at all stops especially during the summer. It is harmful to those waiting in the full sun and puts them at higher risk for skin cancer and other issues.

I am incredulous that you are proposing to eliminate the J1 rush hour bus line. This is a VITAL bus line for workers in the mornings and afternoons who need to go from Silver Spring Sarbanes Center to jobs and schools along East West Hwy and then North on Jones Bridge Road to Rockville Pike and Medical Center and beyond. Your current M70 proposed plan is UNACCEPTABLE because it merely mimics the J2 route, ignore the J1 COMPLETELY. Do better! So angry right now!!

Dear Mr. Clarke and WMATA team, I live on [redacted], along the proposed "C55 Tenleytown - LeDroit Park" route. A bus route on this part of First St NW is highly problematic for several reasons: 1. First St NW is a narrow street already congested with more traffic than what it can sustain. The bus route as designed will move very slowly due to the traffic, as there is no room for a "bus-only" lane and will exacerbate the already serious problem with traffic congestion. 2. First St NW is the only viable north-south bicycle route in the neighborhood and the only way for bicyclists to access the new Reservoir Park. It is a shared lane designated for bikes to be able to take the entire lane in both directions as there is no space for dedicated bike lanes. The C55 bus route would make it even more difficult for bicyclists to share the road with motor vehicles, as buses take a wider share of the road than cars. Also, as a biker myself I can attest how terrifying it is to have a bus pass you while biking on the street. 3. Our families and community are already at high risk of harm due to the safety and health hazards of excessive traffic and the noise and particle pollution it generates. The proposed C55 bus route will only worsen the health and safety conditions in the neighborhood. 4. First St NW is a frequent route for ambulances going up to the Washington Medical Center Hospital. The bus route will slow down emergency response vehicles. 5. The historic row homes along 1st Street NW will suffer from the excessive vibration from the buses, which exceed the weight limit for this already fragile street. 6. The street is already suffering from extremely limited residential parking for residents. The bus stops along the route would inevitably eliminate already scarce parking spots for residents. 7. The Bloomingdale community has invested in a multi-year effort to increase the tree canopy and green spaces of our streets. The bus route would inevitably have an impact on the existing trees and tree-boxes to accommodate for the bus stops' boarding and off-boarding areas. I urge WMATA to engage with the community to find better alternatives for the C55 bus route, including an in-depth study of alternative routes for the C55 bus including: 1. North Capitol St 2. 2nd Street NW 3. 3rd Street NW 4. 4th Street NW Thank you for your consideration. Toni Codinas -- _____ Toni Codinas +[redacted]

Please do not eliminate the C8 bus. As an employee of the National Archives in College Park, I use the C8 bus to get to work. I love how convenient it is to get from the green line in College

Park to the Archives. Under the current plans for the "Better" Bus Network, the bus I use five days a week will cease to exist. The route proposed by the Trip Planner requires a lengthy bus ride from Fort Totten, followed by over a mile walk that would require me to cross a busy highway that lacks crosswalks. I would hate to see myself or one of my coworkers seriously injured or killed because of WMATA's lack of foresight.

As a resident in Bloomingdale, between Rhode Island Avenue NW and Florida Avenue NW, I am not happy with any of the changes to the lines that I use the most - 80, G2, G8, P6, 90 and 92. Where I can currently get to many of my destinations now without a transfer, I will will have to transfer or walk much further to reach my destinations.

It looks like all the service that currently goes through Park Fairfax (22A/B, 23A/B) will only service the Shirlington Bus Terminal. That is a real mistake for the neighborhoods on the Alexandria side of the 395 corridor. Please add some service between Shirlington and Potomac Yards, as well as Shirlington to Braddock Metro or King Street. Thank you.

The proposed changes to the 42/43 bus line excludes residents throughout Mount Pleasant, Columbia Heights, Adams Morgan, Lanier Heights, and Kalorama and prevents them from being able to safely and efficiently reach their workplaces. The current routes are consistently full during the week, and service communities that do not live within easy walking distance to metro lines and are therefore dependent on bus routes. These heavily residential areas are where numerous employees of the White House, State Department, Department of the Interior, Red Cross, GAO, George Washington University, law firms, World Bank, IMF etc live. Without 42/43 service, they are left with no public transportation options to get to and from work. The current proposal for new bus lines completely ignores this busy corridor that is already underserviced, and isolates huge sections of NW DC--particularly Foggy Bottom.

Thank you for preserving the 96 route, under the new name C55! It is a very important route for students at Oyster and we appreciate your consideration for them.

The proposed changes will significantly reduce my ability to access Foggy Bottom from Adams Morgan, a route that is currently served by the 42 and 43--routes that are so popular that they are typically overflowing during the commute. The proposed 72 route is in no way an adequate replacement, as its southern terminus loops between Farragut West and McPherson Square (both on the O/S/B line--what is the point of doubling up on this connection, anyway?) instead of heading west into Foggy Bottom. The recommended "fastest route" on the trip planner would require walking down to Dupont Circle--nearly a mile--and then taking the D96 south; other routes recommending transfers have "only" a half-mile or so of walking between routes; based on my past experience with the bus system's reliability--and WMATA's own comments on their budget security and capacity to maintain service on their routes--you can understand that I am pessimistic that transfers may be reliably accomplished in a timely fashion during periods of

high traffic. I urge you to reconsider the needs of Adams Morgan residents; as it is, we are not included in the neighborhoods being considered (instead, being partially folded into Cleveland Park), which is made more insulting by the lack of convenient Metro access in the neighborhood. We are more reliant on bus service than many other areas within DC. Clearly, there is a substantial appetite for the 42 and 43 route, based on its throughput; I strongly suggest reinstating direct service between Foggy Bottom and Adams Morgan. Thank you for your time.

Thank you for keeping the 96 route--the C55. I use that route all the time.

I would like to strongly support the DC303 bus line to McMillian on 1st Street. As a long time area resident this area is very underserved by bus routes and this will save me a great deal of time of effort connecting to downtown dc and services that I rely on every day.

I'm disappointed with the removal of express bus service (route 59) on the 14th street corridor, particularly now that the Circulator is going away as well. The 52/54 are routinely bogged down in traffic and at frequent stops, my trip downtown will now take longer because of this.

Please do not eliminate the P6! It keeps my neighborhood connected to the rest of the city. I can’t afford a car and I rely on public transportation to get around.

Please retain some service from foggy bottom to Adams Morgan if you are editing the 42/43 routes. I am a federal employee and I rely on this line for my work commute. There are hardly any options when trying to get from foggy bottom to NW DC. I see many federal workers using this line daily to get from the State Department to home.

Do not cut the P6 route, it is the only one that serves southwest and i take it to work

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It would be great to have public transportation - probably at different rate scale - to exciting destinations a bit outside of metro area, e.g. great falls, maybe even Shenandoah.

So far, testing a couple addresses, these newly proposed routes make no sense. What happened to the G8 line that goes down Rhode Island Avenue to Farragut Square? This is a great line for people coming east to get to downtown. Why change it?

Please don’t cut the circulators! They’re so crucial for certain neighborhoods and for getting places later than the metro.

Hi! My family relies on bikes and public transportation to move around the city as we don't have cars. We are very excited at some of the proposed changes, but we are extremely concerned about the C55 route along the stretch of 1st Street NW. 1st Street NW is a major North-South thoroughfare for bicyclists in a neighborhood that has no bike lines going North-South. Right now we have to share the road with cars as there is no space for bike lanes. Adding the C55 bus along this stretch of 1st Street NW would make biking extremely unsafe as it would make it impossible to share the road and would add to the car congestion. Please take the C55 route outside of 1st Street NW and make it easier for bikers to circulate in this critical North/South bike route. Thanks! 1st St biker family

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Please do not eliminate the P6 bus route, or please provide a similar route. I have used the P6 and circulator LE->EMKT routes, and with the circulator disappearing plus the proposed elimination of the P6, this would make intra east of the hill travel especially difficult. DC has very few transit options that do not involve going into downtown DC, and it is eliminating two buses that provide decent routes that avoid having to go downtown.

The plan is ridiculous. Takoma, DC, Brightwood and Manor Park residents are expected to go back into the office, but NONE of the bus lines have returned to regular or reliable services. Cutting routes and requiring transfers will just clog the streets with more busses with shorter routes, rather than expedient and effective ways to get us downtown. 1) Do not cut the 63. 2) Increase the number of single ride options for ward 4 residents to get downtown. 3) increase the number of busses on the route to cut wait times of 40 mins between busses. DC is trying to be a world class city and its public transportation options are limited and embarrassing.

WMATA 2025 Better Bus Network project team, I live on [redacted], along the proposed "C55 Tenleytown - LeDroit Park" route. A bus route on this part of First St NW is highly problematic for several reasons: 1. First St NW is a narrow street already congested with more traffic than what it can sustain. The bus route as designed will move very slowly due to the traffic, and will exacerbate the already serious problem with traffic congestion. 2. The street is a frequent route for ambulances going up to the Washington Medical Center Hospital. The bus route will slow down emergency response vehicles. 3. Our families and community are already at high risk of harm due to the safety hazards of excessive traffic and the pollution it generates. The bus route will only make this worse. 4. The historic row homes along 1st Street NW will suffer from the excessive vibration from the buses, which exceed the weight limit for this already fragile street. 5. The street is already suffering from extremely limited residential parking for residents. The bus stops along the route would inevitably eliminate already scarce parking spots for residents. 6. The Bloomingdale community has invested in a multi-year effort to increase the tree canopy and green spaces of our streets. The bus route would inevitably have an impact on

the existing trees and tree-boxes to accommodate for the bus stops' boarding and off-boarding areas. I urge WMATA to engage with the community to find better alternatives for the C55 bus route, including an in-depth study of alternative routes for the C55 bus including: 1. North Capitol St 2. 2nd Street NW 3. 3rd Street NW 4. 4th Street NW Thank you for your consideration. Toni Codinas & Donald Gatlin 2010 1st St NW [redacted]

WMATA Better Bus Network project team,I live on 2010 1st St NW, along the proposed

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The elimination of bus service on Cathedral Avenue NW will make bus travel to and from Wesley Heights and the rest of the district impossible for many residents of the neighborhood. This neighborhood is a high-density area, with residents of all ages and economic groups. My wife and I have lived at the corner of cathedral and New Mexico avenues nw since 2002, and we use the N2, N6 and associated routes often. The changed routes will make bus travel nearly impossible for us (we are senior citizens, with limited mobility issues)

Would WMATA consider creating routes that better connect NE neighborhoods in DC? I reside in Brentwood (near the RI ave metro stop), and there is no straightforward way for me to get to the Arboretum, the H street area, the eastern section of Capitol Hill without transferring. Even though these places are geographically close together, there is no way to quickly and safety get there using transit.

P6 is my direct route to work. It serves this community and would be a detriment if it ended.

I am concerned about the removal of the K2 bus route, which will result no connection of the Lamond-Riggs community to the metro. This neighborhood is already poorly served by public transport especially towards central DC, and this takes away the only option.

I support WMATA's bus network redesign, particularly the effort to improve bus frequencies. However, I urge WMATA to look at extending at least one bus line east-west across the city, from Georgetown to the H Street corridor. Specifically in the proposal this would mean making changes to one of the following busses: D82, A58, C85, D22, C51, or D2X. Although this is a long route, there is not adequate cross-town Metro connectivity along this route, so at least one bus making the connection without requiring a change by the White House would be very beneficial to people along the entire route.

Columbia Road/Adams Morgan plan to put little concrete islands after a bike lane to access buses will not provide adequate access for people with disabilities or the elderly who need bus

shelters and seating to wait for buses. Nor should you be eliminating the stop right in the middle of the shops near Columbia and Adam's Mill Rd. You should leave things as they are—ACCESSIBLE for those of us who need it. L Ross Ward 1

I find the colors you used throughout all of your materials extremely hard to see and understand. Your neighborhood maps use red/blue/purple. You never explained what the blue color represents. The state maps all use blue and don't have enough detail except random streets. Is there a vision friendly version that uses contrasting colors?

I strongly support efforts to make the bus network better but I'm very concerned that the G8 bus route I use will no longer be serviced and will not be replaced by an equivalent service. There is a very large ridership that boards in Bloomingdale/Ledroit Park at 1st and Rhode Island that take the bus to downtown and reverse. Stopping the route in Chinatown will mean that myself and neighbors no longer have a suitable bus option to get to work downtown and Farragut square. Please reconsider this

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Hello. I'm very concerned that you're proposing to eliminate P6. This is a critical bus running on 4th street and connects SW to many communities. Lots of elderly and disabled people take that bus and it'll be terrible to lose this service.

P6 is an important part of the SW community transit. It gets our neighbors to work, to school and to important appointments. Adult, elders, children all take the bus line. Please do not eliminate it.

The decision to end bus service along Cathedral Ave is a travesty and a terrible mistake. There are thousands of residents including students without cars or the elderly who depend on bus service to get to places along the route, especially the Metro rail stations that are at either end of the bus route. This new route is especially difficult for anyone with mobility issues who has difficulty walking. Having a bus stop close by is essential. There are many people who do not have cars or who are trying to drive less for environmental reasons. This puts them at a serious disadvantage. This new bus route makes it less likely that people will take public transit and more likely that people will drive a car, use a taxi, or ride share service to their destination. Cathedral Ave and many points along the N2/N6 bus route are not close to a Metro stop nor are there multiple bus routes that can be used instead. Eliminating a route similar to the N2 and N6 almost completely cuts off the of residents on Cathedral Ave as well as other places along the route from easy access to the bus routes and therefore the Metro system as a whole. The new route does not allow easy or convenient access to a Metro station. It is outrageous to make it more difficult to access major streets like Wisconsin Ave or Massachusetts Ave. In addition, terminating the line at Dupont Circle is ridiculous, when the current system provides direct access to multiple Metro lines at Farragut Square, as well as other convenient bus connections. This proposed plan may cause people along Cathedral Ave to avoid using the public transit system and encourage people to drive, use ride share services, taxis, or something else. There

NEEDS to be a bus on Cathedral Ave that will directly connect to Metro stations as well as Wisconsin Ave and Massachusetts Ave in order for a public transit to be a viable option.

I moved to Cathedral Ave NW less than two years ago. The N2/N6 bus route was a strong incentive. As I am getting older, having a dependable, convenient and quick bus route to Dupont Circle and Farragut Square is increasingly essential. I use it to get to medical appointments, but also to access entertainment, restaurants, museums and shopping. We have no Metro access so the choices are limited to bus or car. The planned bus route change isolates us, trying to force use of an inconvenient, convoluted path that takes us through neighborhoods we don't use and don't bring us to where we need or want to be. Our neighborhood is dense with apartment buildings, with many elderly who depend entirely on convenient bus routes and working families who might opt to bring cars downtown rather than taking much too long to get to work. Many low income DC residents who come to our neighborhoods via this bus route to fill office, retail, service and maintenance jobs in area apartment buildings, homes or stores would see their route to work elongated unreasonably. Finally, eliminating the N2/N6 route that includes Cathedral Avenue would seem to be at variance with city leaders aim to severely reduce auto traffic. A "better bus network"? I don't see it.

Thank you for providing this space for comments. I’m very disappointed to see that none of the better bus routes runs down 23rd street towards Potomac Park (as it did before). I hope you reconsider this route to provide good transportation to the Foggy Bottom neighborhood. There are many elderly and retired residents living in this area that also pay taxes…. Thank you for the opportunity to provide feedback. Sincerely, Foggy Bottom resident

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As an 81-year-old senior citizen with a home just west of Stanton Park, I strongly support the proposed route for the D14 bus. This new route, as long as it includes stops at Stanton Park, would give my neighbors and me needed viable transit access to shopping and dining opportunities in the Eastern Market neighborhood. For those of us, like me, who don’t have access to a car, our current lack of viable public transit for grocery shopping, in particular is a huge problem. The proposed route for the D14 bus would solve this problem.

Please do not change the D2 route. It currently serves many of us in the Glover Park neighborhood well.

Dear WMATA, The bus system you propose is not "better" nor will it result in a "network of bus routes that better connect the region". Cutting off the already isolated Cathedral Avenue, which is also a hilly area many cannot walk the 20 minutes to another bus stop, will not accomplish any of the above. Please stop thinking of our entire neighborhood when it comes to ANY bus changes unless you will provide more frequent service and more stops. The city needs to show it is keeping neighborhoods connected. Especially ones where many older people and students live. Especially ones that lack a Metro station and are filled with well-educated people who lack

cars or opt to forego their car to commute to work using public transportation and commute to other parts of the city for recreation and leisure using public transportation. We will never have a Metro station. The closest one--Tenleytown--is not walkable. Thus, not only will thousands be inconvenienced and out of luck for any way to leave the neighborhood other than taxis, but our property value will plummet if no stops serve Cathedral Avenue! You already removed the stop on New Mexico Ave and 43rd St NW and cut back service. This newest proposal also impedes our access to government services, our right to protest and our freedom of speech, our access to far away grocery stores, our access to restaurants, parks, cultural life, the rest of Washington, as well as Maryland and Virginia. People who cannot conveniently leave the neighborhood by bus will opt to either not go to other parts of Washington, MD, and VA and this not spend money there, or will opt to use a car or ride share service, adding to congestion and pollution. If DC is serious about being a climate-friendly city, it needs to ensure that EVERYONE is connected by an active bus and Metro system. This proposal does exactly the opposite. People will also stop seeing DC amd stop selling DC as an attractive place to live because of its well connected public transportation. Aren't both the city's coffers and its reputation hurting enough as it is? DC is becoming less and less attractive as a place to live, and this transportation plan will add insult to injury. Also, the message WMATA sends to this neighborhood to so frequently be cutting service and now consisering REMOVING service--is quite ugly and disheartening. WMATA owes us a written apology. I do not authorize the publication of the above comment or my name in any public way. Sincerely, Chareen Stark DC homeowner and resident

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The only improvement I recommend, and I've been saying this for many years when I was using the MARC-Camden train to get to work in D.C., was to have the bus that went up Baltimore Ave. make a stop IN the MARC train parking lot at the Muirkirk station. The closest stop was quite a distance away on the other side of Rt. 1., and not the safest to walk in the middle of the day when no one was around. Since the MARC-Camden line only runs in the morning and evening, you could catch the train in from Muirkirk and then take Metro and the bus back to the parking lot if you had to leave work in the middle of the day. Otherwise you would have to drive over to the Penn line, wasting more time and gas.

I have used Metro bus and rail for over 15 years, very frequently navigating between bus routes in Maryland PG, Montgomery counties, and DC. Some of the changes are interesting, and I can see the potential to more efficiently serve specific travel patterns. Most of these I no longer take. However, I recently have started taking the C8 route from College Park to the Adelphi Road stop at Archives II (National Archives). The C8 bus is unfortunately the only bus that travels the mile of road along Adelphi. Currently, other buses turn off. The C8 has a lengthy route, so is inefficient. It definitely could be improved. However, the current network suggestions disregard all the stops along Adelphi, particularly those from College Park and back. I have no intention of walking that route every day, or trying to cross University Blvd to try to catch another bus around the university. This will mean all public transit monetary allocation will no longer go towards Metro. I would like to point out that both P32 and possibly P31 have very easy potential to run along part of Adelphi Rd (at least as far as Archives II, though either could also continue up to Metzerott or Riggs and from there turn left to continue back to the suggested route). It is surprising that this stop was disregarded in the current designs, especially since the new light rail line will also miss this part of Adelphi Rd and a bus will be needed. It is unfortunate that the light rail does not have a closer stop than the UMD Global Campus stop.

DO NOT CHANGE the routing of the 74 bus. This is not the first attempt and is insulting to the lower income and older residents of SW who rely on this bus route as their sole source of public transportation. Shame on WMATA for showing such deference to higher income residents (who are immediately adjacent to metro rail stations)! Sadly it’s what residents have come to expect.

Hello I am from Morocco for tourism here, I appreciate your buses

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Please don’t change the 7A to a route that is only every 30 minutes. This is a crucial route for commuters connecting Fairlington and the surrounding areas with metro. Running a rush hour bus every 30 minutes will significantly impact commutes in a negative way.

Great afternoon, I have a feedback/suggestion for a new bus route for the better bus network redesign. Long time ago a route that formally called the B30 aka BWI airport via greenbelt. Most customers who travel from airport like that the bus run to bwi airport. Back when the silver line phase 2 grand open the bus 5a that takes customers to and from the Dallas airport but discontinued the following day of the phase 2 opening. The b30 in other hand don't have a green line phase 2 to bwi airport to replace with. It doesn't make sense to discontinued the route when it don't have the green line to bwi airport to stop the whole service all together. The better bus network redesign project will bring back the b30 but with new stops like Columbia mall Maryland. Bwi will provide 1.6 million jobs, 1.5 thousands education, 2.6 billion new riders also connect to the low-income residents who wants to travel on bus other than Amtrak and marc. If you bring back the OG b30 not only you will bring customers who travel to catch their flight, connects ro job,education, events, etc .But also make a route of the future comes back in service to make metro more futuristic that serve bwi, Colombia md and more.

Your changes eliminating the J2 make me and my community of East Bethesda much worse off. I ride the J2 an average of 4 times a week. The J2 replacement route, the proposed M70, is useless to me because it does not travel on Wisconsin Ave, connecting my neighborhood of East Bethesda to the Bethesda and Medical Center metros. Specifically, the M70 does not service my current J2 bus stops: - Southbound: Wisconsin and Battery; 2000152 - Northbound: Wisconsin and Chestnut; 2000164

Please leave these buses alone. We can not afford to have everything switch up on us. This does not make better bus service. It's just going to be a mess. That money can be better spent elsewhere. What's the use of this if we don't feel safe on the buses. Use that money to hire more Transit police. They can ride the buses with the riders just in case something happens. This better bus project is unnecessary.!!!

The 96 route through Capitol Hill should be kept. The current proposal leaves no practical way for people in the Southeast portion of Capitol Hill to get to Union Station other than by going all of the way downtown and back out via the subway. If you can't keep the 96, then please run the proposed D24 route (old D6) via East Capitol St and Massachusetts Ave between Stadium-Armory and Stanton Park. First of all this will make the route useful for people in both Northeast and Southeast. Also the D24/D6 route on C and D Streets NE is a terrible place to run buses. Lots of stop signs, and the narrow streets cause delays. Traffic comes to a standstill every time someone is having trouble parallel parking, or when there is a garbage truck working its route. Eastbound, getting around Stanton Park on the current D6 bus takes forever during rush hour due to traffic backups to turn left onto 6th Street. Meanwhile eastbound traffic going to Massachusetts Ave (current 96 route) sails right around Stanton Park. East Capitol and Massachusetts are wide, major streets and will be a much faster route for this bus.

The Metro's proposed "better bus" network has failed to incorporate the full route of Z8 including the robey rd/ robey Ter Z8 bus stops. Please reconsider your process of removing this stop as it aids in my getting to and from work safely. Also it is nearby a senior living home where many residents use the bus to get to and from wherever they need to go at their convenience without having to travel further. The lack of people answering the surveys found on that transit app is due to many of the riders not having accessible smartphones and many prepare for their bus ride through computers or looking at stop times from others, Resulting to a low population reading causing the stop to be discontinued. With all this being said, Again, Please reconsider your decision and reinstate the full Z8 line once again. Thank you and have a great day.

You are proposing to eliminate all routes on Cathedral Avenue where there are many large apt/condo buildings with many residents. You have already taken away all of our parking on New Mexico for bike lanes and have made it an obstacle course to drive--so you clearly don't want us using cars but are also taking away public transportation--how do you propose we get anywhere...DC can't have it all ways--taking all rights away from drivers (who pay registration, gas taxes and numerouse camera tickets) to give everything to bicyclists but also want to take away public transportation options...the majority of people affected will be seniors and elderly and they are not going to be riding bikes so this is taking away major rights of some of the largest taxpayers in the city.

Switching bus routes along Cathedrall Ave to New Mexico Ave MW is a big mistake How would people who live along Cathedal Ave catch a bus ride? They would have a very long walk To Wisconin Ave or to New Mexico Ave. PLEASE LEAVE THE CURRENT BUD RIDES ALONG CATHEDRAL AVE AS THEY ARE NOW!!!

You eliminated the bus service to my community, Parkfairfax in Alexandria, VA. I depend upon the 22A to get home from work or activities in the evenings. I also use it on the weekends to get to and from activities. Please don't cut this service. Have some bus service in Parkfairfax.

Pido que haiga más flotas de buses para Bestville y Laurel ahí los buses pasan cada hora y los que viajamos y útilizamos el transporte se nos difícilta por la tardanza que pasan cada hora y dejan de correr temprano más buses para estas 2 ciudades gracias

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I think the new plan is generally good. I definitely notice the downsides that some people will be more inconvenienced, but also think that servicing lower income communities is good. However, this does not do much to change the perception of only lower income people using the bus, and it should be common for those of all income groups to use this. I believe this should be a good starting point to later increase funding and also change zoning so that the density increases nearby bus stops so that more people will be connected.

Writing to strongly oppose removal of N2 from Cathedral Avenue Nw, specifically abolishing the bus stops at Cathedral Avenue NW and New Mexico Avenue NW. The area is home to thousands of residents, many of whom are elderly. 4201 Cathedral Avenue NW alone has over 600 apartments. The proposed stop to relocation to New Mexico and Tunlaw would not just be tremendously inconvenient, the uphill/downhill walks would be a hardship for elderly residents. Please DO NOT change the existing N2 route and stops. Thank you. Leo Wollemborg, [redacted] Washington, DC.

The C83 (currently the E4) should continue on McKinley St. past Connecticut Ave. The area of Chevy Chase close to Lafayette-Pointer Park is closest to the Friendship Heights Metro station, and many students and workers use the E4 to connect to the Friendship Heights Metro. If this route is diverted several blocks south to Military Ave, it will substantially reduce Metro ridership in Chevy Chase, as Friendship Heights will be comparatively difficult to get to. There would be no bus routes through the heart of Chevy Chase, an area which is a 25 minute walk from the nearest metro stop. The C85 (formerly M4) route, while absolutely welcome and necessary, would not fulfill this need as it is often very crowded during commuting times and take a long time to get to the Tenleytown Metro stop. People from Chevy Chase who now use the E4 will decide to drive to work rather because metroing would take too long. This would increase DC's emissions and congestion, reduce Metro ridership, and impede progress towards the DC region's sustainability goals. The C85 (formerly M4) needs to come either much more frequently or not split off from other routes at Military Ave. Currently, the M4 is very heavily used by students living near Lafayette ES who attend Alice Deal MS or Jackson-Reed HS. Those students overwhelmingly get on/off the bus once it has passed Military Ave, and at that point (in either direction) during school commuting times the bus is always packed. Reducing frequency to 20-30 minutes would be a disaster during school commuting times (7:30-9:00 and 3:00-4:00). Even when the M4 came every few minutes, the bus would be so crowded with Jackson-Reed and Deal students that bus drivers would often not be able to take any more passengers for blocks at a time. In fact, sometimes the stop right next to Deal has been skipped by drivers because the bus is already too full. If the Nebraska Ave bus routes split off, the vast majority of those students will need to pile on to the same bus, leaving long waits, and potentially tardiness in the morning, for those who miss it or encounter an already full bus. During school commuting time, the Tenleytown-Barnaby Woods bus route needs to come at least every 10 minutes.

Se necesita que tener más frecuencia en la ruta D24, no es suficiente que solo entre los tiempo de “rush hour” sea de 15 minutos. Por favor cambien esto para que sea más frecuente. Yo lo necesito para ir a mi trabajo y yo lo tengo horario típico de 9 a 5. También es la situación con muchos de mis vecinos.

I am appalled at your proposal to withdraw ALL Metrobus service from Parkfairfax (specific stop is Martha Custis and Valley) as part of the "Better Bus" network redesign. This is extremely detrimental to the entire neighborhood and me personally as I regularly use the bus to access the metro and commute into DC. Public transportation is one of the reasons I chose to live here and I am very concerned about having to rely on private transportation to get to work. I sincerely hope you reconsider your position to cut off ParkFairfax from public transportation. - Roxanne Fraver

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The 22A is a vital route for people living in/around Parkfairfax to get to Pentagon/Pentagon City metros, especially when the DASH 103/104 rush hour buses aren't running

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I'm calling on the re-inclusion of 23A/B service between Ballston and Crystal City, as well as 22A service between Ballston, Pentagon City, and the Pentagon. I specifically chose my home in the ParkFairfax neighborhood because these routes would help me commute into the city for work, and now WMATA appears ready to pull the rug out from under me. I've always tried to advocate for public transit in my neighborhood, but I don't see how I can continue so long as these cuts are targeted at my community. I worry these cuts will lead my neighborhood to be less likely to both use WMATA (lack of coverage) or support it receiving more of our tax dollars. I don't know how to encourage people to financially support a system that cut support to them and undermined their property values.

In Washington DC, traveling west over the Anacostia river is limited due to the river, train tracks and highway. Plus, e Capitol st dead ends in the neighborhood. The v4 bus was the one bus with direct access west over the river to Potomac ave station and Navy Yard station. Eliminating the V4 means: - riders must take and wait for 2 buses to travel west over the Anacostia river - or riders must travel backwards and north to Minnesota ave train station or Benning rd station - or riders must travel south to anacostia station - it’s 4 miles between Minnesota ave and anacostia station Buses are not as dependable as trains. We need direct train access in a western direction because most business and population are west of the Anacostia river. It’s the common flow of traffic

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Where is bus route 703, which goes from East Falls Church to Langley, I believe. It goes up Westmoreland to Old Chain Bridge Road. I need that bus to avoid a walk of 5 miles total to run

errands in McLean. We live in McLean Province and don't have a car. Many people live in this area centered around Great Falls Street and Kirby Road. We have to walk at least 25 minutes to reach any public transportation, e.g., West Falls Church Metro. I was hoping Bus 703 would run more often. In the morning it stops before any stores in McLean open, and there is just a short window in the late afternoon in which you could get to and from McLean if you can accomplish your errand quickly. The walking routes to McLean are not that safe. On Westmoreland, you need to cross the street a few times to be able to use a sidewalk. Please consider that it is not just commuters but others like retired people who need to go places.

I am a resident in Bloomingdale and I take the g2 on average about 3 or 4 times a week. The changes proposed to turn the g2 into the D92 would gravely affect me as it completely limits my ability to get from Bloomingdale to other areas I often frequent (17th street, DuPont circle, Logan circle, or getting home to Bloomingdale from there). The changes to this route would make it so that I'd have to take two or three lines that often do not sync up at all (either the 96 to the D92 or the 90/92 to the 50/54 to the D92) to get to the same places that the G2 would easily be able to get me to from just one bus trip. I also feel that there are so many buses that go to the final eastbound destination (and do so more consistently) of the proposed D92 that someone who is on the G2 can transfer to as opposed to completely changing the current route to accommodate getting more to Union station area.

For me, the changes on the Capitol Hill routes are an utter disaster. I lose both the 96 and D6 buses, both of which take me directly to my most common destinations, and have less frequency. I will be forced to make multiple transfers and waste far more time. In short, I will almost certainly stop using the bus and switch to rideshare apps. Whoever dreamed this up is an utter fool.

I'm so disappointed to see that service will be eliminated at Parkfairfax. I take this bus service nearly every day to go to work and connect to the metro, and it's one of main reasons I moved here. There is no feasible other alternative to connect residents to the metro or other bus systems without this connection. Please reconsider eliminating this service! It is an artery of connection that residents depend on. This is also an equity issue—my partner and I cannot afford to live closer to a metro, but also cannot afford more than one vehicle. We depend on this service!

Kindly do not eliminate the 3 Y bus. This provides an important route for those that work near the federal government buildings near the Lincoln Memorial; there are no adequate substitutes, as DC has eliminated bus routes that would take rides to the nearest metro (foggy bottom). If you do this, it will disadvantage those who need to walk to federal buildings near the state dept., requiring close to a 20 minute walk. It appears that this would be replaced by a "local operator" but it doesn't appear that this local operator would go to DC.

I would like to advocate for continued service to Parkfairfax - especially the DASH buses. These are almost always full during evenings/rush hour afternoons and are a great service to this community (103, 104, 32A/B to Potomac Yard station). Our HOA said that DASH may be reconsidered next year, so I wanted to provide input that these lines be continued as they are quite valuable to commuters here, provide help with traffic congestion, and help residents here access the new excellent Potomac Yard metro station. Thank you!

I object to the removal of bus service through Park Fairfax. And it will become a financial burden to me and decrease my property value. I will no longer be able to get to work and force me to purchase a car and insurance I cannot afford as well as the personal property tax. The bus route is the main reason I purchased the property in January.

Pleas add more routes between Arlington Heights and Crystal City. It’s faster for me to commute to Dulles than DCA even though it’s several counties away and DCA is miles away

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My understanding it that Metrobus would eliminate all bus service in the Parkfairfax section of Alexandria, as it has one of the lowest ridership rates in Northern Virginia. I moved here 11 months ago and take advantage of Metrobus often. The bus runs right to my job in Crystal City and I've used it to take advantage of the new silver line to Dulles. It is also an important part of my social life as I use it for going out in DC. There is a "Network" benefit that Metro has from serving our neighborhood. If fares have to go up to keep service, I will still ride. Please stay

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I am urging you to preserve the 59 bus route as part of WMATA's Better Bus initiative. I have used the 59 a lot since it debuted a few years ago and it would be a huge blow to the 14th St NW corridor if this route was to be eliminated. It is a quick way to not only get around the neighborhood but also to get downtown and up to Takoma. In fact, I urge you to expand 59 service beyond the core hours of 7-9a and 5-7p. It seems like WMATA cuts this route off early at say 6:30 pm or starts it late. This is a great bus route and adds to the quality of life for residents along the 14th St NW corridor.

PLEASE DO NOT REMOVE PARKFAIRFAX FROM YOUR BUS ROUTES. PEOPLE RELY ON NOT JUST LOCAL DASH BUSES. NOT EVERYONE HAS A CAR. LESS IS NOT BETTER. THANK YOU.

My comments are on FREQUENCY of routes - a bus that only runs every 20 minutes (or less) is just going to be way less helpful. If I'm going to rely on a bus, I need to know that there is a backup if the first one doesn't show or I'm slightly late. Having to wait that long means I can't rely on the bus at all.

Would much appreciate leaving the 23A/B and 22A routes in place to serve Parkfairfax!

Eliminating the K2 bus is a poor decision. This bus provides critical transportation for children and working adults who do not have access to a vehicle. WMATA is cutting off public transportation access to these people. Why not make the bus run slightly less frequently instead of completely eliminating it? I'm not sure how any of this redesign actually improves transit because it leaves many people without access to busses. People rely on the K2 to get to and from work, school, and the metro. Please do not eliminate it.

Please keep the 96 through Capitol Hill. I live south of East Capitol St and without the 96 we will have no bus service to Union Station other than via a long walk up to what's now the D6 which is also a much slower route.

Loudoun 371's second bus of the day runs behind many times. I don't understand why since I can see in the Transit app that they are waiting at Ashburn Station. As a result, I keep missing my the Silverline train that gets me to work on time. This is so unreliable.

I live in Arlington Forest near Arlington Blvd. Ballston Metro is more than a mile from my home. For many years I rode the 4A to Rosslyn. That route disappeared during the pandemic. The 4B, which takes longer to get to Rosslyn and comes only twice an hour, is the only service left for our neighborhood. It is also not particularly reliable. I was encouraged to see a proposed route from East Falls Church Metro to Pentagon Metro, traveling along much of Arlington Blvd., as part of the Better Bus Visionary Network. This route would have connected several neighborhoods along Arlington Blvd to Yellow/Blue. It also would have served the large new development on Wilson Blvd near Sycamore (the Rouse property). Please consider bringing back this route. Arlington County calls Arlington Blvd a public transit corridor. It used to be, and I hope it will be again.

The 3y bus should not be eliminated. This is a vital service for many federal employees that DC wants to see back at work in the district. While it has taken a while for riders to return after the pandemic, numbers on the 3y are clearly rising. Almost every bus is now full again except maybe for Fridays. Please do nut cut this route and send more people into their cars on congested roads.

Emphasis on direct routes and better service - these buses go around town and take forever on a 15 min drive. I take the CH-US circulator from end to end, some of those stops can be cut out. Waiting at the station, the trackers are never right. The website say 20 mins, but a bus pulled

up! I feel bad for the people who rely on the tracker bc it’s not accurate. All the buses i’ve been on don’t have the correct time either. That may impact stuff.

Please do not eliminate the 3Y route! This services many Arlingtoners who go to government jobs in DC and is essential for individuals who need to be in office 5 days a week and cannot afford garage parking in the area.

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the metro transit app should be free for everyone

Hello, I currently take the 3Y bus to work from Langston Blvd & Highland to 15th & K St. I love this route as an alternative to walking 17 mins uphill to the Clarendon metro station at Highland & Clarendon. As a chronicly ill person, the bus stops are much closer and easier to get to in the hilly part of Arlington, especially on bad or hot weather days. I really appreciate the convenience of having a bus that picks up from Langston Blvd and takes me into the city only 1 block away from work. The newly proposed route, A58, would require even more walking on my daily commute than the train, as the route doesn't even go as far at 15th St. Keeping the 3Y route would be a life saver. Otherwise, if have to consider moving to a more expensive apartment. Please consider keeping a route connecting Langston Blvd to DC. Thank you

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The Better Bus Network currently reads like a Salesforce optimized version of the bus network, which is not a compliment. The bus network is for people and communities, not a computer system. Removing the Adams Morgan kickout of the L2 makes no sense and isolates Adams Morgan from the Woodley Park Metro. Routing the 96 away from Union Station would make commuting to Union Station much harder for many people who don't want to drag heavy bags to the nearest metro by hand. Removing the proposed amount of bus stops would severely limit utilization of the bus for people transporting things like groceries or shopping bags. The proposed 'improvements' to the bus system push people towards rail and cars, which are inaccessible for many.

After seeing the 2025 proposed "Better Bus 2025" plan, I have deep concerns about the elimination of the C8 bus route. As a federal employee that uses the C8 route currently to commute to and from the National Archives building in College Park, the elimination of the line would not only greatly increase the commuting time for myself, my colleagues, and researchers that also utilize the bus, but would also pose a great safety risk. With the current route, the C8 bus stop drops riders off in a convenient location to walk safely to the building with a direct route from the College Park Metro Station. With the proposed removal of the route, riders would have to backtrack on one bus line to transfer to another bus route that drops riders off over 1 mile away from the facility and forces them to walk along a busy four-lane divided highway, with no crosswalk to allow riders to safely cross the road to the National Archives building. In addition, the current C8 route, while listed at a commute time of 39 minutes, often takes 20-25 minutes at rush hour. The proposed, updated line would increase commute time to over 1 hour including

the walking time riders would have to account for due to the 1 mile walk. As someone who commutes to work everyday, I am troubled by the proposed route not only for myself, but for anyone that wishes to visit the National Archives, as this would greatly impede anyone from having access to the building on a daily basis. I strongly urge and recommend that WMATA and the Better Bus 2025 Network committee rescind their proposal to eliminate the C8 route.

Please do not cancel the N2 and N6 bus routes. We have so many people at 4201 and 4200 Cathedral Ave that do not have cars.

Do not get rid of the current 59 express bus that mostly runs down 14th St. 14th St. is a major artery already clogged with stop-and-go traffic, and cutting this line from Metrobus will decrease quality of life for bus riders, Metrobus employees, pedestrians, cyclists, and drivers.

In theory I could support this restructuring, but in practice this absolutely ruins my commute, and essentially forces me to forgo public transportation. Why are there no NW-bound routes with stops near Virginia ave?

I don't see the Fairfax Connector Bus # 599 route which is the non-stop bus route between Whiele Ave in Reston and the Pentagon. It goes only towards the PTGN in the A.m. and only returns to Reston in the p.m. This bus is important for Fairfax County residents who work at and near the PTGN and want to use public transportation. Many of whom cannot use the Metro rail. We need to keep RT 599 going Mon through Fridays. Thk You.

Rather than creating a network of bus routes that better connect the region, the proposed network looks like it was designed with the primary consideration of replicating the existing inadequate network. For example, the proposed network ignores Rt. 50, a multi-lane arterial highway that connect Maryland and Virginia to Washington DC and our nation's capitol. There should be frequent bus service from Chantilly, Virginia along Rt 50 to the U.S. Capitol and continuing to Bowie, Maryland. During rush hours that service could/should extent to Winchester, Virginia and Annapolis, Maryland. With existing proposed network a rush-hour trip from Park St. and Rt 50 in Arlington, VA to the U.S. capitol would take 48 minutes--that's longer than it take to ride a bicycle between the two points!! Follow the cars. Put frequent bus service on Rt. 50.

Do not change or cut the existing D33/D34/W45 service, which is what helps hundreds of kids get to school in the morning and home after school.

I would like to point out that a number of National Archives Employees and researchers use the C8 bus throughout the year and that cancelling that route would have a monumental negative impact on the area as there is little else in the form of public transit that goes anywhere near the Archives at College Park. It would be a huge loss for those of us who no longer have any viable transportation options to the building. Please do not cancel this route, at least on weekdays when there is actual quantifiable ridership.

The proposed Better Bus Network eliminates the route that I need daily to get to work (C8), with no workable alternative to reach the National Archives and Records Administration Archives II Building in College Park. If this bus route is eliminated, I will no longer take public transit work, and will have to find more expensive, less environmentally friendly means of living my life. The C8 is not a highly-trafficked route, but that is itself a symptom of the route's inconsistent service (frequent cancelled buses and/or delays). I would not ride the C8 if I had any workable alternative, but that doesn't mean that I want it gone. The bus stop at the Archives II building should be serviced by a consistent WMATA route at least during peak commuter hours in the morning and the evening. If the C8 is to be eliminated, WMATA should provide any alternative means of accessing the building via public transit. The National Archives is an important destination. Even a limited service express stopping there and at UMD, for example, could at least provide some means of people getting to work.

As a commuter I love the 59 bus. It makes more of the metro lines available to me as someone who lives farther north in DC. In my opinion there are too many stops on the other buses that cover 14th street. I heard the 59 may be axed, and I think that is unfortunate.

The proposal to eliminate the C8 would adversely effect the commute to and around my place of work in College Park, Maryland. I'm sure part of the reason for removing this route involves the complains WMATA receives but that is due to the fact that the bus only runs twice an hour now and never follows the schedule. If the route were split in half, there would be far fewer complaints and it would be easier to maintain a schedule. WMATA needs to provide a replacement route or at the very least, wait until the Purple line opens before removing this route and cutting off a significant population that utilizes UMD and the National Archives.

This network eliminates the 63 bus. Currently, it is nice that you can get into the core of downtown (eg White House area) using the 63 bus from Petworth. Without it, those who live in Petworth must either walk to the eastern side of the neighborhood to catch the new D44 or take the new D4X and transfer. Please keep some form of the 63 bus for this much-needed transit route for the many of us who work downtown.

