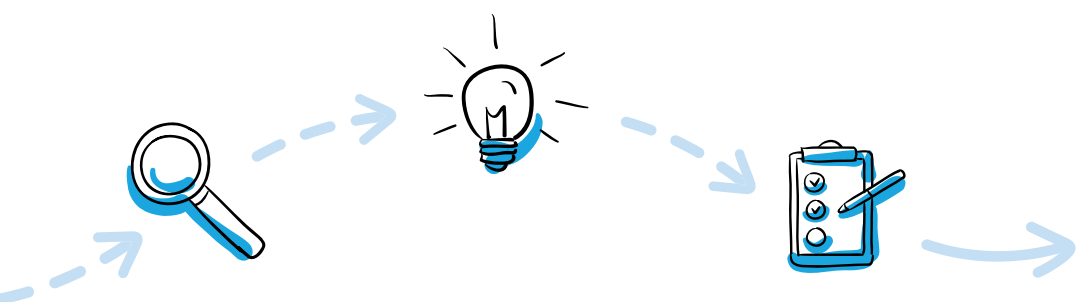




Appendix D: "Comment on Your Route" Interactive Map Comments

Public Coordinate Comments						
Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	Something Else	Given the large number of different bus routes through here, this seems like an area where adding dedicated lanes might speed things up?	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Something Else	I suggest trying to get some sort of queue jump installed here. Lots of box-blocking at rush hour, and there will be tons of cars trying to pass the bus on the left whenever it stops here.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
5/13/2024	Public Coordinate	Where it Goes	Great plan extending this to the Woodley Park metro!	C51 Woodley Park - Anacostia (Metrobus)		C51
5/13/2024	Public Coordinate	Something Else	It may be worth WMATA hosting a pop-up in Buzzard Point or meeting with the ANCs just to get direct feedback from current 74 riders. Based on your routing decisions here, the omission of a Buzzard Point route in the draft visionary network, and the constant threat of putting 74 on the chopping block, y'all seem to have a very poor sense of the community's needs.	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
5/13/2024	Public Coordinate	How Often it Comes	Commuters who go to the capitol on this line need more frequent service than every 30 minutes - the current x8 is always crowded in the morning	2025 Proposed Network	X8, 30	C43
5/13/2024	Public Coordinate	Where it Goes	Realign via Fairview Park	F62 Dunn Loring - Rosslyn (Metrobus)		F62
5/13/2024	Public Coordinate	Where it Stops	I appreciate the effort to maintain bus service to LeDroit Park, but if I'm being honest... I'd probably just walk to Florida Ave to board this route, since going to a closer stop would kinda be backtracking.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/13/2024	Public Coordinate	Where it Stops	The northbound Cameron St bus shelter was recently demolished for construction. Is it possible to relocate to the far side of the intersection? There is plenty of room.	M20 Wheaton - Silver Spring (Metrobus)		M20
5/13/2024	Public Coordinate	Where it Goes	Love the connection to Woodley Park!	C51 Woodley Park - Anacostia (Metrobus)		C51
5/13/2024	Public Coordinate	Where it Goes	Add express bus service to airport for late night/early morning (4am arrival for 6am flights or past midnight arrivals) when metro isn't running to metro stop locations like East Falls Church/Ballston, Rosslyn, Tysons/McLean, Vienna, and central spots in Arlington/Alexandria/Annandale and DC)	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Goes	This new route would not provide adequate service to those at the Naval Research Laboratory who rely on the W5 for commuting.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
5/13/2024	Public Coordinate	How Often it Comes	G12 or G14 or 11 usually comes by 33 Ridge Road at least every 15 minutes. The new route will be not be that frequent, lessening service, not making it "Better Bus."	P20 Greenbelt - New Carrollton (Metrobus)	33, G12, G14, 11, 33	P20
5/13/2024	Public Coordinate	Where it Stops	Note that these stops on Columbia Road need to be harmonized with the proposed new stops already planned in the 2024 Columbia Road reconstruction for bus priority/lanes.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/13/2024	Public Coordinate	Where it Goes	re-route to include stop at Ballston Metro. This stop is needed for passengers traveling from Seven Corners to Ballston (for East/DC bound metro connections), and passengers on Glebe Rd and Washington Blvd. traveling Westbound on the metro who do not want to travel all the way Clarendon to get on the metro	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/13/2024	Public Coordinate	How Often it Comes	This bus needs to come more often 12 minute or better. Currently the D6 sometimes doesn't show up when scheduled and there are long wait times. If you do away with the 96, then it needs to be even more frequent.	2025 Proposed Network	96, D6	D24
5/13/2024	Public Coordinate	Where it Goes	I'm shocked to see there isn't a single route that runs on weekends south of Pennsylvania Ave between 14th St and the Kennedy Center. That's more than a 1.2 mile gap!	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Goes	The new D14 is strangely circuitous. I'm not clear on what market it is intended to serve.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/13/2024	Public Coordinate	Where it Stops	If the goal of this approach is to increase speed and service, there are FAR too many stops on Military Road shown. Some of these are less than .25 miles apart and you can literally stand and see the next bus stop down the street.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
5/13/2024	Public Coordinate	Where it Stops	In the context of the 29K/F23 (though perhaps not other lines), this is redundantly close to the 'end of the line' stop.	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Where it Stops	Along with a bus service along Connecticut north of University, please keep the Viers Mill & Connecticut stop to allow for connections between the two routes.	2025 Proposed Network		M10, M12
5/13/2024	Public Coordinate	Something Else	I'm concerned that D34 won't be able to make this stop and then a left turn when the construction at this intersection is completed.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
5/13/2024	Public Coordinate	Where it Stops	Miss having a express stop near the McPherson Sq station for Metro connections	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
5/13/2024	Public Coordinate	Where it Goes	Consider eliminating time costly travel through Seven Corners (now proposed twice) by eliminating stop at Seven Corners Transit and just continue from Wilson Blvd unto Arlington Blvd. For connections to F20, add combined stop at Eden Center for convenient transfer. All other bus routes are served at other stops. For connections to F26 route at Seven Corners, consider extending F26 route to East Falls Church metro.	F60 Fair Oaks - Ballston (Metrobus)		F20, F26, F60
5/13/2024	Public Coordinate	Where it Goes	Consider extending to East Falls Church metro.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/13/2024	Public Coordinate	Where it Goes	I really like the addition of Union Station service here, rather than LeDroit Park. Really expands connectivity to an area that has not had it as directly.	D92 Georgetown - Union Station (Metrobus)		D92
5/13/2024	Public Coordinate	Where it Goes	What are you doing! Why not leave this part of the route the way it is? The G14 route works well as it is. Have P20 go to Westway along Ridge Rd instead of Crescent, like the G14 does now. What is the point of rerouting this along Crescent if there are not going to be any stops on that part of Crescent?	P20 Greenbelt - New Carrollton (Metrobus)	G14	P20
5/13/2024	Public Coordinate	Where it Stops	As someone who currently uses the southbound Florida Ave stop... totally fine to get rid of it. Sometimes if it's a green light, the time the operator will just go through the intersection to T St even if stop is requested. Not to mention people are always blocking the bus lane anyway...	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
5/13/2024	Public Coordinate	Where it Goes	I'm not convinced that the D94's route on P Street is better, in terms of either travel time or service provided, to running through Dupont Circle and providing a Red Line connection. Furthermore, it would make sense to consolidate the D94 and D96 onto one set of street rather than having them be two blocks away from each other to provide more consistent service.	2025 Proposed Network		D94, D96

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	How Often it Comes	I LOVE that all of the Dupont Circle- Georgetown routes will be run on the same street. Please make sure the buses have a coordinated schedule so they combine for 10 minute frequency when possible. Otherwise it could be a recipe for extremely bunched buses with big gaps.	2025 Proposed Network		D94, D92, D96
5/13/2024	Public Coordinate	Where it Goes	Awesome union market stop	C57 U St Station - Capitol Heights (Metrobus)		C57
5/13/2024	Public Coordinate	Where it Stops	combine with Fairfax Connector stop at Chain Bridge Rd.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Stops	Proposed route C61 needs to stop here. Both the H2 and H4 routes currently make stops at this here, as do many other existing routes. This stop provides direct access to the rear of Washington Hospital Center and is a major hospital entrance for those with outpatient appointments.	C61 Tenleytown - Brookland (Metrobus)	H2, H4	C61
5/13/2024	Public Coordinate	Where it Goes	Please continue this route a little bit further to Union Station! This stops short of GU Law, Capitol Crossing, and Union Station. This especially matters with DC cutting the Circulator in this area.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/13/2024	Public Coordinate	Where it Stops	For trips that don't start/end at the Metro station, please avoid diverting into the bus bays and stay on Rhode Island!	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/13/2024	Public Coordinate	Where it Goes	Please keep a bus on the northern half of Connecticut. This service provides important connections, particularly for passengers coming down from Rockville on the M10.	2025 Proposed Network		
5/13/2024	Public Coordinate	How Often it Comes	The D70 should come at least every 12 minutes because there are a lot of people who live along connecticut ave north of Van Ness and no one wants to wait 20 minutes for a bus. It should also be extended to Friendship Heights just for better connectivity	2025 Proposed Network	20	D70
5/13/2024	Public Coordinate	Something Else	We need access to Potomac Ave station. We either take 2 buses or go up north to Minnesota Ave or south to anacostia Ave to cross the river	C31 Navy Yard - Capitol Heights (Metrobus)		C31
5/13/2024	Public Coordinate	Where it Goes	Agreed with prior comment -- love this new connectivity between Dupont/Admo and Petworth.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/13/2024	Public Coordinate	Something Else	I just check G12 travel time from 33 Ridge Road to Greenbelt Metro. It can make that trip as fast as 10 minutes and that has been my experience, yet this website says the present fastest route is 20 minutes. I may be wrong, but it seems something wrong is going on here. It makes it look like the "better bus" system will be just as good when it says it will be 20 minutes, Or is that an inaccurate estimate as well?	P21 Greenbelt - New Carrollton (Metrobus)	33, G12, 20, 33	P21
5/13/2024	Public Coordinate	Where it Goes	Why not take the C53 to Woodley Park? Especially if DC is cutting the Circulator, I can't think of a reason why this high frequency route would stop short of a red line connection.	2025 Proposed Network		C53
5/13/2024	Public Coordinate	Something Else	Removal of the 59 is a major bummer.	D54 Takoma - Metro Center (Metrobus)	59	D54
5/13/2024	Public Coordinate	How Often it Comes	This bus is NOT an adequate replacement for the DC Circulator or any similar route since it runs so rarely. It serves the Eastern Market / Barracks Row / Navy Yard neighborhoods which are active nightlife / restaurant districts as well as residential neighborhoods. It is critical to the economy of DC and the Southeast that these areas have service on evenings and weekends. Twenty minutes between buses is about the most that people will wait after dinner, and the Circulator came every 10 minutes. This route is not too bad, but it needs to be a REAL route, not just one that few people can use.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/13/2024	Public Coordinate	Where it Stops	too close to next stop. move down to N Woodstock St for better access there.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Goes	Extend the C61 up to Friendship Heights. The time that it takes to wait for the metro or bus is how long a ride from tenleytown to friendship heights would take if the C61 were extended. There are a lot of people who live along wisconsin ave and more frequent bus service is always a good thing	2025 Proposed Network		C61
5/13/2024	Public Coordinate	Something Else	The timing of stops here should work to be opposite (ie: ~10-20 minutes offset from) CUE buses.	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Where it Goes	It's good to see service between Navy Yard and Union Station but the routing is not direct enough between the two areas. The Buzzard Point routing is also confusing.	2025 Proposed Network		D14
5/13/2024	Public Coordinate	Where it Goes	Would love to see this go down maryland all the way, not sure why the weird detour around the dead mall	2025 Proposed Network		C43
5/13/2024	Public Coordinate	Where it Stops	Keeping this stop at Brookland-CUA Metro is critical for the G8/D34 to make sense for the neighborhoods and populations it serves.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
5/13/2024	Public Coordinate	Where it Goes	I'd rather have access to Adams Morgan, a neighborhood 15+ minute walk to the nearest metro than a more direct bus route.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	Where it Goes	C61 Route: Strongly urge that this route extend to Friendship Heights (or even further north) to ensure that the surrounding neighborhoods are also served and to mitigate the amount of vehicle traffic commuters from those neighborhoods will otherwise generate if their only option is to switch buses or rail-to-bus, which will be a significant deterrent and most likely the deciding factor for the vast majority, if not all, of those who would otherwise be very eager to use this public transit option. Strong support for the decision to designate this route as a high frequency route, particularly since it will serve commuting patterns that are not served by Metrorail.	C61 Tenleytown - Brookland (Metrobus)		C61
5/13/2024	Public Coordinate	Where it Stops	DO NOT CHANGE THE CURRENT L2 ROUTE	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
5/13/2024	Public Coordinate	Where it Goes	Miss being able to get to the Kennedy Center easily from AdMo/MtP	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/13/2024	Public Coordinate	Where it Stops	This is completely impossible to decipher...please make sure that the weekday and weekend stops are the same aside from additional stops served on weekdays.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/13/2024	Public Coordinate	Where it Goes	P20 will go to Greenbelt Station, but this website says it will take about 20 minutes. Presently G12 only takes about 10 minutes. That's twice as long. It is unlikely that will serve my purposes. This is not "Better Bus".	P20 Greenbelt - New Carrollton (Metrobus)	G12, 20	P20
5/13/2024	Public Coordinate	Where it Stops	move closer to intersection for better access to university or consolidate with stop at 26th St Southbound to a stop on Glebe Rd at corner of Old Dominion and eliminate current SB stop at 26th st.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Goes	c43 should loop around columbus circle and then continue on south. No reason to cut off access to union station	2025 Proposed Network		C43

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	Where it Stops	Confused why you'd propose to remove this stop. It's a useful stop for getting to Georgetown Law. There's even a brand new bus shelter here with arrival times and everything, plus a dedicated left turn bus signal at New Jersey. I see many people use the stop, and there's not another good option!	D92 Georgetown - Union Station (Metrobus)		D92
5/13/2024	Public Coordinate	Where it Goes	Please extend the D52 to Navy Yard. Especially if no Circulator, it would be great to have high frequency through service along more of M St and connect the activity centers at Navy Yard and the Wharf.	2025 Proposed Network		D52
5/13/2024	Public Coordinate	Where it Goes	The proposed Wisconsin Avenue bus D82 should link up with the Ride On buses that run north along Rockville Pike (46/101), which means either running the D82 further north (to Medical Center), running the Ride On 46/101 further south (to Friendship Heights) or meeting in the middle (Bethesda).	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/13/2024	Public Coordinate	Where it Stops	I appreciate that this route creates a connection between Navy Yard and Union Station. However, routing it down Washington Avenue seems a bit too out of the way. I think this route should be more direct, perhaps by going all the way down NJ Ave to Independence.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/13/2024	Public Coordinate	Where it Stops	LOVE consolidating north and south service on 11th. Much better than the north on 11th and south on 9th that we have now.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/13/2024	Public Coordinate	Where it Goes	I know some will be disappointed by the adjustment of the L2-equivalent to not go through Admo. But this is objectively a better alignment for speed and better connectivity for people in Kalorama Triangle and Sheridan-Kalorama and points north. Admo proper will continue to have great connectivity with other routes, and if all these frequencies are accurate, can easily switch routes (or just walk a few blocks to these new stops) if necessary.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	Where it Goes	Strongly dislike the route change to H St. C51 should go along Mass like the 96 and the visionary network DC108 for a better connection to Union Station, Georgetown Law, and the offices further south.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
5/13/2024	Public Coordinate	Where it Stops	move stop onto Wilson Blvd to combine with where the F60 bus stops	F20 Tysons - King St Station (Metrobus)		F20, F60
5/13/2024	Public Coordinate	How Often it Comes	K6 is consistently PACKED. More frequency during rush hour please!	M62 White Oak Medical Center - Fort Totten (Metrobus)	K6	M62
5/13/2024	Public Coordinate	Where it Goes	This route terminates at Pentagon metro. Is it possible to have it terminate in DC, such as Metro Center?	F83 Orange Hunt - Pentagon (Metrobus)		F83
5/13/2024	Public Coordinate	Where it Stops	Far too many stops if the goal is to provide faster and on-time service. Take a trip on the current E4 route and you will see that it has too many stops.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	E4	C85
5/13/2024	Public Coordinate	Where it Stops	Current 42/43 buses stopping, northbound, at 17th and K are often very delayed by traffic blocking the box that are traveling on K, or that are turning right/eastbound on K that are held up by pedestrian traffic. Sometimes for more than one cycle. It would be great if these could stop elsewhere on Farragut Square where the traffic conflict will be less.	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/13/2024	Public Coordinate	How Often it Comes	This area will lose crucial 24 hour bus service and any reliable connection to a metro stop	2025 Proposed Network	24	C41
5/13/2024	Public Coordinate	Where it Goes	This route will not be practical for those commuting to the Naval Research Lab and Blue Plains-DC Water, which are currently served by the excellent W5 route (rush hour only). Perhaps the W5 or equivalent could remain	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
5/13/2024	Public Coordinate	How Often it Comes	I really appreciate the extension to Bethesda but as the other comment elegantly states, frequency must be improved.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/13/2024	Public Coordinate	How Often it Comes	20 minute frequency is NOT enough on this route during rush hour. The current E4 bus is supposedly 20 minutes, but with traffic it often gets spread much further than that.	C83 Friendship Heights - Fort Totten (Metrobus)	E4, 20	C83
5/13/2024	Public Coordinate	Where it Goes	Excellent proposal to route this new line to end at Van Ness - which has a vastly underutilized bus station in the complex at the station. More routes starting / terminating here would make use of that sadly neglected infrastructure. The route also makes a lot of sense as a crosstown one for UDC students.	C87 Silver Spring - Van Ness (Metrobus)		C87
5/13/2024	Public Coordinate	Where it Stops	I've never understood why this stop exists so close to the one at Albemarle St (which is very busy due to the Metro station. This would be better if it was moved to the north side of Brandywine St.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/13/2024	Public Coordinate	Where it Goes	The X8 used to provide reliable service towards union station which is remarkably helpful for me and other staffers who work on the senate side. I know that most of the people on my morning bus enter at my stop (Neale and Maryland) and exit either here or on Mass and 2nd because of the reliable transit both to the red line (the easiest way to access the metro considering there are no stops in the northeast) and the senate.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
5/13/2024	Public Coordinate	Where it Goes	I'm curious why most of the bus routes have now been diverted away from Friendship Heights - which is a hub of medical offices, future retail, and has a large bus depot - in favor of Tenleytown, which doesn't have the same overlap of routes, bus capacity, and makes it significantly harder for people to access medical services	C87 Silver Spring - Van Ness (Metrobus)		C87
5/13/2024	Public Coordinate	Where it Goes	Love that the 42/43 replacement will (half the time) continue on to further destinations. Great new connectivity for Mt Pleasant and Admo residents (and others). Kudos!	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/13/2024	Public Coordinate	Where it Stops	This apartment building needs to be directly served by reliable transit, either to a metro stop or somewhere else	2025 Proposed Network		C43
5/13/2024	Public Coordinate	Something Else	I like the new routing of the P6 but it would be good for it to get some sort of priority on New York or some way to avoid the slow down taking the right. Additionally ensure the design accounts for the redesigned circle.	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
5/13/2024	Public Coordinate	Something Else	A Metro stop right here would be awesome. Why don't we build a new line under H Street/Benning? Have it run from McPherson to Union to Benning and you'd solve the overcrowding on the buses	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Stops	The realignment of the existing E4 route out of the neighborhood is going to make it significantly more difficult for people to access medical services around Friendship Heights.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
5/13/2024	Public Coordinate	How Often it Comes	This route should not be rush-hour only. There needs to be a consistent connection at all times between Navy Yard and H Street NE.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/13/2024	Public Coordinate	Where it Stops	Thank you for changing the routing through the hospital center! The diversions take such a long time.	C61 Tenleytown - Brookland (Metrobus)		C61
5/13/2024	Public Coordinate	Where it Goes	Please extend this route a little further to Constitution Ave. It would be great to have access to the Mall, especially on weekends.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	Where it Stops	add NB stop on Richmond Hwy for better access to housing developments along Richmond Hwy and to avoid having to walk across parking lot.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Something Else	We need a more frequent/direct route from Union Station/the Senate to Carver Langston up Maryland like the X8	2025 Proposed Network	X8	C43
5/13/2024	Public Coordinate	Something Else	Add late night/early morning connections to airport when metro doesn't run in order to arrive by 4am for early 6am flights. Add early connections to Falls Church, Arlington, DC and Alexandria/Annandale via new routes or connections to existing routes like F20, A40, A70, A11, A1X.	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Goes	Please keep the 96 on the East Capitol / Massachusetts Ave corridor. The 30 series and the D6 (new D24) are too far away for elderly people in the Lincoln Park neighborhood.	2025 Proposed Network	96, D6, 30	D24

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	How Often it Comes	Over the river access is 12 minutes or better at benning rd and Anacostia station. That is a large distance to travel. We need over the river access to Potomac ave to connect to thr metro. Otherwise, it's a long bus ride backwards to Minnesota ave or south to Anacostia. Please keep the v4. E Capitol is inaccessible to pedestrians and bikes over the river. Leaving benning and Pennsylvania	2025 Proposed Network		C31
5/13/2024	Public Coordinate	Where it Goes	Extend to East Falls Church to restore metro access from Annandale/Col. Pike/Culmore.	F26 NVCC Annandale - Seven Corners (Metrobus)		F26
5/13/2024	Public Coordinate	Where it Goes	Consider rush hour express service via I-66 between East Falls Church and Smithsonian/L'Enfant Plaza metro (similar to 3F) - am to DC, pm to EFC.	2025 Proposed Network	3F	
5/13/2024	Public Coordinate	Where it Goes	I don't understand why this route ends at the Waterfront metro and doesn't extend to Navy Yard where there is a lot of activity and other bus routes to transfer to. Please extend this route down M Street.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/13/2024	Public Coordinate	How Often it Comes	increase rush hour frequency to 15-min (like current 25B)	A76 Rosslyn - Mark Center (Metrobus)	25B	A76
5/13/2024	Public Coordinate	Where it Stops	Either a crosswalk should be added closer to this s bound stop or it should be moved closer to the light.	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/13/2024	Public Coordinate	Where it Stops	There are around 4 stops here, though it's likely that only 1 or 2 are actually needed.	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Something Else	it looks like the C61 is the only bus route between Mount Pleasant and Tenleytown. This means that hundreds of students at Deal middle school and Jackson Reed HS will only have one bus option to get to school and go home. I anticipate tremendous crowding due to the kids going to / from school. please add more routes or make this bus extremely frequent - every 5 mins for the start and end of school days.	C61 Tenleytown - Brookland (Metrobus)		C61
5/13/2024	Public Coordinate	Where it Goes	I am not sure why WMATA proposed to keep the 52/54 instead of combining them into one route from Takoma to Waterfront or Le'fant Plaza. One of the biggest issues that exists today is that the 52/54 end up tailing each other through much of the route, which makes the purpose of having alternate service useless. By combining the routes into one and adding sufficient service this would no longer be an issue.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/13/2024	Public Coordinate	Where it Stops	Shift the c41 to run along bladensburg here just like the B2 so we can have 24 hour or at least some high frequency service where we don't have to cross a dead mall where people get stabbed and shoot up or a dark parking lot at night	2025 Proposed Network	B2, 24	C41
5/13/2024	Public Coordinate	Something Else	Such a useful route! I have a feeling this is gonna get fairly busy.	C57 U St Station - Capitol Heights (Metrobus)		C57
5/13/2024	Public Coordinate	How Often it Comes	improve frequency to every 10-12 minutes between Ballston and Potomac Yard, and every 20-24 minutes between Tysons and Ballston like current 23T/23B routes.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Stops	I'm glad to see a reduction in stops but the corner of Wisconsin & M is a weird place to do it. It's one of the busiest stops on the 33 and with many destinations on M St west of Wisconsin, it makes for a much longer walk. Especially if going northbound as it's an uphill walk to N Street. I'd remove an adjacent stop on either (if not both) sides instead.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
5/13/2024	Public Coordinate	How Often it Comes	Having only rush service is detrimental to the area as it has very little transit alternatives - there are no metro stops nearby and the H ST corridor is already basically at capacity with busses and the slow moving streetcar. We need more frequent and reliable service, especially on nights and weekends.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/13/2024	Public Coordinate	Where it Goes	The W5 bus line, running from Anacostia station to Naval Research Lab (NRL) during morning/evening rush hour is perfect for commuting. The new route (C27) is too long and would make commuting to NRL significantly longer. I would like to see a route connecting JBAB and NRL to Anacostia station. Along South Capitol St.	2025 Proposed Network	C27, W5	C27
5/13/2024	Public Coordinate	Where it Goes	This is going to be a less direct connection to a metro station for those people who work at the Naval Research Laboratory and Blue Plains wastewater Plant. It will be considerably less convenient to ride this bus as it is the current W5 Bus.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
5/13/2024	Public Coordinate	How Often it Comes	I don't think the Florida Ave line should be considered a 12 minute service. The C53 route that replaces the 90/92 is only every 20 minutes and the other routes that join end leave the same route don't travel on the corridor for a long enough distance for provide a true 12 minute service. Journeys from NoMa to Navy Yard, in particular, seem to be getting a downgrade in frequency with the new map.	2025 Proposed Network	20	C53
5/13/2024	Public Coordinate	Where it Goes	The Kennedy Center connection was SO good! Please bring it back!	2025 Proposed Network		D72
5/13/2024	Public Coordinate	How Often it Comes	On the weekends in Georgetown, the buses can get very crowded, and running the 33 (now D82) every 10 minutes or so isn't enough. Run the 33 every 7 minutes at least midday/evenings to accommodate the massive amounts of people coming into the neighborhood	2025 Proposed Network	33, 33	D82
5/13/2024	Public Coordinate	How Often it Comes	Add service in both directions during rush hour and possibly consider all-day service between Culmore and pentagon (like prev. 16C)	A49 Culmore - Metro Center (Metrobus)	16C	A49
5/13/2024	Public Coordinate	Where it Goes	The D94 and D96 routes should run on the same street. Running them a block apart halves the frequency. Please pick one pair of N/S streets for both routes to run on.	2025 Proposed Network		D94, D96
5/13/2024	Public Coordinate	Where it Stops	There should be a stop in "downtown" college park, near all the shops and restaurants. This stop is too far away for it to be useful for anyone traveling to downtown college park. The next stop is too far north. Either way, you're walking a huge distance. This is especially true in light of the massive amount of development in college park right now.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
5/13/2024	Public Coordinate	Where it Stops	Add Westbound stop in front of BJ's store.	F60 Fair Oaks - Ballston (Metrobus)		F60
5/13/2024	Public Coordinate	Where it Stops	Do not eliminate the bus stops at 2723 & 2724 Porter Street. Porter Street between this location and Connecticut Ave is very steep. In addition, Quebec House Apartments back up to these stops and residents use these stops to get on and off busses.	C61 Tenleytown - Brookland (Metrobus)		C61
5/13/2024	Public Coordinate	Where it Goes	A connection to the Green and Yellow lines wither at Mt. Vernon Square of Gallery Place would be great. The current G2 also misses those lines by a few blocks. It would be great to provide Mass Ave with a one-transfer ride to places like Navy Yard and National Airport.	D90 Tenleytown - Convention Center (Metrobus)	G2	D90
5/13/2024	Public Coordinate	Where it Stops	D61 should stop here for westbound trips. This location provides much more protection from vehicular traffic for waiting customers than the NW corner of Wisconsin Ave & Albermarle Street location, which has a much smaller waiting area, as it is a busy sidewalk.			
5/13/2024	Public Coordinate	Where it Stops	Separately, the American University shuttle stop, also located here, needs to be moved further down the street, or across Fort Drive. Regardless, AU busses should not be allowed to block Metrobuses from pulling up to the Metrobus shelter/bus stop - often for more than 5 minutes.	C61 Tenleytown - Brookland (Metrobus)		C61
5/13/2024	Public Coordinate	Where it Stops	Add stop at 16th St N (towards King St) and between 15th Rd N and 12th Pl N (towards Tysons)	F20 Tysons - King St Station (Metrobus)		F20
5/13/2024	Public Coordinate	Where it Goes	extend every 2nd trip to Reagan-National Airport including late night/early morning when Metro doesn't run yet. Ensure connection to F20 route (King St-Tysons) for 1-stop service to airport from Falls Church/Arlington in early morning (4am arrivals for early 6am flights)	A40 Skyline City - National Landing (Metrobus)		F20, A40

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	Where it Goes	Please don't change this calvert/columbia road portion of the L2!!! It's one of the only buses I usually take since it actually goes where I need to go!	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	Where it Stops	We will not be able to get to work using metrobus during winter weather as this bus will certainly not be on the snow route. This will also take much longer for folks to get to work at NRL and Blue Plains	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
5/13/2024	Public Coordinate	Where it Goes	Extend the D52 to Navy Yard. Doing so would help connect the SW Waterfront to Navy Yard and bring much-needed frequent service to Navy Yard.	2025 Proposed Network		D52
5/13/2024	Public Coordinate	Where it Goes	I'd like to see the D50 extended south on 17th Street to reach the Mall. There's very little transit on the western portion of the Mall, making it hard to access the Lincoln Memorial and Tidal Basin. With the D70, it would provide a direct route between the Washington Monument, the many hotels on CT Ave, and the Zoo.	2025 Proposed Network		D70
5/13/2024	Public Coordinate	Where it Goes	Please keep a route like the current 96 running between Lincoln Park and Union Station. The new map leaves a huge area in the middle of Capitol Hill with no bus service.	2025 Proposed Network	96	
5/13/2024	Public Coordinate	Something Else	Which lines will be 24 hours???	2025 Proposed Network	24	
5/13/2024	Public Coordinate	Where it Goes	If you eliminate the 96 through Capitol Hill (and I hope you don't), consider routing what's now the D6 farther south via Constitution Ave or East Capitol St. between Stadium-Armory and Massachusetts Ave. The current route on C and D streets is slow, has lots of 4-way stop signs, and eastbound buses during evening rush hour take forever to get around Stanton Park due to traffic turning left at 6th St. Constitution, East Capitol, and Massachusetts are all major streets with more favorable traffic and stoplight patterns.	2025 Proposed Network	96, D6	D24
5/13/2024	Public Coordinate	Where it Goes	I love the new connection from Dupont Circle to Petworth! It's very annoying to travel between the two right now.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/13/2024	Public Coordinate	Where it Goes	No more bus going to medical center?	2025 Proposed Network		M70
5/13/2024	Public Coordinate	Where it Stops	Add Eastbound stop at Eden Center to match westbound stop. Alt. consider combined stop with F20 before F20 turns on Roosevelt St. Then eliminate F20 stop by the Shell station on Roosevelt.	F60 Fair Oaks - Ballston (Metrobus)		F20, F60
5/13/2024	Public Coordinate	Where it Goes	Navy Yard is one of the densest areas of the city and needs much more bus service to other areas of DC, particularly to NoMa and H Street NE. There should be another variation of the C53 or C51 that turns onto M Street and on to Navy Yard instead of going East of the River.	2025 Proposed Network		C51, C53
5/13/2024	Public Coordinate	Where it Goes	Please keep the C41 southbound on 17th. Zig zagging this route adds unnecessary turns and will slow down the bus. I understand the desire to have it go closer to Stadium Armory Metro, but this does not accomplish that, and Potomac Ave Metro provides the same rail access.	2025 Proposed Network		C41
5/13/2024	Public Coordinate	Something Else	There's no easy way for people who work on the house side to get to NE DC	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Stops	DO NOT CHANGE THE L2 ROUTE.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
5/13/2024	Public Coordinate	Where it Goes	This bus should still go to Twinbrook instead of White Flint.	M12 North Bethesda - Hyattsville Crossing (Metrobus)		M12
5/13/2024	Public Coordinate	Where it Goes	Nice job with this route. While I selfishly would prefer the route through Edgewood to go down Rhode Island like the G8, I think this overall makes sense with the new D32, and I'm excited about the new connection along NY Ave!	D34 West Hyattsville - Metro Center (Metrobus)	D32, D34, G8	D34, D32
5/13/2024	Public Coordinate	Where it Stops	move to other side of 21st street for better stop spacing.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Something Else	Please don't kill the K2!	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Goes	More direct route is a big improvement	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	How Often it Comes	add 30-min midday weekday frequency from Annandale to East Falls Church metro.	F26 NVCC Annandale - Seven Corners (Metrobus)		F26
5/13/2024	Public Coordinate	Something Else	This probably isn't completely up to Metro, but there should some sort of downtown busway loop for all the buses that are funneled through very congested rush hour streets. Would bring a lot of ridership and decrease travel times. Bringing back the K street transitway would be a good start.	2025 Proposed Network		
5/13/2024	Public Coordinate	Where it Stops	Many (most?) riders here are going to/from GMU, so finding a way for this stop to be on the other side of the street might be helpful.	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Where it Goes	Would make sense to consolidate service on Reservoir Rd and 37th St to provide better access to Georgetown Hospital.	2025 Proposed Network		D96
5/13/2024	Public Coordinate	Where it Stops	This stop appears duplicative and unnecessary given the one just north of it.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/13/2024	Public Coordinate	Something Else	Really really need you to keep the 59 route. The current service south on 14th street is barely sufficient, especially after 8:30 am. The 59 is a lifesaver not only because it gets downtown in the morning so much more quickly than the 52 and 54, but because it rarely gets to be standing room only. The 59 north is also much more reliable than the 54 north because when I go to the 13th and F street stop, the 54 north will idle FOREVER at 12 and F street when Next Arrivals says it's 2 minutes/1 stop away. The 59 comes when Next Arrivals says it will. If WMATA is aiming to have 14th street southbound buses uncomfortably full in the mornings and make the commuting experience unpleasant, this will definitely accomplish that.	2025 Proposed Network	52, 54, 59	D52,D54
5/13/2024	Public Coordinate	How Often it Comes	Pretty disappointing to see a route's all-day frequency *decrease* after all the talk about better frequencies. Every 15 min isn't the end of the world, but is ridership on the 80 really that bad?	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)	80	D30
5/13/2024	Public Coordinate	Where it Stops	Add a south stop here	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/13/2024	Public Coordinate	How Often it Comes	D96: Strongly urge that the frequency for this route be increased to ensure that a reliable regular ridership is effectively activated and provide the necessary replacement for the loss of the current N4/N6 service. This line will serve expansive residential areas that are largely not well-served by rail service due to station distance and, accordingly, riders otherwise eager to use this route will instead opt for private vehicle use generating unnecessary peak-hour vehicle trips if the proposed replacement bus route is not viewed as a time-effective option for daily use. Greater frequency will better ensure that these commuters consistently opt for public transit.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/13/2024	Public Coordinate	Where it Goes	I see this route originates at Van Dorn. Is it possible to have an express version from Van Dorn to Metro Center nonstop? Or, an express route from Franconia-Springfield metro station to Metro Center? It would help many riders who work in DC and live closer to the Beltway or beyond the Beltway.	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
5/13/2024	Public Coordinate	How Often it Comes	with the circulator going away, there needs to be a higher-frequency link from Georgetown to Rosslyn. Maybe add a short-turn at Rosslyn to provide more service across the river?	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/13/2024	Public Coordinate	Where it Stops	Add stop in both directions at Dolley Madison/Lewinsville Rd.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Stops	Add Stop	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Goes	I'd love to see the M22 routed to Van Ness. It would double the frequency on Upper CT Ave north of the Red Line.	2025 Proposed Network		M22
5/13/2024	Public Coordinate	Where it Stops	This stop is better positioned on the west side of 16th Street so that people can more quickly access buses heading south on 16th Street.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
5/13/2024	Public Coordinate	Where it Goes	I love that there will now be buses on ths section of Mass!	D90 Tenleytown - Convention Center (Metrobus)		D90
5/13/2024	Public Coordinate	Where it Goes	This route terminates at Pentagon metro. Is it possible to have it terminate in DC, such as Metro Center?	F81 Burke Centre - Pentagon (Metrobus)		F81
5/13/2024	Public Coordinate	How Often it Comes	Improve frequency between Ballston and Shirlington to compensate for A70 no longer serving Shirlington. But keep new A70 alignment as this improves pass-through passengers between Potomac Yard and Ballston. Alternatively ART should add new route between Ballston and Shirlington along Glebe Rd.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12, A70
5/13/2024	Public Coordinate	Where it Stops	Add stop for easier access to mall on Eastside.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Stops	The loop and wait at RIA takes a very long time. Is there a way to expedite this on the Chinatown to Fort Lincoln longer route? It really makes this a fairly slow route.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/13/2024	Public Coordinate	How Often it Comes	Improve frequency to 20-min to match current 7A route.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
5/13/2024	Public Coordinate	How Often it Comes	increase frequency to 15-min between Ballston and Vienna, and 30-min between Vienna and Fair Oaks (see current 1A, 1C frequencies)	F60 Fair Oaks - Ballston (Metrobus)	1A, 1C	F60
5/13/2024	Public Coordinate	Where it Goes	Why iWhy is there no service to NASA/Goddard? The stops on Greenbelt Road are too far away for anyone with mobility issues. Even if there were a new stop at Icesat2 Road that is still a quarter mile from the gates. Please detour into here like the 15X does and the T17 used to.	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
5/13/2024	Public Coordinate	Where it Stops	A stop here would be super useful	C57 U St Station - Capitol Heights (Metrobus)		C57
5/13/2024	Public Coordinate	How Often it Comes	make 30-min frequency on F23/F24 routes.	F23 George Mason - King St Station (Metrobus)		F23
5/13/2024	Public Coordinate	Where it Stops	There used to be a stop right here for the X8 that all the Union Heights residents (the largest apartment complex in the area) would use. It's much easier to go down this strip of maryland instead of going around the mall as the mall sometimes can be unsafe and walking up the hill to the next stop can be difficult. please reconsider placing a stop here!!	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
5/13/2024	Public Coordinate	Where it Stops	This section of this route seems unnecessary. Who is this helping?	C87 Silver Spring - Van Ness (Metrobus)		C87
5/13/2024	Public Coordinate	Where it Stops	There doesn't appear to be a stop at the Naval Research Lab, where the W5 and A4 currently service.	C27 Bellevue - Naylor Rd Station (Metrobus)	A4, C27, W5	C27
5/13/2024	Public Coordinate	How Often it Comes	Really appreciate the inclusion of an all-day river crossing. Please consider early morning or even 24 hr service on this route - at least the part that crosses the Key Bridge. When the train is closed, there are ZERO options for crossing the river.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	24	A58
5/13/2024	Public Coordinate	How Often it Comes	make 30-min frequency on F23 and F24 routes.	F24 Vienna - King St Station (Metrobus)		F24, F23
5/13/2024	Public Coordinate	Where it Stops	There do not need to be two separate stops for the A11/A12 route. If there is already a stop right in front of Braddock Road Metro (the bus bay), there doesn't need to be one right around the corner less than 100 feet away. Also, this second stop is not a safe place for pedestrians to wait. Overall it adds unnecessary time to the trip.	A11 Pentagon - Huntington (Metrobus)		A11
5/13/2024	Public Coordinate	Where it Goes	I'm so happy this made it into the proposed network. I'll 100% be using this to get to Kenilworth Park from the Brookland area, which currently requires taking the train through downtown.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
5/13/2024	Public Coordinate	Where it Stops	edit to below comment. add stop at Woodley St not Woodstock St.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/13/2024	Public Coordinate	Where it Stops	These bus stops along Columbia Road do not take into account the revisions already proposed to be made this year as part of the Columbia Road bus priority/lane project. I believe these stops at Mintwood are slated to be removed.	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/13/2024	Public Coordinate	Where it Goes	I see you definitely listened to the people concerned about ending service to the Georgetown front gates. However I'd still prioritize 12-min service over a deviation to the front gates, if it's one or the other. Ideally, this deviation to the front gates is ALSO tied with more frequent service.	D92 Georgetown - Union Station (Metrobus)		D92
5/13/2024	Public Coordinate	How Often it Comes	THANK YOU for extending to 10PM! Can still be fairly busy late into the night.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
5/14/2024	Public Coordinate	Where it Goes	I wonder whether many of the commenters in AM aren't aware of the new options available in the rest of the network: (1) C31 (former 90) now goes to Woodley Park, and (2) D72 (former 42/43) now is partially extended to Van Ness via Porter St for connections further north on Connecticut.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	90	D72, C31, D70
5/14/2024	Public Coordinate	Where it Goes	Given the planned redevelopment of Providence Hospital, it's important to maintain bus service that connects from here to Metrorail	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
5/14/2024	Public Coordinate	Where it Stops	90 and 92 should continue west down M St SE to at least 4th St before turning north - this area is home to several government agencies where people need to reach the bus stop - walking all the way down to 8th Street from Navy Yard is quite far	C51 Woodley Park - Anacostia (Metrobus)	90, 92	C51
5/14/2024	Public Coordinate	Where it Stops	Should go into the Metro Bus Bay.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Something Else	I'm very curious how WMATA can afford this seemingly massive effort to completely reinvent the bus network in DC, which will require a massive effort to relocate bus shelters, create all new signage, remove existing signage, and reprogram all data across the system - especially since WMATA is constantly struggling to get funding from the tri-state leadership AND can't even manage to have a functional GPS system for the buses - yes, ghost buses are still VERY much a problem, especially on the E4 route.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
5/14/2024	Public Coordinate	Where it Goes	Maybe not for the near future. But in the far future please consider installing a stop INSIDE the union station bus garage.	D92 Georgetown - Union Station (Metrobus)		D92

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/14/2024	Public Coordinate	Something Else	Can this route get more trips in the evening please like until 8 or so? Your basing this solely on the 23 but it shares a large walk-shed with the F14 from sheriff road All the way to fedex field a lot of people use the F14 rather than the 23 because poor service hours and inconvenient route compared to the F14 don't make the same mistake and transit in community less efficient.	P54 Cheverly - Addison Rd Station (TheBus)	F14, 23	P54
5/14/2024	Public Coordinate	How Often it Comes	Why is the D54 shown as red when it doesn't run every 12 minutes or better?!?	2025 Proposed Network		D54
5/14/2024	Public Coordinate	Where it Goes	The bus could just terminate at Friendship Heights. Ride on buses provide frequent services between FH to Bethesda. For passengers travelling to Bethesda, who would want to sit on a bus risking sticking at traffic rather than take the red line metro?	D96 Bethesda - Potomac Park (Metrobus)		D96
5/14/2024	Public Coordinate	Where it Stops	The Sargent Rd better served this area since S. Dakota Ave NE already has the frequent 80 bus. With this new route, those previously served under the E2 (near Sargent Rd) have no viable bus options.	C71 Fort Totten - Union Station (Metrobus)	80, E2	C71
5/14/2024	Public Coordinate	Where it Goes	i would use this line to go to Mclean	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Stops	Please keep the bus stop at 38th and Perry Street; and for the proposed P40 and P10 routes.	2025 Proposed Network		P40, P43
5/14/2024	Public Coordinate	How Often it Comes	Agreed with other commenter that the D82 (33) needs much more weekend service. This is especially true in the summer and winter holidays. 10 minute frequency sounds good on paper but I've had countless times having multiple full buses pass me on weekends, causing 30+ min waits. This will especially be true without the Circulator going to Georgetown.	2025 Proposed Network	33, 33	D82
5/14/2024	Public Coordinate	Where it Goes	Can the C41 stay on 17th St SE instead of going on 18th St SE between East Capitol and Massachusetts Ave? This would eliminate four turns from the route.	C41 West Hyattsville - Anacostia (Metrobus)		C41
5/14/2024	Public Coordinate	Where it Stops	I would use this stop on weekday evenings and nights (4pm+) and weekend days	F23 George Mason - King St Station (Metrobus)		F23
5/14/2024	Public Coordinate	Where it Stops	this stop is a useful location	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/14/2024	Public Coordinate	How Often it Comes	G2 should run more frequently, especially during peak hours	D92 Georgetown - Union Station (Metrobus)	G2	D92
5/14/2024	Public Coordinate	Where it Stops	This stop seems redundant. There's another stop less than 500 feet to the east.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/14/2024	Public Coordinate	How Often it Comes	higher frequency would be awesome, <20min or <12 min especially on weeknights	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Stops	Please please please move the end of the route to the front of Union Station...crossing Mass Ave makes for long transfers and the station's outdoor hallways work as shelter unlike the current stop on Mass Ave	D92 Georgetown - Union Station (Metrobus)		D92
5/14/2024	Public Coordinate	Where it Goes	Please consider adding back a rush hour (south in AM, north in PM) S1 bus that goes down 16th Street but then turn into Foggy Bottom. There are so many offices for workers and medical buildings for appointments, and transfer options from 16th St do not come frequently enough.	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/14/2024	Public Coordinate	Where it Goes	D6 bus should continue to go past Chinatown at least to Union Station but ideally all the way to Stadium Armory as the route currently goes	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/14/2024	Public Coordinate	Where it Goes	Putting this detour in the middle of a route means everyone has longer travel times because of it...this feels like it should be where a route that currently ends at Congress Heights should continue onwards to.	C17 Anacostia - Eastover via Bellevue (Metrobus)		C17
5/14/2024	Public Coordinate	How Often it Comes	Thank you for adding the weekend service!	P12 Greenbelt - Laurel (Metrobus)	P12	P12
5/14/2024	Public Coordinate	How Often it Comes	high frequency <12min towards Tysons in the evenings (5pm-9pm) would be amazing.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Goes	The original proposal had it going to Bethesda, I really think that should be kept as it would require either transferring to rail or ride-on (ride on is extremely unreliable).	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/14/2024	Public Coordinate	Where it Goes	What happened to bus service to NASA? Where is the 15X? We need bus service to the new main gate, not stops along 193, which is a highway with no sidewalks.	2025 Proposed Network		P20
5/14/2024	Public Coordinate	Where it Goes	Please continue this route south to Van Ness instead of Bethesda. We can already transfer to the frequent J2 to Bethesda. It was so misleading that Metro previously advertised IMPROVED connections between Chevy Chase, DC and Chevy Chase, MD but instead got rid of the existing connection entirely!!	M22 Olney - Bethesda (Metrobus)	J2	M22
5/14/2024	Public Coordinate	Where it Stops	Move this stop closer to the corner - the apartment complex across the street doesn't have an access point on this street so I'd prefer moving the line all the way down bladensburg like the b2	C41 West Hyattsville - Anacostia (Metrobus)	B2	C41
5/14/2024	Public Coordinate	Where it Goes	It's nice that the C81 will continue to stop at Rock Creek Park	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/14/2024	Public Coordinate	Where it Stops	All routes terminating at Union Station should end at the front of the station. Full stop. This is how it was prior to the 2010s. It's unacceptable that bus passengers have to walk so far (including crossing Mass Ave) to transfer to Metro, MARC, Amtrak, and VRE.	2025 Proposed Network		
5/14/2024	Public Coordinate	Something Else	Can you continue the old L8 (new M22) south along Connecticut until Van Ness? The portion of CT Ave in DC north of the Red Line needs more service, especially off-peak. There should be a min 10 minute service between Chevy Chase Circle and Van Ness at all times. We used to have extra buses that ran only on this portion. Running the M22 here would solve that.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L8	M22, D70
5/14/2024	Public Coordinate	Where it Goes	This route is a great idea - getting from this part of town to U St on transit is very difficult. It would be a great future plan to extend this route north on 1st to the hospital center, for when the new Reservoir District is more built up.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/14/2024	Public Coordinate	Where it Goes	I would maybe use this route to go towards Annandale, but not at 30min frequency since that makes it hard to connect to the next bus.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
5/14/2024	Public Coordinate	Where it Goes	Bring back the B30! Greenbelt-BWI at 30min headways would rule. Call it the PX1 or something and call it a day.	2025 Proposed Network		
5/14/2024	Public Coordinate	Something Else	Current map is unclear as it doesn't show where the proposed stops are; just the proposed routes.	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/14/2024	Public Coordinate	Where it Goes	move this further west - currently there's a huge swath of capitol hill that doesn't have any bus transit. Moving this down to like 14th would give a good metro connection at stadium armory	C41 West Hyattsville - Anacostia (Metrobus)		C41
5/14/2024	Public Coordinate	Where it Goes	It would be nice if the C81 continued to come to Riggs Park!	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/14/2024	Public Coordinate	Where it Stops	Keep/Add bus stop near MIXT Food Hall for the P10.	2025 Proposed Network		P10
5/14/2024	Public Coordinate	Where it Stops	There doesn't appear to be a stop here in the westbound direction which is a huge problem, not only because there is a Metro station, but because this is a very popular and pedestrian-friendly neighborhood/destination.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/14/2024	Public Coordinate	Where it Goes	This seems like a super-useful cross-town route enabling people who are further out in the city to easily access DC's nightlife without need of a car.	C57 U St Station - Capitol Heights (Metrobus)		C57
5/14/2024	Public Coordinate	Where it Stops	There was a Metrobus study done at least 10 years ago on the 80 route that suggested stop consolidation. This bus stops way too often between Bryant and Rhode Island, and I say this knowing my stop will probably be reduced!	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)	80	D30
5/14/2024	Public Coordinate	How Often it Comes	if this could be high frequency <12min that would be amazing.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/14/2024	Public Coordinate	How Often it Comes	With the rerouting of the L2, many in Adams Morgan will want a new one-seat ride to northern Connecticut Ave. D72 has the potential to be that route, but this connection would need to run beyond just rush hour.	D72 Van Ness - Lafayette Square (Metrobus)	L2	D72
5/14/2024	Public Coordinate	How Often it Comes	I like the changes to the routing but the frequency is still very lackluster.	D92 Georgetown - Union Station (Metrobus)		D92
5/14/2024	Public Coordinate	How Often it Comes	A 30 minute headway is unlikely to move anyone out of a car, at least for neighborhood trips, since a car (or even walking) could be faster. Thus, who is this route intended for? If commuters, then why not limit it to rush hour service only? If it is intended for persons without cars, then this seems intended to be a "welfare bus", not really an option for all citizens, including those who have cars. If you want to get folks out of cars, then provide frequent ebery-15-minute service.	D96 Bethesda - Potomac Park (Metrobus)	30	D96
5/14/2024	Public Coordinate	Where it Stops	At some point, WMATA, DDOT, and NPS need to figure out a better solution for local buses accessing Union Station. This little triangle isn't really cutting it because it requires thousands of people - both commuters and tourists - to cross dangerous Mass Ave every day. The walk signal takes so long to come that 80% of people just wing it, and I've seen many close calls. I understand why you don't want eastbound buses to circle around to stop in front of the station, but in the long term, maybe Columbus Circle could somehow be reconfigured to allow a better bus connection to the front door.	2025 Proposed Network		
5/14/2024	Public Coordinate	Where it Goes	The B30 Should stop closer to the BWI airport for faster and reliable service that serve the busy travels and new jobs along the coordior	2025 Proposed Network		
5/14/2024	Public Coordinate	Where it Stops	It would definitely save tons of time by bypassing the West Falls Church metro. Love this idea.	F20 Tysons - King St Station (Metrobus)		F20
5/14/2024	Public Coordinate	Something Else	A great many signs here have innacurate numbers on bus frequency, and should probably be replaced at some point. The functionality of the real-time signage and up to dateness of the posted schedules is also potentially hit or miss.	F24 Vienna - King St Station (Metrobus)		F24
5/14/2024	Public Coordinate	Where it Stops	It's possible that one or two of the 3 stops here could be removed.	F24 Vienna - King St Station (Metrobus)		F24
5/14/2024	Public Coordinate	Where it Stops	C61 should stop here. This is Washington Hospital Center's main entrance for people with outpatient appointments. For those with mobility issues, a bus stop here, versus one located along Irving Street or 1st Street, makes a big difference.	2025 Proposed Network		C61
5/14/2024	Public Coordinate	Where it Goes	I agree with the other commenter--ending the D6 at Chinatown cuts off half of the city from a non-stop trip to Sibley.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/14/2024	Public Coordinate	Where it Goes	I use the 63 in the morning to get to downtown. what is the reasoning for eliminating this route? it removes a 3 train transfer from bus when I need to get to franklin square.	D46 Takoma - Petworth (Metrobus)	63	D46
5/14/2024	Public Coordinate	How Often it Comes	Why is this route red when it would run every 20 minutes on weekends, not every 12 or better?!?	C53 Duke Ellington Bridge - Congress Heights (Metrobus)	20	C53
5/14/2024	Public Coordinate	Where it Stops	This removes the bus stop by Amidon-Bowen Elementary School for the P6 & W8. There are no bus stops that serve this school in the proposal. More than 25% of AB students come from W7 & W8.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11
5/14/2024	Public Coordinate	Where it Stops	this is a convenient stop near apartments and to transfer buses	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Stops	Should stop at Tysons West Park	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Goes	Wisconsin Avenue, south of Tenleytown, is crowded and disconnected from Metrorail. Unfortunately, in the proposed 2025 network and revised visionary network, commuting between this area and downtown will remain painful. The options are either going through Georgetown (which is indirect and clogged with traffic) or catching an infrequent bus on Massachusetts (good luck). This stretch of Wisconsin Avenue is more crowded than ever, with multiple massive residential projects opening in the past few years. While this isn't an easy problem to solve, one valuable step would be bringing back a rush hour express service from Wisconsin to Massachusetts, like the 37 route. It would essentially be the D82 with a time-limited detour onto the D90 route through Dupont Circle. An alternative approach could be a short and frequent loop route for Metrorail access, like a loop from Woodley Park up to Van Ness along Connecticut, then west to Wisconsin, then south to Woodley, and finally east to Woodley Park along the C55 route.	2025 Proposed Network	37	D82
5/14/2024	Public Coordinate	Where it Goes	Stopping at Woodley Park Metro makes transfer for D70 riders much easier.	C51 Woodley Park - Anacostia (Metrobus)		C51, D70
5/14/2024	Public Coordinate	Where it Stops	Please keep the bus stop at 38th and Parkwood for the proposed P40 and P10 routes.	2025 Proposed Network		P40
5/14/2024	Public Coordinate	How Often it Comes	Rush only service is frankly unacceptable for such a densely populated neighborhood. The new network map proposes a very large service gap in Capitol Hill compared to the current service map (no busses between 8th and 18th street and C NE and Pennsylvania SE), so it is even more important that the few routes that do service Capitol Hill have better frequency.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/14/2024	Public Coordinate	How Often it Comes	I'm glad that the F44 now improves Sunday service to every 30 minutes as compared to the existing 16A Sunday service of one hour. Definitely recommended.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)	16A, 30	F44