As a small business owner in Georgetown, we have relied on the Circulator to deliver our team members who live in Virginia to our office in G'town. The loss of the Circulator will make it difficult to commute between Arlington and Dupont Circle (a route I frequently take). The G'town

to Union Station is the most direct means to get from G'town downtown most days. These decisions are unfortunate for the community as a whole.

I am writing comments on behalf of the Board of Directors of the Capitol Hill Business Improvement District (CHBID). Given the impending elimination of the Circulator, it is imperative that the Better Bus proposal incorporate the services being eliminated. In that regard and specifically with respect to the elimination of the Eastern Market – L'Enfant Plaza route, the proposed Better Bus plan is woefully inadequate. At first glance, it appears that a new proposed C43 route would replace the Circulator and connect Barracks Row with the ballpark, except it is a rush hour only route with no weekend, mid-day, or evening service. An alternative would be more frequent service. But this does not address the concern that the C43 does not go to Union Station, the Audi Field area or the Wharf. An alteration to the new proposed D14 provides a better alternative. As proposed the D14 would provide service from Union Station to Audi Field and the ballpark. But it bypasses Barracks Row and follows a convoluted route from Pennsylvania Avenue SE to ballpark (via New Jersey Avenue). It should be noted that the proposed route would place it in the middle of the extremely congested evening rush hour traffic past the House office buildings. Also note that the goal of the proposed D14 does not seem to be to connect Union Station with the SW Federal Center area. Rather it connects Union Station with the Capital South metro. A more straightforward route would be to have the D14 go along Pennsylvania Avenue toward 8th Street rather than going the other way via New Jersey Avenue. This slight modification to the route would almost completely replace the Circulator and connect Union Station, Barracks Row, the Yards and the Wharf. [See attached map.] We would also suggest increased frequency before and after games/events at Nationals Park and Audi Field. Also, we would note that the route runs on 4th Street and 6th Street NE/SE between Stanton Park and Pennsylvania Avenue. We have no opinion as to whether these roads can accommodate bus traffic. But would point out that an alternative would be to continue along Massachusetts Avenue NE to 8th Street. Also note that the large system map is somewhat misleading with respect to 8th Street, giving the impression that Barracks Row would be heavily contested (that the C51, C53, D1X and D12 would all be using 8th Street). The detailed map of downtown is clearer, showing the C53 and C51 routes on 8th Street (following the current routes of the 90's buses) and the D1X and D12 routes on Pennsylvania Avenue (following the route of the current 32 & 36 buses). We would strongly urge you to support this modification to the Better Bus proposal. We also ask your assistance in insuring a seamless transition from the Eastern Market – L'Enfant Plaza Circulator route to the new modified D14 route. Sincerely, Patty Brosmer, President Capitol Hill Business Improvement District

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This is concerning the current 17K route. The proposed F28 seems to be about the same frequency as 17K. However, the issue is that the PM service in 17K is wildly inaccurate. Time frequencies vary greatly and it seems that at least one bus is not on time or the whole ride is skipped, resulting in 40 minute wait time between buses at the Pentagon Transit Center.

I do not support the proposed route for A76 to end in Rosslyn and would prefer it end in Ballston where the current version of this route, bus 25B, ends. This route is long enough with service between Ballston and Mark Center. Adding bus stops to Rosslyn would increase delays and unpredictable bus times. Additionally, the drive to Rosslyn is congested with cars and

commuters; adding a bus would contribute to the congestion. Bus riders looking to go to Rosslyn would more likely get off at Ballston and Metro to Rosslyn than sit in traffic. And transferring to Metro would not cost extra because of the $2 reduced fare when transferring between bus and Metro. There is no benefit to extending the route to Rosslyn when the Metro is a more convenient, fast, and affordable option.

I am not in favor of the proposed changes to route 7A. I and my neighbors use this line for our daily work commute from our neighborhood to downtown and other major work locations. Also, utilizing the ezpass lanes on 395 is very significant during rush hour. Taking that away would greatly increase commute times. Also, I would advocate for at least 15 minute increments during the morning and afternoon rush hours. These proposed changes to 7A will negate the value added benefits for my work commute and would force me to consider other options. It will greatly increase car usage in my neighborhood and contribute to increased road congestion. For those reasons, I am strongly opposed to the proposed 7A changes.

Please please please do not update the G2's route to exclude the Howard U connection. I desperately rely on this route to get to and from work daily. I get on/off at #301&Bryant every morning and evening. This change will drastically increase my commute time with no easy connections to from howard to the dupont circle area.

I am concerned about the elimination of the WMATA bus stop at the National Archives and Records Administration in College Park. This isn't a federal agency location that is isolated in its work, this is an active access point for the public to records and the expertise of archivists. The bus is an essential connection from the College Park Metro and is often the main way that visitors or workers can affordably access the Archives. When researchers or interns need to come to the Archives, I highlight the bus as a way for them to do that. If there is a barrier to driving such as a disability or they are an international visitor, there would be no way for these individuals to access the Archives. I understand that this stop would probably not be required on weekends, but during the week it is an essential commuting route for the public to be able to access government records, as is their right as citizens.

Great to see your hard efforts to improve the area's bus routes. Much appreciated! In your planning, I implore you, please keep the 3Y bus route! I rely on it to get to and from work. That has been a much needed service for me and for many others. Our daily commute would be severely negatively impacted if the 3Y bus route is discontinued. Please keep 3Y!

Good with the F28 and F29. Thank you for keeping the Kings Park Pentagon routes!

Closing the V4 bus line will be determination to the SE. We will have no convenient connection to the Navy Yard. Taking the bus is significantly quicker and more cost effective in comparison to taking the metro, having to transfer and rode the green. Will have a huge impact on attendance at Nats games

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Please do not discontinue 17K or please provide and alternate route that provides service to kings park west

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I am deeply concerned and alarmed at the elimination of any WMATA stop at the NARA College Park facility (8601 Adelphi Road, College Park, MD 20740). As a NARA employee, I see firsthand how crucial the current C8 line and NARA bus stop are to transportation for researchers and my colleagues. Using the current network routes, their commute from the College Park Metro Station to NARA is 39 minutes--on one bus, delivered safely to NARA's front door. Using the 2025 network routes, their commute is 71 minutes at least. A 51-minute bus ride (with a route change) would take them to a planned stop at the intersection of Riggs Road and Adelphi Road. They would then have to make a mile-long hike (20 minutes at best) from that intersection of two very busy roads, along Adelphi Road (a highway!), and up the driveway to NARA. This is a grueling commute for the young and healthy--what about our older employees/researchers? Employees and researchers with disabilities? The elimination of a NARA bus stop on a WMATA route severely compromises the wellbeing of researchers and employees, and bars access from federal records and federal employment.

The C8 bus line is necessary for me and my colleagues to get to work at the National Archives at College Park. It is an affordable option for people like myself who do not own a car and travel to work from DC. Do not eliminate the C8 bus route please!!

Need the c12/c14 to run later and on weekends

The elimination of the C8 bus route to the National Archives building in College Park will negatively impact employees, families, and researchers who work, use (for daycare purposes), and visit this facility. The elimination leaves no reasonable alternatives to travel to and from this facility. I have co-workers who have used public transportation and the WMATA buses to get to and from work for years. As dedicated public servants, I don't know if they will be able to retain their employment with the National Archives without a means to get there. Please reconsider service to this facility.

Hello, this proposed route completely disrupts my current commute and does not provide ANY alternative without performing a lengthy bus transfer in the middle of my commute. I would take the G8 picking up at RI and 2nd Ave to Farragut square and there is not a route that does not

have a transfer. In rush hours, these transfers are incredibly un reliable and completely disrupt my commute. This proposed plan unfortunately adds time and more stress to my commute and I do not approve.

I am a long-term resident of Riggs Park and also blind. My family and I rely on the 80 bus on a daily basis to take my children to school and access other parts of the city. As such, I was dismayed to hear that Metro is considering eliminating the bus stop at Galloway St NE and South Dakota Ave NE (1002556). That stop serves three different routs and is the most convenient stop for residents of Riggs Park to access those routes. The stop at Galloway St NE and 4th St NE (1002552) (which is not recommended for elimination) sits right at the foot of the Fort Totten Station bus bays (offering little additional convenience to those approaching from that direction) and is uphill and further away from the neighborhoods across South Dakota Avenue. It also rarely serves riders, unlike Galloway St NE and South Dakota Ave NE, which has riders every morning for most, if not all, Route 80 buses. In addition, reaching it requires heading up a hill that may be challenging for older residents, those who are disabled, or those with small children in strollers, and requires the use of a crosswalk at 4th Street NE which does not have a cross-walk signal. The stop at Galloway and South Dakota, by contrast, is close to the neighborhood, on level ground, and all nearby crosswalks have accessible pedestrian signals (i.e, crosswalk signals with audio feedback). If I am regularly forced to use the stop at Galloway and 4th, I have serious concerns that I may be struck by vehicles on Galloway St NE given the lack of both any stop signs and cross walk signals. The proposed elimination would make both Metro, and the city at large, less accessible for me and my family, and would create substantial physical safety dangers.. I would strongly urge you to reconsider this closure.

The B2 route and this proposed new route have increased bus traffic down18th St. SE by over 20% and now 24/7. Residents along this small stretch of 18th St. SE now have a bus come by almost every 5 minutes during most days and now overnight. Neighbors are taking an undue burden by having the bus travel this purely residential stretch with multiple speedhumps. Buses on speedhumps violate DDOT policy and one of the reasons is due to the excessive noise large vehicles traversing speed humps causes. There is not enough ridership by residents to warrant overnight buses or more buses during certain hours. Many times buses are empty or have 1-2 passengers and no one getting on or off. It wastes money and causes noise pollution (and air pollution) in particular the Compressed Natural Gas (CNG) buses. Noise pollution is front and center with the National Institute of Health in most metro areas, including DC, due to the health impacts noise pollution has on residents.

Pienso que el bus Flash Wheaton- Montgomery College(vía Veirs Mill) es una excelente propuesta, pero también necesitamos un bus que una Wheaton- Twinbrook (vía Veirs Mill - Twinbrook Parkway) . Los que vivimos en el área Wheaton Woods por Veirs Mill tenemos que caminar casi 15 minutos para coger el bus 26 con dirección a Montgomery Mall y cuando combinamos con uno de los Q para ganar tiempo, con sólo esperar el cambio de semáforo perdemos la conexión.

Hello - I am very concerned that the new bus network would eliminate bus access for people in the NE along Rhode Island to downtown DC. I relied on the G8 to get to Farragut Square, as did my neighbors. Why was this cancelled? I guess we will have to get a car....

What are you thinking by eliminating the D31 and making it a regular route that only runs every 20 minutes during before school hours? You do know that this route is utilized heavily every single school day by many, many, children. If you want to make it more of a "regular" route it should run every 7-10 minutes during peak hours to ensure that kids can actually get to school on time. Ugh.

There should be a shuttle from Largo to Upper Marlboro Courthouse. No stops. I like on Medwick road and it is faster to bike than ride the bus. Largo road is not pedestrian friendly.

I just provided comments regarding routes from Historic Anacostia to Eastern Market. I see I was reading the map incorrectly and that route seems covered (c53, and another one), but may be deserving of a higher frequency than proposed. Please take my earlier comments regarding importance of adequately replacing Union Station - Congress Heights Circulator and the importance of that route. Thanks

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Hello WMATA, I am a resident of historic Anacostia in Ward 8. I routinely take the 90, 92, and Circulatir (Union Station - Congress Heights) to reach Eastern Market for both shopping (groceries, etc.) and to reach the Eastern Market metro stop, as part of my school commute with kids. The new BetterBus proposal has zero direct routes to Eastern Market from Historic Anacostia. This is huge oversight and will impact the connectivity of Ward 8 to amenities in Eastern Market and other parts of Ward 6. In addition, my understanding is tbe Circulator bus system will be gone soon. This is unfortunate. I know WMATA promises adequate replacement of these routes, but I am seeing no replacement for the Union Station-Congress Heights route. In the BetterBus proposal there is no way for one to directly access Union Station from Ward 8. This is again a huge oversight. Union Station is obviously a huge transportation hub, and access point for H Street NE and services like Kaiser Permanente. Thanks for the opportunity to provide input.

I live on the edge of northeast DC (in Woodridge, close to the Mt Rainier border) and my biggest frustration is that nothing seems to go directly from our neighborhood towards downtown. Rhode Island Ave NE and New York Ave/Bladensburg both run straight downtown, but to take a bus along the road requires multiple bus changes. This makes it inefficient and difficult to navigate. If there were an express bus line that went along those routes periodically, my spouse and I could both more easily commute to work, we could take our kids on the bus to see museums on the weekends, and my elderly mother would feel more confident navigating.

Thanks to Metro for your dedicated service over the many years. I reside in Maryland PG county USA. I appreciate you all. I would like to request a bus service (a small bus Is good) from the areas of Largo, Mitchiville, Central Av. through Enterprise Rd. to Greenbelt mall and Metro Station. I know that many persons will benefit from that as the commute from these areas to New Carrollton Metro is long and tedious. Thanks for your help. S West.

You should put back the bus stops at E street NW and 11th Street NW. These are stops for three routes: P6, 64 an S2. These stops are used by the elderly, the disabled and poor people, very few of whom ride bikes and use the bike lanes you have shoved onto us. These bus rroutes take us into SW,SE, and NW and NE so we can get to all kinds of DESTINATIONS. Your thinking is all wrong: these stops provide access to two of the remaining clothing shops in DC (Nordstrom Rack and Saks Off 5th) and to numerous restaurants and the Old Town Trolley stop one block away. WHy you gutting access to downtown shops and services? You force the disabled and elderly to WALK uphill to the stops at 11th and G Streets NW. Clearly you never use these buses and don't know the customers who use these routes and who need to get through downtown. Also, aren't you also proposing to slash and cut the P6 route? Why? This is one of the few bus routes from SE to SW to NW to NE and serves the poor, the elderly and the disabled going about their business in all 4 quadrants. You are attacking poor, disabled, and elderlly people by slashing this bus route. Do you really think the disabled and elderly are going to use the bike lanes you are dumping on us without notice and notification? Are you going to force us to switch and change busses just to satisfy your stupid ideas of efficiency?

La verdad que sí son útiles los metro buz para viajar por qué yo todos los días viajo en el metro buz. [redacted]

The proposed changes to the N2 , N4, and N6 lines are beyond horrific. For the N2 line you are eliminating the Cathedral Avenue route, where a lot of elderly people and other who rely on the bus service will have a really horrible walk to a bus stop, if they can do it at all, not to mention what it will be like in bad weather. There are a number of large apartment buildings in this area with a lot of tenants and you are just making it harder…not better. Then the bus no longer goes to Friendship Heights? What kind of thinking is that? Are we supposed to get off the bus and connect to yet another bus or metro for what would be only a few more stops. How does that make sense? And you're making it harder to get to shopping areas. The the bus no longer turns on Connecticut Ave to bring you to Farragut Square and what is in that area, but instead forces you to take the Metro for one or two more stops. Once again…how is this better. Please rethink this!

The 70 and 79 are frequently crowded, especially when school gets out and also when several mothers with strollers get onboard. It would be great if all the buses on Georgia Ave. were stretch buses. I am glad to see that the route of bus 90 is being extended to Union Station and that it will run until 1 a.m. Keep up the great work!

Overall, while this route mapping may help some parts of the city, it does not appear well thought out for Ward 3. The elimination of the D2 to replace it with a meandering, half as frequent D96 will help switch many Glover Park commutes from bus to cars. The new C85 should help students at the new MacArthur high school, but it doesn't connect Cleveland Park - whose elementary school is slated to be one of the largest feeders. Then the D82 is a severe downgrade from the 31/33 buses. It operates at half the frequency. This will cause an increase in driving on Wisconsin - further delaying the buses.

Sería exelente nuevas rutas de buces

G2 run every 20 minutes instead of every 40

I am opposed to the elimination of the bus stops at 16th and Nicholson and 14th and Nicholson st. I use these stops frequently, as do many in the community including children who go to Brightwood school which is on Nicholson St. I am also opposed to the reduction in the S2's range, it is important that it goes all the way downtown.

Thank you for your time today. The current plan that would eliminate the 42 and 43 buses is disappointing. The 42 and 43 buses are the only means to reliably get from the Mount Pleasant and Adams Morgan to the Foggy Bottom area, with a direct route in under 30 minutes. The proposed replacement of the D72 does not go to Foggy Bottom. The new solution would require a switch of a bus/train, and guarantee you would not make a direct, less than 30 minute routing. In addition, in giving up the 42/43, the D72 appears to now connect the Van Ness and Cleveland Park red line stops with the Dupont and Farragut red line stops, a route that is currently much faster served by the red line, so it would be creating a duplicative service that is not feeded. The existing 42/43 allows regions of the city to be directly accessibly by bus, and please do your best to preserve that.

Extension of night Sunday schedule and holidays for route d14 from suitland to southern ave station at 9pm and 10pm.

I strongly urge you to reconsider the proposed shutdown of the 3Y route. Many of my colleagues from the State Department and I, who reside near Langston Blvd, depend on this vital service for our daily commute. The 3Y bus is consistently crowded in the mornings, underscoring its importance. The proposed "alternative solution" does not adequately address our needs and would significantly disrupt our commutes. Thank you for your attention to this matter.

The elimination of the 96 route is difficult. the new lines meant to compensate for the route don't accomplish the same purpose at the 96 bus. They are not cross town, they do not cut through hill east and lincoln park in the same way, and they require transfers in a way the 96 does not now. I would like to see a route similar to the 96, especially in its coverage of SE to NW put back into a proposal, even if it doesn't run super frequently, as the 96 doesn't now anyways.

It is hugely problematic to cut back metrobus service from the Adams Morgan/Lanier Heights/Kalorama Triangle area to Wisconsin Avenue. The 96 route is not great - busses are frequently no-shows - but at least it exists. It is not reasonable to expect people to take a nice long hot unshaded walk from Adams Morgan etc across the bridge to get the metro and will substantially increase transit time for anyone going up or down Wisconsin from the intersection with Woodley Rd. It is also hugely problematic to completely eliminate the 42/43 busroute from Adams Morgan and nearby areas to downtown, and the apparent only substitute is again to require a long, hot unshaded walk across the bridge to the Woodley Park metro. These are changes just for the sake of change and completely unhelpful and counterproductive.

Please keep the direct bus connection between Dunn Loring Metro Station and Inova Fairfax Hospital

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La Parada del P12 está mal ubicada en Kennebec St & Glassmanor Dr con ,Deal Dr & Kennebec St la intencion es que coinciden para llegar a la ruta de Souther Ave Station, adicionalmente la espera es interminable en la estación de metro para estás rutas, son pocas las unidades

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Hi -- I live along 16th street nw east of rock creek park (16th street heights). My kids use the d33 and d34 buses to get to school and back. These buses are crowded. Please either keep those buses or replace them with something similar. Otherwise there is no good way for these kids to get to school and back.

I strongly oppose replacing bus route 7A with route A27. Reducing service during rush hour AND eliminating the use of the HOV lane would have a negative impact to Fairlington residents who rely on this route to commute to work and get in and out of the city. Public transportation is a critical necessity for reducing greenhouse gas emissions and the effects of climate change. Fairlingon Village is a unique pocket in Arlington that is not directly served by Metro Rail or many buses. Also, due to its geogrpahy on an hill, these buses provide much needed connectivity to the county and region. Taking away service would have ripple negative impacts on people getting to the airports, to jobs in the city, and to conduct everyday activities. It will

make people more reliant on privately owned vehicles, and result in high costs for ride shares. Keep Arlington classy and competitive with Alexandria's admirable DaSH bus service.

I am a resident in NW DC and I ride the bus every day. Please consider the following: **Thank for for maintaining C55 (currently 96). Please increase frequency of C55. This bus is already quite crowded at its current frequency. It is a main link between Wisconsin Ave and area neighborhoods directly to Adams Morgan and U Street. I ride this bus several times per week and infrequency is already a primary concern. **Thank you for increasing frequency of C61 and making it 24/7 (currently H4). A current concern is wait time between buses and infrequency, especially in the morning when heading east from Wisconsin Ave. I ride this bus every day. **Extend the end-route of C53 to the Woodley Park Metro (similar to C51). While this seems small, it's a big difference for those waiting on the specific bus needed to go the extra mile to connect to Woodley Park, especially if this is identified as a 24/7 bus. This is even more important for the upcoming new large apartment development opening at former Marriott site just off the Woodley Park Metro. Terminating at Duke Ellington Bridget is frustrating for riders and provides no connection to a Metro or neighborhood center. **Thank you for identifying D82 as a high frequency and 24/7 route (currently 33). This is a busy route and the bus is frequently full. Please consider running the extra-long buses on this route. I ride this route several times a week.

Regarding the proposed P20 bus route: I'm an employee at NASA Goddard Space Flight Center and I frequently use TheBus route 15X starting at Greenbelt (towards New Carrolton). It wasn't exactly clear to me where the P20 bus will be stopping from the route profile so I want provide input on where the P20 bus should stop to accommodate NASA Goddard employees. The P20 should stop at the intersection of Greenbelt Rd & Goddard Road and also Greenbelt Rd & Goddard Drive (alternatively Greenbelt Rd and Icesat Rd.). These are the two pedestrian entrances for Goddard and are both used by employees. Thank you.

Please, please DO NOT eliminate the 3Y bus route. I depend on it to get to work. I moved to be close to the route. I know MANY people who take this route. We have all been waiting for more frequencies and are shocked the route is not on the Better Bus plan.

The C8 bus route is the only route that I can use to get to work everyday. If that route is taken away, I will have no way to get to work besides walking on busy roads and highways for over an hour. I would urge Metro to reconsider their proposed 2025 Better Bus Network, and retain the C8 bus route.

Busses should not be ending transit at 9 PM, especially in College Park on Sundays and Mondays.

I commend the overall vision and I can see it must have taken weeks to put together, so thank you for your time and effort. I do feel there is a major oversight in the lack of any bus line through central and eastern Capitol Hill. No bus appears scheduled to link Hill East to Union Station. These are dense neighborhoods that deserve more options than just the 8th street and H st. lines. The Revised Visionary map shows the D90 serving this purpose but the other interactive resources don't. Please consider extending the D90 or another bus to create an artery through Capitol Hill.

Hi! PLEASE put together a NW to SE direct bus! There is no metro line that does that. I work at L'enfant and would love to live in upper Northwest—Cleveland Park area—but can't manage a commute like that. A direct bus would be a lifesaver. I really don't understand why one hasn't existed before and why the bus routes always just follow metro lines. I am a federal employee. So many of my colleagues live in Upper Northwest and would commute into work more often if they didn't have to transfer lines.

Please, keep the buses running on Cathedral Ave between New Mexico Ave and Massachusett Ave (N2, N4, N6). These buses are really useful for the many large condominiums (hundreds of people living here) along Cathedral Ave, Idaho Ave, Massachusett Ave, and New Mexico Avenue. There are no nearby shopping centers or good grocery stores in the area, and these buses provide great transportation to DC, TenleyTown (nearest metro station), and Friendship Heights. These buses are also used by the students, staff, and faculty of American University. Thank you!

I am very concerned about the proposed changes to the bus schedules for South Arlington/Fairlington. I don't think having the busses run only once every 30 minutes will be sufficient for the volume of riders at morning and evening rush hours, and it will further clog the regular roads by not allowing the busses to be in the HOV lanes then too. The 7A route and 22 A and F routes should remain on the same route and schedule for rush hours definitely. Without keeping them the same, I believe more people will instead turn to driving which will only further increase the traffic in our area and will also hurt the environment more by additional gas exhaust pouring into the atmosphere. If WMATA needs to save money perhaps outside of rush hours the bus could be cut back on the same route to every 30 minutes. Thank you, Susan Notar, [redacted]

I grew up outside of York, PA, so I am ignorant of Metro's bus network. During my various trips to the DMV, my family relied on a combination of our private automobile, walking, and MetroRail. Thankfully we rarely had problems getting to the tourist destinations and to Nationals Park to watch our beloved Pittsburgh Pirates, but there was a close call after one game, when Metrorail had to shut down for nightly maintenance work. My parents and non-ambulatory grandfather were able to walk/roll back to the hotel where we were staying, but it was nearly a two mile walk, at night, in an unfamiliar city. If Metro could have provided overnight/special event rail-replacement bus service (much like the SEPTA's Owl routes), or had a Metro Ambassador help

us (and all the other ignorant out-of-towners) find alternate routes to our hotels or cars parked in Metro Park & Ride lots, my parents and I could have had better peace of mind during our trip.

The B2 route and this proposed new route have increased bus traffic down18th St. SE by over 20% and now 24/7. Residents along this small stretch of 18th St. SE now have a bus come by almost every 5 minutes during most days and now overnight. Neighbors are taking an undue burden by having the bus travel this purely residential stretch with multiple speedhumps. Buses on speedhumps violate DDOT policy and one of the reasons is due to the excessive noise large vehicles traversing speed humps causes. There is not enough ridership by residents to warrant overnight buses or more buses during certain hours. Many times buses are empty or have 1-2 passengers and no one getting on or off. It wastes money and causes noise pollution in particular the Compressed Natural Gas (CNG) buses. Noise pollution is front and center with the National Institute of Health in most metro areas, including DC, due to the health impacts noise pollution has on residents.

The B2 route and this proposed new route have increased bus traffic down18th St. SE by over 20% and now 24/7. Residents along this small stretch of 18th St. SE now have a bus come by almost every 5 minutes during most days and now overnight. Neighbors are taking an undue burden by having the bus travel this purely residential stretch with multiple speedhumps. Buses on speedhumps violate DDOT policy and one of the reasons is due to the excessive noise large vehicles traversing speed humps causes. There is not enough ridership by residents to warrant overnight buses or more buses during certain hours. Many times buses are empty or have 1-2 passengers and no one getting on or off. It wastes money and causes noise pollution in particular the Compressed Natural Gas (CNG) buses. Noise pollution is front and center with the National Institute of Health in most metro areas, including DC, due to the health impacts noise pollution has on residents.

We would like to request that the N-2-4-6 schedule be maintained as it exists now -- we live at 4201 Cathedral, one of us commute to work and we both use the N-2, in particular, to get downtown or to connect with the Metro to go to the airport (the Silver Line is terrific) -- the proposed routes are not as convenient and our use of Uber/taxis not as ecologically sound. Thank you in advance, Francoise Mestre and Dmitry Ponomareff

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To: City Officials and Administration Re: Bus noise and traffic nuisance on 18th Street SE 1-The City has increased the frequency of and started overnight bus routes running through our residential neighborhood even though there is a limited amount of people getting on and off the bus and many of the buses passing through 18th St. SE are empty or close to empty during non peak hours. Most bus riders use it as a jumping off point for Stadium Armory Metro during peak hours. The Bus Priority Plan Corridor Analysis states our area is not a top 10 corridor nor a top 20 segment in the bus priority plan however, WAMATA massively increased the numbers of buses coming through at all times The 96 route buses increased from 2-3 times per hour to 4 times per hour and until 2:30 AM on weekends. The B2 Line increased significantly • Mon-Fri: Increased from 96 to 112 buses per day – 17% increase in number of buses • Saturday:

Increased from 83 buses to 100 – 22% increase in number of buses • Sunday: Increased from 83 buses to 101 buses - 22% increase in number of buses The B2 bus goes by up to 7 times per hour and the 96 comes by 4 times per hour. That's eleven buses per hour. That is a bus driving by every five minutes. Further, many of the buses that come by are empty and many others have 1-3 riders as they pass by. People are not using these stops at the levels that require this many buses through this street. The bus stop at 18th and Independence rarely has passengers get on and off. B2 Double buses happen regularly. One bus is followed by another right behind and many times the second bus is empty. 2-The City has also failed to follow its own policies or guidance regarding bus and truck routes and speed humps; and in so doing is not meeting requirements which is in turn causing environmental noise pollution damage through conflicting DDOT and WMATA decisions. The DDOT Speed Hump eligibility criteria clearly states, "The street must NOT be a primary bus route or truck route." However, 18th St. SE between East Capitol St. and Independence and further to Massachusetts is a bus route for the B2 and 96 bus routes as well as the D6 and other random buses for training, not in service, employee shuttle, etc. Yet speed humps, bumps and tables are installed all along 18th Street SE which is in direct conflict with DDOT requirements. Further, multiple Vertical Traffic Calming Implementation Design Criteria are not being met including: • Devices shall be installed at least 200 feet apart but not greater than 500 feet apart on road segments bounded by two intersections. • Devices shall be placed at least 20 feet from an alley. • Devices should be placed at least 150' from stop or yield controlled intersection approaches or 100' in case of constraint like a short block. • Devices should be placed at least 250' from a traffic signal The DDOT further states a disadvantage of speed humps, bumps and tables as "May generate noise at cushion when traversed by large trucks or buses." Since the B2 route uses Compressed Natural Gas (CNG) (Xcelsior XN40) buses that make a unique penetrating sound when braking for speed humps and intersections, a constant sound by all the buses driving by our home occurs every five to six minutes. In a residential neighborhood like ours, this penetrating sound can have significant adverse effects on the well-being and quality of life for nearby residents. Additionally, this now 24/7 sound disrupts peaceful living conditions, making it difficult for residents to concentrate, relax, sleep and enjoy their homes. Prolonged exposure to such noise can lead to stress, sleep disturbances, and even long-term health issues. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915252/ City Responsibility and Solutions: Per DC noise regulations, the Dept. Of Building site says, Every person living in the District is entitled reasonable noise levels that do not threaten life, health, and enjoyment of his or her property. It is the declared public policy of the district to promote public health, safety, welfare and peace and quiet of the inhabitants of the District. The Bus Transformation Project Strategy Summary states a modern bus system must: Capitalize on innovations that reduce negative environmental impacts to result in "Positive impacts to the built and natural environment that create a more livable and sustainable future. And one of the recommendations under frequent and convenient bus services is to Establish regional standards across bus systems to provide consistent bus service, TAILORED BY LOCATION AND TIME OF DAY. The City is not living up to these expectations by its residents The current quantity and noise of buses running down our street pose a menace to us DC residents. The City developed policy to protect our livability and is winding up doing the opposite. Possible Solutions: • Keep B2 buses on 17th Street where they move more efficiently. The buses will move faster most times of the day saving time for passengers and money for WMATA and taxpayers. • If City can't move the bus route during peak hours, move buses in evening, overnight and weekend to 17th street. Very few passengers ride at that time and the neighborhood is not utilizing the route/stops. • Run only the necessary numbers of buses. There are many B2 buses running empty or with few people when buses run too closely together. • Replace all B2 buses with Electric buses to decrease noise from Compression Braking System. Prioritize this route for electric replacements. These should not be allowed on 24/7 routes as they have loud braking. Other suggestions for traffic issues •

Move tour buses, shuttle buses, special event buses to 17th street. • 17th Street is a designated truck route (DC 2023 DC truck map)18th Street is not. Keep trucks, including construction trucks on 17th as designated so the loud noises from traversing speed humps doesn't occur. • 18th St. SE from Independence to Potomac has "No Construction Vehicles" and "15 mph 8:30-5 M-F" signs. Add those to East Capitol St. to Independence stretch for equity.

Dear WMATA, I am writing to provide input on the 2025 Better Bus Network Redesign process and raise concerns about how the proposed changes might impact my child and other children who rely on WMATA buses to get to school. I appreciate the efforts to figure out how to best meet the needs of all the riders and use resources as effectively and efficiently as possible. I am concerned, however, that the proposed plan (contained in the May 9 Better Bus Network Redesign document) doesn't detail how the D32, D33 and D34 bus routes will be impacted. The document (page 59 of 93) simply states: "Service will be revised with alternate service proposed." My son, who will soon be a rising 7th grader, takes the D34 to get Deal Middle School in the morning and back home in the afternoon. I urge that WMATA ensure that my son and other children continue to have access to convenient, reliable bus service to get to school. Failing to do so will undermine the 2025 Better Bus Network Redesign goals of better serving the community, cutting carbon pollution and more. Thank you for your consideration on this matter. Sincerely, Brendan FitzSimons [redacted]Washington, DC 20011

The W2 and W3 bus routes are horrible. The drivers make up their own routes at times or don't even service your stop. This is not fair to the residents as myself who use and need that bus. Please do better with that route. Thank you.

I strongly oppose replacing bus route 7A with route A27. Reducing service during rush hour AND eliminating the use of the HOV lane would have a very detrimental impact to fairlington residents who rely on this route to commute to work and get in and out of the city. Public transportation is a critical necessity for reducing greenhouse gas emissions and the effects of climate change. As a tax payer and homeowner in Arlington County, I feel it is extremely important for Arlington to be a leader in the fight against climate change. We should be adding more public transportation options and more bus routes, not taking them away. Megan Daum Fairlington Village

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Hello - Please reconsider your changes to Bus7A. This bus serves many rush hour commuters who use this bus to transfer to the metro at Pentagon to a job in DC so it seems strange to reduce the frequency to only every 30-35 minutes. Further it's my understanding that the buses will not be able to use the express lanes further lengthening the commute. This proposed change only makes sense for routes that are not used by commuters. I can understand reducing frequency outside of rush hour times and on weekends but please don't reduce frequency during the Monday- Friday rush hour. If this change becomes final I may have to drive to work further clogging the roads. Additionally, the 7A bus is almost always close to full when I catch the bus between 8-9 AM so I'm surprised that this change is being considered. Thank you.

As a D2 rider, I am horrified by the proposal to have bus service from Bethesda (which has a metro!) to DuPont Circle (which connects to Bethesda via metro). This bus will take forever and will likely be so full that by the time it skirts Glover Park there will be no seats for senior citizens like me and other riders--indeed I suspect during heavy usage times buses will be too full to even stop in Glover Park. Remember when the D2 went to Stadium/Armory? It was plagued by delays and clumping. This will happen again with this proposed route. Please rethink and please don't turn Glover Park into a transit desert. With the end of the circulator and the bus change proposals, this neighborhood will lack meaningful public transit. And please don't think bus lanes will solve the problem--instead more cars will be on the road. Shame on Metro for this thoughtless proposal.

You can't eliminate the C8 College Park - North Bethesda route! It is the only way I have to get to work at the National Archives! If you make this change, I will have no alternative way to get there. None of the proposed new routes provide an alternative! Furthermore, the Archives are a PUBLIC RESOURCE and you're cutting off access to it? We get researchers visiting from all over the country and they need that bus route, too!

I like how you can add comments about the bus routes. Explaining to others if there's a detour or safety concerns.

Hi! I commute from Woodbridge. I notice on the weekends, I have to be at fair lakes walmart or whole foods at 10am. 1 there is nothing that gets me there on time. 2 there are no routes going directly to fair lakes from Franconia. 3 there are no public transportation routes using 123. I don't know if that's a wmata suggestion or Omniride but I would love for there to be a collaboration between the two systems as the end goal would be to connect Woodbridge to Fairfax & everyone along 123 (South to North & back down all day & weekends & evenings).

In general, the route design is good, however the buses are too infrequent. Most of the routes listed should be every 10 minutes off-peak, and 5 minutes or less during peak hours. It's challenging to rely on a bus system when there are only 1-3 buses every hour. Also, there should be more express buses for routes between transit hubs, to be more competitive with driving.

The g8 needs more frequent buses and need to keep night service! Why are you trying to cut off our community? Not everyone can afford a car or a fancy electric bike

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Please, please, please enforce fare collection. The system is broke & and fare beaters hurts us all! Before caving to the drivers union & raising their pay, make it contingent on the fare box performance.

Please don’t cut back the M4 bus. It’s the only bus providing students in the area with access to the middle school and high school for the neighborhood. Plus it’s the only bus that provides access to the metro rail.

The bus stops on Cathedral Ave. are important for so many residents in the huge apartment buildings, not just to get to and from work downtown, but also for college, HS and elementary students to have safe, affordable, dependable transportation. Taking these bus lines away will put more people in cars and create worse traffic, more expense and more hassle for so many.

I would like to see more east-west crosstown buses north of Columbia Heights. Right now there is nothing in the more than 2 miles between Columbia Rd/Irving and Kennedy Street/Military Rd. It would be great if a route could split the difference making use of the newly redone Piney Branch Parkway and connecting the growing Petworth neighborhood to the other side of the park without having the added time going at least a mile out of the way.

It's not a better bus network if you cut access to the archives! C8 College park and C8 north Bethesda. Not only we working there won't be able to get to work (I don't own a car), but many researchers across the country will visit and will need the bust to get there. Thanks.

Please keep C8 College Park and C8 North Bethesda!

Please do not eliminate the C8 College Park and North Bethesda routes! My friend relies on this to get to work at NARA and this is a national research facility.

It would be great if there would be an addition of a route going from Tyson's to Bethesda.

DEAR WMATA BUS AND RAIL ADMIN. DIRECTOR / SR. MANAGER/ SIR /MADAM NOTICE /SUGGESTION FROM WMATA CLIENT /INVESTOR /SHAREHOLDER RE: IS IT POSSIBLE TO STOP ALL NIGHT BUSES WHICH HAVE BEEN RUNNING THIS MAY JUNE 2024 CAN YOUR WMATA ADMIN. LEGAL BOARD OR OPERATIONS DEPT REDUCED THE OPERATION HOURS ON CURRENT MAY -JUNE 2024 MONTHS LATE NIGHT BUSES BACK

TO THE ORIGINAL TIMES LIKE 11PM 12PM WEEEKLY AND 1.30 AM ON WEEKENDS AND STOP THE ALL NIGHT BUSES DURING WEEK AND WEEKEND NIGHTS ON SPECIFIC ROUTES E.G BUS RTE S2 BUS 70 BUS 96 BUS 33 DOES NOT LOOK NOT VIABLE OR COST EFFECTIVE COMPLIANT OR SUGGESTION FOR YOUR LEGAL DEPT ,ATTORNEYS AND ADMIN BOARD PLEASE FORWARD SEND TO CONCERNED WMATA PARTY OR YOUR WMATA LEGAL DEPT. THANKS YOURS SINCERELY EUGENE W KAMANYIRE

Please keep the C8 bus route, so many NARA employees and researchers use it to get to work/research. Thank you.

Re new routes C71, C81, C85, I'm disappointed that NONE of these run on McKinley Street east of Connecticut. Particularly with the demise of the old E6, this is an important route for Lafayette School, for teenagers, and for caretakers who work in the neighborhood.

Cutting out a whole hunk of the McKinley St. route that the current E4 bus takes cuts bus access for a huge number of people, many of them elderly, who currently rely on the E4 to get them to the Friendship Metro. Military Rd already has plenty of bus service. What can possibly be seen as an improvement in such a change? Joan Reinthaler 3404 Morrison St. NW

Please do not eliminate the C8 College Park and C8 North Bethesda routes! This proposed plan shifts the C8 line away from the National Archives at College Park ("Archives II") and does not propose an alternate route to provide Archives II access. Archives II serves the public. Cutting off bus access to Archives II alienates those who want to use Archives II's public research facilities, thus harming the community by cutting off an education resource. Several researchers come from all over the country to research at Archives II and do not bring their cars - they rely on public transit to get to the facility and conduct their research. Millions of dollars in government funding is spent every year to keep Archives II running and able to provide historical documents to the public. By eliminating the current C8 routes, researchers, college students, genealogists, veterans, etc. wanting to study history will face major barriers to accessing the Archives' documents because there is no route that even gets close to Archives II. Additionally, several employees at Archives II rely on C8 to get to and from work. Within my department alone at Archives 2, I can name 15 people who use the line regularly and rely on it for getting to and from work. Without those routes, we will have to find a new way home, which either means we have to walk really far to get to a bus stop or rely on people for a ride, which is not realistic, not safe, and a burden on those we would ask for a ride. Please, do not eliminate the C8 College Park and C8 North Bethesda routes. Doing so will cut off public transit access to Archives II, a critical research facility that provides researchers, students, genealogists, and veterans access to documents you can't find anywhere else in the country. Additionally, C8 is the primary transit route for numerous Archives II employees. Not providing an alternate route and eliminating access altogether through the proposed changes for C8 cuts off these employees' ability to get to work.

It seems like the 59 express bus down 14th st is not being replaced with another express bus. This is a mistake, the 52 and 54 buses both have too many stops and are very slow to travel down 14th, the express bus is well used and a much more efficient way of travelling.

Please do not get rid of the C8 route. Archives II and the FDA buildings are on that route and many employees rely on it as their only way to get to and from work. Taking it away without another alternative would be detrimental to these employees.

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need to have a route that goes throuvh navy yard into capitol hill and vice versa to replace the circulator route that has lost funding. without circulator, i would have to take two different metro lines just to get to the neighborhood next to mine….

As a long-time user of DC's WMATA bus lines, primarily commuting to work at Federal Center, my opinion is that the biggest problem for bus riders, as well as other commuters, is congestion caused by unnecessary route segments. There is no reason why central bus routes should duplicate MetroRail routes. Get those buses off the streets!

Langston Blvd is a major artery linking VA to downtown Washington. A reliable commuter bus service on this road could help alleviate traffic and encourage the use of public transport for cummuting. The current service in this road could be improved to attract more riders - currently it is too infrequent and not reliable.

Please do not eliminate the Adams Morgan portion of the L2. It is greatly beneficial to residents getting to Farragut. If it does switch, then 42 and 43 buses need to come more frequently to make up for the loss. Or, the 42 or 43 could start in Woodley where the eliminated Circulator does to service that portion of Calvert and diversify starting points from Mt. Pleasant.

Why did you reduce Columbia Pike bus service? South Arlington has a high number of bus dependent people.

As a State Department employee, please do not end bus lines 42/43 at Farragut nor remove 16Y from running from Arlington. Both buses are important for my commute and would drastically increase my commute time and likely lead me to drive. Thank you!

C51 from Woodley Park to Barry Farm...Huh? Why? I ride the bus in this area everyday and ride the train occasionally and most people get off and board downtown during rush hour. The C51 looks like a progressive social engineering experiment not a Better Bus service for commuters in the area. If this route is for people who work in the retail/service sector, you are doing them a disservice. Create more equitable opportunities at Barry Farm, Anacostia, etc. so people won't need to schlep across town for a few a few sheckles an hour.

I do not support the 60% reduction in service for route 7A (soon to be A27). Reducing from 5 busses per hour to 2 busses per hour and ceasing use of the I-395 express lane for this route will severely impact the commutes for Fairlington's thousands of residents who rely on this route for regular transportation to work. A 60% reduction is a drastic move and should be reconsidered.

Route 96 needs to be kept and expanded East along Central Ave to the Beltway and North to Medical Center and run 24 hours a day. With signal priority and Priority Lanes on U Street, East Capitol, and Wisconsin Ave.

Yet another Metro disaster!

I agree with many of the excellent changes! One thing I wish was included is for there to be more East-West buses in the northern parts of the city. I live in Takoma (on the DC side), and for me to get to Tenleytown or other neighborhoods around there, I'd either have to take a few buses, the metro and a bus, or take the metro all the way around. I realize that means more buses will probably have to go through Rock Creek Park, but a small number of bus lines I think could be manageable for this really helpful solution.