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/14/2024	Public Coordinate	Where it Stops	At least one of the multitude of buses here should have limited stops between Duke Ellington Bridge and NJ Ave. There are way too many stops for such a high frequency of buses to make. WMATA proposed limited stop buses here in 2011 but was never able to follow through: https://web.archive.org/web/20160322122300/http://metrobus-studies.com/90s/90s%20Line%20Final%20Report%204-15-11.pdf	2025 Proposed Network		C51, C55, C53
5/14/2024	Public Coordinate	How Often it Comes	Can this come more often?	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
5/14/2024	Public Coordinate	Where it Goes	Splitting the C81 and C83 here seems like a big mistake. If you're coming from the Red Line, you have to decide whether to transfer at Friendship Heights or Tenleytown. Ideally there would be one high-frequency route so transferring passengers don't play a guessing game and end up with a 30 minute wait. My preference is for the routing to continue to Tenleytown where there are more schools (K12 + AU), Target, and the Wilson Aquatic Center. It's also faster access to Georgetown since the transfer at Wisconsin Ave is further south.	2025 Proposed Network	K12, 30	C83, C81
5/14/2024	Public Coordinate	Where it Stops	this is a convenient stop near apartments and to transfer buses	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
5/14/2024	Public Coordinate	Where it Goes	Please, please do not reroute the D70 (formerly L2) to bypass Adams Morgan. 1) People plan where they live based on public transit routes, and Adams Morgan does not have a Metro stop. The D70/L2 is the only bus -- I repeat, ONLY bus -- that runs all the way up the densely renter-populated upper Connecticut Avenue, so this change is far more impactful than other areas served by multiple buses with just one route changing. 2) This new route seems to only remove service area but doesn't add any new service area as far as I can tell. It bypasses Adams Morgan, and area already without a Metro stop, and goes over the bridge... an area that does not have housing. The area just on the other side of the bridge already has access to an D70/L2 stop now, plus other bus options. The current route was the perfect mix of duplicating areas further up Connecticut Ave where Metro stations are spaced out but lots of renters live, while adding an additional benefit of bringing people through a neighborhood without a Metro at all. It has already been challenging in the past couple of years with reduced L2 frequency, please don't take away the way myself and many others get from upper Connecticut Ave to Adams Morgan for work, joy, etc.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
5/14/2024	Public Coordinate	Where it Goes	General Issue: Please consider shortening some of the longer routes like the M22, traffic in rush hour will kill reliability and will inevitably result in insane bunching, especially on higher frequency routes.	M22 Olney - Bethesda (Metrobus)		M22
5/14/2024	Public Coordinate	Where it Goes	This gap between the Convention Center (+points west) and Union Station seems like an issue, especially with the Circulator gone.	2025 Proposed Network		
5/14/2024	Public Coordinate	Where it Stops	Please move the route farther west. The proposed route leaves a major gap in service in Capitol Hill (no north/south routes between 8th street and 17th/19th streets). The other proposed routes in Capitol Hill are scheduled to run very infrequently (D24 every 30 mins and C43 rush only service), so it is particularly important that the only frequent north/south service serve more of the neighborhood. The proposed northbound B2 bus stop will be a 15 minute walk from my residence (a very far walk without any other bus options). I along with many people in the neighborhood are car free and rely upon transit for almost all travel that cannot be accomplished on foot.	C41 West Hyattsville - Anacostia (Metrobus)	B2, 30	C43, C41, D24
5/14/2024	Public Coordinate	Where it Stops	Any stop near Ballston Metro is always great	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Something Else	We really need a limited stop/express bus on the 14th St line. It saves so much time for those traveling the longer distances of the route.	D54 Takoma - Metro Center (Metrobus)		D54
5/14/2024	Public Coordinate	How Often it Comes	Half-hour frequency is not enough for such an important route that connects neighborhoods east of the river, Capitol Hill, and downtown.	D24 McPherson Square - Deanwood (Metrobus)		D24
5/14/2024	Public Coordinate	Where it Goes	I like that it goes to Rosslyn	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/14/2024	Public Coordinate	Something Else	Would love the Brie bus to come down to sw again it's been over 15 years since you guys cut the 70 from half and ost maybe every 20 min down to ft McNair and late night ends at lenfant plaza a easy 25 min ride from my home to Walmart with one bus no transfers	D42 Silver Spring - Archives via 7th Street (Metrobus)	70, 20	D42
5/14/2024	Public Coordinate	Something Else	The current 96 route takes hundreds of riders east of Lincoln Park to Union Station and upper NW. Eliminating this leg of the bus line with the significantly reduced C51 line will result in drastically reduced ridership and major gaps in service from an equity standpoint. Now riders will have to either forgo bus altogether OR walk to the closest stop for the C51, which is along 8th street. For me, this increases my bus trip from 1-2 minutes to at least 7-8 minutes, at which point I should just take a cab.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
5/14/2024	Public Coordinate	Where it Stops	These two northbound stops are quite close. It seems like at least one could be comfortably eliminated.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/14/2024	Public Coordinate	How Often it Comes	Please increase the frequency for the current 16A/16C. These buses are typically 30 minutes or worse!	2025 Proposed Network	30	F44
5/14/2024	Public Coordinate	Where it Goes	I would urge the natural end point for this route be shifted from the proposed point (the old streetcar station at Chevy Chase Circle) to the bus station at Friendship Heights. This is more logical since Friendship Heights station is (1) nearby, (2) a better transfer point to other lines; (3) likely to attract more ridership going northwards on CT Ave. Extending the terminal point to the FH Metro station, which has the bus station infrastructure, would only add 5 minutes or less to the running timetable. (Where it Goes)	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/14/2024	Public Coordinate	How Often it Comes	Run the G14 (P20) more frequently. It is overcrowded and Greenbelt road is not a safe place to wait for a bus	2025 Proposed Network	G14	P20
5/14/2024	Public Coordinate	Where it Goes	Is all service to Langston Blvd being eliminated? I and many others commute via 3Y. There appears to be zero service for this area of Arlington. This is a huge gap	2025 Proposed Network		
5/14/2024	Public Coordinate	Something Else	See my comment about moving the terminal point of the proposed D70 line from Chevy Chase Circle to Friendship heights Metro station / bus station. Such a change would likely attract greater ridership northbound on Connecticut -- since riders could then change to the Red Line or to other buses going into Maryland from that station. The revised D70 route, instead of stopping at Chevy Chase Circle, would proceed around Chevy Chase Circle, then westbound on Western Ave to reach the bus station at the FH Metro station.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/14/2024	Public Coordinate	Something Else	Where is the bus service for the residents in multiple buildings along Cathedral Avenue - many of whom are elderly, use canes, walkers or other assisted devices as well as others who do not own cars/drive? Neither of the two new routes proposed provide service for this large population that the N2 and weekend N6 route currently serve.	D96 Bethesda - Potomac Park (Metrobus)	N2, N6	D96
5/14/2024	Public Coordinate	How Often it Comes	high frequency <12min to and from here 5pm-9pm would be amazing	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	How Often it Comes	<20 minutes is great, makes it better than the fairfax connector.	F23 George Mason - King St Station (Metrobus)		F23
5/14/2024	Public Coordinate	How Often it Comes	30 minutes Fairlington Service is extremely insufficient. A29 during rush is NOT a substitute for 7A rush hour service, since most of those served in this area face a 10-20+ minute walk with a large hill to get to A29. Additionally, by A27 going though Pentagon City, the route is slowed even more to the metro, cutting the userbase significantly. Effectively, this turns Fairlington into a car-dependent area, unless you're going to Pentagon City or have lots of spare time in your day.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 30	A29, A27

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5/14/2024	Public Coordinate	Where it Goes	I would use this line to go to Annandale	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
5/14/2024	Public Coordinate	Where it Stops	Definitely need an EB Eden Center stop!	F60 Fair Oaks - Ballston (Metrobus)		F60
5/14/2024	Public Coordinate	Where it Goes	I would urge the natural end point for the D70 route be shifted from the old streetcar station at Chevy Chase Circile to the bus station at Friendship Heights. This is more logical since Friendship Heights station is (1) nearby, (2) a better transfer point to other lines (thus better connectivity); (3) likely to attract more ridership going northwards on CT Ave. Extending the terminal point to the FH Metro station, which has the bus station infrastructure, would only add 5 minutes or less to the running timetable. (Where it Goes)	2025 Proposed Network		D70
5/14/2024	Public Coordinate	How Often it Comes	Please consider timed transfers at major hubs like Wheaton and Silver Spring, especially at lower frequencies. Also, operating routes at easy to memorize frequencies would be preferable to busses coming at odd intervals. I would rather have a bus come every 20 minutes, something easy to memorize versus something like every 17 minutes. Though more frequent, it is more reliable and intuitive for riders.	2025 Proposed Network	17, 20	M10, M12, M22
5/14/2024	Public Coordinate	How Often it Comes	30 minutes is way too infrequent! If cutting the route short at Wisconsin/Woodley and Florida/Georgia could increase the frequency to 20 minutes, I think it's worth the trade-off. Both ends of this route are duplicative with frequent bus lines and in order to be an effective connection to the Red Line (at Woodley Park) and Green Line (at U Street), it needs to run much more frequently.			
5/14/2024	Public Coordinate	How Often it Comes	Another option better than continuing to Tenleytown would be to run to Wesley Heights & AU, which neither of which have good connections to the Green Line.	C55 Tenleytown - LeDroit Park (Metrobus)	20, 30	C55
5/14/2024	Public Coordinate	Something Else	Please bring articulated buses to 16M/A40, especially during evening rush hour at Pentagon City Station.	2025 Proposed Network		A40
5/14/2024	Public Coordinate	Where it Stops	Is it really useful to have this 3rd stop between the other two on Galloway St.?	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
5/14/2024	Public Coordinate	Something Else	I know the new name format is D with 2 digits, where the first digit indicates the neighborhood the bus services. But as the bus travels via 7th street, it would be better to call it D7X instead of D4X. And to name it D72 for the local route instead of D42.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D72, D4X
5/14/2024	Public Coordinate	Where it Goes	I'm not entirely clear on the reason for this line going to Bethesda rather than terminating at the Friendshio Ehights Metro. Unless it is coordinated to run a different times than the RideOn 34 route, which already covers the Bethesda to Friendship Heights route along Wisconsin Avenue (not to mention the Red Line). Just not sure how much northbound ridership there would be from the Mass Ave corridor to Bethesda. Although a one seat ride -- avoiding a transfer to the Red Line -- would make some sense when the Purple Line is operating.	D96 Bethesda - Potomac Park (Metrobus)	34	D96
5/14/2024	Public Coordinate	Where it Goes	I would urge the natural end point for this route be shifted from the old streetcar station at Chevy Chase Circile to the bus station at Friendship Heights. This is more logical since Friendship Heights station is (1) nearby, (2) a better transfer point to other lines; (3) likely to attract more ridership going northwards on CT Ave. Extending the terminal point to the FH Metro station, which has the bus station infrastructure, would only add 5 minutes or less to the running timetable.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/14/2024	Public Coordinate	Something Else	I know the new name format is D with 2 digits, where the first digit indicates the neighborhood the bus services. But as the bus travels via 7th street, it would be better to call it D72 instead of D42. And D7X for the express route instead of D4X.	D42 Silver Spring - Archives via 7th Street (Metrobus)		D72, D42
5/14/2024	Public Coordinate	How Often it Comes	We really need a limited stop/express bus on the 14th St line. It saves so much time for those traveling the longer distances of the route.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/14/2024	Public Coordinate	Where it Stops	this stop is great	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Goes	"Extending" the existing X2 past McPherson to Farragut seems very useful.	D2X Farragut Square - Capitol Heights (Metrobus)	X2	D2X
5/14/2024	Public Coordinate	Where it Goes	This route is crazy! There are neighborhoods and parts of downtown with 1 mile between buses and this does a loop-the-loop to serve essentially every block in Southwest? Who's going to use it if it's this slow. If I'm counting correctly there are a total of 7 switchbacks in one direction on this route. It's so indirect!	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/14/2024	Public Coordinate	How Often it Comes	Nominal timing for arrivals and departures at this stop should probably be set up to compliment the CUE buses in general and Green lines in particular.	F24 Vienna - King St Station (Metrobus)		F24
5/14/2024	Public Coordinate	Where it Goes	This should go all the way to Navy Yard to facilitate transfers to other bus routes. Navy Yard also needs bus service to central DC and extending this line would help that.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/14/2024	Public Coordinate	Where it Goes	Midnight to 4am, make an one-hour frequency to National Harbor connecting MGM Casino to L'enfant Plaza.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
5/14/2024	Public Coordinate	How Often it Comes	The routing is pretty good but making this rush-only will make it pretty useless for many people. There needs to be a connection between Navy Yard, Barracks Row, and Eastern Market (especially if the circulator is eliminated) and a connection to H Street NE.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/14/2024	Public Coordinate	Where it Goes	The existing 26A only operated on Weekdays since it first debuted in late December 2013. Adding new Weekend service on the F26 would help fill in the void for existing 16A, 26A, and 28A riders than transferring between routes 16A and 28A when the 26A is not operating. Highly recommended.	F26 NVCC Annandale - Seven Corners (Metrobus)	16A, 26A, 28A	F26
5/14/2024	Public Coordinate	Where it Goes	Great to have this express cross-downtown service go through to Farragut Square, unlike the current options that stop at McPhereson/Franklin. A good option if the Circulator is eliminated -- and better if it is more reliable than the Circulator (which won't take much effort).	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
5/14/2024	Public Coordinate	Where it Goes	Extend the D52 to Navy Yard. This would connect it to the C31 and other proposed routes.	2025 Proposed Network		D52
5/14/2024	Public Coordinate	Where it Goes	I wonder if this route would do better on 2nd St - shorter route to Rhode Island Ave, and the bus would not have to deal with the traffic light at Bryant St.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/14/2024	Public Coordinate	How Often it Comes	higher frequency <20min or <12min would be amazing to and from here, especially nights and weekends.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
5/14/2024	Public Coordinate	How Often it Comes	This route will run every 60 minutes off-peak and weekends. I recommend coordinating the schedule with Fairfax Connector route 463 which goes the same way, so that buses don't arrive back-to-back and Vienna-Tysons riders who can take either route have shorter wait times.	2025 Proposed Network	60	F64
5/14/2024	Public Coordinate	Something Else	Please somehow combine M10 with M20. Not necessarily merge the two routes together. Could do: M10 turns into M20 once at Weaton, and M20 turns into M10 once at Weaton.	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10, M20
5/14/2024	Public Coordinate	Something Else	Good to combine Z6-7-8 to a single route. But how would you charge for the trip that continued to Laurel? Same fare as a regular route? (That would be awesome!)	M52 Silver Spring - Laurel (Metrobus)		M52
5/14/2024	Public Coordinate	Where it Goes	I would use this line to go to Mclean (west langley) in the early evening (and return back in the late evening)	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/14/2024	Public Coordinate	How Often it Comes	high frequency <12min to and from here from 5pm-9pm would be great	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/14/2024	Public Coordinate	Where it Goes	Extend at least the weekday service to East Falls Church. The original 26A route does serve to E. Falls Church!	F26 NVCC Annandale - Seven Corners (Metrobus)	26A	F26
5/14/2024	Public Coordinate	Where it Goes	It would make more sense to run on 4th St from P St SW to Independence Ave. Then east on Independence until 1st or 2nd St and north to Union Station.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/14/2024	Public Coordinate	Something Else	I am baffled by the removal of the 96 line, but especially for this stop at Lincoln Park. This stop is used by hundreds of school children and adults to reach Union Station and farther across town. Do you really think that the new D24 route will be sufficient, when it is blocks farther away from this heavily used stop? It's unreal that WMATA has chosen to leave hundreds if not thousands of daily bus riders with massive service gaps.	C51 Woodley Park - Anacostia (Metrobus)	96	D24, C51
5/14/2024	Public Coordinate	How Often it Comes	every 15 mins	2025 Proposed Network		
5/14/2024	Public Coordinate	Where it Stops	Given the high frequency of busses that will run from Georgetown to Dupont Circle, it seems like more buses should stop here. This route currently has a high-frequency connection at K Street to the Circulator that is being lost.	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/14/2024	Public Coordinate	Where it Goes	Washington Hospital center is not at all far from Geogia Ave Metro. Extend C63 to Geogia Ave for the Green line to enable green line customers to go directly to Fort Lincoln Commercial Area.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
5/14/2024	Public Coordinate	How Often it Comes	This bus route needs to be more frequent to be useful to commuters to the University of Maryland. The stop in front of city hall appears to be gone as well. Major downgrade to this line! Can no longer take it to Hyattsville restaurants either.	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
5/14/2024	Public Coordinate	Something Else	Why don't buses use Washington Blvd/I-395 to bypass Columbia Pike, especially right now with the construction? If this would shave off a few minutes and make the schedule more reliable, I think it would be worth the tradeoff of removing a few stops along Columbia Pike and Army Navy Dr that nobody uses anyway.	A40 Skyline City - National Landing (Metrobus)		A40
5/14/2024	Public Coordinate	Where it Stops	Bus should continue west down M St SE to at least 4th St before turning to go north. There are several government agencies in this area where service is needed	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/14/2024	Public Coordinate	Where it Stops	Follow the earlier comments, please make at least every other trip bypass Rhode Island Ave Metro loop to create faster service!	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/14/2024	Public Coordinate	Something Else	Consider adding an adjunct exit to North Bethesda Station facing Old Georgetown/Rockville Pike to serve Pike/Rose and the new density going up on the north side of the station.	2025 Proposed Network		
5/14/2024	Public Coordinate	How Often it Comes	The bus does not operate on Sundays, which kills the existing F8 services on Sundays. Metro should operate this service at a frequency of at least the same as the current F8 route on Sundays.	P43 Takoma Langley - Addison Rd Station (TheBus)	F8	P43
5/14/2024	Public Coordinate	Where it Goes	The minor detour to Ballston-MU is necessary as it will essentially double the bus frequency for many people along Wilson Blvd and Seven Corners to the nearest Metro station—the few minutes in extra time for people taking the bus to DC is worth it for the time it will save people trying to get to the Metro.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/14/2024	Public Coordinate	Something Else	I really appreciate the "express" connection between Rt. 7, Claremont, and Pentagon Metro. Previously, you would have had to take more than one bus to connect to a Metro station from these neighborhoods.	F66 Culmore - Pentagon (Metrobus)		F66
5/14/2024	Public Coordinate	Where it Goes	Agreed that the Kennedy center connection is highly valued now. Additionally, I am concerned about frequency on this route. The 42/43 are often already packed within 3-4 stops during weekday mornings. What will happen wit this new extended route?	2025 Proposed Network		D72
5/14/2024	Public Coordinate	Where it Goes	There's a HUGE gap in service in AU Park. Please extend some C61 trips through here to the Spring Valley Shopping Center, which currently lacks even a ride with a transfer to places like Columbia Heights, where many service workers come from.	2025 Proposed Network		C61
5/14/2024	Public Coordinate	How Often it Comes	While it's terrific that you're retaining a version of the 96, the level of service in both the proposed 2025 network and revised visionary network remain abysmal. A bus that comes every 20-30 minutes---best case scenario---just isn't a reliable form of transit. If increased frequency on the route isn't feasible with current resources, you might consider breaking it into two higher frequency loop routes focused on connecting neighborhoods to Metrorail.	C55 Tenleytown - LeDroit Park (Metrobus)	96	C55
5/14/2024	Public Coordinate	Where it Goes	The D90 should go to union station. Its a great connection from the red line to Mass Ave. Also As a resident on Mass ave it would be nice to take the bus to union station, especially since metro rail does not operate until 7am on the weekend. I take early amtrak trains before 7am.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/14/2024	Public Coordinate	Where it Stops	It looks like WMATA plans to eliminate Bus Bay K, where all of the westbound buses stop before leaving the Fort Totten loop. I use Bus Bay K because there are often multiple buses I can take to my destination, so I hop on the first one that comes to this bay instead of needing to monitor multiple bays. I understand why you want to get rid of this stop, but when you do, please consider improving the real-time arrival wayfinding at the exit of the station. Something like a group of screens that shows ETAs for *ALL* bus lines at once, along with arrows showing which direction to walk for a given bay.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
5/14/2024	Public Coordinate	Where it Stops	The northbound Qs and Ys currently don't stop at Wayne/Dixon, which I think makes sense. After the stop, buses would need to quickly get into the left lane which could be tricky with traffic.	M20 Wheaton - Silver Spring (Metrobus)		M20
5/14/2024	Public Coordinate	Where it Stops	This route completely skips making a stop at Tenleytown metro station for some reason, making it a complete waste of resources. The walk from Tenleytown metro to get to this route is not pleasant or accessible, requiring people to negotiate across multiple high traffic streets with limited crossing time. This is asking for people to run into oncoming traffic to make the bus because frequency on routes is scant at best.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/14/2024	Public Coordinate	Something Else	Please somehow combine M10 with M20. Not necessarily merge the two routes together. Could do: M10 turns into M20 once at Weaton, and M20 turns into M10 once at Weaton.	M20 Wheaton - Silver Spring (Metrobus)		M20, M10
5/14/2024	Public Coordinate	Where it Goes	In any other city in the world, a destination as major as the Lincoln Memorial would not only have transit service, but have high frequency service. No buses here is a big oversight.	2025 Proposed Network		
5/14/2024	Public Coordinate	Where it Goes	D82 Should really be extended into Bethesda. This was part of the original proposal and was very popular.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/14/2024	Public Coordinate	How Often it Comes	Frequency decrease is not great. This bus route already struggles to come on time during peak periods.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
5/14/2024	Public Coordinate	Where it Goes	Agree with the comment about extending the C61 to Friendship Heights as a better terminal point. Bus station infrastructure at FH Station can accommodate. Another bus along Wisconsin will further improve service on a key artery that will see quite a bit of new multifamily apartments between Tenley and Western Ave, and should have super frequent service (every 6-8 minutes) to encourage use of transit for short trips within the neighborhood. .	2025 Proposed Network		C61
5/14/2024	Public Coordinate	Where it Stops	Note that DDOT's U St and Florida Ave bus priority projects will be reconfiguring these stop locations.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/15/2024	Public Coordinate	How Often it Comes	This route is really great for me. I regularly use Qs and Ys for shorter trips along Georgia that don't make sense for rail, and having 5 different routes leads to lots of bunching and inconsistent headways. If WMATA can maintain simple, reliable 12-minute headways, that's a major win. Hopefully it's not a huge deal for riders coming from further north to transfer to this route (for local trips) or to Metro at Wheaton (for longer trips). And hopefully the bus lanes during Red Line construction can stay!	M20 Wheaton - Silver Spring (Metrobus)		M20
5/15/2024	Public Coordinate	Where it Stops	il think eliminating this stop is a good idea and will make the route a bit more efficient. I've always found it a bit comical how close this stop is to the next one, Reynolds and Duke.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
5/15/2024	Public Coordinate	Where it Goes	I highly recommended to add a bus stop here for customer to travel to the beach,jobs,etc and this is where we get new customers that doesnt have affordable travel to and from dc and the time is very important to bring customers to dc	2025 Proposed Network		
5/15/2024	Public Coordinate	Where it Goes	Need connection to Rhode Island Ave like T14 so my trip is not longer in 2025	P42 Takoma - New Carrollton (Metrobus)	T14	P42
5/15/2024	Public Coordinate	Where it Stops	This interface is hideous. Truly hideous. The P20 and the P21 eliminate my bus stop, which may put me out of the range for paratransit one day. The route eliminates 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. The municipal building, the library, the community center, and the apartments were all served by the stop at Southway and Crescent. The University Squire apartments were better served with the stop at 12 court and the one at Westway and Ridge. The synagogue was also served by these stops. Better Bus doesn't actually make our service better. This looks like change for the sake of change, not to improve things. In this case, "Better" means better only for some.	P20 Greenbelt - New Carrollton (Metrobus)	G12	P21, P20
5/15/2024	Public Coordinate	How Often it Comes	The timing is not bad. Keep it going, or even make them come earlier:) Ty	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/15/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	96	
5/15/2024	Public Coordinate	Something Else	There's a need for improved safety while balancing non-aggressive enforcement (ambassadors?) on bus and rail. And important to ensure accessibility for everyone.	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/15/2024	Public Coordinate	Where it Stops	This line is cutting off previous access further down Pennsylvania Ave. This is a vital part of the route (so much so late night service extending it to L'Enfant was added). So many routes already go to Franklin Square and there is already such limited access from NW into the rest of the cities it's frustrating to see this additional reduction in service/access across the city.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/15/2024	Public Coordinate	Where it Goes	The C22 is very long and deviatory, which could impact reliability and travel times. Furthermore, the added connections are not the most helpful, as Marshall Heights can already be connected to Potomac Ave via a transfer at Benning Rd to the Blue or Silver Line. It could be more beneficial to route the route to Naylor Rd Station to provide a connection to the Green Line.	2025 Proposed Network	C22	C22
5/15/2024	Public Coordinate	How Often it Comes	Very on time periodically good bus route, convenient to me. Keep it how it is staff is friendly and operators are kind .	P53 New Carrollton - Upper Marlboro (TheBus)		P53
5/15/2024	Public Coordinate	Where it Goes	Removing the M44/C8 from New Hampshire Ave makes this route very similar to Ride On's 10. Currently, C8 and 10 buses arrive within minutes of each other. The new M44 should be timed to "slot between" 10 trips, for more evenly spaced service on the corridor.	2025 Proposed Network	C8	M44
5/15/2024	Public Coordinate	How Often it Comes	It's not clear how often the bus comes. The note above says it's every 12 minutes in NW but what about in SW?	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/15/2024	Public Coordinate	How Often it Comes	Lo necesito el p43 que corra los Domingo Cada hora	P43 Takoma Langley - Addison Rd Station (TheBus)		P43
5/15/2024	Public Coordinate	Where it Goes	On weekends, the D22 should run to Farragut/McPherson Square to cover for the D2X.	2025 Proposed Network		D22
5/15/2024	Public Coordinate	Where it Goes	would be great to have any of these lines continuing a bit further into the city instead of ending at Rhode Island station	2025 Proposed Network		P1X, P40, P10
5/15/2024	Public Coordinate	Something Else	the current 42 and current 43 bus lines are ESSENTIAL and yet do not seem to be part of the future system?! Please revisit this - both of those lines going completely away does harm to the residents of these neighborhoods and does harm to the city overall!	2025 Proposed Network	42, 43	D72
5/15/2024	Public Coordinate	Where it Goes	why do the buses divert off 17th for this short section? seems like it would be more efficient to stay on 17th.	2025 Proposed Network		C41
5/15/2024	Public Coordinate	Where it Stops	I use the 32 and 36 now interchangeably to get to 10th & Penn NW from SE and am disappointed to see that the D14 and D1X wouldn't both go to that stop.	D1X Archives - Naylor Rd Station (Metrobus)	32, 36, D14, 32, 36	D1X, D14
5/15/2024	Public Coordinate	Where it Stops	You are losing the l'enfant connection to the 52.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/15/2024	Public Coordinate	Where it Goes	Also noting looks like losing the 74, P6, AND the circulator in SW, which cuts off SW from Eastern Market, National Mall/museums, and Chinatown. And the plan isolates l'enfant metro (and train) which is a major transpo hub. Why would you do this.	2025 Proposed Network	74, P6	
5/15/2024	Public Coordinate	Where it Stops	This is a comment both on where it goes (and the fact that now we have one fewer line that goes downtown) and then the one we are left with comes every 20 minutes. It feels like we're out in the middle of nowhere (and add to that the cancelling of the yellow line and it's super frustrating. I NEVER used to drive in DC, but living in this area makes it really hard to get almost anywhere that isn't on the green line) :(	D46 Takoma - Petworth (Metrobus)	20	D46
5/15/2024	Public Coordinate	How Often it Comes	Would like better frequency on weekends	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/15/2024	Public Coordinate	How Often it Comes	The bus should come more than once every half an hour during non rush -- once every 20 minutes at minimum, and more frequently during rush. This is a vital connector for folks from residential neighborhoods on both sides of the river into downtown. The absence of any metro in in this area of north Capitol Hill means that this route is basically the only way to get into the city. Every time I board the current D6 it is decently full, and is always packed at rush hour. There are other routes in more affluent parts of the city (NW Glover Park to Dupont Circle, etc) that run every 10 minutes empty. This should change.	D24 McPherson Square - Deanwood (Metrobus)	D6, 20	D24
5/15/2024	Public Coordinate	Where it Goes	Again, this is great at connecting the "prongs" of the red line with Columbia Heights!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/15/2024	Public Coordinate	Where it Goes	The 96 is an important bus for local residents to get to Union Station. With the elimination, many people will be forced to buy vehicles.	2025 Proposed Network	96	
5/15/2024	Public Coordinate	Where it Goes	It would most likely be a better use of resources to turn the C83 into a short turn of the C81, terminating at Tenleytown Station, and extending the D70 to cover lost service to Friendship Heights.	2025 Proposed Network		C83, C81, D70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/15/2024	Public Coordinate	How Often it Comes	Come more frequently	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
5/15/2024	Public Coordinate	How Often it Comes	I'm disappointed that service is being reduced on 7A (A27). 7A is the only connection between Reynolds St and the Van Dorn St Metro. This is a popular route, Reynolds St is densely populated with large apartment buildings, and I'm pretty confident it qualifies as an Equity Focus Area. Please consider maintaining or improving current service levels. I'm a reverse commuter and depend on this route to get to Van Dorn station in the morning.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
5/15/2024	Public Coordinate	Where it Goes	The current 63 route is more helpful to get to the Orange/Blue/Silver lines. With the new proposed route, it would require me to switch from a bus to a Green line train to yet another train to get to work.	D46 Takoma - Petworth (Metrobus)	63	D46
5/15/2024	Public Coordinate	How Often it Comes	Connections between the M42 and M44 at Glenmont should be timed to minimize waits when transferring, since splitting Randolph Road service into two routes breaks trips that currently can be made on one bus (C8).	2025 Proposed Network	C8	M42, M44
5/15/2024	Public Coordinate	Where it Goes	Want route to go to Highview	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
5/15/2024	Public Coordinate	Where it Goes	I do not like the change to L'Enfant Plaza as the late night destination of the A40, compared to Franklin Square on the existing 16E. There is absolutely no nightlife in L'Enfant Plaza, honestly I think it would be pretty sketchy to be there at night. Franklin square has many very busy bars and clubs right next to it, which people can catch the bus from back to Virginia. While we could transfer, this would at a lot of time to the trip and we would have to leave even earlier since the last bus out of L'Enfant would still leave at 2 AM. Please keep the A40 going to Franklin Sq.	A40 Skyline City - National Landing (Metrobus)		A40
5/15/2024	Public Coordinate	Where it Goes	My southbound weekday commute on the 96 this morning was pretty typical: Already standing room only by Florida Ave. Only a handful of people board on New Jersey Ave. A few families with children get off at P St to get to KIPP. Several get off at H St, but even more get off at G St and Union Station. 5-10 people board at Union Station for further trips east. Please reroute this to go to Union Station like the current 96! You can join up with the C53 at 8th & Mass	C51 Woodley Park - Anacostia (Metrobus)	96	C51, C53
5/15/2024	Public Coordinate	Where it Stops	Since the C53 will go beyond 14th and U to the Duke Ellington Bridge, the layover spot for the current 92 might be appropriate as a terminus for this route. It's more centrally located on the corridor than Vermont, and with DDOT's bus priority program the spot will be painted red.	C57 U St Station - Capitol Heights (Metrobus)	92	C53, C57
5/15/2024	Public Coordinate	Where it Goes	Keep the D72's service up to Van Ness during middays and on weekends.	2025 Proposed Network		D72
5/15/2024	Public Coordinate	Where it Stops	This interface is hideous. Truly hideous. The P20 and the P21 eliminate my bus stop, which may put me out of the range for paratransit one day. The route eliminates 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. The municipal building, the library, the community center, and the apartments were all served by the stop at Southway and Crescent. The University Squire apartments were better served with the stop at 12 court and the one at Westway and Ridge. The synagogue was also served by these stops. Better Bus doesn't actually make our service better. This looks like change for the sake of change, not to improve things. In this case, "Better" means better only for some.	P21 Greenbelt - New Carrollton (Metrobus)	G12	P21, P20
5/15/2024	Public Coordinate	Where it Stops	Not servicing Park Place Condos is a huge error in the new route plan. Many people in this building have disabilities and also the 22F is my way to work.	F66 Culmore - Pentagon (Metrobus)	22F	F66
5/15/2024	Public Coordinate	Where it Goes	I love the connection from Branch Ave to Addison Rd. Really important that this route serves Penn Mar as well. This way people won't have to take the train.	P62 Deanwood - Branch Ave Station (Metrobus)		P62
5/15/2024	Public Coordinate	Where it Stops	I love that this route goes to the Kennedy Center, it makes this venue much more accessible to more people.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/15/2024	Public Coordinate	Where it Goes	Please consider adding the free Kennedy Center Shuttle from Foggy Bottom to WMATA maps and wayfinding. The question of which WMATA route serves the Kennedy Center (32/36 or 42/43) is one without an answer that everyone's happy with, but many people are unaware of this underutilized service.	2025 Proposed Network		
5/15/2024	Public Coordinate	How Often it Comes	TheR4 bus does not run frequently currently. On the weekends it is a hit or miss if it arrives on time. Has Metro considered also adding a shuttle on this route? New homes are being built here. It promises more congestion	2025 Proposed Network		
5/15/2024	Public Coordinate	Where it Stops	There are way too many stops on Nebraska Ave! I'd rather walk a bit further if it means the bus can go faster and more often.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/15/2024	Public Coordinate	Where it Stops	How this stop didn't get removed when there's one a block away on either side of it is beyond me.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
5/15/2024	Public Coordinate	Where it Stops	This no longer makes the connection to Eastern market, which is a huge loss for connecting SW and SE.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
5/15/2024	Public Coordinate	Where it Stops	I think y'all messed up here, maybe mixing up what's on weekdays and what's on weekends.. The routings don't make any sense.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/15/2024	Public Coordinate	How Often it Comes	The C27 is a very long and deviatory route, so it must take a lot of resources to run it every 15 minutes during rush hour. It may be worth it to shift frequencies back to every 20 minutes and use the spare resources to increase service on other routes. Furthermore, it may improve reliability to split the route in two at Congress Heights station, which would likely not impact many travelers.	2025 Proposed Network	C27, 20	C27
5/15/2024	Public Coordinate	How Often it Comes	Gygyb	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
5/15/2024	Public Coordinate	Something Else	The D6X could stand to run until 11 PM on Sundays as on Saturdays.	2025 Proposed Network	11	D6X
5/15/2024	Public Coordinate	Where it Goes	Need to go to Rhode Island Ave or Hyattsville Crossing from Hamilton (like the 86)	2025 Proposed Network	86	P43, C41
5/15/2024	Public Coordinate	Where it Stops	Please add a stop on Georgia Ave for M22 trips that do not terminate at the park and ride! This is a missing connection to Ride On and MTA routes.	2025 Proposed Network		M22
5/15/2024	Public Coordinate	Where it Goes	I am so happy to see the B2 extended to Hyattsville	C41 West Hyattsville - Anacostia (Metrobus)	B2	C41
5/15/2024	Public Coordinate	Where it Stops	This new route replaces the 22F and will no longer service the North Van Dorn portion of the 22F. By cutting out North Van Dorn my bus stop across from Park Place condos will be eliminated. Eliminating this stop cuts off a building with over 400 units and at least twice as many people from efficient access to the Pentagon and its metro stop. The closest stop on the proposed route is over a fifteen minute walk away. I have mobility issues and cannot do that walk as part of a daily commute.	F66 Culmore - Pentagon (Metrobus)	22F	F66
5/15/2024	Public Coordinate	How Often it Comes	This new version of the E2 COULD connect me and my Brookland neighbors to Ivy City, the Arboretum, and Union Market, except that it's not feasible to use it at these frequencies. To replace car trips, it must operate more frequently or will continue to have very low ridership and be undignified for those who truly need it.	2025 Proposed Network	E2	C71

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/15/2024	Public Coordinate	How Often it Comes	Better frequency on weekends to get between Hyattsville Crossing and Fort Totten	P32 Fort Totten - College Park (Metrobus)		P32
5/15/2024	Public Coordinate	Where it Goes	The bus should continue on its current route, especially given that other buses to the neighborhood are proposed to come infrequently. More buses could make up for the gap.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
5/15/2024	Public Coordinate	Where it Stops	This looses the connection from SW and l'enfant metro to the National Mall and Chinatown and beyond. This is cutting off neighborhoods.	2025 Proposed Network		
5/15/2024	Public Coordinate	Something Else	Relying on 19th Street for Northbound C41 service, is a recipe for disaster. The street is a major bottleneck and especially at rush hour this is going to be an area of frequent delays. This route appears to be a backbone for many of the other changes to the network making it especially important that it be placed correctly. Many of the other changes in Hill East (e.g. elimination of the M96) appear to depend on this route as a replacement, but the projected travel times seem extremely rosy based on traffic conditions on this route. The "jog" in the southbound route where it normally goes down 17th St except for a few blocks on 18th street similarly makes no sense -- it will add a lot of time due to the bus needing to make two separate turns, and takes the bus on a narrow two-way street rather than staying on 17th Street which is one-way southbound.	C41 West Hyattsville - Anacostia (Metrobus)		C41
5/15/2024	Public Coordinate	Where it Stops	This route should go at least as far as P & 22nd/Dupont Circle to give those in Ward 6 access to key centers of business downtown. McPherson Square simply does not go far enough downtown to get many of us to/from work and the existing Metro network is really for suburbanites to get in to DC from other states. Let those of us who choose to LIVE in DC access our own city.	D24 McPherson Square - Deanwood (Metrobus)		D24
5/15/2024	Public Coordinate	Something Else	The elimination of the 96 bus line truly boggles the mind.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
5/15/2024	Public Coordinate	Where it Goes	It would probably make more sense to run the C41 run on 14th/15th streets to better serve the intersection of Bladensburg Rd & Benning Rd and speed up through trips, all while keeping a connection to the Metro at Potomac Ave.	2025 Proposed Network		C41
5/15/2024	Public Coordinate	Where it Stops	I like the W4 and this seems to keep my route so I'm happy	C23 Anacostia - Deanwood (Metrobus)	W4	C23
5/15/2024	Public Coordinate	How Often it Comes	It would be beneficial to extend all D24 rush hour trips to Deadwood to help get commuters across the river into Stadium-Armory Station.	2025 Proposed Network		D24
5/15/2024	Public Coordinate	Where it Goes	This is not a good replacement for the existing D6. I use this route regularly to travel from Hill East to downtown and back. Existing Metro stations are simply too far from my destinations to walk to and from in DC's summer heat and a suit. The D6 is perfect as it is and allows me to get to work efficiently. Please do not eliminate this route!!	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/15/2024	Public Coordinate	Where it Stops	Please move the southbound stop closer to Irving St. There are many transfers to/from the H2/H4 here. I often use this stop when traveling to DC USA and have missed the bus many times when making the trek a few hundred feet south.	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/15/2024	Public Coordinate	Where it Goes	New york city is the 1st busy state to have alot i mean alot of customers who travel to and from dc we should add a bus route to new york to serve millions of jobs, and add a metro bus route to new york will improve how customers travel since amtrak has porblem with the tunnel need to be repair this will bring high ridership	2025 Proposed Network		
5/15/2024	Public Coordinate	Where it Stops	Please move the northbound stop to the north side of Albemarle St NW, which is where the entrance to the Tenleytown Station is. Most of the people who use this stop are transferring to the Red Line.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/15/2024	Public Coordinate	Where it Stops	Seems like this stop could be safely eliminated. There's already a stop just on the other side of the park, which is also closer to the Metro.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/15/2024	Public Coordinate	How Often it Comes	Glad it's 30 minutes instead of one hour to make the commute easier	P13 White Oak Transit Center - Fort Totten (Metrobus)	30	P13
5/15/2024	Public Coordinate	How Often it Comes	Like that it's running faster	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
5/15/2024	Public Coordinate	How Often it Comes	This is way too long for a local connector. This is the bus that would be heavily utilized during Nats games and soccer games every 20 minutes is way too long to make it to the game on time.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, 20	C11
5/15/2024	Public Coordinate	Where it Stops	Enfant is a major transpo hub with two metro lines and light rail, and the plan basically isolates it from the bus system. The only place you can go is to Navy Yard and only every 20 minutes.	2025 Proposed Network	20	
5/15/2024	Public Coordinate	How Often it Comes	a 12 min bus or better would be great for Baltimore Ave	2025 Proposed Network		P1X
5/15/2024	Public Coordinate	Where it Stops	Missing Tenleytown station is wild	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/15/2024	Public Coordinate	Something Else	I know this is a rush hour only route. I'd appreciate clarification on whether it goes both directions, or only the peak direction.	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
5/16/2024	Public Coordinate	How Often it Comes	Why doesn't this bus continue all the time. This is a very useful connection across the park. There isn't east-west metro service or any other connection over to Connecticut Ave.	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/16/2024	Public Coordinate	Where it Stops	Unfortunate that we are losing this convenient H2/H4 stop right at the entrance of Children's National. The new reroute introduces a much longer walk for patients/staff of the hospital. Please consider bringing it back.	C61 Tenleytown - Brookland (Metrobus)		C61
5/16/2024	Public Coordinate	Where it Stops	I ride the current L2 nearly every single day, and I can tell you firsthand that this northbound stop at Adams Mill Rd and Columbia Rd is one of the busiest stops south of Woodley Park. I regularly see at least 5-10 people get on the L2 at this stop throughout the day/evening to travel to points north on Connecticut Avenue. Removing the Adams Morgan diversion would significantly inconvenience these folks, and force them to either A) walk 10 minutes to Connecticut Avenue to catch the D70, B) ride the D72's long, circuitous route through the bottleneck that is Columbia Rd/Mount Pleasant, or C) ride the C51 for 2 stops and hope the transfer lines up with the D70. This doesn't make sense, and really inconveniences Adams Morgan. Please reconsider!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	C51, D70
5/16/2024	Public Coordinate	Where it Goes	Proposed D90 route cuts out New Mexico Ave and Cathedral Ave. You are cutting off the huge residential buildings of the Towers, the Westchester, etc.	2025 Proposed Network		D90
5/16/2024	Public Coordinate	How Often it Comes	If you're going to get rid of the 63 line, I think it would be helpful to increase the frequency of buses. Sometimes I grab the 63 from downtown even though it's a bit out of the way but close enough to my destination.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	63, 11	D44
5/16/2024	Public Coordinate	Where it Stops	You could probably nix the westbound Florida Ave stop. It's an awkward location that requires crossing busy traffic lanes to access.	C51 Woodley Park - Anacostia (Metrobus)		C51
5/16/2024	Public Coordinate	Where it Goes	The P20 does not need to serve Westway and Southway. This service is already provided by the P21 and will add at least 5, if not 10 minutes to journey times on the P20.	2025 Proposed Network		P20
5/16/2024	Public Coordinate	Where it Goes	Please keep a connection from UMD to northern Montgomery County. Many people rely on this connection and will have no direct option with the proposed network.	2025 Proposed Network		
5/16/2024	Public Coordinate	Where it Stops	Combine Bisvey and Little Falls stops into one stop. These stops are steps away from each other. This would improve services w/o significant impact to existing riders.	F50 George Mason - Ballston (Metrobus)		F50

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/16/2024	Public Coordinate	Something Else	Not sure this route deserves the "D" prefix :)	D46 Takoma - Petworth (Metrobus)		D46
5/16/2024	Public Coordinate	Where it Goes	This portion of the route seems like a waste of resources. Riders coming from Military Rd can transfer to the Red Line or CT Ave buses to get here. Use the savings to up frequency on Connecticut!	C87 Silver Spring - Van Ness (Metrobus)		C87
5/16/2024	Public Coordinate	Something Else	We should have a route the connects Rosslyn/Georgetown to U St and beyond (at least to Howard). This would be a great route for non-commuter travel. Maybe a weekend route? This would essentially supplement the RS-DP circulator that seems to be going away, along with adding the proposed circulator extensions from all those years ago. The current RS-DP just terminates so weirdly a block south of Dupont Circle which doesn't help ridership. (And wastes 5 mins turning onto the circle instead of making the right turn earlier)	2025 Proposed Network		
5/16/2024	Public Coordinate	Where it Goes	The G2 being a one-seat ride from this side of town (Howard/LeDroit Park) all the way to Georgetown is incredibly convenient. The newly proposed network seems to diminish options for cross-town journeys.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
5/16/2024	Public Coordinate	Where it Goes	I'd rather this route end at Friendship Heights if frequency on the rest of the route can improve, especially given the large frequency reduction in Glover Park.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/16/2024	Public Coordinate	How Often it Comes	The H4 regularly is incredibly late and often full to the brim with people. When you say 12 minutes or better, I hope they are running very regularly and are running on time. A lot of commuters use the current 42 and 43 buses (myself included) and they are always packed. I hope delays coming from Van Ness won't create commuting nightmares.	2025 Proposed Network	42, 43, H4	C61
5/16/2024	Public Coordinate	Where it Goes	Eliminating the 63 will all but guarantee that I stop using the Metro bus. This is the only means to get downtown that doesn't include a 15 minute walk for many people. If anything, the 63 should be running MORE frequently and on weekends to allow people to get to downtown.	D46 Takoma - Petworth (Metrobus)	63	D46
5/16/2024	Public Coordinate	Where it Stops	The kids from the Bancroft are will go to Deal and Jackson-Reed. This route touches the edge of the boundary area. It would be much better if the route was more central in the school zone. It would be a long walk, for example, for students who live on Brown St, NW. If there was a bus that went to Deal and Jackson-Reed down Park, that would be much more convenient for more students.	C61 Tenleytown - Brookland (Metrobus)		C61
5/16/2024	Public Coordinate	Where it Goes	The elimination of express service on the Z7 (M52) will result in much longer trips for commuters and added inconvenience to the Silver Spring-Laurel connection.	2025 Proposed Network	Z7	M52
5/16/2024	Public Coordinate	How Often it Comes	The frequency of 2A at peak used to be 15-min/bus, it was improved to 10-12-min/bus before dropping to the current 30-min/bus. At 30-min/bus, the bus is impractical for commuters hence the lower ridership. Restoring to 15-min/bus at peak would attract new riders.	F50 George Mason - Ballston (Metrobus)	2A	F50
5/16/2024	Public Coordinate	How Often it Comes	Strongly agree with suggestions for timed connections and clock face scheduling, especially on lower frequency routes.	2025 Proposed Network		M10, M12, M22
5/16/2024	Public Coordinate	Where it Goes	Naval research lab stop needs to come from Anacostia. Nobody wants to ride the green to Congress heights and then have wind back west through the neighborhoods to get to work. This impacts a lot of current workers and also interns.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
5/16/2024	Public Coordinate	How Often it Comes	The P51 MUST run more frequently than this. Every 60 minutes is completely inadequate for the demand on Central Ave.	2025 Proposed Network	60	P51
5/16/2024	Public Coordinate	Where it Goes	I have strong concerns about the route change for the C51. I agree C51 should go along Mass like the 96 to better connect to Union Station and nearby offices. (Where it Goes)	C51 Woodley Park - Anacostia (Metrobus)	96	C51
5/16/2024	Public Coordinate	Something Else	this school, capital city charter, needs bus service nearby. a lot of bus dependent kids go here. without the bus even remotely close, how are kids supposed to get to school??	P42 Takoma - New Carrollton (Metrobus)		P42
5/16/2024	Public Coordinate	Where it Goes	I know y'all have tough decisions to make, and you can't give everyone what they want. But extending the D90 to Stadium-Armory via Mass Ave, as it is in the Revised Visionary Network, would be a massive deal.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/16/2024	Public Coordinate	Where it Goes	Please keep Q6 (M10) service to Shady Grove.	2025 Proposed Network	Q6	M10
5/16/2024	Public Coordinate	Something Else	Looking at the revised map longer, I noticed the C59 gets pretty close to the configuration. Why isn't it available to see here? It would be an amazing new route!	2025 Proposed Network		
5/16/2024	Public Coordinate	Where it Goes	Keep buses going to Archives II for employees and researchers. There is no good way to get here without a bus.	2025 Proposed Network		
5/16/2024	Public Coordinate	Where it Goes	Please reconsider splitting the M42 and M44 at Glenmont. Many people make long journeys via Glenmont on the current C8, and with the proposed low frequencies of its replacements, these journeys could be made much harder.	2025 Proposed Network	C8	M42, M44
5/16/2024	Public Coordinate	Something Else	P13 services to Adelphi should be more clearly labeled as such -- maybe call them the P13A?	2025 Proposed Network		P13
5/16/2024	Public Coordinate	Where it Goes	Please keep the T2 (M82) connection to Rockville.	2025 Proposed Network	T2	M82
5/16/2024	Public Coordinate	How Often it Comes	The frequency of this new route replacing the 7A is unacceptable. Fairlington is a densely populated area and needs more frequent service to the Pentagon during rush hour. Every 30 minutes is not acceptable. This service must not be cut.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 30	A27
5/16/2024	Public Coordinate	Where it Goes	The P24's Mission Drive service should be rerouted to NASA.	2025 Proposed Network		P24
5/16/2024	Public Coordinate	Something Else	In your naming scheme, I think I would classify this as a "crosstown" route instead of a "downtown" one.	D92 Georgetown - Union Station (Metrobus)		D92
5/16/2024	Public Coordinate	Where it Goes	Previously the G8 used to go to Farragut square - during rush hour this is where most get off! The tool suggests the new route to this area is faster after making a transfer at the metro. This is very unlikely and misleading versus not getting off to have to make a transfer.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
5/16/2024	Public Coordinate	Where it Stops	Good idea to relocate the westbound 2nd St stop to before the intersection.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/16/2024	Public Coordinate	Where it Goes	I like that this route keeps the portion of the 90 series route that goes to Wisconsin Ave while improving service by not having to go all the way across town (where metro would be much more suitable for) and adding a new destination!	C55 Tenleytown - LeDroit Park (Metrobus)	90	C55
5/16/2024	Public Coordinate	Something Else	The original visionary plan that had Sunday service and bus service until 9pm was much better This is objectively worse for me and folks I know around here	P54 Cheverly - Addison Rd Station (TheBus)		P54