I am pleased to see the addition of Bus Route D32, which finally connects many of the easternmost parts of Rhode Island Avenue in DC to areas like Shaw; however, the route turns at South Dakota Avenue, which isolates Mount Rainier, MD. Given that Mount Rainier lacks a Metro station, it is imperative that WMATA provide better bus service between Mount Rainier and the District. I would greatly appreciate it if you would consider extending the route up to the Mount Rainier Circle, or at least Eastern Avenue. Eastern Avenue would still easily allow the bus to terminate on Fort Lincoln Dr, NE was planned while providing greater connectivity to those who live just across the border to the nation's capitol.

This proposed change increases my commute time by thirty minutes each direction for an additional hour per day. Additionally, this time increase will almost entirely be walking time because the closest bus is being moved far away. As someone who already commutes three

hours per day, this is simply unacceptable. My alternative is to simply stop using WMATA services.

The "Better Bus Network" is not better for those work/living in Ward 8. One example is the elimination of the W5 bus. That bus provided 12-minute rides from Anacostia Metro to Blue Plains is now replaced by a bus that takes >40 minutes. In addition, your Bus Planner does not do a good job in this same area. This is not surprising since the current WMATA planner does not work well with busses in Ward 8 either. I realize that tough choices need to be made, but you have made a mess out of much of the already disadvantaged Ward 8. Most notably to me in the "neighborhood" you are calling "Congress Heights & Anacostia Naval Station" Finally, you really have minimized (or hidden) a comparison between bus routes that are added and the bus routes that are being removed. It is a shame that the areas that need the most help with transit are the ones most neglected.

Dear Team, We use daily the 42 or 43 bus from Adams Morgan to get to GWU and State Department for work. If the bus routes ends at Farragut, we will have to revert to using a car. I sincerely hope you reconsider as this is not anyones goal. The bus is well used each day. It can have its final stop at State Department, as there is indeed not much demand beyond coming from Kennedy Center. We also use the G2/G6 from Georgetown to pick up our daughter from school (Hyde Addison). Already now, it is cumbersome to transfer at Dupont Circle. There are a lot of public school children using that bus. It would be wonderful if one of the routes could head through Adams Morgan to provide better connection between these two vibrant communities.

Need better options between Navy Yard and Union Station/NOMA. The new route would still take over 30 minutes, which is the same amount of time as walking. Also more frequent buses please - 20-30min between each is too long.

I would like to see a significant decrease in non-paying riders. Their arrogant snares encourage others to do the same. Is there a way you can construct swinging acrylic panels to stop them? The panels would only open after appropriate payment is made? I don't know what to do about multi-person riders though... Can photos be taken of offenders and facial identity be used to continue no service. Can someone work with the shelters, so that incontinent riders are addressed? Those not in alignment with a plan of action, will lose bus privileges until they return to following their plan again. Can someone work with the shelters, so that no psychiatric patients can leave the shelters to ride Metro transportation without being medicated. A shelter female has been riding busses all day with ALL her possessions duct taped to a heavy duty dolly. The woman insists on sitting in senior seats. Then she covers her FACE with her knit cap. It appears she might be falling asleep occasionally and then releases her grasp on the dolly. It moves forward at every stop. If another rider is injured by her heavily laden dolly, their injuries could be severe. As this woman is penniless, they would never get money to receive long term care. It see seems that some shelter residents might not be familiar with the area.and don't know where they might go to relieve themselves. It would be a great service if the shelters talked about this, including what to do when they accidentally soil themselves. Shelter residents often leave the

shelter daily with no money. This results in their riding the bus/train the entire day. Maybe the shelters could discuss other options which require no money. I've been on trains where riders were drinking beer or hard liquor and smoking weed. I don't have a suggestion, but the weed happens on the red line after school let's out. Thanks for listening!

Thousands of people live on Cathedral Avenue NW between Massachusetts Avenue and New Mexico Avenue NW. We need bus transportation in this area. We are dependent on the present N2 line to reach downtown and Friendship Heights.

Q sean. Más amable los. Conductores

I don’t think the proposed changes in the Glover Park neighborhood are appropriate. Have one line only on Wisconsin Ave. would severely impact elderly and disabled residents. They would have to trek, sometimes in narrow sidewalks, to Wisconsin Ave. to board a bus. Not only is this severely disruptive, there’s not reason why a neighborhood should be “unplugged” from the transit network when it has a high use-rate. Thanks.

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use neon indicating reading signs to let customers know whether or not the escalator going up or down , because I almost trip today and I'm 62 and still agile someone older less agile would have fell on their face maybe possibility , [redacted]

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can we have stop at Iron forge road for 924 Kingcross cirlce the stop is at padock gate where only we get down and take a walk to iron forge road.

WMATA should add a bus route from DC (ideally Union Station) to Washington Dulles (IAD) during the hours that the Silver Line doesn't operate (similar to the now-discontinued 5A line). This bus option will improve connectivity between DC and its busiest international airport.

I am not persuaded that changing route designations for the sake of changing them serves any purpose. It is claimed that "customers have told us that our bus route numbers can be confusing." Did they ever explain WHY they find them confusing? All a regular customer needs to know about the route designator(s) is what that designator(s) is/are. New customers who seek info on which bus(es) they need to take couldn't care less how the transit company arrived at that name! Just tell me how to get there, OK? So it seems one route I often ride - T18 - will become the P40. So what? Supposedly because the route runs mostly in Prince George's County. Again, so what? Some trips I find the bus more crowded within DC than in Prince George's... so to those riders, it's a DC route. And DC has so many routes, some will start with

C and some with D. Big deal! OK, might make sense to give a route a "new" number if there is a substantial change to its routing. Otherwise, I just don't get how this change reduces the confusion customers allegedly claim they feel. The new numbering scheme will not solve this problem ... if it is indeed a problem. Sounds like a make-work exercise to me.

I am commenting on the C55 bus route and the plans on First St NW, I am a resident and the proposal to take away parking on 1st St is problematic for many reasons, many people now work from home and to remove our parking would not allow for me and all other residents adequate street parking, there are now due to the city's allowance many more people in condos without adequate parking allowances and even on days of street cleaning parking far away with crime up is a problem as a single woman. Also the proposal to remove or trim the tree lines as First Dt has trees that line both sides, would remove the character from this historic neighborhood and possibly impact the value of my home, for all of these reasons and I am opposed to this bus route as many other residents are and do not want busrs on my street

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I think the focus on increasing weekend and evening service as important as that is extremely lacking currently. I wish the plan had some route changes to anticipate the closure of the circulator. Specifically connecting Virginia to Dupont.

Please, please, please do not end the 96 route. As someone who lives in SE but works in NW it is the only bus available to get me directly to and from work... and it is usually quite crowded at the rush hours as well. Please rethink this

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The 2025 route planner on this website includes the DC Circulator as an option (at least the McPherson Square-Woodley Park route). That service is being discontinued and should be removed from the trip planner to avoid giving incorrect information..

You plan eliminates bus service to the National Archives at College Park. It is not an overstatement to say that his will severely cripple our ability to perform our core task of making the historically significant records of the federal government available to the general public. A large portion of our researchers are visiting from other states and even other countries and rely on public transportation. This is especially true of international visitors that will not be bringing their own vehicles and may not even have a license to drive in the United States. Also, many of our researchers are elderly. Public transit is also of particular importance to the elderly and persons with disabilities that impair their capacity to drive or to walk long distances. The nearest bus stop to our building under your new plan will be much too far away, especially during inclement conditions such as rain and the extremes of summer heat and winter cold. Furthermore, the distance is an significant barrier to those with mobility and physical endurance related impairments. Finally, the walk time estimates are rather unrealistic, especially for vulnerable populations.

[redacted] , Mr.Garvin [redacted] Washington DC 20008 , more electrical buses for environment healthy living and save taxes smoother ride and it's quieter and smell better . Thank u for this opportunity

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More electrical bus smoother ride and quieter and smell better ,and electric buses save taxes and healthier for the environment

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Keep the G8! Our family lives in the north east off of Rhode Island Ave. My husband and I use the the G8 to commute downtown. We are very concerned that you plan to eliminate the G8 and replace it with a bus that does not go downtown. We can't afford cars! We rely on metro! People in this neighborhood need to be able to get downtown by bus.

I don't see any updates info for loudoun county bus and metro. Is this not part of this plan. Loudoun transit needs to fix several things. Including better weekend service along with more sops for the bus and address stops for the metro going into Leesburg.

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i would really like the 3y not to be eliminated since thats the only way i get to work and home from work and my bus is always packed both ways.

You've eliminated useable service to the National Archives at College Park. Instead of a stop in front of the property on Adelphi Rd, staff and researchers are faced with a 20-minute walk of nearly a mile along a very busy road. Please reinstate the bus stop at 8601 Adelphi Rd. A significant number of staff and researchers depend on public transportation, and walking a mile in heat, rain, cold, snow, often carrying computer equipment is untenable.

I’m providing feedback on the proposed changes to the G2 or proposed new D92 route. This is one of the few bus options into Georgetown and several of them already use Q street for their route. The new D92 route should continue to use P street to prevent bus traffic on one congested route and to ensure there are several options available to those who want to take the bus to Georgetown. P street is much closer to M street which is the main attraction of Georgetown. I highly disagree with the proposed route change.

Commuter bus network that connects Annapolis to DC.

More routes in the annadale/springfield area that come later in the day and that are more frequent and that run on weekends

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Please don't eliminate the 3Y bus. It is used daily by those who live in Virginia and work in DC. It's one of the only direct lines without needing to transfer to metro at Roslyn.

Anything focused on Equity. DEI. I WILL GO BUY THE FILTHIEST CAR I CAN FIND AND DRIVE THAT. STOP DISCRIMINATING AGAINST WHITE PEOPLES!!!!

Hello, I've lived off Rhode Island Ave for 13 years and have always relied on the G8 bus to get downtown and this plan removes my ability to do so on the bus. This plan will replace both the G8 and 80 with bus lines that stop at Gallery Place or Metro Center and there will no longer be a bus route that goes from Bloomingdale to anywhere further west downtown than 12th Street (the G2 replacement will also no longer run through Bloomingdale/Ledroit, starting instead at Union Station and turning onto P Street.) While I appreciate the effort to improve bus lines — this will significantly impact my access to the city.

I use the 42 and 43 routes to travel daily to work (and return) from Adams Morgan - the corner of Biltmore St and Columbia Road NW - to Foggy Bottom at Virginia Ave and 21st St NW. The proposed changes to the 42 and 43 routes would mean I now need to transfer buses at Farragut Square, adding significant time to my commute and of course making the trip far less pleasant in inclement weather. I find it interesting that WMATA does everything it can to serve low income and underprivileged communities but cares far less about more affluent transit users in neighborhoods in the Northwest. This route has been continuously tampered with for years, and the elimination of a direct line from Adams Morgan to the State Department is something WMATA has attempted to accomplish previously but now will finally end up doing with the supposed aim of "system improvement." It's not an improvement at all for the many riders who want to use public transit but will now likely switch to cars.

Please consider an express option along the F4 route. The frequent stops and slow traffic make this bus route extra long during the commute. Thank you!

Why did you cancel the very useful G8 bus that goes from Bloomingdale to downtown? We rely on that bus. Extremely frustrating. Who did the analysis that led you to believe the folks that live in Bloomingdale and the north east don't need to get downtown?

Hello I am writing to express concerns about the WMATA proposal to eliminate the G8 bus. This bus is the principal route by which people in Ward 5 near Rhode Island Ave access downtown. I am not sure what the goal is, but I know the impact would seem to be to force people to be more car dependent. I see a somewhat similar route is suggested - the D32. This bus' proposed route seems to end in Chinatown, and not go any further west than 11th st. It also seems to be more infrequent than the g8. Speaking for myself and I presume others, I am not sure what we gain by no longer having a bus that ends its route at Farragut Square, and I urge whoever is making these decisions to consider that. If you are going to change something, make it better. Not worse. Thanks Sam

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Could you please please connect the Woodley Park area (along Connecticut Ave NW) to the Foggy Bottom area? It used to be covered by L1. It is a nightmare to get to work.

We are shocked that the city is proposing removing the G2 route. It is the only service to link LeDroit Park/Howard University with Georgetown/Georgetown University. It regularly has morning commuters who take it for most of the route from LeDroit Park to Georgetown. We are also appalled at the city's decision to disconnect two prestigious academic institutions, particularly two with racial histories that cannot be ignored: Georgetown and its history of slave ownership and Howard as the premier HBCU. Now is not the time to decouple these neighborhoods or these schools.

The D2 is a line that is crucial to the residents of Glover Park, including myself. As the area has no metro system, buses are necessary to get people to school, work, etc. The D2 not only needs to continue running, but more frequent bus schedules are needed. The D2 is often running late and only comes about every 20/25 minutes, which is not frequent enough. Like more popular lines, the D2 should come every 10/15 minutes. In addition to the the D2, the 31 and 33 are often running late and need to be more reliable. I am sure that these buses are not the only ones that have issues. DC residents rely on public transit to go about their lives, and it is the job of the WMATA to provide reliable and affordable transportation.

We can start off by buses actually stopping at the stops when people are standing literally in front of them at night and not just drive past people specially if it’s night and the last couple of buses to get people home (C4 bus always leaves people the last couple stops near prince george’s mall towards the hyattsville crossing station) Patient drivers who actually want to do their job and not just get their money by being rude and hostile charging ports Bus drivers not leaving people stranded!!! Bus drivers that don’t have an attitude when foreign or in state people seem to be lost or in need of navigational help, they drive the same routes every other day not everyone does

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Overall I’m supportive of this initiative, but as an Eckington resident I’m concerned about losing direct bus access to anything further West than Chinatown. Today, the G8 terminates at Farrgut

square which is a great commuting resource for those of us who work on the west side of downtown. Please consider expanding access further West on any RI Ave bus line. Thank you!

Please collect fares. I often board buses when absolutely Noone pays. WHY.

Literally nothing changed for people who live in Old Branch Avenue road and Camp Springs. Still gotta take the bus 32 from Naylor Road station to get home (which makes commute an unnecessary 60minutes longer) Because no bus from Branch Avenue goes that route. Maybe have one of the Branch avenue buses loop around Old Branch Ave and Kirby Road to give more access to the community here.

Your new proposed bus route for P13 completely gets rid of the R1 route, while NOT increasing bus frequency. I take its sister route R2 everyday. The bus bay after work is CROWDED. And those buses only come every 20 minutes now, if you're lucky. Sometimes it doesn't come at all. The buses will be crowded with no standing room at the FIRST stop! Take a look at Ft Totten at 5pm and you'll see. I suggest you reconsider this proposal and instead increase the frequencies at which they come during rush hour.

Thank you for working to improve bus routes. Unfortunately, these plans cut off Bloomingdale and will make my commute horrible. For those DC residents who rely on the G8 or the 80 bus to get downtown it will extend the commute by almost double. It will replace both with bus lines that stop at Gallery Place or Metro Center and there will no longer be a bus route that goes from Bloomingdale to anywhere further west downtown than 12th Street (the G2 replacement will also no longer run through Bloomingdale/Ledroit, starting instead at Union Station and turning onto P Street.) Please update the plan to prevent us from losing access. Thank you!

Unfortunately, the new naming system you are proposing makes it harder, not easier for customers. The first letter indicating the state (DC, MD, or VA) is not very helpful since now almost all the buses a person takes will have the same letter. It was easier to remember that the S line is the 16th Street bus and the E line is the crosstown bus across Rock Creek Park along Military Road. Now I have to memorize a whole bunch of numbers, which are harder than letters to memorize. Also, the plan decreases service on the E line, which is the one I take the most, so I don't like that. Presumably you've done ridership analysis but I don't see that on the website. The routes look pretty much the same as the old routes and I don't see any express routes in DC.

I am 110% oppose to the possible new C55 bus route going down First Street and Bryant Street. This is a very family friendly area with a large number of children, not to mention that the homes are over 100 years old and their close proximity to the actual street means damages to

the homes infrastructures. My home currently has a ongaing crack that is a result of many years of projects (using heavy machinary) on Bryant Street. Everytime the area has been repaired, DDOT does another major overhaul of the street. My house and the many other homes like mine cannot take the continious roar and heaviness of commercial vehicles 7 days a week, every 30 minutes. The street was not built for commercial traffic nor has any updates been made to make it suitable for commercial traffic. I believe a full discussion needs to be have with the neighborhood before WMATA institutes such a horrific change to the feel and usage of te neighborhood. - Samilia Anthony –

I live in Fairlington Villages (next to Shirlington) and take the7A every day to commute to work in the morning and in the afternoon.Please DO NOT REDUCE the number of buses at peak hours for Bus 7A as this route is used by many people who go to work in DC. an average of 7 or more people take the 7A bus in Fairlington Villages (31st Street/Abingdon St) at 7:30 or 8:00 or 8:15 am every week day and this bus is mostly full at arrival at this stop.. Please keep the current number of buses a peak hours. in the evening the bus is full at around 5:30 pm from the Pentagon station, people have to stand at times. this is really not the route that you should cut service. Please consider cutting service on the obsolete 16 buses on teh Colombia Pike corridor instead. Please also consider keeping 22A that also serves Fairlington. If you cut all these needed and necessary routes, people will drive to work. what about the carbon print then? please listen to residents who rely heavily on the 7A route. thank you for your consideration. Samuel Cassin - Resident - Arlington VA 22206

Please do not kill the 59 limited service route. This route is critical to connecting Wards 3 and 4, especially the the Takoma area and northern parts of Ward 4, to downtown DC in a quick and easy way. The proposed revisions significantly degrade service options on 14th St NW, as the 52 and 54 are local routes that are already VERY CROWDED and stack up. If WMATA is looking to simplify the buses on the route I would strongly suggest combining the 52/54 into one local route that runs from Takoma to Waterfront or another SW station, and then keeping the 59 limited stop for the same stops. Additionally, given the upcoming changes to the 14th St NW corridor in Columbia Heights as a part of the bus corridor project, eliminating an express option doesn't make sense. I hope WMATA reconsiders this and reinstates the 59 limited stop service. Thank you!

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i understand that route 7A will be drastically reduced from 5 buses at peak hours to 2 buses. I live in Fairlington Villages (next to Shirlington) and take the7A every day to commute to work in the morning and in the afternoon. i think you need to reconsider reducing the number of buses at peak hours as this route is used by many people who go to work in DC. This morning for instance, we were 10 people waiting for the 7A in Fairlington Villages (31st Street/Abingdon St) and the bus was already full when it arrived. many had to stand. Please consider keeping the current number of buses a peak hours. in the evening the bus is full at around 5:30 pm from the Pentagon station, people have to stand at times. this is really not the route that you should cut service. Please consider cutting service on the obsolete 16 buses on teh Colombia Pike corridor instead. Please also consider keeping 22A that also serves Fairlington. If you cut all these needed and necessary routes, people will drive to work. what about the carbon print then?

please listen to residents who rely heavily on the 7A route. thank you for your consideration. Evelyne Fraigneaum - Resident - Arlignton VA 22206

3Y is a crucial bus and its schedule needs to be maintained

Please connect NOMA/Union Station to Eastern Market and the Wharf/ the Mall!

I don't agree with the new bus route planned for 1st street NW. 1st street Bloomingdale is a highly residential neighborhood, with subtantial senior, children, and animal foot traffic. I believe that considering the narrow width of 1st street, adding a bus route on this street would cause considerable hazard and danger to the community, snd the safety of the community should far out way the benefit of a few minutes reduction to a commuters travel time. In addition, the noise factor, damage to roads and the historic homes in the neighborhood, would undoubtedly be caused based on the sheer weight and vibrations associated with the buses traveling down a street that does not have the infrastructure to support such heavy traffic vehicles. first street is already a high traffic street and will only increase with the development of McMillan residential development complettion. 1st street has considerable bike, scooter, small motorized vehicle traffic and this would become event more dangerous for those riders, with the addition of metro buses, increased vehicle traffic, and residential parking, all trying trying to navigate on such a narrow street.

Eliminate funding for DC student smartrip. Students very very rarely use them. I very very often see adults using them. Instead, us that funding to charter students and their chaperones/teachers for field trips. Instead of them crowding buses during rush hours.

Please don’t stop the new 80 at Metro Center. Lots of people rely on this to go to/from doctors on K st.

I ride the 7A daily to and from work. Removing this line and replacing with a bus every half hour with no express lane use will significantly impact my commute. It is a popular bus line, what is the reason for seeking to reduce service? If your numbers/fare amounts show low ridership it is because at least 30 percent of the time the fare collector reader/box/machine is out of service so people walk on without paying. Is there demand elsewhere? Have you asked Fairlington Villages/associations to work with you to keep the service as is?

A metro bus route through First St NW is an absurd notion for a street this size. Even without parking it will be running close 4-level homes built in the 1920’s. We are already seeing damage

as a result of large construction vehicles violating the weight restriction which was put in place to protect against such damage. There has been a weight restriction on First Street for quite some time because these four-story homes cannot withstand the rattling and vibration of the traffic, especially large vehicles. There is now a sink hole on First and V, which is most likely due to the violation of the weight restrictions. Also, during the DC Water project that lasted 7-8 yrs, - DC Water froze the ground for the tunnel project and it is now thawing. I and my neighbors are seeing cracks in the sidewalk, exterior walls and the interior of our homes. No one knows what the long-term impact of this will be to our homes or the street. DC Water also now has huge metal planks at least six on First Street (that are not a viable solution in a residential neighborhood). These metal plates clamor when vehicles pass over them and rattle the homes. I and my neighbors are seeing cracks on the sidewalk, exterior walls, interior walls and one has a crack down the middle of his interior floor. Especially now that we are getting large traffic volume on the unit block of V St. NW from North Capital, down across First to 2nd Street to reach Rhode Island – which loosens the metal planks and creates vibrations, resulting in further cracks in the infrastructure and our homes. This abuse of a small street in an historic neighborhood is likely contributing to the sink hole on V Street, that can't get prioritized for repair. I, my neighbors and the BCA have repeatedly asked several DDOT Directors for traffic calming measures for the last 8 years, to no avail – no crosswalk signs, speed bumps/humps, circles, enforcement of stop signs, etc. There have been at least five overturned car accidents of First Street, with the latest happening just last Friday night. We had weight restriction signs for good reason, but the law is not being enforced. The damage is clear. The infrastructure here cannot withstand a regular flow of buses. We need remediation to these multiple issues that we are currently experiencing. What we need is enforcement of both the weight restriction and the constant running of the stop signs, and an expectation from DC Water on what further residual impacts we should expect from the thawing and a better way to address the constant rattle from the trove of metal plates at First & V. We should not be exposed to persistent danger, damage and cost of repair, as a result of, or lack of actions to provide basic safety measures and traffic restrictions for residents of this area. This is a neighborhood of small children, toddlers playing in front of their homes. To be so close to constant busses would be dangerous.

First, what a monumental task to re-think the DMV bus routes (lighting all the candles for you!). My usual routes for work (I am downtown 5 days a week) are the S2/S9 (and those seem to be the same in new model), the DC Circulator (RIP) and the 42/43 with getting onto the Red line to get to 1200 NY Ave NW/Metro Center. I like in the new proposal the 42/43 is seemingly ending at Lafayette Park so closer to my office (for cost I would like to just take a bus vs bus and train). The S2/9 is a further walk from my house (I am able bodied but it's a longer walk than current to 42/43 or Circulator). I am concerned for people who have mobility issues or carrying groceries from the Safeway. I do understand 42/43 bus stops moving as part of the Columbia Rd re-do happening this summer. With the proposed ending the Circulator, will the routes served by that be incorporated into the new Network? I was taking it downtown in the AM for years (now doing 42/train combo) but I am forever frustrated taking it uptown as it never seems to depart between 5 pm-6 pm (4 buses will be sitting there at Franklin Sq Park). I'm not really exaggerating too much here! I just take an S bus as they depart more frequently. But the Circulator route is really convenient for getting uptown to AdMo and lower 14th st and also for getting between Woodley and AdMo (thinking tourists who want restaurants). I've also taken the Circulator that goes through Georgetown to Rosslyn and the K St one (gets me to work after Dr appts). I am sad Circulator will end.

The D6 is a great route. Please don’t cut it in half. I know a bunch of people who rely on as their primary way to get from NE Capitol Hill to Georgetown. In fact my entire block uses it almost daily. It would also cut a vital line to two different hospitals

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If the 42/43 line service does not continue to serve the Kennedy Center, not only patrons but the students and workers who study and work in the neighborhood lose convenient transportation. Have you considered continuing one line, either 42 or 43 to the Kennedy Center? Also, consider coordinating the late night buses with the curtain down times with the Center.

To Whom It May Concern: We live on First St NW, and regularly enjoy taking the G2 and 80 to and from downtown areas and the H2 and H4 to and from the west side of town. Now there is a proposal to create a C55 route through First ST NW that will destroy the tranquility of our fragile neighborhood. We say fragile, because our neighborhood has been the victim of planners who have historically sacrificed our community disproportionately for the commuting needs of the rest of the city. For example, North Capitol has been turned into a virtual highway, unlike any other main artery going into downtown, because the vulnerable populations nearby had little voice against those in power. First St NW is only one block parallel to that loud, dangerous and polluting highway. And now Metro wants to take away the one semi-quiet road that is in the heart of narrow Bloomingdale! The street is too narrow and the front yards are too small to accommodate buses.Thank goodness Anna Cooper Circle was reinstalled when another disruptive thoroughfare was blasted in that section of town. Many people are now supporting an effort to "cap the gap", that is, to cover the the parts of North Capitol with green space and reconfigure the public transportation routes, and it seems clear that Metro's idea to put a bus through our neighborhood does not take this project in mind. In fact it seems to contradict this project's goals to reknit a neighborhood that has been divided and damaged by the transportation pushers at the expense of communities. .We, in Bloomingdale, seem to be constantly fighting to keep our community intact. A bus route through First St NW would destroy a neighborhood that has been fighting to maintain the kind of healthy community feeling found in the more affluent areas of the west side of town. Please do not put a bus route through First St NW!!

Hello, I saw that bus 15X might be cancelled in 2025. I use this bus to go to work everyday and it's important for me that this bus continues to operate. Thank you for your understanding.

Restore the 3Y. The proposed alternatives are simply not as good for getting into downtown D.C. Your "local operator" suggestions add unnecessary time and inefficiencies.

Please do not eliminate the 3Y route. Many, including myself, rely on the route to quickly and easily go from North Arlington to downtown DC. Your proposed alternate routes and methods, including connections through “local operators,” are not good substitutes. Thank you.

Please do not eliminate the 3Y. It is the quickest, most efficient, means for me and many others to get from places in Arlington to D.C. I rely on it to get into work. Having to take the "local operator," as you suggest, adds significant time to my commute by having to change buses and/or transfer to the metro.

I currently commute via the 3Y bus from Arlington (North Rosslyn) to 21st and Constitution and back every weekday. The proposal would eliminate that route and not replace it with a comparable route.

Please do not get rid of the 3Y bus route!! This route is the most convenient and efficient way for me to get to work from my home. I chose my current residence because of this bus route!

Debería de extender la linea 90 de damascus sabados y domingos también es nesecario y vital para las personas que trabajan fines de semana y la linea seria excepcional su habilitación para los fines de semana

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I am contacting you about Metro's proposed cutting of three bus lines (D33, D34, W45) that transport hundreds of students and other riders to and from west of the park schools to 16th Street and 14th Street. We rely heavily on the D33 and W45 for our children to get to and from school. Without this bus service, we would be at a loss. I strongly urge Metro to keep these bus lines in operation to keep our children safely getting to and from school.

We need more service on Connecticut Avenue. There’s only one line, it’s infrequent, there’s no bike lane, etc. Make Connecticut Ave better with more service, better weekend connection to Wisconsin Ave (weekend M4), and Bike Lanes. We need support to make the city safe and convenient— not just for drivers in private cars!

A bus from Silver Spring/Bethesda to Tysons/Vienna would be excellent!

One important issue that WMATA completely ignored when it got rid of the Rosslyn Airport express bus is that the first metro arrival in the morning at Dulles is 6:31am. There are flights already leaving at 6:30am. Why can't the Metro to Dulles Airport start at 4:00 or 4:30am to accommodate 6 and 6:30am flights? Or why not institute an early morning express bus to close the gap? It's crazy because the metro is supposed to offer an affordable and convenient way to

get to the airport. Some of the most affordable flights leave very early in the morning. But if you have to pay $60 - 70 for a taxi or Uber to the airport, then those more affordable flights lose their affordability.

Dear WMATA, It is my understanding that you are proposing that the G2 bus no longer travel from Georgetown University to Howard University. If so, this idea is a travesty. I am a Georgetown alumnus and Howard University employee. These two highly regarded universities share multiple resources, including but not limited to the Georgetown-Howard Universities Center for Clinical and Translational Science (GHUCCTS), a multi-institutional medical research consortium. Many of us do not have the resources to own cars in the District of Columbia, which is made deliberately expensive and parking tickets can be financially devastating. The people taking that route are often academics who serve the Howard and Georgetown communities. We could all make more money if we abandoned our commitments to academia and advancing human knowledge through arts, sciences, engineering, and medicine. Little things like changing a bus route adds more pressure on people who are already sacrificing and could make more money doing something less beneficial to society (e.g., military-related think tanks who love to recruit neuroscientists like me and have us move out of DC into Virginia- where we will not use WMATA as much). If WMATA wants to service more areas with your bus routes, PLEASE ADD MORE BUS ROUTES rather than dismantling the routes we all depend on. I hope you reconsider and at least make sure that your new lines incorporate a bus route that continues to service Georgetown, DuPont Circle, and Howard University. Sincerely, Stuart D. Washington, PhD P.S.- I pay every time I go on Metro Rail and all I see is people jumping the gates. Why don't you do something about that rather than cutting my bus route?

Provide longer bus services. Run buses if possible till 10pm (T2 bus route)

Provide more accurate bus tracking information on apps or main web site

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Hello - I live in Adams Morgan and take the 42 or 43 bus to work (and back) in Foggy Bottom every day Monday through Friday. The bus route is direct and I only need to take one bus to get to work. Under your new proposal, I will need to transfer from one bus to another to accomplish the same routing, which will increase my transit time significantly and of course be a particular problem in bad weather. I implore you to keep the existing routing for the 42 and 43 buses - it’s imperative for all those people traveling from Mount Pleasant and Adams Morgan to get to the State Department and the Kennedy Center.

The proposed replacements for the 7A route through Fairlington are a significant decrease in service (both in frequency and use of the regular I-395 lanes versus the Express lanes). 7A buses are currently very crowded during rush hour; 30 minute headways are insufficient. The ease of traveling directly to the Pentagon from Shirlington is a major benefit of the current 7A route.

Please absorb circulator routes, especially through Georgetown which does not have a metrorail station.

Your plan for the new C55 route would be totally disruptive to the residents and homeowners on 1st Street NW. A metro bus route through First St NW is an absurd notion for a street this size. Even without parking it will be running close 4-level homes built in the 1900's, my home was built in 1908. Already whenever a large truck or vehicle drives down my block on 1st Street, my house shakes. This has been happening ever since the DC Water project started. My house has noticeably shifted. During the DC Water project that lasted 7-8 yrs, - DC Water froze the ground for the tunnel project and it is now thawing. I and my neighbors are seeing cracks in the sidewalk, exterior walls and the interior of our homes. No one knows what the long-term impact of this will be to our homes or the street. DC Water also now has huge metal planks at least six on First Street (that are not a viable solution in a residential neighborhood). These metal plates clamor when vehicles pass over them and rattle the homes. I and my neighbors are seeing cracks on the sidewalk, exterior walls, interior walls and one has a crack down the middle of his interior floor. Especially now that we are getting large traffic volume on the unit block of V St. NW from North Capital, down across First to 2nd Street to reach Rhode Island – which loosens the metal planks and creates vibrations, resulting in further cracks in the infrastructure and our homes. This abuse of a small street in an historic neighborhood is likely contributing to the sink hole on V Street, that can't get prioritized for repair. The traffic along 1st Street has increased tremendously over the last few years and will be exacerbated by the development of McMillan. There was a major accident this past weekend on 1st and U. I, my neighbors and the BCA have repeatedly asked several DDOT Directors for traffic calming measures for the last 8 years, to no avail – no crosswalk signs, speed bumps/humps, circles, enforcement of stop signs, etc. We had weight restriction signs for good reason, but the law is not being enforced. The damage is clear. The infrastructure here cannot withstand a regular flow of buses. We need remediation to these multiple issues that we are currently experiencing. What we need is enforcement of both the weight restriction and the constant running of the stop signs, and an expectation from DC Water on what further residual impacts we should expect from the thawing and a better way to address the constant rattle from the trove of metal plates at First & V. We should not be exposed to persistent danger, damage and cost of repair, as a result of, or lack of actions to provide basic safety measures and traffic restrictions for residents of this area. An alternate WMATA solution that takes into consideration the challenges that the current residents of this historic neighborhood are already facing and will face in the future should be explored and utilized.

Stopping the 42/43 buses at Farragut Square would negatively impact not only me, but myriad employees at the Department of State who rely on those routes to get us to the Harry S. Truman building in a timely manner. These routes run more frequently and arrive faster than the 32 and 36 lines, making it possible to arrive at work on time for key meetings without having to resort to rideshares like Uber or Lyft for time-sensitive engagements. We want to use the bus. I want to use the bus. It's tough to do that with fewer lines to get me where I need to go.

Bajar un poco los precios

I understand that WMATA is considering elimination of the D33, D34, and W45 bus lines. Our kids rely heavily on these routes to get back and forth to DCPS schools. These lines are important and either need to be maintained or replaced with something adequate. It's incredibly short-sighted to eliminate these bus lines. It hinders DCPS students' ability to get to school-- at a time when school truancy rates are at the highest. It will put hundreds more cars on Military Rd during the morning rush hour-- when this route already sees major traffic issues. And it disadvantages school kids in Ward 4, who already have longer commute times than their Ward 3 peers. Please maintain the D33, D34, and W45

I'm sorry but the severe reduction in service frequency and elimination of early morning and late night service through Shirlington seems to be contradictory so your so-called "BetterBus" program. I'm happy to take the "WorseBus" in intervals of a half hour and without night-time service, but I just prefer to have my provider be honest with me about what's going on. It doesn't make sense to eliminate bus stops for more efficiency when they bus doesn't even stop if there's nobody at the stop. That's like saying you'll stop eating bread to lose weight but you have Celiac Disease. It makes no sense to make commuting WORSE when today I read about how businesses downtown are struggling from the lack of commuters coming in and commuting to work. It's like you're attempting to isolate out the city from Virginians, which you'll successfully do with this one if you go through with this.

No dogs and baby carriage open on bus

I am deeply dismayed at the proposed cancellation of the D33/D34 and W45 buses that carry hundreds of students and other riders across Rock Creek Park from DC neighborhoods Crestwood, Petworth, 16th Street Heights etc. They have not been replaced with any kind of remotely reasonable service. Those buses are packed! Please either keep them or replace them with something that allows these connections across the park for students and others.

Service from Adams Morgan to Foggy Bottom/GW is worse. I normally ride the bus from 19th and Columbia to 19th and H. I currently have the 42 and 43 buses as options (Kennedy Center and Potomac Park destinations). Now, there will be one bus AND it doesn't even go close to GW. End point is going to be Farragut Square?? That's ridiculous! Your trip planner shows the new route cuts 2 minutes off the commute (north and south), but that's not correct -- that's a 10 minute walk, versus the 4 minute walk I currently have. Please rework this plan.

I would like to comment on the proposed D82 route. I live in Glover Park and rely on the Wisconsin line to get me to the vicinity of the Archives, where I can transfer to other buses that will take me to Capitol Hill or I can perform jury duty, visit museums, and attend to other business. The new proposed terminus at McPherson square is completely useless to my needs and leaves those of us who live in areas with no metro stop in northwest with no direct route to Pennsylvania Ave east of 15th street. I used to be able to take one single bus all the way from Glover Park to Capitol Hill. That route was split into two, because it was so long that it was never able to run on schedule. So then I could switch buses at 7th Street. Not ideal, but I understood the challenges of staying on schedule. Now there is no access at all. Those of us who live in Glover Park are disadvantaged by BOTH of the proposed changes to our two local bus routes and at the same time are losing the Circulator.

I would urge you to reconsider plans to end the 42/43 bus service to Foggy Bottom. As a GW alum and current Department of State employee that has lived in Adams Morgan for nearly 15 years, I use this route frequently (and used the H1 and L1 before they were discontinued years ago). This route is critical for Department of State employees, GW students, and other residents of Mt Pleasant and Adams Morgan. The current plans offer no reasonable alternative for commuters heading to Foggy Bottom from these dense neighborhoods.

I would suggest the 28A just during rush hour time frame stop at West Falls Church Metro. I come from Greenbelt Metro in mornings and catch the 28A to get to work at Marshall High School on Leesburg Pike. So at least during morning rush hour, catching the bus does enable me to get to work on time. Leaving is no issue, on the other hand.

I would like to comment on the proposed D96 route. This is a terrible replacement for the route I use, the D2. The advantage the D2 has is that it is rock solid reliable. It takes no more than 20 minutes to get from Glover Park to Dupont Circle. One can plan to catch it on schedule and thus students, teachers, and staff can get to the many schools on the route and people can make appointments, trains, etc. The D96 is way too long. It will never stay on schedule because of the long route and the many impediments. Therefore, riders will not be able to count on the bus getting them to their destinations in a timely fashion. The delays wouldn't matter if the bus ran every ten minutes, but it will be at best every 20 minutes and normally every 30. I don't know how it can possibly serve all of the schools along the route, especially in those areas without metro stops that are highly dependent on a reliable bus network. Another big issue is that the new proposed route through Glover Park will make it very hard for people who live in the western parts of the neighborhood to get to the bus easily--there are many elderly neighbors and Glover Park itself is quite hilly. The neighborhood has no alternative transportation access so this shift puts people at a real disadvantage.

A metro bus rout through First St NW is an absurd notion for a street this size. Even without parking it will be running close 4-level homes built in the 1920’s. We are already seeing damage as a result of large construction vehicles violating the weight restriction which was put in place to protect against such damage. • There has been a weight restriction on First Street for quite

some time because these four-story homes cannot withstand the rattling and vibration of the traffic, especially large vehicles. • There is now a sink hole on First and V, which is most likely due to the violation of the weight restrictions. • Also, during the DC Water project that lasted 7-8 yrs, - DC Water froze the ground for the tunnel project and it is now thawing. I and my neighbors are seeing cracks in the sidewalk, exterior walls and the interior of our homes. No one knows what the long-term impact of this will be to our homes or the street. • DC Water also now has huge metal planks at least six on First Street (that are not a viable solution in a residential neighborhood). These metal plates clamor when vehicles pass over them and rattle the homes. I and my neighbors are seeing cracks on the sidewalk, exterior walls, interior walls and one has a crack down the middle of his interior floor. Especially now that we are getting large traffic volume on the unit block of V St. NW from North Capital, down across First to 2nd Street to reach Rhode Island – which loosens the metal planks and creates vibrations, resulting in further cracks in the infrastructure and our homes. • This abuse of a small street in an historic neighborhood is likely contributing to the sink hole on V Street, that can't get prioritized for repair. • I, my neighbors and the BCA have repeatedly asked several DDOT Directors for traffic calming measures for the last 8 years, to no avail – no crosswalk signs, speed bumps/humps, circles, enforcement of stop signs, etc. • There have been at least five overturned car accidents of First Street, with the latest happening just last Friday night. • We had weight restriction signs for good reason, but the law is not being enforced. The damage is clear. • The infrastructure here cannot withstand a regular flow of buses. We need remediation to these multiple issues that we are currently experiencing. • What we need is enforcement of both the weight restriction and the constant running of the stop signs, and an expectation from DC Water on what further residual impacts we should expect from the thawing and a better way to address the constant rattle from the trove of metal plates at First & V. We should not be exposed to persistent danger, damage and cost of repair, as a result of, or lack of actions to provide basic safety measures and traffic restrictions for residents of this area.

We in Prince William County (Gainesville, VA) area are looking for a bus service from our neighborhood to Vienna Metro station or any metro station, and direct bus to Washington Dc, does not have to be all day but morning and evening will be okay also.

The Better Bus Network would result in the loss of route 3Y which connects north Arlington and work locations near Constitution Ave in DC. Eliminating this route will substantially increase the commute time for those persons who work at the Department of State, Federal reserve Board, Department of the Interior, Office of Personnel management, General Services Administration, among others close to Constitution Ave. Now riders will need to take the ART 55 bus to Rosslyn, take a train to Farragut West, and then have a long walk down to the Constitution Ave area. This will add significant time to the commute. I suggest reducing the number of runs of 3Y from six to 3-4 each morning. Thank you.

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why is there no route going from Crytal City to Clarendon? There should be a loop that doesnt take an hour.

Good morning! I am a frequent WMATA traveler via both rail and bus. I'm a federal employee residing in Rockville, MD. Due to the high costs associated with purchasing and maintaining a vehicle, my partner and I have decided to share a car--which means that I rely on WMATA for transportation to and from the National Archives at College Park 2-4 days per week. It is my understanding that the 2025 proposal would see the C8 bus route no longer stopping at the Archives II location, which would be highly detrimental to both staff and members of the public. The C8 bus is currently the ONLY form of public transit that services Archives II, with the red/green line trains a considerable distance away, and the MD Purple Line still many years from completion. I am writing to strongly urge you to maintain C8 bus service to Archives II, at least until the Purple Line opens. Upon completion, the Purple Line will allow commuters on the Shady Grove side to take a bus from the future Adelphi Road stop to Archives II. Until then, our best option is the C8 route; otherwise, we would be forced to ride the nearly the entirety of the red line to Fort Totten, and then transfer to the green line toward the College Park-UMD station, then catch a bus. This would add another hour or more to my already 1.5 hour commute. Thank you for your time and consideration!

I have been riding metro bus and ride on for 20 years. Thanks to public transportation I am able to get to work and do regular grocery shopping for essentials. It would be nice if (specifically T2 Rockville/ T2 Friendship Heights) some bus routes can run a little longer. The T2 stops running around 7pm, back in the day it use to run until 11 pm which made it easier for me to try to hold 2 jobs. Now since the bus route stops running early I hold only 1 job and I am limited to the time I have to get shopping or errands done. It would even be nice if the 37 Potomac/wheaton bus runs a longer bus scheduled.

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hello, I currently ride bus 7A to get to the Pentagon for work. The proposed new route is bus A27. I understand decreasing frequency during low demand times: however, my observation is that demand is very high during typical commuting hours such as 7 AM to 8 AM and 4 PM to 6 PM. during those times, the frequency should remain at every 12 minutes. Reducing to every 30 minutes would result in overcrowding and unsafe situations. The Xpress route on the tollway is also significant for many people who use this bus as a way to connect to the subway system, as well as get to the pentagon quickly. please keep the express rep as a feature during the high demand commuting times. Laurie Kuhl

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It's crazy that in 2024 Deanwood residents, who live a ways from Eastern Ave, have no bus routes to Benning station. I'm baffled that we need to take 2 buses to travel to a metro that's less than 2 miles away . Why cut the 49th Street bus route? The 711 is sadly biggest store in the area.