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/16/2024	Public Coordinate	Where it Goes	Please retain the Adams Morgan diversion in the D70. As many commenters have stated both during this feedback cycle and the prior cycle when the visionary network was proposed, the original L2 diversion to Adams Morgan is a lifeline for connectivity between AdMo and Upper NW along CT Avenue. Many folks travel between the two neighborhoods throughout the day and late into the evening, and the proposed alternatives either add 10+ minutes of walking, a bus transfer, or a 10-15+ minute circuitous diversion through the bottleneck that is Columbia Road and Mount Pleasant. People living in Adams Morgan and along Connecticut Avenue have made decisions on where to live based on existing public transit lines, and specifically the frequency and convenience of the L2. Adams Morgan works for many of us and allows us to be car-free because the existing bus service is frequent, reliable, and meets our needs. Please listen to us!	2025 Proposed Network	L2	D70
5/16/2024	Public Coordinate	Something Else	Please make sure to ensure timed connections at Wheaton between the M10 and M20 to enable people to continue their journeys.	2025 Proposed Network		M10, M20
5/16/2024	Public Coordinate	Where it Stops	This bus could get closer to Deal Middle School. DCPS is just finishing its boundary study and the students from Bancroft Elementary will still have feeder rights to Deal (and then Jackson-Reed). It would be good if the public bus that goes through Mt. Pleasant would take them closer to school.	C61 Tenleytown - Brookland (Metrobus)		C61
5/16/2024	Public Coordinate	Where it Goes	Changing the L2/D70 route to follow the extinct L1 alignment is not worth it the speed savings for upper NW especially when all along Conn Ave is the Red Line. One of the principles of Better Bus is to make the tradeoff for having buses serve areas that will actually use the bus. As of the 2010 ANC Census, the population of Kalorama-Sheridan (ANC 2D) was only 2708 people meanwhile the population of Adams Morgan/Kalorama Triangle (ANC 1c) was 16,435. Much of Kalorama-Sheridan is also made up of SFH, embassies, or mansions for wealthy individuals (like Obama and Bezos) who are not going to be using the bus. For the rest of K-S, with the current bus routes, they are at farthest 0.4 miles from either the L2 alignment or the N series buses. Meanwhile, someone who lives on 18th St trying to go up NW will have to walk the 0.75 miles to catch the L1 alignment OR take a bus to Dupont, then take the Red Line up. I understand another change is that the C61 will route through Mt P and then head west to Cleveland Park, but that is very out of the way and adds significant time especially during rush hour due to the slow traffic on Columbia Rd past 18th St (averaging 6 mph according to the plans to add bus lanes onto Columbia Rd, anecdotally taking me 20 mins to reach Mt P from 18th a couple days ago).	D70 Chevy Chase Circle - Farragut Square (Metrobus)	1C, L2, 16, 20	C61, D70
5/16/2024	Public Coordinate	Where it Stops	Consider a stop at the new springfield garage	F83 Orange Hunt - Pentagon (Metrobus)		F83
5/16/2024	Public Coordinate	Where it Goes	Since this is a relatively short route, an idea: Would it be possible to continue down mass to Lincoln Park and E Capitol before terminating at Stadium-Armory? This might alleviate the concerns of Capitol Hill residents who are losing the 96.	D92 Georgetown - Union Station (Metrobus)		D92
5/16/2024	Public Coordinate	Where it Goes	The 2(AB) bus used to run as a single route from Fair Oaks to Ballston. The bus was unreliable due to heavy traffic on Route 29. The previous better bus plan created 2 shorter segments to make the bus more predictable and reliable. Reverting 2AB to one long route on a congested highway would undo the improvement and worsen the service reliability and quality.	F50 George Mason - Ballston (Metrobus)		F50
5/17/2024	Public Coordinate	Something Else	Please rename route P1X into route P19. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
5/17/2024	Public Coordinate	Something Else	Please rename route M6X into route M69. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	M6X White Oak FDA - Fort Totten (Metrobus)		M6X
5/17/2024	Public Coordinate	Where it Stops	Much better to go up and down 11th than south on 9th. The current bus gets really backed up trying to get past all the lights/traffic on Mt. Vernon Sq.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/17/2024	Public Coordinate	Where it Stops	why can't this D92 route be extended to Stadium/Armory (south!)? Why is it so truncated and what harm will it do to take it all the way down Massachusetts at least to 19th ST SE, following the existing 96 Route? The removal of the 96 makes no sense if you're creating this D92 that basically has a mini-route.	D92 Georgetown - Union Station (Metrobus)	96	D92
5/17/2024	Public Coordinate	Where it Goes	Very excited for the D74 reroute. I'd like service to be kept on Rock Creek Church road, since Upshur already doesn't have weekend service, but if it's better for bus operations (I know turns and double parked cars are an issue, it's fine). The best part is the extension along to Dupont, a good replacement for the previously promised H1 service expansion before the pandemic!	2025 Proposed Network		D74
5/17/2024	Public Coordinate	Where it Goes	The P20 needs to go into central Greenbelt because the P20 is the only connection between this area and east of Mandan Rd.	2025 Proposed Network		P20
5/17/2024	Public Coordinate	Where it Goes	This is a very large and very densely populated area to not have any bus service. 96 is a direct connection to Union Station and the Red Line. B2 provides a link to the Blue/Sliver/Orange lines. Please keep these connections.	2025 Proposed Network	96, B2	
5/17/2024	Public Coordinate	Where it Goes	I can't picture this route ending at U Street Metro Station. Please extend it to Dupont Circle via Florida & Connecticut Avenues NW or extend it to Duke Ellington Bridge or extend it to Van Ness-UDC Metro Station via Connecticut Avenue NW.	2025 Proposed Network		C57
5/17/2024	Public Coordinate	Something Else	Why is this not just the D4 or D40, to match up with the X express bus? Confusing to me that it's 42.	D42 Silver Spring - Archives via 7th Street (Metrobus)	D4	D42
5/17/2024	Public Coordinate	How Often it Comes	I pick the Q2/Q6 up at Wheaton and go to Rockville. I cannot have it only coming every 20 minutes. My commute already takes an hour from Silver Spring and if I have to wait more than 10 minutes for the bus I'm not going to be able to make it in under an hour anymore.	2025 Proposed Network	20	M10
5/17/2024	Public Coordinate	How Often it Comes	Schedule is terrible. 12 minutes between buses should be during non rush hour. With 5-7 minutes during rush hour.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/17/2024	Public Coordinate	How Often it Comes	Reconsider schedule. 30 minutes between buses at any time is ineffective	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
5/17/2024	Public Coordinate	Where it Goes	Instead of the long detour on sidestreets have the P20 come in along Southway, then run along Crescent to Westway, Westway to Ridge, and Ridge back to Southway. The people on Lakeside and Lakecrest can easily wait to Greenbelt or Southway. This will provide service to the library, synagogue and keep the existing service on Ridge Rd.	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/17/2024	Public Coordinate	Where it Stops	There's no reason to have this bus line stop on the already crowded and dangerous benning road segment. There are other bus lines and the streetcar on this strip and it's just going to get congested considering the already high traffic volume. Push the route back down maryland like it was before when it was the x8	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
5/17/2024	Public Coordinate	Where it Goes	All service eliminated to Burke VRE. First the 17L in 2020 and now the 17B in 2025.	2025 Proposed Network	17B	F28,F81
5/17/2024	Public Coordinate	Where it Goes	I don't understand why WMATA is proposing to eliminate the 63 route. It's an incredibly useful route for residents of Ward 4 and Ward 1 to commute to/from downtown. The replacement routes will require a transfer at Georgia Ave/Petworth station, which will add a potentially significant amount of waiting time to people's commute. As it currently stands, the 63 only runs during rush hour, so it doesn't seem like the elimination of the route would save WMATA a large amount of money compared to the inconvenience to residents. Please do not make this change.	D46 Takoma - Petworth (Metrobus)	63	D46
5/17/2024	Public Coordinate	Something Else	Please rename route A1X into route A19. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
5/17/2024	Public Coordinate	Where it Stops	The Circulator current offers service in this area. This area also has a lot of foot traffic and schools nearby. Residents in this part of Stanton Road would have to walk further to access bus services.	C25 Anacostia - Skyland (Metrobus)		C25
5/17/2024	Public Coordinate	Where it Goes	Please extend route P51 to Stadium-Armory Metro Station. There needs to be a one-seat ride and reduce transfers on East Capitol Street NE/SE/MD.	2025 Proposed Network		P51

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5/17/2024	Public Coordinate	Where it Stops	Add a stop at the library.	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/17/2024	Public Coordinate	Where it Stops	it's SO GREAT to get an additional route serving the new Macarthur high school, and that travels more rapidly to a metro stop than the D6.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/17/2024	Public Coordinate	Where it Stops	There should be a stop here	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/17/2024	Public Coordinate	How Often it Comes	30 minute headways during rush hour is not enough. This bus is often full with the 15-20 minute headways that the 7A provides. The A27 would be a significant downgrade in service.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 30	A27
5/17/2024	Public Coordinate	Where it Goes	The current G2 is really the only way to efficiently get cross town from LeDroit/Bloomingdale/Shaw over to Logan/Dupont/Georgetown and it would be disappointing if it was eliminated and replaced with this route. I can't imagine more people from the first three neighborhoods are looking to get to Tenleytown. If they are trying to get to Adams Morgan/Ustreet, there are already the various 90 busses that run frequently along U & Florida. Also agree with another commenter that it should probably be extended up to the McMillan/hospital area.	C55 Tenleytown - LeDroit Park (Metrobus)	90, G2	C55
5/17/2024	Public Coordinate	Where it Stops	I question needing stops on the same block between 1st and N Capitol going NE. If the bus stops after 2nd street and before N Capitol, that might work just fine. Same for going SW after N Capitol, after 1st and after 2nd. I the eliminating the 1st street stop both ways would save some time.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/17/2024	Public Coordinate	Where it Goes	I'm frustrated that the D6 to D94 conversion doesn't increase M-F or Sat frequencies (only Sunday, and barely) but cuts stops serviced. i realize this is a VERY long route, but I use it to get to the doctor when I'm too unwell to bike there.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/17/2024	Public Coordinate	How Often it Comes	every 30 minutes for the only cross-town option on the east side of the city is insufficient - especially for one of the only options from this side of town to Union Station. Does no one at WMATA understand that these bus lines (the 96 especially) you're eliminating are used to connect people to Union Station? The elimination of the 96 is shortsighted and will have direct negative impacts immediately on more people than those who live near that route.	D24 McPherson Square - Deanwood (Metrobus)	96, 30	D24
5/17/2024	Public Coordinate	Something Else	Please rename route D4X into route D49. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
5/17/2024	Public Coordinate	Where it Goes	I don't think it makes sense to put commuter rush-hour-only routes on streets with no other routes. Especially now that bus stops have Clear Lanes enforcement, it seems like it would create unnecessary headaches. Also, by consolidating service on fewer streets you can provide more net frequency.	2025 Proposed Network		A49,F19
5/17/2024	Public Coordinate	Where it Stops	Both Northbound D6X and D62 (replacing S2 and S9) need to stop closer to a Metro McPherson exit. Currently only the S9 stops at the 15th and I corner and the S2 runs more frequently, so during rush hour you can visibly see a large number of commuters making the decision whether to wait at 15th and I or run to the next stop down the line to catch the S2. This also leads to congestion issues where S2s are often relatively empty compared to S9s which can be packed with metro transfer commuters. Additionally you'll see metro user rush across the street or cross during a red to try to make the relatively limited S9s can be a bit dangerous.	2025 Proposed Network	S2, S9	D62, D6X
5/17/2024	Public Coordinate	Where it Stops	This apartment building and mall are already served by the c41 and c57. There's no need for this stop or the detour around the mall and off of maryland for that short segment.	C43 Carver Langston - Navy Yard (Metrobus)		C43, C41
5/17/2024	Public Coordinate	Where it Stops	Union Station can only be reached on the red line, which is a huge inconvenience for many people in the city. More bus routes to Union Station would be extremely helpful!	2025 Proposed Network		
5/17/2024	Public Coordinate	Something Else	Please rename route D2X into route D29. I know the "X" is for express/limited-stop service but the "9" makes it look and sound like a formal route.	2025 Proposed Network		D2X
5/17/2024	Public Coordinate	Something Else	Please rename route P5X into route P59. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	P5X New Carrollton - PGCC (TheBus)		P5X
5/17/2024	Public Coordinate	Something Else	We need a direct bus route that goes through Brookland to District of Columbia International (DCI) school. There will be a lot of kids going to DCI from Brookland neighborhood feeder schools (Washington Yu Ying PCS, Mundo Verde - P st. and 8th st., Elsie Whitlow Stokes PCS).	2025 Proposed Network		
5/17/2024	Public Coordinate	Something Else	Please rename route D6X into route D69. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
5/17/2024	Public Coordinate	Where it Goes	Should up to Georgetown and still pass through Dupont Circle	D24 McPherson Square - Deanwood (Metrobus)		D24
5/17/2024	Public Coordinate	Where it Stops	I q	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
5/17/2024	Public Coordinate	Where it Goes	Having the C43 make this weird detour around Hechinger mall seems like it would be less efficient and take more time in the journey while not really serving more people. Also moving it over to benning, a notoriously busy road that already has frequent bus service and a TON of traffic will slow down the bus trip even further for absolutely no reason. Move it back over to maryland ave where it was and put a stop on neale or something.	2025 Proposed Network		C43
5/17/2024	Public Coordinate	How Often it Comes	Every 30 minutes during rush hour is not conducive. It will impact commute times and riders will have to find other alternatives which will impact ridership leading to the loss of the only line that comes through this neighborhood.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/17/2024	Public Coordinate	Something Else	We still have Metrobus signs in Burke that say our route was temporarily discontinued. 4 years is a long time to be temporary. Bring back our Burke Rd bus line instead of continuing to reduce our nearby service.	2025 Proposed Network		F81
5/17/2024	Public Coordinate	How Often it Comes	I like that the current H4 is going to become more frequent. This is a critical crosstown route	2025 Proposed Network	H4	C61
5/17/2024	Public Coordinate	Where it Stops	Why is there at stop at 3rd, 4th, and 6th Sts NE? You eliminated the 10th St NE stop for better spacing, presumably, but left this cluster of stops in	C71 Fort Totten - Union Station (Metrobus)		C71
5/17/2024	Public Coordinate	Something Else	I understand why WMATA doesn't want to bother running a short, awkward rush-only route that connects two adjacent metro stations. But the K2 is essential because it's basically a school bus. Capital City, Friendship Ideal, and Roots are served. The K6 is 10 min walk away, and New Hampshire Ave can be a pretty scary road to cross. If WMATA doesn't want to fund it directly, consider working out a deal with DCPCS or DDOT to fund the service. Otherwise, DDOT will probably need to hire several new crossing guards.	P42 Takoma - New Carrollton (Metrobus)	K2, K6	P42
5/17/2024	Public Coordinate	How Often it Comes	This needs to be high frequency. The amount of riders and commuters warrants it. Every 12 minutes or better is a must for this route. Busses are always full. Ridership is high.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
5/17/2024	Public Coordinate	Where it Stops	This is a terrible tool bc it is impossible to place the comment in the correct place on the map. This comment belongs on Western Avenue, a major thoroughfare with no bus service between Chevy Chase Circle and Pinehurst Circle since the E6 went away. Please restore bus service on this street!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/17/2024	Public Coordinate	Where it Stops	Do we really need stops at 3rd, 4th, and 6th? You eliminated 10th St NE for better stop spacing, I assume, but why not 4th?	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/17/2024	Public Coordinate	Where it Stops	Why does it stop on every side of this one block? Too many stops and they're all too close to each other.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/17/2024	Public Coordinate	Where it Stops	If there is not going to be a 15X then have the P20 stop at the Goddard Main Gate on ICESat Rd instead of on Greenbelt Rd. Why is there no service to Goddard in this plan?	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
5/17/2024	Public Coordinate	Something Else	Please rename route D1X into route D19. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/17/2024	Public Coordinate	How Often it Comes	F28 will not operate late enough in the morning to replace the 17B and does not start early enough in the afternoon to replace the 17B.	2025 Proposed Network	17B	F28
5/17/2024	Public Coordinate	Where it Stops	Keep the stop here, I live in the apartment building and we like our stop	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/17/2024	Public Coordinate	Where it Goes	Instead of the long detour on sidestreets have the P21 come in along Southway, then run along Crescent to Westway, Westway to Ridge, and Ridge back to Southway. The people on Lakeside and Lakecrest can easily walt to Greenbelt or Southway. This will provide service to the library, synagogue and keep the existing service on Ridge Rd.	P21 Greenbelt - New Carrollton (Metrobus)		P21
5/17/2024	Public Coordinate	Where it Goes	Run this bus into Greenbelt to make up for the loss of the Bus 11	P22 Greenbelt - Cheverly (TheBus)	11	P22
5/17/2024	Public Coordinate	Something Else	Please rename route D2X into route D29. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
5/17/2024	Public Coordinate	Where it Goes	There should be a U.S. route that runs up Florida Ave which is currently underserved	D92 Georgetown - Union Station (Metrobus)		D92
5/17/2024	Public Coordinate	Where it Stops	Add stops at the library and on Westway.	P21 Greenbelt - New Carrollton (Metrobus)		P21
5/17/2024	Public Coordinate	Where it Stops	This seems like way too many stops around this square block and would probably be better served by running to the Hospital and new development there. I rarely if ever see any Howard students boarding at the current stop on Bryant.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/17/2024	Public Coordinate	Where it Goes	need something to fill in this bus gap. kids in this section of cap hill need bus service to get union station so they can take the red line to school further north like to Latin, etc.	2025 Proposed Network		
5/17/2024	Public Coordinate	Something Else	Route does not take into consideration the support that is currently provided to students and commuters. This reduces coverage and will decrease ridership	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/17/2024	Public Coordinate	How Often it Comes	Please maintain frequency of rush hour 7A service, it is well used and if the intervals are longer the busses won't be able to accommodate.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
5/17/2024	Public Coordinate	Where it Stops	Please consider having every other or all A29 trips skip Shirlington Transit Center. Due to the lack of southbound entrance/exit from the 395 express lanes to the Shirlington Rotary, buses will be very susceptible to clogged traffic on NB 395. Even with no traffic at all (unlikely), the time penalty of using the rotary, serving the transit center and returning to the rotary, even to the express lanes, will be 5-7 mins, if not more.	2025 Proposed Network		A29
5/17/2024	Public Coordinate	Something Else	Please rename route D4X into route D49. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	2025 Proposed Network		D4X
5/17/2024	Public Coordinate	Something Else	Please rename route D6X into route D69. I know the "X" is for express/limited-stop service but the "9" looks and sounds like a more formal name.	2025 Proposed Network		D6X
5/17/2024	Public Coordinate	Where it Stops	Add stops on Westway between Ridge and Crescent.	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/17/2024	Public Coordinate	Something Else	Frequency, schedule, and path of this long route is pretty useless. This route is shared with students and commuters downtown. 12 minutes at rush hour is worthless, and 30 minutes at al other times is ineffective. Moving e4 away from Morrison to military does not make sense due to businesses and grocery store locations. Shifting the M4 route to Nebraska Ave reduces coverage that allows students and commenters to use the bus. This is an ineffective solution that will end up with reduced riders	C85 Barnaby Woods - Foggy Bottom (Metrobus)	E4, M4, 30	C85
5/17/2024	Public Coordinate	Where it Goes	Please extend route D90 to Union Station Metro Station. Since DC Circulator is proposed to be eliminated, it only seems fair to have a route that can at least partially replace it.	2025 Proposed Network		D90
5/17/2024	Public Coordinate	Something Else	The H street corridor is ridiculously congested with traffic and cars, and the current busses that run are always full to capacity even though they come very frequently. A simple redesign of the bus route and reshuffling isn't going to cut it, it's worth looking at either a more serious streetcar effort (coupled with pedestrianization east of the garage until starburst plaza) or a new metro line out east under H street and connecting to the red at Union and then going NE to take care of the fact there's no real good transit options out there and no easy or quick metro connection.	2025 Proposed Network		
5/17/2024	Public Coordinate	Where it Goes	Keep this route the way it is. No need to shift it to Crescent	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/17/2024	Public Coordinate	Something Else	Please add bus service between Fort Lincoln & Fort Totten	2025 Proposed Network		
5/17/2024	Public Coordinate	Where it Stops	You have removed all bus stops near Lafayette Elementary, the largest elementary school in the District. How are teachers & staff supposed to get to work? How are parents supposed to get to work after dropping off their kids? How are kids who live in Hawthorne supposed to get to school?	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/17/2024	Public Coordinate	How Often it Comes	The new C85 needs to come MUCH MUCH more frequently than every 30 minutes. All the kids in our neighborhood take this bus to school. Your data on their use is likely flawed bc the drivers don't make them swipe their cards bc it slows down the process too much. This bus should come every 10 minutes during rush hour! Also, it has to come on the weekends! Otherwise our whole neighborhood is cut off from public transportation on Saturdays & Sundays. We are supposed to be moving forward on public transportation not backward.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
5/17/2024	Public Coordinate	How Often it Comes	Making this rush only is ridiculous. The areas it connects are super important to DC and it's ridiculous that even in rush only service it comes every 30 minutes. Current busses sometimes don't come when scheduled which in this case would mean commuters are stranded for an hour without other transit options	C43 Carver Langston - Navy Yard (Metrobus)	30	C43
5/17/2024	Public Coordinate	Where it Goes	I'd love it if the D72 continued on to Kennedy Center the way the 42/43 do now. I use that route often, especially on the weekends.	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/17/2024	Public Coordinate	Where it Stops	Maybe eliminate these stops and move them further down to neale - it's too close to the street behind	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/17/2024	Public Coordinate	Where it Goes	don't run the F19 on 15th Street. The cycletrack makes stop placement challenging. Also doesn't make sense to set up stops for such minimal service	2025 Proposed Network		F19
5/18/2024	Public Coordinate	How Often it Comes	This route is so circuitous and infrequent that hardly anyone will use it. There are probably better ways to connect Buzzard Point to the rest of the network.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/18/2024	Public Coordinate	How Often it Comes	Is the D52 supposed to be red or blue? It's blue in the PDF map but red here.	2025 Proposed Network		D52
5/18/2024	Public Coordinate	Where it Goes	I used to take the bus to work everyday near farragut. But then then64/63 buses were changed so the farthest west they went was 11th, leaving me 7 blocks to walk the rest of the way and doubling my commute time. Having a bus that directly connects petworth, Columbia heights and Dupont is HUGE. I would definitely take this bus to work. It would also make it easier to do late night travel to/from Columbia heights to visit friends and makes it much faster to visit friends in brookland. I'm super excited for this proposed route	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/18/2024	Public Coordinate	Where it Goes	Yeah, it's unclear to me why this route is so circular, how long would it take to get from SW to Union Station with so many redirects?	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/18/2024	Public Coordinate	Where it Goes	You could probably make this route more useful by getting it to L'Enfant so people are also connected to Yellow and Blue/Orange/Silver. You could then continue east along Independence Ave to to Capitol Hill/Union Station	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/18/2024	Public Coordinate	Where it Stops	Eliminating stops decreases the value and accessibility of the system. When I have to walk multiple blocks just to get to a stop, that is harmful, and costs me more time and effort.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
5/18/2024	Public Coordinate	How Often it Comes	30 minutes is not often enough during rush hour for this route. The bus is gets delayed because of traffic and two will arrive at once as it is. If that happens when it is coming less often, I won't be able to use it. That's not a "better" situation for people relying on the bus. At non-rushhour times, 30 minutes is probably fine but for rush hour, please run them more often.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/18/2024	Public Coordinate	Where it Goes	Need a bus between Union Station and Barracks Row, following the current Circulator route via Massachusetts/8th Streets, except stopping on the west side of Union Station (closer to the Red Line) and stopping at all of the existing Metrobus stops.	2025 Proposed Network		C51
5/18/2024	Public Coordinate	Something Else	Not bus-related, but Metro should consider building out a fourth entrance to L'Enfant Metro station to the south at the corner of 7th St and E St. This would allow people commuting to the Wharf to get more easily to the main metro station serving the Wharf area.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/18/2024	Public Coordinate	How Often it Comes	Missed opportunity to connect DCA during early mornings when metro doesn't operate	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Stops	It would be helpful to have a 52 Northbound stop at the corner of Constitution Ave NW and 14th St, to mirror the one on the other side, especially if the new bus map adds more east/west service along Constitution Ave (which it should)	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52	D52
5/18/2024	Public Coordinate	Where it Stops	What's the point of cutting stops where you already have dedicated bus lanes, raised platforms, and wide stop spacing? If you had 24/7 bus lanes and enforcement, so car drivers knew better to never park or use those lanes, that would be a much better way to reduce your run time on Pennsylvania Ave SE. Otherwise you are just duplicating metro service here.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/18/2024	Public Coordinate	Where it Goes	Seems like the beautiful 12th St S busway is going to be empty	2025 Proposed Network		A1X
5/18/2024	Public Coordinate	Where it Goes	What purpose does this 4th/6th St deviation serve?	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/18/2024	Public Coordinate	Where it Goes	Please keep the 52 connection to L'Enfant. So many people use this to get to and from the Wharf, which as you know does not have its own metro station despite supporting 1000s of jobs and consumer foot traffic.	2025 Proposed Network	52	D52
5/18/2024	Public Coordinate	Where it Goes	There is a lot of missed opportunity to make the SE-SW DC network more legible and get the frequent routes connected into a meaningful network.	2025 Proposed Network		
5/18/2024	Public Coordinate	How Often it Comes	The current X2 route is already frequently overcrowded running at the supposed every 10 min. Decreasing time on the new route to every 20 min will make this route unrideable.	D2X Farragut Square - Capitol Heights (Metrobus)	X2, 20	D2X
5/18/2024	Public Coordinate	How Often it Comes	Please do not cut the 32/36 frequent all-day connection from SE to NW. The D1X means that many stops on Penn Ave SE here will only have 20 min service to NW. You're taking away one option to get to NW almost entirely.	2025 Proposed Network	20	D1X
5/18/2024	Public Coordinate	Where it Goes	Need a bus between Union Station and Eastern Market/Barracks Row.	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Goes	Please consider a more direct route from SW to Union Station area. The current option route seems to make so many loop-the-loops that it would be unusable to get from SW to Capitol Hill/Union Station	2025 Proposed Network		D14
5/18/2024	Public Coordinate	Where it Stops	Why do you need to connect to both Waterfront and Navy Yard Metro stations?? You're adding unnecessary length	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/18/2024	Public Coordinate	Where it Goes	Please make the D46 run all the way downtown. Unlike with metro, having to transfer buses can add quite a bit of time to a commute, and families are stretched pretty thin right now. Plus, the less convenient it is for people up here to get downtown in the evenings, the less likely we are to go downtown for dinner or events and spend money there.	D46 Takoma - Petworth (Metrobus)		D46
5/18/2024	Public Coordinate	Something Else	Keep the K2p!!!	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Goes	the diversion onto 18th already slows down the B2, why is it being replicated on this route? Ideally busses would just stay on 14th/15th for the whole route which would provide a Metrorail connection at Potomac Ave.	2025 Proposed Network	B2	C41
5/18/2024	Public Coordinate	How Often it Comes	Frequency needs to be higher, particularly given the cancellation of other nearby busses (96/97) that provided overlapping service	2025 Proposed Network		D24
5/18/2024	Public Coordinate	How Often it Comes	This needs to be a full-time bus, not just commute hours	2025 Proposed Network		C43
5/18/2024	Public Coordinate	Something Else	Please work with DC to provide a safe crossing here.	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Stops	Few comments about bus stop consolidation around the tracks: 1. I would suggest keeping the E Beale Circle/46 Av stops, as they substantially shorten the walk (or avoid crossing Route 1) when transferring to Baltimore Ave routes. 2. Completely agree with scrapping the Riverdale + Lafayette Westbound stop (that left is nasty from a passenger perspective): adding a stop at Riverdale and Lafayette to replace it cuts the walk substantially/discourages crossing the track at-grade 3. Please encourage CSX + MDSHA to eliminate this grade crossing: it's an obstacle that encourages bunching + probably impacts 1k passengers daily	2025 Proposed Network		P30, P35
5/18/2024	Public Coordinate	How Often it Comes	The 59 bus is INTEGRAL to commuters along 14th! A lot of people get on/off at these stops and these buses are almost always full! AND, they also help alleviate crowding on the 52 and 54 stops. Do not remove!!!	D54 Takoma - Metro Center (Metrobus)	52, 54, 59	D54

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/18/2024	Public Coordinate	How Often it Comes	Greenbelt needs more frequent service	2025 Proposed Network		P20
5/18/2024	Public Coordinate	Where it Goes	Agree with commenters. It would be very helpful to have a diagonal bus route that connects L'Enfant, the Wharf/Waterfront, Navy Yard, and Union Station via Capitol Hill. The current route seems to try to combine this with the Buzzard Point local in SW (74), which doesn't make a lot of sense	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
5/18/2024	Public Coordinate	Where it Stops	Hundreds of kids from all of Mt. Pleasant ride the Bus to Deal Middle School and Jackson Reed High School every morning. Under this proposal, all of them will need to board (and alight) at 1 or 2 stops on Adams Mill. This will be a longer walk for many of these students. We will need to make sure this bus runs frequently between 7:30 and 8:15 am	C61 Tenleytown - Brookland (Metrobus)		C61
5/18/2024	Public Coordinate	Where it Goes	Appreciate the A58 extension to Seven Corners. This is an important connection for North Arlington!	2025 Proposed Network		A58
5/18/2024	Public Coordinate	Where it Goes	It is disappointing to see WMATA completely give up trying to offer a meaningful frequent all-day connection from SE to NW that the 32/36 offer.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/18/2024	Public Coordinate	Something Else	The K2 is the only line connecting Takoma to Ft. Totten. We need to keep this line!!	2025 Proposed Network	K2	
5/18/2024	Public Coordinate	Where it Goes	Why does the D14 make this weird detour around all of the House office buildings? This will make a slow, unusable route. There's a direct connection on D St/North Carolina that would also allow for a connection to the Blue/Orange/Silver lines at Capitol South and just as convenient access to the House office buildings without all of the twists and turns.	2025 Proposed Network	D14	D14
5/18/2024	Public Coordinate	How Often it Comes	Need much more frequent service to meet the needs of all of the students who take the busses on Nebraska Ave to access Deal and Kackson Reed!	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/18/2024	Public Coordinate	Where it Stops	It is nice to have 52 connect to L'Enfant for more connection options from SW. Waterfront only gives you the greenline.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52	D52
5/18/2024	Public Coordinate	Something Else	better off extending the D94 to Friendship heights	2025 Proposed Network		D94
5/18/2024	Public Coordinate	Where it Goes	I think the C11's resources could be much better spent if the frequent routes in Waterfront/Navy Yard connected to each other in a useful way.	2025 Proposed Network		C11
5/18/2024	Public Coordinate	Where it Goes	I like the new bus connection across the bridge, but I think this is the wrong route for that. Most people taking the V2 to Anacostia are getting on the Green Line anyway. Maybe the D14 should make this connection instead?	C31 Navy Yard - Capitol Heights (Metrobus)	D14, V2	C31, D14
5/18/2024	Public Coordinate	Where it Goes	Major service gap--no frequent busses will remain nearby	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Goes	The D14 route is crazy.	2025 Proposed Network	D14	D14
5/18/2024	Public Coordinate	Where it Goes	C41 should travel on 14th/15th--this would provide faster service through Capitol Hill and still provide a connection to Metro at Potomac Ave. The B2 is already slowed down by all the twists and truns to get to Stadium Armory, so I don't understand why the new route continues these issues when there's a direct route possible	2025 Proposed Network	B2	C41
5/18/2024	Public Coordinate	Where it Goes	D14 should use D St/North Carolina to get to 4th/6th. The route as drawn would be slow and provide worse service.	2025 Proposed Network	D14	D14
5/18/2024	Public Coordinate	Where it Stops	I am glad they will remove the 52's stop at the corner of Jefferson Drive and 14th St. However, I think they should keep the bus stop at the corner of Independence Ave and 14th St. Since this one seems to be more frequented of the two.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/18/2024	Public Coordinate	Where it Goes	HUGE gap in service to red line connections for the hill and service direct to u/14th street area for the hill if you remove the 96. Unacceptable removal of a heavily used bus.	2025 Proposed Network		
5/18/2024	Public Coordinate	Where it Goes	Can A40 and Metroway be interlined so that you have a one-seat ride from Braddock Rd to Columbia Pike? Seems like a missed opportunity.	2025 Proposed Network		A40
5/19/2024	Public Coordinate	Where it Goes	Instead of rerouting the P20 and P21 onto Crescent Road after the Roosevelt Center stop, keep the current G12 and G14 stops on Southway and Ridge Road (between Southway and Westway). There are people who live along Ridge and Southway who use the buses. The Crescent reroute does not serve any more people than the current stops do.	2025 Proposed Network	G12, G14	P21, P20
5/19/2024	Public Coordinate	Where it Goes	Interesting idea to not stop at W Falls Church metro. For me this will definitely save time. Also it's true I didn't see many people using this stop. I think that there's not a lot of people getting to W Falls Church metro by bus because there's so many parking spots here so they just drive. Once the new apartments there finish people still wont take the bus because they will just walk. So yeah I think this is a good idea, although I wonder about the few people who did rely on this. I suppose they can just bike over to Rt 7 and catch the bus from there?	F20 Tysons - King St Station (Metrobus)		F20
5/19/2024	Public Coordinate	Where it Stops	Whether 96 specifically is maintained or not, the Lincoln Park area is clearly missing out on easy access to Union Station and U Street. Suggest maintaining at least the U St to RFK portion of the 96 route as is and rethinking other portions if they are deemed to be redundant with other routes	2025 Proposed Network	96	
5/19/2024	Public Coordinate	Something Else	The route it's supposed to change from, the current G14, shouldn't be changed at all. This route it getting great ridership and to change it from what it is now to something else may harm that. Actually there this route should be kept as the G14 and just change the route number and increase the frequencies rush, midday and possibly Saturdays. Don't ruin perfectly good route.	P20 Greenbelt - New Carrollton (Metrobus)	G14	P20
5/19/2024	Public Coordinate	Where it Goes	I wish you would extend the route to the end of the current 33 route, and have the D82 end in Federal Triangle. It would help residents who need to commute farther than the proposed route would take them, and would help tourists since it connects the Mall with popular areas like Georgetown.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
5/19/2024	Public Coordinate	Where it Stops	The proposed service does not adequately serve NASA employees. The proposed stops are too far away for NASA employees to use service. Please bring back the 15X or detour the stops into WMAP Road or the Visitors Center.	2025 Proposed Network	15X	P20
5/19/2024	Public Coordinate	How Often it Comes	This is how students get to/from both Deal and Jackson-Reed. Rush hour service needs to be MUCH more frequent!!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/19/2024	Public Coordinate	Where it Goes	This route should be changed to include the National Archives II building. The Public and Federal Employees need Metro access to this location. 8601 Adelphi Road. College Park.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
5/19/2024	Public Coordinate	How Often it Comes	Every 30 minutes is not frequent enough for rush hour!! This is how hundreds of Deal and Jackson-Reed kids get to/from school every day!!	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
5/19/2024	Public Coordinate	Where it Goes	The P20 route does not help NASA employees who want to take transit to work. Please keep the service to the current stop at the Visitors Center, which the 15X currently serves.	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
5/19/2024	Public Coordinate	Where it Goes	This route doesn't need to go past the College Park station. If needed another route should connect College Park to New Carrolllton, that is what the Purple line and the Metro trains should be used for.	P31 Takoma Langley - New Carrollton (Metrobus)		P31

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/19/2024	Public Coordinate	Something Else	Keep route between New Carrollton and Greenbelt only. Reroute up Cipriano Road and to the Greenbelt Station subdivision.	P22 Greenbelt - Cheverly (TheBus)		P22
5/20/2024	Public Coordinate	Where it Goes	Not including a route that comes to National Archives at College Park is blatant negligence and disrespect to those that work or lives in the area. Keep this bus stop!	2025 Proposed Network		
5/20/2024	Public Coordinate	Where it Goes	The D6 route should remain as it is now. I too take it all the way to Georgetown University Hospital once a month and the changes proposed would be a real burden especially in terms of time and ease of direct routes. These changes would not encourage people to continue to use mass transit options.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/20/2024	Public Coordinate	Where it Goes	I cant get downtown as easily anymore. please do not stop the D22 at chinatown. the X2 is so packed all the time, you need more buses here already not less. lot of people take it to downtown	2025 Proposed Network	X2	D22
5/20/2024	Public Coordinate	How Often it Comes	keep the original G14 and B27 routes instead of them having to turn onto different roads. its going to be confusing for new riders. plus the P20 could easily loop inside here if you guys feel like it	2025 Proposed Network	B27, G14	P20
5/20/2024	Public Coordinate	Where it Goes	This sort of weakens the existing busline. It seems like you are telling folks who live in the hubs of Georgia Ave/Takoma "just take the Metrorail and transfer at Fort Totten". You are sort of turning this into a shuttle for Ward 4 resident to get to Takoma and back. If anything, I would recommend keeping the 63 as it is and running it at least every 15 mins, make it a true car replacement for folks who may live in that upper eastern part of Ward 4.	D46 Takoma - Petworth (Metrobus)	63	D46
5/20/2024	Public Coordinate	Where it Goes	Echoing another commenter: Can the C41 stay on 17th St SE instead of going on 18th St SE between East Capitol and Massachusetts Ave? This would eliminate four turns from the route.	C41 West Hyattsville - Anacostia (Metrobus)		C41
5/20/2024	Public Coordinate	How Often it Comes	My neighbors and I would love to take public transportation instead of using our cars, but at this bus frequency, there is no way we will ever be on time for work or school or appointments. Help us be the responsible DC citizens we want to be--we certainly pay enough taxes to sustain greater bus frequency in this busy neighborhood and commercial corridor.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/20/2024	Public Coordinate	Something Else	should reroute the P35 to College Park station	2025 Proposed Network		P35
5/20/2024	Public Coordinate	Something Else	I ride the 32/36 buses daily, even on weekends. The buses are often packed to the gills during rush hour, full at other times, and even busy on weekends and at night. This proposal to eliminate stops is horrible and will worsen congestion and crowding for and on these buses along their routes. If you are struggling to establish manageable routes to solve bunching and crowding then eliminating stops, as this proposals suggests, is not the answer. This proposal strikes me as coming from people who have never traveled south of the river.	2025 Proposed Network		D12,D1X
5/20/2024	Public Coordinate	Where it Goes	No other PG County federal agency is having their bus stop or route taken away. Treat all federal government agencies with respect. Keep the stop to Archives!	2025 Proposed Network		
5/20/2024	Public Coordinate	Something Else	keep the original G14 and B27 routes instead of them having to turn onto different roads. its going to be confusing for new riders.	2025 Proposed Network	B27, G14	P24, P20
5/20/2024	Public Coordinate	Where it Goes	From this area, both the X2 service and the 80 service going all the way to downtown have been removed - plus the circulator is also now being removed. The level of reduction in total service in this area is not consistent with the Mayor's plan to revitalize downtown. Please bring it back!	2025 Proposed Network	80, X2	D22,D2X,D30
5/20/2024	Public Coordinate	Something Else	can we get a route between Tysons and Bethesda soon? Fairfax hasn't implemented their service yet	2025 Proposed Network		
5/20/2024	Public Coordinate	Where it Stops	what happened to the 15X? NASA employees heavily rely on that route	2025 Proposed Network		
5/20/2024	Public Coordinate	Something Else	This whole section of Chevy Chase has been left without Metroid service. This includes many children, as well as seniors who have decided to age in place and may no longer be driving. Reducing accessibility to areas like this one is yet another reason why people feel they can't give up their cars. Truly ridiculous for a city that wants to green. Public transportation shouldn't have to be about revenue, it should be about accessibility and providing a public service.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/20/2024	Public Coordinate	Where it Goes	More service to Mclean! Fairfax only offers very bare rush hour service. Especially add service to the Falls Church or even go into MD.	2025 Proposed Network		
5/20/2024	Public Coordinate	Where it Goes	Given that there is no other route option for commuters in this area this bus route/stop needs to be kept. How are people going to access the National Archives without having to rely on their own transportation or walking several miles?	2025 Proposed Network		
5/20/2024	Public Coordinate	Where it Stops	The bus stop at 18th & Park is critical for the many Mt. Pleasant families and students that take the buses to Alice Deal Middle School and Jackson-Reed High School. It's unreasonable to expect kids that use this stop to walk all the way to 16th and Harvard.	2025 Proposed Network		D72, C61
5/20/2024	Public Coordinate	Where it Goes	This should run up florida to Union Market instead of to Union Station.	C71 Fort Totten - Union Station (Metrobus)		C71
5/20/2024	Public Coordinate	Where it Goes	It would be better to bring a route from Hyattsville Crossing that has a stop here at National Archives.	2025 Proposed Network		
5/20/2024	Public Coordinate	Where it Goes	The D14 is not a useful connection between Union Station and Navy Yard. Put a high frequency bus down 3rd St (NE/SE) from Florida Ave NE to M Street SE. You will connect Union Market/Noma, Union Station, Capitol Hill and Navy Yard without any turns. It will be the best route in your system.	2025 Proposed Network	D14	D14
5/20/2024	Public Coordinate	Where it Goes	Please replace, at a minimum, the most efficient circulator routes such as Georgetown-Union Station. That one has very good ridership and is really the best (only?) connection to Georgetown (which has no metro station) from large parts of downtown.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
5/20/2024	Public Coordinate	Where it Goes	There is WAY too much traffic being shoved down 18th ST SE between East Capitol and Independence Ave already with the now one way on 19th and 17th. We see all the utility trucks, worker trucks, school buses, etc. now using this short stretch and now WMATA moved to 24/7 service down this residential street. There are speed bumps on 18th ST SE that according to DDOT guidelines a bus route should not be on. The CNG buses going by 24/7 now make the super loud groaning noise every time they slow at stop signs, speed humps, and stop lights and is a disruption to all the neighbors along 18th ST SE to use their outdoor space. That CNG bus sound penetrates your home. I have a neighbor that now has to wear ear plugs at night due to bus traffic. It is an unfair burden to put on this RESIDENTIAL street 24/7 bus traffic. This is especially true when there is train maintenance and shuttle buses running with the existing B2 and 96 buses. On these days a bus is coming buy the house every 3-5 min ALL DAY and NIGHT. We've seen time after time TWO current B2 buses right after each other with the 2nd EMPTY. Additionally I've been at the intersection of East Capitol Ave and 18th St SE where a bus can't even make a turn down 18th ST SE due to the tight spaces and traffic stopped at the stop sign going north on 18th. Just as other people who have commented, it doesn't make sense why the buses have to make all of these turns and not just stay on 17th St SE with the rest of the traffic flow. The people who need to get to the Stadium Armory train or bus stop still need to walk 2 blocks. It's either a straight shot down A ST SE on 17th St or one block south and one block east. Keep bus traffic off of 18th ST SE between E. Capital Ave and Independence or minimize it overnight and weekends.	C41 West Hyattsville - Anacostia (Metrobus)	96, B2	C41
5/20/2024	Public Coordinate	Something Else	What about M4 route/schedule during school days? Today there're about 3 to 4 buses passing by this stop collecting kids in around 30 minutes. How can the city conceive canceling a school route (M4 and E4) without providing school buses??	C85 Barnaby Woods - Foggy Bottom (Metrobus)	E4, M4, 30	C85
5/20/2024	Public Coordinate	Where it Goes	This should be routed along Bladensburg where many new apartments are located instead of through here.	C71 Fort Totten - Union Station (Metrobus)		C71

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/20/2024	Public Coordinate	Where it Goes	The M10 should be extended to Shady Grove Station, since it is a major bus hub with lots of RideOn buses that end here. Montgomery college is already so close, so why not extend it a little further. This would be so helpful to a lot of riders.	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10
5/20/2024	Public Coordinate	Where it Goes	This should be routed along Bladensburg where there are many new apartments instead of this split route through Trinidad.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
5/20/2024	Public Coordinate	Where it Stops	I am opposed to eliminating the 16th and Nicholson stop. I use that very often, as do children going to Brightwood school, which is on Nicholson street.	2025 Proposed Network		D62, D6X
5/20/2024	Public Coordinate	How Often it Comes	Given the development at Union Market and NoMa this should be a 10 minute route at least along Florida Ave.	C57 U St Station - Capitol Heights (Metrobus)		C57
5/20/2024	Public Coordinate	Where it Stops	think the P14 deviation into Berywin heights is going to add another 10 mins to customers	2025 Proposed Network		P14
5/20/2024	Public Coordinate	Where it Stops	This is my usual stop. It would be more inconvenient for me with the new route.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
5/20/2024	Public Coordinate	Something Else	Need the buses operated by TheBus to not randomly run the routes, and to come a bit more frequently than every 30 minutes. Can't plan a route using them to link up to the WMATA system if they aren't running much or at all.	P65 Capitol Heights - Penn Mar (TheBus)	30	P65
5/20/2024	Public Coordinate	How Often it Comes	A 30 minute bus on the A27 line will make commuting longer. We currently have 20 minute buses on 7A and my commute is close to an hour. If a miss an A27, my commute could be drastically increased.	2025 Proposed Network	7A, 20, 30	A27
5/20/2024	Public Coordinate	Where it Stops	I use the V4 daily to get to Navy Yard from the Potomac Avenue Metro station. Please do not remove this route! Or at least, please provide another route that runs between these locations that does not require walking six blocks to reach the proposed C43, or crossing the freeway to reach the proposed C11.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C43, C31
5/20/2024	Public Coordinate	Where it Stops	The loss of the V4 would be a blow to the Potomac Ave area. The V4 allowed safe passage to and from Nationals Park at all hours. Many use this route to commute home after working at the Park, and the metro (changing lines) and the commuter bus (walking six blocks) are not valid substitutes.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C31
5/20/2024	Public Coordinate	Something Else	Post pandemic, the rush hour has changed, it's far busier now at 10am vs 6am. Rush hour buses in the morning should run through 11 am, so more people take the bus and we have fewer cars on the road.	A49 Culmore - Metro Center (Metrobus)	11	A49
5/20/2024	Public Coordinate	Where it Goes	Please bring the D30 back to H St NW like the 80, where there is significantly more activity. There is almost nothing on E St NW other than courthouses, which people can easily get to via Judiciary Square Metro or the D lines already. Doesn't H street need service more than E St?	2025 Proposed Network	80	D30
5/21/2024	Public Coordinate	Something Else	I like this route D74! It looks like a rebirth of former routes 61, 68 and H1! Now I hope D74 comes to fruition, despite partial replacement of route 60.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/21/2024	Public Coordinate	How Often it Comes	Frequency of the D6 needs to INcrease *not* decrease! This line is used by many commuters and school kids and is a vital route to Union Station and downtown. If the 96 is eliminated, this line is even more vital as the Cap Hill neighborhood will become a bus desert.	2025 Proposed Network	96, D6	D24
5/21/2024	Public Coordinate	Where it Stops	Please divert route C81 to Tenleytown Metro Station via the current M4 route.	C81 Sibley Hospital - Fort Totten (Metrobus)	M4	C81
5/21/2024	Public Coordinate	Where it Goes	Please do NOT eliminate the 96! Capitol Hill is one of the densest neighborhoods in DC and cutting this route will carve out an even larger area that lacks any bus or metro service.	2025 Proposed Network		
5/21/2024	Public Coordinate	Where it Goes	Please extend route P51 to Stadium-Armory Metro Station. This route can supplement service on East Capitol Street NE/SE/MD.	P51 Capitol Heights - Downtown Largo (Metrobus)		P51
5/21/2024	Public Coordinate	Where it Stops	There should be an equivalent stop to the one across the street from it here, for easier access from the Queen St neighborhood.	A40 Skyline City - National Landing (Metrobus)		A40
5/21/2024	Public Coordinate	Something Else	I think route F10 should have an X in its name since it seems to be limited stop like the current REX bus. The other limited stop routes all have X so it would make sense to call it F1X in my opinion.	2025 Proposed Network	REX	F10
5/21/2024	Public Coordinate	Where it Stops	The current bus/public transport options to get from Columbia Pike to the Silver/Orange line are pretty bad. It would be nice if this bus would go further down the Pike	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/21/2024	Public Coordinate	Where it Stops	The proposed late-night route for A58 on N Stuart Street and Fairfax Drive to stop at Ballston Metro should be the route at all times of day. The vast majority of riders coming from the west (Seven Corners, Dominion Hills, Bluemont, etc.) are looking to switch to the train ASAP to get into DC. Even if their destination is Rosslyn or Court House, switching from bus to train at Ballston will be faster than staying on the bus down the Washington Blvd / Wilson Blvd / Clarendon Blvd corridors. I understand that essentially duplicating the Orange Line through this corridor can help people minimize walk distance for destination in between train stops, but the option to switch to the train at first opportunity without needing to walk 5 blocks should be provided.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/21/2024	Public Coordinate	Something Else	Please extend route D90 to Union Station Metro Station. Since DC Circulator service is on the chopping block, it's more comfortable if this route can partially replace it.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/21/2024	Public Coordinate	Something Else	Agree with the above pin. Colombia Pike/S Rolfe Street is close enough to be walkable to the other remaining Colombia Pike stops, and if you got on 395 directly after that stop it could be more efficient.	A40 Skyline City - National Landing (Metrobus)		A40
5/21/2024	Public Coordinate	Where it Goes	(my initial pin was off by a few blocks) If this bus were to turn right here (instead of on Pershing Drive) it would be much more effective at connecting Columbia Pike to Clarendon and the Silver Line metro, which would be useful for commuters going West. Currently there is not an effective way to use public transport to get between the two.	A49 Culmore - Metro Center (Metrobus)		A49
5/21/2024	Public Coordinate	How Often it Comes	I love this route but the frequency is subpar at best.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/21/2024	Public Coordinate	Where it Goes	The extension north is great but please consider routing the D96 further west in Glover Park. The D2 runs through the middle of the neighborhood and better serves many apartment buildings better than the proposed routing. Combined with reduced frequency, this increases travel time significantly for many people. Tunlaw is very close to Wisconsin Ave so bus service is less necessary there than further west.	2025 Proposed Network	D2	D96,C85
5/21/2024	Public Coordinate	Where it Stops	Reroute a bus to cut across Capitol Hill on Massachusetts Ave from Stadium Armory to Union Station	C51 Woodley Park - Anacostia (Metrobus)		C51

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/21/2024	Public Coordinate	Where it Goes	Feels like it would be easy to extend this route to the airport, which is not well served by buses	A40 Skyline City - National Landing (Metrobus)		A40
5/21/2024	Public Coordinate	Where it Stops	I appreciate the relative directness of this route as it serves the hospital centers (while other routes serve the hospital entrances directly for accessibility). The bus turnarounds at the hospitals are difficult for bus drivers to navigate and add a lot of time to the overall trip.	2025 Proposed Network		C61
5/21/2024	Public Coordinate	How Often it Comes	Prior to Covid there was better service on the 2A in every 15 min during rush hour. 30 minutes apart during rush hour does not encourage people to go back to taking the bus. Concerned that the length of this new route (George Mason to Ballston) will result in constant delays in service. Metro previously eliminated the 2C (Ballston to Tysons) to make the 2A (Dunn Loring to Ballston) due to congestion and delays on the route. The 2B used to go from Fair Oaks to Ballston and Metro cut the length of the route again due to congestion and delays.	F50 George Mason - Ballston (Metrobus)	2A, 2B, 30	F50
5/21/2024	Public Coordinate	Where it Goes	If this bus were to turn right here (instead of on Pershing Drive) it would be much more effective at connecting Columbia Pike to Clarendon and the Silver Line metro, which would be useful for commuters going West.	A49 Culmore - Metro Center (Metrobus)		A49
5/21/2024	Public Coordinate	Where it Stops	New stop proposal (To replace the Arlington/Pershing drive stops, if the previous stop proposal to increase metro access is made)	A49 Culmore - Metro Center (Metrobus)		A49
5/21/2024	Public Coordinate	Where it Stops	The new routing is a great! Excellent compromise between serving each hospital and not detouring too much to make the route useless for everyone else.	C61 Tenleytown - Brookland (Metrobus)		C61
5/21/2024	Public Coordinate	Where it Stops	New stop proposal (to increase Silver line access)	A49 Culmore - Metro Center (Metrobus)		A49
5/21/2024	Public Coordinate	Where it Stops	As mentioned on a comment about A70, there are very few ways to get from Columbia Pike to the Silver line. This bus having more stops on the Pike would help with that	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12, A70
5/21/2024	Public Coordinate	Where it Stops	The V4 is a vital route from NE/SE DC to the Navy Yard and Nats Park. There is no viable alternative suggested, as it would significantly increase the commute time via a lengthy walk or metro ride with transfer. I am personally not comfortable walking the more than half mile to the closest alternative route (Circulator) at night alone after a baseball game. Eliminating this route would force me to drive from Hill East to Navy Yard for safety reasons, and I do not think that more individual car use is a goal for WMATA.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C31
5/21/2024	Public Coordinate	Where it Goes	I'm very concerned by the last of access to Fair Oaks Mall, the 2B has a LOT of riders get on at this stop, and there's no other way for people living off Jermantown Road to access the mall without a car. Having to make a transfer to the new 1C which will be running lower frequencies making it extremely difficult and discouraging. The new Fairfax Connector route down Random Hills does not directly connect to the mall either.	F64 George Mason - McLean (Metrobus)	1C, 2B	F64
5/21/2024	Public Coordinate	Where it Stops	Pl don't take away the only way to reach the Federal Archives by public transit! Both employees and researchers need to be able to get here within having to rely on taxis or driving their own cars. Lots of employees would be affected by this as well.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
5/21/2024	Public Coordinate	Where it Stops	Please extend C71 to McPherson Square Metro Station (I and 14th Streets NW) via K Street NW, 6th Street NW, H Street NW, 13th Street NW, and I Street NW.	C71 Fort Totten - Union Station (Metrobus)		C71
5/21/2024	Public Coordinate	Where it Stops	We need a bus that goes across Capitol Hill on Massachusetts Ave from Stadium Armory to Union Station	C51 Woodley Park - Anacostia (Metrobus)		C51
5/21/2024	Public Coordinate	Where it Goes	Please extend Route P95 to Fort Washington Park & Ride via Old Fort Road, Old Piscataway Road, Livingston Road and E. Swan Creek Road. This route can supplement route P97.	P95 Southern Ave Station - Friendly (TheBus)		P95
5/21/2024	Public Coordinate	Where it Goes	Please reroute via North Carolina Street, Indp/Wash/D routing is unnecessary, folks working at Hill offices can walk from NJ/E St	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/22/2024	Public Coordinate	Where it Goes	Buses turning down 18th St SE can barely make the turn and can't at all when there is someone at the stop sign or when traffic is backed up during the school week. It should stay on 17th st SE and drop passengers off at 17th and Independence to get to the Stadium Armory train or bus station. Additionally... when will the buses along this new C41 become electric? The CNG buses going down 18th are noisy with all the speed humps, stop sign, etc.	2025 Proposed Network		C41
5/22/2024	Public Coordinate	Where it Goes	Combine the part of this proposed route P22 that goes between Cheverly and New Carrollton and the part of the P20 that goes between Glenn Dale and New Carrollton, leave the P20 as the current G14 and just improve the frequencies on the G14 as that is a very productive route and if that is changed you might lose ridership on that route.	P22 Greenbelt - Cheverly (TheBus)	G14	P22, P20
5/22/2024	Public Coordinate	Where it Stops	Move SB stop to location south of Maryland Ave SW.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
5/22/2024	Public Coordinate	Where it Goes	Would combine with parts of the proposed P55. The route would run starting at Downtown Largo Station, travel along Arena Drive to Brightseat Road to Central Avenue to Morgan Boulevard and Morgan Boulevard Station back to Central Avenue to Hill Road, Hastings Drive, Peppermill Drive back to Central Avenue to Addison Road and Capitol Heights Stations. If proposed route P51 is depending on the Blue Line redevelopment, that may not happen for at least 10 maybe 30 years.	P51 Capitol Heights - Downtown Largo (Metrobus)	30	P51
5/22/2024	Public Coordinate	Where it Stops	Currently, the sidewalks on 17th aren't very wide and wouldn't easily accommodate people waiting for the bus. Also there should be something to slow cars down on 17th street. It doesn't feel like a safe street to wait for the bus.	C41 West Hyattsville - Anacostia (Metrobus)		C41
5/22/2024	Public Coordinate	Where it Stops	Need a bus stop here as well	F60 Fair Oaks - Ballston (Metrobus)		F60
5/22/2024	Public Coordinate	Something Else	Call it F29 - because the majority of the route is on Rt. 29, not Rt 50.	F50 George Mason - Ballston (Metrobus)		F50, F29
5/22/2024	Public Coordinate	Where it Stops	Extend route to Iverson Mall, Marlow Heights Shopping Center via Keith Road and towards the Branch Avenue Station via 28th Avenue, Bedford Way, Old Branch and Branch Avenues, Auth Way, Auth Place, would get rid of the current C12,14 as the proposed P83 would cover the current C12,14 part between Iverson Mall and Naylor Road Station.	P60 New Carrollton - Suitland (Metrobus)	C12, 14	P83, P60
5/22/2024	Public Coordinate	Something Else	This buses that go through Mount Pleasant are normally very full and having it come more often would be important during rush hour commutes and allows many of the people in the neighborhood to get to work downtown. None of the proposed bus routes that replace our current 42/43 reflect the needs of the neighborhood or the routes to get downtown near our offices.	2025 Proposed Network		D72
5/22/2024	Public Coordinate	Something Else	I think this route should be a WMATA route because of the ridership in this area. Don't think that THE BUS can handle the ridership, plus this route should run later till at least 10pm Mon-Sat, have Sunday service and also this route should be diverted towards Ritchie-Marlboro Marketplace.	P64 Suitland - Downtown Largo (TheBus)		P64
5/22/2024	Public Coordinate	Where it Goes	it's important to keep this route here - there aren't many buses the come West of Bladensburg.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
5/22/2024	Public Coordinate	Where it Goes	Keep the P21 route the same as the G12 route. The G12 route was set in 2012 after much consultation with the community. Leave it the way it is just increase the frequency so people do no get stranded for an hour if a bus does not show up.	P21 Greenbelt - New Carrollton (Metrobus)	G12	P21
5/22/2024	Public Coordinate	Where it Stops	NASA/Goddard moved its main gate to near ICESat Rd and Explorer Rd in April 2023. Since then there has been no bus service to the new main gate outside of the rush hour 15X. The P20 needs to be rerouted to go to either the Goddard Visitors Center or to the pedestrian entrance at Building 17. The existing G14 stops on Highway 193 are too far away and dangerous to reach, particularly at night or in bad weather. Either keep the existing 15X route will all-day service or reroute the P20 to serve Goddard's new main gate.	P20 Greenbelt - New Carrollton (Metrobus)	G14, 15X	P20
5/22/2024	Public Coordinate	Where it Goes	I like the idea of this express route going further into downtown - would definitely be utilized well.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X

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5/22/2024	Public Coordinate	How Often it Comes	Currently the main section of the Pike gets 10 buses per hour (6x per hour for the 16M, 2x per hour for the 16A, and 2x per hour for the 16C). [This does not include the 16Y - which doesn't go to the same destinations]. the new proposed service will reduce frequency by 2 buses per hour, since the A40 will have 6 buses per hour (similar to the 16M), and the F44 will only come 2x per hour. Basically, you've replaced the 16A and 16C with one bus that runs half as frequently. I fail to see how this is an improvement.	A40 Skyline City - National Landing (Metrobus)	16A, 16C, 16Y	F44, A40
5/22/2024	Public Coordinate	Something Else	It would be great to have better signage on H Street and an information campaign to let cars know they can't park in the bus lanes. During rush hour the buses get stuck behind cars in the bus lane when they should be able to breeze through traffic.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
5/22/2024	Public Coordinate	Something Else	Leave the G14 route alone. The G14 was established 15 years ago after much consultation with the community. Nothing has changed. This route needs to run at least twice as often as it currently does (30 minutes or less during the day and 15 minutes during rush hour).	P20 Greenbelt - New Carrollton (Metrobus)	G14, 30	P20
5/22/2024	Public Coordinate	Where it Goes	Consider crossing the river to Rosslyn to add connections to Northern Virginia routes.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
5/22/2024	Public Coordinate	Where it Goes	Extend to Rosslyn for more VA - DC bus connections.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/22/2024	Public Coordinate	Where it Goes	Would combine with parts of the proposed route P51 for a simpler route. If Hampton Park needs direct service prose route that would start at Downtown Largo Station, travel directly to Central Avenue to Hampton Park, then back to Central Avenue, Morgan Boulevard, Fieldstone Way, Tayeside Way, Morgan Boulevard Station, Ridgefield Boulevard, Chatsfield Way, Valleytrail Lane, FedEx Way, Sean Taylor Road, Landover Road Saint Josephs Drive, Ruby Lockhart Boulevard Campus Way North, back to Saint Joseph Drive, Ardwick Ardmore Road to New Carrollton Station.	P55 Addison Rd Station - Downtown Largo (TheBus)		P51, P55
5/22/2024	Public Coordinate	How Often it Comes	Add more frequent 16m late night service	2025 Proposed Network		A40
5/22/2024	Public Coordinate	Something Else	Sunday service and later evening service, Monday thru Saturday is needed and if THE BUS can't do it then this route should be handed over to WMATA.	P43 Takoma Langley - Addison Rd Station (TheBus)		P43
5/22/2024	Public Coordinate	Where it Goes	I would suggest this route diverting down Atwood Avenue and then up Glenn Dale Road back to Annapolis Road (if possible) because it would run closer to a more populated area which could generate more ridership and it would also prevent those along Atwood Avenue, a more densely populated area from crossing a very busy road where people speed.	P23 New Carrollton - Glenn Dale (TheBus)		P23
5/22/2024	Public Coordinate	How Often it Comes	Change the frequency to every 20 minutes during rush hour. It's inconvenient to have to wait 30 minutes for a bus when you've got to get to work or get home.	F50 George Mason - Ballston (Metrobus)	20, 30	F50
5/22/2024	Public Coordinate	Where it Goes	Some passengers might have a problem with no more connection between Upper Marlboro and Addison Road Station.	P76 Suitland - Upper Marlboro (TheBus)		P76
5/22/2024	Public Coordinate	How Often it Comes	The service here should be better than rush hour only - I would like to see similar service to the X8 currently. It provides an important option for people in the community.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
5/22/2024	Public Coordinate	How Often it Comes	Would decrease frequency to every 30 minutes, 7 days a week.	P41 Capital Plaza - Downtown Largo (Metrobus)	30	P41
5/22/2024	Public Coordinate	Something Else	You may find that cash-strapped students going to Mason would save money by riding a direct bus, as opposed to doing a transfer at the one of the metro stations this rout connects to.	F50 George Mason - Ballston (Metrobus)		F50
5/22/2024	Public Coordinate	Something Else	Check ridership data to see how many transfers/boardings happen at seven corners station. This is a difficult place to access by walking for riders. Can transfers happen safely elsewhere along on the routes in locations that are easily to access by walking?	F60 Fair Oaks - Ballston (Metrobus)		F60
5/22/2024	Public Coordinate	Something Else	Would have kept the Branch Avenue-Waldorf route as suggested in the original BBB plan.	P84 Clinton - Brandywine (TheBus)		P84
5/22/2024	Public Coordinate	Something Else	The proposed bus routes through Mount Pleasant removes access to Deal Middle School and also the removal of the 42/43 removes access to parts of western downtown.	2025 Proposed Network		D72, C61
5/22/2024	Public Coordinate	Something Else	Please leave the G12 and G14 routes alone. These routes were set about 15 years ago after of a lot of planning and consultation with the community. They work well the way they are. Change the route names if you must change something, but do no make changes to these two routes just for the same of changing something.	P21 Greenbelt - New Carrollton (Metrobus)	G12, G14	P21
5/22/2024	Public Coordinate	Where it Stops	Consider adding a stop at Ballston metro station or as close to Ballston metro as possible at all times of the day. Even if its a stop on N Taylor St across from the Metro. This will help increase service frequency to metro on the Seven corners- Wilson Blvd corridor significantly	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/22/2024	Public Coordinate	Where it Goes	Would eliminate, copies another proposed route and could cannibalize each other.	P54 Cheverly - Addison Rd Station (TheBus)		P54
5/22/2024	Public Coordinate	Something Else	Would discontinue route as the current THE BUS 18 would cover ridership along Columbia Park Road and the future THE BUS 27 would cover any ridership nearby to Landover Road on 75th Avenue and current WMATA route L12 on Pinebrook Avenue.	P44 Cheverly - New Carrollton (TheBus)	18	P44
5/22/2024	Public Coordinate	Where it Goes	Keep the bus on Lakecrest/ Lakeside. This service is needed for Charlestowne North, Charlestowne Village and University square apartments. We have the number of folks who utilize both this service and the P20. I would also recommend keeping the routes as they currently are. A stop is also needed to get folks to NASA Goddard	P21 Greenbelt - New Carrollton (Metrobus)		P21
5/23/2024	Public Coordinate	How Often it Comes	If the 2A ran more often I would be able to take public to work :(instead of driving/ride-sharing	F50 George Mason - Ballston (Metrobus)	2A	F50
5/23/2024	Public Coordinate	Where it Stops	This stop is very close to the preceding and following stop. It often adds a lot of time to the trip. Can it be removed?	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/23/2024	Public Coordinate	How Often it Comes	I'm disappointed in the downgrade of frequency on this route between the 2023 visionary network and 2024's proposed network. I take this route currently, and even late at night it is very busy. I strongly suggest a slight reduction in numbers of stops as well as increasing the frequency in relation to this proposal. The Takoma park -> 14th street connection is not well served otherwise, and this bus is busy.	D54 Takoma - Metro Center (Metrobus)		D54
5/23/2024	Public Coordinate	Where it Stops	This stop and the stop at 8th and D SE are very close together. Suggest optimizing to one and making it the best one for transfer to the Metro.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/23/2024	Public Coordinate	Where it Stops	Please run the D74 on a straight line past these 3 DC schools (Archbishop Carrol, Washington Latin Cooper, and Yu Ying), instead of on a slow, loopy route that avoids the schools.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/23/2024	Public Coordinate	Where it Goes	A double-loop like this is bonkers. Just end the route here, with no loops. P & 1st SW is plenty close enough to both Nationals Park and Audi Field.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/23/2024	Public Coordinate	Where it Stops	I use this stop at Emerson and Sargent to get to the metro and would like to see it maintained. Its also the closest stop to serve the NMP recreation center.	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/23/2024	Public Coordinate	How Often it Comes	This will likely be the only route I use, similar to today, since there is no metrorail stop in Georgetown. The more frequent this route is, the easier it will be for me to pick it rather than driving or Uber/Lyft.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/23/2024	Public Coordinate	Something Else	It's almost as if you're trying to ruin the lives of everyone at Park Place who has to commute to Pentagon for work or as a way station. You're missing our entire neighborhood, and you're going to absolutely decimate the ability of many of my neighbors to have reasonable commutes. What the heck are you thinking?	2025 Proposed Network		
5/23/2024	Public Coordinate	Where it Goes	Too many diversions/loops on this route! How would this be a useful connection?	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/23/2024	Public Coordinate	Where it Stops	the current bus stops along this road are very unsafe. I have seen people crossing this very busy road without crosswalks to access these bus stops. There are also not good sidewalks on either side of the road to access the stops	2025 Proposed Network		P43, M12, P35, P30, P32
5/23/2024	Public Coordinate	Where it Goes	Run the D22 further west. The existing X2 bus goes further west than the new D22 bus. The D2X bus goes through downtown, but it is an express bus, and there are fewer stops to catch it. Lots of folks get off the X2 at Gallery Place / 7th Street, but there is still a healthy bunch of folks on after 7th going to jobs further west than 7th street.	2025 Proposed Network	X2	D22
5/23/2024	Public Coordinate	Where it Goes	On the single-route map, the D1x stays on Pennsylvania. On the city-wide map, the D1x turns onto 8th St SE. Which is it?	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/23/2024	Public Coordinate	Where it Goes	This left turn onto D St SE to Washington Ave is a pointless zigzag. Turn right onto D St SE then left onto 2nd St SE instead.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
5/23/2024	Public Coordinate	Where it Goes	Please bring back service on the old S1 route. This was a highly useful route to access schools and jobs on the west side of downtown.	2025 Proposed Network		D62, D6X
5/23/2024	Public Coordinate	Something Else	This leg from Rhode Island Metro to Brookland Metro should be its own, separate bus line. Separating it from the rest of the line would allow for more frequent service.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/23/2024	Public Coordinate	Something Else	The P30 -- replacing the F4 -- is a great route and the recommended frequency is appropriate. My complaints about this route are more infrastructure related than route -related. This route gets slowed dramatically by traffic at rush hour. It desperately needs some interventions to speed it up at those times -- priority signals, dedicated lanes where East-West HWY has 3 lanes, larger dedicated bus stops -- so that it doesn't get stuck waiting a full light cycle just to pull into the stop.	P30 Silver Spring - New Carrollton (Metrobus)	F4	P30
5/23/2024	Public Coordinate	Where it Stops	The proposed bus stop removals on 16th street ignore the locations of Stop Lights. 16th street is very hard to cross on foot because of the high speed of drivers and their failure to stop at crosswalks. The only safe place to cross is at a signalized intersection. The proposed changes remove bus stops at Upshur and Allison, which have stop lights, yet retain stops at Varnum and Webster, which do not have safe crossings. WMATA should re-think this.	2025 Proposed Network		D62, D6X
5/23/2024	Public Coordinate	Where it Goes	Buses on Connecticut Ave should always utilize the underpass. Taking the long way around the circle adds a huge delay.	2025 Proposed Network		D70,D72,D74
5/23/2024	Public Coordinate	Where it Stops	Please work with DDOT and Union Station management to get buses to serve the station loop to pick up and drop off right at the station entry, rather than on Mass Ave.	2025 Proposed Network		
5/23/2024	Public Coordinate	Where it Goes	On the single-route map, the D12 stays on Pennsylvania. On the city-wide map, the D12 turns onto 8th St SE. Which is it?	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/23/2024	Public Coordinate	Where it Goes	There is no alternative for commuters along the Langston Blvd corridor. Many commuters rely on this daily.	2025 Proposed Network		
5/23/2024	Public Coordinate	Something Else	Looks like the current 52/53 is gone - that leaves no public transport for a huge section of North Arlington?????????	2025 Proposed Network		
5/23/2024	Public Coordinate	Where it Goes	The G8's new route (the D32) eliminates any connection between Bloomingdale and the western portion of downtown, including all of Foggy Bottom. This problem was mitigated in older proposals because there was a new line going from First St NW to Dupont Circle and onward to Foggy Bottom. That has now been eliminated, which means the changes to the G8 fully cut off Bloomingdale from a large portion of the central business district. A very, very bad change. It's vital that WMATA either bring back the DC303/C59 proposal, or maintain the G8's existing route.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
5/23/2024	Public Coordinate	Where it Stops	It seems like a pointless detour for the D74 to run Upshur all the way to Georgia Ave instead of running down New Hampshire Ave	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
5/23/2024	Public Coordinate	Where it Goes	The area around GWU/Potomac Park is terribly underserved. There are thousands of jobs in this area, but there are no frequent buses and terrible connections to metro lines. Prior to the pandemic, this area used to be served by the 80, 31, 32, 26, 39, S1, X1, H1, L1, and N4. These lines provided service to many destinations, especially at rush hours. Please add more service in this area.	2025 Proposed Network	31, 32, 80, 26, 32	
5/23/2024	Public Coordinate	Something Else	Please please don't kill the 14th Street express bus! The 59 is so useful. Especially now with more dedicated bus lanes on 14th Street -- why would you kill the express bus?	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	59	D52
5/23/2024	Public Coordinate	How Often it Comes	I strongly oppose WMATA's plan to reduce service on the E4 line to Friendship Heights. While the creation of another line running along Kennedy Street to Tenleytown would mean somewhat better bus service on Kennedy, 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.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
5/23/2024	Public Coordinate	Where it Goes	Losing the G2 connection between Bloomingdale/LeDroit Park and Georgetown would be terrible.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
5/23/2024	Public Coordinate	How Often it Comes	Every 30 minutes is not often enough for this bus during commuting hours. This route will get additional load due to the proposed elimination of the E2 stops on Sargent road.	2025 Proposed Network	E2, 30	P35
5/23/2024	Public Coordinate	Where it Goes	Would be awesome if this route went down M Street before going over the river. Could it take the Frederick Douglas Bridge instead?	C51 Woodley Park - Anacostia (Metrobus)		C51
5/23/2024	Public Coordinate	Where it Stops	This stop is too close to the other stops before/after it. Can it be removed?	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/23/2024	Public Coordinate	Where it Goes	We should not eliminate all service along Langston Blvd. The 3Y bus is important for commuters (and is usually full each morning).	2025 Proposed Network	3Y	
5/23/2024	Public Coordinate	Something Else	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. This is a mistake and the line should be maintained.	D54 Takoma - Metro Center (Metrobus)	59	D54

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5/23/2024	Public Coordinate	Where it Goes	This will add much more time for commuters who currntly get on the metro at medical center. Old Georgetown road is congested and going all the way to Bethesda station will add time to we've try commute for j2 riders on the Montgomery mall side.	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
5/23/2024	Public Coordinate	Where it Goes	I am greatly concerned about WMATA's proposal to effectively eliminate the 63 line. This leaves residents in Brightwood, Manor Park and Petowrth 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 obuses, 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." Th3 63 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.	D46 Takoma - Petworth (Metrobus)	63	D46
5/23/2024	Public Coordinate	How Often it Comes	It's a real downgrade in service that the new route only goes into Foggy Bottom on Weekdays. The 42/43 get a lot of use on weekends, carrying people from the apartment buildings and college students to Dupont, Adams Morgan, and Mount Pleasant. I know the budget is an issue, but please consider having the full route 7 days a week.	D96 Bethesda - Potomac Park (Metrobus)		D96
5/23/2024	Public Coordinate	How Often it Comes	Every 6-12 minutes during rush hour between Adams Morgan/Mt Pleasant and Dupont Circle Farragut Square is worse frequency than we currently have with the 42/42/L2	D72 Van Ness - Lafayette Square (Metrobus)		D72
5/23/2024	Public Coordinate	Where it Stops	Good use of this block of Vermont Ave to connect to the Green Line at U Street station!	C57 U St Station - Capitol Heights (Metrobus)		C57
5/23/2024	Public Coordinate	Where it Goes	Would be great if bus came down M Street to serve Navy Yard before going across the bridge	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/23/2024	Public Coordinate	Where it Stops	I'm in eastern Capitol Hill, one of the densest neighborhoods in the entire city, and there are ZERO buses and ZERO Metro Rail stops within half a mile.	2025 Proposed Network		
5/24/2024	Public Coordinate	Where it Stops	These old L1 bus stops were well located, would be nice to revitalize them	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/24/2024	Public Coordinate	How Often it Comes	Frequency between rush hours is a problem.	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/24/2024	Public Coordinate	Something Else	We really need to keep the 3Y bus line, especially as Langston Blvd continues to develop. It would be great to also have a line going through Georgetown and to Foggy Bottom or Dupont Circle.	2025 Proposed Network	3Y	
5/24/2024	Public Coordinate	Where it Stops	Moving the 79/D4X stop to M St instead of N St would improve the metro connection (especially given the yellow line stopping at Mt Vernon)	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
5/24/2024	Public Coordinate	Where it Stops	Oppose removal of bus stops at 16th & Upshur NW — Upshur is a major east-west street, and this intersection is the main entry point to Crestwood — so many students take the bus from here, in addition to work commuters from throughout the neighborhood	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/24/2024	Public Coordinate	Where it Goes	As I live near Langston Blvd in Arlington, metro service into Falls Church and Fairfax would expand my access to transit that goes to places I frequent, particularly my doctors in Falls Church. Currently there's convenient way for me to take public transit along Rt 29 outside of Arlington.. I would also like to see better service or at least frequent connections to bus routes to South Arlington, particularly Fairlington and Shirlington.	2025 Proposed Network		
5/24/2024	Public Coordinate	Where it Goes	The existing 42/43 buses allow people without access to the blue/orange/silver lines to easily get to the kennedy center. Switching to this new D12 route much more closely follows the blue orange and silver lines, diluting the value of the kennedy center bus. people who take the blue orange and silver lines can grab the free shuttle to the kennedy center from foggy bottom. there needs to be a bus that goes to the kennedy center from admo/columbia heights, which is inaccessible to the B/O/S lines.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/24/2024	Public Coordinate	How Often it Comes	Route 25B can already get very crowded during rush hour. Reducing frequency to 30 minutes will only exacerbate this problem. Please consider more frequent rush hour service.	A76 Rosslyn - Mark Center (Metrobus)	25B, 30	A76
5/24/2024	Public Coordinate	How Often it Comes	This route is most heavily impacted between Anacastia and H Street. More frequency and double-length buses would help	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/24/2024	Public Coordinate	Where it Stops	We want to make sure to keep the bus stops at 14th and Shepherd St NW!	2025 Proposed Network		D52, D54
5/24/2024	Public Coordinate	Where it Goes	I appreciate the increased speed that will come from the D70 following the only L1 route--going through Admo can be nice, but is also really slow when you need to get downtown. Also, This bridge is incredibly long and it would be nice to have an alternative to walking over it so frequently, for those of us who like in kalorama triangle and walk to the woodley park metro.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/25/2024	Public Coordinate	Where it Stops	N6 should be modified to stop at Tenley Metro. We can't reach out Metro stop at night! That's just ludicrous.	2025 Proposed Network	N6	
5/25/2024	Public Coordinate	Where it Goes	Are you seriously kidding me!!??? What clown came up with this plan? Do they even use a bus!!! You have got to be joking - the amount of people who are already frustrated with the bus times on the N2 and need to get to either DuPont or Tenleytown are having to leave at 7am to try to get to work at 9am and now you want them taking a joyride all over the city before they even get close to a metro!! Cop On - the service is supposed to serve the people, not make it harder to get to work. I can't even believe the stupidity of this plan - get a life and get on a █████ bus so you learn what it takes to get to work in DC!! Sweet divine jesus - hire people who use uses to do your planning!!	D96 Bethesda - Potomac Park (Metrobus)	N2	D96
5/25/2024	Public Coordinate	How Often it Comes	The route is great but the frequency is not. For kids who go from the center of the city to upper northwest for school, the bus is the only good option. Running the bus only every 30 minutes makes it very difficult to arrive at school at the right time.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
5/25/2024	Public Coordinate	Where it Stops	N6 change route to be more like N2, stop at Tenley Metro. N2 extend hours to include 8pm- midnight.	2025 Proposed Network	N2, N6	
5/25/2024	Public Coordinate	Where it Goes	N2 continue service into evening and on weekends. N6 run only between midnight and 5 AM. N6 should be changed to go to Tenley Metro like N2 does. It is ridiculous that we can't reach out nearest Metro stop after 8 pm or on weekends.	2025 Proposed Network	N2, N6	
5/25/2024	Public Coordinate	Where it Goes	Proposed new route on New Mexico is not needed. N2 and D2 serve the area. Instead, improve N2 and N6 service by extending N2 hours and making N6 go to Tenley Metro.	2025 Proposed Network	D2, N2, N6	C85, D96
5/26/2024	Public Coordinate	Where it Goes	Insane that this doesn't go to the Wharf, or at least L'Enfant. DC is making bus lanes for this entire corridor. This should run from the Wharf to Silver Spring. It's an epic disappointment that y'all didn't find a way to do this. This sours me on the whole effort.	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
5/26/2024	Public Coordinate	Where it Goes	A bit outlandish but maybe we could have a route to Lorton??👀👀	2025 Proposed Network		
5/26/2024	Public Coordinate	Where it Stops	I really appreciate the revised route proposal that goes directly from South Fairlington to the Pentagon, rather than stopping in Shirlington. This will make things much faster.	F66 Culmore - Pentagon (Metrobus)		F66
5/26/2024	Public Coordinate	Where it Stops	The D32 bus served a vital function of getting kids living in Mt Pleasant and Columbia Heights to middle and High School. The new route is bypassing 90% of the neighborhood. Taking this route will add 10-15 walk (uphill) for children	C61 Tenleytown - Brookland (Metrobus)	D32	D32, C61
5/26/2024	Public Coordinate	Where it Stops	I wish there was a stop at the Crossroads Center	F20 Tysons - King St Station (Metrobus)		F20

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/26/2024	Public Coordinate	Something Else	I like this, big improvement over the current M4! The M4 is fine westbound, but terminates at Tenleytown Station eastbound, making it really slow to get from areas west of there to areas east of there (e.g. from AU to the cluster of businesses around Nebraska & Connecticut).	C81 Sibley Hospital - Fort Totten (Metrobus)	M4	C81
5/26/2024	Public Coordinate	Where it Goes	What happened to the bus from Tysons to Maryland? It should be kept	2025 Proposed Network		
5/26/2024	Public Coordinate	Where it Stops	If you get rid of the S Walter Reed/9th Street stops, you could have this bus swing out on Columbia pike, have a stop at Courthouse Road, then have it turn back on 8th street to get back on S Walter Reed drive. You would only lose one stop (and anyone close to that stop could easily walk to the 8th/10th street stops), but would connect it a lot better with a large portion of Columbia Pike	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
5/26/2024	Public Coordinate	Where it Stops	Local service must continue to Shady Grove until Montgomery County's 355 Flash BRT project opens.	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10
5/26/2024	Public Coordinate	Where it Goes	We should have the B30 back to BWI. Driving nor the MARC train isn't necessarily the best way to do it	2025 Proposed Network		
5/27/2024	Public Coordinate	Where it Goes	Please have the D90 end at Union station. It is a natural end and will have better connectivity to Marc, VRE, Red Line, and Amtrak from Mass Ave.	D90 Tenleytown - Convention Center (Metrobus)		D90
5/27/2024	Public Coordinate	Where it Goes	Agreeing with the other commenter that Metro should absolutely look into reviving some form of limited stop/express service on Wisconsin Ave. The lack of rail access in this corridor results in the 31/33 consistently getting held up stopping at every stop and the buses are extremely crowded during peak times. I do think even a peak-only limited stop route from Tenleytown-AU to, say, Dupont Circle via Massachusetts would help ease this congestion and allow for faster transfers to Metrorail	2025 Proposed Network		
5/27/2024	Public Coordinate	Where it Stops	should keep the Upshur+16th Stop - as many people get off here and then walk west or east along the Upshur street corridor. It seems to make more sense to eliminate the Shepherd+16th stop or the Varnum+16th Street. Plus, there is a stoplight at Upshur so it is much easier for pedestrians to cross the street here.	2025 Proposed Network		D62, D6X
5/27/2024	Public Coordinate	Where it Goes	There should be a metrobus that goes to Franconia-Springfield	2025 Proposed Network		
5/27/2024	Public Coordinate	Where it Stops	More stops in this area, perhaps?	2025 Proposed Network		C41, D32, C63
5/27/2024	Public Coordinate	Where it Stops	The bus shouldn't have TWO stops right on Columbia Pike—this always slows it down severely.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
5/27/2024	Public Coordinate	Where it Goes	There's effectively no reason for this bus to go through Harkins, as the turn though 85th would be faster, and would be better for the many people living within said apartment areas. Going through Annapolis is a good choice, but other routes can cover this as well	P20 Greenbelt - New Carrollton (Metrobus)		P20
5/27/2024	Public Coordinate	Where it Stops	It's annoying that this stop is a block south of the stop in the other direction—move it to 7th St S.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
5/27/2024	Public Coordinate	How Often it Comes	Coordinate the stop times here to be apart from the ART 75 to increase ridership, as if they are the same time riders will likely choose the first one	2025 Proposed Network		F66
5/27/2024	Public Coordinate	Where it Stops	Either make it stop at S 23rd St & S Dinwiddie St (already a bus stop there), or either S Walter Reed Dr & S Dinwiddie St or S Chesterfield Rd & S Dinwiddie St	2025 Proposed Network		F66
5/27/2024	Public Coordinate	Where it Goes	can we please have a route from new carrollton to college park area? I think having to utilize many transfers to an area closer to a university isn't the best choice	2025 Proposed Network		
5/27/2024	Public Coordinate	Something Else	The Fairfax Connector is discontinuing service from Vienna Metro to Fair Oaks Mall (630 route). That was an 8 minute ride on the 66 express lanes. The wmata 2B takes 25 minutes. It would be good if the F60 could be 15 minutes or less from Vienna Metro to Fair Oaks Mall.	F60 Fair Oaks - Ballston (Metrobus)	2B	F60
5/27/2024	Public Coordinate	Something Else	Possibly make the busiest sections of Colombia pike have bus only lanes during peak hours	2025 Proposed Network		
5/27/2024	Public Coordinate	Something Else	This intersection really needs transit signal priority—both for the A12 on S Walter Reed Dr and the A40 on Columbia Pike. Probably not something WMATA has direct control over, but it needs to happen.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12, A40
5/27/2024	Public Coordinate	Where it Stops	Please just bring this over to New Carrollton Station. I know we do have 21 for NC-Largo transportation, but it's so close that not much will be lost, especially with the 20min freq. I also believe that it adds better movement around NC and Capital Plaza.	P41 Capital Plaza - Downtown Largo (Metrobus)	21	P41
5/27/2024	Public Coordinate	Something Else	Off topic but why are these train line things here?	2025 Proposed Network		
5/27/2024	Public Coordinate	How Often it Comes	Seems odd to (what looks like) reduce service on Florida Ave NE, given that the existing 90/92 routes are already heavily used and very crowded at all times through here. That being said I do like the proposed C57 continuing down Florida instead of turning down 8th St like both the 90/92 currently do.	2025 Proposed Network		C57
5/27/2024	Public Coordinate	Where it Goes	There is no reason for the F66 bus to run through Farlington, the A27 bus already does that. It will not ncrease commuting speed if the F66 bus goes directly from Shirlington to Pentagon instead of going through Fairlington.	2025 Proposed Network		F66
5/28/2024	Public Coordinate	Where it Goes	It would be nice for this route to have all day service, maybe even having limited weekend service.	2025 Proposed Network		F81
5/28/2024	Public Coordinate	Something Else	I miss the 16Y - which would head into the city. My route of choice was the 7A (pick up in Fairlington) to the Pentagon, and then the 16Y to 14th & Independence.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 16Y	A27
5/28/2024	Public Coordinate	Where it Goes	A49 should end at Union Station!	2025 Proposed Network		A49
5/28/2024	Public Coordinate	How Often it Comes	Keep the portion that uses Stanton Rd and terminate at Congress Heights. Increase frequency with the shorter route.	C25 Anacostia - Skyland (Metrobus)		C25
5/28/2024	Public Coordinate	Where it Stops	We need Bush Shelters for the stops on Haycock Road, Shreve road and rt 7	2025 Proposed Network		F20
5/28/2024	Public Coordinate	Where it Goes	Route via Circulator route to replace that.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/28/2024	Public Coordinate	How Often it Comes	Need more service with the elimination of the circulator.	2025 Proposed Network		C25
5/28/2024	Public Coordinate	Where it Stops	Academy + density which would be well served by a short deviation that would add notable ridership.	C29 Anacostia - Southern Ave Station (Metrobus)	C29	C29
5/28/2024	Public Coordinate	How Often it Comes	The frequency through the Fairlington Neighborhood needs to remain high - pandemic it was under 10 minutes between buses during the morning rush hour. If you want to increase ridership and revenue, increasing the number of buses here would be worthwhile.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
5/28/2024	Public Coordinate	Where it Stops	Thank you for restoring the bus stop at Wakefield and Columbia Pike, where there is a nice shelter on the south side of the street. It would be helpful to have the rush hour bus times go later than proposed by at least an hour in each direction.	A49 Culmore - Metro Center (Metrobus)		A49
5/28/2024	Public Coordinate	Where it Goes	This route is huge improvement over existing Georgetown routes. Love Q St. Route - makes a lot of sense!	2025 Proposed Network		D94, D92

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/28/2024	Public Coordinate	How Often it Comes	Needs more frequency as it connects rt 29 communities to the Metro. Frequency is unacceptable	2025 Proposed Network		F50
5/28/2024	Public Coordinate	Where it Stops	How the Hell are there 0 busses stopping at Lincoln Park?	2025 Proposed Network		
5/28/2024	Public Coordinate	Where it Goes	Extend the C51 to Congress heights via the routing of the C25 (without the deviation around 12th Pl SE/Bruce Pl SE)	C51 Woodley Park - Anacostia (Metrobus)		C25, C51
5/28/2024	Public Coordinate	Where it Goes	Terminate at Congress Heights via Stanton Rd to absorb the ridership from the Circulator.	C51 Woodley Park - Anacostia (Metrobus)		C51
5/28/2024	Public Coordinate	Where it Stops	This NB stop was moved south to Prospect a few years ago (a better location IMO, especially if the 31st & M stop is removed)	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/28/2024	Public Coordinate	Where it Stops	Significant density that could be served with a minor deviation.	C29 Anacostia - Southern Ave Station (Metrobus)	C29	C29
5/28/2024	Public Coordinate	Where it Goes	Extend from Metro Center to Union Station for better connections to Northern Virginia.	A49 Culmore - Metro Center (Metrobus)		A49
5/28/2024	Public Coordinate	Something Else	Restoring Metrobus Service here would definitely help, it's sad to see no service here for a long time. It's definitely a walk to Old Kenne Mill Road.	2025 Proposed Network		F83,F81
5/28/2024	Public Coordinate	Where it Stops	This route should utilize the express lanes and stop first at the Pentagon before heading to Pentagon City during the morning rush and should directly go from the Pentagon to Shirlington using the express lanes in the afternoon rush. It is essential to not cost commuters more time by moving through the slow traffic on 395 to go to Pentagon City first, especially during the morning and afternoon rush hours. That is not a Better Bus route and makes life so much harder for commuters, particularly if you insist on providing buses only every 30 minutes on this route. You cannot make both changes and I would strongly recommend not making either changes.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/28/2024	Public Coordinate	Where it Goes	Extend to replace the Circulator	C51 Woodley Park - Anacostia (Metrobus)		C51
5/28/2024	Public Coordinate	Where it Stops	Significant density + a school that could be serve better with a minor deviation. Collocate with C25 stops to allow users extra frequency for connecting via a bus to the metro.	C29 Anacostia - Southern Ave Station (Metrobus)	C29	C25, C29
5/28/2024	Public Coordinate	Where it Goes	I use the 17B to only commute from Burke to Springfield, if there is no service anymore going into the North Springfield neighborhood, might have to find another job.	2025 Proposed Network	17B	F28,F29
5/28/2024	Public Coordinate	Where it Goes	Would be pretty nice to see bus service going up and down 49th Street	2025 Proposed Network		
5/28/2024	Public Coordinate	Where it Goes	Consider extending to Rosslyn/Northern Virginia for more cross jurisdiction travel besides Metro.	D24 McPherson Square - Deanwood (Metrobus)		D24
5/28/2024	Public Coordinate	How Often it Comes	This bus is always full during the morning and afternoon rush. Please do not limit the number of buses that run through Fairlington to only every 30 minutes. It should be a high or medium frequency route. We purchased homes in this neighborhood because of the easy transit into the city.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/28/2024	Public Coordinate	How Often it Comes	This would be a terrible change. This route already struggles with consistency. Reducing this route to every 30 mins in rush hour would make it no longer possible for me to use public transit to commute to leave work on time and get home in time to take care of my family. Worse bus, not better bus.	2025 Proposed Network	30	A27
5/28/2024	Public Coordinate	Where it Goes	Move the D96 over 20th/21st to provide a more frequent corridor.	2025 Proposed Network		D96
5/28/2024	Public Coordinate	Where it Goes	Will the A27 utilize the Express Lanes on 395N? If not, why? Snaking through the neighborhoods to get to Pentagon City Mall seems pointless from a time/efficiency standpoint.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
5/28/2024	Public Coordinate	Where it Stops	Consider a deviation via Pomeroy/Stanton/Elvans to replace Circulator loss + serve the significant density in this area and add frequency to Stanton between Pomeroy and Elvans	C29 Anacostia - Southern Ave Station (Metrobus)	C29	C29
5/28/2024	Public Coordinate	Where it Stops	Route along Stanton since the Circulator that covers this road is ending.	C25 Anacostia - Skyland (Metrobus)		C25
5/28/2024	Public Coordinate	How Often it Comes	Every 30 minutes is a joke. This is a terrible change. The service is already slow, this would make it impossible to get to work on time. And ending at 8pm? How is someone supposed to get home at night? Not everyone works 9 - 5, and some people do go out and enjoy their weekends. What about after sporting events or concerts? This is ridiculous. You will lose riders.	2025 Proposed Network	30	A27
5/28/2024	Public Coordinate	Something Else	We now only have one bus service FFX connector 703 in West Falls Church We need more lines West Falls Church to Dunn Loring Merrifield through Shreve road West Falls Church to Annandale West Falls Church to Downtown Mclean Great Falls street and Westmoreland street services Via West Falls Church metro	2025 Proposed Network		
5/28/2024	Public Coordinate	Where it Goes	The 15X bus is low frequency but essential to a significant number of NASA staff. There is no alternative that allows for staff to use public transit to get to Goddard Space Flight Center and this will create enormous issues for the NASA employees with the greatest need for public transportation	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
5/28/2024	Public Coordinate	Something Else	Make Bus route name simpler to remember. Number-Letter-Number is too clunky to remember off the top of the head. It should be letter followed by numbers alone like D79 for example.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
5/28/2024	Public Coordinate	Where it Goes	What happened to the Coral Hills Benning Road service?	2025 Proposed Network		C22, P63, C21
5/28/2024	Public Coordinate	Where it Stops	Go to union station to connect with metro	C51 Woodley Park - Anacostia (Metrobus)		C51
5/28/2024	Public Coordinate	Where it Goes	Should maintain proposed routing on Q St. P st. Traffic and parking does not accommodate bus route as well as Q St.	2025 Proposed Network		D94, D92, D96
5/28/2024	Public Coordinate	Where it Goes	Need a route to replace the Circulator here.	2025 Proposed Network		C25
5/28/2024	Public Coordinate	Where it Goes	D52 Should go all the way to the Navy Yard Metro, if not to the Eastern Market Metro.	2025 Proposed Network		D52
5/28/2024	Public Coordinate	Where it Goes	Extend to replace Circulator.	C51 Woodley Park - Anacostia (Metrobus)		C51
5/28/2024	Public Coordinate	Where it Stops	Extend and add stops via the routing of the C25, going west instead of East on Alabama Ave. This will gain significant ridership with the elimination of the circulator along this route.	C51 Woodley Park - Anacostia (Metrobus)		C25, C51
5/28/2024	Public Coordinate	Where it Goes	Please don't remove the 96 - or replace it with something comparable. This neighborhood needs a way to get to Union Station / 14th&U area!	2025 Proposed Network	96	
5/28/2024	Public Coordinate	Where it Goes	Should route the Georgetown Busses on P St instead of Q St	2025 Proposed Network		D94, D92, D96
5/28/2024	Public Coordinate	Where it Goes	With the Circulator getting cut, it'd be great if this could make it all the way to Woodley Park to replace the segment lost by the WP-AM.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/28/2024	Public Coordinate	Something Else	There is also an entrance to the Forest Glen Metro here.	M20 Wheaton - Silver Spring (Metrobus)		M20

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/28/2024	Public Coordinate	Where it Goes	Need more routes that connect Navy Yard and Anacostia (and don't then immediately leave Anacostia like the C31)	2025 Proposed Network		C31
5/28/2024	Public Coordinate	How Often it Comes	Add all-day service with extension to Union Station including late night service for late Amtrak arrivals.	A49 Culmore - Metro Center (Metrobus)		A49
5/28/2024	Public Coordinate	Where it Stops	Another comment said it best - the A27 route should utilize the express lanes and stop first at the Pentagon before heading to Pentagon City during the morning rush and should directly go from the Pentagon to Shirlington using the express lanes in the afternoon rush. It is essential to not cost commuters more time by moving through the slow traffic on 395 to go to Pentagon City first, especially during the morning and afternoon rush hours. That is not a Better Bus route and makes life so much harder for commuters, particularly if you insist on providing buses only every 30 minutes on this route. You cannot make both changes and I would strongly recommend not making either changes. (Where it Stops)	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/28/2024	Public Coordinate	How Often it Comes	With Circulator service ending, there will no longer be a late(r) night crossing across the key bridge. When trains aren't running, I can't get home from a late weekend night! Plus, there will be a 50% decrease in buses per hour across the bridge on weekends with the loss of the circulator (8 to 4, 30 minutes on the 38B and 10 minutes on the circulator). Please add more frequency and longer hours to this crucial river crossing!	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	38B, 30	A58
5/28/2024	Public Coordinate	Where it Goes	M20 should terminate at Glenmont so it can meet with the M22 and make easier transfers for both Downcounty Bus and MetroRail Riders.	M20 Wheaton - Silver Spring (Metrobus)		M20, M22
5/28/2024	Public Coordinate	Where it Stops	Should terminate at the metro.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/28/2024	Public Coordinate	Where it Goes	Consider extending to Rosslyn/Northern Virginia for more cross jurisdiction travel besides Metro.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/28/2024	Public Coordinate	Where it Stops	The B30 should start here to go to BWI airport	2025 Proposed Network		
5/28/2024	Public Coordinate	Something Else	No bus service nearby for residents of Capitol Park or Greenleaf Gardens. No service to the SW Library. No connections nearby to Federal Center SW Metro. No access to the National Mall or across the National Mall. Loss of all 4th ST. SW/NW bus service (National Gallery, Nat'l M. of American Indian, Botanic Garden, HHS, NASA, House Office Buildings, SBA, and on and on).	2025 Proposed Network		
5/28/2024	Public Coordinate	Where it Stops	Martha's Table would be well served by a deviation (and the hill is a barrier for walking from Martha's table to the current routing).	C29 Anacostia - Southern Ave Station (Metrobus)	C29	C29
5/28/2024	Public Coordinate	Something Else	This current stop would be a really great improvement, and the same for the P10 proposal!	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X, P10
5/28/2024	Public Coordinate	Where it Goes	Need a route that proceeds to Barracks Row/Union Station to replace the Circulator.	2025 Proposed Network		C25
5/29/2024	Public Coordinate	How Often it Comes	The frequency of all the buses in the Brookland neighborhood is unreliable. This area, despite having a lot of homes with children and elderly neighbors, continues to be overlooked. It is too far to walk to the metro (30 minute walk). Making the D34 route more reliable, coming ever 20 or 15 minutes, would make a huge change. Currently, I drive to work despite it being right down the road, because this line is not reliable. Many students also use this route to get to school - and missing a bus makes them late to school. Please, please increase the frequency of this route.	D34 West Hyattsville - Metro Center (Metrobus)	D34, 20, 30	D34
5/29/2024	Public Coordinate	Where it Stops	79 currently stops at M and not N. This is much better for southbound in particular, since there's a bus shelter and it's right next to the elevator to the station. As a rider, I'd prefer to make a single bus-rail transfer instead of getting on GR at Petworth or Shaw, then waiting for YL at Mt Vernon. Especially if I have a grocery cart or bike and want to use the elevator (not to mention those with wheelchairs!)	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)	79	D4X
5/29/2024	Public Coordinate	Something Else	There are not enough FREQUENT routes in this neighborhood to replace car trips. I'm willing to walk 5 blocks to the bus, but not if I'm going to wait there for 30 minutes. A bus that comes that infrequently just isn't reliable enough to replace my car.	2025 Proposed Network	30	
5/29/2024	Public Coordinate	Where it Goes	This change completely ignores all the neighborhoods along Parklawn. There are many apartment buildings that were served by the c2/c4 that are will no longer be getting service from metro. These people will either need to walk further or plaid more commute time because they will need to transfer from ride one. This change is a huge disservice to people living along Parklawn. The route should continue to go down Parklawn to Twinbrook.	M12 North Bethesda - Hyattsville Crossing (Metrobus)		M12
5/29/2024	Public Coordinate	Where it Stops	The D4X would stop at the north entrance to the Shaw station, unlike the 79. But in return, it would not stop at Florida Ave in front of the hospital. This would be a HUGE mistake. In the PM peak, a MASSIVE amount of people board the northbound 79 at Florida - sometimes half of the bus! That's evidenced by the entire row of bus shelters (plural) here. Many are transferring from the 90s. If it's a choice between better access to the station and Florida Ave, Florida Ave is an easy choice. I understand wanting a better connection to the station, but the northbound direction doesn't need one since the route parallels Metro anyway! And people can use the Rhode Island stop to get to the south entrance.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)	79	D4X
5/29/2024	Public Coordinate	How Often it Comes	Please increase the frequency of this route - the Brookland area is mostly drivers, in large part because there is no reliable, frequent bus service to the metro. Increasing this line's service, even just between the neighborhoods and the metro, would be amazing.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
5/29/2024	Public Coordinate	Where it Stops	My family frequently uses the 63 bus to get to and from downtown. Requiring riders to transfer at the already-crowded Georgia Ave-Petworth bus stops is inconvenient at best, potentially adding considerable time to our commutes since buses have not been reliably on time. Moreover, the bus stop infrastructure for riders at Georgia Ave-Petworth is already inadequate (especially in bad weather), which could become a safety issue if all 63 bus riders have to get off here to transfer to get downtown.	D46 Takoma - Petworth (Metrobus)	63	D46
5/29/2024	Public Coordinate	Where it Stops	Eliminate the Washington/Vernon Bus stops (in both directions) for two reasons. First, it's close to the intersection with N Glebe and cars are preoccupied with turning, beating a light, etc. and it slows down the bus as well unnecessarily. Secondly, unlike the Washington/Utah stop a couple hundred feet away, there isn't a cross walk on Vernon so if you get off at this stop you may need to play frogger and jaywalk to get to the other side which is not safe nor practical (or walk to Glebe/Utah and cross there). Vernon is the bus stop closest to my house and one I used frequently, it will be tough to see it go but for the right of way associated with having the flashing lights and crosswalk at utah, I actually get off at that stop now and walk a little further instead of the stop (Vernon) closest to my house. Also, Washington blvd is so "stop and go" to begin with, if we're going to hit 20 minute frequencies, this is an easy stop to get rid of to ensure timely service.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	20	A58
5/29/2024	Public Coordinate	How Often it Comes	This area is a 30 minute walk to the red line metro. A bus that goes FREQUENTLY between just the metro and the neighborhood would replace many car trips. Is there a way to make this part of the route more frequent, while keeping the line that goes downtown less frequent, since the metro and other bus routes help cover that?	2025 Proposed Network	30	D34
5/29/2024	Public Coordinate	Where it Goes	The F50 probably doesn't need to serve Vienna Station. Most ridership is likely to prefer the connection to GMU, and having off-peak trips serve Vienna while peak trips skip it makes the service mostly pointless.	2025 Proposed Network		F50
5/29/2024	Public Coordinate	Where it Stops	There should be a stop here.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/29/2024	Public Coordinate	How Often it Comes	There is a lot of opportunity for commuters and job centers in NoMa to have at least 10 minute service during rush hour. Would be great to see service increased on weekdays through this corridor now that it is redesigned.	C57 U St Station - Capitol Heights (Metrobus)		C57