The proposed changes to route 7A would dramatically decrease convenience and ridership for Fairlington residents. Currently the 7A uses the 395 express lanes and has service about every 15 minutes during rush hour, making it very convenient for commuters. The proposed changes would make me and many of my neighbors have to stop commuting by bus and start driving to work, because the bus would only come once every half hour even at rush hour and would

apparently not use the express lanes, so would get stuck in traffic. Please keep the bus the most convenient way to get to work for Fairlingtonians.

Greetings, please keep the bus stops outside Cathedral ave, many of the residents along Cathedral ave in the 3 condo complexes are elderly and the hills are steep, not flat for secure walking. The transportation access and walking safety is why I bought condo. Please do not change N2 stop away from Cathedral avenue and New Mexico. Thank you

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My comment is on the current proposal to create a direct bus line servicing downtown Washington DC to the National Harbor in Maryland. As a native to the region and a frequent visitor to the National Harbor, there is a distinct lack of public transportation that connects the National Harbor to the greater DMV. This feels odd as the DMV boasts one of the best transit systems in the country, and instead of feeling like a participant within the region it feels just on the outside. Having a reliable transit option would not only boost the economic benefit to both the National Harbor and DC, but increase accessibility to all who would be able to use the bus network. I cannot recommend this expansion enough and would consider it a golden opportunity considering the consistent conferences and conventions that are held at the National Harbor. The bus route would be highly utilized and I am personally ecstatic to see this route being considered. If need be I would love to speak about what this bus route would mean to me and how it would impact my transit to the National Harbor.

Hello, I am writing out of concern over the proposed changes to Metro bus routes that seem to eliminate the W45, D31, D33 and D34 buses serving 16th Street Heights/Crestwood/Petworth. My house is zoned for Deal Middle School, and my daughter will be attending there beginning this fall. The plan has always been for her (and many neighbors who attend or will attend Deal) to take the D33 bus each morning from the 16th and Buchanan Street NW stop. Taking away this bus route will negatively impact so many families in this community. Additionally, it will force parents to drive their students, which will contribute to more traffic and congestion in the city. Please, for the sake of our children who depend on these routes, do NOT take away the W45, D31, D33, or D34 routes. Thank you.

Please do not change the D33, D34, W45 bus routes which help hundreds of kids east of the park get to Deal and Jackson Reid schools. Not only do these buses provide and safe and quick way for these kids to get to school together, it keeps hundreds of cars off the road during the morning commute, and it doesn’t force the public to have to mingle with tons of middle and high school kids every day who let’s face it, are not the quietest bunch. These buses allow kids to be independent and get themselves to and from school. If these routes are eliminated, what was a 20 minute ride turns into a 55 minute ride which is untenable. Please keep the current D33, D34, W45 routes the same and find a place to pinch your pennies elsewhere!

Please do not eliminate the W45 route from 16th street to Jackson Reed High School. It is vital transportation for students who otherwise have to travel out of the way and in multiple routes to get to school.

Hi, PLEASE reconsider the 17th & U St NW bus stop on the current 90/92 route. I am disabled (mobility issues) and this is one of few stops with a bus shelter and bench to sit and wait on — I really depend on this when I need to use the 90/92 route. You have proposed to eliminate this stop, but the stops ahead and after it on the route have no seating! If a stop needs to be eliminated, maybe consider the nearby 17th & Florida St NW?

The 74 bus has been eliminated and apparently replaced partly by the D14. This is catastrophic for the entire Buzzard Point peninsula. First, the neighborhood is on the brink of incorporating 9,000 additional residents. Leaving the bus on an every-30-minutes schedule is short-sighted. The peninsula has 3 streets of entry/exit. Car traffic is already chaotic and is only destined to become exponentially worse. Residents will want a bus on a regular basis. The route should be every 10-15 minutes. Second, the 74 as it exists transports residents throughout Buzzard Point and up into the general downtown area where they can transfer to multiple other bus lines or train lines. The D14 as created (a) comes over the bridge which will mean it is never on time because of the extensive traffic on the bridge/South Capitol; and (b) only goes up to M St SW, thereby requiring all riders to take yet another bus or train just to get to a downtown hub. Frankly, it seems like eliminating the 74 and its route and replacing it with the D14 on an irregular, sure to be unreliable schedule is intended only to ultimately eliminate any public transportation to Buzzard Point. This would be such a disservice to all the residents of Buzzard Point - and there are about to be 9,000 more - and this majority Black and brown community deserves better.

Would like a bus route that services Wisconsin Ave including Bethesda all the way to Georgetown

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Do NOT cut or eliminate service on D33, D34 or W45. These are critical for getting kids to school!

Please do not eliminate the D33, D34, W45 buses that transport students from 16th Street Heights, Petworth, Crestwood, and other neighborhoods East of the park to Deal Middle School and Jackson Reed High School. It would put an undue burden on families and students who are trying to get to school and back every day. Many parents are from 2-parent working families and rely on these buses to safely deliver their children to and from school. Please also stop the proposed consolidation of the H2 and H4 which serve students in Mount Pleasant and Adams Morgan. There are too few crosstown options for our students. Without those crosstown buses running concurrently, a student can take up to an hour to get just a couple of miles to school. It

is unacceptable for students to have to spend hours commuting instead of readying themselves for productive learning with extra sleep and healthy breakfasts.

Please do not eliminate the D33, D34, W45 buses that transport students from 16th Street Heights, Petworth, Crestwood, and other neighborhoods East of the park to Deal Middle School and Jackson Reed Highschool. It would put an undo burden on families and students who are trying to get to school and back everyday. Many parents are from 2 parent working families and rely on these busesd to safely deliver their children to and from school. Please also stop the proposed consolidation of the H2 and H4 which serve students in Mount Pleasant and Adams Morgan. There are too few crosstown options for our students. Without those crosstown buses running concurrently, it can take up to an hour for a student to get just a couple of miles to school. It is unacceptable for students to have top spend hours commuting instead of readying themselves for productive learning with extra sleep and healthy breakfasts.

Hello - My children regularly take the D33 and D34 buses serving 16th Street Heights/Crestwood/Petworth and H2/H4 buses serving Mount Pleasant to get to and from DCPS schools - Murch, Deal and Jackson-Reed. I am concerned the proposed changes will make it much more difficult for them to get to and from school, and then much more difficult for us parents to attain and maintain full-time employment, very much needed to sustain the high cost of living here. Please consider DCPC students and working parents in your plans. We need these buses and if you would like to see the DC lottery system for schools work as intended to foster diversity and educational options for families, you can not cut off these critical public transportation options.

I live in Bowie on new coach lane and would love to be able to use transit to get places (largo town center, new carrolton for metro connection, the upcoming South Lake Marketplace for shopping) but currently I have to drive to most of those places due to distance or lack of safe bike lanes. The largest barriers I face are: - Buses are unreliable and don't arrive when they're expected to (which this plan seems to address) - My work hours are not predictable, sometimes I arrive at Largo town center as late as 11pm and cannot get home because the the last C26 leaves at 10:20pm, the P72 does not appear to address this - The B22/B21 was poorly timed with metro trains at New Carrolton, I often erred on the decision to drive to New Carrolton and eat the parking garage fee instead of taking the bus because I dreaded getting off the orange line and dreaded the ~20 minute wait for the bus to depart towards Bowie Park and Ride, friends of mine who were less fortunate and didn't have a car had similar complaints - On weekends, the proposed P72 runs only once an hour and does not run late, which makes it really undesirable to use for getting in an out of DC or any shopping trips, the P71 doesn't even run, this makes it very difficult for large swaths of Bowie to access Washington DC, Amtrak, BWI, Dulles, National, or MARC Penn (to baltimore) on weekends without relying on a private car or a taxi service such as Uber I would love to take the bus to connect to transit on weekends but it's just a huge pain Suggestions: - Connect the P72 and P73 at South Lake market place -- There is no safe pedestrian crossing between South Bowie Library and South Lake market place -- Residents from Bowie would have more convenient access to the shopping center -- Residents of South Lake market place would have easier access to Bowie -- if the P72 were to Terminate at south Lake instead of Largo town center, frequency of the P72 could be increased

without reducing network service area or additional stops north of Bowie Park and ride could be added to increase service area without reducing bus frequency -- Because South Lake is a shopping center, it would provide a comfortable area to wait in and activities to pass the time while waiting to transfer from P72 P73 - Since Metro stations are a big transfer point, altering bus schedules to try to arrive shortly before a train departs and the bus departing shortly after a metro train arrives would greatly reduce transfer friction without the need for additional busses or drivers and without changing bus frequency - If possible, have late service on Saturday for the P72 to make it possible to get to/from DC late - If possible have some P71 service on weekends to make it possible to connect to baltimore/BWI, at minimum, having P71 special service on weekends in which a sports game is occurring in Baltimore (maybe even use it as an advertising point to "see the game without the traffic", take the bus, train, and light rail with a guide on how to get to the game on transit detailing exact times and connection points from various bus lines that connect to new carrolton) - 60 minutes is just too long to wait and too much of a hassle to plan for, 20 minutes is the longest I think most people will tolerate.

More connection from SW/SE to Old Town, Alexandria!

Looking over this map, I think there should be a route that goes down Wisconsin and turns on Massachusetts Ave NW. I use this bus everyday and know others do as well. Time can be shortened drastically. Thanks.

Proposed replacement for 7A route needs more frequent buses due to high ridership. New route should continue to utilize 395 HOV lanes to and from Pentagon during rush hour to save time

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Please create a bus that runs from the bottom of southern ave to the top. Its 2024 it shouldn't still take 2 buses to go from the bottom where Suitland parkway is to the top where eastover shopping center is.

We are seniors residing in the Cathedral Heights/Wesley Heights area where there are many many apartment buildings largely occupied by seniors and students from American University. We intentionally moved here b/c we wanted to use public transit rather than wasteful cars and there was adequate bus service to doctor offices near GWU and GU and to the blue line metro for transfer to the Kennedy Center. The proposed redesign of the bus routes provides only a meandering and very slow route to a blue line metro for those of us in this area of NW. To get to the KenCen on weekend,s the service will be dilatory and require more than one transfer. Your data states that 60% of Metro users are people of color; the remaining 40% apparently are not people of color. These 40% also deserve your consideration. How many seniors are using the bus routes? Along the N2 N4 and N6 corridors there are predominantly seniors and students. Our needs are not reflected in this redesign. This is not equity for seniors.

Please please please don’t eliminate the stops on Cathedral Ave NW. my daughter and husband and I all reply on the N2 bus to get to school & work. We live in the Towers @ 4201 Cathedral and due to physical ailments, a further walk will be nearly impossible and add time to our already lengthy commute.

I have no objections to the plan, but the biggest hole I see is the continued lack of bus service across the American Legion Bridge. A bus from Bethesda to Tysons would fill a huge gap and function as a natural extension of the Purple Line.

Hello, your proposed route C11 that goes from L’Enfant to National Harbor. Can you please actually start this a tad more north at a stop on the red line downtown ie Metro Center or Gallery Place? I live on the red line so the proposed C11 would still require 2 transfers. Thank you for this!

Has Metro worked with DCPS on these changes given that students need to use the bus sytem to get to school? Changing the frequency of the M4 and E4 to every 30 minutes during AM and PM rush hour is not workable for all the DCPS students who use those buses to get to school! And for those of us commuting to work, buses wil be much more crowded since they are so infrequent. Also, if you miss the one bus that comes at the appropriate time for your commute, you will be late to get to your workplace. I also dont understand the comment that combining the 81 and 83 means better frequency - only on a very short stretch of that route. PLEASE discuss these changes with DCPS, especially Jackson Reed HS, Deal MS and Murch and Lafayette ESs. The route changes do not take into account the needs of these families. I am guessing already there is not good communication with Jackson-Reed because Metro scheduled its public event at Friendship Heights on the same morning as Jackson-Reed's graduation ceremony. Many impacted students/parents will not be able to attend. I am very disappointed that we will get less service, after finally seeing a bit of improvement post-Covid.

The proposed elimination of the N2 and N6 buses along Cathedral Avenue NW is a devastating blow for the many riders along that route, like myself, who must now take two buses to get downtown. It is hard to describe this change as an “improvement” to bus service in my neighborhood. This area has a significant population of elderly residents as well as students in the buildings along Cathedral Ave who rely on the buses to get them to jobs, internships, shopping and doctors appointments downtown. I hope WAMATA will reconsider this decision to strip the only means of public transportation (the nearest Metro stop is a half hour walk away) from a significant population who depends on these buses on a daily basis. - David Thompson.

Dear WMATA, As a resident of Glover Park, I and so many other neighbors have continuously expressed my concerns about the proposed changes that the Better (or lack thereof) Bus Initiative is trying to make to our council member and our DC Delegate to the U.S. Congress,

particularly changes or elimination of the D2 bus. This is an important bus line that serves and connects our neighborhood with major hubs such as Wisconsin NW, Georgetown, and most importantly Dupont Circle where we can easily connect with the Metro Red Line. Whereas any changes to the bus route would highly inconvenient us, eliminating the entire D2 bus line would make our very neighborhood Glover Park an underserved community. This certainly would be inconsistent with the District's goal of reducing individual cars and carbon footprint. We reject any kind of changes to D2 bus line and we will fight the total elimination of the D2 bus line. Unless you listen to what we as residents really need.

The planned bus service for the District Wharf (Maine Avenue SW) seem entirely inadequate in view of the explosive growth within the last year. Thousands of new residences and offices, and scores of employers, have come to the Wharf, with many more on the way. More routes should extend to Maine Avenue SW, and bus service to Maine Avenue SW should be more frequent.

At least one of the C53 and other route replacing the 90/92/96 should go from 18th and U to Dupont Circle instead of the Duke Ellington bridge. There should be a bus on 18th St NW or New Hampshire Ave NW in Dupont Circle. WMATA shouldn't eliminate the 42/43 buses going to Kennedy Center, just make them more direct from Farragut Square.

Please, please do not change the present schedule that we have in place! We desperately need the busses to remain that travel up and down on Cathedral Ave. (N2, N6) Keep in mind that our location is not even near a subway stop and the bus is crucial for us! Please, keep it in place, in fact it should run more frequently!

There aren’t any buses that go from Woodley Park to anywhere except U St. It would be nice to have a route that extended up to Columbia Heights if the circulator goes out of service.

My neighbors and I are worried about the N2/N6 bus routes. We live at The Towers, a large condominium complex with significantly older residents. There are apparently over 600 units in the two buildings and I believe a good majority of those people are retired. They truly depend on the bus stop in front of the building and due to the large hill in front of the building, cannot easily walk up Cathedral Ave. We are sincerely asking that that bus stop remain. We believe the frequency is quite good overall, though perhaps a 7:30am bus would also help if possible. The bus system in DC is very good and deserves commendation. Please keep that bus stop available and functioning. I believe it is bust stop #1002052.

KEEP THE 63!!!!!!!!!!!!!!!!!!!!!!!

The 63 bus needs to stay. The service and timing in recent months have been disrupted by the recent changes in metro. I have seen 3 busses come 1 after another, and then other times, no bus comes. These changes have impacted how people are using the bus. Changes in ridership in recent months should not be driving updates to the 63.

There's no longer any way for me to get from Connecticut to Wisconsin by bus. I go between Van Ness metro stop near UDC to the general area of Macomb through Van Ness on Wisconsin. Right now I take the H2 or H4 and combine the cross-town trip with either 96 or 31/33 on Wisc or L2 on Conn. The walk between Conn and Wisc is too much for me. I am 71 years old with a bad hip.

I heard that in this proposal buses would no longer run through Cathedral Ave. Please reconsider this as in this street there are many buildings with older people, people that works downtown and students that take these buses to get to and from school. I am also trying to use my car less and less to help the environment and traffic jams but if the city keeps eliminating bus lines this will not be possible. We are in the capital of the USA and we should be the example for the rest of the country. We should all try to improve our public transportation instead of having less routes or leaving areas that already have buses without them. We need the N2 and N6. Thanks.

Please consider a pilot study with even shorter routes that link up in the city core. Too many routes in the network are incredibly long. Traffic congestion events in the city core can easily destabilize the entire performance of a route. I love what you've done with routes like D22. But it could be even shorter! You could potentially achieve more frequent service from the network edge into bus-only exchange corridors. Work with DDOT to carve out sections of the roadway that are only for buses. Then focus on level of service to-from those corridors. D42 Silver Spring to Archives is an example of route that seems incredibly long. Will it ever achieve its on-time performance? You should do more work to find the sections of a route where walking is faster due to congestion. Then split the route at those locations. People would exit the bus and be able to walk to the edge of the congestion core. More frequent bus service from the edge of the congestion zone to the network edge would be more reliable.

As a Georgetown University employee, I was concerned about the dissolution of the G2 route. However, after looking at the proposed D92 route, I was glad to see that Dupont Circle would still be connected to the university by one bus route. Thank you for keeping bus access to Georgetown!

Removing the N2 bus stops at New Mexico and Cathedral would be a HUGE detriment to the neighborhood and all of the individuals that live along New Mexico/Cathedral corridor especially in the two big buildings. This would be a huge accessibility issue for those with physical

limitations to have to go down to Tunlaw or up the hill to catch a bus on Masschusetts. I strongly recommend AGAINST this change.

We should implement a bus route from Adam’s morgan to Georgetown

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There are very few bus routes that cross from Virginia into DC and vice versa. You need to create more routes that do that. It is terrible idea to dump everyone riding buses from Virginia to either Pentagon or Rosslyn and then force them to get onto trains to DC. Your entire redesign here again keeps that problem.

I'd like to see better but options along Annandale Road and Graham Road in Fairfax county. Right now the only metrobus is on Colombia Pike or route 50.

Why are there no buses traveling up and down rout 29 in Arlington????? I live in Arlington 1/2 mile from Arlington/east falls church boundary. I then travel iacout 1/2 mile into the falls church city. To get from arlingto to falls church rtoute7, I must ride to the falls church metro, get off, wait for another bus and then get on and ride another 1/2 mile. I can almost walk the mile faster than it takes to do all this exchange. Is there no way to have a bus travel the full distance from rosely to rt 7 on the same bus in this new scenario for 2025?

Hi, I live in the D33 and W45 bus lines. I have one child who will be in 7th grade at Deal next year and another who will be in 10th grade at Jackson Reed. Eliminating the buses that transport students who live along the bus lines to school seems like a ridiculous choice that will result in 1) more traffic on already highly congested routes if families have to drive their children 2) more missed school by students who can’t find reliable transportation to school 3) intense resentment of WMATA by students and families for eliminating a truly useful (and well used!!!!) bus line.

Please do not eliminate the no. 59 bus route. It's a vital resource for Ward 4 residents and would negatively impact many in my Ward, and myself personally. Thank you.

Good afternoon, As a frequent user of the current route, E4 picking up at Kennedy Center St NW and taking the bus all the way to the Friendship Heights metro, the proposed changes in timing frequency would severely impact my ability to get to work and would lengthen my commuting time since the current proposal for the C83 puts this route at a 30 minute frequency, even during rush hour. The bus is extremely busy as it is during rush hour times. My request is for the bus to run at the 12-20 minute frequency during both morning and evening rush hour

times. The ability for those in my neighborhood to cut across town is critically important to ensure equity for this diverse neighborhood.

I live on 14th Street and commute downtown by bus. Two items concern me significantly: - there are far too many stops along 14th street. The express bus (Route 59) is VERY IMPORTANT for making longer trips on 14th Street - there are several schools on 14th Street served by Routes 52 and 54. Does the plan address the significant overcrowding on school days when school is starting or when it has just let out?

As National Harbor is now a very large tourist and also residential area, it would be really helpful to have a wider network of buses which serve this area out to other surrounding areas

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If I'm reading the maps correctly, service would be every 12 minutes on Columbia Pike, worse than what we have now. How is this a Better Bus Network if you have to wait 12 minutes for a bus? That gives me zero incentive to get me out of my car.

Hello Better Bus network, I am concerned and saddened that the 15X is slated to end in the current plan. I am an employee at NASA Goddard Space Flight Center, and the 15X was the only realistic way to commute to GSFC without a car. While the G14 technically served goddard, it was prohibitively slow. People use the 15X as a way to live in DC and work in Goddard, something that is only possible because the connection is short enough. People also use the 15X as a quicker way to connect to New Carrollton from greenbelt. I understand budget constrains will limit services, but in the past two years of commuting daily to Goddard via the bus, I have been charged ~15 times. I don't know how the county could have accurate statistics on ridership, and I would note that some budget shortfalls may come from failing to provide a means for riders to pay (the card reader is almost always broken). I understand that transit is a service, and I am more than willing to pay. Please consider continuing the 15X bus route. Best, - Tess McCabe

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I am one of many regular commuters that board MD The Bus route 15X to head to work every day. The absence of route 15X in the Revised better bus network would impact negatively all the commuters that head to work to NASA Goddard Space Flight Center every day. The commuters that take the bus are lower income NASA employees, people with inability to drive, students and people who care about the environment. Suppressing route 15X would have people rely on the equivalent of route G14, which takes about three times the time to get to NASA GSFC, and would reduce frequency of service, increasing commuting times by a lot. Route 15X is used by a lot of people, but that is difficult to track because the fare boxes on-board the buses are always deactivated! How are we supposed to pay our bus fare and to let the agency collect data about usage of the route if the fare boxes are always out of service? WE WANT TO PAY THE BUS FARE AND TO HAVE RELIABLE BUS SERVICE TO GET TO WORK. Please don't suppress this route.

In light of the proposal to cancel the Circulator, please consider providing Metrobus coverage along similar routes. For example, a direct connection between M St. in Georgetown and Dupont Circle. This is currently only provided by Circulator, yet is a sensible connection between two busy areas. Proposed Metrobus routes travel along Q St., which is also a needed route, but is a considerable uphill walk from M St. and the center of Georgetown.

I oppose the elimination of the 59 bus route. This route provides important access for Wards 3 and 4 into downtown DC that the 52/54 local cannot supplement. Please reconsider this decision. I recommend combining the 54/52 into one and bringing the 59 back so there is one local and one express route on 14th St. Thank you.

Please consider increasing the frequency of new route A27 (current route 7A), especially during rush hours. It is not uncommon to stand in line at the Pentagon in the afternoon with three dozen others waiting > 15-20 minutes for the next bus. Thanks.

I take G8 every weekday to get back and forth from work. Reduction in service will be devastating to me and many-many commuters like me who don't have their own vehicles. Please don't reduce this service or in fact we need more frequent service to help the poor and marginalized communities that live on this route. For further information please free to contact me [redacted]

The proposed network does nothing to address the difficulty of getting to the University of Maryland campus from downtown Silver Spring. This will be resolved when the purple line is operational. From the proposal it looks increasingly difficult to get to the University campus from downtown Silver Spring. Before the pandemic the J4 bus provided a single bus option. In the current and future state it would take a minimum of two buses and in current state the connections with Ride on are terrible!

I would like to make a comments on the new bus route C55 which is the new name for bus 96. As I understand it, this bus was not on the original plan but instituted at the request of Maret and Washington International Schools amongst others. Those schools which charge tens of thousands for tuition have their own buses, but the kids do need to get to school and my suggestion would accommodate that need. The current route via Woodley Road results in buses careening down Woodley Road from Wisconsin, often over the speed limit on a street that is not wide enough. My neighbor who is sometimes getting her child into a car seat has almost been clipped several times. This street isn't as wide as others in the area, and my request is to move the route back to Cleveland Ave NW and Garfield NW to Wisconsin (instead of the current route of 28th to Cathedral to Woodley to Wisconsin). It's my understanding that this was the original

route for this bus years ago before a DC Attorney General living on Cleveland Ave asked for it to be moved off of his street. Thank you for your consideration.

We take the G8 Mon - Friday for work and school. We need the g8 to come more frequently than 30 minutes. We are reliant on the G8 to come on a more consistent basis.

To whom it may concern: Reaching out with written feedback on the proposal to significantly alter bus service to Cathedral Ave NW, effectively canceling regular service currently labeled N2 on weekdays and N6 on weekends. This feedback highlights six significant issues:It is detrimental to efforts to get people visiting downtown if we can't get there due to lack of direct bus service.Accessibility issues for people with mobility disabilities and older adults.Lack of service to Cathedral Ave NW outside rush hour.Lack of time efficient service to Farragut Square area for commuting.Increased length in riding time for the proposed new routes.Recommendation to check more recent data as ridership is now greater on N2 during week and N6 during weekends.I am happy to answer questions you may have. Also, I appreciate any feedback on these concerns. It is detrimental to efforts to get people visiting downtown if we can't get there due to lack of direct bus service. The proposed removal of regular bus (not just the newly proposed rush hour bus to Dupont Circle) service from Cathedral Ave NW (which is home to several large condo and apartment buildings with hundreds of units each, estimating thousands of residents) to downtown DC (Farragut Square area) is likely to work against the DC Mayor's goals to encourage people to visit downtown and spend money at restaurants, theaters, museums, and other activities that support the DC economy. Already irregular service (such as missing buses from service) has had this effect as I have had to cancel plans for dinner meetings several times when the bus does not show. Those who do travel downtown from Cathedral Ave will be more likely to use individual cars, contributing to traffic and parking problems already existing in the downtown DC corridor.Accessibility issues for people with mobility disabilities and older adults. I use a wheelchair for mobility due to a lifelong disability. In the neighborhood there are other wheelchair users, people who use canes, and older adults with mobility challenges (or who may develop them). The bus proposal would require riders to walk up hill for a 1/2 mile to reach bus stops on Massachusetts and Idaho Aves NW (proposed D90) or Wisconsin and Cathedral Aves NW (proposed D82) to get service that does not even reach downtown (instead stopping at Dupont Circle like the D90)) or will take over an hour in riding rime (D82). Not only are these proposed buses harder to reach, riding them will not achieve the goal of reaching Farragut Square or the downtown area quickly and efficiently without a lengthy walk to and from the bus stops (plus three Metro lines: Red, Orange, and Blue).Lack of service to Cathedral Ave outside rush hour. Many people use the N2 outside of rush hour and the N6 on weekends to reach doctors appointments and entertainment. (The N6 was busy when I rode the last two weekends with people going downtown to museums and other entertainment.) The proposed lack of service outside only rush hour (C85) will severely impact ability to reach other destinations outside of work commuting. It will either lead to more use of cars and worsening downtown traffic and parking issues, or consideration to move to other more transit-friendly locations outside DC.Lack of time efficient service to Farragut Square area for commuting. Farragut Square is an important bus destination from Cathedral Ave NW because it brings riders to a largely walkable area (for dining, entertainment, medical offices, and businesses) and two Metro stations with three lines (Red, Blue, and Orange) instead of just one station in the proposed changes (C85). This is particularly crucial for federal workers, most of whom need the Orange/Blue lines to get to federal office buildings across town. The current

N2/N6 is efficient and moves quickly to bring commuters downtown to key Metro stations and also people going to appointments, restaurants, etc.Increased length in riding time for the proposed new routes. The proposed alternate routes require long walks/wheelchair rolls to either Massachusetts Ave NW (D90), Wisconsin Ave NW (D82), or a new line on New Mexico Ave/Tunlaw NW (C85 & D96) that does not travel directly to downtown (so not helpful for commuters). The buses running Wisconsin, Massachusetts, and New Mexico/Tunlaw will take much longer for travel than the existing N2 line, which will discourage ridership. Recommendation to check more recent data as ridership is now greater on N2 during week and N6 during weekends. It would be advisable for WMATA to take a look at current ridership data for the N2 and N6 lines. I have ridden these buses recently and they have been busy with passengers. WMATA may be looking at old pandemic-era data that shows suppressed ridership and I would argue that the lines are getting busy as people are seeking to go to downtown DC more frequently, including on weekends and outside of commuting times. Regards, Kelly Mack [redacted]

The current G2 route is essential to providing LeDroit/Bloomingdale/Shaw residents with crosstown access to Logan/Georgetown, two areas not currently served by metro rail. Over the summers, this route is FULL of kids traveling from LeDroit/Bloomingdale/Shaw to the JCC in Logan Circle for summer camp. Without this bus route, our family's many trips for camps, swim lessons, and other recreational activities between LeDroit and Logan/Georgetown would be replaced with car trips. I live in DC because I don't want my family to have to use a car; please keep this vital route in connecting these neighborhoods!

Oppositin to elemination of the D33 and W45 Routes: These bus routes are basically school buses that only run in the morning and afternoon on school days to transport many teens from my neighborhood to two public schools in DC's Tenleytown neighborhood. WIthout safe bus transportation, these teens would have to rely on parents to drive them to school each day because Rock Creek Park is located between our neighborhood and their schools. (Note that the direct routes through the park to their schools are on narrow two-lane roads with no sidewalks). The recommendation that the teens use the 16th Street buses (S2, S4, S9) to travel to Military Road where they can transfer to a cross-town bus is not a good solution for seniors like me who routinely use the 16th Street buses to get to doctors appointments, shop, and visit friends at various times during the day. I have been on the DC metro and DC buses with many high energy teens who are loud and not infrequently misbehaving. The metro driver and bus drivers do not intervene in these situations and seniors and other adults on the bus are left to reprimand the teens or tolerate their bad behavior. Because many perpetrators during our current crime wave are teens, it is frightening for me to remain on a bus or in a metro car with a large group of teenagers. When on the metro, I have the option of exiting the car with the teens and find a car with adults or families. As you know, the option on a bus route is to wait for the next bus which may require a 20 minute travel delay. If you go forward with your elimination of these two school routes, there will be negative impacts on seniors like me who are reliant on the 16th Street and cross-town buses during the day. Please reconsider your decision to eliminate these school bus routes. Best, Cecelia Waldeck 4517 - 15th Street NW Washington, DC 20011 Aside from the inconvenience of uring this time of elevated crime in my neighborhood, I would discourage teens from walking through the Park on a regular basis to get to school.

What is the difference between routes D42 and D4x?

Question on MetroExtra - How does 2025 and Visionary Network impact MetroExtra operations? Are there any additions or removals in MetroExtra routes?

Please don’t bypass medical center by replacing j1/j2. I use those routes every day to get to and from work in silver spring to Bethesda. Especially J1, it’s the most convenient route for me since it doesn’t go into downtown Bethesda and instead goes straight to the NIH campus

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Fairlington is a neighborhood full of commuters who rely on consistent access to the Pentagon/Metro. Cutting the 7A back to every 30 minutes will make it harder for Fairlington residents to commute. As a resident on the border of Arlington and Alexandria, the current 7A and 35 Dash bus (offered every 10 minutes) are both typically full during rush hour. If the 7A is cut back to a half hour - not only will it make it more inconvenient on residents in the neighborhood, these buses will likely be filled beyond capacity when they eventually do arrive.

This is anything but "better" and as a taxpayer, I am really angry that you are basically getting rid of the D2 Glover to Dupont line AND cutting off the 33 Wisconsin Avenue well before the end of it's current route. This is absolutely disgraceful. Many people chose the areas where they live based on public transportation. Why on earth should I have to get off at GW get on the metro to reach my workplace down on PA Avenue?!!?!?!? Many people depend on the D2 line from Glover Park. If the Metro is short on cash, why the hell don't you all crack down on the people who jump on the bus and don't pay!?!?!?! Those who don't pay should be thrown off the bus. Maybe demand more money from the various municipalities or, cut back on WMATA staff which, I hear, numbers around 6,000 employees. Again, nothing better about this plan.

I may be selfish but I can only absorb the changes that affect me. I was delighted with the Covid-era changes to the 42/43 route. We've never had good bus service to the Kennedy Center but all of a sudden a cool air conditioned ride to the Center became available. Now the patrons will have no Metrobus service. Nor will the GW students working or living in the space between Farragut park and the Kennedy Center have safe transportation. I hope you find a way to avoid leaving a huge void in your service.

All the 17s/18s needs to have service outside of rush hour. And a 17 reverse commute route like the 18J. Thank You.

Metro's Better Bus Network provides frequent and efficient service to more local communities, as well as more buses. I think that the renumbering of routes helps contribute to better understanding of the network, and more frequent service that helps contribute to less traffic.

I read that under your current plan, bus 15X would be removed starting in 2025. This would make commuting between DC and Goddard (NASA) so impractical that it would basically bar people (and specifically early career, but not only) from reaching their work-place without a car. This goes against any sustainability goal that the county or NASA might be advocating for, it would just mean more cars, cars, cars, cars. G14 is NOT a viable replacement for 15X, as it doubles an already long commute time with a very sparse schedule, very very impractical for a work commute. We will definitely go through GSFC hierarchy to complain about this killer plan.

The 15X bus going away in 2025 will have a huge impact on many NASA Goddard employee who use it to go to work (like me). Please reconsider removing the 15X. Even a reduced service would be better than not having it at all.

I commute every day from Greenbelt Metro Station to NASA Goddard Space Flight Center via route 15x. The absence of route 15X in the proposed 2025 network is a failure of public service in providing a reliable connection to a federal agency that houses thousands of jobs in Maryland and Prince George's county. Route 15x is clearly seen as a liability, while it should be presented as an asset for the region and as a secure source of bus fares. Instead, route 15X fareboxes are always broken, and therefore there's no way to pay for bus fare and to track how many people rely on route 15x to get to work every day. Regardless of how it could look like by comparing proposed route P20 (now G14) and route 15X, the two are not comparable. Route P20 would take more than twice the time to get to NASA GSFC, rendering the commute much much much more complicated. Where is proposed route P26? And where is proposed route MD440 (comparable to 15x) in the Draft Visionary Network?

15X bus route is essential for workers at NASA GSFC. I use it three times per week from New Carlton metro station to NASA GSFC. I really appreciate (as my coworkers too) if that route will be included at 2025 better bus network. Thanks!

The proposed elimination of 15x terminates public transportation to my job and home which would tremendously impact my life. These changes to the 15x route, without providing an alternative to NASA visitor center stop, are unacceptable and have impacts on many professionals and students

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Hello, the 15X bus is the bus that many of NASA's interns, postdoctoral fellows, and staff are commuting by to/from GSFC. The G14 schedule does not work for a worker since sometimes the waiting time exceeeds 30 mins. Why the 15X rout is subject to terminate in the proposed betterbus 2025? This is not fair to us which are using this route daily. I request here on behalf of the people who could not place a comment, please revise your decision and continue this helpful service. Thanks!A

I would like to bring to your attention the mistake of the proposed splitting of the current 7A route so that a bus only moves through the Fairlington Villages neighborhood every 30 minutes instead of every 15 to 20 minutes. This route gets heavy use and much of that use is morning and evening rush from the Fairlington community. I would recommend keeping the existing times at least in the morning and afternoon rush for the current 7A, instead of splitting the route into two different routes serving the area with fewer buses.

The city just can't terminate the N2 route on Cathedral Ave. That route is essential for work and medical appointments downtown, and for elders helpers' transportation, for Au student mobility. The city has dramatically decreased street parking on New Mexico Ave between Nebraska and Cathedral, making bus transit even more important for this area. It is essential for the residential buildings on Cathedral between New Mexico Ave up to Wisconsin. Please note this is a high density residential route with no good alternative routes for elders and people with disabilities. We need it to remain what it is, a way to get downtown without having to change buses or switch to expensive Metro subways.

I am writing because I am extremely concerned that WMATA intends to remove the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops. Currently, there are dedicated bus lines to/from Alice Deal Middle School (D33 bus), and Jackson Reed (W45 bus) that run to/from school one time per day. Anecdotally, I understand that they are generally full to capacity once they reach Military Rd. The W45 stops at Deal on its way to Jackson Reed and so serves as a backup to the D33. From 16th and Shepard Street, the ride to Deal is roughly 20 minutes. It's my understanding that WMATA proposes shifting the Deal route so that kids will need to take one non-dedicated bus line up 16th street then transfer another non-dedicated bus line at Military Road to get to Deal. From 16th and Shepard Street, surely this doubles the commute time even if the transfer happens as planned. It is easy to anticipate that having to transfer to a second bus increases the possibility of missed busses and further delays getting to school. Moreover, the walk from the stop at 16th Street to the stop on Military, which is below the 16th Street overpass, is not safe especially during morning and afternoon commutes. If this proposed change occurs, it is likely that many parents will choose to drive their children to and from school rather than risk the uncertainty and safety concerns of having to transfer busses. And that would put more cars on the road during rush hour, which runs counter to DC climate and traffic calming goals. But those are only the parents who have the time and resources to do so; the proposed change would disproportionately affect those families who do not. Many families rely on public transportation and would have no choice but to endure longer and less reliable commutes to and from school. To ensure equitable access to safe, dependable transportation to schools, designated school routes should be a priority. Rather than using the classic yellow school buses to get DC kids to school, DCPS relies on public transportation.

Where does DCPS stand with regard to the proposed changes to the D33 and W45 lines? Given the exceedingly high rates of chronic absenteeism and truancy, DCPS' interest should be in making it easier for kids to get to school, not more difficult. There is a lot of down-side here with little upside: Eliminating these bus lines adds significant time and uncertainty to kids' daily commute to and from Deal and Jackson Reed, while it does not seem to have significant savings given it runs once a day each direction. If WMATA is looking to trim its budget, there must be areas that would not have such a negative impact on DC residents – particularly our children. I urge you reconsider the removal of the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops.

After having browsed through ALL your proposed changes, In feel that the Better Bus Network should be called the Worst Bus Network!!! As an international economist I find your whole proposal is only a try at "satisfying everybody at the cost of all". It seems to me that only a group of idiots can come up with something like this!! Do any of you have older people in your families? How are they going to travel these bus routes when they then have to walk many blocks to get to where they can catch a bus nd then try to transfer to arrive somewhere else? The whole idea of bike lanes in a city that was built a very long time ago is absolutely crazy! People will become vulnerable to accidents with bikes, cars and busses and Your Transport System will incur many Lawsuits. Keep the dammed bikes in the town center where the streets are wider and leave the neighborhoods free of Bike Traffic! Your busses ALREADY have bike racks on them for biking enthusiasts to hang their bikes. If they don't like that idea, they should be encouraged to move to the Netherlands where they must obey the rules and bike to their content.

Please do not remove the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops. Current State: There is currently dedicated bus lines (D33) to/from Alice Deal Middle School (D33 bus), and Jackson Reed (W45 bus) that runs to/from school one time per day. These carry school kids, are full generally full capacity both ways once they reach Military Rd. (Note these do not show up on the WMATA interactive map for 'current bus lines'). The W45 stops at Deal and so serves as a backup. New WMATA proposal: The Deal kids are being shifted to new bus line up 16th street and have to transfer at military road to get to Alice Deal. From Shepherd/16th street, the commute is 45 minutes - assuming the transfer happens as planned. DC city schools depend on public transportation to get our kids to school, and does not use the classic dedicated 'yellow schoolbus.' In the new WMATA bus lines proposal, the D33 (to Alice Deal Middle School) and W45 (to Jackson Reed HS) have been removed as dedicated bus lines which pick up kids in our neighborhoods and deliver them to school (then back again in the afternoons). From our (Crestwood) neighborhood, the D33, which currently provides a ~20 minute commute to Deal, becomes a 45+ minute commute including transfer to a 2nd bus line during that commute. I suggest we need to make it easier -not more difficult- for our kids to get to school. Eliminating these bus lines does not seem to have significant savings given it runs once a day each direction. Forcing a transfer and a minimum 45 minute commute will push families to drive children to/from school. This will increase traffic on limited East-West road access points -which is counter to DC climate and traffic calming goals. Furthermore, it significantly increases burden on families who count on this bus and loses a key opportunity to grow student's independence. Please do not remove the D33 and W45 Alice Deal and Jackson Reed school commuter bus lines and bus stops. Cheri McCloskey [redacted]

Please bring back downtown service on the 16C during rush hour. This bus was always packed and ran an important route. I was told I could take metro instead, but that turns my commute from 30 minutes to over an hour. Now I drive, as does everyone from my office that used to ride the 16C. We all agree we would return to the bus if it were offered. This is an important service and Arlington says they care about offering transit along Columbia Pike.

The lack of a bus route going diagonally from southeast to northwest in Capitol Hill will deprive many people of accessible commuting options. You must consider including a bus route similar to the current 96 bus route going through Capitol Hill.

I have heard that it is been considered to eliminate route N2 - Please do not do that. We are a group of elderly women that ride this bus almost every day. What if instead of eliminating it you consider keeping it as L1 and H1 used to be. Having the buses in the morning and evening during rush hour?

The N2 bus is essential to the employees and residents along its route. There are many large apartment buildings whose residents, and especially their many low income employees, rely on the N2. People use it to get to medical offices on New Mexico NW. How will they get there with the loss of the N2. I moved to the Westchester on Cathedral because the N2 would offer me transportation. Do not end the route.

Please keep V4, I commute from downtown with metro to Potomac metro station and to cross river, V4 is my best option to go down Minnesota Ave. Please keep V4, make it 24h or at least less intervals. Thanks! Aylar

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I'm 67 and do not own a car. I'm on the 33 and 31 bus everyday. I believe you are limiting the service provided for this line with bad information. Everyday and every time I'm on the bus, I count the number of people who DO NOT swipe a bus pass or pay. About 50% of the riders do not pay. Lots of young people, which is fine, but this line is always packed with people. WE need more service than what is described in your "better bus" plan on the 33/31 lines. Thank you, Glenn Fisher

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There is a dizzying amount of high-level information and advertisement for the Better Buss Network on the betterbus site. The one thing I was looking for was to see how the current routes change and which stops are eliminated. The document you provide a link to in the feedback page here should actually be in the betterbus home page. I only clicked on the feedback button

to say I could not find the actual proposed plan only to find it here. Most people want to know how this change affects their bus route and the bus stop they normally use. You should put that on the top of the betterbus page instead of hiding it here. We really don't need all the advertisements about how wonderful the plan is. The proof will be in the pudding, and right now I am not sure if the pudding is good mainly because I cannot see the full set of ingredients. If you are eliminating some bus stops because they are too close to each other, did you even think about the effect of that on elderly and disabled people?

The D32 route currently serves a vital function of bringing all students living east of rock creek park every day back and forth to DEAL MS and Jackson HS, particularly children in Columbia heights, Mt Pleasant, Connecticut Ave. Sadly bus drivers do not ask kids to swipe cards and this largely underestimates ridership, I hope your staff is well aware of this. But the buses run replete. The kids have no longer a connection to go to school now. Asking kids to switch in van ness to metro, then walking from van ness metro to the schools, adds a lot to travel time (my estimate about 15 min), and mang families do not feel safe to send children as young as grade 6 on the metro alone (for good reasons). since this is an limited time service operating around school start and end time, why not preserving the service?

The elimination of the 59 express bus on 14th St. will cause major problems for commuters. The 59 is fast compared to the 52 and 54 when it runs during the morning and afternoon rush. I use the 59 for my commute and its loss will lead me to look for non transit options for commuting. Please keep the 59.

I take issue with almost all of this plan. The renumbering/renaming of the bus routes makes no sense. The 42 becomes a 92, for example. How is the new name justified? The re-routing of several lines makes now sense, too. I live in Adams-Morgan. Under your new plan, if I want oi get to Chevy Chase Circle, I either take a bus towards downtown to transfer to a L2 or take the new route which winds all over the place to get finally to Connecticut Ave to catch an L2. If you are considering establishing lines for riders ease, you would restore either the 42 or 43 going downtown as it had in the past. The present routing has me avoiding the downtown corridor. Heck, have the 42/43 connect with a 30s bus at least. I do like the idea, though of the letter identifier to indicate cross-town (east-west) for example. I've wondered if any of the people involved with these makeovers actually ride the bus frequently. And ever engage in a conversation with such riders.

I think you also attention to the 32 busline . Especially when it's leaving the foggy bottom area because going rush hours and an evenings, it sometimes doesn't stop. And by that I miss my bus at least 3 times in the past weeks..

Why does there seem to be an allergy to preserving crosstown routes? Transfers are notoriously horrific with metrobus and almost impossible to rely on between buses if trying to get

sonewhere by a specific time. And yet you completely chop up major crosstown routes like the D6 and 96 that serve major arteries through the city and your solution is for more people to have to rely on the aforementioned unreliable transfers. Preserve the 96. Preserve the D6. Stop sacrificing the utility of crosstown routes to make up for the fact that your buses are unreliable and provide bad service. All we are going to get is bad service and unreliable transfers when at least now all we get is bad service and we know once we manage to get on a crosstown route we will eventually get where we are trying to go.

To whom it may concern: I am Silvia Garzoli, an 81-year-old resident of The Towers on [redacted]. I moved to DC two years ago and purchased an apartment at The Towers precisely because it is on a bus line. I am very upset about the proposal to close the Cathedral Avenue bus line since the bus is my main form of transportation. Further, the new bus stop that I would need to go to at New Mexico/Tunlaw would require me, at my advanced age, to go up a hill. I ask that you reconsider cutting this bus line since it would greatly affect my physical and mental health. Also it would also inconvenience visitors who use the bus to come see me. Sincerely, Silvia Garzoli [redacted]

Service between the corner of Massachusetts Ave NW and Wisconsin Ave NW to DuPont Circle is reduced considerably in your proposed plan. It is a significant route for individuals from the many condos and apartments in the area toi access work and medical i offices. From service every 120-15 minutes it appears to be reduced to a bus every 30 minutes. This woudl seriously impact my travel. In fact it woudl likely require me to use a car on a regular basis increasing traffic and parking. It would alter my shopping and entertainment from using public transportation to using a car and thus , most likely, rather than spending money in DC, dogging so in the close in Maryland suburbs.

This feedback is in response to the proposed changes to the J2 route in Maryland - now renamed the M70. It has eliminated several stops along Old Georgetown Rd. I frequently see people waiting at the bus stops at Ryland Dr and Wyngate Dr. While I appreciate how decreasing the number of bus stops can increase bus efficiency, I think Metro should reconsider removing those stops. Many people who live in the neighborhood use the existing bus stops. Eliminating them will mean additional walking for those patrons, who may just decide to drive as an alternative rather than walk an additional quarter of a mile. From what I've seen driving down Old Georgetown Rd is what slows down this bus anyway - it gets stuck at the Democracy/Old Georgetown Rd light, in downtown Bethesda, and driving north on Rockville Pike near Medical Center (but it looks like you are planning to eliminate the Medical Center stop anyway - hopefully the RideOn frequency will increase as a result). Thanks for listening.

Whatever renaming will take place with the H8 and the H6, because of the busyness of Park Road NW between 14th Street and Mount Pleasant Street, I feel that the H8 would do better by following the same route as the H4 from Columbia Road NW and 13th Street NW up to Mount Pleasant. The only issue that could interfere with this suggestion is that the turn around point would be the same as the current 42/43 buses out of Western. Now, for the H6 headed back to

Brookland Station, I feel as though this route would be improved greatly by making the route to turn right onto Fort Lincoln Drive once it comes out of servicing the Market Street/Costco U. Having the H6 to come down 33rd Street NE to South Dakota Ave just to turn back on 31st to make the left on Fort Lincoln Drive is redundant. I say this because South Dakota Ave can get hectic in both directions between 33rd and Bladensburg Road on certain days/times. With this change suggestion, the route would be greatly improved. The last thing I would add is that someone needs to look into getting more articulate buses at the Bladensburg Bus Garage because they are needed from sun up through about 10PM on the X2, the R2 and the K6. Thank you for reading and taking into consideration all of our comments!

The current express bus Z7 takes me from Silver Spring Station to Paint Branch High School within 25 minutes. The proposed bus route takes 52 minutes. This is twice longer. This is not an improvement for me. Please consider maintaining the express bus Z7.

Thank you for all of the work to update DC's bus system. While I understand the need for changes, I am concerned about the elimination of the 59 express bus on 14th St. The 59 saves considerable time compared to the 52 and 54 when it runs during the morning and afternoon rush. I rely on the 59 for my commute and would be extremely disappointed if the express service is cut.

Currently Adams Morgan is served by 3 bus lines in Columbia Ave which enables people to go to Farragut West very quickly. With the nee redesign the infrequency of midday service will mean that the quickest way to Farragut West is waking all the way to the red line and then exiting the red line to go to farragut west metro lines. This is incredibly inconvenient and removes one of the best facets of living in adams morgan.

Consider in coordination with GSA and the agencies on the Suitland Federal Reservation as well as the Smithsonian, running one or more express lines between Virginia and Suitland. This would draw cars off the Beltway. The N11/N13 had provided a similar, underused service that had been poorly communicated and ran an as a local in Maryland.

Please provide higher frequency of bus service on the proposed route D94 during morning school drop-off/start and afternoon pick-up/dismissal times. Route D94 serves several schools, including the new MacArthur High School. Students need better public transit options and frequency than what is offered in this proposal.

Please ensure higher frequency of bus service on proposed route D94 during school drop-off/start and pick-up/dismissal times. Route D94 serves several schools, including the new

MacArthur High School. Students need better public transit option than what is offered in this proposal.

I urge you to maintain the bus stop at Cathedral and New Mexico Avenues. This bus stop serves many many residents and employees of several large apartment buildings as well as students of American University.

For the current Takoma 62-63 line, please keep buses going to Federal Triangle and back instead of stopping in Petworth. It’s the primary route for me and my neighbors to get to work downtown. Instead of cutting the line, use alternatives like running downtown buses only during rush hour during the week.

For the current Takoma 62-63 line, please keep buses going to Federal Triangle and back instead of stopping in Petworth. It’s the primary route for me and my neighbors to get to work downtown. Instead of cutting the line, use alternatives like running downtown buses only during rush hour during the week.

We need more frequent service for the G8. Your proposal cuts service to 30 minute intervals if you change it to the D34. That’s unacceptable! We need to get to work and school and there are no other buses in that area of the NE.

The 59 bus route is such an amazing route. There's quite frankly not enough service on it currently. Eliminating the 59 would really crowd regular 52 and 54 services. Save the 59!!!!

Don’t eliminate the 3Y. It is a convenient route that is generally pretty full of passengers. It adds time and expense to the commute to have to metro and then catch a connecting local bus.

I am writing to request that the Better Bus Network retain the bus stops at the the intersection of 14th Street N.W. and Tuckerman Street N.W. There is a significant number of apartment complexes in the immediate vicinity of that intersection which justify retention of the bus stops there.

I’m very excited about this and appreciate all the thoughtful work. I want to particularly express support for the D74, which replaces the 60. Making that route go further and operate more is an incredibly welcome change. Thank you for ok your work.

Please do not eliminate the bus stop on the corner of 14th and Shepherd! We use it all the time and our kids take it to and from school!

Please continue to provide bus service on New Mexico Avenue NW. N2 and N6 routes are life lines for many people living in the huge apartment buildings on this street. It is a very hilly street and an uphill walk to get a bus on either Massachusetts Ave or Wisconsin Avenue is a huge detriment to the many elderly who live on this street Please reconsider. Kathleen Saunders

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Please do not remove the stop at 14th and Shepherd. We have numerous people who take this stop everyday, including some older people. Shepherd Street has always made an effort to be good stewards in the community doing street cleanups and landscaping and we'd love to have the community serve us. Please do not remove it

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I can't help but notice none of the redundant stops on the L2 stops near Cleveland Park and Forest Hills have been eliminated. HMMMM!

The rerouting of the E4 bus straight down Military Rd to the Friendship Metro will cut off any form of transport through the Chevy Chase neighborhood to the Safeway grocery store, the Chevy Chase Library, Community Center and Park as well as the CVS and other shops along the way. More over people who come from Takoma Park to work in those facilities will lose access to public transportation to work. The city would like to building housing on the Chevy Chase Library site and would give points if the developer did not provide parking. This would mean that there would be only the L2 bus available for public transportation. That site is one mile from any Metro.

Please keep the bus stop at 14 & Ingraham NW. This significantly affects my commute.

Greetings. I have heard of the proposal to eliminate the N2 bus. I am a student of Jackson Read HS and I take the N2 everyday. Please do not eliminate this route. The one day I could not take it and took the 33 to walk home from Wisconsin and Cathedral I was assaulted (Feb 13th at 4:00 pm) Thank you.

I live at 4201 Cathedral Ave NW, and a reason for paying as much as I did was predicated on being on the N2/N6 bus route. I would guess that this change would lower our property values. I

am 71 and walk with a cane, but can currently hold on to my independence. We have many older people and physically challenged people living in all these big condos on Cathedral. I you would look at the topography, you will see that we have steep hills here, which means our stops are NOT “too close together.” You need to have an ADA adviser. Unless there will be a stop on New Mexico at Cathedral, you are totally cutting me off public transportation. Even with that stop, it will mean having to take 2 busses to even get to several of my destinations or to get to Metro. This equates to even more social isolation and loss of independence for a lot of us. The change I do like is that the Massachusetts Ave line will continue on down Massachusetts to where my church is at 12th and Mass - provided I could get to that bus to begin with…

Keep the H2 route to/from via Van Ness St NW and Porter St NW to 14th St NW and on to/from Brookland. The Better Bus proposal has a much worse connection between Connecticut Ave NW and 14th St NW

Good Afternoon Planners, Ending the N-2 Massachusetts route and breaking the main connection to DuPont Circle will promote lower bus ridership and isolation in the high-density multifamily buildings around Cathedral and New Mexico Avenues, NW. In terms of the C85 proposed route, we don't need to be connected to Georgetown as much as we need access to Tenleytown, DuPont Circle and Downtown. Foggy Bottom-GWU is part of the Metro Orange and Blue Lines to Nowhere, it doesn't tie the city together in a more meaningful way. Keep the Georgetown Circulator Route to Union Station, it ties the city together for cross-town traffic, which is needed. The proposed D96 route should connect to Tenleytown Metro Station instead of Friendship Heights, if it is to be a viable part of the transportation network. The proposed D90 route makes some measure of sense, but have the critical flaw of bypasses the Cathedral Avenue and New Mexico, a critical node of high-density multifamily buildings. The D90 proposal is the best of these bad proposals. I hope the changes you propose create a system worth having. We don't need more people going back to cars when we already have medium and high density neighborhoods. Thank you for your work. Scott Schulke, 20 year+ resident of [redacted] Washington, DC 20016.

The proposal of no buses running along Cathedral Avenue it is outrages as many old people that lives in the area take these buses for transportation, also students to get to their schools and many people that works in downtown need these buses to make it to work. If we want to become a more environmental city we need to improve our public transportation system and not make it worse or non existence. Please review carefully what it proposed and also what will be approved.

I would suggest moving bus stops at intersections to a spot just before the intersection. Bus's are often stopped by a red light and it makes sense to use the light to unload and load while waiting for a green. It seems less efficient to wait for a green light, travel through the intersection and then stop again on the other side to let people off. You may have reasons for doing the opposite and may already do this on a case by case. But for what it's worth...

I beg you not to eliminate the N2 bus as hundreds/thousands of us who live along Cathedral Ave N.W. will be stranded without this bus line. There are many who live and many who work in all these apartment buildings between 39th St and New Mexico Avenue who will be left without a viable means of getting downtown or returning here. This bus is vital and eliminating it would be a disaster for this area.

I don't see any direct path for access to the State Department from areas in NW - particularly in Mt. Pleasant. Previously this was addressed by the 42/43. Thanks!

I'm having trouble seeing which stops would be eliminated. That concerns me because the stop I use most frequently is less used overall and the stop before it is used by more people but does not have a bus shelter and there is nowhere to wait for the bus than on the narrow sidewalk of a busy corner.

Please do NOT eliminate any of the already established S bus routes; if fact, since they are usually crowded, please add more lines. Bring back the S1!!!

Invest in improving ACCURATE geolocation/GPS updates in apps. Tons of other cities' bus tracking data are far more reliable to see where buses are on routes and arrival times. One of the most critical deterrents to increased bus ridership and expanding the customer/revenue base is wildly unpredictable times. It cannot be too difficult in 2024 to have ACCURATE GPS tracking of the fleet available on an app or API'd to other transit/map apps, similar to the precision timing for metro trains People are busy and want to have the info easily available to time leaving their homes, work, errands, or other locations to walk to bus stops and have with minimal, predictable waits—especially in poor weather, night, or bus stops in areas that feel less safe. One of the best investments with the biggest promise for a return in increased ridership and trust of the system, and increased revenue is GPS tracking which should be included in this project.

Please don't leave Northern Arlington without bus transportation. Keep the 3Y service along Langston Blvd. it doesn't make sense to run buses along routes already serviced by Metrorail, yet eliminate buses on routes that aren't Metrorail accessible.

A58 frequency is too low, and it's crazy to not have it go to Ballston. It needs to connect directly to the rail and other bus lines that connect in the bus bay. Run it down Fairfax, where people actually live, rather than the Washington Blvd hinterlands.

New naming convention is an improvement. Still doesn't help much ig moving from North to South within Arlington. Routes appear focussed on getting into DC or points West. How about moving from Crystal city to Langston Boulevard? Little service to help people from South Arlington get anywhere north of Washington Boulevard. Think students, nannies, maids who are employed in the wealthier north side of Arlington but live along the Pike or crystal city.

I want to express my deep concern about the elimination of bus 96. This leave a large part of Capitol Hill without easy access to public transportation and this will impact many community residents as well as those who come to this part of the city for work and access a various services. There are many elderly people living in this neighborhood who rely on bus 96 to allow them to continue aging in place. There are many kids here who use the 96 bus to access their schools. After all, DC has decided to stop using school buses given the dense public transportation network. Well, without bus 96 kids in large part of Capitol Hill will have no such easy access. Residents in large part of Capitol Hill will no longer have an option of taking public transportation to Union Station. There is nothing better or more equitable about any of this. The cancelation of bus 96 will leave a large group of DC residents with much, much poorer public transportation options. I this will be reconsidered and that bus 96 and its route will stay as is.

Please maintain express bus service on 14th Street NW! Just this morning, my child's whole elementary school class took the 59 from Powell Elementary to the Natural History Museum. The trip would have taken substantially longer without the express bus.

I opppose several of the proposed changes in this initiative which do not make the bus "better" but, in fact, make it worse for many users--particularly those in Ward 4, an area of the city that is already underserved by transit. WMATA's proposal would degrade or eliminate several crucial bus lines that serve Ward 4 residents. For a host of reasons--congestion, access, environmental and more--this is a short-sighted decision by WMATA that will leave residents in the Ward who already suffer from insufficient transit access with even fewer options. Among my specific concerns: WMATA is proposing to effectively eliminate the 63 line, leaving residents with no single-seat access to points south of the Petworth Metro station. This is an abrupt shift from WMATA's initial proposal for the 63, which was to institute all-day service on the line. Beyond serving as a crucial point of access to employees who work downtown, the 63 traversed some of the District's densest and most vibrant neighborhoods, serving as an important link between these areas. Given the unreliable scheduling and often extended wait times for buses, asking riders to disembark at Petworth to take another bus to complete their journey is not a viable alternative and only further reinforces the image of the bus as a "means of last resort." This line should not only be maintained, but WMATA should revisit plans to institute all-day service on the line to make it more useful for residents. WMATA is also proposing to reduce service on the E4 line to Friendship Heights. The stated reason for doing so is the creation of another line running along Kennedy Street which would run in concert with the E4, but would serve Tenleytown and Sibley Hospital. While this means somewhat better bus service on Kennedy (with buses coming every 15 minutes rather than 20), it also means 50% greater wait times for riders going to Friendship Heights/Chevy Chase. It is important to recognize that Friendship Heights is a

regional hub for physician offices and other healthcare providers, making the E4 a crucial link between residents of Ward 4 and health care providers there. Reducing service to this destination means longer wait times and fewer options for residents who rely on the line for travel to their health care appointments--to say nothing of people who rely on it to get to their employer, school or other needs. While adding service to Tenleytown and Sibley Hospital is a laudable goal, it should not come at the expense of connecting people to this vital hub. Lastly, I was dismayed to see that the 59 line has been eliminated. 14th Street is among the District's busiest, densest and most important commercial arteries. It is also heavily congested with vehicular traffic making it an unsafe and unpleasant street for travelers, residents and visitors. Given this, WMATA and the District should be making every effort possible to expand and improve transit service along the corridor, to provide greater access and discourage trips by car. Instead, WMATA is proposing to not only decrease service on the corridor. but to eliminate a line that provided riders with faster service to their destination. I am aware of the funding challenges WMATA is facing as it looks forward to 2025, but those challenges should not necessitate the reduction and elimination of vital transit resources for Ward 4 residents. At a time when the District and the region should be doing all it can to expand and improve transit offerings, this proposal marks several clear steps in the opposite direction. Ward 4 is already underserved by transit, and the "Better Bus" plan in many ways makes the problem worse. I strongly urge WMATA to abandon these changes and, at absolute minimum, maintain the current levels of service in Ward 4.

This proposal really sticks it to school kids and commuters in the Chevy Chase neighborhood. It's bad enough that the E6 got eliminated during COVID. That was really bad in that it made commuting to the Friendship Heights metro a major pain in the butt for people. But rerouting the M4 and reducing service to every 30 minutes? WHAT ARE YOU THINKING? The M4 is THE SCHOOL BUS for the hundreds of Deal and Jackson-Read students that live in CC. Reducing service to every 30 minutes makes it essentially useless as a way for students to get to and from school. So congrats! You'll be encouraging hundreds of families to drive their kids to school, with all sorts of negative effects on road traffic, school attendance, etc. THE PROPOSED C85 IS A TERRIBLE, TERRIBLE IDEA. PLEASE KEEP THE M4 AS IS AND RESURRECT THE E6!!!

I live in Bloomingdale and work in Foggy Bottom. Right now, I take the G8, which gets me to Farragut Square. From there, I can easily walk to my office. Now there is no bus line that connects Bloomingdale to any of downtown west of Franklin Park. In the Visionary Plan, I believe there was a bus route that connected Bloomingdale deep into Foggy Bottom via Dupont Circle--that would have been a big improvement in connectivity over the status quo. But the new proposal completely cuts off Bloomingdale from a huge portion of downtown. This is terrible.

Do NOT eliminate the D33 bus from 16th Street to Alice Deal Middle School and Jackson-Reed High School. This is essential for kids in multiple neighborhoods to get to school.

I appreciate the increased frequency on the A58 route, but I really wish it didn’t bypass Ballston! The current route offers a direct connection at the Ballston bus bays between buses, which is really convenient for those of us who live along the proposed A70.

The proposed WMATA new bus network for 2025 will completely eliminate the bus stops by Capital City Public Charter School which services PK3 - Grade 12. The elimination of the K2 stops will require children to cross either North Capitol Street or Blair Avenue on foot with no crossing guards. This is a dangerous option based on the traffic level and speed that is on those roads during school transit times. If someone traveled the route and captured data as to how heavily the K2 is used, I can't image it would be eliminated. I hope more data is gathered prior to the K2 being cut from Fort Totten up Blair.

Maintaining service in the heart of Capitol Hill - near Lincoln park, where the 96 operates, feels key. Losing it would make my commute significantly more difficult.

The M-4 is a critical bus for commuters, school children and is the basis for transportation for the Maret sports field complex being developed at the corner of Utah and Nebraska Aves. Please do not eliminate the M-4 bus. Claudia Russell

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I urge the retention of the 3Y bus route on Langston Blvd. Many residents of Langston-adjacent neighborhoods use the 3Y to commute to and from work in NW DC. Without the 3Y, we would need to take the 55 to Rosslyn then transfer to the Metro to cross into DC, adding significant time to our commutes. The 3Y is well-used and should not be eliminated!

Removing the D42/D43 buses removes access to entire neighborhoods that aren't on any other bus lines. It's important that Mount Pleasant and Adams Morgan be able to take a bus to downtown for work.

The 16Y is completely packed going into DC in the morning and coming out to Virginia in the evening, and yet it still runs only every 20 minutes, a few times a day. Extending it to Culmore (A49) without increasing frequency, on a route that is getting more and more developed every year, is a disaster. The 16Y already needs to run twice as often, and more times of the day. Adding people to this route without increasing frequency cannot possibly be supported by ridership data (unless you're looking at the number of people going from DC to Virginia in the morning or some other bad way of interpreting the data.)

Siempre agarro la linea 42. Es muy Buena

DO NOT eliminate the #42 or #43 bus lines from Mount Pleasant. These are popular routes that serve many, many elderly and otherwise challenged people.

Dear wmata i believe to endure the safety of everyone that your bus should have emergency features such as as for hostages or armed people in the bus and I believe that on the buses their should be a security station for just in case of emergencies

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Seniors and other Lower Income, mostly black and brown people on Edgewood Street NE have NO Access to Washington Hospital Center, No Access to the CVS at RIA Station. A bus downtown, whoopy, Like we Really need to go to Downtown DC? There are No Stores downtown. Unless someone actually works there. Many people here work at WHC, which we can't access. This whole COVERT Disgraceful Excuse for a Transit Overhaul is ONLY a PLOY to SAVE WMATA MONEY! Our bus service is 50 years old and about to be TOTALLY DESTROYED! If WMATA wants to REALLY PLAN a DECENT SYSTEM, why not ask MTA Maryland - Baltimore Link is the Best Around! It was done out in the OPEN. NOT COVERTLY, like this Disgraceful Mess! The Worst part of this whole mess is that Maryland is wasting money on a Sham. That Money could be better spent on More MTA Baltimore Link Buses which are Desperately Needed. WMATA would have been better off Keeping it's Professionally Trained Bus Planners, in stead of Getting Rid of them and hiring little High School/College Kids playing Computer games. A Decent Transit System Requires a Serious Plan. I don't see any plans here Except Cutting Service to those who Really Need it. Who can't Ride Scooters and Bikes, who can't Afford Uber and Lyft! Discrimination on Steroids! That's what this is!

I would have loved to comment on the interactive map, but in true WMATA fashion that's not working. The D96 bus is a marked improvement over the previous suggestions for Glover Park and surrounding neighborhoods. However, every 20 minutes during rush hour is simply not enough. I would ask for somebody from WMATA to actually ride that bus in the morning rush hour. D2 is incredibly crowded in the morning and evening, it is likely to get worse when it absorbs sections of the N2/N4 line. I have seen busses leave passengers behind because there was no more room. Cutting services will not make this a better bus in any way, shape or form. However, I noticed there is a proposed Georgetown-Uniom Station line. This already exists, it's covered by the Circulator. Why set up a competing route when you don't have the resources to provide adequate services on those routes where there is no other option?

I am a resident of Chevy Chase DC and would like to express my views about the proposed changes to the bus network leaving my neighborhood isolated and disconnected from good public transit. Firstly, my daughter is currently a student at DCI with another 4 years to go. She travels on the E4 daily to go to school as do many other children in the neighborhood who need to cross Rock Creek Park. Discontinuing this service will put a hardship on my family and many others. Without this bus she will be cut off from her school. As this is a multilingual school which

serves families from bilingual households I believe this will unfairly impact our school community. Further, I am curious to understand the bus data you collect. The busses in our neighborhood are packed with student commuters. They are not asked to swipe their metrocard so I am quite convinced that this ridership is not counted. Further, the loss of the regular M4 service will cause overcrowding on the new one every 30 minute proposed route. What about Deal and Jackson Reed students? How will they get to school let alone the people that rely on getting to the metro for work. Cutting service on the weekends further isolates youth and those who do not drive. Please reconsider the needs of our community and do not abandon these critical routes.

I am writing re.the elimination of the 96 bus leaving a large hole east of Lincoln Park. the 96 bus is a vital link to Union station and the red line metro. the bus is often packed..maybe changes are needed as the route is long but eliminating it in this side of town is a terrible idea

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Your D72 bus route is a terrible change. It ends at H Street instead of going down to Virginia Ave. and 21st the way the 42-43 buses do now. Those buses aren't great - there's a big absence at 5 pm of buses going on break for example - but each time there is a long break, there are 20-50 people waiting at that ONE stop to board. And then the subsequent ones as the bus makes its way up 19th to Farragut end up with buses that are packed full. How can you even consider cutting off all those people who rely on the bus for their work by making the new route only go as far as H Street?

PLEASE do not remove the D33 and W45 lines. We live in 16th St. Heights (16th and Upshur NW) and our children use those busses to get to/from Deal Middle School and Jackson Reed High School. There are no other bus options for them to get there.

Please bring back the S1 bus route, which was suspended at the start of the pandemic and hasn't returned. This route was essential for residents in Ward 4 to access jobs and schools in the west end.

Please Please Please keep some sort of coverage on Mass Ave SE. Right now, this is the most efficient and cost effective way to get from a Hill East to Union Station and NW DC. There’s no need for another route to connect Anacostia through 8th St SE (90,92) but the area east of 8th street and west of 19th st SE feels cut off. I’m writing this feedback from the 96 bus now right now, and it would take double the amount of time to get where I’m going now if Mass Ave SE no longer has bus coverage.

Buses in Maryland, specifically Prince George’s County run extremely too slow even during rush hour. Every 30-60 mins is horrible! Buses need to be every 15 mins

THe new bus routes are not advantageous to my neighborhood. I use the V4 line by Potomac Ave to get to Navy Yard. If you cut this bus line as proposed ----how do residents of this part of the city get to Navy Yard. We have to take metro to the green line then transfter. That causes congestion after baseball games. In addition you moved the bus stop on 8th street and Penn to infront of the Trader Joes---this is not good as people then have to cross the busy intersection of 8th street to get a bus going North. It feels like this area is receiving less and less transit as more and more lines are cut. This is not ok! I urge WMATA to re-think removing V4 bus line form Potomac Ave area.

I strongly support retaining the 3Y Bus Route which I have relied on to get to work in Washington from my home in Arlington for over 10 years. 1. High Ridership and Community Dependence The 3Y bus route is an essential service for our community, consistently demonstrating high ridership. The route's popularity is a clear indicator of its necessity. Eliminating this route would disrupt the daily routines of many residents who rely on it for their daily commute, potentially causing significant hardship for those without alternative means of transportation. The number if riders has been increasing since the end of the pandemic. If this route is eliminated more people will drive to work in Washington which is not good for road congestion or the environment. 2. Direct Route Efficiency One of the standout features of the 3Y bus route is its direct passage across the bridge between Arlington, Virginia, and downtown Washington, DC. This direct route offers a seamless and efficient journey that significantly benefits the community by avoiding the need for multiple transfers. In contrast, the alternative ART-55 bus route stops at the Rosslyn Metro station, necessitating additional transfers to metro rail and potentially another bus, or a lengthy walk to reach final destinations in DC. In addition, the ART 55 is often over crowded and drivers sometimes skip stops if too many people are on the bus already. The 3Y serves as a reliable back up for many who take metro as well on days when metro service is interrupted and delayed. 3. Increased Commute Time and Inconvenience The discontinuation of the 3Y would impose a substantial inconvenience on its riders. Commuters would face an extended journey involving a transfer at the Rosslyn Metro station, followed by a metro ride and potentially another transfer. This multi-step commute would not only increase travel time but also add complexity and stress to the daily routine, disproportionately affecting those with fixed schedules or limited mobility. 4. Impact on Vulnerable Populations The cancellation of the 3Y route would particularly affect vulnerable populations, including the elderly, students, and low-income individuals who rely heavily on public transportation. For these groups, the additional transfers and extended commute times could pose significant barriers to accessing employment, education, and essential services. 5. Environmental and Traffic Concerns Encouraging the use of the 3Y route is beneficial for the environment and helps reduce traffic congestion. A direct bus route that minimizes transfers can attract more riders, thereby decreasing the number of individual car trips, lowering carbon emissions, and alleviating traffic congestion in both Arlington and DC. The added convenience of the 3Y route promotes public transportation usage, contributing to broader environmental and urban planning goals. 6. Economic Implications A reliable and efficient public transportation system is crucial for the economic vitality of our community. The 3Y bus route supports local businesses by providing employees with a dependable means of commuting. Moreover, a well-connected transit system enhances property values and attracts new residents, contributing to the overall economic health of Arlington and Washington, DC. 7. Feedback from the Community The strong ridership numbers and community feedback highlight the necessity of the 3Y bus

route. Local residents should be given the opportunity to voice their concerns and participate in decision-making processes regarding public transportation services. Conducting public hearings or surveys can provide valuable insights and ensure that the needs of the community are adequately addressed. Conclusion The 3Y bus route is an indispensable component of our local transportation network. Its direct, efficient service across the bridge to downtown DC is unmatched by other routes, and its cancellation would impose undue hardship on daily commuters. Preserving the 3Y route supports our community's mobility, reduces environmental impact, and contributes to the economic and social well-being of our residents. We urge the Metro bus system to consider these factors and retain the 3Y bus route for the benefit of all its riders.

TL;DR: proposed bus routes leave out SE DC Ward 7 residents trying to access Union Station. The low frequency proposed D24 will not be enough and will impact access to employment opportunities. Hello, I live in SE DC and have been doing my best to remain up to date during this bus redesign. My main concern is the proposed lack of connectivity between areas of SE and Union Station. For personal context, I have lived for many years in SE DC in a neighborhood known as Hill East that was recently moved into Ward 7. Currently, the 96 and D6 routes provide connectivity to Union Station though the D6 only serves residents in NE without some walking required. Under the new proposed map, the 96 route is entirely gone which will place undue burden on those with mobility issues as the nearest bus routes are only north/south running routes. There is no way to easily access the Stadium Armory metro and even with metro access, this trip requires a transfer at Metro Center to then reach Union Station. Even more, the newly proposed D24 route is marked as low-frequency meaning it only runs every 30 minutes. With no bus routes running east/west in this part of SE DC with stops by Union Station and the only proposed route in nearby NE DC running at 30 minute frequencies it feels like this part of Ward 7 has been removed from the bus network entirely. I have a number of associates who rely on the connection to Union Station to access jobs on the Red Line that will now have to figure out ways to incorporate a metro trip (more walking) and an additional transfer to reach these jobs. Please reconsider this route proposal as implementing these routes will isolate residents by only providing north/south connections and no east/west connections in a place that currently benefits from strong connectivity with areas throughout DC. Thanks for your time.

The proposed F85 (current 29G) needs to retain current evening service times until 9:30pm and not end at 7:30. Far too many people rely on that line to get back from work late in the evening.

Why did you remove the route between Tysons and Bethesda? We need that route because the I-495 bridge is so congested!

I like using the letters in the routes to signal the destinations, but I think some of the buses should have two letters in their name, to better communicate their route. Like route A49 connects Arlington and DC, so it could instead be AD49, so you can get a better picture of the route just from the name.

Restore the 96 bus line. The current plan leaves a huge hole in a neighborhood and strands school children who need a bus to get them across the Hill to their in-boundary middle and high schools.

I am a Capitol Hill resident and I string oppose the proposed elimination of the 96 bus route. I frequently use the 96 to go to Union Station to transfer to Metro and sometimes go further on the route to visit family in the U Street corridor. Many school children also ride the 95. The 96 offers good frequency and is an important element in filling the large “hole” that exists in transit device in the central part of Capitol Hill. I also oppose modifications/truncations to the already crowded current D6 route, which will make it more difficult for my granddaughter to reach Duke Ellington Thank you John Fletcher Capitol Hill

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There is no bus service that addresses the needs of passengers between New Jersey Ave and 7th St SW above M St. The P6 used to come up/down 4th St SW but has not been replaced. Would like to see something that comes SW of Waterfront, then up 4th St and goes into NW - maybe to DuPont/Woodley Park or the Foggy Bottom/Georgetown area.

Please do not eliminate the D3 bus which provides a direct route to Deal Middle School for kids in Ward 4. My son starts Deal in the fall and we are looking forward to the independence he will gain by taking the bus to school. He will pick it up at 16th and Buchanan. If that bus is eliminated, it will make it more difficult for kids to get to school. Having to change buses is a non-starter. If the connection doesn’t come or is late, the kids won’t make it to school or won’t be on time. And I don’t want my child to have a smart phone yet so it will be difficult to navigate anything other than a direct bus line. Please keep the D3 bus in place.

Please do not eliminate D3 bus route from 16th street to Deal Middle School. It is essential for kids to get to school. DC has a truancy problem and eliminating transportation to school will continue that problem. Not the direction WMATA or Dc should go

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I just tried out the trip planner. Could you please add an evening rush button? I would like to know the options for getting home at the end of the work day. What I'm seeing about getting to work from upper Connecticut Ave in NW DC to the State Department on buses only requires significant walking to/from the Department where the closest buses end. What the planners may not realize is that there are 2 major entrances to the Department though this map shows the 23rd St entrance between C and D Sts. NW. The actual entrances are on C and 22nd St (closed to traffic) and 21st and Virginia Ave NW. The proposed walk from 19th St to 21 st is quite long. If there is some way to extend the routes to 23 st St and Virginia Av NW, this would be helpful. It isn't just the Department in the area: there is also the National Academy of Science, the Federal Reserve and the American Pharmacists Association and the Institute for Peace. The current 30

buses head away from Connecticut Ave. The proposal to walk to those routes in Tenleytown are all uphill and require a 15-20 minute walk from Connecticut. At the other end, there needs to be a bus that brings a rider from Foggy Bottom to Farragut North or to the current L2 Connecticut area route. Many of us would love a restoration of the L1 rush hour buses, but we understand that is not likely. Nevertheless, there needs to be a slightly more western termination to routes in Potomac Park/Foggy Bottom. You have provided a shorter bus route, but not a shorter commute when the buses do not reach certain buildings or the correct entrances. Thank you.

We live in 16th St. Heights and heavily rely on the 16th St. bus route, including the D33 that our daughter takes to go to Deal Middle School. We ask that those routes not be affected by the proposed changes.

Please do not eliminate the D33 bus. Kids in my neighborhood (16 st heights) rely on it to get to Alice Deal middle school.

Please keep the E4 bus route especially the route on McKinley Ave to Friendship Heights. It’s the only public transit route for Ward 3 public to shops on Connecticut Avenue, to the red line metro, and to shops/ restaurants/ doctors offices in Friendship Heights. Public transport is such a green alternative and important transport mode to the young, commuters, and elderly..

Your proposed 2025 Better Bus Network doesn't take into account the affect it has on residents along the bus route. The route of the B2 (new C41) route and the new D24 route coming down 18th ST SE Between E CAPITOL and Independence Ave has become a noise pollution issue. 18th ST SE is a "RESIDENTIAL" street with speed humps, stop sign, stop light, etc and each CNG bus that drives by slows at each of these speed humps making the loud, penetrating groaning sound. This now happens with your increased service and now 24/7 bus service and is an UNFAIR burden you have put on the residents here to accommodate riders from outside this area. We RARELY see anyone getting on any of the stop along 18th ST SE, only people getting OFF the bus to get to Stadium Armory who don't live in our neighborhood. The residents along this corridor can't use their outdoor space due to the constant noise pollution and now are having health issues due to sleep disruption due to the buses now going 24/7, many of which are completely empty or have ONE person on them at night. The amount of buses is even more insane when there is train maintenance and you have shuttle buses on top of the regular B2 and 96 buses, a bus every 2-3 min ALL DAY AND NIGHT. If these buses can stay on 17th SE and flow with traffic as that street does not have speed humps it would help traffic flow and reduce noise. Those who need to switch buses or get to the train at Stadium Armory could get to that station in the same 2 block stretch straight down Independence Ave. It's the same distance they have to walk now by having to go one block south and one block east (Same 2 block distance). There has to be another solution to all of this bus traffic being shoved down this once quiet residential corridor and you need to take into your new map the affect your increased service has on residents along the path.

The proposed network leaves Bladensburg rd along Trinidad and carver-Langston devoid of any service. As an area with many newer apartments including many affordable units, this area should be connected to union market and/or down H st NE

There are huge sections of Ward 7 that are not near a metro station which do not have bus routes nearby.

I live in north columbia heights and am concerned about reduced connectivity to the west (across the park). looks like we will have to go far down 16th st to U St or beyond for most west-bound trips. The new D72 route which serves this need to connect to upper NW seems to be limited to rush hour (maybe focused on students). i recommend you consider including evening service on th D72 route so we can access cleveland park and beyond on connecticut and wisconsin avenues which is physically rear (via park rd & porter st) but would require a very long trip outside rush hours. also while i am writing, it would be great if one of the routes going through columbia heights to brookland continued to the south further in NE to connect to the union market area and ultimately to H St NE. Again under the proposed routes we would have to travel a long way with connections via U st or K St thanks for your good work! Louis Helling

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The DC Metro App is often not giving the real time arrival of buses or saying whether or not a line is in service. Yesterday the App said the D6 was coming ON TIME at C St NE and 8th St NE. After waiting for the bus several minutes and I started to walk away, I saw a sign posted several feet away from the stop on a pole stating there was NO SERVICE that day. This is not the first time a bus was not on schedule and the app was not giving accurate info.

Referencing the elimination/changes to the D6 bus route. As best I can tell the D6 will now be divided into two or more routes (sort of) the D24 and the D94. What this means for many of us in trying to get to work or elsewhere off of Capitol Hill East is a transfer or two. That id NOT an improvement to direct, frequent routing but will take more time and so less reliability. It will definitely not result on a more equitable focus since transferring means more exposure to the elements and standing around or managing any disability issues multiple times in one trip. How is that equitable? It also means less availability of access in terms of getting to other parts of the city in an easy manner - which from Hill East includes DuPont Circle and Georgetown. For me is also means a harder, longer commute getting to work - and this is after the elimination of the X1bus! Plus it will be harder and longer for me to get to Georgetown University Hospital for my monthly cancer treatment - especially difficult coming back home. These proposals will not encourage use of WMATA and will effect those least able to use other forms of transportation the most - making for less equity not more. These proposed changes from the current D6 route and NOT good or helpful or useful. Please do not make transit worse for us!

This entire plan is, to be totally honest, so busted that it comes off as unserious or cynical. I am not surprised since you outsourced this project to a firm who has no experience riding buses south of the river, or anywhere it seems based on the bizarre and harmful changes they have proposed to the current network. The current network overall is better than this proposal, and I hope you take every effort to challenge and reject this firm's proposals.

I am writing to comment on the proposal for the S9 bus route, proposed D6X. Please do not remove any current stops on the route, but especially stops north of Aspen St NW to Silver Spring, including Hemlock, Juniper, Kalmia, Leegate, and Primrose . They are important for residents and visitors of Shepherd Park/Colonial Village to access the Silver Spring metro station and to use the bus for commute purposes downtown. Removing these stops would make the bus a less attractive option for residents of these neighborhoods who commute downtown on a near daily basis. Further, please return stop 2001009 (East-West HWY and Colesville Rd) as an alighting stop for this route, whether it remains the S9 or becomes the D6X. This is an important dropoff point for accessing the shopping center without having to go all the way into the Metro station. Thank you for considering this feedback. Diana Banks Thompson, Washington DC

Thank you for the proposed elimination of stops along the 52/54 route that are very close together, such as 14th and L and 14th and Rhode Island. Both stops are only one block away from another stop.

Please do not eliminate Route 96 - it is the only route that serves Hill East. I take that route several times a week and the bus is always full which demonstrates a strong need among riders. The new routes that claim to be "similar to current routes" are NOT similar to 96 - neither serve Hill East. D24 comes "close" but it serves the northern part of Hill East. None of the routes serve Mass Ave SE - a main street in Hill East. Please reconsider the elimination of Route 96 - it serves to be saved!!

According to the proposed “better” bus network the N-buses are totally eliminated. Not only is not “better”, it is shocking, that a whole neighborhood, that along the Cathedral Avenue corridor will be deprived of bus service. There we four buses running along that route until not too long ago: N2, N3, N4 and N6. N3 was eliminated, but we still had N2 and N4, and N6 running during the weekend. Now there will be nothing. Given the congestions, the call for more environmentally friendly cities, less cars, etc. eliminating the but service altogether is not a “betterment” for anyone. It will be advisable to keep at LEAST one of those buses that serve a very large community. Please do so, as many of the residents in the area do not have cars, there are seniors who cannot drive, and bus is the only way for them to get around. Walking to Wisconsin avenue is not an option.

I urge you to reconsider service changes to the 59. The 59 is an excellent route that allow riders up and down 14th St NW to get downtown and back in a quick and efficient manner. In fact, you should expand service so that it doesn't end immediately at the end of rush hours. I take the 59 all the time and it would be sad for DC bus riders along the corridor if the route was eliminated. Thanks.

I am currently an N2, N4 and 96 rider, desperately trying to stay transit dependent and not add another car to our already congested streets along Mass and Wisconsin. But at 30 minute!! frequencies, the D96 replacement for the N2, N4 and 96, will not be successful. This is a neighborhood frustrated by traffic and desperate for more buses, not fewer buses which is what this plan suggests. In order to get cars off the road which we all want to do--we have to improve service. This plan reduces service in these neighborhoods. Please give us at least one high frequency route that we can connect to. Thank you.

Looking at the proposed map, it seems like none of the buses stop at the National Archives at College Park. As a soon to be employee at this location, I am currently looking for housing and one of my main criteria is somewhere I can easily get to the Archives using public transit (currently the C8 bus route). I know I am not the only employee who relies on public transit. It would also be a huge loss for researchers. Even a stop at the Adelphi Road entrance would be better than nothing. Please reconsider the decision to cut off the only public transit option for the federal employees in that area.

With the 96 bus it provides direct access from Hill East all the way to Tenleytown with direct access through a key corridor to Union station, up NJ to U st to tenleytown. By removing 96 route you are completely cutting off Hill East neighborhood from equitable and accessible bus service. Please do not remove 96 bus route. Remove some of the stops along the route but please rethink removing this route completely as it would have dire impact on community.