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5/29/2024	Public Coordinate	How Often it Comes	Reverse peak service on the A49 would be really helpful.	2025 Proposed Network		A49
5/29/2024	Public Coordinate	Where it Goes	There are thousands of employees that work in Foggy Bottom and this plan serves very few of them with direct bus routes. Prior to COVID, there were lots of bussing options that helped us get to work from the north parts of the city. Now we have limited options, long walk from the Metro, and crapy connections. The new plan doesn't address these issues. We are back in the office in Foggy Bottom and would appreciate more rush hour options!	2025 Proposed Network		
5/29/2024	Public Coordinate	Where it Goes	There should really be more service to Eastland Gardens. Besides the U7, it's pretty isolated	2025 Proposed Network	U7	C35
5/29/2024	Public Coordinate	Where it Goes	NVCC should have a direct connection to the Orange/Silver Lines. Either extend the F26 to East Falls Church or create a new route to Dunn Loring, but the F23/24 to King St isn't good enough.	2025 Proposed Network		F26
5/29/2024	Public Coordinate	How Often it Comes	Here is a public school, a lot of kids will get this bus to arrive to school, 30 min is insane. Please consider better frequency.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
5/29/2024	Public Coordinate	Where it Stops	There is an art space two blocks from here on douglas st. Could the stop be at this intersection? The light also helps with safety since cars stop and there is more visibility for pedestrians (and before a big hill).	2025 Proposed Network		C63
5/29/2024	Public Coordinate	Where it Goes	I use the current B2 that goes all the way down Bladensburg to 14th Street. This should not be removed at all. I kinda need it to transfer to the X2/X9. There is another stop that is down the road but utilizing this way is quicker. There is no reason for the split to Hechinger Mall. If anything, just make a seperate route.	2025 Proposed Network	B2	C41
5/29/2024	Public Coordinate	Where it Goes	Please do not take the Adams Morgan connectivity out of the current L2 route. Yes, it can take forever, but given the lack of metro in Adams Morgan, this is one of the only buses that connects the Connecticut Ave corridor to that densely populated area. The new bus route duplicates a lot of the red line metro path, and I think most people going from Connecticut Ave to Dupont/etc would just take metro anyway. The reason the L2 is good IS that Adams Morgan part of the route. Maybe connecting from AdMo toward 14th street would make the route a better all day/all night option as well, as getting from Woodley/Cleveland Park/Van Ness to the 14th street area is really difficult given infrequent east-west buses (H2/H4) and the bottlenecks around Columbia and 14th.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
5/29/2024	Public Coordinate	Where it Goes	The F60 needs to serve Vienna as a full-time deviation. Passengers coming from Fair Oaks won't want to sit on the bus all the way to Ballston.	2025 Proposed Network		F60
5/29/2024	Public Coordinate	Where it Goes	The newly proposed route doesn't include Logan/Georgetown, which are not easily accessible by metro. Losing the current G2 route would result in more car trips, as there is no longer an effective way to travel between LeDroit/Bloomingdale and Logan/Georgetown	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
5/29/2024	Public Coordinate	Where it Goes	Consider having this go to metro center	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/29/2024	Public Coordinate	Where it Stops	Didn't there used to be a stop here near Langston golf course? There should be one as access to the course, a historically black golf course, is important for the golfing community and the recreational and educational opportunities the course provides.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
5/29/2024	Public Coordinate	Where it Goes	The current G2 route is the most effective way for families in LeDroit/Bloomingdale to get to Logan/Dupont/Georgetown. There isn't an effective metro route that connects these neighborhoods, and the loss of the G2 route would mean losing direct access to these neighborhoods.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
5/29/2024	Public Coordinate	Where it Goes	There is a large studio here that has a lot of students who stay late into the evening (11PM). Could a bus come closer to this block, for safety?	2025 Proposed Network		C63,C71
5/29/2024	Public Coordinate	Where it Stops	Begin-End at the woodley metro station	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/29/2024	Public Coordinate	Where it Stops	Add a stop to the Ballston station - increase connectivity with the main rail system instead of having individuals needing to travel several blocks	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/29/2024	Public Coordinate	How Often it Comes	U7 comes so infrequently that it is really tough to use. Eastland Gardens is so isolated that improving headways, even if the route was shortened to just back and forth to Minnesota Ave and Deanwood, would be very helpful in providing better connections for residents and for students, given the plan to use Kenilworth Elementary as permanent swing space for schools.	2025 Proposed Network	U7	C35
5/29/2024	Public Coordinate	How Often it Comes	Please increase frequency for this route. every 30 minutes is not frequent enough to replace car trips.	2025 Proposed Network	30	D34
5/29/2024	Public Coordinate	Where it Stops	Need a new stop at the end of the new(ish) pedestrian bridge connecting to the Minnesota Ave station	2025 Proposed Network		C35
5/29/2024	Public Coordinate	Where it Goes	Nice it connects woodley with the winsconsin, please consider better frequency.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/29/2024	Public Coordinate	Where it Stops	Probably could get rid of these stops to speed service up, especially with Utah and Stafford st stops covering the distance between stafford and n glebe.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
5/30/2024	Public Coordinate	Where it Stops	Add stop here for better access to Capitol One Hall	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Goes	you are truncating all Anacostia lines. this is the furthest downtown anything goes. you are making it harder for folks living in ward 8 to get to government and corporate jobs downtown.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
5/30/2024	Public Coordinate	Something Else	These blocks of 27th Street experience a lot of traffic during the morning rush hour. Something will need to be worked out with DDOT or buses will experience delays in the morning.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/30/2024	Public Coordinate	Where it Stops	Would be useful to have a stop near the McPherson Square metro on for the northbound part of the route	D62 Silver Spring - Franklin Square (Metrobus)		D62
5/30/2024	Public Coordinate	Where it Stops	add stop here for better access to businesses on this side of International Drive/Chain Bridge and better connections to FFX Connector routes on International Dr (401/402).	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Something Else	Irving desperately needs to be bus-only between 15th and 14th streets, at least during rush hour.	C61 Tenleytown - Brookland (Metrobus)		C61
5/30/2024	Public Coordinate	Where it Goes	I live in Ledroit Park area. By making the G2 (now D92) go to Union Station instead of Ledroit, my neighborhood is now completely cut off from the west side of town (where I work.) If I'm in Ledroit or Bloomingdale, my only options to get places on the bus are up or down Florida or downtown on the new G8 route. There is no convenient way to get to Dupont, West End, Georgetown, lower 14th, etc. Please please consider rerouting the D92 north on New Jersey Avenue instead of south toward Union. There is already a Circulator and a metro servicing between Georgetown/Dupont and Union. Ledroit and Bloomingdale lose out greatly in this new map.	D92 Georgetown - Union Station (Metrobus)	G2, G8	D92
5/30/2024	Public Coordinate	Where it Stops	Make this route all-day service in both directions. Add stop in Shirlington for connections to those routes.	F85 Annandale - Pentagon via Little River Tpke (Metrobus)		F85
5/30/2024	Public Coordinate	Where it Stops	Thank you for keeping a stop near the Northeast Neighborhood Library!	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53

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5/30/2024	Public Coordinate	Where it Stops	Please keep these stops near the Cleveland Park metro station.	C61 Tenleytown - Brookland (Metrobus)		C61
5/30/2024	Public Coordinate	Where it Stops	add stop here to match addition of stop on Galleria Drive	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Something Else	This whole neighborhood is a public transit desert. What gives? Why not have public transit to meadowlark park? With all the new metro stops nearby (but passing through this area with many miles between stops), it's a great opportunity to have busses supplement where the metro rail cuts through	2025 Proposed Network		
5/30/2024	Public Coordinate	Where it Goes	Consider extending this at minimum to Downtown McLean (Old Dominion/Chain Bridge Rd) and ideally to Langley and on to Rosslyn at very least during peak rush hours.	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Stops	Both eastbound and westbound stops should be at 27th Street as this is a much busier and more densely populated intersection than 28th Street.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/30/2024	Public Coordinate	Where it Stops	Are you actually going to run this route? I've never seen an F29 at this stop. I would love to ride this bus, but I called the WMATA one day and they said that this route wasn't in service	F29 George Mason - Pentagon (Metrobus)		F29
5/30/2024	Public Coordinate	How Often it Comes	Make this all-day service in both directions to complement King St-Vienna/GMU service on Little River Turnpike between I-395 and Annandale.	F85 Annandale - Pentagon via Little River Tpke (Metrobus)		F85
5/30/2024	Public Coordinate	Where it Stops	Add stop here for businesses on Boone Blvd and for better metro access for those who can't walk to Greensboro metro	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Stops	There should be more bus stops in some areas like near Cesar Chavez Parkside and near the red pedestrian bridge	2025 Proposed Network		C35
5/30/2024	Public Coordinate	Where it Goes	The B2 should remain on 14th/15th Street instead of doing all these twists and turns as we can extend it down to Potomac Avenue, and people can easily use that station. If anything, make a separate Bladensburg Road route that goes down 17th/19th Streets, then goes to another station like Navy Yard via I Street	2025 Proposed Network	B2	C41
5/30/2024	Public Coordinate	Something Else	Route P26 should be in the proposed 2025 routes, because the current 15X route is fundamental for NASA GSFC employees. Route P20 doesn't stop close enough to the NASA Main Gate at Icesat Rd, which is dangerous for people with mobility issues. Route P20 takes more than double the time to get to either Metro station compared to route P26, thus doubling or tripling the total commute time for NASA employees. The main issue with bus 15X is that we are NEVER able to pay the bus fare because fareboxes are always broken onboard the bus, and that is an issue because it makes it look like the 15X bus route is not used enough! Keep bus P26 and allow us to pay the bus fare on the bus!	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
5/30/2024	Public Coordinate	Where it Goes	Extend to Burke VRE and consider all-day and weekend service between Burke VRE and Springfield Metro	F83 Orange Hunt - Pentagon (Metrobus)		F83
5/30/2024	Public Coordinate	Where it Goes	I live in Ledroit Park area. By making the G2 (now D92) go to Union Station instead of Ledroit and the G8 (now D32) go downtown instead of Farragut, my neighborhood is now completely cut off from the west side of town (where I work.) If I'm in Ledroit or Bloomingdale, my only options to get places on the bus are up or down Florida or downtown. There is no convenient way to get to Dupont, West End, Georgetown, lower 14th, etc. Please please consider rerouting the D92 north on New Jersey Avenue instead of south toward Union.	2025 Proposed Network	D32, G2, G8	D92
5/30/2024	Public Coordinate	How Often it Comes	The 30 minutes between buses during weekday rush hour will be a huge detriment on this route. Many people rely on the bus to commute and dropping the frequency of the buses will have a negative impact on this neighborhood, particularly Fairlington, where many have chosen to live for its close proximity to the Pentagon and easy access to convenient public transit to get there.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
5/30/2024	Public Coordinate	Where it Goes	The new version of the X9 should really stay using Minnesota Avenue and Nannie Helen Burroughs as I use it for going in the Gallery Place direction and the Capitol Heights direction. Maybe we can make an alternative route that uses the rest of Benning Road	2025 Proposed Network	X9	D2X
5/30/2024	Public Coordinate	Where it Stops	Please consider beginning and ending this route at Woodley Park metro station.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/30/2024	Public Coordinate	Where it Goes	Please make this bus continue to go to Adams Morgan. This bus is the only route that myself and my partner can use to get from our apartment near the zoo down to Adams Morgan, and vice versa.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
5/30/2024	Public Coordinate	Where it Stops	With the stop at 25th & R Streets being eliminated, it would make more sense to move the eastbound stop from Park Place to Q Street. This will be easier on residents who use the current R Street stop without also causing much disruption to the residents who use the current Q Street stop. Additionally, it aligns better with the westbound stop at 27th & Q Streets.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/30/2024	Public Coordinate	Where it Stops	Thank you for these stops on Georgia Ave!	C61 Tenleytown - Brookland (Metrobus)		C61
5/30/2024	Public Coordinate	Where it Stops	This stop or the one on Columbia Pike see redundant. Propose 1 for elimination.	F20 Tysons - King St Station (Metrobus)		F20
5/30/2024	Public Coordinate	Where it Goes	Wouldn't it be better for westbound buses to use 27th Street instead of 25th, which is already congested and would become more congested if the 1700 block is converted into a one-way?	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
5/30/2024	Public Coordinate	Where it Goes	Route D1x should run to Foggy Bottom/Washington Circle so riders can access more of downtown without transferring.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
5/30/2024	Public Coordinate	Where it Goes	Thank you for extending this route to Woodley Park metro station!	C51 Woodley Park - Anacostia (Metrobus)		C51
5/30/2024	Public Coordinate	Where it Goes	While I appreciate that some service is provided to Glover Park via Tunlaw Road and the routing up New Mexico Ave., it is an immense downgrade from the current D2 routing actually into Glover Park proper. The routing in the Draft Visionary Network that turns off Tunlaw to Benton then up 41st and 42nd towards New Mexico Ave. and then comes down Tunlaw on to 39th, then to Benton, and back to Tunlaw is so much better than what is here. With this current routing I can't see myself using the D96 when the D82 is right there less than a 5 minute walk away with better frequency. Also the routing from Friendship Heights to Bethesda makes no sense for reasons other comments have laid out.	D96 Bethesda - Potomac Park (Metrobus)	D2	D82, D96
5/30/2024	Public Coordinate	Where it Goes	Combine the D52 & D54 buses into one route between Takoma and Smithsonian stations, then split route with one branch serving Navy Yard and one branch serving L'Enfant Plaza as proposed in D52 route idea submissions.	D54 Takoma - Metro Center (Metrobus)		D52, D54
5/30/2024	Public Coordinate	Where it Stops	add stop here	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Stops	Needs a stop near the McPherson Square metro on the northbound route	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
5/30/2024	Public Coordinate	Where it Stops	add stop here for better access to Wegmans/Capitol One Hall.	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Goes	I love that this route will now terminate at the Kennedy Center instead of Potomac Park (current Routes 32 and 36). This slight modification will make the Kennedy Center easier to get to for residents east of the river and along the Pennsylvania Avenue SE corridor.	D12 Kennedy Center - Southern Ave Station (Metrobus)	32, 36, D12, 32, 36	D12

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/30/2024	Public Coordinate	Where it Goes	Route should be extended north to either 19th & Benning or Oklahoma and Benning to create an easy transfer to the streetcar.	C15 Potomac Ave Station - Southern Ave Station (Metrobus)		C15
5/30/2024	Public Coordinate	How Often it Comes	It's great to see a continued connection from this area to the Green line and to the nearest grocery stores in Tenleytown. However, the frequency is too low for this bus to become a reliable and dependable form of transport, which would decrease its utilization. Please consider increasing the frequency.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
5/30/2024	Public Coordinate	Where it Goes	Extend service to Kings Park/Burke areas no longer served by old 17 routes under the new proposed routes. This adds new connection to Orange and Silver Lines to those areas.	F64 George Mason - McLean (Metrobus)	17	F64
5/30/2024	Public Coordinate	How Often it Comes	The. Frequency is much better now. Thank you.	A71 Ballston - King St Station (Metrobus)		A71
5/30/2024	Public Coordinate	Where it Goes	From 16th St to Klinge Road this bus currently takes the old H2 route (down Harvard and Adams Mill). This is a low density area, mostly single family homes; it's also closer to the another bus that goes to Tenleytown, the C55. It would be better if it went on the old H4 route (up Mt Pleasant and then Park), passing through the higher density Mt Pleasant/Park Rd area.	C61 Tenleytown - Brookland (Metrobus)	H2, H4	C61
5/30/2024	Public Coordinate	Where it Stops	add stop here combined with FFX Connector stop	F64 George Mason - McLean (Metrobus)		F64
5/30/2024	Public Coordinate	Where it Goes	The V2 and V4 should be different routes as some people use the V4 to get across the river. If the V2 were to extend to Navy Yard; "filling in" for the V4, it would take much longer to get across. Maybe the V2 can extend to Navy Yard and the V4 can still use the Pennsylvania Avenue Bridge, and either go to Navy Yard like normal or extend to Union Station. That one is a bit outlandish but maybe if we do that, the V4 can have 24 Hour service. Then the B2 can use the current route going across the Pennsylvania Avenue Bridge, and if people need the rest of Minnesota Avenue, they can transfer. JUST A SUGGESTION GUYS	2025 Proposed Network	B2, V2, V4, 24	C31
5/30/2024	Public Coordinate	Where it Goes	Union Station is the busiest transit hub in the region, yet it's not easy to get to from much of the city, particularly communities in Wards 7 & 8. More bus routes either need to go to Union Station or via Union Station to give people more options to accessing these connections.	2025 Proposed Network		
5/31/2024	Public Coordinate	Where it Goes	Would be better to cross through Georgetown further south - there are other east-west bus lines serving Q St	D92 Georgetown - Union Station (Metrobus)		D92
5/31/2024	Public Coordinate	Where it Stops	Came here to say the same thing someone else did. Buses waste a lot of time on Army Nave and through all of the construction when very few people use those stops. Could save time on 395.	A40 Skyline City - National Landing (Metrobus)		A40
5/31/2024	Public Coordinate	Where it Stops	This bus stop is problematic. It is basically in the middle of the intersection in front of the TPSS Coop. Since vehicles traveling WB often have to wait for several cycles to get through the light, cars will often swerve into the opposite lane to skirt around a bus picking up passengers here, which endangers other vehicles and pedestrians.	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/31/2024	Public Coordinate	Where it Stops	No reason to do this, as an exception to the no left turn already exists. Would slow buses down plus Georgia Ave is planned to be down a lane with incoming bus lanes (hopefully), so the walk shouldn't be as treacherous.	D46 Takoma - Petworth (Metrobus)		D46
5/31/2024	Public Coordinate	How Often it Comes	That will convenient if the A70 comes more frequently than the 23T currently does. This route is the best way to get from central McLean to the Metro (at Ballston).	A70 Tysons Corner Center - Potomac Yard (Metrobus)	23T	A70
5/31/2024	Public Coordinate	Where it Goes	It would be great if the C53 bus went west on M Street to South Captiol Street and crossed the river on the South Captiol Street Bridge to service Navy Yard/Ballpark.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
5/31/2024	Public Coordinate	Where it Stops	Is there a reason there isn't a bus stop near Piney Branch / Boston Ave, Baltimore Ave?	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/31/2024	Public Coordinate	Where it Goes	bus line across M St when :'(	2025 Proposed Network		
5/31/2024	Public Coordinate	Something Else	concur with recommendation to potentially have it go later than rushhour.	A49 Culmore - Metro Center (Metrobus)		A49
5/31/2024	Public Coordinate	Something Else	Can the D92 continue on E St. and make the right turn onto New Jersey Ave and continue to Georgetown? This would add more ridership during rush hour and throughout the day.	D92 Georgetown - Union Station (Metrobus)		D92
5/31/2024	Public Coordinate	Where it Stops	There is absolutely zero reason I can think of why it is planned to bypass the metro station, Jackson-Reed, AND Wilson Aquatic center. It is not as easy to get across Wisconsin Ave as you might think.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
5/31/2024	Public Coordinate	Where it Stops	add a stop here and divert the line up maryland so residents in the largest apartment complex in the area have easy access both to union market, the red line, and the U street corridor.	C57 U St Station - Capitol Heights (Metrobus)		C57
5/31/2024	Public Coordinate	Something Else	Not something in regards to the current proposed routing, but seeing how busy the current E4 is, it would be nice if the revised visionary version of C83 stayed interlined with C81 to return the E4 to much needed 10 minute headways.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83, C81
5/31/2024	Public Coordinate	How Often it Comes	Please consider more frequently D96 service -- there are going to be a lot of people transferring from M70 and M22 to travel south into DC. Having all these routes on the same frequency (and synced for transfer) would be wonderful.	2025 Proposed Network		D96
5/31/2024	Public Coordinate	Where it Goes	Traffic on this section of NH Ave can be really bad. This area needs bus priority lanes, perhaps in coordination with the NH Ave FlashBus project.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
5/31/2024	Public Coordinate	Where it Goes	It would be better if this line continued further east, as the current 33/31 routes do. ALL of the proposed routes serving Georgetown, Glover Park, and points west and north of those neighborhoods terminate much further west than current routes. For many current bus riders, the proposed changes will require multiple transfers to get to where they are going. That will send people to their cars, which will not help anyone trying to move around the city.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
5/31/2024	Public Coordinate	How Often it Comes	A necessary sacrifice IMO. The current 63 is UNRELIABLE. Often a half hour wait with bunched buses, longer than the 62. Likely has to do with the fact that they currently do the traffic delayed 64 beforehand, for some reason.	D46 Takoma - Petworth (Metrobus)	63, 64	D46
5/31/2024	Public Coordinate	Where it Goes	This route should continue further east, as the current D6 does. This would give those starting on the west side of the route (Sibley Hospital to Georgetown) a way to get to a Metro on the Yellow/Green lines, and there is a lot just a few blocks east of here that people travel to (e.g. CapOne Center!).	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
5/31/2024	Public Coordinate	Where it Goes	Please consider adding a route that goes between at least Union Station and Eastern Market	2025 Proposed Network		C51
5/31/2024	Public Coordinate	How Often it Comes	This route (esp between the back of Union Station and Eastern Market) is great! Would love to see frequency increase at least during rush hour	C51 Woodley Park - Anacostia (Metrobus)		C51
5/31/2024	Public Coordinate	Where it Stops	I suggest having Union Station busses stop in front of Union Station/at Columbus Circle (and relocating taxi pickups elsewhere). This would make for easier transfer to Metro and Amtrak/Marc trains for daily commuters (primary customers). We should be promoting public transportation use by making it easy/the default!	2025 Proposed Network		
5/31/2024	Public Coordinate	How Often it Comes	It is weird that Sunday service is currently half hourly. Easy PR for the frequent service network if that was fixed. Seems to be remedied. The (on face value) cut to peak service kind of stinks, however.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
5/31/2024	Public Coordinate	Where it Stops	The decision to no longer have a bus stop along Cathedral Ave NW (the N2 and N6 are discontinued under the new plan) will negatively impact many residents. Despite the overall median income of the zip code 20016, there are students, older households and more moderate income households that depend on public transportation. As we are a 40+ minute walk from the Tenleytown Metro, having a bus line that serves the many residential properties along Cathedral Ave is vital.	D90 Tenleytown - Convention Center (Metrobus)	N2, N6	D90
5/31/2024	Public Coordinate	Where it Goes	Despite what I said earlier, I am with everyone in that the visionary network version of the route should be re-extended to downtown. If y'all DO NOT HAVE THE BUSES OPERATE A ROUND TRIP ON THE 64 BEFOREHAND. Boom. 63's bad bunching is no more.	D46 Takoma - Petworth (Metrobus)	64	D46
5/31/2024	Public Coordinate	Where it Goes	Perhaps a dedicated turn lane and traffic light here? The SB traffic can get backed up from the light at Piney Branch making it impossible for the bus to complete this turn	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
5/31/2024	Public Coordinate	Where it Stops	I would've thought that this stop would be eliminated as it slows L2 service as people use this one and the nearby Military Rd one.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
5/31/2024	Public Coordinate	Where it Goes	I need the bus to go to Ledroit Park. This bus is my main method of getting to work at Georgetown. It is also extremely helpful when I need to get to Dupont or other areas in the NW. Instead of changing this route, why not add another bus route from Georgetown to Union Station.	D92 Georgetown - Union Station (Metrobus)		D92
5/31/2024	Public Coordinate	How Often it Comes	The G2 needs to come more often. It should also go to Ledroit Park rather than Union Station. Create another bus route that goes to Union Station.	D92 Georgetown - Union Station (Metrobus)	G2	D92
5/31/2024	Public Coordinate	Where it Goes	I am flummoxed by the decision to do away with the D33, D34 and W45 routes when hundreds of students take those routes to school and they cost very little. I could see replacing them with new routes but now there is nothing going from Tenley/Friendship Heights to anything up and down 14th and 16th streets NW.	C81 Sibley Hospital - Fort Totten (Metrobus)	D33, D34, W45	D34, C81
5/31/2024	Public Coordinate	Something Else	There is no public transit connecting Dupont Circle with U St corridor. This needs to be fixed - people should be able to get between adjacent neighborhoods directly.	2025 Proposed Network		
5/31/2024	Public Coordinate	Something Else	Montgomery County is studying adding bus lanes and a BRT FlashBus line to the same corridor. https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/	M6X White Oak FDA - Fort Totten (Metrobus)		M6X
5/31/2024	Public Coordinate	Where it Stops	The NB lanes onto the Beltway can get really gnarly, especially with the bus stop right in the middle of where cars are queueing to get onto the highway. I would like to see the lanes rearranged and the bus stop's placement adjusted to deconflict the different movements going on here	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
5/31/2024	Public Coordinate	Where it Stops	Why is this stop not the one axed? Way too close to 27th	C83 Friendship Heights - Fort Totten (Metrobus)		C83
5/31/2024	Public Coordinate	Where it Stops	The loop from Fenton to Colesville and back to Wayne is unnecessary and adds a significant amount of time to the western end of the route, due to traffic on Georgia, Colesville and those two blocks of Fenton. It would be much more efficient to turn from Wayne onto Fenton and skip Colesville entirely. This would move one or two stops by about a block, but on the other hand, moves them closer to the light rail stop.	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/31/2024	Public Coordinate	Where it Goes	Revtturn to L1/L4? (Y'all every other 42 is coming up to UDC y'all will be fine)	D70 Chevy Chase Circle - Farragut Square (Metrobus)	42	D70
5/31/2024	Public Coordinate	How Often it Comes	Could you perhaps coordinate schedules between the M62 and M6X? Right now the K6 and K9 each come at their own frequencies but don't really coordinate schedules between them, and it looks like you plan to continue that. Sometimes the two buses come back-to-back, other times there's a large gap between them. For example, if the M62 were to run every 10 mins and the M6X were to run every 20 minutes, then at certain key stops, such as Langley Park, you could have a predictable schedule. For example: 9:00 - M62 9:05 - M6X 9:10 - M62 9:20 - M62 9:25 - M6X 9:30 - M62 etc	M62 White Oak Medical Center - Fort Totten (Metrobus)	K6, K9, 20	M62, M6X
5/31/2024	Public Coordinate	How Often it Comes	During rush hour can the bus come more frequent instead of the proposed 20-30 min? Possibly 12- 15 min would be ideal.	D92 Georgetown - Union Station (Metrobus)		D92
5/31/2024	Public Coordinate	Where it Stops	Is the increase in ridership from Pershing to Washington Blvd worth it? It does add time over staying on 50 and I don't see a lot of people get on there. Maybe it is worth it but take a look.	A49 Culmore - Metro Center (Metrobus)		A49
5/31/2024	Public Coordinate	Where it Stops	This stop is very useful for the people who live in the apartment complex. However, it is a terribly unsafe place to cross the street, and there is no stop here on the other side. Perhaps it should be moved to Ray Rd instead, or halfway between the two?	M6X White Oak FDA - Fort Totten (Metrobus)		M6X
5/31/2024	Public Coordinate	Something Else	I wonder how often the bus is stopped behind vehicle traffic on 50 getting onto the bridge. What would it take to give priority to buses? Either with signaling or a lane.	A49 Culmore - Metro Center (Metrobus)		A49
5/31/2024	Public Coordinate	Where it Stops	I'd love to see the D6X stop closer to Archives on 7th and Penn to directly connect that popular express route to Yellow/Green Metro lines (i.e. connection to DCA).	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
5/31/2024	Public Coordinate	Where it Goes	I live in the Ledroit Park area near Howard University. I use the G2 to work at Georgetown Hospital. Please consider rerouting the D92 north on New Jersey Avenue close to the Howard University area.	2025 Proposed Network	G2	D92
5/31/2024	Public Coordinate	Where it Stops	Keep the stop here. Union heights has a LOT of people and the main entrance needs a direct stop for transit. We like our stop don't move it, but if you are then give us a metro stop at starburst instead.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/31/2024	Public Coordinate	Something Else	Without the P6, this area is a desert of transit with its only option being an almost 15-minute walk to any Metro station. Nearby P6 stops are also heavily used by senior citizens, many of which have mobility issues.	2025 Proposed Network	P6	
5/31/2024	Public Coordinate	How Often it Comes	This seems like a decrease in service between NoMa and G Street SE. I suggest increasing servicing this popular route (current 90/92) to at least the current frequency (i.e. every 6 minutes or better)	2025 Proposed Network		C57, C53

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5/31/2024	Public Coordinate	Where it Stops	Please add a stop on D6X southbound at McF Square for metro connections.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
5/31/2024	Public Coordinate	Where it Goes	This should hit union station also before heading down - if you're going to go around to navy yard then go all the way around the hill so that people can access union station and the house and senate buildings.	C43 Carver Langston - Navy Yard (Metrobus)		C43
5/31/2024	Public Coordinate	How Often it Comes	This route should come more often, especially during commuting hours	D92 Georgetown - Union Station (Metrobus)		D92
5/31/2024	Public Coordinate	Something Else	H Street between Union Station and the starburst is really crowded. I suggest making at least one lane busses/streetcar only to optimize frequency of service on this popular stretch.	2025 Proposed Network		D22,D2X
5/31/2024	Public Coordinate	How Often it Comes	If the bus came every 10 minutes during the day rather than every 12, it would have a much more predictable, easy-to-memorize schedule.	P30 Silver Spring - New Carrollton (Metrobus)		P30
5/31/2024	Public Coordinate	Where it Stops	A stop on this corner would be useful. There are not many frequent routes connecting this shopping plaza with the Takoma Park neighborhoods.	M6X White Oak FDA - Fort Totten (Metrobus)		M6X
5/31/2024	Public Coordinate	Where it Stops	Prefer the old E St route to Constitution Ave. Const Ave is basically a highway. It is no fun to be standing there with no bench waiting 20+ minutes for a bus next to 6 lanes of 40+ mph vehicles in a cloud of vehicle exhaust. I have asthma that is triggered by the stench. Is the extra ridership worth it?	A49 Culmore - Metro Center (Metrobus)		A49
6/1/2024	Public Coordinate	How Often it Comes	This bus needs to be come WAY more frequently	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/1/2024	Public Coordinate	Where it Goes	We need a bus on Cathedral Ave. Many thousands of people live on this street. We go to work downtown.The N2 is great. Many of the others are elderly.we can't walk many blocks with our groceries. We don't need to go through Glover Park - huge waste of time. D2 serves them just fine. D90 and 96 are a VAD idea!	D96 Bethesda - Potomac Park (Metrobus)	96, D2, N2	D90, D96
6/1/2024	Public Coordinate	Where it Goes	The D14 needs to extend beyond M St into downtown. Removing a route from Buzzard Point to downtown is terrible. There are about to be thousands of new residents in Buzzard Point and there needs to be a route that loops through Buzzard Point to downtown. Having a bus that comes across the bridge guarantees it will never be reliable because of traffic on the bridge and the oval at South Capitol.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/1/2024	Public Coordinate	Something Else	They want to take it up to Bethesda eventually and boost the frequency to 12 minutes on weekends. The loss of that extra bus per hour from the current line and the days of the L4 does stink though.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/1/2024	Public Coordinate	How Often it Comes	Not relating to the 2025 network, but I wish the visionary frequency was more ambitious. 10 minute headways would mean that the route is crush-loaded. Northern division is about to reopen within the next few years, right? I think combining manpower from that one with the current division out white flint that currently runs the line could have single digit headways, (6-8 minutes between buses on either this or the express variant) which both this and the express variant need so badly. Should be easy to maintain if the bus lanes come to fruition.	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
6/1/2024	Public Coordinate	Where it Goes	The proposed D24 route needs to travel further than McPherson Square. It will leave residents with worse transit than the current bus network cutting off residents from a large swath of Downtown DC and Dupont Circle where many of us have jobs, heath care and other necessary destinations.	2025 Proposed Network		D24
6/1/2024	Public Coordinate	Where it Stops	Not servicing this intersection means you bypass Jackson-Reed HS and Wilson aquatic center. Seeing how this is a peak only route, along with C81 passengers who commute from ward 4 to J-R, it would be a unnecessary hurdle to have to cross Wisconsin ave. It seems you do not want school kids to use either of these routes	C87 Silver Spring - Van Ness (Metrobus)		C81, C87
6/1/2024	Public Coordinate	How Often it Comes	Currently I can take either the N2 or N4 at least every 10 minutes. Now with the D96, it is proposed for every 30 min! I would this to be much more frequent for me to use this. Otherwise I'll have to drive in every day!	D96 Bethesda - Potomac Park (Metrobus)	N2, N4, 30	D96
6/1/2024	Public Coordinate	How Often it Comes	Finally, the 75 minute headways were painful. Plus the route was busy, no reason to run it that infrequently	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
6/1/2024	Public Coordinate	Where it Goes	The change from 12 minutes to 30 minutes through Fairlington will be terrible in the mornings but even worse in the evenings when the buses are usually delayed leaving the Pentagon, there are long lines waiting for the bus to arrive, and typically behind schedule. There is enough resident from King Street to the Shirlington Transit Center that warrants maintaining the route. I think planners seem to think that walking from Fairlington to the Shirlington Transit Center is feasible but they don't seem to realize there is a 100 feet change in elevation up the hill from Shirlington. Also having the buses stop using the 395 express lanes and drive through the general lanes, will lead to further delays even with 30 minute headways. Terrible proposal overall.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
6/1/2024	Public Coordinate	Where it Goes	I think it would be better for the line to go down South Dakota leaving Ft Totten like the M6X and P32 for simplicity's sake. The loop through Ft. Totten is made redundant with the elimination of bus bay K. Better to have all the buses that go down Riggs Rd go to the same place	P13 White Oak Transit Center - Fort Totten (Metrobus)		P13, M6X, P32
6/1/2024	Public Coordinate	Where it Stops	I don't see why there needs to be a stop here. Pretty sure most people going to Safeway just walk through the mall. Maintaining the stop at 19th, a stop at Oklahoma, and other stops that commenters have suggested would be more useful.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/1/2024	Public Coordinate	How Often it Comes	Insane that the visionary for this route is reduced to half hourly, since i'm pretty sure that Ride-on is running the BRT route on this corridor and not WMATA. Aim for 6-8 minutes all day instead. Aside from the truncation to montgomery college route looks great	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10
6/1/2024	Public Coordinate	Something Else	D12 also still stops here, albeit less frequently	D1X Archives - Naylor Rd Station (Metrobus)	D12	D1X, D12
6/1/2024	Public Coordinate	Where it Stops	This stop just causes confusion. Hasn't happened to me, but don't want unpleasant operators to use this stop as an excuse not to take you down the block to 10th where the real last stop is. Consider eliminating (and use it for the D54 instead)	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44, D54
6/1/2024	Public Coordinate	Where it Stops	It would be nice if the terminal stop was moved here to have direct access to the DMV	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/1/2024	Public Coordinate	Where it Stops	It would make more sense for the stop that is currently placed on Potomac near 15th to be moved to the new redesigned Penn Ave/Potomac Circle that is supposed to begin construction in 2024. This would make it easier for people getting off the metro to get to their stop.	2025 Proposed Network		C41
6/1/2024	Public Coordinate	Where it Goes	It would be nice if the hot potato of Kennedy Center service could be more concrete. First the 80, then the 42/43, now this, and then another change in the visionary network.	D12 Kennedy Center - Southern Ave Station (Metrobus)	80, D12	D12
6/1/2024	Public Coordinate	Where it Goes	Through-running through Ivy City would have been real useful while I was a regular rider of the route.	C71 Fort Totten - Union Station (Metrobus)		C71
6/1/2024	Public Coordinate	Where it Stops	No need for this stop if its no longer turning off H st	C71 Fort Totten - Union Station (Metrobus)		C71
6/1/2024	Public Coordinate	Where it Goes	This route needs to go further than McPherson Square to at least Dupont Circle. This route will provide less access to downtown DC jobs than the D6 route it is replacing. Residents in Capitol Hill and and Ward 7 will not be able to access jobs, health services, and other destinations in a large portion of downtown DC. This route would be worse for DC residents that live in Wards 6 and 7 that current bus routes.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/1/2024	Public Coordinate	Where it Goes	It would be nice if there was any way to send this up to Takoma on Sundays to make up for the maintaining of reduced Sunday headways north of Colorado Ave. I do know that an extension to Takoma is in the works if the planned conversion to express service goes through, but would be nice to still have >2 buses per hour on that segment.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/1/2024	Public Coordinate	Where it Goes	This is a huge relief for transit riders trying to access the harbor. The infrequent NH1 and the confusing 35 were not enough. Now all we have to do is get off at anacostia and use the C11, which runs okay	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, NH1, 35	C11
6/1/2024	Public Coordinate	Where it Stops	Same with C81, why are we bypassing the metro. There is no reason NOT to stop here. The walk from the planned stop isn't as cozy as the planners seem to think.	C87 Silver Spring - Van Ness (Metrobus)		C81, C87
6/1/2024	Public Coordinate	Where it Goes	Keep it on eastern instead of making the deviation. You already added one through Fort Lincoln, so this would serve to make the trip longer. The walk to the terminal isn't too hard from eastern. Or you could transfer at cottage city to the P40	P42 Takoma - New Carrollton (Metrobus)		P42, P40
6/1/2024	Public Coordinate	Something Else	You can attempt to transfer at Anacostia metro... yeah...	C31 Navy Yard - Capitol Heights (Metrobus)		C31
6/1/2024	Public Coordinate	How Often it Comes	Oh hey its back to running every 20 minutes. Nice.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11, 20	D44
6/1/2024	Public Coordinate	Where it Goes	Expand the late night extension of service from overnights to weekends, when the D2X does not run	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22, D2X
6/1/2024	Public Coordinate	Where it Goes	Where on earth is the C85 going? And why? We MUST have a direct route from Cathedral Ave to downtown/Farragut, where everyone works!!!! Keep the N2 route!!!!	C85 Barnaby Woods - Foggy Bottom (Metrobus)	N2	C85
6/1/2024	Public Coordinate	Where it Goes	This would have saved me so many a pain from a missed M4 transfer as a kid. Will be life changing for others that have to make that journey. (In hindsight, the D34 should have followed the E4 all the way through...)	C81 Sibley Hospital - Fort Totten (Metrobus)	D34, E4, M4	D34, C81
6/1/2024	Public Coordinate	Something Else	Wrong route. Also was a nasty side street.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/1/2024	Public Coordinate	Where it Goes	Wong bubble. Run it down G st if the route will not stop at 11th and G in front of the metro.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/1/2024	Public Coordinate	Something Else	39 never stopped here. Would probably be more informative under the D12 map	D1X Archives - Naylor Rd Station (Metrobus)	D12	D1X, D12
6/1/2024	Public Coordinate	Where it Stops	I don't know if the planners forgot how the infrastructure is arranged, but the planned terminal is impossible. Use the existing bus bays and add a stop in front of the metro, as a u-turn is impossible to make here.	C87 Silver Spring - Van Ness (Metrobus)		C87
6/1/2024	Public Coordinate	How Often it Comes	Please do not change the Pentagon route to 30 minutes instead of 12 minutes. There are a lot of workers here who rely on the route as it is. The change will make it much harder to get to and from work and any delays will be that much worse. Also, the route that goes directly to the Pentagon station should be prioritized during rush hours vice the one that goes via Pentagon City.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
6/1/2024	Public Coordinate	Where it Stops	There should be a stop here to make up for the elimination of the one on Galloway St. Would have been more useful as a E4 stop, but alas	P32 Fort Totten - College Park (Metrobus)	E4	P32
6/1/2024	Public Coordinate	How Often it Comes	Sayonara hour long waits for the 80 bus! Welcome back 81!	P1X Rhode Island Ave Station - Greenbelt (Metrobus)	80	P1X
6/1/2024	Public Coordinate	Where it Stops	I think the terminal would be better here. I'm sure NH have would get ridership, but here via 23rd connects to GW university, hospital, and doesn't require a convoluted turnaround.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/1/2024	Public Coordinate	Where it Goes	Are articulated buses planned for the route? Why can't it use the loop like it's been doing?	D54 Takoma - Metro Center (Metrobus)		D54
6/1/2024	Public Coordinate	Where it Goes	Please extend this route to go to Virginia Hospital Center. I would like a bus line to go up and down George Mason Dr.	2025 Proposed Network		A71
6/1/2024	Public Coordinate	Something Else	Oh hello X3	C57 U St Station - Capitol Heights (Metrobus)	X3	C57
6/1/2024	Public Coordinate	Where it Stops	Why is this stop relocated to the far side of SB/WB/whatever direction Missouri avenue is of Riggs road. The antitheses of what the stop consolidation is trying to accomplish plus that one is in suburban stroad drive-thru pits and makes it harder for the buses to get over to the left lane	P13 White Oak Transit Center - Fort Totten (Metrobus)		P13
6/1/2024	Public Coordinate	Something Else	H2 is planned not to come up here anymore. Guess they want to keep some sort of connection.	C87 Silver Spring - Van Ness (Metrobus)	H2	C87
6/1/2024	Public Coordinate	Something Else	Its planned to in the visionary	D90 Tenleytown - Convention Center (Metrobus)		D90
6/1/2024	Public Coordinate	Where it Stops	This stop is impossible due to the left turn... though you probably know that already	C71 Fort Totten - Union Station (Metrobus)		C71
6/1/2024	Public Coordinate	Where it Stops	... A8 never did this. Nor did the P6. 92 still exists as C53.	C11 L'Enfant Plaza - National Harbor (Metrobus)	92, A8, C11	C11
6/1/2024	Public Coordinate	Where it Stops	If you're gonna run it down the H2 line, it would make sense to keep some of the stops like this one and another one at 37th, 38th, or Wisconsin. Would be helpful for me to get me straight from school to home any which way.	C87 Silver Spring - Van Ness (Metrobus)	H2	C87
6/1/2024	Public Coordinate	Something Else	The 80 never made 12 minutes. Always bunched up at some point...	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)	80	D30
6/1/2024	Public Coordinate	Where it Goes	This route needs to go further serving the residents of Capitol Hill in Wards 6 and 7. This proposed route would leave these residents worse off with less transit access forcing transfers and leading to much longer travel times. The current D6 route serves the community well with access throughout downtown DC, Dupont Circle and beyond.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
6/1/2024	Public Coordinate	Where it Goes	If the circulator locked in, the bus could go the way the 54 used to go and connect L'Enfant Plaza with 14th St.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	54	D52
6/1/2024	Public Coordinate	Where it Stops	If the Y and Q lines are going to be reduced to a shuttle, might as well have it stop at the 38 stop at the mall.	M20 Wheaton - Silver Spring (Metrobus)		M20
6/1/2024	Public Coordinate	Where it Stops	That hike to the 80 stop will be painful, especially on weekends when the P35 is planned to have no weekend service immediately. The extension through Trinidad should have been done when the line was split from the E4 in the first place. Kudos for that.	C71 Fort Totten - Union Station (Metrobus)	80, E4	C71, P35
6/1/2024	Public Coordinate	Where it Goes	Unrelated to F1 or P42, will the C69 (eliminated but planned to be revived K2) run through Walter reed like the K1 used to do? The development seems dense enough to have a transit connection, plus the visionary network map has a mysterious red line cutting across Aspen to Georgia diagonally.	P42 Takoma - New Carrollton (Metrobus)	F1, K2	P42