I live at 17 and c st se. The new routes propose removing the 96 route almost completely. It is extremely convenient to get from Hill East all the way to tenleytown in an affordable and timely man we. Removing the 96 bus that passes through Hill calls all the way through the U st corridor and to tenleytown would be detrimental to my regular commute of well being. Please do not remove the 96 route that is central route to the city

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Hello, I would greatly appreciate if you would consider keeping a route on McKinley St east of Connecticut Ave (currently the E4 route). There are many individuals and families on the Chevy Chase area who will now not have access to any bus routes unless they walk all the way to Military or Connecticut, which is quite a walk. The proposed changes will likely lead to less bus usage and a greater negative environmental impact. Personally, I have recently been required to go back to work in the office multiple days a week, and really am relying on the E4 bus. With this change, I am unclear how I will conveniently get to work. Thank you for your consideration.

I live at [redacted] and ride the N2 five days a week to my job. On the weekends, I often take the N6 downtown for dinner. To eliminate the N2 and N6 route, would cause a burden to me and many on this route. On Cathedral Avenue between New Mexico and Massachusetts there are several condo buildings with thousands of residents - many of them with mobility issues. Many of us do not have the physical ability to walk up the hills (nor ride bicycles or scooters) to catch the new proposed bus route. It would add a significant amount of time to my personal commute. One reason I purchased my condo was the bus stop in front of the building with a direct route down Massachusetts Ave. Without this bus route, there is no real public transportation option for thousands on this street or the people who come to these buildings to work. I strongly urge you to keep the N2 route on Cathedral Avenue. While I prefer public transportation and taking cars off the road, without the N2 I will be forced to drive to my office daily. Thank you, Tracy Burleson

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Keep the V4! It’s my only way across the bridge and up Minnesota - more hours late night too please!

The National Archives II building, witch is currently on the C8 route, is not served at all on the 2025 plan. Federal Employees and the Public need metro access to this location. It would appear to me that the new overall plan is designed to connect the metro stations via bus routes. That should not be the purpose of the bus routes. The bus routes should connect the people to the metro stations and the trains are the connection between the stations. This 2025 plan is only going to lower ridership on the bus. You've taken what was a 15 minute commute from the College Park station to an hour commute that includes a 1 mile walk. I'm not just talking about the removal of the C8 line this is a problem throughout this plan. I also think this is the wrong time to make such a drastic change. You should wait until the Purple line is up and running, because that could change the way a lot of commuters travel to work.

We need more options, especially late night and 24hr, to get to communities across the river. Specifically, we need to keep the V4 bus across the Pennsylvania bridge to Potomac Avenue metro station, and the V2 up and down Minnesota Avenue. Other bridge crossing routes, like 36/32, B2, M6 - should be extended hours. Most important is the V4; I know many folks who use this as a primary line of transit, as metro access is sporadic east of the river. Thank you.

Please keep the 3Y bus. Eliminating it will be more than a hassle for many in our neighborhood.

As a DC government employee whose office was moved to Anacostia, I do not see a way with the new bus routes to even get to work. Since I am handicapped I do not take the trains because the elevators are unreliable. In essence the mayor has used us as guinea pigs and

now the rug is being pulled out from under us being able to get to work. As it is now, it takes me between an hour and 10 minutes and 2 hours to make the 8 mile trip to work on a bus. If I could walk, I could do it in 2 hours and 20 minutes. The new schedule and bus map will not improve matters at all for many of us who work for the district.

I understand there are budget constraints and changes must be made. I also understand that the DC mayor and Council want to improve public transportation options to reduce cars on the road. Eliminiating the N2,N4 & N6 bus routes completely defeats that goal. The entire Wesley Heights neighborhood/Cathedral Ave corridor has absolutely NO other public transportation options. Eliminating these routes will force/encourage those that live in the area to drive downtown. Folks that still go to the office will have no other way of getting to work and I doubt everyone will start using Uber. I am completely baffled at the choice to essentially cut off entire neighborhoods from public transportation. and NO, scooters and bikes are not the solution. There are many people-elderly and disabled- who simply will not be able to walk up the hill and over to Mass. Ave to get the bus. Another goal of the Mayor's is to get people back to downtown. Changing the route away from downtown/Farragut to the convention center defeats that goal as well. There are now more bus lines that essentially follow the same route as Metro. how does this make sense. the bus routes NEED to get into neighborhoods not serviced by Metro. PLEASE, take a step back and rethink this proposal.

I urge WMATA to keep the 3Y route, which runs down Langston Blvd. in Arlington and then over the Potomac River to downtown D.C. It is very useful having the bus that goes into D.C. from North Arlington. There are many people who take advantage of this direct access into downtown D.C. and use the bus. It would take far longer to take a bus to Rosslyn and then use the Metro to get to downtown D.C. I urge WMATA to keep the 3Y route.

Hi, I live in Petworth. I'm writing in support of the "D74" in the new proposal. I believe this is better than the current H8 and better than the DC206 from the 2023 proposal. The D74 route would provide a one-seat ride for much of Petworth not just to Columbia Heights, as the H8 now does, but on to Adams Morgan, Dupont, and Farragut. This would be a very useful route.

Please do not cut the M4! Hundreds and hundreds of middle and high school students take that bus to Alice Deal and Jackson-Reed back and forth every day, from morning to night, and often on weekends. Frequency of 30 minutes, especially during rush hour, is completely unacceptable and is not what reliable public transit looks like. Additionally, having kids wait at bus stops for upwards of 30 minutes is not safe. It’s likely WMATA does not have good data on this route because the main ridership is comprised of students who ride for free and are not asked to scan their cards in an effort to expedite boarding.

I would just ask that you please consider the proposed elimination of the circulator when finalizing the bus routes. Currently I live near Woodley Park, and rely on the circulator to get to

Columbia Heights and U Street, which runs every 10 minutes. I understand the replacement for the 96 route will only run every 30 minutes. This is a terrible replacement for the Circulator and 96 route.

One of the problems with taking the bus presently is you can't rely on it to come in a timely manner and the wait times are too long. This is exacerbated by buses of the same line arriving back-to-back at stops (leaving longer wait times until the next bus), inaccurate real-time data on WMATA's next bus page, and bus drivers completely skipping or not stopping at stops. Any improvements to the bus system needs to incorporate reliable, easy-to-access real-time information on bus times, and bus drivers sticking to the schedule to the extent possible.

The DC Circulator connects many neighborhoods and comes frequently enough to be reliable. Cutting these services is a great disservice to the overall bus system.

The data on the low ridership for DC Circulator is not accurate. More often than not, the fare system is not working on the DC Circulator bus. Therefore, you can expect ridership to be more than double what you have data for.

Please do NOT eliminate bus route 96, an important means of getting to Union Station and beyond to NW's lively neighborhoods. It's also an indispensable way for many workers to get to their jobs. We residents of the Lincoln Park area have limited public transport choices, with both Eastern Market and Union Station metro stops a mile or more away. WE NEED BUS ROUTE 96!!

Please keep the e4 bus. It is how my kid gets home from school.

What's laid out here is really disadvantageous for people who use public transportation in Cheverly. I looked at my most frequent current routes under Network 2025 which involve taking the F8 or 18 at a stop on Cheverly Avenue. No connection to get to West Hyattsville or Hyattsville Crossing stations. What's proposed it involves walking to Cheverly Avenue and then another mile to Landover & Hospital Roads to travel without a connection. From my home that's about 1.5 miles and a lot of it is uphill. And some of the alternatives are considerably longer. In the end, I'm pretty sure I will need to opt to take the bus (P22) to Cheverly Station and transfer to Metrorail, meaning my trips will turn out to be more expensive. If no one designing this plan has ever been in Cheverly (not the Metro station) I recommend it. You need to understand how hilly the town is and how long the walks will be if we don't want to, or can't afford to, always take the bus south to the Metro Station and get on a train.

It seems the P6 bus route is being eliminated. Why?

I strongly oppose elimination of the 3Y bus route. The current plan for a "replacement" plan (bus + metro)is not an equivalent service. The direct bus service from my Arlington neighborhood to DC is used frequently, is efficient, affordable and convenient. Please maintain the 3Y service.

Yes, there are simply too many stops for the system to be efficient (or safe!).

The proposed 30 minute service for route A27 is concerning. This will increase my commute time into DC which is already xlose to an hour.

The map for Maryland shows that not a single bus route will serve the National Archives at College Park. How will the employees and hundreds of researchers visiting from around the world, most of whom don’t have a car, be able to get there?

Please do not change the E4 bus route. The route will eliminate McKinley Street but stops that allow my daughter's access to her school.

It feels like the E4 stops at every intersection on kennedy st. I hope that reducing the stops can increase the frequency of the bus. If frequency isn't improved, there's no point in removing. The 63 bus line is a great way to get from takoma to Columbia heights and I wish it ran more often.

I’m concerned about the elimination of bus lines and stops in Ward 4. As a resident of Nicholson St NW I am concerned about the removal of the S2 bus stop at Nicholson and 16th and the 52 stop at Nicholson and 14th. These stops help connect 16th Street Heights to the rest of DC and are used frequently by my family and neighbors. I am also concerned about the proposed elimination of the D33 and W45 bus lines, which connect 16th Street Heights to neighborhoods across the park, including access to schools many kids in the neighborhood attend. It would harm our community to remove both of these lines-at least one should be preserved if not both. Thank you!

My name is Dr. Maurice Jackson. Our family lives in the [redacted]. We bus daily. We have lived in the street for 30 yrs. Our children grew up there. . I am a college professor and I teach at Georgetown University. I get the bus at 16 th and Nicholson down 16 th

street and transfer at 16 and P to get the G2 to Georgetown. I have timed my trip.pls keep the stop. We also bus to music venues, museums, libraries, lectures. As we grow older we catch the bus..more not less. Pls keep the 16 th and Nicolson St stop…Thank you.

Please maintain the bus stop at 16th and Nicholson on the S2 route. We use this stop daily and its proximity to our house is one of the reasons we bought here. Thank you.

In Ward 4, a majority of kids in the neighborhood depend on bus services (like the 62/63) running along 5th St to get to a variety of schools in the area, and to after school sport and academic events. To reduce these routes means the kids utilizing these services, specifically to DC International School population, would be greatly impacted, with no other alternatives for travel. In a city trying to increase public transportation use, and reduce vehicles on the road, why are we taking away bus options?

There are dozens of elderly African American residents depending on the S2 within a few blocks of 16th & Nicholson NW. Please do not eliminate this stop or it will be a hardship for them.

I am not pleased with how this will impact my commute. I live in DC, but work near the Twinbrook Metro station. As proposed in your 2025 Better Bus Network, there will only be one bus that could transport me to work from the Twinbrook metro station to my office on Parklawn Drive in the back side of the 5600 Fishers Lane federal office building. Some individuals are able to walk to the 5600 Fishers Lane building from the Metro station. I am able, but it takes me 15 minutes to get to the office. However, when it is dark at 5 pm or raining or in winter weather, I always take the bus. The elimination of the C4 bus coming every 15 minutes and having only the M82 coming once very 1/2 hour will make those days of commuting to and from the office difficult and challenging.

It appears that some of the stops proposed for elimination are the commute for DC international middle/high kids up and down 16th street. There are quite a lot of families that depend on those buses and stops for their kids to get to school, with the stop at/around 16th and Aspen. My daughters and many others pick the bus up and return home at Upshur and 16th. Please don’t eliminate the school route for these kids!!!

We need the 63 running FULL TIME, not just during rush hour, and not just stopping at Petworth metro. How are residents supposed to get downtown? This is the absolute WRONG direction. We need more access to the city, not less. This will detrimentally affect my commute to work. We’re being forced to go into the offices and yet these adjustments curtail our ability to do so.

Please do not eliminate the buses that go to Deal and Jackson Reid from Ward 4/Buchanan Street pick up. These buses are pivotal for our children and their independence getting to school.

Please keep the E4 route as-is! Particularly because we have minimal access to Metro stations uptown, this is the best way to across the NW quadrant using public transportation.

Both the aging and budding community members of manor park rely on the 63 bus route to get to not only school and work, but to doctors appointments for adults and children of all ages. Having to transfer at pivotal times of the day puts them jeopardy of being late and impacting attendance and livelihoods. So please reconsider taking away what has become a pivotal mode of transportation for us

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At least for the routes I use, it appears that only some minor changes are proposed. However, the new route numbers are needlessly confusing. The letter tells me nothing - if I'm in DC, I know I'm catching a DC bus and I don't need a C or D to say so. Same with any of the jurisdictions. The letter just makes everything seem extra-confusing. The rest of the number has no resemblance to the old numbers, which means that a system I'm familiar with is now a system that makes no sense to me. I totally understand that totally new routes may need new numbers, or that some routes could be renumbered to group better with each other. However, in many cases the clustering already exists - S buses on 16th, E buses on Missouri/Kennedy/Military, 70 buses on Georgia, etc. It helps nobody to switch to different arbitrary names of the D60s, C80s, and D40s for these. Sure, the letters/numbers leading the current groupings are sort of haphazard, but many date back to the beginning of transit in DC, and they're well-known by even occasional bus users. Please keep the numbering of buses largely intact and make only targeted changes when necessary.

Hi wmata, your service is a massive reason I decided to move to the Washington DC area. Over the years I've used every metro line and many buses to get around town. Whether going to work, running errands, or joining friends for a night out. Most recently I moved out to the Shirlington neighborhood based almost entirely on the strength of the 7A bus route. At rush hour, I'm able to catch the 7A to the pentagon (and reverse in the evenings) and get to my office in under 40 minutes. 7A buses at rush hour are timely every 10-20 minutes. These buses are consistently full no matter what time I get on during rush hour. It would be a major loss to the community if service is reduced to every thirty minutes on the revised 7A route. Four buses running between 7am and 9am will mean that every bus is jammed packed , especially if there is a strong rebound in the number of riders on the 7A. On the flip side, reduced service on this route could lead to commuters opting for other options such as driving. Either of these outcomes will be a blow to the neighborhood's commute-ability and ridership on the wmata system. I hope you will at a minimum consider increasing the frequency of rush hour buses on the revised 7A route. Thanks, Sam

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You are removing the D33 bus line which would get my child to school at Deal middle school (from crestwood neighborhood). You are also removing the W45 to Jackson/ Reed high school from crestwood. How do kids get to school if you get rid of their neighborhood bus routes? These are kids. This is their access to school. We should not take that away from them. Thanks. Cheri McCloskey. [redacted]

I applaud wmata's thoughtful reconsideration of bus lines. I ask that wmata not cancel the express 59 bus. The 16th st heights area has no metro and no easy and expedient way to get to federal triangle. The new proposed 54 line will be very slow still. Please continue to run an express bus up and down 14th during the weekdays.

The proposed elimination of bus stops affects stops that are near DCI, which is unacceptable for those of us who have children there who rely on the bus to make it to school and back. Bus stops and public transportation must remain near public / charter schools. This is unacceptable. How do you propose the kids get to school? And how to pay for it if it is not public transportation? That is close and safe to their schools.

Hi there! I live north of the Van Ness metro station and on the L2 line. I am extremely concerned about the proposed updated route for the L2 bus. Cutting off access to Adams Morgan makes it incredibly difficult to access, and parking around there is extremely rare which is why public transit is so important. The metro already provides a straight shot down Connecticut, and re-routing the L2 to replicate that route at the expense of limiting our ability to access an important part of our city doesn't make any sense to me. On a more personal note, many of my friends live on the L2 line, and using that bus to meet is a key part of my social health in the city. I would be devastated to see this part of the route eliminated and hope you reconsider.

Previously both the G8 and the 80 bus enabled people living along the N. Capitol St. corridor and the Rhode Island Ave., Northeast and northwest corridor to travel significantly west of Chinatown from what I can tell, the replacement routes will no longer provide the ability to get less of the White House for example, if you work closer to GW or west of the White House it will be much more difficult to take a bus to get to that part of town. I think this makes taking a single bus to get to that part of Northwest much more difficult.

Please do not cut service on the L2 line so that in no longer comes through Adam’s Morgan. I am a resident of Adam’s Morgan and the L2 line as an essential connector to the rest of NW DC.

I write this from a 59 bus. Please don't get rid of the 59 route. The express line is a saving grace for bus commuters. Express routes make bus commuting worthwhile. Please don't drop the 59.

Bring back the express bus line that went down Rolling Road, then to Greeley (past West Springfield Elementary) and then on Old Keene Mill to the Pentagon. 18P and 18J are usually full. The route was removed during COVID and it would have the number of riders to make it a viable route.

I like the changes to the 1C bus line to keep it going to the Fair Oaks Mall since many people rely on that bus to get to work at the mall, including myself. More frequent service would be great, or having the line split into two buses somewhere because it’s a very long route if going all the way to Ballston.

Hi - I’m supportive of WMATA updating bus service using data and rational decisions given the realities of today. I hope the city council allows WMATA to make the best decisions without too much interference.

Please, please don't eliminate the 3Y. Alternative routes more than double my commute time to work at best, and nearly eliminate accessibility for me at worst. The walk from the closest Metro to my office is almost a mile, whereas the 3Y stops a block away. This has been especially helpful to me as I suffer a chronic foot problem that often makes long walks painful or nearly impossible. One of the main reasons I choose to stretch my income to live in Arlington was because the 3Y made getting to work significantly more accessible for me. Moreover, as people have been returning to the office, I've observed ridership on the morning routes increasing. Before the pandemic, the 3Ywould often be standing room only in the mornings... there have been a couple days like that again. Please don't take away one of the best things WMATA has done for me and my community.

Please reconsider the elimination of the 96 bus route. For residents east of the river and residents in Hill East proper, there is no better direct route to Union Station than the 96. Moreover, the 96 is a lifeline for students attending schools in near SE and even NW - several students attend specialty schools in NW, including the Latin school. Removing the 96 would greatly lengthen commute times for students and adults, nevermind make it more difficult for people to connect to busses at Union Station that connect and travel north - particularly to Washington Hospital Center. Leaving the D6 as the only option for NW bound traffic will tax that bus line, which is ALREADY OVERCROWDED. DID ANYONE AT WMATA EVEN TRY RIDING THE 96 AND THE D6? I bet the people making these decisions have never had to commute on busses. It's shameful what you're doing to Hill East and people east of the river who already have limited travel options. So typical of Bowser to not give a darn about people in need.

This is very confusing & makes little to no sense.

I see there are plans to possibly cancel the 3Y route - please know that this is imperative for me to get to my office downtown from Arlington. Now that I go to the office 4x week this bus is invaluable. If the region is hoping to keep more cars off the street, pls don't eliminate this route! I use it both to go into work and to come home, and will otherwise need to drive my car, adding to congestion and pollution. Thank you!

I am sharing comments from a neighbor in the Maywood neighborhood of Arlington, home to many work and student commuters to DC. I fully agree with and support his statements copied here: Argument for Retaining the 3Y Bus Route 1. High Ridership and Community Dependence The 3Y bus route is an essential service for our community, consistently demonstrating high ridership. The route's popularity is a clear indicator of its necessity. Eliminating this route would disrupt the daily routines of many residents who rely on it for their daily commute, potentially causing significant hardship for those without alternative means of transportation. 2. Direct Route Efficiency One of the standout features of the 3Y bus route is its direct passage across the bridge between Arlington, Virginia, and downtown Washington, DC. This direct route offers a seamless and efficient journey that significantly benefits the community by avoiding the need for multiple transfers. In contrast, the alternative ART-55 bus route stops at the Rosslyn Metro station, necessitating additional transfers to metro rail and potentially another bus, or a lengthy walk to reach final destinations in DC. 3. Increased Commute Time and Inconvenience The discontinuation of the 3Y would impose a substantial inconvenience on its riders. Commuters would face an extended journey involving a transfer at the Rosslyn Metro station, followed by a metro ride and potentially another transfer. This multi-step commute would not only increase travel time but also add complexity and stress to the daily routine, disproportionately affecting those with fixed schedules or limited mobility. 4. Impact on Vulnerable Populations The cancellation of the 3Y route would particularly affect vulnerable populations, including the elderly, students, and low-income individuals who rely heavily on public transportation. For these groups, the additional transfers and extended commute times could pose significant barriers to accessing employment, education, and essential services. 5. Environmental and Traffic Concerns Encouraging the use of the 3Y route is beneficial for the environment and helps reduce traffic congestion. A direct bus route that minimizes transfers can attract more riders, thereby decreasing the number of individual car trips, lowering carbon emissions, and alleviating traffic congestion in both Arlington and DC. The added convenience of the 3Y route promotes public transportation usage, contributing to broader environmental and urban planning goals. 6. Economic Implications A reliable and efficient public transportation system is crucial for the economic vitality of our community. The 3Y bus route supports local businesses by providing employees with a dependable means of commuting. Moreover, a well-connected transit system enhances property values and attracts new residents, contributing to the overall economic health of Arlington and Washington, DC. 7. Feedback from the Community The strong ridership numbers and community feedback highlight the necessity of the 3Y bus route. Local residents should be given the opportunity to voice their concerns and participate in decision-making processes regarding public transportation services. Conducting public hearings or surveys can provide valuable insights and ensure that the needs of the community are adequately addressed. Conclusion The 3Y bus route is an indispensable component of our local transportation network. Its direct, efficient service across the bridge to downtown DC is

unmatched by other routes, and its cancellation would impose undue hardship on daily commuters. Preserving the 3Y route supports our community's mobility, reduces environmental impact, and contributes to the economic and social well-being of our residents. We urge the Metro bus system to consider these factors and retain the 3Y bus route for the benefit of all its riders.

Please do not discontinue express service on 14th St. NW. This is one of the busiest bus corridors in the city. The buses are always packed! There should be express service all day.

The bus system is really great. The only issue I find is on the route that I take, the j2. The route suffers from massive overcrowding in the morning on busses going to Montgomery mall due to many passengers going into Bethesda. At certain times in the afternoon when it's the least busy time I occasionally see a long bus on the j2 route. I ask why the long buses can't be used in the morning.

Please dont cut the 3Y bus route. It is very useful direct bus route to DC that I use every week to get to and from the office. It is also useful when I have family and friends visting that need to travel into DC for sightseeing. The 55 doubles my journey to DC. 3Y = 30 mins and the 55 = 60 mins.

A27 as a replacement for 7A isn't good enough because of its 30 minute headways during rush hour. This is a busy route that currently has 15 minute headways (or is supposed to) and buses are routinely full during rush hour. Please consider more frequent buses as this is a busy route.

What a disaster you've made of this -- you've trashed years of developed mental knowledge of where routes go (30 years) and broken up really fabulous routes into bits a pieces so now they are useless unless I want to transfer buses 3 times. Thanks Metro for ruining the buses.

Please don't replace 7A with a bus that only runs every 30 minutes even during rush hour. The bus is very often full in the morning. A lot of people rely on this bus to go to work and that would make their commute so much more difficult. I would be willing to pay more for a more regular service in the morning and evening rush hours.

The current 7A is a vital line through Fairlington that I rely on to get to work. The A27's proposed service every 30 minutes—even during morning and afternoon rush—will be terrible for commuters. Please consider increasing bus service during morning and afternoon rush

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The 7a is a crucial line for people living in Alexandria and Fairlington and shirlington and needs to be increased versus decreased. This is insane that you would want to reduce this line . People depend on this line to get home

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30 minutes is a joke for rush hour service. The A27 route should bypass Pentagon City. It is a complete waste of time. You are alienating a large chuck of riders in Fairlington with this nonsense

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I live in North Fairlington, currently served by the 7A only. It is my only means of public transportation to work. (I transfer to a train at Pentagon.) Reduced service will greatly impact my commute and I will most likely return to driving to work if it happens. If I miss a bus, 30 minutes in the heat or cold or rain would be unbearable. We frequently wait at Pentagon for the 7A as the 5:24 p.m. bus is hard to catch if you are coming from downtown, and the 5:36 p.m. never shows up.

Please DO NOT, DO NOT, DO NOT get rid of the 3Y!!! There are always people on it. Usually at my stop people let the 55 go by to get on the 3Y so they can have the direct commute rather than transferring. The 3Y saves me time on my commute, allows me to stay above ground and see daylight longer, and is an overall more pleasant experience than the Metro. PLEASE keep it. It's already just a rush hour service, there are ALWAYS people on the bus when I'm riding. Please keep it!!!

Please keep up the frequency of the 7A bus route.

Please do not limit the replaced 7A to only run every 30 minutes. This would significantly undermine our ability to rely on transit during the work week and further erode accessibility for our neighbors!

Proposed replacement for the 7A route has unacceptable frequency. 30 minutes between buses during rush hour is not frequent enough

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I understand that the new A27 (now 7A) bus may only run every 30 minutes during rush hour. I live in Fairlington Villages and we have many people who depend on the bus to take us to the Pentagon to access the metro. If there is no rush hour service it will impede our ability to get get to work in Washington DC in a timely manner. I would ask that you consider having rush hour

service during the week. I would be willing to pay an additional fare to keep the current service during rush hour. Thank you for your consideration. - Colleen Newman

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Make D42 is on time and and it would be better if the 24 hour buss do not pick up homeless people

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A direct bus between either East Falls Church or Ballston to the Pentagon. This would encourage me to use public transportation and significantly reduce commuting time by not having to transfer.

DONT GET RID OF THE P6

Provide a better way to get to HQ2 and DCA from Arlington Heights

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The 23 bus to Crystal City is too slow, this is not a viable route for commuters

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Provide better service from Arlington Heights to Crystal City/National Landing. It is faster for me to get to Dulles than Reagan on public transportation

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Please keep the E4, S2, and the 63 buses! I use the E4 to get to and from work, and to cross the park to reach Carter Barron and Petworth. My children also use it. Our only complaint is that like so many bus lines now, the buses don't come at regular intervals. For the 20 years that we lived in Petworth, we used the 63 all the time as it was the only direct way to reach Takoma Getting rid of the 63 cuts transit access for a huge swath of people who live between North Capitol and Georgia. We desperately need MORE bus lines, not fewer. If we can't all access public transit within three blocks of our homes or places of work, many people will find another way, even if it's more expensive, causes more pollution, and adds to our city's now famous traffic. The reduction of buses on the L2 line was similiarly out of sync with current needs. We want FEWER cars on the Conn Ave corridor, not more. Ridership numbers immediately post-pandemic should not determine current and projected ridership needs. We now live on the Conn Ave. corridor, and there are mornings when we wait 25 minutes for a bus during rush hour. We need Metro bus to be a RELIABLE way to get to work and school, not a crap shoot. With city leaders talking so much about net zero traffic fatalities and bus lanes and traffic calming, Metro's proposal to REDUCE access to public transit is problematic. A truly Better Bus Network would increase access to buses, not reduce it. Please rethink these proposed changes!

I cannot use the trains and depend on buses. I live on Colombia Rd NW. and have mobility issues. With the changes to 42/43 bus lines I will no longer be able to get to the Kennedy Center or State Dept. With the changes to the L2 I cannot get to/from my dentist. I don't see the need for rerouting the 42/43 to UDC when the L2 went there just fine through Adams Morgan. I am not pleased with the changes.

A quick comment from a first look it would be helpful on the map showing the new routes to put the previous route number with it, for example, F20(28A) for easier reference.

How is it that you can provide a so-called "Visionary" but route that pretty much excludes route 50 in Arlington? Since your link to the previous comments and responses doesn't work, I can't see if you bothered to address the comments from all the people that live along that corridor. Once upon a time we had three buses - 4H, 4A, and 4B that provided fantastic service along there, meaning we could guarantee a bus about every 10-15 minutes that would quickly take us to Roslyn. What would have made it perfect would have been to have one of those buses continue on directly into DC, taking the pressure off the Roslyn Metro station. What did you do instead? Cut all the buses except the 4B which goes down every small street taking long than it does to walk to Roslyn, thereby creating a transport desert along 50. Now no downtown commuters want to take that bus and it is basically an Art Bus and everyone is now driving downtown. How is that in ANY way consistent with the goals of Metro, DC, VA or anyone for that matter? If defies logic. Keeping the 4B is all well and good, but there is zero excuse for not bringing back more direct service along 50. I am guessing Metro was too arrogant to look at examples of other cities to see what works and what doesn't work - 30 minute buses, for example, are the absolute minimum and on busy routes and times, 10 minute is essential. It's a self fulfilling prophesy - as anyone in London Transport will tell you - that if you make the buses come that infrequently nobody will ride them, and then you can say they aren't popular routes. This is a sham, and sadly, we predicted exactly this outcome. I was hoping to be proved wrong, but there we are....

The elimination of the 3Y bus - Langston Blvd to downtown - will adversely affect commuting options and time. If eliminated, I would consider driving my POV to work. Morning service should be maintained.

I am concerned about proposed changes to the current 96 bus route (proposed to be C51). This current route is a vital connection from NW to Capitol Hill, particularly for Senate staff. Just this morning, 13 staff got off my bus at the Columbus Circle stop, representing a significant portion of the riders on the bus during the morning commute. The proposed C51 route avoids popular stops for commuters on New Jersey Avenue, Mass Ave, and Columbus Circle. Placing the closet stop at H Street NE and North Cap on the proposed route makes it a significantly longer walk for Senate staff to their offices, and I believe it would be confusing for the many travelers who take this bus to the front of Union Station. A stop at the back of Union Station is not a fair substitute. The proposed route does not make any changes to the most delayed portions of the

current 96 route - including U Street NW, Florida Ave NW, and the northern portion of New Jersey Ave. If WMATA wants to improve service and reliability of this route, focus should be placed on prioritizing bus traffic and cracking down on double parked cars along these corridors. I take the bus often and these stretches are where the most delays occur, not the portions that will be cut out of the new proposed route. Additionally, the route will continue to be delayed on U Street since stops are placed so close together. Stops almost every block along this corridor significantly slow down the bus when a majority of riders are picked up at stops near 16th Street, 14th Street, Vermont Ave, and 7th Street. Instead of moving the route to avoid popular destinations like Union Station and Capitol Hill, WMATA should prioritize improving service on the existing route with a focus on U Street, Florida Avenue, and the northern portion of New Jersey Avenue.

I have feedback after reading a recent proposal that WMATA wants to cut back stops and reduce frequency of busses to every 30 minutes. I think it's outrageous that WMATA things busses running every 30 minutes is an efficient or reliable transportation option for riders. The busses already run infrequently and are never on time. I will arrive to a stop early only for a bus to never show up at the 15 minute interval, only to have to wait another 20+ minutes for another bus. I already often wait for busses after 10pm and on the weekends when they run at 30 minute intervals and it is a nightmare. Often the bus isn't coming in 30 minutes, it's more likely 35-40 minutes. The busses if anything should be running MORE frequently. The busses should also have more reliable tracking that shows accurate and precise timing of the busses. So often the bus route calculation will not update to show a bus is running ahead of schedule until the bus is already passing the stop. The bus system is already fraught with issues and reducing the frequency would only worsen these issues. I understand that removing stops without frequent ridership would allow busses to move faster, but if no one is getting off or on at that stop, then it doesn't slow down the bus at all, it just keeps driving. We need more busses and better reliability, not less frequent service with fewer stops. This plan reflects an out of touch WMATA staff that clearly do not utilize public transportation.

I do not like the service from North Fairlington to the Pentagon (currently the 7A/ new bus A27). This is a well used route and you are not providing any service from North Fairlington to the Pentagon during rush hour anymore. Going through Pentagon City on your map shows that the bus will be NOT using the express lanes during rush hour and now will be snaking through Pentagon City (+10-12 Minutes) to get to the Pentagon. I don't believe your new A29 is needed. People are fine going to the Pentagon first and riding Metrorail to DC. You are screwing anyone that works at the Pentagon. There should be a bus from North Fairlington/Shirlington on the express lanes direct to the Pentagon during rush hours.

Dear General Manager Clarke - My family was confused and upset to learn that the latest WMATA Better Bus strategy removed the 96 bus route from its Capitol Hill network. We are regular riders on the 96, being the only bus option with direct access from Lincoln Park to Union Station and Sibley Hospital. The loss of the 96 would also push much more traffic to the already overcrowded D6, which our kids (and hundreds of others) ride to school every day, Additionally, the 96 provides our neighbors to the north and east with a viable alternative to long treks to the metro and remote ANC 6 bus routes. Last year we were quite excited to see the addition of a

circulator and expanded Capitol HIll routes. Increasing and improving bus service is a good investment in transit equity,The vision document had the potential to better connect the region while significantly growing ridership and reducing automobile congestion and carbon emissions. This latest iteration is a huge equity failure. Eastern Capitol Hill is more diverse than other areas of the District that saw no net loss of bus service. We hope you reconsider this decision to remove the 96 from the Better Bus network. It is such an important piece of the puzzle to make Capitol Hill (and DC) a more accessible and equitable place for residents to live, work and recreate. Thank you, Matt Arnn [redacted]

Thank you for relocating the E4 down Military Road NW. The route will take the buses off of a constricted McKinley Street, where few people board, and likely make the cross-town route more efficient to and from Friendship Heights. The few people who use it off McKinley Street will make a slight sacrifice to serve the greater whole—a concept that those who can afford multi million dollar houses might not be accustomed to.

I strongly oppose the elimination of the 59 bus route and the comparable 54/52 local routes that are staying do not adequately supplement eliminating an express route. This route provides quick and easy access for commuters in the 14th St Corridor, which covers many areas including Columbia Heights, U St area, Petworth, Takoma, etc. I strongly believe that WMATA should fold the 52 into the 54 and add back the 59. There would then be two simple routes on 14th St: the 54 local and the 59 express. I hope you consider this as I and many other residents who use this route will be negatively impacted by this change.

I opposed the elimination of the 59 bus route. This route provides direct and fast access to downtown.

Taking bus service away from the heart of the Glover Park neighborhood (ie the D2 or a Wisc bus - not ideal - but at least at a high frequency - will likely lead me to move out of the District, sadly. D2 was part of my retirement plan - I've lived in DC since 1987 and finally decided in 2020 to make Glover Park my final residence destination here, and the D2 was part of that.

Please keep 96 bus - only way to connect Capitol Hill with NW DC

Getting rid of the bus routes in Hill East, especially the M96, is going to be a big blow to the residents. It is a major direct link to the rest of the city that isn't adequately replaced by the C41/D24 combination because relying on those adds a lot of variability to your trip due to needing to make a connection. It would be much better to maintain the 96 but space out the stops -- people would be happy to walk if they could still maintain an easy link to Union Station (and points beyond).

This is for the current 22F Skyline City to Pentagon line. Many residents in Park Place Condo commute to the Pentagon daily. By shortening the line to Fairlington to Pentagon would be more than unfair and inconvenient for the residents here in Park Place Condo. Please do not cut us out from our work commute.

The J2 route currently has a stop at Walter Reed. It does not look like the proposed M70 route will do this. This seems to me to be a well traveled route!

The proposed D1X route between Archives and Naylor Road is similar to a failed express route, the 39 route that WMATA started a few years ago. This bus had few riders because its schedule adherence was poor; riders typically took the first bus that came rather than waiting for the 39. WMATA discontinued the 39 because of poor performance, and it doesn't make sense to recreate it now. Particularly if WMATA is eliminating stops, it would make more sense to operate this as a local bus. The proposed C31 route would supposedly replace the V4, but it would operate almost entirely on the east side of the Anacostia River and would not provide links between Hill East, the M Street SE and SW corridor, and The Wharf. There are important destinations along this route, some of which are now covered by the V4 and others of which were previously covered by other V buses before WMATA shortened the route several years ago. The V4 currently serves the Potomac Gardens, Hopkins, and other low-income housing developments and if extended could provide a link to the employment opportunities at the Wharf. I strongly urge WMATA to create an east-west route from the Wharf area to Potomac Avenue Station or Stadium-Armory Station, running on M Street, where the new bus lanes are underutilized. This is particularly important due to the DC government's intention to eliminate the Circulator between L'Enfant Plaza and Union Station, which is now the only east-west bus serving The Wharf.

I am honestly sitting here, sick to my stomach. My entire family's life is centered around being a WMATA bus family and our primary route (42, 43) are gone. My daily commute is to the Department of State. My family goes to the Kennedy Center 12 times a year. All of our activities are connected to the 42, 43, or traveling up Connecticut or Wisconsin Ave or getting out to Foggy Bottom. I am unspeakably upset. Also, while there are good things about this website and the fact that you are eliciting feedback, I have to say that the methods here are confusing. This written content page looks like a survey (there is a button that says "Start" which is actually a submit button; and it's not clear that this grey box I'm in is the one and only place for feedback). The interactive map portion is difficult to provide feedback on because it's based on the new routes but we are not familiar with the new routes and the new naming conventions and their locations, so it's really difficult to know which drop-down option to choose and how to provide feedback on my concerns.

Hi, I'd like to keep the 63 and 59 bus routes as is. The 59 helps supplement the 52-54 line and provides faster service during rush hour. The 63 is what I use to get directly from Petworth to Takoma easily without any transfers.

The 86 bus traveling north from rhode island ave station is a mess. It supposedly shows up every hour, which is an absurd interval for someone trying to use public transit, but it never shows up when it's supposed to, and usually just doesn't show up at all. I've been able to catch this bus twice in the past year. Twice.

I strongly urge you to consider the removal of the bus stops at 16th and Allison NW and 16th and Upshur NW. 16th St is very difficult to cross on foot because of high traffic speeds and the long distance between signalized intersections. Both Allison and Upshur have stop lights, which make those intersections safer places to cross. If WMATA wants to eliminate stops on 16th Street, they should do so at intersections without stop lights, such as Varnum and Webster.

I strongly oppose the cancelling of the 3Y bus. It is the main commuter bus for my wife and I. I see no alternative that would support our commute from Arlington (Cherrydale) to downtown DC.

Please reconsider the decision to eliminate the 3Y bus from Langston Blvd going downtown. It is the only bus line that takes you from this part of Arlington into downtown. I take it twice a week before 7 am and it always has at least a dozen people on it. If anything you could just use a smaller bus for this route. It is so valuable to have transport all the way into town and not have to change in Rosslyn. Give it some more time at least as more people begin commuting downtown post-pandemic. It was and can be a very popular route.

Please keep the existing K2 route between Fort totten metro and Takoma metro. This is used by school students everyday to get from the metro to school in the mornings and from school to the metro in the evenings. It is also used during the day for students to travel to field trips within the city.

My high school age daughter relies on the E4 bus to get to school on 16th street from Chevy Chase. With the new route, it will probably take her over thirty minutes more to commute to school each way as she will either have to walk down to Friendship Heights metro or over to Military. As DC students rely on public transportation to get to and from school, Metro needs to provide a way for students to get to school in a timely manner. If she is driven there by car, it takes fifteen to twenty minutes. Taking the E4 and then connecting to an S bus going north takes her about thirty to forty minutes depending on whether the buses are running on time and whether they stop to pick up passengers. If she takes the metro, it would take even longer as

there isn't a metro stop close to her school. She wants to ride her bike to school, but I won't let her because I don't think it's safe to have to ride on bike paths through the park and then on the sidewalk up or down 16th. I certainly wouldn't want her to bike on 16th. I hope Metro reconsiders changing the E4 route.

The changes to routes H2 & H4 (now route C61) look great. Please make sure that the buses on the new route C61 have up-to-date and accurate NextBus trackers. This route has been notoriously difficult to track and predict, which is a big source of uncertainty and stress. Thank you!

Hello! I am a little concerned about the frequency of service during rush hour on the routes: D6X, D62, D52, D54. I mainly ride the bus at Irving Street NW and L Street NW (for both). In the morning, there is a constant stream of people lining up for the bus, and it can get really backed up if the buses are more than 5 mins apart. I recommend more frequent service during morning and evening rush - especially during the “peak peak” times of 8:00-8:30 AM and 5:15-5:45 PM. Thanks!

PLEASE don't get rid of the 96 route through Capitol Hill and Hill East. This route is fundamental for many residents allowing travel to Union station easily without having to take multiple connections. It also allows for easy transit to areas like Adams Morgan which are much more difficult to access with the current 2025 plan.

My comment is about the route of the H2. Currently, it is the only bus that runs that route and brings people from Van Ness to Mt. Pleasant and Columbia Heights. By eliminating this it means that people have to walk to Cleveland Park to catch a bus. It is ridiculous. Also, the people on Van Ness and other streets where the bus goes will have to walk to Tenley town to get a bus. Why keep the H4 and not the H2. How was that decided? I take this bus fairly frequently and now you have made it extremely difficult for people, especially people with heavy items to go to Mt. Pleasant and Columbia Heights. I am also confused about the L2. Will it not go to friendship Heights? will it not go to Adams Morgan? it was very confusing. I take these busses very often and so confused about them

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Please provide more service to GWU/Potomac Park.

The proposed elimination of the E4 bus route from McKinley Street to Connecticut Avenue and the Friendship Heights metro station eliminates the last and ONLY bus that allows senior citizens who can't drive, disabled people and people who do not have cars to access to local businesses on Connecticut Avenue, the Friendship Heights Metro Station and doctors' offices on Wisconsin Avenue at Friendship Heights. After the elimination of the E6 bus route during

COVID, this bus route is our last access to public transportation. The E4 route has been used for 80 years. If the route is changed Military/Nebraska our reisident's only option will be driving or walking. Many senior citizens can't walk 30 minutes to the Friendship Heights metro, and for commuters it adds 30 minutes to their commute. The elimination of the E4 bus effectively COMPLETELY cuts off large areas Chevy Chase DC from the Districts' public transportation network and is a terrible idea. Seniors. disabled people, those without access to a car, and those who do not wish to pollute with driving will be unable to use any form of public transportation. This is not a Better Bus Network for us, it is a complete and incomprehensible exclusion from any public transportation at all.

The map interface is hideous and this comment box are difficult to use. The P20 and the P21 eliminate my bus stop (12 Court Ridge Road in Greenbelt, MD), which may put me out of the range for paratransit one day and will make my commute by bus and Metro way more difficult. I moved to Greenbelt because of transit. I don't drive and don't own a car.) The P20 and P21 route changes eliminate Ridge Road in Greenbelt between Southway and Westway, where people live and use the bus. The reroute on Crescent doesn't serve any additional desitinations that weren't already served by the current G12 and G14 routes. The municipal building, the library, the community center, and the apartments on Ridge were all served by the stop at Southway and Crescent. The University Squre apartments were better served with the stop at 12 court and the one at Westway and Ridge. The Miskan Torah synagogue was also served by these stops. Better Bus doesn't actually make our service better, and looks like change for the sake of change, and not really to improve things. In this case, "Better" means better only for some.

The renumbering of bus routes is a travesty. A complex system of meaningful numbers may make sense to out-of-town planners, but no human being will actually take meaning from which digit comes second and which digit comes third. Many of the “new” routes are variations on existing routes and they should reflect that heritage by having similar numbers. Would it really be so hard to call the new north-south Wisconsin Avenue NW line the “D30,” with the D for a downtown connection and the 30 for the longtime 30-series bus lines along that route? I’ll acknowledge that our current bus line names can be confusing to newcomers. But these new names will be confusing to EVERYONE, newcomers and lifelong DC residents alike. It feels like a triumph of planning theory over practical experience and memory. I strongly urge you to retain the current bus route numbers as part of the redesign, or at least find some way to integrate them as much as possible.

Hi Better Bus Network Redesign team, I have seen the Revised Visionary Network Maps for the proposed 2025 Network on the map online (MD_RevisedVisionary file name). I see there's a planned bus route called P79. Looks like it will run past the Marlton Plaza Shopping Center at 9516 Crain Hwy, Upper Marlboro, MD 20772, with drop off at Branch avenue metro station. This is positive! However, a Better Bus "resources" page clearly indicates that the resources aren't available to establish service yet. "While we don't have the resources to start using the Visionary Network right away, the proposed 2025 Network is a practical first step to take us there." Herein: Please continue working to FULLY APPROVE the establishment of a bus stop at this Marlton location (9516 Crain Hwy, Upper Marlboro, MD 20772) with connection to any

subway station. Please coordinate your planning with USPS: There are 4,000 residential addresses within a 1 mile radius of postal routes from the Marlton Plaza Shopping Center, according to the USPS (EDDM tool online). It's an injustice that Marlton has zero bus stops, meanwhile there are other addresses within the county, such as in Bowie and Clinton, with similar or less population density but they have access to numerous bus stops within walking distance. Please coordinate your planning with the school system: Marlton and Rosaryville neighborhoods actively utilize public transportation -- school buses. It's an injustice that upon graduation, students and their families are forced to purchase a personal vehicle, whereas neighborhoods with students who don't perform as well academically get ample access to bus stops within walking distance. Marlton families are dependent on public transportation, evidenced by our utilization rate of the school buses. Graduation from our local highschool should not mean graduating into a car loan if personal transportation is immediately unaffordable. Please establish bus service with a lens on racial equity and justice. Socioeconomically and historically this is critically important. Marlton might be the only neighborhood within a 16 mile radius of 1600 Pennsylvania Ave, with over 85% Black American students and zero bus stops within walking distance. This lineage of American families have been forced by public transportation systems to have second class access to public transportation notably for the majority of the 20th century (per Rosa Parks), despite their long-standing commitment to public service, US military, and family values. Please provide these beautiful American families with access to safe, reliable, and affordable public transportation. Thank you for your service.

I am opposed to any changes to the E4 that would reduce service to current stops. My children, along with many others, rely on the E4 to get to and from Washington Latin Public Charter School in the morning and afternoons. Reducing service would be detrimental to their education, making it more difficult to get to school and home in a timely way. Thank you.

Until the Purple Line is in service, the new bus map looks like it has inadequate service to the University of Maryland from the Silver Spring direction, along University Boulevard.. The Purple Line start is scheduled for December 2027. I would think the bus plan needs to account for this, by including a temporary line or lines in 2025-2027 covering this route. I suppose there may also be other places with similar pre-purple line needs.

Please do not eliminate the H2 bus.

The 96 bus changes are terrible! Keep the route the way that it is!

I am not clear on the plan, I like somewhat the change and simplifying bus routes. My concern is in making sure that the bust changes accommodate the needs of the most vulnerable residents in this city which includes seniors, children and the disabled including those with compromised immune systems. The plan sounds more like it is going to be a money saver for metro and not

more of an advantage to rider. Traffic makes bus timing unpredictable. I would like to see routes that work effective for those community that lack adequate access to the rail. The bus map is confusing. I think the plan needs to be broken down more in order for riders to provide adequate impact on it.

I use the 7A bus to commute to and from work at least 3 days a week (Fairlington to NoMa). I rely on the bus heavily to get to a Metro station to get to downtown DC for my job. The proposed changes will have a significant negative impact on my life because the proposal changes my bus to only come every 30 minutes. This is unacceptable. I need the ability to have a couple bus arrival options as meeting times change. Additionally, the bus can arrive at slightly different times every day. It is daunting and unworkable for me to know that if I barely miss a bus, I could be an entire half hour late to work. And if I leave work later due to busy projects at work, it could feel unsafe for me to wait at a dark bus stop for up to 30 minutes waiting for a bus to arrive after I have already had to travel via Metro to even get to the bus stop. My household also uses the 7A bus to attend activities in downtown DC in evenings and on weekends. If the bus service stops by 10 PM, this will make many of the activities unavailable to us. We like to attend sporting events or concerts or have reservations for downtown restaurants. These can often end later in the night. If we cannot rely on WMATA bus service to get us home safely and reliably, then we will not be able to participate. We thoughtfully moved to the Fairlington neighborhood. We researched the public transportation before making our decision. It was because of WMATA's reliable and supportive 7A service that we chose to live where we do. The 7A's regular and late service has made our life possible for the past three years. If the bus schedule changes to only service the Shirlington/Fairlington only every half hour and to stop the service earlier in the night (10 PM), it will negatively affect my household. We have built our lives in our location with the reliance of the bus system as it exists. If these changes go into effect, we will likely have to stop use of the bus system entirely and try to explore driving/parking options. This is an unfortunate plan that would harm my family and my neighbors. Please do not implement the Better Bus Network as it is currently proposed.

The proposal to re-route the E4 bus (or its successor) from McKinley Street to Military Road is a serious mistake. Those of us who live well to the north of Military depend on the E4 and the M4. The elimination of the E6 was bad enough; the present proposals make matters worse.

Please do not eliminate or cut services for the H2 bus and the L2 bus. These routes are essential for those who live along Connecticut Ave NW.

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96 now to be renamed C55 bus needs to run more frequently than 30 minutes especially during the morning rush hour when many teachers, students and staff use the bus to get to Oyster Bilingual, Maret, Eaton, St Albans, National Cathedral, Sidwell and Jackson Reed. This significantly decreases congestion and traffic.

I am glad to see that the current proposal retains the 96 bus route (as C55). If possible, I would hope you could maintain it's current frequency (every 20 minutes) rather than changing the frequency to once every 30 minutes. Thank you.

This proposal eliminates the bus routes that serve Amidon-Bowen Elementary School in Waterfront. Why? More than 25% of AB students come from W7 & W8 and take the bus to school. The school's population is only estimated to grow in the next decades. This proposal eliminates the K2 bus and any bus that serves Capital City Public Charter School, which serves more than 1,000 students in PK3-12th grade. The closest metro line is more than a mile from the school. This will eliminate public transportation options for students, staff, and families.

Dear WMATA, I am strongly against the proposed bus route changes to the E4 bus (C83) now routing the bus along Military Road, up Connecticut Avenue and across McKinley Street to Friendship Heights. This is contrary to WMATA's proposal a year ago to route this bus line along Military Road for the entirety of its route to Friendship Heights which was a much more direct and efficient proposal, serving more potential riders. Instead, the current proposal will duplicate service provided by the L2 (D70) north/south route along Connecticut Avenue, waste time for the driver and passengers and create hazardous conditions for pedestrians, bikers and drivers at the McKinley Street/Connecticut Avenue intersection. The E4 bus as it now exists provides crosstown service to the Friendship Heights metro station. However, the route along McKinley Street is narrow and hilly and inefficient. The commercial area along Connecticut Avenue causes delays for riders as the buses compete with heavy truck, deliveries and vehicle traffic at the Connecticut Avenue intersection. It can take buses several light cycles to get through this intersection now, simply going straight. However, if the E4 (C83) bus plans to turn at the Connecticut Avenue/McKinley Street intersection, all road users will be placed in jeopardy. There is a CVS at this corner which frequently has delivery trucks parked in front of the store on Connecticut Avenue, which would prevent buses from making a safe turn. There is a restaurant (Little Beast) which has daily customers and delivery drivers parked illegally at this intersection as the drivers run into the restaurant to pick up their orders. There are drivers making left turns into the CVS parking lot at this intersection, often holding up trafffic. This corridor is also still being considered for bike lanes which would prevent buses from being able to make a direct turn onto Connecticut Avenue (heading south). Most importantly, the Connecticut Avenue/McKinley Street intersection is the most significant pedestrian crossing in Chevy Chase with hundreds of elderly and young pedestrians, parents pushing strollers, and disabled individuals in wheel chairs crossing daily, in every single light cycle in all directions. WMATA will be putting these pedestrians in great peril every day by forcing bus drivers to make what is clearly a difficult and dangerous turn right in front of them as they cross. If anything, pedestrian traffic is likely to increase with the proposed development of the Chevy Chase Community Center and rezoning of the Connecticut Avenue business corridor. This exact intersection at Connecticut Avenue and McKinley Street will become more fraught with danger for pedestrians if WMATA reroutes the E4 (C83) bus to make this extremely hazardous turn. It is far safer and will serve more bus patrons if the E4 (C83) bus line continues straight across Military Road to Friendship Heights. The blocks on Connecticut Avenue between Nebraska Avenue and Military Road are filled with apartment buildings whose residents currently have no service to Friendship Heights. They deserve direct, efficient service to get them to Metro Rail. Please revert to last year's plan to reroute the E4 (C83) bus along Military Road for the duration of its route through Chevy Chase to Friendship Heights. The current plan to route this line up and down Connecticut

Avenue duplicates the L2 (D70) service, is inefficient and creates dangerous conditions for drivers, pedestrians and bikers at the Connecticut Avenue/McKinley Street intersection. Best regards, Kathleen Le Dain

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I strongly object to the elimination of the current 63 route that goes from Takoma to Federal Triangle. I use the route often and changing it to two separate lines that require a transfer at the Petworth Metro Station will add significant time to my travel. Please reconsider this change. Thank you.

You have to be absolutely nuts to cut frequency on the 16Y (being rebranded to A49) to just every 20 minutes. Columbia Pike corridor residents rely on this bus for a one-seat ride into DC. These buses are packed during rush hour. You will put more cars on the road if South Arlington residents lose this frequent, extremely convenient route.

Cap Hill being strangled without D6. Students,, professionals and laborers being forced to use multiple forms of transport to get to their locations. Why fix a route that is not broken?

I strongly disagree with the plan to eliminate the rush hour service between Takoma and Federal Triangle (currently the 63 bus). Eliminating this route means those of us living in Brightwood and Manor Park have no direct transit access downtown. My husband rides this bus to work daily, and with the new plan he will have to transfer, making his trip much longer. His bus is full most mornings, it's a well used route. We're starting a family soon and it's going to be very difficult to manage things at home with his commute taking so much longer. Please consider maintaining bus service between Takoma and Federal Triangle.

Thank you for better names. The current 5x and the Sx are so confusing. I'm sad to see the current 59 express service on 14th street NW disappear. Will the DC Circulator continue to provide express service?

Please do not discontinue the N-4 bus route. It is very convenient and goes to the heart of downtown. I have to use a crutch, and the current N-4 bus stop I use is only a short walk away. Please! John Lockwood. [redacted]

I do not support getting rid of the K2 line. There is no other proposed bus route which would connect Takoma Station to Ft. Totten. In Metros own Ridership summary they have 422 average daily riders on weekdays. This is comparable to lines like the 60 which goes from Ft. Totten station to Gerorgia Petworth Station similar to how K2 connects two adjacent metro stops. This

is part of the Better Bus Engagement Summary that wmata did: DC301 Silver Spring – Fort Totten K2, S2, 54, 59 • Widespread support for the connection between the Fort Totten, Takoma, and Silver Spring Metrorail stations • Strong support for the connection between Fort Totten and the DC International School • Several comments from Shepard Park residents expressing a desire to maintain their direct connection to downtown without transfers. This completely goes against getting rid of K2

You want to talk about confusion? Change all of the route names, then there will be confusion!

As a longtime resident of Capitol Hill East who has relied on the 96 (and previously the 97 before it was eliminated) and the D6, I am completely outraged at the proposal to eliminate the 96. For those south of Lincoln Park this means an incredible loss of service to Union Station and to Northwest DC. Although the D6, to be renamed D24, will remain in service, it will only run every 30 minutes which is just insane. This bus is already incredibly busy during rush hour when the bus comes at more frequent intervals. Additionally, this bus used to originate at Stadium Armory - pushing service further east, while laudable, will mean fuller buses, particularly combined with lower frequency. These buses don't just get people to and from work. WMATA is our public school busing system - tons of kids ride the D6 to get to school and my own child, who is starting high school in the fall, is planning to ride the 96 bus to get to her high school in NW. Please reinstate the 96!

I am a federal employee who rides metro bus approximately 3-day a week (often more). My work transportation trips start at 38th and Perry Street and end at my federal offices in DC on the metrorail. The proposal to transition the bus route to the P-10, P-40, and P-1X virtually eliminates all metrobus access from my neighborhood (Cottage City). In the instance of the proposed route P-40, the bus drives a similar route as the T-18 and T-14, but makes absolutely no stops along 38th avenue. Logistically, this makes little sense, seeing as traffic along 38th avenue is often backed up during the morning rush hour, so the bus would be stopped anyways. Please restore service along 38th Avenue for the proposed P-40 route. Brittney Drakeford [redacted]

Re: Upper NW, east of Rock Creek Park: The Brightwood area of DC will be underserved with this plan. This is particularly problematic with the planned increased housing density on Kennedy St, including low income housing. This area will be very isolated without good bus service. Having only one bus line servicing this area that terminates downtown is insufficient. Suggest that D46 should not terminate at Petworth Metro. The currently planned route is too short and should terminate downtown. Further suggest that D44 should run more frequently. Re: Cross-Town Service: Suggest that C81 and C83 run more frequently than every 30 mins. The current schedule is almost useless during rush hour. Getting across Rock Creek Park in Upper NW is a huge hassle, and rush hour traffic on Military Rd has gotten worse. Having more frequent Upper NW cross-town service should help get cars off the road.

Fully support keeping the 10A/B on Mount Vernon Ave. Thank you!

We live in barnaby woods and my kids need to get to the friendship heights metro for school. We really need bus service to that area. Ideally the E6 would come back. Without it, my kids take the E4 and still have to walk almost a mile from the closest E4 stop to our house. Rerouting the E4 and not bringing back the E6 leaves us in a total bus desert. Not ok for a city that prides itself on public transport

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This Better Bus plan is NOT better for the Barnaby Woods neighborhood. It would greatly impact access via the M4 important for students in neighborhood who commute to Deal and Jackson Reed. It completely eliminates E6 bus service, which for decades has offered critical direct metro bus access from Barnaby Woods, Hawthorne, and Knollwood to our Connecticut Avenue business and civic core and the Friendship Heights Metro, with its commercial core and medical offices. We need accessible public bus/metro-connection options from the far western side of the Chevy Chase area.

One of the biggest challenges as a resident of the district who is car free is getting to and from DCA airport or Dulles after metro ends its service. I am disappointed that there is still no early morning or late night services being offered to these airports. MetroBus should consider bus replacements for when metrorail closes for the evening following the route of metro lines to connect to the 24 hour network in DC.

The new proposed routes would (seemingly) eliminate the direct route between the Anacostia Metro station and the U.S. Naval Research Lab (W5 and A4). Furthermore, it looks like there won't even be a non-direct line that stops at NRL. I, along with many coworkers, depend on public transportation to get to and from work in the morning/evening. It seems like a large oversight to not include NRL in any plans for future route. Additionally, if we are trying to take serious steps to combat climate change and reduce traffic in the city, I think making it impossible for several thousand government employees to commute via public transportation makes little to no sense. Thank you very much!

During certain Metrorail shutdowns in Virginia, there would be frequent express shuttle bus service such as Vienna to Pentagon, and Franconia to Pentagon. These services actually helped with the commute by providing a non-stop ride from the last stop on the metro line, making use of HOV lanes, and terminating much closer to DC. I would like to see these frequent express shuttles being used on a daily basis to supplement Metrorail. Also, it would be nice to see "night bus" services that specifically follow the Metrorail lines during the times when Metro isn't open. Even if these services are just once hourly overnight, it would help somewhat. It would especially help to have these at the airports because often times flights will require

passengers to travel to & from the airport during times when there is no Metrorail service, and we shouldn't be forced to take taxis / rideshares just because it's nighttime.

Please leave the E4 bus on the same route as it now takes. I am senior and can walk from my house to McKinley St, then take the E4 to the Friendship Heights Metro station. From there I can get downtown to my dentist and other appointments, or go all the way to Union Station to catch a train to Philadelphia to visit my daughter. Also, I no longer drive at night, so being able to take the E4 to nearby restaurants on Connecticut Avenue in the evening has become more and more important, especially in winter months when it gets dark so early.

I am outraged that Metro has decided to completely overhaul the existing bus routes, their names, and the fact that 600 bus stops will be taken away. The system works fine as it is now, and the bus route names are not confusing and do not need to be changed. Time and money do not need to be spent on any of this. And taking away bus stops hurts everyone.

Please do not change the Bus 96 route. There are four (4) metro stations serving the S. E. side of the hill but none on the N.E. side. The planned changes mean fewer transportation options for 1/2 the hill population for direct downtown connections. Additionally it does not appear that NW is seeing cuts like this and my guess is they have far fewer riders and more means to travel.

Please do not remove E4 from McKinley to Military/ Nebraska. WMATA already has removed the E6 from our neighborhood. If the E4 no longer runs on McKinley, riders in my area would have a longish walk to reach the stop. Also, the Military/Nebraska route has buses already.

2A between Ballston and Dunn Loring should run much more frequently during rush hour. Westover Village is racially diverse and would benefit from improved service.

I live at 3514 Northampton street NW. DC 20015. I have lived at this address for over thirty years. You are eliminating a critically important bus toute for us - rerouting the E4 bus on McKinley. This route is critical to us and in constant use. Please do not reroute the E4 on McKinley. We are very upset. Chantal Santelices

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Please, please, please do not reroute the E4 bus from going down McKinley Street as it currently does. Its current route is a major factor for our ability to age in place in our McKinley Street home, allowing us to rely on public transportation for basically all of our needs.

The elimination of the E4 bus leaves me as a senior citizen with no option to get to Friendship Heights and the subway unless I walk down (and up on the return trip) a steep hill. Guess I'm back in my car. There are many seniors living in our neighborhood. In part they can continue to live in their homes because there are bus and transit options. Don't eliminate these options.

Eliminating the 3Y rush hour route from north Arlington into DC and back in the evening is a big mistake. So many people, including myself, depend on it for commuting to work in the District; many of us are federal workers. The local Arlington ART buses and the multiple connections that using that for commuting would require are not any kind of appropriate or realistic substitute. This route is needed. Eliminating it is a shortsighted mistake.

No reduction in any bus service would be necessary, and indeed, could be increased dramatically if fares were collected. On the L2 bus today I was literally the only person who paid a fare. It is extremely disheartening to see that no one cares that his public service is being stolen by people who do not pay for it -- and the rest of us who are law abiding see our fares go up and our service go down. It's disgraceful

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Please retain the E4 as it is along McKinley Street.

Three comments 1. Is PG County The Bus updating its bus routes, or keeping them the same? 2. Are the P30 and M70 bus routes proposed to keep operating once the Purple Line opens? 3. Why isn't the P10 proposed to serve *both* Hyattsville Crossing station and West Hyattsville station? Asking because the West Hyattsville station area is growing rapidly because of new townhomes, new apartments, new Kaiser medical facility (all were WMATA joint development projects), updated parks, updated roads, new restaurants, and more. How will people in West Hyattsville and Chillum get to the Arts District in Hyattsville (near Baltimore Ave and Jefferson) and vice versa?

I am in full support of having National Harbor, Maryland connected with D.C. with the proposed C11 bus route and fully support the P93 and P94 bus routes that is proposed to connect National Harbor with the Suitland Metro Stop. This is a great initial step of giving National Harbor more access to public transit, I hope that possibly in the future, National Harbor can be connected via Metrorail.

Great job with the redesign and the public outreach! General concern, please consider shortening some of the longer routes. Traffic, stops and the constant turns on routes like the C27 will inevitably result in insane bunching, especially on the more frequent routes. It seems

some routes already have short turns planned but frequencies seem to have been compromised to make those short turns happen. Consider breaking more of the longer routes up, this would improve reliability dramatically. Also consider clock face scheduling and timed transfers. I would rather have a bus come every 30 minutes versus every 27 minutes, that three minutes doesn't really matter if I am already waiting. 27 minutes and 30 is way easier to remember than 27. If you are having those buses run that infrequently, make schedules explicitly planned into the timetable so riders don't need to wait twice. Either do those two things or ramp up frequencies.

Sent to Councilmember Lewis George and Commissioner Zeldin (ANC3/4): It appears as if WMATA is determined to further reduce bus service for those of us who have already been impacted negatively by the elimination of the E6 bus line, which ran along Western and Broad Branch to Friendship Heights, during COVID. As you can see from the “Better” Bus proposal linked below, WMATA is planning to reroute both the E4 and the E2 buses that serve our neighborhood along McKinley Street and provide the only link to the Friendship Heights Metro Station that those of us who live north of McKinley Street and east of Connecticut Avenue currently have. The proposal would permit the E4 and the E2 buses to bypass all of Chevy Chase, DC east of Connecticut and pick up McKinley only in those last few blocks before Western Avenue. As you undoubtedly know, many of us in this public transportation desert rely heavily on the E4 and the E2 bus lines to get to Connecticut Avenue and to Friendship Heights. Riders along this route include students, parents dropping kids off at Lafayette, as well as many other residents seeking to visit the Chevy Chase Library and the Chevy Chase Recreation Center, to shop at CVS, Safeway, Whole Foods or any of the many shops, restaurants and businesses located along these routes, to visit doctor’s offices or the post office, and to reach destinations located east of the park. The proposal suggests that the E4 and E2 lines are “similar” to three newly proposed lines — the C83, C81, and P32. None of these lines pass through our neighborhood, and they all bypass it by traveling along Military Road. This is unacceptable. We have already had to adjust to traveling several additional blocks to pick up the E4 or the E2 after the elimination of the E6. Now, we are being expected to travel a distance, which for us here on Runnymede Place, is 10 blocks away, to access public transportation. I’d rather drive than do this. Since both of you, as our Ward 4 representatives, have a stake in this matter — or if you would simply like to help in advocating for maintaining our local bus service in our neighborhood —I’d urge you to provide feedback. It appears as if WMATA ignored the overwhelmingly negative comments we provided last go-round on this proposed move, so I hope they will listen now and scrap this ill-advised and isolating plan. It would be great if other ANC representatives could weigh in as well, especially since two of the stops slated for removal (should this proposal succeed) are located right in front of the Chevy Chase Recreation Center — the future site of the increased density that is being forced upon neighborhood, and one block away from Lafayette Elementary School, which you can see by the big green area in the middle of the upper quadrant of this section of the map depicting the proposed changes, would no longer be served by any bus line at all. This is definitely NOT a “better” bus proposal for Chevy Chase residents. Please advocate against it on our behalf. Best, Karen Johnson [redacted]

Please do not remove the 96 Bus that runs to Tenley from NE. This is critical for students and commuters, as well as teachers and students. The notion to remove this bus line thinking there would be a replacement bus to the north where the D6 runs is misguided and ill-informed. The 96 serves east and west, running past union station and through business districts. Further, the

installation of a bench and trash can at Kentucky and East Cap is necessary as well. Commuters are left to stand or sit on the curb or on the fire hydrant. Embarrassing for a city that wants to promote bus use.

The new proposed D96 has so many stops it seems to take significantly longer to get downtown. The detour off mass compared to the n4/n6 add significant time. And the detour still requires a transfer to get to Georgetown. If keeping the longer route is needed, it would be better if it could actually get directly to Georgetown.

The 96 Bus is uniquely valuable to residence and Northeast near Lincoln Park. It's not clear to me why this is being eliminated. Please reconsider. It is a feeder to Union Station. The D6 is crowded and several blocks away. This is not conducive to the elderly or disabled.

I support the proposed changes. For me, the bus network should offer frequent, reliable, fast service, with headways of UNDER 15 minutes. Longer headways, such as 30 minutes, seem to indicate that the route is intended to serve those without cars, not provide an alternative to cars. Time is money for most riders, whatever their income, but particularly higher income riders. Higher income riders are unlikely to wait outside for a bus for any length of time, particularly in inclement weather (let's face it, the DMV has a lot of that: too hot, too cold, rainy, etc). To get us back to where transit was 120 years ago, we need fast, frequent service. - The move to eliminate some stops or straighten winding routes is welcome. It is very frustrating when there is a stop every block. Stops should be spaced to promote faster rides. If we must walk a bit further, so be it. Thank you for prioritizing service speed. - More frequent, shorter headways of 15 minutes or under are welcome. I also support the rationalization of bus route nomenclature. The proposed -D, _C, -M, etc. naming makes much more sense that the current mish-mash of letters and numbers, many if not most of which are vestiges of yesteryear, even the streetcar era.

I work at the State Department. During COVID you eliminated the S1 bus, which is how I got to and from work. I then switched to the 42 and 43. According to the new route proposal, the bus replacing the 42 and 43 would no longer stop at 21st and Virginia NW. I would then have no bus options to get to and from work. Many of my colleagues at the Department of State rely on the 42 and 43. Please do not eliminate a bus stop at 21st and Virginia, NW.

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i’m concerned about eliminating the S2 bus. it’s the bus my son takes to school, and the proposed replacement busses don’t fully cover the same area.

I think the new route names are fine, but I object strongly to the proposed change to the old 21c, the new 28a. Several years ago you modified this route to make it less direct to the pentagon with the end result that it takes longer to get to pentagon from Yoakum pkwy in Alexandria. The

route used to be an express bus. This new route does the same thing. It takes the route and makes it longer once again! Once again you are making my commute longer and more unpleasant. You also do not show in your plan the expected travel time, i suspect because you know it is going to be even longer. I moved to the west end of Alexandria in 2004 and in that time my commute to Capitol Hill has gone from good to fine to exhaustingly long and very unreliable. How is making the route even longer going to make it more reliable or better for anyone? We already have lousy service from my area and you are proposing to make it even worse. Don’t do it!

I am opposed to eliminating bus 96 which connects lincoln park to downtown. I live on lincoln park and without it there are no busses nearby. Dreadful idea to take it away. Also why not bring the circulator around lincoln park? Thank you. M Grosjean

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i can't even figure what route will replace 2A along Washington BLVD between East Falls Church Metro and Ballston Metro. Also, transfers are a problem and it seems like more transfers will be needed to get somewhere but i'm not sure because it's hard to figure out the routes

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The D74 will waste a large amount of time deviating via Upshur to Georgia and then back to New Hampshire Ave NW. It should instead simply turn at a Upshur and New Hampshire and avoid Georgia Ave, particularly the congested intersection at Upshur and Georgia Ave NW. Traveling on New Hampshire Ave NW to Upshur to Rock Creek Church Rd NW would be more direct and prevent the bus from getting stuck in heavy Georgia Ave traffic. Further, Georgia Ave is already served along this stretch by other routes.

As a resident of Capitol Hill and frequent user of 96 bus, I'm concerned about its elimination. The 96 provides direct access to Union Station, and is a primary route for Lincoln Park residents and NE neighbors.

Leisure World of MD. is probably the largest senior community on the East Coast. It needs frequent and wider bus coverage. The new Route 142 To Connecticut Avenue will solve many of these problems. I suggested route 142bbe considered and analyzed soon.

I am 70 years old I catch the z8 bus to get to university and colesville rd I am confused about the New names and routes

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The removal of the M96 is going to cause a lot of problems for hill residents. Much of the hill is underserved by the metro and the M96 provides a crucial connection to union station, as well as

to the core downtown. For example, imagine someone who lives on 14th and East Capitol, just East of Lincoln Park. Their closest metro station is either Eastern Market or Potomac Ave, and both would be a 15-20 minute walk away. But those stations only have blue/orange/silver lines. If the resident wants to get to Catholic U, they have to ride all the way to Metro Center, then go BACKWARD up to Catholic. It turns a trip that would have been ~40 minutes under the current system into something that will probably take an hour and a half (or more!). This and similar effects would drive a bunch of one-car families on the Hill to buy a second car due to the reduced service.

Please keep bus 96!!! It fills a real gap!

You've screwed over Glover Park. Just like the bike lanes along Wesley Heights. Ridiculous. You listened to nobody.

Please add more BRT! More express service and BRT along important growing corridors like Rt1 (both DC & PG). Make sure that the better bus network is designed for expansion, so that as WMATA hires more bus operators it can easily expand service frequency or add additional routes. This is a massively growing region, don't contract service, but expand frequency so that people can really rely on car free transportation.

Please do not eliminate bus stops at 2724 and 2723 Porter Street, NW (1002216 & 1002217). I live in the Quebec House apartment building, which backs up to Porter Street. I frequently take the bus from Tenleytown to this stop with several bags of groceries. A walk from Connecticut Ave & Porter Street would make my grocery trips more challenging. In many cases, the elimination of these two stops would force me to take a taxi, Lyft, or Uber, given the weight of the bags I often carry. Additionally, these two stops provide critical access to Washington Hospital Center, when I have doctor's appointments, Without this stop, a trip to Washington Hospital Center from Quebec House would require unnecessary time to walk to the SW corner of Connecticut Ave & Porter. This would add at least ten minutes to my trips, both to and from the hospital.

Hello, I am a resident of 14th St NW and frequently use a combo of the 52/54/59 depending on needs & availability. I am writing to oppose the proposal that cuts the 59 limited stop service. I oppose this for a few reasons: 1) There is extremely high bus usage on 14th St NW, esp. through the U St area and Columbia Heights. Often, all buses are full. Therefore, cutting the express option appears to cut service where more is needed. 2) The express option is extremely useful for commuters going all the way downtown, as there is often a lot of traffic in Columbia Heights and other areas. This makes taking the 54/52 less practicable, and the 59 a great option/alternative for metro. I am really disappointed that this route would be cut as it is truly a godsend to be able to quickly get downtown w/o any transfers and w/o having to deal with traffic. 3) Additionally, while not directly related to the 59 cut, I am worried that the decision

to continue running the overlapping service of the 52/54, while cutting the 59, will make bus service notably worse. A big problem with the 54/52 routes as they are is that buses are scheduled incorrectly, and they end up tailing each other, ESPECIALLY on weekends. This moots the purpose of having two routes, because you end up waiting longer for the next bus if you miss two at the same time. It also slows the bus routes because more people have to be picked up. In sum, I would propose that WMATA include the 59 in the Better Bus Network and then combine the 54 and 52 into one route. There are a number of benefits to this approach: 1) A combined 54 route is already in place during the late night service/early morning service, when buses run from Le'fant to Takoma. 2) A combined 54 route will eliminate the issue of buses stacking behind each other because they will all leave from the same stations, at regular intervals. It is pretty unlikely that a bus leaving from Takoma, for example, would make up >5-10 min in travel time and catch up with the earlier bus absent extreme circumstances or re-routing. 3) Nobody loses from a combined 54 route. Currently, the 54 turns off of 14th St NW to end at Metro Center, which is 2 blocks away from 14th St NW. This is a negligible difference for users of the 54 who may be taking the bus all the way to Metro Center. There is no downside to ending the turnback at Colorado Ave NW (for the 52), because all 54 buses would now route through Colorado Ave and beyond. 4) When you add the 59 to the mix, you end up with two simple routes. The 54 runs from Takoma to Waterfront or Le'fant, covering the entirety of the 14th St corridor. The 59 runs this service as an express, eliminating confusion on which bus to take, and likely eliminating traffic. I hope that Metro considers these points and does not eliminate the 59 bus service.

Hello. I currently live in Mount Pleasant and work at the State Department. I frequently take the 42/43. I do not see any kind of consistent coverage for that route in your proposed plans. I barely see any routes that go from NW DC to the State Department. This is a busy route and I'm surprised to see it chopped into 6 other routes that don't really cover the same geographic area. I hope this will be fixed. Thank you.

Hello, I learned that the new proposal includes eliminating the 96 bus. This is very bad news for our Capitol Hill neighborhood. The 96 has been quite reliable and judging by the number of riders, also popular. I can’t imagine why this would be removed completely. The nearest alternative is the D6, which is often overcrowded and delayed. Considering how full both of these buses are during rush hour, MTA should double up the D6 availability if eliminating the 96; however, I wish you would reconsider eliminating the route. Perhaps adjusting the route is an option. Thank you for your consideration.

New proposed DC route D24 needs to have a more frequency, with operating 15 mins @ peak times in the morning between 6-9 am, that means at most 3 buses will come by in one hour but that doesn’t account for delays or missing buses. It will also be one of only a few ways residents of DC’s east end will have to get to Union Station/downtown. Please change!
For me, personally, this is quite a step backwards: I will have exactly the same routes as currently, but with less frequent service and a shorter span of service. The last few years, I've been encouraged as service (frequency and span) has been added to a point where it's *almost* at a level I would consider acceptable. This would reverse some of that. Since I've

seen how these sorts of reviews go in the past and know that little if any of the feedback will be incorporated, I'll take this as a cue to go car shopping.

The area around Potomac Park/George Washington University is underserved in the new plan. Between the university and the hospital, plus federal agencies including the State Department, Interior Department, Federal Reserve, GSA, and OPM, this area is the center of many large employers and many rush-period commuters. Prior to the pandemic, this area was served by a large number of bus lines, including the 31, 32, 36, 39, 80, L1, H1, X1, S1, and N4. Many of these routes have been discontinued and have never resumed service. In the "Better Bus" proposal, this area will only be served by the D96, which will run infrequently and not provide adequate connections to other bus routes or metro lines. It would be good if other routes could be extended or routed through this area. For example, the D22 could be extended to serve Potomac Park instead of terminating at Chinatown. It is already envisioned to extend across town late at night, but if it is extended full-time it would provide a connection to several metro rail lines and the vast number of other bus lines that will service the downtown area.

My bus route is completely eliminated by the "Better Bus Network" which completely eliminates transit service north of White Oak in Montgomery County. Not only is the Z2 gone, so nothing between Olney, Colesville, White Oak and Silver Spring, but you have also rerouted the C8 off of New Hampshire Avenue south of Randolph Road. So for our part of the County it is a much worse bus network than the limited services we have now. No, I am against these changes--places that already have much better coverage, much more frequency, get more, and even minimal coverage in our area is eliminated. Springbrook High School and Blake High School lose all transit access. This is a middle class area of older houses, an aging and increasingly minority and diverse population, an area with increasing transit needs. I was hoping that Z2 might become usable again with basic half-hour frequency all day and a span that would allow me to get home after 6:00--i.e. it might be usable as something other than back up transportation. That would be better. Our Civic Association has been involved with the fantasy of creating a BRT on New Hampshire Avenue rather than working to have decent basic bus service--there is no chance of a BRT at all, and if we don't even have ANY bus service it is not a "Better" network--we can't even get to the "Network"! And the Montgomery County plan is no help, it has bus service planned on that stretch of New Hampshire, but as part of a route that goes to Fort Totten--so either way, we have a lot of out-of-direction travel and a transfer to Metro to reach Silver Spring. Bus riders have been using the Z2 to Silver Spring for at least the 35 years I have lived here, that is the travel pattern. It is a worsening of our condition--increasing frequencies and span some places is good, but not at the expense of eliminating even minimal coverage where it has existed.

Do not eliminate the 96. That would leave no east - west buses between D St NE and Pennsylvania Ave to the south. The entire area around Lincoln Park would be bus less and without close proximity to any Metro stop.

Please keep something like the current 96 route between Lincoln Park and Union Station via Massachusetts Ave. I rely on this route to get to work and to take my kids to school (at Capitol Hill Montessori). As the map is currently proposed, there is a huge area in the middle of Capitol Hill, with no bus service. The closest alternative to the 96 is the D6 route, which the proposal relabels D24 and extends east of the river. This is not an acceptable alternative to the 96, for the following reasons: 1. C and D Streets NE are slow. Lots of 4-way stop signs. Eastbound during evening rush hour, it can take 5 minutes or more to get around Stanton Park due to traffic volumes turning left onto 6th St NE. C and D Streets are so narrow that the D6 can't run during snow storms. 2. The D6 is often overcrowded as it is. Extending it east of the river (in place of the current 96) will worsen the crowding problem. 3. C and D Streets NE are too far north. For people who live south of East Capitol Street or Independence Ave, it's a long walk. On the map it's striking how big of an area in the middle of Capitol Hill, would not have bus service. The last version of the plan appeared to keep the 96, operating via East Capitol Street from Stadium-Armory to Lincoln Park where it would turn onto Massachusetts Ave to Union Station. This seemed like a reasonable compromise to speed up the trip for people coming from east of the river, while keeping the route reasonably close for people who live south of Independence Ave in the southeast portion of Capitol Hill, and keeping the 96 separate from the overcrowded D6 (new D24). If you can't keep the 96, then at least reroute the new D24 via Constitution Ave, or via East Capitol St. from Stadium-Armory to Massachusetts Ave, then use Massachusetts between there and Union Station. That would be a faster route and would preserve service at least a little closer to the center of Capitol Hill. I don't understand why you'd have the one route through the neighborhood run on C and D Streets which basically are slow back streets.

I do not agree with the elimination of the bus stop at 16th and Upshur, NW. 16th street is extremely difficult to cross on foot, because of the high speed traffic and the need to cross multiple lanes. Drivers do not stop for pedestrians at crosswalks, so pedestrians need to walk to a crossing with a stop light. Upshur street is one of the few places where it is safe to cross. If you want to eliminate stops, you should do so at intersections without stop lights.

All bus stop should have their own smart shelter and chargers. For example, when it comes to winter season and summer season, they should have AC and heating. There will be rain days which is perfect to use shelters. It’s similar to smart shelters in South Korea. That way, people don’t have to wait and worry about whether they need to run to other place where they feel comfortable for any weather condition. Another thing, the electric sign bus signs should improve for the metro bus because they do not match what the bus schedule looks sometimes. They need to be consistent all the way anytime whether bus arrives and departs. Thank you for all you do!

Terrible idea to eliminate bus service to the Kennedy Center--especially from 6 p.m. to midnight. Further eliminating service from Adams Morgan/Dupont Circle to downtown and Penn Quarter: another grave mistake. By again reducing service to Metro Center, Gallery Place, and environsm, WMATA will contribute to the decline of downtown because of increasing inaccessibility. Not everyone prefers to ride Metro. Disapprove of rerouting L2 bus, eliminating service on Columbia Road.

The proposed changes are underwhelming and disappointing. I am regular rider (at least 5 days a week) of either the 31, 33, D2, D6 or Circulator. There are three adults in our house, but only one car, so our household is very transit dependent. My neighborhood (Burleith/Glover Park) is fairly dense and far from Metro, so buses are essential. So far as I can tell, though, the proposed network provides worse service than we currently have. The 33 service is basically unchanged; perhaps slightly worse (the route is now shorter so not as useful for making trips to the mall. The D2 is being cut entirely, so there is no quick and easy access to Metro (at Dupont Circle); the replacement is a bus that runs to Tenleytown Metro, which is nice, but runs every 30 minutes even at rush hour, which is far worse than what we have now and in any event not really necessary because the 33 already runs to Tenleytown. (The D6 seems like it is more or less unchanged for all practical purposes; its route is cut in two, but that is fine because no one takes the route from one end to the other). Are there improvements elsewhere in the city? Maybe, I can't tell. But if there are, it seems like you are trying to fund those improvements, but cutting service in our neighborhood, which is shortsighted given that is a dense neighborhood that relies on buses.

I love the new D96 and M22 connections to Bethesda Station but a connection down Connecticut Avenue into Chevy Chase, DC (which was in the draft network) is missing! It is currently impractical to get from Bethesda to that part of DC using transit resulting in many more car trips and more congestion down Connecticut. Adding in this bus line (by extending the L2) would mitigate traffic and help with implementing the Connecticut Bike Lane project.

Please DO NOT get rid of the L2 route that goes through Adams Morgan/Kalorama. This is the only reliable line that provides MANY commuters without easy metro access travel to Farragut Square.

The main way we use the bus is Morgan blvd to Ritchie road. The proposed route will make the trip home very long

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This redesign provides 0 additional service for any route I make use of, and the map suggests that headways may be marginally longer.

Good morning, there are many good changes in the 2025 network, like the new beltway connections enabled by routes F92, M90, and M92. However, there is one major downgrade I would like to see addressed: In the initial network, route VA288 provided riders along Mount Vernon Avenue with a convenient and relatively direct route to a Metro station that would take them to Washington DC. However, this new network forces riders onto either a direct but very inconvenient route every 30 minutes (route A11), or an extremely indirect bus to Ballston should they not want to wait as long (route A12). Sure, riders could go to Braddock Road, however, that

makes for an extremely indirect route north, with riders going directly south for miles just to go north again on Metro. Either route A11 could be increased in frequency to every 15 minutes, or another route could be instated to augment it, heading to a different Metro station, such as Potomac Yard. A Walter Reed Drive connection could be provided by rerouting routes A68 or F44, or with an ART bus route. Lastly, an off-peak deviation into Parkfairfax on route F66 would be useful for the times that DASH does not service that area with their routes towards the Pentagon. This deviation could even run via only the western portion of Martha Custis Drive, if time is an issue. Thank you for listening to my comments.

I am dismayed to see that the proposed A76 replacement to the 25B bus route running along Carlin Springs road to Ballston station will run only every 30 minutes, even during rush hour. This will significantly and negatively impact my daily commute from South Arlington to downtown DC. If this is the case, I will plan to telework more often as it will make my commute even longer than it is. I commute regularly on metro and spend money in downtown DC - with the new schedule, I will reduce my spending on both metro and within Washington DC as it's going to be a big hassle to get to my office every day. Please reconsider. I will share this bad news widely within my south Arlington community as well.

I think we all missed the B30 that runs from Greenbelt station to BWI Marshall Airport via Baltimore-Washington Parkway that bus is the icon route that serve the airport and 1.5K plus jobs along the route that it took. bring back the B30 to help serve customers,students and workers throught out the route!!!. On top of Icon B30 route to bring back for the Better bus network. I want the bus for the va side to add a route to the Norfolk (Ballentine Broad Creek Station) that will add new customers to !. help get to dc in a cheaper affortable and reliable way to and from Huntington station that will create millions of jobs along the new route for va.

Please do not eliminate the E4 bus that runs down McKinley St. NW in the Chevy Chase neighborhood. That bus is the only way for many of us who are north of McKinley to easily access the Friendship Heights metro. I personally love to ride the metro to work instead of driving, but I do not always have the time to walk the 1.2 miles to the Friendship Heights metro. The E4 makes is accessible and actually possible to ride the metro downtown. The proposed substitutes, which will run along Military Rd. are not sufficient for those of us who live north of McKinley. This is particularly so because the city has decided not to install bike lanes along Connecticut Ave., so we are quite stuck driving from this part of DC. Please also consider that there are numerous homes for the elderly in our area, many of whose residents rely on the E4 bus and should not be asked to walk even further to make use of our public transportation system.