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/1/2024	Public Coordinate	Where it Stops	Either have all the routes stop at Westley or none of them. Adds unnecessary confusion	P42 Takoma - New Carrollton (Metrobus)		P42
6/1/2024	Public Coordinate	How Often it Comes	Love this. Please create a direct link from national harbor to DC PLEASE!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
6/1/2024	Public Coordinate	Something Else	Run it down G street if you don't plan to use the stop at 11th and G	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/1/2024	Public Coordinate	How Often it Comes	Thank you! The one time we took this bus, planning around the hour headways were stressful!	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
6/1/2024	Public Coordinate	Where it Goes	D31 never went to friendship heights. It is strange that the route planned to run to friendship, the C83, is weekday only...	C87 Silver Spring - Van Ness (Metrobus)	D31	C83, C87
6/1/2024	Public Coordinate	Where it Stops	So the bulb out and bus lanes added by DDOT at this stop are being ignored? Makes sense to move the terminal where dedicated bus lanes exist already instead of in a parking lane	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/1/2024	Public Coordinate	Where it Goes	I don't see the need in rerouting service to 13th and K if the visionary route sees the route reestablished back to its current routing. Would make much more sense to keep it as is.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/1/2024	Public Coordinate	Where it Goes	Really disappointing that this bus route won't go further west. There is now no bus route that actually connects Shaw and Bloomingdale with the west side of downtown, requiring a transfer no matter what public transit method someone takes. Why is WMATA favoring super long routes like "downtown DC to national harbor" in one seat rather than a simple commute to work in one seat?	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/1/2024	Public Coordinate	Where it Stops	No need to bypass the metro station if drivers are to turn down F st instead of G. If they do go down F, have a stop here to have the loss of a downtown connection to OR and the loss of connection to BL and SV hurt less.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/1/2024	Public Coordinate	Where it Goes	Where is the bus on Cathedral Ave?!?!? We MUST have a bus on Cathedral to connect to Wisconsin & Mass Aves!!!! What were you thinking?!?!?	D96 Bethesda - Potomac Park (Metrobus)		D96
6/1/2024	Public Coordinate	Where it Goes	It would be good if the visionary network comes to fruition, that this route be extended from Waterfront to here, as it would serve to partially replace the rerouted 74 and restore bus access to Nats park from 7th St (albeit without having to cross a nasty stroad). Would also simplify service with having a common terminal with several routes.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)	74	D4X
6/1/2024	Public Coordinate	Where it Stops	This one is conflicting. While the current Irving st stop is heavily used, moving it to Columbia makes the transfer from the C61 easier.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X, C61
6/1/2024	Public Coordinate	Something Else	It seems that the 59 trips are being given back to the 52 and 54. Compare 12-20 minute wait times currently to the 8-12 planned during rush hour. The visionary has the D52 converted to express service down the line as D5X, so the 59 axing seems to be a until we get more resources thing. Which I hope comes soon.	D54 Takoma - Metro Center (Metrobus)	52, 59	D52, D54
6/1/2024	Public Coordinate	Something Else	The peninsula needs more regular service and a route that brings residents into the downtown area.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/1/2024	Public Coordinate	Something Else	Tell your drivers that 9th St is the last stop. They get mad at us when we say we want to go to 9th street and they try to discharge at 7th.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/1/2024	Public Coordinate	Where it Stops	It is insane Muriel (Koopas) Bowser and Ted (Dracula) Leonsis want to get rid of this stop.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/2/2024	Public Coordinate	Where it Goes	Since the purple line is not coming until the next decade starts, I think it could be beneficial to revive the J4 (M7X, if you may) for the time being until the purple line opens. Could follow the same route and make the same stops it used to, but extend it up riverdale Rd to new carrollton. Not an immediate thing, but if more resources become available from 2025 to 2028 (or 2030 given that it is the purple line).	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/2/2024	Public Coordinate	Where it Goes	Why does this bus go down New Mexico and meander thru Glover Park, instead of going downtown -- taking people to WORK. Please be logical in planning routes!!! People want to get to work quickly, not waste time!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/2/2024	Public Coordinate	Where it Stops	Echoing another commenter, if the route is going to serve NB 10th St instead of southbound 10th st like the S2, than you might as well take it down to 7th to have that transfer to the green/yellow lines, a direct connection currently missed.	D6X Silver Spring - Federal Triangle (Metrobus)	S2	D6X
6/2/2024	Public Coordinate	Where it Stops	I would add an exclusive stop here so people getting the bus from the dollar tree have a bus they can take back. The two next closest stops would take 10 minutes to get to for able bodied individuals	P42 Takoma - New Carrollton (Metrobus)		P42
6/2/2024	Public Coordinate	Where it Goes	I would suggest a slight deviation to make a left off of Chillum place onto eastern avenue, then run up to Riggs road to serve the Giant. It wouldn't be any more frequent than the P13 (on sundays), but it would still be a useful connection.	P32 Fort Totten - College Park (Metrobus)		P13, P32
6/2/2024	Public Coordinate	Where it Stops	I'd move the stop on Aspen to here if possible. Makes sense to combine the stop on Georgia with that one and save a few of those precious dollars (before we get threatened with yet another service cut... just give metro dedicated funding...)	D54 Takoma - Metro Center (Metrobus)		D54
6/2/2024	Public Coordinate	How Often it Comes	It is a shame weekend service is being reduced to hourly (albeit with actual sunday service). It was a cheat to use the 19 that came twice as frequently as its metrobus counterparts on Saturdays.	P32 Fort Totten - College Park (Metrobus)	19	P32
6/2/2024	Public Coordinate	Where it Goes	The terminus being Minnesota ave station is crazy. Just like with the U4, if I'm on Benning Minnesota and I want to get to Sheriff, I have to wait until the driver is ready to start the loop again. This awful because if I'm shopping at Safeway and take the U4/C33 back to Sheriff, the drivers park and take breaks/change drivers at Minnesota station. Can there please be a direct route with no terminus' to sheriff. Please!!!!!!	C33 River Terrace - Deanwood (Metrobus)	U4	C33
6/2/2024	Public Coordinate	How Often it Comes	This route needs to be more frequent than every 30 minutes. This could be a much easier way for folks living in this neighborhood to get to the red line at NoMa-Gallaudet, which helps with work commuting. This route should be an every 12-minute route, especially M-F 7am-7pm.	C57 U St Station - Capitol Heights (Metrobus)	30	C57
6/2/2024	Public Coordinate	How Often it Comes	Regular bus service here is very important. Preferably higher frequency. It is important because people with many conditions cannot walk or bike to the metro and rely on the bus for transportation	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/2/2024	Public Coordinate	Where it Goes	Appreciate the connection from Takoma to Costco personally, and a great connection for those in cottage city and beyond to FINALLY have all day service to the shopping center rather than only middays.	P42 Takoma - New Carrollton (Metrobus)		P42
6/2/2024	Public Coordinate	Something Else	rest in peace K2... Gone but literally not forgotten they want to bring it back in the future and extend it hahahaha	P42 Takoma - New Carrollton (Metrobus)		P42
6/2/2024	Public Coordinate	Where it Goes	This might have been somewhat remedied by the 798's existence but fairfax connector just unceremoniously canceled that route... Ride-On seems to want to straighten out the 70 (170 in Re-imagined) so that both AM and PM service go to NIH... The 34 still exists... Hakuna Matata i guess...	M70 Montgomery Mall - Silver Spring (Metrobus)	70, 34	M70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/2/2024	Public Coordinate	Where it Stops	This stop and the irving street one are too close (unless you are simply using H2/4 data for this stop. Combine it for one in the middle of the block.	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
6/2/2024	Public Coordinate	How Often it Comes	Why is this bus going north instead of going to Wisconsin then down massu, as the N2 currently does. If it ain't broke don't fix it! Cathedral Ave residents work in Dupont and Farragut. Please!!! Help us get to work;!!!! Use common sense!	C85 Barnaby Woods - Foggy Bottom (Metrobus)	N2	C85
6/2/2024	Public Coordinate	How Often it Comes	Will the extension be timed to match with the 34? (if Ride-on does not proceed with their planned elimination of this segment in Ride-on Re-imagined). I am guilty of using slower bus connections because i am too lazy to use the train, and the long escalators are a drab. Might be better for disabled folks making that last transfer from DC-MD, as the elevator is like a block and a stroad crossing away from the bus loop. Do somewhat agree with others that while this connection would be used by plenty of people once they get used to it, the connection would be more appetizing if served by a more frequent route (ALA visionary D8X, current D82). Maybe a M20-esque shuttle could be emulated if the 34 segment down here does wind up axed.	D96 Bethesda - Potomac Park (Metrobus)	34	D82, D96
6/2/2024	Public Coordinate	How Often it Comes	Addendum, the D70 could be sent up here to emulate the visionary future connection of that route towards Bethesda, with this one being sent up once it becomes more frequent.	D96 Bethesda - Potomac Park (Metrobus)		D96, D70
6/2/2024	Public Coordinate	How Often it Comes	The route, along with the C83, should run every 24 minutes to have it running every 12 during rush hours on the east side of the park. Peak periods during the school year buses are packed. Even with the induced demand from vastly improved frequency, the load would be more even by having more buses on the line. I'm not sure the planners really get HOW busy this line gets.	C81 Sibley Hospital - Fort Totten (Metrobus)	24	C83, C81
6/2/2024	Public Coordinate	Something Else	Harewood Rd is one way the opposite direction... It would need to skip several apartment complexes to do this...	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/2/2024	Public Coordinate	Where it Goes	This bus needs to continue straight in Cathedral to Wisconsin & Massachusetts Aves, then down Mass. People who live on Cathedral need to get to work downtown. Giw can. Wmata possibly not understand that? People who live in Cathedral chose this location BECAUSE N2 takes them straight to work. Direct bus service from Cathedral Heights to downtown is vital. Keep the N2 route please!!!!	C85 Barnaby Woods - Foggy Bottom (Metrobus)	N2	C85
6/2/2024	Public Coordinate	Where it Stops	Too close to petworth... 63 passengers seem to like this stop however... move it down to otis for better spacing.	D42 Silver Spring - Archives via 7th Street (Metrobus)	63	D42
6/2/2024	Public Coordinate	Something Else	We do need a bus to go from Takoma station to fort totten, especially when Takoma is closed. I use the K2 and will be sad to see it go. Perhaps it could run on Eastern Ave instead of N Cap. But we need a bus that goes to fort totten!	P42 Takoma - New Carrollton (Metrobus)	K2	P42
6/2/2024	Public Coordinate	Where it Stops	Would appreciate a stop on this corner, but I can see why it was omitted as recently altered traffic patterns would make a stop here a chore... time to risk it crossing 2 stroads where people constantly drive recklessly yay...	P42 Takoma - New Carrollton (Metrobus)		P42
6/2/2024	Public Coordinate	Where it Stops	At least on the 63 drivers already let passengers off here so I guess this makes sense... but like I said on the D42 move this one down to otis...	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	63	D74, D42
6/2/2024	Public Coordinate	Where it Stops	Why are bus routes that use Bladensburg being removed? there are more buildings coming up and more people moving to this area. There should be MORE busses coming through here, not fewer. People living along this corridor already don't have enough public transit access.	2025 Proposed Network		C41
6/2/2024	Public Coordinate	Where it Goes	Please keep the existing N2 route. Thousands of people live in the apartments and condos on Cathedral Ave. They take the N2 to work every day. What makes you imagine they don't want to get to work quickly?;? Keep the N2 route!!!!!!!! Seriously.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	N2	C85
6/2/2024	Public Coordinate	Where it Goes	Why is there a stop in the middle of Glover Park? Nobody lives here! There is one house at this corner. We don't need a bus down New Mexico. We need the service in Cathedral to continue - where many thousands of people live! Why doesn't wmata ask real bus riders to help plan routes?!?! I thought we ditched this terrible plan last year but here we go again.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/2/2024	Public Coordinate	Where it Stops	it is wild that they never put this stop back	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
6/3/2024	Public Coordinate	Where it Goes	Can the project staff clarify if the buses will utilize the express lanes? If they do not, it will lose a significant advantage over driving into the city with a private vehicle.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
6/3/2024	Public Coordinate	Where it Goes	Bloomingdale resident here. Please don't take away the G8. How does this fit into the Mayor's plan to bring more people back to downtown when I can no longer get to downtown without changing to another bus or metro? The G8 is consistently crowded so this seems very short sighted (no big surprise).	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/3/2024	Public Coordinate	Where it Goes	Maybe make a route that goes up and down George Mason Drive to Virginia Hospital Center or even East Falls Church via Yorktown Road, and it can end at Southern Towers and/or Mark Center	2025 Proposed Network		
6/3/2024	Public Coordinate	How Often it Comes	Please do not reduce weekday headways to 30 minutes. As it currently stands the bus gets very full during rush hour only starting at the Mark Center. Adding in additional passengers all the way from Van Dorn will only exacerbate the problem. Additionally, this bus route is the only connection to the Metro system for a significant portion of Fairlington. We need more frequent busses to make the network useful for us.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
6/3/2024	Public Coordinate	Where it Goes	If this is supposed to replace the 80, it has to go further west. Under this proposal, there is no way to get from Bloomingdale to Farragut Square or anywhere further west than 12th, which cuts off half of the downtown business area and makes it very difficult for us to get to work. You have also cut off the G8 service, which we could use as an alternative, so that is also stops at Metro Center, instead of going all the way to Farragut Square. One or both of these buses must go further west or we in Bloomingdale (which is about get many more residents in the Reservoir District) are cut off from our workplaces.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)	80, G8	D30
6/3/2024	Public Coordinate	Where it Stops	Moving the G2 south of P st makes access for Le Droit/Bloomingdale/Eckington that much harder. I live in Bloomingdale and ride the G2 always to get to Georgetown and Dupont and there is no other bus route or metro route that makes that accessible. Will there be another bus route added so this is accessible? No one wants to transfer on the bus.	D92 Georgetown - Union Station (Metrobus)	G2	D92
6/3/2024	Public Coordinate	Where it Stops	With the volume of passengers who wait at this stop, it is shocking that there is no bus shelter here. There is plenty of space for one, too.	A40 Skyline City - National Landing (Metrobus)		A40
6/3/2024	Public Coordinate	Something Else	We already have y2, y7, 78, q2, q4 already going this same route so it does not make sense to add this route	M20 Wheaton - Silver Spring (Metrobus)	Q2, Q4, Y2, Y7	M20
6/3/2024	Public Coordinate	Where it Stops	D4X stop is at Columbia for both directions - it's useful to be able to wait for both, so maybe consolidate it all to Columbia? (Or if you want to use the existing bus shelter - Columbia for the northbound route, since it connects to the H2/H4, and Irving southbound for the shelter)	D42 Silver Spring - Archives via 7th Street (Metrobus)		D4X, D42
6/3/2024	Public Coordinate	How Often it Comes	Campbell Elementary and Kenmore Middle Schools often cause significant congestion on northbound Carlin Springs Road during morning rush hour. Greater frequency of buses during this time (at least every 12 minutes) would encourage more residents to switch to the bus and reduce traffic congestion.	A76 Rosslyn - Mark Center (Metrobus)		A76
6/3/2024	Public Coordinate	Where it Stops	This bi-directional stop adds a great deal of time and increases schedule unreliability, because buses can have difficulty making the right onto George Mason during morning rush (and the congestion at the long light at George Mason & King Street exacerbates this). Consider establishing a stop to serve this apartment building on George Mason without the loop.	A76 Rosslyn - Mark Center (Metrobus)		A76
6/3/2024	Public Coordinate	How Often it Comes	A reduction in service/frequency from the current 7A route is unacceptable during rush hour. Buses are typically nearly full by the time the bus gets to Fairlington and are often standing room only. Using the regular I-395 lanes vice the Express Lanes also doesn't make sense	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/3/2024	Public Coordinate	Where it Goes	The section of Carlin Springs Road between Leesburg Pike and Columbia Pike often is surprisingly congested during morning & evening rush. Consider using Jefferson Street instead.	A76 Rosslyn - Mark Center (Metrobus)		A76
6/3/2024	Public Coordinate	How Often it Comes	A lot of people who work and go to school at Georgetown rely on this bus, so it should come more frequently than every 30 minutes!	D92 Georgetown - Union Station (Metrobus)	30	D92
6/3/2024	Public Coordinate	Something Else	Removing the 16Y would be devastating to many commuters into DC. Would hurt Columbia Pike development and add traffic congestion into DC. Terrible terrible idea.	2025 Proposed Network	16Y	F44,A49
6/3/2024	Public Coordinate	Where it Goes	Please do not remove the 16Y!! It is crucial for us and our neighbors who commute into DC, and if anything, could use much more frequent service!	2025 Proposed Network		F44,A49
6/3/2024	Public Coordinate	Where it Goes	If this is supposed to replace the G8, it has to go all the way to Farragut Square. Currently, there is no way to get from Bloomingdale to Farragut Square or anywhere further west than 11th, which cuts off half of the downtown business area and makes it very difficult for us to get to work. You have also cut off the 80 service, which we could use as an alternative, so that is also stops at Metro Center, instead of going all the way to Foggy Bottom. One or both of these buses must go further west or we in Bloomingdale (which is about get many more residents in the Reservoir District) are cut off from our workplaces.	D32 Chinatown - Fort Lincoln (Metrobus)	80, D32, G8	D32
6/3/2024	Public Coordinate	How Often it Comes	A 30-minute headway during rush hour will make this route almost unusable for commuters to Ballston who live south of Rte. 50 (because the schedule is unreliable and congested already).	A76 Rosslyn - Mark Center (Metrobus)		A76
6/3/2024	Public Coordinate	Where it Goes	We need busses that go farther than Union Station or Chinatown and serve NE and the residents of Hill street - including many students and teachers.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/3/2024	Public Coordinate	Where it Stops	Why are there 3 stops for the A11 along 15th between Hayes and Fern westbound but only 1 stop eastbound?	A11 Pentagon - Huntington (Metrobus)		A11
6/3/2024	Public Coordinate	Where it Goes	Is this extensive travel through Fairlington necessary? It would seem like simply traveling along Quaker Lane in both directions would significantly reduce travel time without inconveniencing many riders (who could simply walk a couple of blocks to Quaker).	A71 Ballston - King St Station (Metrobus)		A71
6/3/2024	Public Coordinate	Where it Goes	Having the D2 run through the Glover Park neighborhood is so important to our community. It makes commuting by bus much more accessible and many people rely on having the stops on Benton. Running the new route down tunlaw will make it much harder to reliably make the bus, and ridership from our community will certainly suffer as a result. The proposed plan changes the D2 from being our local bus that we take great pride in to a bus that passes by and further isolates our community that needs more transportation opportunities. Ridership and car dependency will never improve from a service cut.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/3/2024	Public Coordinate	Where it Goes	The 42/43 buses are one of the few options from NW to Foggy Bottom. Eliminating the link from any bus going through Farragut North to Foggy Bottom impacts hundreds of workers a day who rely on MetroBus to reach areas that are not easily accessible through Metrorail (very difficult to go from NW to Foggy Bottom on Metrorail because of the line layout). Preserving the 42/43 route all the way through Foggy Botton on the proposed D buses could resolve this issue.	2025 Proposed Network		D72
6/3/2024	Public Coordinate	Where it Goes	Please don't short-turn the new D46 at Petworth. The 63 bus is useful because it continues all the way downtown.	2025 Proposed Network	63	D46
6/3/2024	Public Coordinate	Where it Stops	Agreed with the other commenters - the only logic of a stop around here is the transfer to the Yellow line (at Mt Vernon.) The L st stop northbound right now doesn't make much sense- putting them both at M will make the transfer much easier	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/4/2024	Public Coordinate	How Often it Comes	Service every 30 minutes is not often enough, especially during rush hour. At least during morning and afternoon rush hour service needs to be at least every 10 minutes if you expect riders to select Metro instead of driving or ride share, otherwise Metro is not timely or efficient enough compared to alternatives.	F66 Culmore - Pentagon (Metrobus)	30	F66
6/4/2024	Public Coordinate	Where it Stops	Please keep/add stop at Perry St. Also, this line needs to be more frequent to be useful...	2025 Proposed Network		C71
6/4/2024	Public Coordinate	How Often it Comes	It is so frustrating to watch S9 after S9 go by, and then an S2 finally comes by and it's packed to the gills or skips the stop because it's too full. I hope you'll look at these future routes and make a few more S9s turn to S2s. It's important for accessibility for those who can't make the walk to an S9 stop, and the S2 route is different.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62
6/4/2024	Public Coordinate	Something Else	The fast lines down RI ave are a great addition, but they aren't useful for Brookland neighbors since none of the lines connect in this area. Could you find a way to make some of the lines that go into the Brookland neighborhood connect to the fast lines down RI?	2025 Proposed Network		
6/4/2024	Public Coordinate	Where it Goes	Really appreciate the connectivity between Eastern Market/Capitol Hill and Chinatown/Penn Quarter--this is much more efficient than dealing with the Metrorail transfer	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
6/4/2024	Public Coordinate	How Often it Comes	Every 30 minutes or better is not acceptable. The D2 and D6 currently come every 15 minutes or less in the mornings and afternoons around rush hour and people really depend on this to get to and from work on time.	D96 Bethesda - Potomac Park (Metrobus)	D2, D6, 30	D96
6/4/2024	Public Coordinate	Where it Stops	Can you please make it clear that this is a stop, and exactly where the stop is? Today bus drivers tell passengers that this isn't a stop, yet the next stops are quite far. Also, can this bus run every 20-30 minutes in the evening? Sometimes if I miss the bus, the next one doesn't come for another hour....	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/4/2024	Public Coordinate	Where it Stops	The current 63 route is the fastest and safest way for me to get to work everyday. My only gripe with the current route is that I wish the buses would run MORE frequently as I am often waiting for long periods of time if I miss a bus. I would also like to see this bus expanded through the evening and weekends. Please do not make this change, it would significantly impact my commute.	D46 Takoma - Petworth (Metrobus)	63	D46
6/4/2024	Public Coordinate	How Often it Comes	The southern portion of this route should come all day rather than just at rush hours! Hopefully it can provide an alternative to the congestion on Wisconsin. I would also love to see this route run on weekends as an alternative connection between upper NW and M St to take pressure off of the packed weekend buses on Wisconsin	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/4/2024	Public Coordinate	How Often it Comes	I agree every 30 min isn't the level of service that seems reliable for folks to count on. Every 20 minutes would be better	D34 West Hyattsville - Metro Center (Metrobus)	D34, 20, 30	D34
6/4/2024	Public Coordinate	Where it Goes	Please add a north south connection to the Kennedy Center. The 42/43 route is a highly valued route to get to an area that is otherwise very difficult to get to walking or biking from the north, and the metro already serves as an east west connector. This is a huge oversight in the network.	2025 Proposed Network		D72,D12
6/4/2024	Public Coordinate	Where it Goes	This is great. The bus doesnt need to go far west at this point and there are already great options in downtown that people can transfer too.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
6/4/2024	Public Coordinate	Something Else	Please do not get rid of bus service along the 1000 block of Bladensburg Rd. At least four new condo buildings have been constructed since 2020 and many residents do not have cars or even access to zone 5 parking. We need a bus to pick up especially for children in the buildings that attend Eastern High School which the B2 currently services.	C41 West Hyattsville - Anacostia (Metrobus)	B2	C41
6/4/2024	Public Coordinate	Something Else	The 3Y is an essential route for those who live in Northern Arlington and are not within walking distance of the Metrorail. If you've ever been on a 3Y bus it is packed because it only runs during rush hour. With Langston Boulevard continuing to develop and more residents choosing to live in this area, the 3Y route should be expanded to run more frequently, not removed all together. I would take the bus to work every single day if the 3Y was more reliable and ran more frequently. WMATA needs to stop thinking about only one main corridor in Arlington and instead think about all the potential customers it could reach by expanding their current network and improving headways on important routes like the 3Y.	2025 Proposed Network	3Y	
6/4/2024	Public Coordinate	Where it Goes	This route is far inferior to the current 22A/F. This route should start/terminate at one of the blue/orange/silver line stops like the 22A/F does at Ballston. Especially with the Dulles extension now open, not being able to access the Silver line is a huge disadvantage of the new route.	F66 Culmore - Pentagon (Metrobus)		F66

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6/4/2024	Public Coordinate	Where it Goes	I see many commuters get on stops along Rhode Island and get off either at the McPherson or Farragut Square. This is a main route for those that live in Bloomingdale. I live in Edgewood and greatly appreciate the option the G8 gives me to get to Farragut in case metro is single tracking or otherwise delayed.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/4/2024	Public Coordinate	Something Else	FYI for commenters: At the recent Ward 5 meeting, WMATA staff confirmed that D32 will NOT go into the bus bays unless it's terminating there.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/4/2024	Public Coordinate	Where it Goes	The D4X should not continue to Colesville RD and instead turn Left on Silver Spring Ave, Left on Ripley and enter the station that way. There are no lights on these streets, and it would improve commute for the bus - it notoriously takes forever to get to the station because of the terrible traffic lights on Colesville Rd.	2025 Proposed Network		D4X
6/4/2024	Public Coordinate	Something Else	It's like 1/3 the frequency right now, but it seems like that dead purple circulator route is kind of back and kind of better (some of the reactionaries calling EOTR suburbanites is wild). Seems like a good idea to have more routes from the core of the city cone into this part of the city.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/4/2024	Public Coordinate	Something Else	Getting rid of the K2 is a bad mistake, it should be extended to increase ridership and bus frequency in the brightwood/shepard park area. It should stay and be extended to Silver Spring to serve Butternut Street, Aspen, Alaska Ave and provide a one stop bus from these communities to Fort Totten. It would increase ridership and provide more busses to Takoma when the 54/2/9 are notoriously unreliable at night or in the early AM.	2025 Proposed Network	K2	
6/4/2024	Public Coordinate	Something Else	This intersection needs bus priority infrastructure or it will continue to be delayed and have irregular frequency	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/4/2024	Public Coordinate	Where it Stops	The stop needs to be either at L st both directions or New York Ave/Mt Vernon Pl both directions to better serve convention center events. N street serves nothing. If you want to have the neighborhood connection, add a stop on P st. You can't have your cake and eat it too. If you need the yellow line, get off at H st.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/4/2024	Public Coordinate	Where it Goes	Long in the making IMO. Most people who took the E4 were really taking it from Friendship, the L2/library, the M4, or St. Johns. I'm fairly certain nobody liked this detour, slowed down trips through a side street with parking on both sides of the street, so if two buses were coming down at the same time, plain out of luck. These routes are more tailored for folks on the east side of the park commuting to the west, so the reroute makes that faster. I don't know how much time will be added on by adding the detour to the library. Maybe a resurrection of the E6 or a rerouting of the D96 would better suit the needs of people who will lose service, as I've noticed that people who use this segment are only coming to/from friendship heights.	C83 Friendship Heights - Fort Totten (Metrobus)	E4, M4	C83, D96
6/4/2024	Public Coordinate	Where it Goes	The revised visionary network is a nice upgrade overall, however, this route is where it is a downgrade compared to the initial draft network. While Mt Vernon Ave will have service every 15 minutes, that 15 minute frequency only extends south to Braddock Rd, forcing customers heading from Del Ray to DC (and vice versa) to take a long detour to go north. Service to the north on only this route does exist, but only once every 30 minutes. As far as Walter Reed Dr service goes, another route in that area can be rerouted to serve that street, or ART can take over there. The minimum that should be done is to coordinate DASH schedules with Metrobus to allow for a frequent, direct ride to DC from Del Ray.	A11 Pentagon - Huntington (Metrobus)	30	A11
6/4/2024	Public Coordinate	Something Else	Horrible update with the new bus/bike ramp. I have no idea who designed the bus ramp where cyclists also have to run through bus riders to safely get by.... almost got hit by a scooter the other day waiting for a bus. And it's not even functional since the bike exit is blocked off by a construction barrel so the get stuck and have to dismount at the last second. And will now have to wait here even longer with the proposed changes? With no shelter from weather or seating.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/4/2024	Public Coordinate	How Often it Comes	A bus every 30 minutes is wildly unnecessary. Folks commute in the morning and the evening.	2025 Proposed Network	30	C55
6/4/2024	Public Coordinate	Where it Goes	This intersection will make the D34 completely unreliable. Routing the P6/D34 this way will easily lead to more delays and poorer frequency. Although disappointing that you are discontinuing the current P6 route, it would be even more disappointing if you choose to route the D34 through this intersection/movement. I strongly advise and advocate to continue routing down North Capital	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
6/4/2024	Public Coordinate	Where it Stops	This route has no place on First Street. The bus should remain on North Capitol. First Street needs speed tables to prevent cars from aggressive driving and flipping over.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/4/2024	Public Coordinate	Something Else	This intersection/light is TERRIBLE at all times of the day. The bus flies straight through Butternut St just to get stuck at this light for 5-8 minutes to Takoma. Busses should be re-routed to either 5th street and then Cedar Street OR Piney Branch then Cedar for the D54.	2025 Proposed Network		D46, D54
6/4/2024	Public Coordinate	Something Else	Even with the the redesigning of this intersection currently in progress, it would be a mistake to route the D34 (or P6) through this intersection. It is too complicated of a movement that already currently leads to significant delays on the southbound 90 and 92 lines	D34 West Hyattsville - Metro Center (Metrobus)	90, 92, D34, P6	D34
6/4/2024	Public Coordinate	Where it Goes	The mixing bowl with H st and 395 was a major source of slowdown for the route, great to see it get a more efficient one. I do question rerouting it to federal triangle instead of Franklin Sq. Ft. Totten to Federal triangle is already served by the D44, so it would create unnecessary confusion. Keeping the terminal at Franklin square would bring better connections and maintain the existing line better, as well as being less confusing.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D44, D30
6/4/2024	Public Coordinate	Where it Stops	This stop should be moved just around the corner to R Street. There is no direct access from McKinley Tech to the spot where this stop is currently placed. Comparatively, there is a staircase from the school grounds just a few dozen yards around the corner	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/4/2024	Public Coordinate	Where it Goes	There should be more than one bus going to different destinations. Especially with it now cutting off direct access to Silver Spring and Friendship Heights. This proposed route impact the riders because they with have to take two buses to get silver spring instead of just one bus.	M22 Olney - Bethesda (Metrobus)		M22
6/4/2024	Public Coordinate	Where it Goes	Capitol Hill needs a reliable route to Union Station + NW north of downtown. It's a straight shot down Mass Ave. This is a dense neighborhood.	2025 Proposed Network		
6/4/2024	Public Coordinate	Something Else	Please do not kill the 59 limited express route. The 52/54 (effectively two local routes that cover the same area) will not be sufficient. The 59 is really important for people travelling long distances on 14th St NW.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	59	D52
6/4/2024	Public Coordinate	Where it Goes	This route should not go up First Street. It should remain on N Cap	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/4/2024	Public Coordinate	How Often it Comes	The bus often gets really busy at the last two stops and will be standing room only. It would be nice if the bus could run more often to alleviate heavy crowding, especially in the morning. (And it would be nice that when a bus doesn't show, you aren't waiting for an hour.)	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/4/2024	Public Coordinate	Where it Goes	having all the buses on Q St is great for travel between Dupont Circle and Georgetown and metro access	2025 Proposed Network		D94, D92, D96
6/4/2024	Public Coordinate	How Often it Comes	Agreeing with the other commenters that we need better weekend service on Wisconsin Ave. The "10 minute" service seems to be subject to lots of delays on weekends and tends to look like 2 buses next to each other every 20 minutes. The weekend buses are just as crowded as rush hour buses, which is absolutely wild.	2025 Proposed Network	20	D82
6/4/2024	Public Coordinate	How Often it Comes	Every 30 minutes is not an acceptable level of service. 20 minutes or better should be the maximum for all routes	D34 West Hyattsville - Metro Center (Metrobus)	D34, 20, 30	D34
6/4/2024	Public Coordinate	Where it Stops	As the other commenters have said, this stop is quite close to the stop at Prospect St. However, with the elimination of the stop at P St, there is a rather large gap between stops that particularly affects riders coming from Georgetown University. Eliminating the stop at Dumbarton and adding a stop at O (east side) or keeping the northbound stop at P would be helpful for people coming from the university and other neighborhood points to the west, especially since Georgetown Visitation blocks people from walking from the university to Wisconsin. Many students and employees of the university use the current 33 to commute despite already having a 15-20 minute walk, and the proposed stop elimination would add to that already long walk time.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
6/4/2024	Public Coordinate	How Often it Comes	I would love to see more frequent service across Key Bridge especially without Circulator running (I'd also love to see the resurrection of a Rosslyn-Dupont route)	2025 Proposed Network		A58

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/4/2024	Public Coordinate	How Often it Comes	The frequency on this line should come at least every 10-20 minutes. The proposed frequency is for 30 minutes which is took long for several people who use this route to go to work. This line is a major route to other startions in MD and a route to DC there should be more frequency. In	M22 Olney - Bethesda (Metrobus)	30	M22
6/4/2024	Public Coordinate	Where it Stops	Bus M42 and M12 should have more stops on Rockville Pike on both sides rather than just one sole stop in front of North Bethesda. Right now it seems like they DON'T want you to ride Metrobus from North Bethesda, the current C8 bus stop has no bus shelter, is far from the ride on bus stops thus not allowing a good connection between them and metrobus.	2025 Proposed Network	C8	M42, M12
6/4/2024	Public Coordinate	Where it Goes	This is so important. We live in National Harbor but work in DC, and there isn't a direct way to go between the two without transferring between buses and then metro, which takes at least an hour each way. This is the best solution until we have a possible metro station. Please consider this NH-L'Enfant Plaza bus route for commuters!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
6/4/2024	Public Coordinate	Where it Goes	This seems like a good replacement for the 32 and 36, when combined with the D12. Thank you!	D1X Archives - Naylor Rd Station (Metrobus)	32, 36, 32, 36	D1X
6/4/2024	Public Coordinate	Where it Goes	this is great that the bus doesnt continue east past south dakota, it just adds time and has very low usage. Though i think a better option would be for it to go down the hill to south dakota and then go north along south dakota before turning west on riggs, this would still maintain a connection to the neighborhood but reduce the time going into it, especially as the large hill going up to the metro can be difficult for some.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/4/2024	Public Coordinate	Where it Goes	I don't really understand the point of this line. It basically goes to all the red line stops - which is where the neighborhoods are already connected via Brookland, RI Ave Metro, Chinatown, Metro Center, etc... It it more helpful to have to go to logan circle. Please don't change that. Or, if you have to make this change, it really needs to be more frequent to be useful, so people can connect to other lines. The 30 minute frequency is just unreliable and basically useless, making the Brookland neighborhood car reliant.	2025 Proposed Network	30	D34
6/4/2024	Public Coordinate	Something Else	Thank you for keeping this dog leg off of 16th street. It's needed, and I use it multiple times a week.	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/4/2024	Public Coordinate	Where it Stops	This stop needs moved slightly west to better serve the movie theater, Metrobar, Kraken, the Expo center, and the new apartments	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/4/2024	Public Coordinate	Something Else	Significant bus priority infrastructure is needed for this route, especially at points south of Florida Ave NE	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
6/4/2024	Public Coordinate	How Often it Comes	Frequency needs to match current 7A frequency at least during rush hour. Buses are currently very full as the route gets closer to Shirlington and when leaving the Pentagon. The new route should continue to use the 395 Express Lanes instead of the regular lanes	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
6/4/2024	Public Coordinate	Where it Goes	This route combined with the D1X seems like a good replacement for the 32 and 36, which are often quite crowded during the morning and evening rushes. Thank you!	D12 Kennedy Center - Southern Ave Station (Metrobus)	32, 36, D12, 32, 36	D1X, D12
6/4/2024	Public Coordinate	Where it Goes	This route appears to add minimal value. Increasing service on the proposed A27 route (current 7A) can get those headed to Metro Center via Metrorail at the Pentagon.	A29 Van Dorn St Station - Metro Center (Metrobus)	7A	A27, A29
6/4/2024	Public Coordinate	Where it Stops	Good thing I just moved, you eliminated my former bus stop from the 2025 plan, one that I used daily, that is adjacent to a school and many people use to commute to school, work, appointments, and social service centers. There are a lot of kids and elderly in this neighborhood that cant walk farther to the next stop, additionally it's weird that you are removing a complimentary bus stop that connects with the Streetcar stop that is also located here. Is it because unhoused people sat inside the bus shelter for safety and protection?	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/4/2024	Public Coordinate	Where it Stops	The D42 (70) should bring back the Stop that was here about 6-10 years ago. There are plenty stops Southbound, but little to none Northbound past Burlington Ave. There are plenty of apartment communities and shopping/restaurants here and you have to get off at Wayne+Dixon and walk to where you have to go, unfortunately. A local bus should serve the community, it is not an express/ limited-route bus.	2025 Proposed Network	70	D42
6/4/2024	Public Coordinate	Something Else	SD Ave, especially with the redesign coming up in 2025, seems ripe for a bus-only lane with fast service between Ft. Totten and Ft. Lincoln. That would help connect the neighborhood more reliably to the very frequent lines on RI ave (which are sorely needed).	2025 Proposed Network		
6/4/2024	Public Coordinate	Where it Goes	Said this elsewhere, but the hot potato of service to Kennedy Center is going to cause confusion to people. See the vitriol of people when the overly long line is split up. If/when this route is extended here, consider keeping the D12 serving here (though idk how well the stop would fare with articulated buses if the route were to be provided some) and consider extending C59 and D2X here if/when service is expanded.	D24 McPherson Square - Deanwood (Metrobus)	D12	D24, D2X, D12
6/4/2024	Public Coordinate	Something Else	This route would be better served to travel further south and east than Metro Center. Too many folks along this route have access to the Red Line which would get you to Metro Center more effeciently	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/4/2024	Public Coordinate	Where it Stops	I'm surprised that the stop at Tenley Cir survived the cut - it's very close to the (much busier) stop at Albemarle St and there's very little in the immediate area.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/4/2024	Public Coordinate	Where it Stops	I know children's hospital and the station entrance are right here but the Florida avenue stop is too busy to relocate. Accessible metro connections are already at New Hampshire Ave and Pennsylvania Ave.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/4/2024	Public Coordinate	Where it Goes	I really depend on the current route of the D-2 to get to work on time and travel to most of my basic errands. I don't think that rolling the D2 into the D96 is a good solution because it basically increases all of our commute time for Glover Park residents by at least 10 minutes or more of walking which is especially hard during the middle of summer/winter. I take the D2 almost daily and it is always being used and busy, not sure why we would get rid of such a helpful route.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/4/2024	Public Coordinate	How Often it Comes	Great repurposing of the 60 which ran abysmally. Might I say it might give upper upshur street a bit of a revitalization.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	60	D74
6/4/2024	Public Coordinate	Where it Stops	there really doesnt need to be a stop here, either at the top or the bottom of the hill. This is just going to cause delays.	P35 Fort Totten - New Carrollton (Metrobus)		P35
6/4/2024	Public Coordinate	Where it Goes	Hello, this 1st Street stretch is too small for metrobuses and is already choked with traffic. Furthermore there are safety issues as the area is full of children, families with strollers, and folks walking dogs. Finally there is no need for a bus line here. Residents already have easy access to bus lines a block or two away.	2025 Proposed Network		C55
6/4/2024	Public Coordinate	How Often it Comes	Needs proper bench/bus stop if we're supposed to go back to waiting 20 min at rush hour. (Needs proper bench regardless - current one is rickety, disintegrating wood that splinters your legs since there's no bus cover and it wasn't weather-treated).	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11, 20	D44
6/4/2024	Public Coordinate	Where it Goes	Really appreciate the connectivity between Eastern Market/Capitol Hill and Chinatown/Penn Quarter. Much easier than dealing with the Metrorail transfer.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/4/2024	Public Coordinate	Where it Stops	does there really need to be another stop at w, there are already very close stops north and south.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
6/4/2024	Public Coordinate	Where it Stops	This stop is too close to the one just across the street. Good for transfers to the D30, but would make trips to the station that much longer if someone were to stop here and the bus miss the light. Consider moving to 1st street or removing	C61 Tenleytown - Brookland (Metrobus)		D30, C61

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/4/2024	Public Coordinate	How Often it Comes	Losing the 16Y makes my commute into DC for shift work nearly impossible. Anything to improve the frequency along Columbia Pike into DC to accommodate alternative work schedules, like shift workers, would be much appreciated!	A49 Culmore - Metro Center (Metrobus)	16Y	A49
6/5/2024	Public Coordinate	How Often it Comes	thank you for increasing frequency in the middle of the day	P44 Cheverly - New Carrollton (TheBus)		P44
6/5/2024	Public Coordinate	Where it Goes	Great to extend the A12 south of Addison rd	P60 New Carrollton - Suitland (Metrobus)	A12	A12, P60
6/5/2024	Public Coordinate	Where it Goes	I want to further support this nearby comment that this bus should connect with the Georgia Ave metro stop! That would be an incredibly useful connection for so many residents and transit users.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
6/5/2024	Public Coordinate	Where it Goes	this should definitely end at the Woodley Park metro station!	2025 Proposed Network		C53
6/5/2024	Public Coordinate	Where it Goes	so great that this doesn't double back like the G14. Duval students hate that	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/5/2024	Public Coordinate	Where it Stops	WMATA should not propose removing this stop, it should fight to retain it! There's a reason its so busy here, its popular and extremely useful! Instead, Ted Leonsis' concerns (other than his hatred of poor, POC, transit users) can be to increase the pedestrian space here and reduce the car space that way the bus and train passengers waiting for/connecting to transit are not crowding the sidewalk as much.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/5/2024	Public Coordinate	How Often it Comes	There isn't even close to enough service to replace both the D6 and 96. These busses are going to be packed to the gills.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
6/5/2024	Public Coordinate	Where it Goes	I am ok with the new route going to Bethesda as long as existing service (ride on) is kept or even enhanced	M22 Olney - Bethesda (Metrobus)		M22
6/5/2024	Public Coordinate	Where it Stops	If this is the only route from this area that goes to downtown/farragut area, it should have a stop here. This is Judiciary House - public housing for seniors with disabilities. It is a burden to wheel all the way to the chinatown gate. Otherwise you should extend the D22 farther west like the X2 today	D2X Farragut Square - Capitol Heights (Metrobus)	X2	D22, D2X
6/5/2024	Public Coordinate	Where it Goes	I fully support this comment nearby that the Foggy Bottom terminus should be extended from late nights to include weekend service as well. This also makes sense given less commuting oriented trips on the weekend and more leisure.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/5/2024	Public Coordinate	How Often it Comes	I want to support and double down on this comment near me. I know this route is new and therefore expending resources on an unproven asset is risky. But this line *will* succeed and is super useful, it should definitely at least have 20m headways instead of 30m to start. We can re-assess in the future to include it into the high frequency network at <15m headways.	C57 U St Station - Capitol Heights (Metrobus)		C57
6/5/2024	Public Coordinate	How Often it Comes	This route should run until at least 9pm because there are still people there waiting now for the last trip which is around 8:30	P71 New Carrollton - Bowie State (TheBus)		P71
6/5/2024	Public Coordinate	Where it Stops	Having a costco stop on this line is great!	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
6/5/2024	Public Coordinate	Where it Goes	Bloomingdale needs public transportation, but first street is going to become more of a bottleneck with the McMillan development. We need to think of other places to route buses OR have less street parking. Not only is this the main avenue for walkers and bikers in the neighborhood, there are tons of Ubers, mail trucks, etc making stops. Buses will only further clog traffic.	2025 Proposed Network		C55
6/5/2024	Public Coordinate	Where it Goes	there should be some kind of circumferential route that goes to/from Tysons-Mosaic-Annandale-Alexandria connecting all metro stations	2025 Proposed Network		
6/5/2024	Public Coordinate	Where it Stops	I want to further support this comment that the hundreds (thousands?) of new apartments in this corner of NE would be greatly served by a slight re-routing, even if it means the route is a bit slower/longer.	C57 U St Station - Capitol Heights (Metrobus)		C57
6/5/2024	Public Coordinate	Something Else	I think there could be an increased effort to enforce or expand the no parking zones for the bus stops. Often times the bus has to take wild turns to avoid hitting parked cars.	C33 River Terrace - Deanwood (Metrobus)		C33
6/5/2024	Public Coordinate	Something Else	I would love to see this route reach University of Maryland as this is a similar route to the c2, which is frequently used by UMD commuters to get to class. Transfers at Takoma-Langley crossroads can be unreliable and a direct route is always better than doing transfers, even if they take similar times.	M12 North Bethesda - Hyattsville Crossing (Metrobus)	C2	M12
6/5/2024	Public Coordinate	Where it Goes	Hello, Bloomingdale resident here concerned that I'd need to transfer buses to get further west than 11th street (where my office is). These proposed changes also eliminate the M80 alt route as an alternative. I'm concerned this cuts off a vital route for those in Eckington/Bloomingdale/Reservoir district to get directly to their downtown offices (McPherson/Farragut) and back without transferring.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/5/2024	Public Coordinate	Where it Goes	this D14 is insane! please run something more direct/rational between Navy Yard and Union Station (a very needed connection!)	2025 Proposed Network	D14	D14
6/5/2024	Public Coordinate	How Often it Comes	Nervous if it comes every 20 mins, as this is my core route.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12, 20	D12
6/5/2024	Public Coordinate	How Often it Comes	This route needs to be more frequent. I use it often and it is almost always full	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/5/2024	Public Coordinate	How Often it Comes	Needs more frequency or articulated buses especially in the morning	P30 Silver Spring - New Carrollton (Metrobus)		P30
6/5/2024	Public Coordinate	Where it Goes	Between this and the P20 this is a great service increase to my home at Aerospace Drive!	P24 New Carrollton - Bowie State (Metrobus)		P24, P20
6/5/2024	Public Coordinate	How Often it Comes	even hourly service on weekends would be useful to get to Whitfield Chapel Road	P23 New Carrollton - Glenn Dale (TheBus)		P23
6/5/2024	Public Coordinate	How Often it Comes	More frequency in the rush, especially from Bowie Park and Ride!! If I miss the 7:51 or it's too crowded I don't want to wait 30 mins	P71 New Carrollton - Bowie State (TheBus)	30	P71
6/5/2024	Public Coordinate	Where it Goes	Please extend route M20 to Glenmont Metro Station. Since many routes are terminating here, it might be best to have options between Glenmont and Wheaton Metro Station.	M20 Wheaton - Silver Spring (Metrobus)		M20
6/5/2024	Public Coordinate	Where it Stops	I agree with the rest of these comments, the stop choices on the D2X are not ideal and should be re-worked.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/5/2024	Public Coordinate	Where it Goes	Would it be possible to extend this bus route to foggy bottom, near the State Department, perhaps during rush hour? Commuting from Van Ness/Cleveland Park/Woodley Park to the State Department is a nightmare. There used to be the L1 route during rush hour, but it was eliminated during the pandemic.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/5/2024	Public Coordinate	Where it Stops	Love that it continues past 14th & U!	C51 Woodley Park - Anacostia (Metrobus)		C51

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/5/2024	Public Coordinate	Where it Goes	This new H2 route needlessly cuts off the whole north side of Mount Pleasant from west of the park neighborhoods. Either H2 or H4 needs to up north up Mt Pleasant street	C61 Tenleytown - Brookland (Metrobus)	H2, H4	C61
6/5/2024	Public Coordinate	Something Else	this route gets me from New Carrollton to work at the Harris Teeter so much faster than the B24!	P71 New Carrollton - Bowie State (TheBus)		P71
6/5/2024	Public Coordinate	Something Else	Although 60 is proposed to be eliminated, could you consider a line operating between Fort Totten Station and Archives (9th Street and Constitution Avenue NW) via North Capitol Street NW, Hawaii Avenue NE, North Capitol Street NE, Louisiana Avenue NW and Constitution Avenue NW?	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	60, 11	D44
6/5/2024	Public Coordinate	Where it Stops	River Terrace deserves a stop (either at 34th st or Anacostia Ave) for the X9/D2X	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/5/2024	Public Coordinate	Where it Stops	The U4/C33 is good at what it does and fairly reliable. I do wonder if reducing some of the really bunched stops in both Deanwood and River Terrace could make it a little quicker!	C33 River Terrace - Deanwood (Metrobus)		C33
6/5/2024	Public Coordinate	Something Else	This is too close to historic homes and will cause damage to the homes to drive down 1st Street. It's a small residential street already handling too much traffic. To have a bus stop would be incredibly disruptive to the community.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/5/2024	Public Coordinate	Something Else	This is too close to historic homes and will cause damage damage to the homes to drive down 1st Street. It's a small residential street already handling too much traffic. To have a bus stop would be incredibly disruptive to the community.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/5/2024	Public Coordinate	Where it Goes	I agree with the commenters that retaining the current 33 one-seat ride to Federal Triangle is important for commuting. A compromise possibility here could be a time-limited extension of the route to Federal Triangle during peak periods, becoming a permanent extension with additional budget (as in the revised visionary network).	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
6/5/2024	Public Coordinate	Where it Stops	there is currently a bus stop here on the X2 that should be retained before it makes the left turn down 11th.	D22 Chinatown - Minnesota Ave Station (Metrobus)	X2	D22
6/5/2024	Public Coordinate	Where it Goes	I agree with this comment about a crosstown bus from Howard to Georgetown. There are about 10 regulars who board and take the G2 from LeDroit Park all the way to Georgetown. I am very surprised that WMATA is proposing removing this vital link between neighborhoods and between two premier academic institutions.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/5/2024	Public Coordinate	Where it Goes	How are all the students/people from Crestwood, Petworth etc going to get back and forth to schools across the park without the W45 and those other buses? This map doesnt have any crosstown bus connecting these neighborhoods	C81 Sibley Hospital - Fort Totten (Metrobus)	W45	C81
6/5/2024	Public Coordinate	Something Else	I would love to see this route hit glenmont too to cover more or georgia avenue instead of having two different busses on georgia. I benefit greatly from the y2/y8 as it's a direct route to silver spring and it stops places this stop does not.	M20 Wheaton - Silver Spring (Metrobus)		M20
6/5/2024	Public Coordinate	Something Else	what happened to the route from Tysons to Bethesda? I think that is a major missed opportunity/need!	2025 Proposed Network		
6/5/2024	Public Coordinate	Where it Goes	I miss when the R2 would serve PG plaza	P13 White Oak Transit Center - Fort Totten (Metrobus)	R2	P13
6/5/2024	Public Coordinate	Something Else	Maybe this stop could be enhanced with a bench	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/5/2024	Public Coordinate	Where it Goes	This is a horrific downgrade for DC residents from the current D6 which allows access to all of downtown. Anyone coming from Ward 6 is losing a huge amount of one seat options.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
6/5/2024	Public Coordinate	Where it Goes	UMD still has very limited bus services despite the fact that it is the largest university in the DC area and serves a population which is much more likely to lack a car. There are shuttles but they do not run year-round.	2025 Proposed Network		
6/5/2024	Public Coordinate	Where it Goes	I like combining the F1 and T14! I transfer between them a lot now	P42 Takoma - New Carrollton (Metrobus)	F1	P42
6/5/2024	Public Coordinate	Something Else	Although K2 is proposed to be eliminated, Would/could you consider holding on to it a little longer? If there is a proposed route between Fort Totten, Takoma and Silver Spring Metro Stations, K2 may be needed for another proposed route information.	P42 Takoma - New Carrollton (Metrobus)	K2	P42
6/5/2024	Public Coordinate	Something Else	the 3y bus needs to stay. my bus is always packed and it only runs during rush hour anyway.	2025 Proposed Network	3Y	
6/5/2024	Public Coordinate	Where it Stops	Love that this route is mostly the same! I use it a lot.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
6/6/2024	Public Coordinate	Something Else	1 or 2 later F28/F29 buses (e.g. at 8pm or 8:30pm) would help late night workers or people with business downtown. People are taking ubers into Northern Virginia if they can't make the last bus at 7:20pm.	F28 Kings Park - Pentagon (Metrobus)		F28
6/6/2024	Public Coordinate	Where it Goes	I would love to see this route or another route go through DuPont and onto Union Market. I regularly walk from the DuPont/Logan Circle area to Eckington (which takes about 50 minutes) because there isn't a reliable bus or metro route. I sometimes bike down Q/R Street—which have become very busy bike lanes—but because the lanes aren't protected I still feel safest walking. Ask Eckington and the Capitol Crescent Trail continue to grow it would be helpful to have a East to West route connecting the northwest neighborhoods where a lot of people live (eg Georgetown, AdMo, DuPont, Logan Circle) to the growing area around Union Market (eg NOMA, Eckington). A bus that goes across P or U East to West all the way to the Union Market area would help connect these currently unconnected parts of the city.	D92 Georgetown - Union Station (Metrobus)		D92
6/6/2024	Public Coordinate	Where it Goes	I'm agreeing with the other comment above me also about 4th street sw. It's not fair that there will be no buses in this area of 4th street without walking down to waterfront or the wharf. Walking to the metro station to get a bus makes no sense because the bus will often be less efficient. There are lots of people in this area of the southwest neighborhood who use p6 routes so please consider keeping a similar route.	2025 Proposed Network	P6	
6/6/2024	Public Coordinate	Where it Stops	The E4 is now a neighborhood bus with few stoplights between Broadbranch area and Friendship Heights. The new route puts all stops on busy streets and adds four new stoplights and a difficult left turn to the route. I might as well walk if you're going to move the stop to a busy intersection and increase the trip time with stoplights.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
6/6/2024	Public Coordinate	Where it Goes	The L2 already serves this part of Connecticut Avenue. Keep the E4 on McKinley Street to serve the Chevy Chase neighborhood.	C83 Friendship Heights - Fort Totten (Metrobus)	E4, L2	C83
6/6/2024	Public Coordinate	Where it Goes	The D70/L2 should be extended down to the Lincoln Memorial or East Potomac Park. It just makes sense. This area would be an attraction to tourists, and it would give the people on Connecticut Avenue daily access to the area from the hotels nearby	2025 Proposed Network		D70
6/6/2024	Public Coordinate	Where it Stops	I'm agreeing with the comment above me. Southwest needs to be connected to more neighborhoods like gallery place/chinatown and east like eastern market and navy yard	2025 Proposed Network		
6/6/2024	Public Coordinate	How Often it Comes	Is there any way to run a couple of rush hour 12-minute frequency buses in the morning to help get to work? For example, between 7:00am and 7:36am.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/6/2024	Public Coordinate	How Often it Comes	Between the F28 and F29 frequencies, it seems like there will be many fewer buses serving that route. Some of the 17K and 17G buses during Rush are already quite full. Recommend Rush buses are every 15 minutes instead of 20 on the F28 route since that will be faster than the F29 route (which will have to soldier through Braddock Rd).	F28 Kings Park - Pentagon (Metrobus)	17G, 17K, 20	F28, F29
6/6/2024	Public Coordinate	Where it Stops	The D44 should stop here , allowing buses to continue instead of stop right after turning, the old bus stop was also in front of the intersection, this may cause a build-up , making cars have to stop in the middle of the intersection because they can't get by.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/6/2024	Public Coordinate	Where it Goes	It is a terrible idea to have the E4 turn left onto McKinley instead of just keeping the route on McKinley. It will slow down the bus, slow down traffic on Connecticut Avenue and add nothing to the service by adding stops on Connecticut Avenue.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
6/6/2024	Public Coordinate	Something Else	Is there any way to run one or two eastbound buses in the 6am-7am hour block?	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/6/2024	Public Coordinate	Something Else	I'm agreeing with the comment to the right and adding on to say I am someone with mobility issues who isn't a senior citizen who heavily relies on the p6 line to help me get around the city in my wheelchair	2025 Proposed Network	P6	
6/6/2024	Public Coordinate	Where it Goes	With the C61 planning to be 24/7 service it does not run up Mount Pleasant St where there is a higher density of commercial and residential spaces like the current 24/7 H4 service. I believe Mount Pleasant will be better served during late night hours if C61 goes up Mount Pleasant St.	2025 Proposed Network	H4	C61
6/6/2024	Public Coordinate	How Often it Comes	Will there still be proposals for this route to run daily from Metrorail opening to Metrorail closing in the 2026 FY?	P97 Southern Ave Station - Fort Washington (Metrobus)		P97
6/6/2024	Public Coordinate	How Often it Comes	Need to keep the same frequency as the 38b and the circulator line, also the circulator route from Georgetown to DuPont circle is terrific and allows me to take advantage of the great restaurants and avoid the traffic and parking. There looks to be no replacement for that line, big issue.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	38B	A58
6/6/2024	Public Coordinate	How Often it Comes	South of here, this route is not walkable, but waiting an hour for the bus esp on wks makes it unattractive. If it came more often during the daytime hours, it would be more convenient to shopping on NY Ave NE.	2025 Proposed Network		C71
6/6/2024	Public Coordinate	Where it Goes	Northern Virginia community college/george mason university via rolling road	2025 Proposed Network		
6/6/2024	Public Coordinate	Where it Goes	There are no buses that go from pentagon city or crystal city to Northeast DC. So you always have to transfer at metro center/near there or walk from Farragut to further north. So this ends up taking about 45 min when it's only a 20 min drive.	2025 Proposed Network	20	
6/7/2024	Public Coordinate	How Often it Comes	Reducing service on Pike is appalling.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
6/7/2024	Public Coordinate	How Often it Comes	During school months, numerous children need the bus to get to Deal and Jackson-Reed. Service at a 30 minute interval is not likely sufficient for students to arrive on time to school.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
6/7/2024	Public Coordinate	How Often it Comes	Students headed for Deal and Jackson-Reed take this bus and it is often quite crowded in the morning. We need more frequent service on school days at the beginning and end of the school day. Thanks	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/7/2024	Public Coordinate	Where it Stops	I do not think getting rid of the West Falls Church stop is a good idea. I rely on this bus route to connect to the West Falls Church metro for my commute. Without this stop, there isn't a connection to West Falls Church besides driving, which is not a viable option for everyone.	F20 Tysons - King St Station (Metrobus)		F20
6/7/2024	Public Coordinate	Where it Goes	I am personally inconvenienced by the loss of the D70/L2 routing along Calvert/Columbia, as it is my most direct route to work (Calvert/Biltmore to Connecticut/M), but I understand the system benefits of this change for commuters along the Ward 3 portions of Connecticut and approve of the overall changes in Western Adams Morgan if taken as a whole.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/7/2024	Public Coordinate	Where it Stops	This should be an express bus with fewer stops during AM and PM rush when people are just trying to go to and from downtown.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/7/2024	Public Coordinate	How Often it Comes	This line (new C85) is one that many neighborhood students take to Deal Middle School and Jackson Reed High School. Only running every 30-minutes is far too infrequent for these students and will lead to tardiness or excessive unsupervised time loitering around the schools. It should run at least every 10 minutes before school and at least every 10 minutes after school.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/7/2024	Public Coordinate	Where it Goes	There is no other bus that comes past the National Archives. Removing the C8 without adding a different bus will cause hardship for those working at the National Archives and researchers who visit and rely on this bus to get there and back.	2025 Proposed Network	C8	
6/7/2024	Public Coordinate	Where it Goes	I would like to see bus service connecting Rosslyn to Dupont Circle if Circulator service is to be eliminated. Metro service from Rosslyn to Dupont Circle requires travel to Metro Center and a transfer to the Red Line. Unless WMATA is planning to introduce such a route, I don't understand how the mayor thinks that Metro would be covering the ground that the Circulator does.	2025 Proposed Network		
6/7/2024	Public Coordinate	Where it Stops	I think removing the West Falls Church stop is a really bad idea. Taking a bus is the best way to get to the metro station for someone who does not have a car. The highway makes it dangerous to walk and bike.	F20 Tysons - King St Station (Metrobus)		F20
6/7/2024	Public Coordinate	How Often it Comes	The 42/43 are already really full at rush hour. While replacing them with lines that connect to metro on either end seems like a good idea, in practice I think making this a much longer route will result in it being more crowded and even less reliable. This will really isolate Mt Pleasant	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/7/2024	Public Coordinate	Where it Goes	What happened to the well used express buses to DC?	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
6/7/2024	Public Coordinate	Where it Goes	I and my neighbors in the Cathedral Corridor will no longer have direct service downtown with the elimination of the N2 and proposed changes. There are literally thousands of voters who live in a few square block area in the condos, coops and apartments here, who will no longer be able to go directly to either downtown or DuPont Circle and the red line. It is not feasible for us to walk 15 minutes uphill to Mass Ave. or Nebraska Ave. to catch another bus. I will no longer be able to use the bus service at all because the new routes are too circuitous and time consuming to be worth the effort. Therefore, I will have to Uber or use my car, as I imagine many others will as well. We will then either contribute to more traffic congestion and environmental pollution or avoid downtown at all costs, if possible. PLEASE DO. NOT TAKE AWAY THE N2! We also have a good number of senior citizens who use the bus to go to doctors' appointments and other things downtown. It may no longer be feasible for them to go downtown at all.	D90 Tenleytown - Convention Center (Metrobus)	N2	D90
6/7/2024	Public Coordinate	How Often it Comes	The 42/43 are already really full at rush hour. While replacing them with lines that connect to metro on either end seems like a good idea, in practice I think making this a much longer route will result in it being more crowded and even less reliable. This will really isolate Mt Pleasant	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/7/2024	Public Coordinate	Something Else	It would be great to keep express service on 14th street. The current 52 and 54 are very crowded and slow. The 59 express is much quicker for longer trips, especially during rush hours. There should be express service on the heavily-used 14th street corridor, just as there is on 16th and Georgia.	2025 Proposed Network	52, 54, 59	D52, D54
6/7/2024	Public Coordinate	Where it Stops	Skip Georgetown altogether during AM and PM rush. It's a nightmare commute to go through GT. Pilot a bus that starts at Friendship Heights and goes down Wisconsin Avenue until it turns on Massachusetts Ave and doesn't stop until Dupont Circle. The stops after that should be Farragut Square, McPherson Square, AND Franklin Square. Please pilot after 1630 and before 9:30.	D82 Friendship Heights - Franklin Square (Metrobus)		D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/7/2024	Public Coordinate	Where it Goes	What is currently the 3Y is an essential bus route for me and many others that live on Langston Blvd. I, like many others, rely on this bus route for commuting and I believe many others would rely on it too if it came more frequently and was more reliable. With 30 min between buses and bus arrivals potentially varying 15+ minutes, it can often mean putting in additional time into your commute for waiting for the bus which may cause some people to opt for driving or other non public transit options. As it stands, without the 3Y, commuters on Langston Blvd's only option for transit is the ART 55 to metro which can often be longer and if your office is not by a metro stop, potentially adds 2 transfers into your commute.	2025 Proposed Network	3Y, 30	
6/7/2024	Public Coordinate	Where it Goes	Maybe have a South Dakota Avenue Line from Silver Spring to Deanwood. It would be Deanwood, then US-50 to Fort Lincoln, then up South Dakota Avenue for the entirety of the route, then up 3rd Street, Eastern Avenue, Takoma, Aspen & Butternut, Alaska, Georgia, then Silver Spring. This route would definitely be essential to Woodridge and Fort Lincoln residents and others along South Dakota to get to major stations like Silver Spring or Deanwood	2025 Proposed Network		
6/7/2024	Public Coordinate	Where it Goes	Please reconsider eliminating the K2. This bus already only runs in the mornings and evenings and only on the weekdays. It serves multiple schools along the route. Without the K2 these children will quite literally not have a way to and from school. Many people also use it to get to and from work - people who do not have cars!! The elimination of the K2 leaves a huge gap in bus service east of 5th Street NW, cutting off many people from reasonable public transit access. I understand that the K2 may not be a "popular bus" but consider the fact that because many children take it, these kids do not swipe their metro cards (because they don't have to). So I think WMATA's data is flawed and is severely undercounting how many people actually use it. Could you at least make it run less frequently? Cutting it out entirely seems draconian and is making the bus system worse, not "better."	P42 Takoma - New Carrollton (Metrobus)	K2	P42
6/8/2024	Public Coordinate	How Often it Comes	An express version of this bus between Ballston and King St Metro stops would be amazing and avoid having to do a transfer at Rosslyn. Also, this route is too infrequent at every 30 minutes: 10 minutes between buses should be the standard off-peak, and 5 minutes for on-peak	A71 Ballston - King St Station (Metrobus)	30	A71
6/8/2024	Public Coordinate	How Often it Comes	This is a great Mass-Ave crosstown route, but for some reason Metro never runs frequent-enough service on the length of Mass Avenue. There are lots of residents and jobs (embassies!) the length of Mass, and this route to downtown would be more convenient if the service were upgraded to every 12 minutes or better (Frequent).	D90 Tenleytown - Convention Center (Metrobus)		D90
6/8/2024	Public Coordinate	Where it Goes	In general, I like the new route. However, I agree that routing it behind Union Station is a missed opportunity. The bus redesign map doesn't place a single route with better than "low frequency" (30 mins or better) going to Union Station, a major transfer point. this route, the C51, should continue down New Jersey Avenue to make a left onto Massachusetts Avenue, serve Union Station directly, then turn left and head up 2nd St NE to rejoin the route as it's currently laid out here.	C51 Woodley Park - Anacostia (Metrobus)	30	C51
6/8/2024	Public Coordinate	Something Else	The "Plan Your Trip" function doesn't seem to take the D34 into account. Every time I try to find out how long it will take to go from the Randolph Avenue stop to this stop, the "Play Your Trip" function suggests that I take a different route. Please add the D34 to the "Plan Your Trip" feature. Also, would be helpful to know how long it would take to ride this route from beginning to end.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/8/2024	Public Coordinate	Something Else	I disagree with the comment above me.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
6/8/2024	Public Coordinate	Something Else	Can there be a third service that more accurately reflects the service of the current C2 bus that travels through College park into Takoma/Langley. Wheaton-Greenbelt is not necessary.	P11 Greencastle - Hyattsville Crossing (Metrobus)	C2	P11
6/8/2024	Public Coordinate	Where it Stops	Downtown College Park should maintain its current service	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
6/8/2024	Public Coordinate	How Often it Comes	The new B2 route and this new route have increased traffic down 18th St. SE by over 20% and 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 with the compression gas buses.	2025 Proposed Network	B2	D24, C41
6/8/2024	Public Coordinate	Where it Goes	Routing the bus off of 17th St SE to go down 18th ST SE is inefficient and also violates the DDOT policies of having a bus route on a residential street with speed humps. The CNG B2 buses are LOUD as they slow/brake on each speed hump on 18th St. SE disrupting sleep overnight and DC's Dept. of Buildings noise regulation of "Every person living in the District is entitled to reasonable noise levels that do not threaten life, health, and enjoyment of his or her property."	2025 Proposed Network	B2	C41
6/8/2024	Public Coordinate	Where it Goes	Diverting the B2 route from 17th St. SE onto 18th St SE already slows down the B2, Ideally busses would just stay on 14th/15th for the whole route which would provide a Metrorail connection at Potomac Ave or at least stay on 17th and flow with traffic not get stuck in side street traffic and speed humps.	2025 Proposed Network	B2	C41
6/8/2024	Public Coordinate	Something Else	Very concerned about the connection from SW to Chinatown. That direct route was incredibly valuable. I appreciate the connect to union station but you've removed a vital route	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/8/2024	Public Coordinate	Where it Goes	Whybare the residents of this ward being deprived of pur only connection to downtown? 63 needs to be more frequent and extend further downtown, rather than being eliminated! This new route is a negative for us! Families and commuters need to be able to access red and orange/blue line stations rather than being restricted to green line only. This is not the way to get more people to use metrobus, or to go downtown more. 63 needs to be maintained, extended and made more frequent..	D46 Takoma - Petworth (Metrobus)	63	D46
6/8/2024	Public Coordinate	How Often it Comes	It would be nice if this route had an express version with fewer stops, and that the bus ran faster than every 20 minutes (10 minutes would be fine, 5 minutes ideal)	A70 Tysons Corner Center - Potomac Yard (Metrobus)	20	A70
6/8/2024	Public Coordinate	Where it Goes	We really need this bus to go into Foggy Bottom like the 42 currently does. Farragut Square isn't close enough. We've got a lot of people living in the apartments there, and many of them have mobility issues. They'd never be able to walk to Farragut to catch the bus.	D72 Van Ness - Lafayette Square (Metrobus)	42	D72
6/9/2024	Public Coordinate	Where it Goes	Busses should turn here on 5th Street to avoid the long lights and congestion on Blair Road. If you ride this bus in the morning, it takes about 4-5 extra minutes just to get past here with how bad the light and the traffic is with the medical place right next to the liquor store on Blair. Turning at 5th Street would improve service.	D54 Takoma - Metro Center (Metrobus)		D54
6/9/2024	Public Coordinate	Something Else	The VA Revised map and revised route summaries include an A16, but this is not included here or in the route summaries. I am confused about this route.	2025 Proposed Network		
6/9/2024	Public Coordinate	Where it Goes	There are no bus routes around Lincoln Park or linking Hill East (Potomac ave etc.) to Union Station and U street cooridor. Could one of the new U St. lines be extended to follow the old 96 route?	2025 Proposed Network	96	
6/9/2024	Public Coordinate	Where it Stops	Although you are trying to reduce redundancy with DASH service by running on S. Glebe rather than E/W Glebe, the service is not redundant as is goes to different places. If you keep service on S. Glebe, more consideration is needed on how to facilitate bus transfers without requiring large detours by passengers to Potomac Yard to transfer.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/9/2024	Public Coordinate	Where it Stops	While I appreciate the desire to create an efficient regional bus connection between Ballston and Potomac Yard, this routing on S. Glebe is a lost opportunity as at bi-passes a high concentration rider area that could be picked up by using E. Glebe to Mr. Vernon Ave from Potomac Yard metro and then making a left at S. Glebe.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/9/2024	Public Coordinate	How Often it Comes	This plan is significantly worse for Greenbelt than the draft network. The draft plan included MD350 to replace The Bus 11 running on Hillside Rd/Greenhill Road. The revised plan appears to completely eliminate this service without any proposed increase in the service frequency on the P21. Residents will need to travel further to access a bus stop with no added benefit whatsoever in frequency.	P21 Greenbelt - New Carrollton (Metrobus)	11	P21

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/9/2024	Public Coordinate	Something Else	By the time the 54 reaches Metro Center, the bus is almost empty. The 54 should terminate/start at another station in Downtown, like Smithsonian or Federal Triangle. Smithsonian would be the preferable since it would serve tourists aswell.	D54 Takoma - Metro Center (Metrobus)	54	D54
6/9/2024	Public Coordinate	Where it Goes	I support the proposed alignment of the A12 south into Old Town and to Hunting Point.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
6/9/2024	Public Coordinate	Where it Goes	I support the A12 alignment on Mount Vernon Avenue, retaining this route from Hunting Point to Ballston, though Old Town and Del Ray, as a core part of the regional bus network.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
6/9/2024	Public Coordinate	Where it Stops	The M12 should stop on both sides of Rockville Pike, and have more stops along the Pike. Busses should also share stops with Ride On for better connection or have them closer. The current and only stop near the station entrance is fine if you're connecting with Metro, but bad if you're connecting with Ride-On buses that continue upwards on the pike.	M12 North Bethesda - Hyattsville Crossing (Metrobus)		M12
6/9/2024	Public Coordinate	Where it Stops	This stop on Glebe is an important one used by many people, and only more so with this new proposed route. There is a shelter on the south side (in front of Giant) but no amenities on the North side. The North side is heavily used for boardings, and better amenities are needed.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/9/2024	Public Coordinate	Where it Goes	I support the proposed A11 and A12 alignment on Mount Vernon Avenue -- retaining the core regional bus service to the Pentagon and Ballston currently provided by the 10A and 10B, respectively.	A11 Pentagon - Huntington (Metrobus)	10A, 10B, A12	A12, A11
6/9/2024	Public Coordinate	Where it Goes	Please do NOT get rid of the 96 bus! It is a heavily utilized route that connects Hill East to Union Station and other points across the city. I ride 96 daily and it is always busy - I can't fathom why WMATA would get rid of it. Please keep 96!	2025 Proposed Network	96	
6/9/2024	Public Coordinate	How Often it Comes	I support the proposed increase in Sunday service on the A11 to 30 minutes, as an improvement from the current hourly service on the 10A.	A11 Pentagon - Huntington (Metrobus)	30	A11
6/9/2024	Public Coordinate	Where it Goes	I support the proposed alignment of the A11 south into Old Town and to Huntington Metro.	A11 Pentagon - Huntington (Metrobus)		A11
6/9/2024	Public Coordinate	Where it Goes	I believe certain trips should go straight on Cedar and serve the Takoma Education Campus during school hours. This would: A. Improve service since the buses won't get stuck at 3-4 bus stops that fill up, and instead only one stop. B. Improve speed of the bus since they'll go straight on Cedar, then turn on Piney Branch.	D54 Takoma - Metro Center (Metrobus)		D54
6/9/2024	Public Coordinate	Where it Stops	Run the bus on E. Glebe to Mt Vernon Ave, turn on Mt. Vernon Avenue, and then make a left at S. Glebe as the A12 will. This routing will improve transfer options for riders originating south of the route as well as better serve Arlandria. Some of the 23 A/B riders losing service on W. Glebe will be able to walk to make the connection with this routing.	A70 Tysons Corner Center - Potomac Yard (Metrobus)	A12, 23	A12, A70
6/9/2024	Public Coordinate	Where it Goes	D4X (79) should turn here on Silver Spring Ave then Ripley St to Improve speed towards Silver Spring Station and from Silver Spring. The lights on Wayne Ave and Georgia Ave take forever and really add about 5-6 minutes to your commute to the station. This way has no traffic, no lights and no stops would be lost since the D4X/79 don't serve any stops past Georgia/Eastern. The ideal and less turning route would be turning right on Bonifant, but with the Purple Line construction it is less than ideal at the moment.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)	79	D4X
6/9/2024	Public Coordinate	Something Else	It would really be better for everyone if the "S" lines only served 16th Street, and the K2 was extended from Takoma to Silver Spring to not abandon Alaska Ave and Eastern Ave.	D62 Silver Spring - Franklin Square (Metrobus)	K2	D62
6/9/2024	Public Coordinate	Where it Stops	The draft plan included the MD350 to replace The Bus 11, running on Hillside Rd/Greenhill Rd. Service should be retained on Hillside Rd/Greenhill Rd. This plan is significantly worse as it will require residents to travel further to access a bus stop but with a net loss in service frequency.	P21 Greenbelt - New Carrollton (Metrobus)	11	P21
6/9/2024	Public Coordinate	Something Else	I support the separate A70 to create an efficient connection between Potomac Yard and Ballston, while retaining the A12 as an important regional connection from Hunting Point, Old Town, Del Ray, Arlandria, Shirlington, and Columbia Pike, and Ballston.	A70 Tysons Corner Center - Potomac Yard (Metrobus)	A12	A12, A70
6/9/2024	Public Coordinate	How Often it Comes	Hourly Saturday and Sunday service on this route is inadequate.	P21 Greenbelt - New Carrollton (Metrobus)		P21
6/9/2024	Public Coordinate	Something Else	Where is information about the P25 referenced in the Phase 2 comment document as one of three bus routes serving Old Greenbelt? The proposal as shown is a loss of service.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/9/2024	Public Coordinate	Something Else	Please consider bringing back the J5, even if it only runs during Rush Hour or select times. It was the BEST way to get from Silver Spring to Twinbrook. The current way using route '5' from Ride-On is absolutely terrible.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/10/2024	Public Coordinate	How Often it Comes	Needs to come more frequently than every 30 minutes in order to be useful	D94 Sibley Hospital - Chinatown (Metrobus)	30	D94
6/10/2024	Public Coordinate	How Often it Comes	How can you eliminate the 63 and still keep the 64 (D44) at only 20 minutes per day? Both are standing room only through Petworth during rush hour. This literally halves bus service from the neighborhood to downtown. If you're going to cut the 63 (which you shouldn't do, you should run it all day long instead), you have to make the 64 come every 8 minutes during rush hour and every 12 the rest of the day. For those commuting northbound via train then connecting to bus, it's problematic to only have 1 bus every 20 minutes to transfer to in order to get home.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	63, 64, 11, 20	D44
6/10/2024	Public Coordinate	Where it Goes	I use this bus for a one seat commute to Federal Triangle. If this bus is axed, I doubt I'll switch to a transfer commute. I'd likely just switch to driving.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/10/2024	Public Coordinate	Where it Stops	The Corcoran & Mt Olivet stop for the D365 is getting a bus island currently and the other two stops on Mt Olivet are so close together, which makes no sense at all.	2025 Proposed Network		D36
6/10/2024	Public Coordinate	Something Else	Agree with others that this is a decent redraw of the 90s, hitting the key points BUT it should not mean that the G2 route is eliminated. These serve completely different crosstown needs.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/10/2024	Public Coordinate	Where it Stops	if Stop ID: 1000250 is moved across naylor road this can potentially be eliminated	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/10/2024	Public Coordinate	Something Else	I like this route! The 90/92 is always busy. Because the two routes are generally similar, the timing needs to be frequent to continue the continual service connecting U Street to NOMA/Union Market to Capital Hill. I would love to see 5-10 minute headways on this route, as it often is now with two routes servicing this path.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/10/2024	Public Coordinate	Where it Goes	Putting here since it is on the visionary to end here: if circulator service bites the dust next year, there should be be either a replacement loop or several routes that serve the national mall loop.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/10/2024	Public Coordinate	How Often it Comes	The D34 should run more frequently than every 30 min. There is a lot of demand for a quicker route between NoMa, Eckington and other Northeast neighborhoods and downtown.	2025 Proposed Network	D34, 30	D34
6/10/2024	Public Coordinate	Where it Goes	Tysons to Bethesda rt?	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Goes	These neighborhoods have students who are literally zoned to attend Deal and Jackson Reed and Metro has proposed cutting the buses they all take to get there without a replacement. Not only that but students are not the only ones using these buses. They are packed!	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/10/2024	Public Coordinate	Where it Goes	We need a route that goes from MD to Tysons. Maybe from Mall to Mall (Westfield Montgomery to Tysons)?	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/10/2024	Public Coordinate	Where it Goes	It would be more straightforward if the route took 4th/5th/6th all the way down to M	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/10/2024	Public Coordinate	Where it Stops	Please keep a stop at Wisconsin and M (either on Wisconsin or M, but this is a busy stop for a reason)	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/10/2024	Public Coordinate	Where it Goes	The B2 route and this proposed new route have increased bus traffic down 18th 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.	2025 Proposed Network	B2	D24, C41
6/10/2024	Public Coordinate	Where it Stops	cutting half of DC off from direct access to a hospital is wild	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/10/2024	Public Coordinate	Where it Goes	Why does the bus divert to a smaller road with speed bumps? The removal of parking on the West side of the road widens the thoroughfare and encourages aggressive driving especially those trying to make the light on Independence.	2025 Proposed Network		D24, C41
6/10/2024	Public Coordinate	How Often it Comes	On one end, I appreciate the more direct route the D92 will take vs the old D6, in terms of getting to Union Station. But for someone who takes Amtrak often and super early, this route should have early morning trains while Metrorail is not running early enough. Sometimes, I need to take a train at 4 or 5am, and I can't get there quick enough without a taxi. This bus, and many other Union Station buses, need to run earlier than 6am.	D92 Georgetown - Union Station (Metrobus)	D6	D92
6/10/2024	Public Coordinate	Something Else	How much longer is this route going to be in comparison to the 17G	F29 George Mason - Pentagon (Metrobus)	17G	F29
6/10/2024	Public Coordinate	Where it Stops	The various re-routes of bus service combined with the elimination of the old E6 bus route has left this entire area of DC without last mile service to/from the metro.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/10/2024	Public Coordinate	How Often it Comes	this line would be super helpful for all the students who work downtown; it definitely needs to come every 20 minutes at least (preferably every 12-15).	D90 Tenleytown - Convention Center (Metrobus)	20	D90
6/10/2024	Public Coordinate	Something Else	Agree with others that eliminating so many stops along here overburdens Georgetown employees who already have so few public transit options for getting to work. It's bad enough that you're killing the G2. My commute is going to double after all of these cuts and changes.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/10/2024	Public Coordinate	Where it Goes	Nothing goes to Archives II in College Park!!!	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
6/10/2024	Public Coordinate	Something Else	This route is so busy - please consider running the longer/extended buses on this route	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/10/2024	Public Coordinate	Where it Goes	It would be helpful to have a route that replace the US-GT Circulator. There is no direct connect from East to West in this part of the city. Additionally, it would be good to have more bus route in general passing through Union Station given its importance as a transport hub.	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Stops	I really like the existing route from North Capital down to K Street. I think that would be more beneficial than the New York Ave route. NY Ave has way too many vehicles - without bus priority this bus will constantly be stuck in traffic.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/10/2024	Public Coordinate	Where it Stops	It seems odd to have this and the stop not even a block away. I'd rather keep the Corcoran stop (Which is getting a bus island right now!) and remove one of the ones between Brentwood and Corcoran.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/10/2024	Public Coordinate	Where it Stops	Stops at 1st PI NE and Riggs (both directions) should be eliminated. These are rarely used, this intersection has almost nothing at it and the stop is trivially close to the bus bay stop at the metro. This is basically just 2 ends of a driveway and if you miss the light from having to stop, it adds 90 seconds to the southbound trip time.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	90, 11	D44
6/10/2024	Public Coordinate	Something Else	need more routes to Maryland from here, otherwise you're required to first go MD>DC>VA which adds a significant commute time	2025 Proposed Network		
6/10/2024	Public Coordinate	How Often it Comes	This route will have half the rush hour frequency of the old D2 route. Why? It will also connect Glover Park to Bethesda - but why? Is there a survey that shows demand for that?	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/10/2024	Public Coordinate	Where it Goes	I like having a route between Downtown DC and Mt. Vernon. It should definitely stop at National Airport to provide redundancy for when the Yellow & Blue Lines aren't running for whatever reason.	2025 Proposed Network		F19
6/10/2024	Public Coordinate	Something Else	Removing the 96 line sections that cover this area of Capitol Hill around Lincoln Park is a serious blow to those living in the area. This is a highly utilized route to be about to access NW DC and for NW DC to be able to easily route to Lincoln Park and Beyond. None of the new routes come close to fulfilling the same need and would require bus transfers or walking blocks to reach the same areas.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
6/10/2024	Public Coordinate	How Often it Comes	Thank you 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.	C55 Tenleytown - LeDroit Park (Metrobus)	96	C55
6/10/2024	Public Coordinate	Where it Goes	good route. more crosstown stuff that starts in out NW and ends in outer NE is helpful, at least as a medium or low frequency thing.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/10/2024	Public Coordinate	Something Else	it looks like you are dropping the 22A. As you can see, that leaves nothing running through Parkfairfax for big chunks of the day. Many people depend on the 22A to get then to/from Parkfairfax/Pentagon Metro.	2025 Proposed Network	22A	
6/10/2024	Public Coordinate	Where it Stops	Southbound stop at Park and 11th should be eliminated. It's way too close to the stops before/after it and always causes the bus to get caught at a light that is otherwise timed to allow free flow of traffic from NH to 11th (via Park) and to them quickly sync up with the southbound light timing on 11th during AM rush. This stop alone adds 60-90 seconds to every southbound trip.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/10/2024	Public Coordinate	How Often it Comes	This should be a medium/20-minute service or better.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/10/2024	Public Coordinate	Where it Goes	I'm glad that one of the current 42/43 routes is being extended to connect to Columbia Heights Metrorail station, partly making up for the loss of the Woodley Park-McPherson Square DC Circulator route.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/10/2024	Public Coordinate	Where it Stops	Removing the West Fall Church station is not a great idea for people like me who rely on this service for my commute. Though other people have said bypassing the station saves time, in practice the time lost is around the same as the frequency of the buses themselves.	F20 Tysons - King St Station (Metrobus)		F20
6/10/2024	Public Coordinate	How Often it Comes	Running only ever 30 minutes is a real downgrade for what would have been a mix of the D4 and D8. The route is far too long, the E2 is extremely unreliable as it is, in part because it's too long.	C71 Fort Totten - Union Station (Metrobus)	D4, E2, 30	C71

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/10/2024	Public Coordinate	Where it Stops	A lot of multifamily housing in the neighborhood across from Montgomery Mall. It would be great to have Metrobus stops on Westlake Dr like the M70.	2025 Proposed Network		M70
6/10/2024	Public Coordinate	Where it Goes	you're asking riders between benning & pennsylvania to take 2 buses to cross the river. Eliminating the v4 means riders must go backwards or north to Minnesota or Benning stations. Or, travel way south to Anacostia station. Buses and bus schedules are very inconsistent, meaning riders are waiting with uncertainty			
			Why are direct buses over the river eliminated? The V4 had direct access to Potomac and Navy Yard stations.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C31
6/10/2024	Public Coordinate	Where it Stops	Stop ID: 1000223 Bus stop should be moved to the intersection of Naylor road and Southern Ave as it is better served by two crosswalks and a signal. Possibly can better serve 3 apt complexes as well.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/10/2024	Public Coordinate	Where it Stops	The X8 Stop on Maryland and Neal is very valuable. In addition to the fact that it serves members of the apartment complex (very important concerns that others have mentioned), it also provides access to the Safeway and the CVS (one of the busiest in the city). I feel very strongly that there is a bus stop here.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
6/10/2024	Public Coordinate	Where it Stops	This stop is really critical especially if you're getting rid of the stops at Fenwick, however crossing West Virginia can be really dangerous due to the speed of cars through the area.	C71 Fort Totten - Union Station (Metrobus)		C71
6/10/2024	Public Coordinate	How Often it Comes	Though I empathize and agree with the desire to have more intentional bus services and times, I think this bus route (and/or the X8, if it is hopefully returned), should run more frequently and not be limited to rush hour. These areas can be more dangerous, so I think more frequent bus routes through communities like these prevents the need for riders to have to venture further to access the bus (i.e. more bus routes promote safety). Also, these more popular bus routes (e.g. the current X2) are extremely crowded anyways, so having more bus routes reduces the load on any one bus. In addition, 17th St NE, specifically on the portion of the route here, is EXTREMELY congested in the morning. This stretch of road only has two lanes and is going through construction for the foreseeable future, with apartment complex and commercial construction plans for the area. so adding a bus stop here only adds to the bad traffic and makes it more hazardous for riders.	C43 Carver Langston - Navy Yard (Metrobus)	X2, X8	C43
6/10/2024	Public Coordinate	Where it Goes	As an Adams Morgan resident, I'll miss having the L2 come through my neighborhood, but I think having the Farragut Square-Chevy Chase Circle route stay on Connecticut Ave the whole way makes more sense.	2025 Proposed Network	L2	D70
6/10/2024	Public Coordinate	Where it Stops	I know y'all want to eliminate some stops, but here?? I need to connect to the 7th St buses.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/10/2024	Public Coordinate	Where it Goes	There is no need for this bus to go all the way to Bethesda. End at Friendship Heights.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/10/2024	Public Coordinate	Where it Goes	I like having a route connecting Union Station to Navy Yard, but this route seems convoluted. Wouldn't it make more sense for it to take Massachusetts Ave, either 8th St NE/SE or 4th & 6th Sts NE/SE, and M St SE/SW?	2025 Proposed Network		D14
6/10/2024	Public Coordinate	Where it Goes	Please bring back the old S1 route to enable access to schools and jobs in the West End/Foggy Bottom.	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/10/2024	Public Coordinate	How Often it Comes	The D72 and D74 should run more frequently than every 20 minutes. The current 42 and 43 are very heavily used.	2025 Proposed Network	42, 43, 20	D72, D74
6/10/2024	Public Coordinate	How Often it Comes	Is the D96 really the only DC route that will serve the Potomac Park area? What a horrible loss of service. Prior to the pandemic, this area was served by the 80, 31, 32, 36, 39. S1, X1, L1, H1, N4. There were many buses all going in different directions to reach parts of DC. We need much more service in this area to reach all the federal offices, in addition to GWU and many medical offices.	D96 Bethesda - Potomac Park (Metrobus)	31, 32, 36, 80, 32, 36	D96
6/10/2024	Public Coordinate	Where it Stops	Should eliminate stops at Emerson (both directions) Very close to the Farragut stops that serve the shopping center.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/10/2024	Public Coordinate	Where it Goes	Why is there not a bus that heads West, towards Navy Yard and the the stadiums area from NE?	C51 Woodley Park - Anacostia (Metrobus)		C51
6/10/2024	Public Coordinate	Where it Goes	I agree with the other comment to consider ending this bus in Wesley Heights/AU. The loss of the bus across Cathedral will be difficult for many residents there. Continuing this bus down Wisconsin to Mass and then to Cathedral may solve that problem. There are already a number of buses along Wisconsin Ave.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/10/2024	Public Coordinate	Where it Goes	The C43 should be extended to The Wharf (Maine Ave & 7th or 9th St SW) rather than terminating at Navy Yard Metro. There should be a 1-seat ride between the Eastern Market area and The Wharf to make up for the loss of the Eastern Market-L'Enfant Plaza DC Circulator route.	2025 Proposed Network		C43
6/10/2024	Public Coordinate	Something Else	Thank you for increasing frequency and identifying as a 24/7 route. I rely on this bus everyday.	C61 Tenleytown - Brookland (Metrobus)		C61
6/10/2024	Public Coordinate	How Often it Comes	Every 30 minutes is abysmal service levels for what will be the ONLY bus route that hundreds of school children + working professionals will need to utilize to get to/from the metro. Bus service during rush hour on this route needs to be 10 minutes AT MOST.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
6/10/2024	Public Coordinate	How Often it Comes	This basically replaces the 17G express route with a 17B route. I hope we aren't paying express bus pricing for this.	F29 George Mason - Pentagon (Metrobus)	17B, 17G	F29
6/10/2024	Public Coordinate	Where it Stops	This stop should be moved across the light. Space permitting, the addition of a bus shelter w/ bench or wall stop.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/10/2024	Public Coordinate	Where it Goes	I dont understand why Metro has proposed re-aligning the H2/H4 routes to the south, when they currently serve hundreds of students getting to and from tenleytown from Mount Pleasant and Columbia Heights. Those buses are packed! These will be much longer walks for my kids, will definitely prompt more families like ours to drive more	C61 Tenleytown - Brookland (Metrobus)		C61
6/10/2024	Public Coordinate	Where it Goes	Since D52 is getting cut back to 4th and M, it might be good to send the D54 down the way it used to go via 11th, Penn, and 7th to L'Enfant to still have that connection for anyone who needs it. Give overnight to a extended D52 like it is now.	D54 Takoma - Metro Center (Metrobus)		D52, D54
6/10/2024	Public Coordinate	Where it Stops	Agree with other commenters that it would be great to have buses stop at the front of the terminal.	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Goes	The Archives II building in College Park, MD needs a bus for our researchers.	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
6/10/2024	Public Coordinate	Where it Goes	Consider adding a north/south bus down 3td Street NE from Union Market to east/west on M Street to the Wharf.	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Stops	I would get rid of either the bus stops in the circle (top choice) OR both stops on either side of the circle. Currently the bus stops every 1 block: Webster, Varnum, and Upshur, which is too frequent and slows the bus down. I would get rid of the circle stops particularly because it's harder for the bus to reintegrate with traffic when in the circle and more dangerous for cyclist.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/10/2024	Public Coordinate	Where it Goes	Please extend the end-route of C53 to the Woodley Park Metro. 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 Bridge is frustrating for riders and provides no connection to a Metro or neighborhood center.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/10/2024	Public Coordinate	Where it Stops	I appreciate you listened and kept the one stop downtown ride. Transfers don't work well on WMATA and I'd rather have something that gets me home to Ivy City smoothly.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/10/2024	Public Coordinate	Something Else	There was a proposal for a bus that would pass along Mt Olivet through Union Market, D38, that would really help those of us who find the hill a physical challenge and occasionally treacherous in winter. It would be great to see that route show up again.	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Goes	Would love to see a bus between MoCo (Bethesda?) and northern VA (ideally Arlington) but at least Tysons would be great to mitigate 495 bridge traffic	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Goes	A bus that goes directly along Arlington Blvd to Rosslyn (like the former 4A) or to Pentagon/Pentagon City, rather than taking a meandering route through all of Arlington would be very helpful	2025 Proposed Network		
6/10/2024	Public Coordinate	Where it Stops	Bus stops on 16th should correspond with stop lights. 16th is very difficult to cross on foot because of the high speed of traffic. Drivers to not stop for pedestrians. The only place to cross is at stop lights. WMATAs proposal to remove stops at Upshur and Allison (which both have lights) and retain them at Varnum and Webster (where there is no safe way to cross) doesn't make any sense.	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/10/2024	Public Coordinate	Where it Goes	I like that one of the current 90 or 92 routes is extended across Duke Ellington Bridge to Woodley Park. This will help make up for the loss of the Woodley Park-McPherson Square DC Circulator route.	2025 Proposed Network	90, 92	C51
6/10/2024	Public Coordinate	Where it Goes	Why not extend the D52 past Waterfront to Navy Yard Metro, or up 8th St SE to Eastern Market Metro? Either way, The Wharf is a major destination and there needs to be a one-seat ride between The Wharf and Capitol Hill & Northeast neighborhoods. There are also many who live in Ward 1 neighborhoods accessible to 14th St NW and work in the Navy Yard area who could use a better connection.	2025 Proposed Network		D52
6/10/2024	Public Coordinate	Something Else	Space permitting, the addition of a bus shelter w/ bench or wall stop.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/10/2024	Public Coordinate	Where it Stops	Agree with the other poster that it is great to have another bus that comes from the north to MacArthur.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/10/2024	Public Coordinate	Where it Stops	The southbound stop (and arguably the northbound stop as well) between 8th and Randolph shouldn't exist. This is too close to the Metro stops. These stops are used infrequently but, when they are used, cause the northbound bus to get off the light cycle timing or cause a standing-room-only packed southbound busload of people to be delayed an additional 30 seconds when time is of the essence for connecting at GA Ave now that there's only green lines.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11, 30	D44
6/10/2024	Public Coordinate	How Often it Comes	This bus must come more often than every 30 minutes. It's one of the only proposed crosstown buses and certainly the only one hitting all of these dense neighborhoods.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
6/11/2024	Public Coordinate	Where it Stops	While I appreciate that this route continues down Nebraska, not stopping at or at least closer to the metro station is nuts. At a minimum, there should be a stop at Albemarle.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/11/2024	Public Coordinate	Where it Goes	Rerouting from McKinley St to Military doubles my walk from 5 to 10 minutes to the nearest stop. Though I and my senior parents current ride this route often both east and west, the long walk and reduced frequency on this branch means this bus is no longer very useful. I understand the trade-off and that the increase in speed/reliability may help more riders, but it is dissapointing to lose this access. How would the timing change if the neighborhood, ANC, and DDOT persued removing parking from one side of McKinley St?	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/11/2024	Public Coordinate	Something Else	* 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. * It might be more useful to have the 22A route go to Clarendon or Courthouse rather than Ballston.	2025 Proposed Network	22A	F66,A71
6/11/2024	Public Coordinate	Where it Stops	I very much appreciate the more direct route through the hospital, as going around all the small loops, especially to Medstar, easily adds 5-20 minutes due to other vehicles and buses in a too-narrow loop. It really is incumbent on the hospital to provide circulatoin around the hospital grounds rather than requiring thousands of daily passengers to wait for hours each week.	C61 Tenleytown - Brookland (Metrobus)		C61
6/11/2024	Public Coordinate	Where it Goes	I like that this route goes up 16th to Silver Spring. Provides some nicer options for my children, including access to DCI	C87 Silver Spring - Van Ness (Metrobus)		C87
6/11/2024	Public Coordinate	Where it Stops	Eliminating most (if not all) of the stops within Foggy Bottom are irresponsible. Between the students and staff at GW, to the workers at the hospital, to the State Department staff. There are so many people who work within this bubble. Not to mention all of the people who use the bus to get to the hospital and now have to walk further, if they are able to.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/11/2024	Public Coordinate	Where it Stops	This routing is confusing, I assume it's related to Mass Ave being closed for the Farmer's Market on Sundays, but maybe there's a way to make it less confusing?	D96 Bethesda - Potomac Park (Metrobus)		D96
6/11/2024	Public Coordinate	Where it Stops	If the route will go south of Hechinger Mall then it should stop where the bus stop currently exists on the intersection of 16th and Benning.	C43 Carver Langston - Navy Yard (Metrobus)		C43
6/11/2024	Public Coordinate	Where it Goes	It would be good to know if there is plans for designated bus lanes on NY Ave. When you get a good run on it, it's a dream come true, but dreams aren't meant to come true every day and that is going to be the case of using this artery in your schedule.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/11/2024	Public Coordinate	Where it Stops	Extend this route down 23rd Street to the Lincoln Monument and it would be great for helping tourists get to Georgetown	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/11/2024	Public Coordinate	Where it Goes	Are there any plans to extend this route to the Purple Line stop on Connecticut Ave. when it opens or to add an additional route serving the Connecticut Ave. between the D70 Terminus and the M22 route?	D70 Chevy Chase Circle - Farragut Square (Metrobus)		M22, D70
6/11/2024	Public Coordinate	Something Else	This bus must take advantage of express lanes during morning and evening rush hour to be an effective transportation for commuters!	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
6/11/2024	Public Coordinate	How Often it Comes	This is a major commuter route and must come at least every ten minutes during rush hour 6-10am, 3-7pm. It needs to use the express lanes to be a functional commuter option.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
6/11/2024	Public Coordinate	Where it Stops	Getting rid of the 8W to the Pentagon for rush hour service is going to affect multiple people who rely on it to get to work in the morning. This is a highly populated area (fox chase) that needs to have a bus to get to work and back home everyday.	2025 Proposed Network	8W	
6/11/2024	Public Coordinate	How Often it Comes	Decreasing the frequency of the D2X line will likely increase congestion during commuting hours on a bus line that is already very busy.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/11/2024	Public Coordinate	Where it Goes	"Replacing" the G8 with a route that ends 6 blocks east of its current terminus is frankly absurd. To say nothing about reducing frequency. I have lived in Bloomingdale for nearly 10 years. I took the G8 to go to grad school at GW, and I've taken the G8 (to the McPherson or Farragut Square) for every job I've worked since grad school. Every morning, the G8 is full (to the point that the bus often cannot fit more passengers along Rhode Island Ave), and it remains fairly full until it reaches Farragut Square. This new D32 would simply force me to drive to work instead of relying on an infrequent transfer.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/11/2024	Public Coordinate	Where it Goes	Really like that you can get a one-seat ride from AU to GW universities with this route, very helpful	D96 Bethesda - Potomac Park (Metrobus)		D96
6/11/2024	Public Coordinate	Where it Goes	G2 current route is a great way to get across the city currently. Cutting Le Droit and surrounding areas off from Georgetown and Dupont would adversely affect the areas	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/11/2024	Public Coordinate	How Often it Comes	Agreed with the other comments regarding C57 passing by Hechinger Mall - There are plenty of residents who would use this line both during commuting hours and outside that time frame as it connects this neighborhood to a currently inaccessible metro line and a part of the city that currently requires multiple routes to reach.	C57 U St Station - Capitol Heights (Metrobus)		C57
6/11/2024	Public Coordinate	How Often it Comes	This is the only bus route to serve the Brentwood road corridor, which includes access to the Giant. 20-30 minute headways do not seem frequent enough for this route.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/11/2024	Public Coordinate	Where it Goes	Love that this connects Glover Park to the blue/orange/silver lines, a much needed connection	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/11/2024	Public Coordinate	Where it Stops	I like that the bus now stops closer to the commercial district on Wisconsin and doesn't try to navigate the very narrow side streets back in the neighborhood (where buses often get stuck behind double parked or oncoming cars). Running on Tunlaw will make the route much more efficient.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/11/2024	Public Coordinate	Where it Goes	I prefer the current service with the bus running all the way downtown. Additionally, this route needs more frequent / reliable service. These buses are often crowded especially during school hours.	D46 Takoma - Petworth (Metrobus)		D46
6/11/2024	Public Coordinate	Where it Stops	I am glad to see this stop remaining. It is extremely convenient to Eastern Market	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/11/2024	Public Coordinate	Where it Stops	It'd be great if this route could run down 23rd street at rush hour to connect the State Department to the Foggy Bottom metro - a lot of people currently use the 30-series busses for that purpose but they've all been eliminated in the new plan. There's still a very nice currently unused bus stop at 23rd and C Street that would be perfect for this.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/11/2024	Public Coordinate	How Often it Comes	I'm very disappointed to learn that the C55 (Tenleytown - LeDroit Park) is scheduled to only run every 30 minutes. This is a major bus route that transports hundreds of children everyday to/from school, via Wisconsin Ave. (e.g., Deal, Jackson-Reed, Oyster-Adams, GDS, Sidwell, St. Albans, NCS, Maret, etc). This bus should run every 15 to 20 minutes during peak times (morning and after school).	C55 Tenleytown - LeDroit Park (Metrobus)	20, 30	C55
6/11/2024	Public Coordinate	Where it Goes	Having a bus going down Quincy to/from Brookland CUA has been very helpful in getting to the metro and to campus.	2025 Proposed Network		
6/11/2024	Public Coordinate	How Often it Comes	Every 30mins is not acceptable. Is this because of the inclusion of New York Ave and you're already foreseeing the issues the route is going to have? It should be every 20min at the bare minimum if the Better Bus concept is meant to encourage people to use the network.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/11/2024	Public Coordinate	Something Else	7A is an express commuter bus to the Pentagon that needs more frequency during commuting hours, not less. Also needs to run on the HOV expressway. Lots of people use this bus to get to the Pentagon and Pentagon metro.	2025 Proposed Network	7A	A27
6/11/2024	Public Coordinate	Where it Goes	Appreciate that this route connects to both the red and orange/blue/silver lines but wish that connection was available on weekends as well	D96 Bethesda - Potomac Park (Metrobus)		D96
6/11/2024	Public Coordinate	Where it Stops	This one bothers me less than C81, as while it would be somewhat annoying, at least there is the option to go a few stops farther and get on the red line at Van Ness. Tenley Circle back up to the metro/target/that whole area is really not a very appealing walk.	C87 Silver Spring - Van Ness (Metrobus)		C81, C87
6/11/2024	Public Coordinate	How Often it Comes	Strongly support this new U St-Capitol Heights Line- if anything, frequency of service should be increased.	C57 U St Station - Capitol Heights (Metrobus)		C57
6/11/2024	Public Coordinate	Where it Stops	Please keep this stop - it provides access to one of the main grocery stores in Ward 7 and is a key access point for getting into the city for Rosedale residents.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/11/2024	Public Coordinate	Where it Goes	I concur with the other comments re cutting out Farragut West - at both ends of a work day this stop has a substantial amount of riders, cutting it out and forcing transfers increases frustration and personal risk taking decisions. You could cut out every second stop on Rhode Island if it's a timing reason. This is a very poor proposal to replace the G8.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/11/2024	Public Coordinate	Where it Stops	Thank you for putting this route along a major road, rather than in the middle of the neighborhood. If the 30 minute headways on C81 are going to work, this route needs to be accessible to people coming from south of military road too.	C83 Friendship Heights - Fort Totten (Metrobus)	30	C83, C81
6/11/2024	Public Coordinate	Something Else	The 3y only runs during rush hour as it is. The bus is full most days as many of my neighbors and I really on it too commute. There are no real alternatives, and no alternatives that go from Arlington into DC.	2025 Proposed Network	3Y	
6/11/2024	Public Coordinate	Where it Stops	This stop has to stay.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/11/2024	Public Coordinate	Where it Goes	This route would be better if it ended at Friendship Heights. Going all the way to Bethesda will just add delays, and the Metro is better for that segment of the route anyways.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/11/2024	Public Coordinate	Where it Goes	The C8 is the only bus that stops remotely close to the National Archives. Researchers and staff rely on this bus. There already isn't convenient public transportation in this area.	2025 Proposed Network	C8	
6/12/2024	Public Coordinate	Where it Goes	Keep the bus within Glover Park and not on Tunlaw.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/12/2024	Public Coordinate	Where it Goes	There is so much retail in Kingstowne that is extremely challenging to get to by transit. Only Fairfax Connector serves these stores - like a Walmart and a Kohl's - but even getting to Franconia-Springfield Metro to transfer to these Connector routes is difficult. Please improve north-south connectivity from Bailey's Crossroads to Kingstowne.	2025 Proposed Network		
6/12/2024	Public Coordinate	Where it Stops	If you want to improve the northbound connection to Shaw metro without moving the Florida Ave stop, one option would be to move the Rhode Island Ave stop to after the intersection to be closer to the south entrance.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/12/2024	Public Coordinate	How Often it Comes	This route is very heavily used during morning and evening rush. For the Fairlington neighborhood, it's essential for enabling those of us that work in DC to easily take transit. Reducing the frequency to 20 minutes between busses or longer would make it far more challenging to reliably take public transit to work. Further, at that frequency, an already crowded morning bus would likely be full early in the route, making it impossible to use for commuting.	A27 Van Dorn St Station - Pentagon (Metrobus)	20	A27
6/12/2024	Public Coordinate	Something Else	Allow pets on the bus because we would ride to the vet.	A11 Pentagon - Huntington (Metrobus)		A11
6/12/2024	Public Coordinate	How Often it Comes	Increase to 15-minute frequencies to Marymount University (on N. Glebe and Old Dominion) for students.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/12/2024	Public Coordinate	Where it Goes	add service to P10 from College Park to Archives II --Rt 1 to 193 to Adelphi Rd or little longer go from College Park to Archives --Rt 1 to 193 to Adelphi to right on Metzertott Rd to 193 to Rt. 1 to Rhode Island Avenue Station	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
6/12/2024	Public Coordinate	Where it Stops	I would feel incredibly unsafe with the elimination of the Foggy Bottom stops on Virginia Ave. The new proposed routes would essentially turn my 28 minute commute with (which already necessitates a 10 minute walk) to a 26 minute commute where 20 of those minutes necessitate walking. What is the point of the bus system at that point? I am aghast at how completely gutted this location would be in terms of transit options.	D82 Friendship Heights - Franklin Square (Metrobus)	20, 26, 28	D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/12/2024	Public Coordinate	Something Else	While I appreciate improvements to this route, without a signalized crossing, crossing Arlington Blvd. to access the bus stop is very dangerous. Parents in these neighborhoods (myself included) are frightened to use the bus for this reason. This undermines encouraging kids to take transit, take advantage of the free bus pass, and forces more people to drive for short trips that could otherwise be taken by transit.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
6/12/2024	Public Coordinate	Where it Goes	No buses on 4th Street is just insane. I cannot walk to Maine Avenue or M Street—that's what a bus is for! This proposal means no more bus for me.	2025 Proposed Network		
6/12/2024	Public Coordinate	Where it Goes	This bus does not go to Georgetown. Taking a route that connects Howard with Georgetown and replacing it with one that goes to Tenleytown is not a solution. It simply abandons those riders who need to get toGeorgetown at the bottom of Adams Morgan. The other alternative, proposed route is even odder, requiring riders to go to Union Station to then get to Georgetown. Save the G2!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/12/2024	Public Coordinate	Where it Stops	close to the metro station i think 16Y but add a exsprees route easy	F20 Tysons - King St Station (Metrobus)	16Y	F20
6/12/2024	Public Coordinate	Something Else	this should work bit of a walk but that ain't all bad	2025 Proposed Network		
6/12/2024	Public Coordinate	Where it Goes	This route should return to Crystal City	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/12/2024	Public Coordinate	Where it Goes	This is not better bus if your commute time is more, the bus frequency is much less, and the routing is less direct. The better bus route should mirror the 7A and go directly to the Pentagon via the express lanes rather than stopping in Pentagon City, especially during rush hour. This route affects a lot of commuters. It's a lot to throw at a commuter when your new plan reduces frequency by 60 or 70%. What commuter is going to be happy for less bus service and longer travel time when they're just trying to get to work?	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 60	A27
6/12/2024	Public Coordinate	Where it Goes	3Y Bus still fills a key niche providing service to government office buildings along Constitution Ave including State Department, National Academy of Sciences, Federal Reserve Board, Office of Personnel Management, Department of the Interior, General Services Administration. The ART 55 bus requires a transfer to rail and then in DC at Farragut Square one would need to walk 15-20 minutes to the offices. Overall, the trip length would increase 30 minutes. Another option would be to reduce the number of 3Y buses to the most popular times.	2025 Proposed Network	3Y, 30	
6/12/2024	Public Coordinate	Where it Goes	It would be great if there was a bus option (maybe another route otherwise similar to P20) that skips this old Greenbelt detour, and heads to the metro. For NASA employees and those further east wanting to get to the metro, this detour takes alot of time (along with the time consuming circle through the parking lot at PG Plaza). PG's 15X takes half the time as the G14 currently, but is extremely unreliable.	P20 Greenbelt - New Carrollton (Metrobus)	G14, 15X	P20
6/12/2024	Public Coordinate	Where it Stops	Don't like skipping the West Falls Church Metro	F20 Tysons - King St Station (Metrobus)		F20
6/12/2024	Public Coordinate	How Often it Comes	It needs to run more than every 30 minutes. At that point, I'll just drive	D94 Sibley Hospital - Chinatown (Metrobus)	30	D94
6/12/2024	Public Coordinate	How Often it Comes	Deberían de considerar que en esta parada el bus pasa cada 20 minutos ya que también hay estudiantes que lo utilizan y se llena mucho hasta ya no haber espacio. En algunos casos el bus ya no para debido a que está congestionado. Otra de las cosas, uno que está esperando y para que luego diga fuera de servicio o que no pare porque esta lleno, no es lo mejor.	2025 Proposed Network	20	P13
6/12/2024	Public Coordinate	Where it Goes	This does not adequately replace the G2 bus. It's not difficult to get to union station. It's extremely difficult to get from Georgetown to Howard University/U Street. East-West connection is the issue. Not heading downtown to extremely accessible locations like Union Station.	D92 Georgetown - Union Station (Metrobus)	G2	D92
6/12/2024	Public Coordinate	Where it Stops	This is where I usually take the J2, either to get to Medical Center or Downtown Bethesda. It will be much less convenient for me if the new M70 route doesn't go along W Cedar Ln as Old Georgetown Rd is significantly further away from where I live.	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
6/12/2024	Public Coordinate	Where it Stops	Seems like this would be a good chance for one of these routes to improve crosstown connections to Crestwood, 16th Street Heights, Petworth. All of these crosstown H buses going west to east would now be going to the same bottleneck on Irving and 14th	C61 Tenleytown - Brookland (Metrobus)		C61
6/12/2024	Public Coordinate	Where it Goes	There are no other public transportation options to this large federal facility. I will have no way to get to work if this route is eliminated.	2025 Proposed Network		
6/12/2024	Public Coordinate	Where it Goes	I'm excited for this new route that connects further down Arlington Blvd and into Rosslyn!	F62 Dunn Loring - Rosslyn (Metrobus)		F62
6/12/2024	Public Coordinate	Where it Stops	Agreed with how confusing this is. Please make sure to privilege the stop getting closer and faster to access to Dupont Metro. Q and 20th is great to that effect, but not sure about red lights delays.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/12/2024	Public Coordinate	Something Else	Esta parada de bus no deberían de eliminarla, es la unica parada de bus que queda cerca, seria algo ilogico que la quiten, varios trabajadores la utilizan y a veces es el único medio que tienen para movilizarse.	2025 Proposed Network		
6/12/2024	Public Coordinate	How Often it Comes	This bus needs to come more often for morning rush hour. I could take the bus to work in Mt. Pleasant, if it ran more frequently. Since it doesn't, I drive, and I'd rather not.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/12/2024	Public Coordinate	Something Else	why don't home school students get a free smart card?	A28 Landmark Mall - Pentagon (Metrobus)		A28
6/12/2024	Public Coordinate	How Often it Comes	This bus used to have a 15-20 min frequency, which was a super convenient to get to EFC Metro, connecting into Falls Church City and the 28A or heading out to Mosaic/Merrifield. Please improve beyond the proposed 30 min. frequency to make this a viable choice again.	F50 George Mason - Ballston (Metrobus)	28A, 30	F50
6/12/2024	Public Coordinate	Something Else	A71 going to the Bradlee Shopping Center seems interesting even though I'll miss riding out to the Pentagon Station like the 22A.	A71 Ballston - King St Station (Metrobus)		A71
6/12/2024	Public Coordinate	Where it Goes	This is a good idea because sometimes we want to go to Washington DC and we don't know how to do that now. Great to do this without transfers.	A49 Culmore - Metro Center (Metrobus)		A49
6/12/2024	Public Coordinate	Where it Stops	Will there be any sort of stop within walking distance of the Aquatic Center?	2025 Proposed Network		
6/12/2024	Public Coordinate	Where it Stops	We don't need this bus to go on Q St. Other bus lines already service Q st. The G2 route was extremely useful because it went through an area which did not have bus access. Moving it on Q St. just takes metrobus access away from a neighborhood which had one.	D92 Georgetown - Union Station (Metrobus)	G2	D92
6/12/2024	Public Coordinate	Where it Goes	Why is every bus route serving this area going through the entire city? My bus from Glover Park to Dupont now also goes up to Bethesda? That doesn't need to be a single route	D96 Bethesda - Potomac Park (Metrobus)		D96
6/12/2024	Public Coordinate	How Often it Comes	As a regular rider, five days a week, I am deeply concerned about cuts to this line and the move to use regular lanes versus the Express Lanes. Less busses means overcrowding and potentially unsafe conditions as standing riders are tussled with the constant start and stops. Can you guarantee buses will be on time - not early and too often late? Riders take the bus for convenience, to avoid traffic and save time. All of these will be negated if you run buses only every 30 minutes and don't use the Express Lanes. Many riders will find alternate means and ultimately lowering ridership. This is the only route in Fairlington and it is important to keep the buses running frequently during rush hour.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
6/12/2024	Public Coordinate	Something Else	Please DO NOT remove the 16Y bus route. It is a critical route for many commuting along the Columbia Pike corridor to DC	A49 Culmore - Metro Center (Metrobus)	16Y	A49
6/12/2024	Public Coordinate	How Often it Comes	This bus runs every 20-30 minutes during rush hour? How is that useful?	D92 Georgetown - Union Station (Metrobus)		D92