Written Comments from interactive Poll Activity at events for public comment

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Hyattsville Crossing		5	4	4	5	5 Will the Metro app be updated to continue to give bus arrival estimates at stops?
Hyattsville Crossing	N/A		3	1	5	5 N/A
Hyattsville Crossing	N/A		4	5	5	5 N/A
Hyattsville Crossing	N/A		5	5	5	5 Completely Free
Hyattsville Crossing		4	5	5	5	5 Not at the moment
Hyattsville Crossing		5	5	4	5	5 No
Hyattsville Crossing		3	3	3	3	3 N/A
Hyattsville Crossing	N/A		3	2	5	3 Great job!
Hyattsville Crossing		5	5	5	3	5 N/A
Hyattsville Crossing	N/A		3	3	3	3 No issues with bus services from Hyattsville Crossing Metro
Hyattsville Crossing	N/A		5	5	5	5 N/A
Hyattsville Crossing	N/A		3	1	2	2 I am sad that it changed
Hyattsville Crossing	N/A		3	3	5	3 N/A
Hyattsville Crossing	N/A		3	5	5	3 Yes, it's a better route. Thanks
Hyattsville Crossing	N/A		4	4	4	4 N/A
Hyattsville Crossing	N/A		5	5	5	5 Completely Free
Hyattsville Crossing	N/A		2	2	2	2 A few times the drivers are mad
Hyattsville Crossing		5	5	5	5	5 Its good and neccesary for the people that travel more often and take more busses
Hyattsville Crossing	N/A		4	5	4	3 Bring back the B30 to BWI Airport from Greenbelt Station
Hyattsville Crossing	N/A		5	5	5	5 YAY! Thank you!
Hyattsville Crossing		4	5	4	1	5 Yeah the bus can get very crazy in DC at nighttime in SE DC
Hyattsville Crossing	N/A		1	1	1	1 After 8PM there is no bus
Greenbelt Metro Station	N/A		5	3	5	5 I appreciate Metro 18,000 miles a year
Greenbelt Metro Station	N/A		5	5	1	5 i like having the pg 11 bus as an option, don't take that route away
Greenbelt Metro Station		4	1	1	5	5 p20, p21, p22 and c2 bus routes will go away. no bus r12 stays need it.
Greenbelt Metro Station		5	4	4	5	5 301 pg late arrival. need bus 6 am first bus late, no show on friday and thursday
Greenbelt Metro Station		4	3	3	3	5
Greenbelt Metro Station		1	1	1	1	1 It's a two lane road blocks traffic, traffic jams, it's not a good change
Greenbelt Metro Station	N/A		5	3	3	5
Greenbelt Metro Station	N/A		5	3	3	5
Greenbelt Metro Station	N/A		5	3	3	5
Greenbelt Metro Station		3	3	3	3	4 Frequency improvment on P23 and C53
Greenbelt Metro Station		2	1	1	5	1 these changes do not favor you at all.
Greenbelt Metro Station		5	5	5	5	5 I like the increase p 14 frequency, Sunday service, Springhill Lake to Bladenburg town hall
Greenbelt Metro Station		3	3	3	3	2 p2 weekend improvements are nice
Greenbelt Metro Station	N/A		3	3	3	3
Greenbelt Metro Station		3	3	3	5	5 the bus 86 has many delays in its arrival at the station.
Greenbelt Metro Station		5	5	5	3	3 Everything is good
Greenbelt Metro Station		5	5	5	5	5 the change is good , its route is shortened and therewikk be a bus on sunday
Greenbelt Metro Station	N/A		1	3	1	1 keep the 15X as it is
Greenbelt Metro Station	N/A		5	5	1	5 Very helpful, keep us informed
Greenbelt Metro Station	N/A		5	3	5	5 The changes will benifit me.
Greenbelt Metro Station	N/A		3	3	3	5 have the bus work more on sundays
Greenbelt Metro Station		2	2	5	2	1 it doesnt favor me
Greenbelt Metro Station	N/A		3	3	3	3
Greenbelt Metro Station		5	1	5	3	5 I take 19 the bus G14, G12 and I like the changes
Greenbelt Metro Station		4	3	3	3	5 more frecuency on the route of bues.
Greenbelt Metro Station			1	1	1	1 you took away my stop c ridge between southway and westway
Greenbelt Metro Station		3	5	3	3	3 Nava area resident and I need the bus to start at 5 am to get Metro, and we want more frequency
Greenbelt Metro Station	n/a		5	5	5	5 everythings fine
Greenbelt Metro Station		1	1	1	1	1 This is really bad news. G12, G14, I live in old town Greenbelt and the routes will be impacted negatively especially in winter and bad weather
Greenbelt Metro Station		1	1	1	1	1 we need the C2 bus to Greenbelt
Greenbelt Metro Station		3	3	3	3	3
Greenbelt Metro Station		4	4	4	4	4 Mt Ranier F1 Queen Charpel Road turn it west Hyatsville want the route to stay the same and more frequency. Good news for the weekend though
Greenbelt Metro Station	n/a		3	4	4	3 n/a
Greenbelt Metro Station		3	3		5	3 thanks for the information
Greenbelt Metro Station		5	5	5	3	5 C21 stay the same and that's a good news. Alabama ave to Benning rd. like increase frequency
Greenbelt Metro Station		5	5	1	5	5 nasa folks will be very happy with p20,15 greembelt to nasa entrances like eving hours.
Greenbelt Metro Station		5	1	1	3	5 Like library bus stop, P20/P21, like going thru univ square. busses going on the same side
Greenbelt Metro Station		4	3	3	5	3 Line National Harbor , l'enfant and deanwood / fort lincoln
Greenbelt Metro Station		5	3	1	5	3 the c8 bus will be available on sundays and i really like that.
Greenbelt Metro Station	N/A		1	1	1	5 N/A
Greenbelt Metro Station		4	3	3	3	4 Line improvements on weekend service / 8 am
Greenbelt Metro Station	n/a		4	4	5	4 n/a
Greenbelt Metro Station	N/A		5	5	5	5 Metro is great
Greenbelt Metro Station 5		4	3	3	3	3 improve weekend service
Greenbelt Metro Station		4	1	3	3	5 The good news, there is no much changes and it has more frequency
Greenbelt Metro Station	n/a		5	5	3	5 n/a

Better Bus Poll Activity Key	
	5
	4
	3
	2
	1
N/A	Blank
Spanish Poll Activity	

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Greenbelt Metro Station		5	5	5	5	5 its fabulous 89m i like the week and service, its a good change in option .
Greenbelt Metro Station		5	5	5	5	5 It is favorable for me because the route will take me more places
Greenbelt Metro Station		5	3	3	3	5 everything is good but yesterday the metro app was not working
Greenbelt Metro Station	n/a		1	3	3	5 n/a
Greenbelt Metro Station	N/A		3	1	1	4 4
Greenbelt Metro Station		5	5	5	5	5 p31, piy, m12, p33 it good new a lot of route and similar, connect old and new better.
Greenbelt Metro Station	n/a		5	5	5	5 line was improved and I like it
Greenbelt Metro Station		4	3	3	3	3 n/a
whiton Metro Station		5	5	3	3	5 Para mi es perfecto lo que estan haciendo , muchas gracias!!
whiton Metro Station		4	3	3	5	5 Me parece bien !!!
whiton Metro Station		5	5	5	5	R2 is worst ever yhe timing is worst very bad driver some of them is very nasty
whiton Metro Station		5	3	3	3	5 Mejor frecuencia en las rutas.
whiton Metro Station		5	5	3	3	5 Agradezco los cambios debido a la mayor frecuencia de buses.
whiton Metro Station	N/A		1	5	5	5 El horario es perfecto pero en algunos casos los motoristas son los que deciden.
whiton Metro Station		5	5	3	3	5 Esta magnifico el cambio, porque el fin de semana va estar funcionando con frecuencia.
whiton Metro Station		5	5	5	5	5 Esta bien
whiton Metro Station		5	3	3	3	5 Me parece mucho mejor que haya este cambio M20
whiton Metro Station		1	1	1	3	1 No esta bien.
whiton Metro Station		5	5	1	5	5 Contento por el servicio de los domingos.
whiton Metro Station	N/A		1	1	5	3 M12,M82 cambia de ruta actualmente solo tomo 1 bus y para el 2025 tomare 2, realizare transbordo.
whiton Metro Station		5	5	3	5	5 Me gustaria cada 20 minutos p32
whiton Metro Station	N/A		1	1	1	1 M 20 los dias domingo me afecta en el trabajo reducion horario , me gustaria los domingos hasta 1:30 am
Arlington Mill Community Center			5	3	5	4 Me gustaria un horario mas frecuente sobre todo los fines de semana
Arlington Mill Community Center		5	3	3	5	3
Arlington Mill Community Center			3	3	3	3 Bus on weekend, buses early in the morning
Arlington Mill Community Center		5	3	3	5	3
Arlington Mill Community Center		5	3	5	5	3 Que pasen los buses con mas frecuencia , no cada 30 minutos
Arlington Mill Community Center		5	5	5	5	5 They are doing great job
Arlington Mill Community Center		5	3	3	5	3
Arlington Mill Community Center		5	3	3	5	5
Arlington Mill Community Center		5	3	3	5	5
Arlington Mill Community Center		4	3	3	5	1 17 M no me parece la frecuencia de este bus que es por la manana de ida y en la tarde de regreso
Arlington Mill Community Center			1	5	5	1
Arlington Mill Community Center		4	3	3	5	3 Que los fines de semana pasen mas seguidos los buses 16A
Arlington Mill Community Center			3	3	4	3 I was hoping far more/ servee, not the same
Arlington Mill Community Center			4	3	4	5
Arlington Mill Community Center			4	4	4	
Arlington Mill Community Center		5	3	3		3 Sometimes trips will be better others less so/worse there are variables, all in all good job for the plan
Arlington Mill Community Center		4	3	3	4	4 Late night rail-replacement service across the potomac to help replace the circulator.
Arlington Mill Community Center			5	5	5	5 Happy for weeknd service
Arlington Mill Community Center		3	3	3	3	3 16A needs to run every 20 minute
Arlington Mill Community Center			2	3	5	1 We will really miss the 8W route
Arlington Mill Community Center						How to connect Columbia Pike to orange line better
Arlington Mill Community Center		4	4	4	4	5 No
Arlington Mill Community Center			3	2	4	4
Arlington Mill Community Center		2	1	3	3	1 It would have been helful to see existing routes in companis to the new proposed routes.
Anacostia Metro Station			5	5	4	5
Anacostia Metro Station		1				Need wheel chair services A8, P6 x busses X9 ,X2 Sibley Plaza on North Capital eliminating P6 is bad W2-need after 12am service, current service goes until 2am but new service stops at 12am, this greatly ojjects service. W2-whish services Morris Rd, SE needs
Anacostia Metro Station		4	2	1	1	1 frequent bus service every 15 minutes through out the day and then every 20 minuts late noght, weekend should be every 15 min. also, W6-this bus goes down Hunter Place SE and 161th st SE elimination removes this connection.
Anacostia Metro Station			3	3	3	3 Thanks for all your hard world

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Anacostia Metro Station		4	4	5	5	If works for me
Anacostia Metro Station	1	1	1	1	1	P6 will go away, that's not good
Anacostia Metro Station	5	5	5	3	5	Take P6 to work Anacostia to L'enfant to work like 20 min run /24 hours New routes Cll
Anacostia Metro Station		3	3	3	3	I work A4/C17 should run all noght
Anacostia Metro Station		3	3	3	5	
Anacostia Metro Station		5	3	1	4	We don't want W5 to discontinue work at blue plains, it's going to be real difficukt for me.
Anacostia Metro Station		5	5	5	5	Not for right now
Anacostia Metro Station		3	3	5	5	No
Anacostia Metro Station		3	3	5	3	
Anacostia Metro Station	5	5	5	5	3	W8 , W6 ride from Anacostia to l6 st SE like the change
Anacostia Metro Station		3	3	3	5	Good job
Anacostia Metro Station		3	3	1	1	Confusing
Anacostia Metro Station		5	5	5	5	
Anacostia Metro Station	1	1	1	1	1	Anacostia to 18th Morion Barry Ave. don't like the 30 minute frequency
Anacostia Metro Station	5	1	5	5	5	Thank you for conducting in this outreach! very informative
Anacostia Metro Station		5	1	5	3	
Anacostia Metro Station	5	5	3	5	5	
Anacostia Metro Station		3	3	2	3	I love Metro bus need to be cleaner
Anacostia Metro Station	5	5	5	5	5	V2 B2 like that the B2 line will stay the same and to West Hyattsville, Jost $2 ride
Anacostia Metro Station		5	5	3	5	Keep drug activity off the bus add security
Anacostia Metro Station	5	5	3	5	5	C11 I now ride the A8 no changes, like night service hours
Anacostia Metro Station		3	2	3	2	
Anacostia Metro Station		3	3	2	2	Better service on weekend please.
Anacostia Metro Station	5	5	5	5	5	C15,C31, W4,P6,90,92,32,A6,H4, DC cirucator, work bread for city, like 24 hour and 8,12,18 minute.
Anacostia Metro Station		1	3	3	5	
Anacostia Metro Station		1	1	5	1	get more buses on the routes.
Anacostia Metro Station		5	3	5	5	
Anacostia Metro Station		3	3	3	3	
Anacostia Metro Station	1	1	1	1	1	W5 Naval will be eliminated C27 goes thru the neighborthood it does not work for me.
Anacostia Metro Station		5	1	1	5	Just make show the bus be on time all the time
Anacostia Metro Station		1	1	3	1	the buses should be free for the homeless people
Anacostia Metro Station		5	5	5	5	
Anacostia Metro Station		1	3	5		The change for the W5 will make my commute much longer
Anacostia Metro Station	5	5	5	5	5	A4 (17) ride from Anacostia to atlantic SW , no changes
Anacostia Metro Station		1	1	1	1	
Seven Corner Transit Hub		5	5	5	5	Pinso qi con los combios proquestos el sistema mejorara
Seven Corner Transit Hub	2	3	5	5	1	Mejorar los tiempos de los lines langas
Seven Corner Transit Hub	5	3	3			Nesecitas mas control en Los buses de personas que eston con la influencis de alcohol
Seven Corner Transit Hub		5	5	5	5	
Seven Corner Transit Hub	3	3	3	3	3	
Seven Corner Transit Hub	5	5	5	5	5	Gracias por informamas
Seven Corner Transit Hub	4	1	1	5	1	1A, 2A Mas frequencia en estos buses
Seven Corner Transit Hub		5	3	5	5	Me gusta los combios propuestos
Seven Corner Transit Hub		3	5	5	3	Este bien bruts pero el tiempo debe ses mes ses mes carto
Seven Corner Transit Hub		5	5	5	5	
Seven Corner Transit Hub	5	3	3	3	3	
Seven Corner Transit Hub	3	3	3	3	3	
Seven Corner Transit Hub		4	3	5	5	Thank you.
Seven Corner Transit Hub	5	5	5	3	5	
Seven Corner Transit Hub	5	4	5	5	5	
Seven Corner Transit Hub	5	5	5	5	5	
Seven Corner Transit Hub		5	3	5	3	Maybe if some of yourselves wait until I set down driving off
Seven Corner Transit Hub	3	3	3	3	3	
Seven Corner Transit Hub	5	5	5	3	1	
Seven Corner Transit Hub	2	4	1	1	4	
Seven Corner Transit Hub		3	3	2	3	
Seven Corner Transit Hub		2	1	3	1	Para mi durar una hora es bien complicado porque pordemos mucho tiempo
Seven Corner Transit Hub		1	3	5	1	
Seven Corner Transit Hub		1	3	5	1	
Seven Corner Transit Hub		5	5	5	5	Gracias por su amabi idod egu dornos
Seven Corner Transit Hub	5	5	5	5	5	We thank you for adding the frequency
Seven Corner Transit Hub		3	3	3	3	
Seven Corner Transit Hub	5	4	5	5	5	Si puede seo un poco ayuda en espanol
Seven Corner Transit Hub	5	5	1		5	
Seven Corner Transit Hub	1	1	1	1	1	
Seven Corner Transit Hub		3	3	3	3	Debenion paser mais acuentemate los busel
Seven Corner Transit Hub		5	5	5	5	No me afecta la ruta excelente
Seven Corner Transit Hub		5	5	3	5	Me gusta el sistema de autobus
Seven Corner Transit Hub	5	5	3	5	5	Me parece genial todo esto
Seven Corner Transit Hub	3	3	3	3	5	No
Seven Corner Transit Hub	5	4	5	5	5	If public transport ends, I will end up buying something I really can't afford.
Seven Corner Transit Hub	5	5	1	5	5	
Seven Corner Transit Hub	2	1	1	3	1	
Seven Corner Transit Hub		4	3	3	3	4
Seven Corner Transit Hub		3	3	3	3	
Seven Corner Transit Hub		3	2	1	4	

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Seven Corner Transit Hub		4	5	3	4	
Seven Corner Transit Hub	4	3	3	3	3	
Seven Corner Transit Hub		4	4	4	5	Od time arrivals for some buses.
Seven Corner Transit Hub	4	5	4	5	5	No
Seven Corner Transit Hub		3	5	2	5	Please make better seating options for service dogs and people with disabilities
Seven Corner Transit Hub		4	3	4	5	
Rhode Island Metro Station	5	3	3	5	5	
Rhode Island Metro Station		3	3	3	5	On the weekend the buses come to late.
Rhode Island Metro Station		5	5	5	5	
Rhode Island Metro Station	4	3	1	1	3	Keep that bus from Rhode Island to Union Station
Rhode Island Metro Station	4	3	3	1	1	
Rhode Island Metro Station	2	1	1	5	1	I'm user of the H48 route and apparently for me it's going to be more complicated because the bus is going to take longer
Rhode Island Metro Station	5	3	3	5	5	thank you for the improvement of hours to be able to transport me, you can improve the minutes that can pass every 10 minutes
Rhode Island Metro Station						Need a one-seat ride between Rhode Island Ave and Union Station (like the D8)
Rhode Island Metro Station	2	1	1	1	3	
Rhode Island Metro Station	2	3	3	3	1	The T14 I suggest that always leave from Rhode Island Line 86 please add for services until midnight
Rhode Island Metro Station	4	1	3	3	5	
Rhode Island Metro Station	4	3	3	5	5	All good, thank you for the improvement
Rhode Island Metro Station		5	5	3	5	It's going to be very complicated
Rhode Island Metro Station	1	1	1	1		I recommend not removing the P6 Anacostia.There is n o other bus to take me there
Rhore Island Metro Station		5	1	5	3	
Rhore Island Metro Station		3	1	5	5	
Rhore Island Metro Station	2	2	2	2	4	
Rhore Island Metro Station	3	3	3	3	1	This is Great!!
Rhore Island Metro Station		1	1	1	1	
Rhore Island Metro Station	3	4	2	5	5	
Rhore Island Metro Station		5	5		3	
Rhore Island Metro Station						Would like a one-seat ride between Eckinton and Langdon (Franklin st.) and better frequency on the C63. Would also like a good connection the purple line fron Eckington
Rhore Island Metro Station	3	5	3	1	1	86 Doesn't need to change routes,it need to be on time 4:49 pm or 4:50 pm
Rhore Island Metro Station		1	1	1	1	No Bus traffic on 1st street NW
Rhore Island Metro Station	2	1	1	1	3	P6 river-need one-seat ride between Rhode Island ave and Anacostia
Rhore Island Metro Station		5	5	5	5	this is a greate idea!
Rhore Island Metro Station	1	2	2	1	3	Routing buses on 1st NW (C55) will damage a road with a history of sinkholes and damage historic homes from vibrations.
Rhore Island Metro Station	4	5	5	5	5	E2 rider-love new connection to Union Station
Rhore Island Metro Station	4	1	1	5	5	
Rhore Island Metro Station						In summer time we need cool air,thank you so much.
Rhore Island Metro Station						Please don't change the numbers of the bus routes keep T18,B2,G8, etc.
Rhore Island Metro Station						Need a bus from Rhode Island ave to Anacostia (like the P6)
Rhore Island Metro Station		3	4	5	3	Please consider lowering fares to make the Metro more accessible
Rhore Island Metro Station	1	3	3	3	3	Please do not put the bus (C55) through 1st St NW and W. The street is too narrow, we don't want to lose parking, the ambulances use this street ,the houses are apt to crack w/the extra weight.
Rhore Island Metro Station	5	5	5	5	5	Thank you for expanding access to Ft lincoln neighbors! and for a RIA} Downtown route (D32)
Rhore Island Metro Station		1	1	5	1	P6 from R.I Station to North Capitol & M
Rhore Island Metro Station						A lot of seniors rely on D8 to get to hospital and Union Station-D36 should go through Rhode Island are loop. C71 should go to Union Station(or have a route that connects Rhode Island and Union Station)
Rhore Island Metro Station	1	1	1	1	1	The bus route does not belong on First St. L
Rhore Island Metro Station		1	1	1		C55 Why no advance notice to Blomengton, this is absurd.
Rhore Island Metro Station						Wheel chair bound customer I would like you to get better and faster.
Rhore Island Metro Station		1	1	1	1	There is no way a C55 bus route should be proposed to run down 1st St. NW We are a historic district still from the impacts of the DC water projed.
Rhore Island Metro Station	1	1	1	1	1	No weekend service, F6 rider-need P35 to run on weekends or need weekend connection between New Carrollton and Mall at prince George's
Rhore Island Metro Station						let the bus windows open for better ventilation air filtration to protect people. - not putting feet up on seats. -using headphones & not playing sounds audio from phones. -getting up to give seat for older and pregnant women.
Rhore Island Metro Station	3	3	3	5	5	Please with the frequency of the bus and that they are on time.
Friendship heights	1	1	1	1	5	
Friendship heights		5	5	1	5	
Friendship heights	1	1		1		Frustraded with consisten decrease service on W3 & specifically E6 Don't like E4 weekend reduction (C83)
Friendship heights		1				Wants M83 extended times on sunday/ weekends T2 used to go much long.

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Friendship Heights		3	3	3	3	Metro 33 (D82) Does not impact to GW hospital.
Friendship Heights		1	1	1	1	Board 6am L8 to Friendship Height. Don't like the change,cutting out Aspen Hill section. Too many transfers.
Friendship Heights		3	5	5	5	Need to get to T2 falls Road and Twin brook-No longer goes to Rockville Station Does not affect me.
Friendship Heights						L8 will impact me negatively.I live in Aspen Hill and Sibley hospital night shift.
Friendship Heights		1	1	1	1	E6 has existed for 50 years. the trip is valuable to reach medical + dental offices.
Friendship Heights		3	5	5	5	Take the T2 from Friendship Height to Potomac Library to meet up with grand daughter.
Friendship Heights		3	3	3	3	Friendship Heights to work on River Road. No change. Glad the route stays the same.
Friendship Heights						Need connection between 7th St and Buzzard point (like 74) shouldn't be a transfer-too far out of the way
Friendship Heights		2	1	1	1	J1 & J2 (J1 will be eliminated, impact will be off and on depending work my schedule and service hours.
Friendship Heights		4	5	3	1	43 & 33- Think it's better that the Kennedy Center is on the D12
Friendship Heights					5	Likes that the P94 is going to Suitland. Should be more routes crossing the river between VA&DC and VA&MD (outside of rush hours.)
Friendship Heights		1	1	1	1	Military Rd > E4 Friendship Heights and take Metro Medecal Center. afternoon shift work don't like the J1 elimination. ok with E4 still going to Fort Totten.
Friendship Heights		1	1	1	1	L8 to Aspen needs to be on time. The elimination of L8 will make my life difficult. Need L8 Alternative Ride on 34 and Q2
Friendship Heights						Work at Foggy Bottom take Metro to Penn Ave. no plan to take street bussers 33b/c it does not go to Federal Center.
Friendship Heights		3	5	5	5	Board @ N4 to D96 Springvalley,work at American Univ, good connection. No impact. Glad that there is no changes.
Friendship Heights						frustrated with bus service. -No buses to tehly from CC. -Move the E4 to Mekaley is bad.
Friendship Heights		4	2	1	4	3 J2 service at medical center is a very important service many people use this stop during rush hour.
Friendship Heights						Only traveling between GMW & Little River Turnpike>should not have to pay express fares on the 17 buses. (F29) should come outside of rush hour. F50 should be more frequent at late night.
Friendship Heights						F23/F24 should run later in the evening. Need a timed transfer between F44 and F24. F44 should be more frequent late night. would like a one-seat ride between Columbia pike and GMU.
Friendship Heights		4	3	3	3	3 Use Ride on 1& 11 to Friendship Heights Z7 South Laurel to Silver Spring. (No Pandemic services) Glad that it Metro is Keeping Z7 that is good news. I commute five days a week from South Laurel, via Silver Spring to Friendship H
Friendship Heights		1	1	1	1	1 D96 N2,N4,N6 are getting eliminated older residents can not walk Mass Ave. 3 Apt Building in the area (want to keep access to Dupont Circle. Glover Park resident unhappy w/loss of service.
Columbia Heights Discovery Event			5	5	5	5
Columbia Heights Discovery Event		3	1	5	5	5 Do not eliminate H2 and H4 in the hospital circle because it is necessary.
Columbia Heights Discovery Event			3	3	3	5
Columbia Heights Discovery Event		5	4	5	5	5
Columbia Heights Discovery Event		5	4	5	5	5
Columbia Heights Discovery Event		2	3	3	5	5
Columbia Heights Discovery Event			5	5	1	1
Columbia Heights Discovery Event		4	5 5 & 1		5	5
Columbia Heights Discovery Event			3	3	1	5
Columbia Heights Discovery Event		4	5	3	5	5
Columbia Heights Discovery Event		4	5	3	5	5
Columbia Heights Discovery Event			1	4	5	1 not
Columbia Heights Discovery Event			5	5	5	5
Columbia Heights Discovery Event						I Love to be there.
Columbia Heights Discovery Event			1	1	5	1
Columbia Heights Discovery Event			3	3	5	3 No change.
Columbia Heights Discovery Event		4	3	2	5	2
Columbia Heights Discovery Event		5	4	4	5	5 Keep the Circulator!
Columbia Heights Discovery Event		4	3	2	4	4

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Columbia Heights Discovery Event		4	3	3	4	
Columbia Heights Discovery Event		5	5	5	5	
Columbia Heights Discovery Event	3	4	4	4	5	Implement it!
Columbia Heights Discovery Event	4	4	3	4	4	
Columbia Heights Discovery Event			4			More consisten.
Columbia Heights Discovery Event	5	5	5	5	5	N/A
Columbia Heights Discovery Event		3	3	3	2	I will miss the 59 Express on 14th St.
Columbia Heights Discovery Event		1	3	3	1	Change to route 52 not looking forward to it
Columbia Heights Discovery Event						Getting rrd of the 59 route would be a huge blow to bus riders along 14th St NW
Columbia Heights Discovery Event	4	5	3	4	4 & 3	Please fix the data in google maps. it doesn't mather where the bus goes it I can't plan to take it.
Columbia Heights Discovery Event		4	3	5	4	provide express 14th service!
Columbia Heights Discovery Event	5	5	5	5	5	Keep everthing going . More free smartips. thank you guy for service!
Columbia Heights Discovery Event	1	1	3	4	1	there needs to remain reasonablecommuting options to Naval Reseach laboratory and DC Water the C27 will not be adequate.
Columbia Heights Discovery Event	5	4	4	3	4	Pretty happy with the new service! you guys should add more bus and protected bike lanes!
Columbia Heights Discovery Event		2	1	3	3	I live in Adams morcal a rail desert,we live on the bus moving the L2 stop away from am
Columbia Heights Discovery Event	4	4	4	3	4	thanks for accommodating the customers more equally
Columbia Heights Discovery Event	1	1	1	1	1	
Columbia Heights Discovery Event	4	4	5			More Connections from Columbia Heights>West End>Roche Creek>Roojevelt. 2) More Connections to UMD-College Park,Laurel,Gaithersburg,DC Silver Spring.
Columbia Heights Discovery Event		2	3	4	2	The bus should be free if it is late by a certain amunt of time. Some of the changes have lengthened rutes, move likely for buses to be late,especially w/lock of drivers.
Columbia Heights Discovery Event	2	1	1	1	3	The website is great looking but was dificult to use on my own. I'm glad I came to the event. I'm woried about me eject there changes on my daily work commute and kids school.
Columbia Heights Discovery Event		3	3	5	3	*Improve timiry of Metro doors opening. * The increase smell of Marijuana in closed buses & Metro.
Southern Ave Metro Station	5	5	3	3	5	
Southern Ave Metro Station	5	5	3	5	5	
Southern Ave Metro Station	5	5	5	5	5	D14 (P87,P96,P97) Like the three different bus choices. Don't have time to understand the detail. Will look at route on line.
Southern Ave Metro Station	5	5	5	5	5	A2 to Anacostia. Like the one trip ride to Anacostia
Southern Ave Metro Station	5	5	5	5	5	P93 will work for me because I need the Livingston part,and new connections.
Southern Ave Metro Station	5	5	5	5	5	C11 she likes that it gets her from oxon Hill to Anacostia
Southern Ave Metro Station	1	1	1	1	1	W14 Need to know if week end hours will be added.
Southern Ave Metro Station	5	5	3	3	5	W14 No changes for the route. works well now.
Southern Ave Metro Station	5	5	5	5	5	P12 It takes a long time to get to the stops.
Southern Ave Metro Station	4	5	3	3	3	the bus 35, I would like weekend service but in the same way I will have available P93
Southern Ave Metro Station	4	4	3	3	5	I am happy to hear there have changes being made, whether they are small are big. happy for others too.
Southern Ave Metro Station		4	5	5	3	
Southern Ave Metro Station		5	5	5	5	This is really Cool!!
Southern Ave Metro Station		3	3	3	3	P88 Current 33 C14 Mid day P12>C12>rush hours. P88>Southern 33 The Bus no one Metro bus Southe to Branch
Southern Ave Metro Station	1	1	1	1	1	P12 South View to Southern Ave Negative impact does not go thru apartment complex too much walking to get to the proposed (P93) routes)
Southern Ave Metro Station	4	5	1	5	5	H2,H4,B2,92,90 & 32 As a student I will be riding the bus on a regular basis. This new process seems over whelming.
Southern Ave Metro Station	3	3	3	3	3	W14 P95 & 35 (the bus) need weekend service. *Service until 10 pm
Southern Ave Metro Station	1	1	1	5	5	The Bus 33 Need to be more on time- (D12 & D14) P87 & P96 Use D12 & D14 on weekend. Need to get to Southern Ave Metro,and take the train 2 station towards DC (Anacostia) The prposed bus route C15 Could get me there for the bus trip price Save money.
Southern Ave Metro Station		3	3	3	3	
Southern Ave Metro Station	3 & 4	5	1	5	5	
Southern Ave Metro Station	4	3	3	3	3	P12 (P93) Not going to Adison Rd (No Adison rd Connection. P12 to East Over is good no changes,thanks.

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Southern Ave Metro Station		1	1	3	1	1 Currently take the bus (33) to Southern Ave Metro at 6:13 am that trip has been eliminated. Now the bus 33 first trip is 6:35am to Southern Ave Metro Right now the D14 comes to Southern Ave Metro. The proposed P87 and P96 goes to Suitland. I don't want to go there. Need to get to Southern Ave Metro to take the first train to Metro center, plus more. I do not want to do a rown about ride to Suitland Metro, that will make my ride 2 hours plus long, and more transfer. Don't like the proposed suitland Metro destination.
Southern Ave Metro Station		1	1	1	1	1 D14 the change is negative It's not coming thru neigborhood. Need 1 seat ride to Southern Ave. I want to go to Southern Ave not Soutland.D14>P87 Brinkley rd D12>P96 everheart Place. Leave house EverHeart and Cornering Ave to Southern Ave. 425 am bus. I barely get here on time Metro leave 2 min. to get from metro D14 to inside station to catch the 5.06 am train. First out to downtown DC to get to work 6:30.
Capital Heights Metro Station			4	5	4	4
Capital Heights Metro Station			4	5	4	4
Capital Heights Metro Station			3	3	3	3
Capital Heights Metro Station			3	3	3	3
Capital Heights Metro Station			3	3	3	5 I take route 96 and I get off at rosedale library. It doesn't affect me at all.
Capital Heights Metro Station		4				96 leaves every 15min. sometimes the bus dosn't come and we need to wait more time
Capital Heights Metro Station		4	5	3	1	3 The worst route of all take a long time.
Capital Heights Metro Station		3	3	3	5	3 I would like it to pass at 5:00 am I think the idea is good for me to get to the Penn Mar Shopping center.
Capital Heights Metro Station		5	5	5	5	5 V2,V4,98 96 take V4 to navy yard,work at ballpark parking week day week and game day like the C31 new connection.
Capital Heights Metro Station		5	5	5	5	5 Bus 96 capital Heights to tenley town,on one seat ride.C57 save ten min./will use metro to and destination work.
Capital Heights Metro Station		1	1	1	1	1 Liz from capital Heights to New carrolton Ride to long Prefer to get ride to get there faster.
Capital Heights Metro Station		5	5	5	5	5 X9 Gallery Place like that the X9 bus stops at benning rd gallery and Mc Pheterson metro
Capital Heights Metro Station		5	5	3	3	5 96 I like this route couse going to take less time to get from capitol heights to U st
Capital Heights Metro Station		3	3	3	3	3 F14, T12 no changes but I would like it comes every 20 min.
Capital Heights Metro Station		5	3	3	3	3 X9,V2,V4 take X9 a few stops from capital Heights station toward DC work at day care. like the extention to Foggy Botton
Capital Heights Metro Station		5	5	5	5	5 Capital Heights,DC side to gov. program office on H street Get off at Gallery place like the extension Mc Pherson sq.
Capital Heights Metro Station		5	5	5	5	5 v2,v4,x9 take bus from capital heights to gallery place work at Cava New routes c31 will work good.
Capital Heights Metro Station		5	5	5	5	5 v2,v4, like the connection work on K st & 16th,Pizza place X9 like the connection to Mc Pherson sq. Don't like the $2.25 fare
Capital Heights Metro Station		4	5	1	5	1 v2,v4,x9, start Nanny hallenbory rd to capital height,take train Addison Metro to work at shopping center.
Capital Heights Metro Station		5	5	5	5	5 V2 & V4 Take down the street no change,but like that the bu route is extented to navy yard good connection.
Capital Heights Metro Station		5	5	5	5	5 v2,v4,x9 start Foote NE to Capital Height,Metro to Foggy Botton work at George Washington Hospital like the x9 extention to Foggy Botton,and the frequent 10-15 and late night service works well for me.
Capital Heights Metro Station		5	5	5	5	5 x9 start at capital heights North Capital/ H St. D2 X is a good connection like that it goes pass metro stops to Mc Pherson sq.
Capital Heights Metro Station		5	5	5	5	5 v2,v4, like the straight ride to navy Yard to work at the ball park.
Capital Heights Metro Station		3	3	3	3	3 staet at capital height, take v2 v4 a few stops.(drive w/spouse to Georgia/gallatin st NW) five days drops me off and go to work chantelly,VA train home from work.
Creative Suitland DD Event		5	5	5	5	5 Lest try to make more transit options
Creative Suitland DD Event			4	2	3	3
Creative Suitland DD Event			4	4	4	3
Creative Suitland DD Event			5	4	5	5
Creative Suitland DD Event		3	3	1	3	3
Creative Suitland DD Event			4	3	5	4
Creative Suitland DD Event			4	3	5	5 More frequent & accurate bus times so that transportation can run smoothly.
Creative Suitland DD Event		5	5	5	5	5 v2,v4 Capital to Anacostia metro to various parts of the city to work-dog walker C11 is a good connection.

Event Name	Based on what you've learned, will the proposed 2025 Better Bus Network be better or worst than the current bus network?	My bus trips will take…	My bus trips will require…	The Proposed network takes me…	My bus will arrive…	Is there any thing else you want us to know?
Creative Suitland DD Event		5	5	5	3	These proposed changes sound more streamlined with fewer transfers especially in the suitland are.
Creative Suitland DD Event		3	3	3	3	A12, L12, start at capital heights, take A12, or L12 Up Addison rd, retired,use bus to get around construction worker of 30 years.
Creative Suitland DD Event			1	1	5	I would like to comment on the last question but I'm not aware of the schedules yet? thanks however for what ur trying to do/improve!
Creative Suitland DD Event			4	2	5	5 I love idea that Sat & sun P12
Creative Suitland DD Event		1	2	3	1	3 much worse because my stop is being eliminated.
Creative Suitland DD Event		5	4	5	5	5 I think buses are well and always need inovation. I love to see changes.
Addison Rd. Metro Station		5	5	5	5	5 P12 and the TheBus 20 (Love the 20) it's a second option. P12 is the main bus. Upset with the bus cleanliness. TheBus 20 changes does not impact me.
Addison Rd. Metro Station		3	3	3	3	3 TheBus 20 like the Green Line. Metro connection to TheBus 20 frequency is ok
Addison Rd. Metro Station		4	3	3	3	3 F14, take the bus to Nelley Rd. took (P63, P61, P60) option to TheBus 23 is closer to home.
Addison Rd. Metro Station		4	1	1	5	1 V14, F14, P12, C22, A12, I take all these buses. Don't have time to learn new routes. Will look on line for the changes. Thanks for the information.
Addison Rd. Metro Station		3	3	3	3	3 TheBus 20. I am fine with the changes starting at Metro Station
Addison Rd. Metro Station		4	1	5	5	1 TheBus 18 no impact on the change. Thats good news because I need the bus to get to my second job. First job at VA near children hospital. Need overnight bus fare.
Addison Rd. Metro Station		3	3	3	3	3 F14 need the Addison Rd. Metro to Naylor Rd. Metro. Not impacted P12 like the frequency.
Addison Rd. Metro Station		3	3	3	3	3 P12 the changes is ok with me, it's perfect. The 12 minutes sounds great!
Addison Rd. Metro Station		3	3	3	3	3 F14 need to get to 6800 block of Old Central Ave. because the bus stop is too far away. Ok with name change too.
Addison Rd. Metro Station		4	1	1	5	5 TheBus 20 go to Suitland. Start at Suitland and stop at Penn Ave . and West Philia to Upper.
Addison Rd. Metro Station		3	3	3	3	3 F14 taking the bus to Capital Heights not impacted by the changes.
Addison Rd. Metro Station		1	1	1	1	1 TheBus 20 Courthouse does not work for me. Too many transfers. Child day near Addison Metro.
Addison Rd. Metro Station		5	1	1	5	3 A12 (P60) 12 mins. Like it. Metro W14 will stay the same. Thats good news. Need Weekend service along Bock Rd. Its a long hill to walk up.
Addison Rd. Metro Station		4	4	3	5	5
Addison Rd. Metro Station		5	1	1	5	5 Take Capital Heights to Addison Metro take P12 to East Over, get off to Suitland, take TheBus 30, to Allentown Town Crossing Heights 20 minutes frequency sounds good. Like evening and weekend services.
Addison Rd. Metro Station		1	1	1	1	1 Annapolis Rd. Bladingsburg Area. Need the Bright Seat Rd. TheBus 27 Elderly need changes to accomdate the elderly. Need the connection to Jerico Building, elderly need morning rush hour service for early to get out in the morning. Too many twist and turns on the TheBus 20. Like the idea that the route are getting shorters runs.
Addison Rd. Metro Station		5	5	5	5	5
Addison Rd. Metro Station		3	3	3	3	A12 Addison Rd. P12 to get here. Like the changes. No major changes.
Addison Rd. Metro Station		3	3	3	3	3 TheBus 18 no changes. Goes to school Fairlmount High School. Like the frequency changes.
Addison Rd. Metro Station		3	3	3	3	3 F14 need to go to New Carrollton. Last too often (Will not need the Suitland Connection).
Addison Rd. Metro Station			3	3	3	3 Good to change routes
Addison Rd. Metro Station		5	4	5	5	5
Addison Rd. Metro Station		1	1	3		3 V12 need this bus to go to Addison Rd. to transfer to Old Central Ave.
Addison Rd. Metro Station		3	3	3	3	3 V14 to Deanwood is ok. Need to and from Addison rd. Metro to Largo Central Ave. is good.
Addison Rd. Metro Station			3	3	5	5 I would like all the drivers to be nicer and kind. Some of them won't stop.
Minnesota Ave. Metro Station		5	3	5	2	5 We need this buses to go until 2am
Minnesota Ave. Metro Station			3	4	3	4 Please clean buses!
Minnesota Ave. Metro Station		5	1	3	5	5 Bus issues seats need to be cleaned
Minnesota Ave. Metro Station			3	5	5	5 Change bus
Minnesota Ave. Metro Station			3	5	1	5
Minnesota Ave. Metro Station			5	3	3	3
Minnesota Ave. Metro Station		4	3	3	1	3 D2X I don't like the idea that this bus is not coming to Minnesota anymore. I like cause it has less stops.

Video Testimonials transcribed for public comment from Discovery Day events

Location Name	Hyattsville Crossing Metro Station	Creative Suitland Arts Center	Creative Suitland Arts Center
Name	Amariah Dabney	Thomas Brown Harrison	Sandra Blackwell
Date	15-May	26-Jun	26-Jun
Testimonial Transcription	I like what Metro is doing with the transit system because I feel like it connects the southern hemisphere to the northern and make people travel out to different places that they're not used to. Also, it saves time on metro trains. Metro trains can be a little iffy depending on the time of day, but by spending more time on a bus to get you to point a, to point b, it's a lot faster, especially in the Pen Mar area. How do you feel about the name changes? How do you feel about the name changes? The name changes is wonderful because I feel like with people that have intellectual disabilities like me, I understand what p means. P means pressure, d means uptown, DC, c means down part DC, Astro, Fairfax so it matches up with the county that we're in and it better helps me to understand where I'm going and where I'm at. Awesome. Thank you.	THOMAS Thomas Brown Harrison. I'm going to talk about the c 63 route. I think that is a wonderful addition to a modest, already extensive service, having formally operated the route in place now, the h six, I think it's a wonderful change for the seniors and all the people in the community in the Fort Lincoln area to extend further across the region. You know, less travel in the elements, less buses to catch going from one side of town to the other. And I know they really appreciate that. There's a lot of seniors on that route in the Port Lincoln area, that's a senior home. The a six is a very busy route, and it's very popular so to see the smile on their face, being able to get from one point all the way across town to get to the hospital for their medical needs or what have you, it's something that I'm very pleased to see. And overall, I believe that the better bus program is going to, you know, make a lot of the patrons happy because it enables them different opportunities and different chances to travel across the region. And that's what we're all about here. Vermont. Make the customer smile.	SANDRA My name is Sandra Blackwell. I'm from Lowell, Maryland. And we have the 89 m and the z seven that comes on the weekends. I mean, excuse me, the weekdays only. I am so excited that they are going to expand the 89 m. That is the P twelve, but yeah, the z seven, that's going to be the M 52. I know. You know, you have your limits and everything like that. And I hope that citizens in the area of law can still ride both the buses. I am, I know I am. I'm a fan of metro. I've been riding it for a long time and I will continue to ride it. Thank you.
Link to Testimonials/ Release Forms	https://www.flickr.com/gp/nnstrategies/92Z6E8Kuvv	https://www.flickr.com/gp/nnstrategies/wnN35anzYN	https://www.flickr.com/gp/nnstrategies/wnN35anzYN