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/12/2024	Public Coordinate	Where it Goes	Regardless of what route serves this loop, can you please rename this terminal to Brightwood? Brightwood sounds simpler than 14th (Street) & Colorado (Avenue, NW). Plus, it is in the neighborhood of Brightwood.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/12/2024	Public Coordinate	Where it Stops	No need for stop at Pimmit Run (no sidewalk on SB side)	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/12/2024	Public Coordinate	Something Else	me gustaria que mejoren la vias del bus	A40 Skyline City - National Landing (Metrobus)		A40
6/12/2024	Public Coordinate	Where it Goes	I suggest having every trip stop at Vienna metro, even ones that continue to Fair Oaks. This was there is a direct route to the metro. The bus could make a left on route 29 and right onto Blake Lane after Fairfax circle, then left onto vaden drive to get to Vienna. This way there would be a more direct route through Vienna station sort of like the current 2B and the bus would still be able to serve Fairfax circle.	F60 Fair Oaks - Ballston (Metrobus)	2B	F60
6/12/2024	Public Coordinate	How Often it Comes	During rush hour, the current D2 to Dupont is close to full (of middle and high schoolers, work commuters and other citizens). How can the future D96 accommodate these users whereas it will already be full of passengers boarding on the now many stops upstream of Glover Park? WMATA should run a detailed analysis. If it doesn't work, the D2 should be kept, at least for rush hour service.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/12/2024	Public Coordinate	How Often it Comes	I live on upper NJ Ave and work south of Union Station. Every 30 minutes on the D92 is downgrade from the already far-too-infrequent 96. The C51 is nice, but there are plenty of other options if I want to go somewhere on H St (C53, C57, transfer to D2s, etc). And the connection to the Metro is FAR superior on Mass Ave.	2025 Proposed Network	30	D92,C51
6/12/2024	Public Coordinate	Where it Goes	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.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	63, 11	D4X, D44
6/12/2024	Public Coordinate	Where it Stops	The proposal to eliminate stops N GLEBE RD + 3RD RD 10B, 23A, 23B, 23T 6000409 VA N GLEBE RD + 3RD RD 10B, 23A, 23B, 23T 6000412 VA N GLEBE RD + 4TH ST 10B, 23A, 23B, 23T 6000420 VA N GLEBE RD + 4TH ST 10B, 23A, 23B, 23T 6000422 Does not match the Glebe Road STARS Study in Arlington County https://www.vdot.virginia.gov/projects/northern-virginia-district/glebe-road-stars-study-in-arlington-county/ Which proposes Combining bus stops between 4th Street North and North Quebec Street into two new bus stops connected by a new crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) I recommend that you follow the recommendation of the Stars study	A12 Ballston-MU - Hunting Point (Metrobus)	10B, 23A, 23B, 23T, A12	A12
6/12/2024	Public Coordinate	Where it Stops	I like this route (D44). It seems to be similar to the old route K4 a number of decades ago.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/12/2024	Public Coordinate	Something Else	No more P6 means no more buses for me. You propose taking away the 4th street bus service by P6 and you imagine we can walk to Maine Avenue or to M Street. Good grief, that's what the bus is for! It's far too far for us to manage walking. Your proposed bus desert along 4th Street SW where the P6 provides a lifeline is a failure to understand what the buses are used for.	2025 Proposed Network	P6	
6/12/2024	Public Coordinate	Where it Goes	The revised network drops route 15X (proposed route P26), which is essential for NASA employees to get to work in a timely manner without tripling commute time. Route P20 does not address the needs of current users of express route 15X/proposed route P26, which need an express bus that gets you quickly from Metro station to NASA GSFC. Put route 15X/P26 back in the revised network.	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
6/12/2024	Public Coordinate	How Often it Comes	There are a number of zero-car households or seniors looking to give up their cars in this part of Columbia Pike, and 30 minute service on the F44 (the existing 16A) is just not frequent enough. We're very near the Lake Barcroft Apartments too, where a lot of people get on and also don't have cars. We're also near the Harris Teeter and Aldi. Improving this route to 20-minute frequency would move the needle for a lot of people to be more amenable to riding transit.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)	16A, 30	F44
6/12/2024	Public Coordinate	Where it Goes	Please keep the 8W. It makes commuting into DC significantly easier. I worry that without it, many people who could use public transit will feel like public transit is inconvenient and just not for them. Without convenient options, a large neighborhood of potential commuters will not see bus transit as a reasonable commute option.	F50 George Mason - Ballston (Metrobus)		F50
6/12/2024	Public Coordinate	Where it Goes	Glover Park is one of the few affordable places to live in NW DC and the D2 serves our community very well. This route does not serve Glover Park. It cuts off access and without easy bus access I will probably start driving instead.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/12/2024	Public Coordinate	How Often it Comes	Run more often	A11 Pentagon - Huntington (Metrobus)		A11
6/12/2024	Public Coordinate	Where it Goes	I'm bummed this isn't going to Shirlington anymore	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/12/2024	Public Coordinate	Where it Goes	The 42/43 are often full by this point in this morning rush hour.	2025 Proposed Network		D72

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6/12/2024	Public Coordinate	How Often it Comes	North-south travel in Virginia is really challenging. I sometimes use the 16A to transfer to the Fairfax Connector 401, but with the 16A coming only every 30 minutes, this makes it challenging to get up to Inova Fairfax Hospital. Please consider improving the frequency of the F44 and/or coordinating the transfer with the 401 so that I and my neighbors on Columbia Pike can get to medical appointments at Inova.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)	16A, 30	F44
6/12/2024	Public Coordinate	Where it Goes	The bus should continue on Adelphi Rd as far as Metzertott Rd. where it could reconnect with 193 (University BLVD/Greenbelt Rd) and make its way to the UMD campus. This would add bus service to all the houses on Adelphi and Metzertott without changing the proposed route by much.	P32 Fort Totten - College Park (Metrobus)		P32
6/12/2024	Public Coordinate	Where it Goes	Removing the G2 is a bizarre decision. This new route does not come close to a replacement. This morning, June 12, 2024, the G2 was packed with people needing to get from LeDroit Park/Howard to Georgetown. This route does not meet those needs. Instead, WMATA would have citizens go to Union Station, which is to the SE of Howard, to then go back to Georgetown, which is to the West. This is not the answer; this is just a problem in search of a solution. Don't make these changes. Save the G2!	D92 Georgetown - Union Station (Metrobus)	G2	D92
6/12/2024	Public Coordinate	Where it Stops	The 42 goes to Kennedy Center and our elementary school classes use them to get here. If the city won't pay for school buses, the least they can do is keep running the bus routes which our schools rely on.	D72 Van Ness - Lafayette Square (Metrobus)	42	D72
6/12/2024	Public Coordinate	Where it Stops	Please either move this stop to IceSat road, or add a new stop at IceSat road, or, if possible, have the bus turn up IceSat to stop at Goddard Visitor Center.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/12/2024	Public Coordinate	Where it Goes	Our kids take this bus all the way to the Kennedy Center for school-run activities and trips. It's a big loss. It further isolates access to the Kennedy Center for people like us.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/12/2024	Public Coordinate	How Often it Comes	We need to improve frequency on Columbia Pike	A40 Skyline City - National Landing (Metrobus)		A40
6/13/2024	Public Coordinate	Where it Goes	We need the 96 to be continued - eliminating this route is cutting off an enormous segment of the city and making bus service unreliable as a plan to navigate DC	2025 Proposed Network	96	
6/13/2024	Public Coordinate	Something Else	Be great to reestablish service to the Calverton area, to provide bi-directional service. We had the Z17 and different alignment of the Z7 which used to do a loop via Calverton Blvd, Beltsville Drive, and Beltsville Road. Many passengers take the existing Z6 now, and many passengers are walking the rest of the way from Galway Drive.	M52 Silver Spring - Laurel (Metrobus)	Z7, Z6	M52
6/13/2024	Public Coordinate	Where it Goes	Where is P26? Cipriano Rd has a heavy need for transportation. Additionally, the weekend 60 min interval in the proposed route is too infrequent.	2025 Proposed Network	60	
6/13/2024	Public Coordinate	How Often it Comes	Please consider running buses on this route more frequently than every 30 minutes, especially during morning and evening rush hours when many students, faculty, and staff are traveling across town. Thank you, and thank you for keeping this stop!	D92 Georgetown - Union Station (Metrobus)	30	D92
6/13/2024	Public Coordinate	Where it Goes	This route doesn't enter Parkfairfax at all. A compromise would be to do a loop in the neighborhood, with fewer stops in the neighborhood than exist now.	A71 Ballston - King St Station (Metrobus)		A71
6/13/2024	Public Coordinate	Something Else	By losing the 96 service I no longer have a one seat trip from home to work in Tenleytown. When the unreliable nature of weekend bus service is considered I am left with no way to get to work in a timely fashion. Please restore service for a one seat trip from far NE to far NW.	D92 Georgetown - Union Station (Metrobus)	96	D92
6/13/2024	Public Coordinate	How Often it Comes	Every 30 minutes is not sufficient to meet the needs of Georgetown staff and students. This is the only bus that services Georgetown and more frequent service is needed	D92 Georgetown - Union Station (Metrobus)	30	D92
6/13/2024	Public Coordinate	Where it Goes	SD is being redone by DDOT. It connects a lot of residential neighbors to FT Totten metro. Can you add a bus service every 20 minutes from Ft totten down SD to RI? the buses on RI are going to run often, and connecting the neighborhood to those lines would be really great	2025 Proposed Network	20	
6/13/2024	Public Coordinate	Where it Stops	Agreed that 15x route should remain. Ideally also add service on weekends.	2025 Proposed Network	15X	
6/13/2024	Public Coordinate	Where it Stops	This bus does not go to college park Station. From what I can tell there are very few routes that do drop off at college park.	P35 Fort Totten - New Carrollton (Metrobus)		P35
6/13/2024	Public Coordinate	Where it Goes	Currently the dedicated W5 line during peak hours is crucial for those commuting to work. It takes much longer to go through the entire neighborhood. Also, this stop needs to still be accessible on snowy and rainy days - not cut off on a snow detour.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
6/13/2024	Public Coordinate	How Often it Comes	If it is no longer possible to take a one seat ride from far NE to upper NW then buses need to come more than every 30 minutes. These buses are full at the current rates and coming every 30 minutes will make them uncomfortably full. At minimum service should be every 20 minutes	C57 U St Station - Capitol Heights (Metrobus)	20, 30	C57
6/13/2024	Public Coordinate	Something Else	This route supposedly improves upon the 22, yet Gibson entire neighborhood of 3000 people, many of whom use this bus every day.	A71 Ballston - King St Station (Metrobus)		A71
6/13/2024	Public Coordinate	Where it Goes	Not stopping at West Falls Church metro would be a big issue for me and others in my neighborhood who rely on this route. Please keep West Falls Church metro on the 28A! Or F20!	F20 Tysons - King St Station (Metrobus)		F20
6/13/2024	Public Coordinate	Where it Stops	There needs to be a stop at the Naval Research Laboratory (like there is on the current W5 and A4) for those who use those lines to commute everyday.	C27 Bellevue - Naylor Rd Station (Metrobus)	A4, C27, W5	C27
6/13/2024	Public Coordinate	Where it Goes	The D34 is duplicative of the redline. I'd rather take the metro than the bus to these areas. It was better when it went down RI ave.	2025 Proposed Network	D34	D34
6/13/2024	Public Coordinate	How Often it Comes	Please improve the headways on the current H2/H4 routes. It's ridiculous how infrequent the EB service buses reach the terminus at Tenleytown Metro Station compared to how often the bus runs headed WB. I will often come back from wherever in the neighborhood and check BusETA only to see 30 min headways for H2/H4 headed east. Should be better.	2025 Proposed Network	30	C61
6/13/2024	Public Coordinate	How Often it Comes	Need higher frequency during rush hour	2025 Proposed Network		P20
6/13/2024	Public Coordinate	How Often it Comes	The D8 comes every half hour, but I would like it to come more frequently.	2025 Proposed Network	D8	D36, C71
6/13/2024	Public Coordinate	How Often it Comes	Frequency needs to match current 7A frequency at least during rush hour. Buses are currently full as the route gets closer to Shirlington and when leaving the Pentagon. The new route should continue to use the 395 Express Lanes instead of the regular lanes	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
6/13/2024	Public Coordinate	Where it Goes	Lots of folks living in this area that need to walk at least 15 min to get to the nearest bus stop, and further for the but that heads in the right direction.	2025 Proposed Network		
6/13/2024	Public Coordinate	Something Else	This route claims to replace the 23B, yet skips the entirety of the Parkfairfax neighborhood and it's 3000+ residence, many of whom use the 23B daily	A70 Tysons Corner Center - Potomac Yard (Metrobus)	23B	A70
6/13/2024	Public Coordinate	Where it Stops	Please add a stop for Greatfalls St / Lewinsville Rd	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/13/2024	Public Coordinate	Where it Stops	Bus stop for the NASA main gate is too far from the visitor center. ICESat Rd isn't a safe road for pedestrians.	2025 Proposed Network		P20

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6/13/2024	Public Coordinate	Where it Stops	This P24 stop is the only one for people north of Good Luck Rd to get to New Carrollton station. Please consider rerouting or add services along Cipriano Rd	2025 Proposed Network		P24
6/13/2024	Public Coordinate	Where it Stops	Si no para en el metro, sera mucho mas dificil llegar a mi trabajo a tiempo!	F20 Tysons - King St Station (Metrobus)		F20
6/13/2024	Public Coordinate	Where it Stops	can the D32 stop at 20th? It would be really nice to have a bus that goes north from RI into Brookland.	2025 Proposed Network	D32	D32
6/13/2024	Public Coordinate	Where it Goes	There needs to be a consistent route through glover park like what the D2 and D6 currently provide.	2025 Proposed Network	D2, D6	D96,C85
6/13/2024	Public Coordinate	How Often it Comes	Greenbelt bus G14 is always packed, more frequent services on weekdays AND weekends are needed and will be used.	2025 Proposed Network	G14	P20
6/13/2024	Public Coordinate	How Often it Comes	Please preserve the 59 route. It's an essential route for those who live along the 14th St NW corridor, providing not only faster trips downtown and to Takoma but for trips in the neighborhood. Also, please expand service beyond the core rush ours and ensure you serve the entire rush hour. It seems that WMATA often ends 59 service earlier or later than it should.	2025 Proposed Network	59	D52, D54
6/13/2024	Public Coordinate	Something Else	The new F29 route will combine the current 17G and 17B routes. Instead of getting on the beltway (as 17G does), it will continue as a local route through Annandale and Lincolnia until it gets on 395. This will add an expected 6 minutes for the morning commute. The return trip will take longer, because the bus has to leave the express lanes at Seminary Rd and join the regular rush hour traffic on 395 before exiting onto Little River Tnpk. This will be the third contraction of service for our area since June of 2017 when 17A and 17F were eliminated. Then 17L, which ran past the pool, was suspended during the pandemic and was officially discontinued in Sept. of 2021. This change brings no benefit to the neighborhoods in Burke, Kings Park and Danbury Forest.	F29 George Mason - Pentagon (Metrobus)	17B, 17G	F29
6/13/2024	Public Coordinate	How Often it Comes	If the D82 is replacing two (technically 3 when you consider the loss of the circulator) the service needs to be more frequent particularly on the weekends. When three buses come in 90 seconds and then none are seen for 40 minutes as currently happens on a weekend 33 route that is impossible to mitigate. There should be service every ten minutes at all times.	2025 Proposed Network	33, 90, 33	D82
6/13/2024	Public Coordinate	Something Else	Need to reestablish service, west of Fairland Road to serve neighborhoods. Z6 service used to enter Tanglewood, but was removed. Service can now stay on Fairland Road without entering Tanglewood neighborhood. Many people cross Route 29, to catch Z8, which can be unsafe, this alternative would be great.	M52 Silver Spring - Laurel (Metrobus)	Z6, Z8	M52
6/14/2024	Public Coordinate	Something Else	C81 makes the transfer obsolete: it goes down Nebraska replacing the D34. Others will have to hike it down to 31st or Nebraska	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85, C81
6/14/2024	Public Coordinate	Where it Goes	Could be beneficial if the route was sent up 7th to Chinatown to replace the 74 and P6.	C11 L'Enfant Plaza - National Harbor (Metrobus)	74, C11	C11
6/14/2024	Public Coordinate	Where it Goes	If this leg is being reduced to a shuttle, than might as well have it cut straight through downtown (the high frequency could convince them to put bus lanes on Colesville so FLASH is actually a BRT?)	M20 Wheaton - Silver Spring (Metrobus)		M20
6/14/2024	Public Coordinate	How Often it Comes	The trips from laurel are making all stops? Seems like it'll take forever. Probably good for laurel commuters to send the trips straight down Columbia pike and stop at the FLASH stops only, since there are so few trips right now.	M52 Silver Spring - Laurel (Metrobus)		M52
6/14/2024	Public Coordinate	Where it Goes	One of the routes going downtown along Massachusetts Avenue should continue to turn onto Connecticut Avenue at Dupont Circle and terminate at Farragut Square.	D90 Tenleytown - Convention Center (Metrobus)		D90
6/14/2024	Public Coordinate	Where it Goes	Yes, I strongly agree with the other comments that the C61 terminus should be the Friendship Heights bus depot. The terminus at Tenleytown disconnects the C61 from the Montgomery County Ride On bus service.	C61 Tenleytown - Brookland (Metrobus)		C61
6/14/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	22A	F66,A71
6/14/2024	Public Coordinate	Where it Stops	We need a stop at St. Charles Borromeo Church. The distance between the two closest stops is too far and not accommodating for those with mobility issues.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Stops	Same with C83 and C87: why are through trips not stopping at Albemarle? Wisconsin is far too busy of a road to cross	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85, C83
6/14/2024	Public Coordinate	Where it Goes	The new D96 route will add a substantial walk for anyone who lives further west in Glover Park. The route along Tunlaw is only a block from the Wisconsin Ave bus routes and leaves most of the neighborhood without bus access, especially for those who with mobility issues or who otherwise cannot walk for blocks to meet the bus. The proposed route will leave me far more car dependent than I am with the current D2. Please fix this.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/14/2024	Public Coordinate	Something Else	Considering traffic, I wonder if this will be slower or faster from Tenley than the 11 from friendship. Hopefully there are like 12-15 trips during a single rush period.	C87 Silver Spring - Van Ness (Metrobus)	11	C87
6/14/2024	Public Coordinate	Where it Stops	We need a stop here for Marymount Campus.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Goes	Why doesn't this go all the way to McPherson Square?	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Goes	Maybe the rush hour boost could be cancelled and send the existing rush 59 trips that are to be sent back to the 52 and 54 up to woodley to replace the circulator?	D54 Takoma - Metro Center (Metrobus)	52, 54, 59	D54
6/14/2024	Public Coordinate	Something Else	Will there be seamless service between 16Y and A49? Saw the WMATA announcement that 16Y will cease funding by 7/1/24 due to funding issues. If this is the case, please do more to raise awareness of this major change. It will vastly change the commute for many, especially those in the most underserved and lower income areas of Arlington County.	A49 Culmore - Metro Center (Metrobus)	16Y	A49
6/14/2024	Public Coordinate	Where it Goes	While I understand splitting the current D6 route might help with timeliness, cutting this route off at McPherson Square leaves a lot of people in eastern DC who rely on public transit from reaching half of downtown for work. This should go at least up to Dupont Circle (as the old route).	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
6/14/2024	Public Coordinate	Where it Goes	If circulator is dead than send the route down stanton	C51 Woodley Park - Anacostia (Metrobus)		C51
6/14/2024	Public Coordinate	Where it Goes	The proposed change will make it incredibly difficult for me to use public transit in DC. I take the D2 almost everyday for work. The new proposed route doesn't come close enough in the neighborhood. I'm old and the new bus adds 6 blocks of uphill walk in one direction which is unacceptable. Please revert this change!	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/14/2024	Public Coordinate	Where it Goes	This bus line should be broken into two parts. It is much too long and will result in delays. There needs to be a bus from Seven Corners to Ballston, and from Ballston to McPherson Square.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	How Often it Comes	This bus needs to run more than rush only. Navy Yard is a destination spot with restaurants and bars that people want to go to (or where people work). I'm so glad this route was created, but it won't be useful if it only runs during rush hour.	C43 Carver Langston - Navy Yard (Metrobus)		C43

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/14/2024	Public Coordinate	Something Else	I would like to ensure the Metrobus 3Y route is still part of the Network Redesign. I, like many others, rely on this bus route for commuting into downtown DC and more importantly the Federal Agencies on Constitution and WB/IMF on Pennsylvannia Ave. I believe with the current 30 minute interval between buses, the route is already achieving MAXIMUM efficiency from the perspective of cost and rider benefits. Truthfully, without the 3Y route during rush hours, the only option for transit is the ART 55 to Rosslyn metro, which can often be longer, and commuters will opted to drive more - in the end it will further drive down ridership (less revenue for Metrobus) and create unnecessary congestion in the already busy Langston - Rosslyn - Key/TR Bridge cooridor as many drivers are taking local roads to avoid paying HOV tolls on I-66.	2025 Proposed Network	3Y, 30	
6/14/2024	Public Coordinate	How Often it Comes	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.	2025 Proposed Network	M4	C85
6/14/2024	Public Coordinate	Where it Goes	Reroute this bus to Ballston Metro	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Something Else	This one is the D34. The city could make strides to make the transfer at 16th more comfortable or make it faster to get to the red line. Short turns could (and probably should) be added to C61 to make up for packed buses.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81, C61
6/14/2024	Public Coordinate	Where it Goes	I like that it is going on Washington Blvd instead of the current route of 10th Street to Wilson Blvd. This new way is more efficient and has less turns.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Stops	This one can be moved to Military. There's a stop up a block. It would also make transfers from the L2 much easier	C83 Friendship Heights - Fort Totten (Metrobus)	L2	C83
6/14/2024	Public Coordinate	Something Else	This bus should be on North Capitol Street. There is no accessible entrance to Reservoir District on First Street NW. There is tremendous traffic on First Street NW. There is inadequate space in the lanes on First Street NW. The residents on First Street NW should not lose their parking. There are already parking restrictions and protected lanes on North Capitol Street NW for busses. The route should go from the Hospital Center, east on Michigan, South on N Capitol, West on Rhode Island.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/14/2024	Public Coordinate	Where it Stops	This bus needs to stop at Ballston Metro	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Stops	YES to the proposed F20 high frequency bus. Where will it stop on W Broad St in Falls Church? I'm making a concerted effort to reduce driving and to walk, bike, and use transit instead. High frequency bus service will help me do this. Thank you WMATA.	2025 Proposed Network		F20
6/14/2024	Public Coordinate	How Often it Comes	I see there is a stop near Yuma street which is where I get off for work but with how low the frequency of the buses is I will have to be careful with how I time my trips and will be very early or very late to work	D96 Bethesda - Potomac Park (Metrobus)		D96
6/14/2024	Public Coordinate	How Often it Comes	This bus line is too long. Going from DC to Seven Corners is only going to lead to more delays and traffic tie-ups. This bus needs to run at the highest level of frequency just to keep up with all the users. It's always crowded, especially from Rosslyn to Georgetown.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Stops	Would suggest moving the final stop on loughboro to the existing layover so people heading towards the hospital don't have to cross the street. Trust me. Drivers WILL NOT let you ride all the way around if other routes are an example, and will take issue with you if you want to even if they are looping immediately.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/14/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	E4, M4	C85, C83
6/14/2024	Public Coordinate	Where it Goes	The D6 route is so valuable in part because it goes all the way across town. To split it into two (D94 and D24) leaves a lot of people who will have to transfer bus to bus (never a reliable effort) in order to reach all of downtown. Either the D6 should remain as a bus that goes across all of DC or this one should extend at least to Union Station (and the D24 should extent to Dupont Circle)	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D24, D94
6/14/2024	Public Coordinate	Where it Goes	Strongly agree with the comment about having a peak hours express version of this route that bypasses Georgetown by routing along Massachusetts. The traffic is a nightmare, causing long delays and unpredictability. If that doesn't work, at least run an express service from Dupont or Woodley that connects upper Wisconsin with the Metro.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/14/2024	Public Coordinate	Where it Stops	Zero reason for this stop to be here. The terminus is on the other side of the street and there's a stop on Maud. It can go.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/14/2024	Public Coordinate	Where it Stops	Please add a bus stop here. This is a popular corner and connection to buses heading up Wisconsin Ave.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/14/2024	Public Coordinate	Where it Stops	Eliminating service on Cathedral Avenue will mean that residents of several large apartment buildings along that route will now need to rely on the Massachusetts Ave. line. This will significantly increase ridership on this line (I envision very large crowds at Mass. and Idaho avenue eastbound during the morning rush). Can the frequency of the new D90 bus on Mass. Ave be increased to more than every 20 minutes during the morning and evening rush hours? Thank you.	D90 Tenleytown - Convention Center (Metrobus)	20	D90
6/14/2024	Public Coordinate	Where it Goes	Agree with nearby commenter, this could be done by the M20 instead as it comes out of silver spring, as that one seems to be more of a shuttle.	P30 Silver Spring - New Carrollton (Metrobus)		M20, P30
6/14/2024	Public Coordinate	Where it Stops	The current N buses that serve Cathedral Avenue stop at some very large apartment building along the way, including many seniors who rely on these buses, and who may find walking to Mass. Ave, Wisconsin Ave., or New Mexico Ave (including some long uphill stretches) difficult.	D90 Tenleytown - Convention Center (Metrobus)		D90
6/14/2024	Public Coordinate	Where it Goes	Midday service could be extended here to still have a few routes to AU	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/14/2024	Public Coordinate	How Often it Comes	The D6 should come more often if there is otherwise reduced services around the Hill and Hill East (i.e., cancelling the 96). At least during the inbound commuting time (8-9:30), it is likely to become more crowded.	2025 Proposed Network	96, D6	D24

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6/14/2024	Public Coordinate	Something Else	Busses exceed the weight restrictions on First Street NW and will cause damage to the 4 story homes on this street, some of which are very close to the street. Move to North Capitol St NW.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/14/2024	Public Coordinate	Where it Stops	The Hill has no busses between 8th St and 18th St - the map of the entire new system shows a big hole around Lincoln Park. It would be great if this bus' north/south route through Capitol Hill were shifted east.	C43 Carver Langston - Navy Yard (Metrobus)		C43
6/15/2024	Public Coordinate	How Often it Comes	Believe it or not work is not the only thing worth using public transit for. There should be evening and weekend service for this bus route so it can share the same hours (6am - 9pm) as the Sports and Learning Complex.	P54 Cheverly - Addison Rd Station (TheBus)		P54
6/15/2024	Public Coordinate	Something Else	D2 is the only bus that connects the Glover Park neighborhood. Please do not remove the Glover Park to DuPont connectivity. So many people rely on this bus. This bus also connects 5 different schools!! The ridership also during peak hours is great :)	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/15/2024	Public Coordinate	Where it Stops	Parts of this route seem redundant given that the orange metro line goes from Cheverly to New Carrollton already	P22 Greenbelt - Cheverly (TheBus)		P22
6/15/2024	Public Coordinate	How Often it Comes	I understand consolidation of G2/D2/D6 being kept along Q St, but the frequency must be higher	D92 Georgetown - Union Station (Metrobus)		D92
6/15/2024	Public Coordinate	Where it Stops	Current J2 path far more ideal for shopping areas	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
6/15/2024	Public Coordinate	Where it Stops	A more direct line between NRL/Blue Plains to Anacostia Station would be highly appreciated	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
6/15/2024	Public Coordinate	Where it Stops	Please save my local bus stop. I use the J2 to connect from East Bethesda to the Bethesda and Medical Center metros. Bring back bus service to Wisconsin Ave!	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
6/15/2024	Public Coordinate	Where it Goes	Need a bus from Union Station to Eastern Market. Especially with the demise of the Circulator, which (a Capitol Hill senior) rely on to get to Amtrak and medical appointments, this route is important!	2025 Proposed Network		C51
6/15/2024	Public Coordinate	Something Else	I have had issues with this bus not coming during the times it was supposed to on slow days, necessitating an Uber to take me back home	P54 Cheverly - Addison Rd Station (TheBus)		P54
6/15/2024	Public Coordinate	Where it Stops	This is my stop for the J1, which I use to go shopping in Silver Spring. The current J1 route is quicker than the J2, and much quicker than the Metro. The proposed M70 route quadruples my walking time, and means I won't be able to bring back shopping bags without hiring a rideshare.	M70 Montgomery Mall - Silver Spring (Metrobus)	J1, J2	M70
6/15/2024	Public Coordinate	How Often it Comes	The cross town bus between fort totten and friendship heights (E4) is very useful for connecting to other parts of the city. I would love it if it came more frequently and more reliably on time.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
6/15/2024	Public Coordinate	Where it Goes	H Street is the densest area in the District not served by Metrorail--any future expansion plans should consider a line down H Street between Union Station and the Starburst. The current bus and streetcar routes are constantly slowed by cars parked illegally.	2025 Proposed Network		
6/15/2024	Public Coordinate	Where it Stops	H Street bus and streetcar stops should be combined so that rider can hop on whichever vehicle comes first. Bus lanes should be added to H Street and illegal parking on the streetcar tracks/bus lanes strictly enforced. As it is, the streetcar is slow because it's constantly blocked with vehicles.	2025 Proposed Network		
6/15/2024	Public Coordinate	Something Else	This proposed route has some amazing potential-however if it goes through the NY/Florida triangle (Dave Thomas Circle) it will be a total cluster. I would propose moving this down Rhode Island Ave until after the traffic updates to see how it is functioning correctly.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/15/2024	Public Coordinate	Where it Goes	Agree with other commenter! The 42/32 are frequently full within 3-4 stops from the start of the route, and unbearably full further down Columbia Rd. Also bummed about losing Kennedy center access/the remainder of the existing 42/32 routes.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/15/2024	Public Coordinate	How Often it Comes	I would love if this bus consistently came every ten minutes. Now it often comes with varying wait times that are hard to predict and not necessarily reflected in the schedule or the latest status on the transit apps. That wouldn't be such an issue if it came more frequently.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
6/15/2024	Public Coordinate	How Often it Comes	This route urgently needs to run more frequently during school commute hours to accommodate the volume and schedules of all of the kids commuting across RCP for school. Every 30 minutes is grossly insufficient for routes that will be heavily relied upon by students. Both because they will become overcrowded and because if a bus is late or a student misses the bus, they would not be able to catch another before school starts making them needlessly tardy for school.	C81 Sibley Hospital - Fort Totten (Metrobus)	30	C81
6/15/2024	Public Coordinate	Where it Goes	There is STILL no bus route for students commuting to Hardy, MacArthur, Duke Ellington, etc. There needs to be direct bus routes, without one or more connections, to Hardy and MacArthur to the neighborhoods from which they pull the most out of bounds students, including: Takoma, Petworth, Brookland, and others.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/15/2024	Public Coordinate	Where it Goes	In agreement on congestion concerns if bus takes Old Georgetown all the way to Bethesda Metro.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/15/2024	Public Coordinate	Something Else	Please keep the W5 route - the proposed C27 Route would extend transit times to NRL/Blue Plains so much that commuting via metro on a daily basis would be unrealistic. Current W5 users would start driving to work (and many would have to purchase a car on tight federal salaries) and worsen the already bad traffic congestion on Overlook Ave	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
6/15/2024	Public Coordinate	Something Else	Echoing other commenters: please keep the link to Mt Pleasant (Adams Morgan, Dupont, etc) currently provided by the 42/43 busses. These routes run frequently and are usually full at rush hour times. The proposed D72/D74 routes do not go far enough south of K St.	2025 Proposed Network		D72
6/15/2024	Public Coordinate	Something Else	This is a TERRIBLE idea to split the D6 route on two!! Every morning when I take the D6 bus it is packed so it is well used. And most of the riders DO not get off by the McPherson Square. So all those people are going to have to spend extra time to transfer which does NOT encourage people to take Metro especially if the weather is lousy or you have disabilities. Lots of folks take the D6 bus from Capitol Hill to the hospitals and you're going to make them transfer?! This is an awful idea!!!!	2025 Proposed Network	D6	D24,D94
6/15/2024	Public Coordinate	Something Else	Do not remove N2 and N4 lines. They are the only lines within reasonable walking distance for those of us who live on and around Cathedral Ave. NW. There are two massive apartment complexes on either side of Cathedral Ave NW that serve numerous riders. Removing this bus line would force us to drive or move. There is no need for this. Please keep them	2025 Proposed Network	N2, N4	
6/16/2024	Public Coordinate	Where it Stops	In this area serve million of customers we need a stop here	2025 Proposed Network		
6/16/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	D2	D96,C85
6/16/2024	Public Coordinate	Where it Goes	A connection between Bethesda, Montgomery Mall, or similar spot and Tysons will be very helpful for commuters going to/from newly built work complexes on both termini.	2025 Proposed Network		
6/16/2024	Public Coordinate	Something Else	I do not understand why this route cannot operate in both directions. Currently, once a bus reaches the end, the sign switches to "not in service" and it drives right back without taking passengers. It would come at no additional cost to take passengers both ways on the buses that already drive back the other direction anyway. This would be very helpful to improve the local service frequency in Annadale and compliment the 29N/K which can get busy.	F85 Annandale - Pentagon via Little River Tpke (Metrobus)		F85

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6/16/2024	Public Coordinate	Where it Stops	Please keep the proposed D96 route termination at Bethesda. Terminating the D96 at Bethesda metro instead of Friendship metro saves me a transfer.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/16/2024	Public Coordinate	How Often it Comes	Please increase the frequency, and thank you for preserving service to Georgetown. The perennial WMATA threatening the D2 service has grown tiresome.	D92 Georgetown - Union Station (Metrobus)	D2	D92
6/16/2024	Public Coordinate	Where it Stops	Would it be possible to add a stop for the Georgetown Policy and Law schools? This would also direct service between the Georgetown Hilltop and Georgetown Capital Hill campuses.	D92 Georgetown - Union Station (Metrobus)		D92
6/16/2024	Public Coordinate	Where it Goes	The new proposed route completely cuts off Glover Park and provides no accessible transportation within a 10-15 minute walk. The residents of Glover Park rely on the critical D2 transportation route for work and school. The new proposed route should be revised to go through Glover Park, instead of merely skirting the neighborhood. Otherwise, this proposed route leaves Glover Park with no transportation within the neighborhood.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/16/2024	Public Coordinate	Where it Goes	Please keep J2 path on Rockville Pike rather than Old Georgetown Road	2025 Proposed Network	J2	M70
6/16/2024	Public Coordinate	Where it Stops	Would it be possible for the D96 to also serve Georgetown University? Saves me a transfer. With the current proposal, I's need to transfer from the D96 to the D92.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/16/2024	Public Coordinate	Where it Goes	Definitely agree with others that this deviation into the transit center is ridiculously slow. If at all possible, it would be nice to skip it and have transfers take place at a stop that is on the side of route 50 or wilson blvd instead of wasting time maneuvering through the existing setup.	F60 Fair Oaks - Ballston (Metrobus)		F60
6/16/2024	Public Coordinate	Where it Stops	Lone Oak Drive, Southbound side, is a safe stop for children/parents going to the elementary school off Lone Oak. I think either keeping this stop or moving Chesire (Southbound direction only) would provide this safer stop for children.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/16/2024	Public Coordinate	Where it Stops	Currently the 29N and CUE bus serve different stops here, which is confusing to riders and I often see people missing the bus as a result of waiting at the wring stop. The CUE bus stop (which is just north of the traffic light leading into the shopping center) has a shelter and bench whereas the current 29N stop (which is just south of the traffic light) has no amenities. For this reason, I suggest moving the F24 stop to the CUE bus stop to reduce confusion and take advantage of the existing bus shelter and bench.	F24 Vienna - King St Station (Metrobus)	29N	F24
6/16/2024	Public Coordinate	Where it Stops	Consider terminating the D96 at Medical Center instead of Bethesda. This solves the problem of removing J2 service on Wisconsin between Medical Center and Bethesda.	D96 Bethesda - Potomac Park (Metrobus)	J2	D96
6/17/2024	Public Coordinate	Where it Goes	Would love Blue, orange, silver line to extend to Bowie and Upper Marlboro	P73 Downtown Largo - Collington (Metrobus)		P73
6/17/2024	Public Coordinate	Where it Stops	The D2 does a good job stopping within ~5 blocks of any building in Glover Park. The new proposed route would require those living on the Western edge of the neighborhood to walk nearly twice that distance just to get to a stop. Tunlaw is already close enough to Wisconsin. Consider rerouting on 42nd Street to catch New Mexico so at least both sides of the neighborhood are serviced.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/17/2024	Public Coordinate	Where it Goes	Can we please get bus service that stops at the Arboretum? It is impossible for most DC residents to access this large green space/natural resource without a car!	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	This bus should go through North Capitol Street (high volume artery) or 2nd Street NW (less traffic) instead of the already congested 1st ST NW. First St. NW is already absorbing much more traffic, including frequent ambulances, than what it can support, putting our families and community at risk.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/17/2024	Public Coordinate	How Often it Comes	For such a critical route, at least 10 minute headways would be expected.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/17/2024	Public Coordinate	Where it Goes	Our daughter uses the D6 to get to our local DCPS school from our home at 7th and D Streets to Thomson Elementary School near Franklin Park. The new split takes away our school bus.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
6/17/2024	Public Coordinate	How Often it Comes	This should be more frequent than every 30 minutes at rush hour. Between the hoards of school kids and commuters, these buses will be way too crowded and infrequent to be useful.	D96 Bethesda - Potomac Park (Metrobus)	30	D96
6/17/2024	Public Coordinate	Something Else	1st St NW is a major bike route in a neighborhood that has no bike infrastructure. Bikes have to already share the road with cars. Adding a bus route on 1st Street would make it even more challenging to share the road, as buses are wider and take all the lane.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/17/2024	Public Coordinate	Where it Goes	Under this proposal, residents of SE and SW would have less access to the museums on the mall.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	Would be extremely useful to have a bus connection from the Wharf to the more residential parts of SW (north of M St), to Navy Yard, Barracks Row, H St, and Noma.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	As an addendum to the other comment: instead of Tunlaw, the route could connect 37th Street, Benton St/41st St, and either Davis Pl or Edmunds to connect to 42nd St which will then connect back to New Mexico.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/17/2024	Public Coordinate	How Often it Comes	DDOT has identified this community as having a more than 45 minute commute time, compared to other areas of DC (like NW) that have 15-35 minute commute times. Something needs to be done about the connectivity of this area to the rest of the District.	2025 Proposed Network		
6/17/2024	Public Coordinate	Something Else	It's extremely difficult to get from SW to NE. We also have no easy red line connections from this area. Please consider fine-tuning the P6 route rather than eliminating it!	2025 Proposed Network	P6	
6/17/2024	Public Coordinate	Where it Goes	I have read that the new bus route (A27) will not take advantage of the HOV lanes during rush hour. If this is true, this seems highly illogical and I hope WMATA will reconsider this in their route redesign. A major advantage of taking a bus is its ability to access and make use of HOV lanes during rush hour. I urge you to please keep using the HOV lanes for this route.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
6/17/2024	Public Coordinate	How Often it Comes	According to the legend, it looks like the bus will run every 30 minutes. For faculty, staff and students who use this route to get to campus, it would be helpful to have it run every 20 minutes during weekday rush hours.	2025 Proposed Network	20, 30	D92
6/17/2024	Public Coordinate	Where it Goes	Please do not eliminate bus service through the residential parts of SW! This is very a dense, mixed income, transit-dependent area that would be losing bus service entirely if you followed through with this plan! This area includes one of the densest census blocks in the entire city, a significant amount of public housing (Greenleaf), and the SW library. The P6 (which already runs infrequently) is a critical lifeline for many neighbors-- many people use it. The other proposed nearby routes simply do not make up for losing the P6. They do not run through the same area, or move residents toward the same parts of the city.	2025 Proposed Network	P6	
6/17/2024	Public Coordinate	Where it Stops	Is the stop at Perry going away? There is a new development at 38th & Quincy	P40 Rhode Island Ave Station - New Carrollton (Metrobus)		P40
6/17/2024	Public Coordinate	How Often it Comes	The proposed increase in frequency on the weekends sounds great! I would also add that every 12-20 minutes during rush hour is less frequent than the current frequency in my experience, and it's always packed in the 5:00 hour going north -- I'd advocate for 10-minute headways during rush hour to stay.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/17/2024	Public Coordinate	Where it Goes	Residents of SW and the elementary school here are cut off from the rest of the city without bus access on 4th st sw. with increased residents and businesses in SW, it doesn't make sense to cut off the residents. if you can't walk to the metro station, under this plan, you have no access to public transit, which is not ok.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	People coming from SE/SW need to be able to get to the courthouses via bus, not just via metro at Judiciary Sq.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	People living in communities near cipriano rd have difficulty using public transportation. Furthermore, the run times of 15x in the evening are too short. Additional frequency for a route on cipriano rd between New Carrollton and Greenbelt would be appreciated.	2025 Proposed Network	15X	

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/17/2024	Public Coordinate	Where it Stops	I highly advise against removing Adams Morgan from the bus line coming down from Van Ness (currently the L2). Adams Morgan does not have a nearby red-line metro stop (unlike most of the locations on the new proposed D 70 route), and so it is crucial that we get a bus that connects the neighborhood to the Connecticut Avenue corridor. Although the 42/43 are useful in getting south to Dupont / Farragut North, we need a bus line that connects us to Woodley / Cleveland Park. In addition, we currently have three buses which travel south to Dupont / Farragut North (L2, 42, and 43) and these buses are consistently full during the morning commute / rush hour. I strongly oppose this change. At minimum, I suggest reducing the number of stops the new L2 takes in Adams Morgan (i.e. it only stops at Columbia / 18th)	D70 Chevy Chase Circle - Farragut Square (Metrobus)	42, 43, 70, L2	D70
6/17/2024	Public Coordinate	Where it Goes	With this plan it seems that the only bus serving Glover Park now goes all the way up to Bethesda and with the "Alternative Routing" dips into the core downtown DC. I foresee this having significant detrimental impact on GP residents since buses will likely be full of Bethesda residents and AU students before reaching the first stops of the neighborhood where very few will get off, but many will want to get on. Are there really that many people from MD and AU area who want to go through Glover Park? The length of the route is concerning. There are way too many opportunities for traffic snarls which will result in GP residents having unreliable bus service, especially during rush hour. PLEASE consider keeping a D2 style neighborhood bus which provides shuttle-like access to GP and Georgetown residents to the nearest Metro rail station (Dupont Cir)	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/17/2024	Public Coordinate	Where it Goes	Fully support this new route change. As it stands now, AdMo cannot access columbia heights / petworth without taking the 42/43/circulator, walking a bit, and transferring to the 52/54. This new change will be a great addition and highly utilized.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/17/2024	Public Coordinate	Where it Goes	Residents of the Clara Barton, Lafayette, Market Square, Lansburgh apartment and condo buildings -- more than a thousand residences in total -- rely on local transit. I don't have statistics, but my own family relies on the D6 E Street stops for travel from our homes to and from Georgetown.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
6/17/2024	Public Coordinate	Where it Goes	Adding to the comments about losing P6 acces at 4th st sw and i st sw. I take this bus to and from work and its usually pretty full. There are also 2 new apartment buildings on i street. Removing the P6 route from SW is pretty devastating not to mention insulting.	2025 Proposed Network	P6	
6/17/2024	Public Coordinate	Something Else	DC needs a bus route that connects to multiple metro lines and stops at the major monuments and museums along the National Mall. (Ex: It could be a large loop including the Lincoln Memorial, Washington Monument, L'Enfant Plaza Metro, Air and Space Museum, National Museum of the American Indian, Capitol, Supreme Court, Union Station, NGA, Natural History Museum, National Museum of African American History and Culture, the Ellipse, and the Vietnam Veterans Memorial). DC residents and the MILLIONS of tourists who visit the city every year deserve easy access to all of these cultural resources.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Stops	Please do not remove the bus stops at 2723/2724 Porter Street. If removed, those who live in the adjacent apartment building (2800 Quebec Street) would need to add an additional 10 minutes to their trip. This would mean boarding or exiting the bus at Connecticut Avenue. Many, myself included, use the bus stops here to bring groceries back from Tenleytown and/or Columbia Heights area grocery stores. Others take the bus to Washington Hospital Center. There are many senior citizens and people with mobility challenges that live at 2800 Quebec, and this would remove a lifeline for them.	2025 Proposed Network		C61
6/17/2024	Public Coordinate	Where it Goes	Our older daughter attends BASIS DC Public Charter School, where the majority of kids commute to school from Capitol Hill via the D6 bus.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
6/17/2024	Public Coordinate	Where it Stops	Route C61 should stop here, rather than at Albermarle & Wisconsin. The current H2 & H4 routes currently stop here (40th St & Albermarle) and provide a larger waiting area for busses (high pedestrian level of service). In contrast, the shelter at Wisconsin and Albermarle is very close to the curb, and there are many instances where those waiting for the bus block those walking down the sidewalk and vice versa. Please do not add additional crowding to the NW corner of Wisconsin & Albermarle.	2025 Proposed Network	H2, H4	C61
6/17/2024	Public Coordinate	Where it Goes	We need this bus route so we can get to work! Please keep in place.	2025 Proposed Network		
6/17/2024	Public Coordinate	Where it Goes	Please don't take away any buses that travel this route, especially those that come before sunrise. I don't feel safe walking to the metro in the dark.	2025 Proposed Network		C63
6/17/2024	Public Coordinate	How Often it Comes	Please reduce the wait time to 20 minutes between buses.	C63 Washington Hospital Center - Deanwood (Metrobus)	20	C63
6/17/2024	Public Coordinate	Something Else	I ride the 96 to work between 13th and Mass SE to Union Station. The new D24 will be much less useful for me, and I will probably almost never ride it.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
6/17/2024	Public Coordinate	Where it Goes	Agreeing with the other folks here who have posted in favor of ending this route at Friendship Heights instead of Chevy Chase Circle! This would make it much easier and quicker to transfer to metro from points >1 mile north of Van Ness as well as connect to the Maryland bus routes that begin/end at Friendship Heights rather than walking or trying to catch them at a further-away stop.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/17/2024	Public Coordinate	Where it Goes	Can this route travel to Archives (maybe via 193) to connect Archives and College Park?	M44 Glenmont - College Park (Metrobus)		M44
6/17/2024	Public Coordinate	Where it Goes	Metro's effort to "consolidate" these lines is really a disservice to the neighborhoods who rely on the existing routes. Hundreds of students in North Mount P are zoned for Deal/Jackson Reed, they take the buses there all the time, and here Metro is consolidating the routes to the south and making this all the more difficult for many families. Please address this!	C61 Tenleytown - Brookland (Metrobus)		C61
6/17/2024	Public Coordinate	Something Else	This will be a very slow bus route. First St NW is already at a stand still every day during the morning and evening commute on both directions. Adding a bus route will only compound the issue. An alternative could be 2nd street NW as it has less through traffic and a faster connection to Rhode Island Avenue, or North Capitol St.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/17/2024	Public Coordinate	Where it Goes	I appreciate a route that gets the Riggs Park neighborhood to Fort Totten. Its a massive improvement over the initial draft, where the Riggs Park bus went to Brookland instead	P32 Fort Totten - College Park (Metrobus)		P32
6/18/2024	Public Coordinate	How Often it Comes	The C27 route is not realistic for commuting to NRL every day. The current W5 route is perfect for commuting, and I would like to see that route retained. Otherwise, I will have to switch to driving or biking every day.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
6/18/2024	Public Coordinate	Where it Stops	Where will the bus stop once the parkway reaches 45MPH? People regularly go 60+	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/18/2024	Public Coordinate	How Often it Comes	Offer off-peak and weekend service between Braddock Rd metro station and Mt. Vernon for tourist visits to Mt. Vernon.	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/18/2024	Public Coordinate	How Often it Comes	With no bus 11 people in this area are going to be getting a significant service cut from three buses and hour to one. Either keep the 11 or increase service on the P21 to run every 20 minutes	P21 Greenbelt - New Carrollton (Metrobus)	11, 20	P21
6/18/2024	Public Coordinate	Where it Stops	Need stop at Duke St to transfer to F23/F24	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
6/18/2024	Public Coordinate	How Often it Comes	This route will need much more frequent service if it is to replace the 96 and D6, which are already full during rush hour. Not to mention, the current route is not convenient for people who live closer and south of Massachusetts Ave in DC.	D24 McPherson Square - Deanwood (Metrobus)	96, D6	D24

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/18/2024	Public Coordinate	Where it Goes	Not to mention that it makes access to the route take several more blocks of walking, and the likely delays with more traffic lights, backup and a difficult left turn.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	Where it Stops	1) the J1 rush hour route cannot go away! 2) We need these stops to get at our job at hhmi 4000 jones bridge road - 300 employees!	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70
6/18/2024	Public Coordinate	Where it Goes	It would be nice to extend more routes from Virginia to DC. Consider extending from Rosslyn down Independence Ave to L'Enfant Plaza at least during Rush Hour.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
6/18/2024	Public Coordinate	How Often it Comes	This bus runs very frequently but often there are 0 people getting on or off at this stop, particularly in the nighttime hours. Suggest considering routing along 17th St where there are no speed bumps. There are already buses that come along 19th St, so having lines on each side encircles the block in bus traffic and doesn't spread out the routes for access. Side note - huge proponent of a quieter, more efficient electric fleet!	2025 Proposed Network		C41
6/18/2024	Public Coordinate	Where it Goes	Thank you for maintaining easy access to K St, compared to the previous draft which had the bus route along P St. The incorporation of the community feedback is much appreciated.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/18/2024	Public Coordinate	Something Else	The routes in the area around Lanham, Berwyn, and Greenbelt were reconfigures about 15 years ago with a lot of input from people in these cities. WMATA and TheBus put a great deal of effort into laying out route that worked. The routes in this part of the county work well. What does not work is the frequency the buses run. Keep the current routes with some adjustments so people do not need to cross highways to get to shopping centers, NASA, high schools, and other high use locations, but double or triple how often the buses come. Run frequent buses to where people are instead of expecting people to walk long distances to stops.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/18/2024	Public Coordinate	Where it Stops	Would it be possible to add benches/bus stops to the proposed D36 line? I do not believe there are any benches/bus shelters in Trinidad for the existing D4 and D8 bus lines.	D36 Washington Hospital Center - Franklin Square (Metrobus)	D4, D8	D36
6/18/2024	Public Coordinate	Where it Goes	Losing the 74 connection to downtown would be very unfortunate	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
6/18/2024	Public Coordinate	Something Else	Please keep the 3Y running!! It's the most convenient and quickest way to get downtown. The 55 to Rosslyn is uncomfortable and adds another 20 minutes to the commute. There is no other good way to get back ans forth to DC. THANK YOU!	2025 Proposed Network	3Y, 20	
6/18/2024	Public Coordinate	Something Else	If/when the new Hampshire ave BRT is done, will routing through DC remain the same depending on who runs it? Will Riggs park get a fancy BRT stop?	M6X White Oak FDA - Fort Totten (Metrobus)		M6X
6/18/2024	Public Coordinate	How Often it Comes	I agree with the other comments, there needs to be more frequent service. Students who commute and need to get downtown rely on this line, especially because Georgetown does not prioritize our access to public transportation. Higher Frequency please!	D92 Georgetown - Union Station (Metrobus)		D92
6/18/2024	Public Coordinate	Where it Stops	Should stop closer to the outlets	P94 King St Station - Suitland (Metrobus)		P94
6/18/2024	Public Coordinate	Where it Goes	Agree with this comment.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	How Often it Comes	The 59 is an integral part of many riders' commutes including my own. Often, buses are too full by the time they reach U Street and skip over our stops, meaning we have to wait for the next bus which could be 10 or 12 minutes later, delaying our commutes. Reducing the number of bus lines on this busy commuter route would be detrimental and discourage ridership.	D54 Takoma - Metro Center (Metrobus)	59	D54
6/18/2024	Public Coordinate	Where it Goes	So you plan on eliminating this bus stop for HHMI - both here and across the street. Close to TEN HHMI employees use these bus stops! How are we supposed to get to work without an equivalent to the J1 rush hour bus route?!	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70
6/18/2024	Public Coordinate	Where it Stops	There is no stop at Naval Research Laboratory.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
6/18/2024	Public Coordinate	Something Else	Looking at this plan it is clear that someone at WMATA really does not like Greenbelt.	2025 Proposed Network		
6/18/2024	Public Coordinate	How Often it Comes	Frequency of new C85(E4 replacement) is misrepresented, it is only 30 minutes and none on weekends.	2025 Proposed Network	E4, 30	C85
6/18/2024	Public Coordinate	Where it Goes	The current options to replace the 42/43 bus completely isolates Columbia Heights, Mount Pleasant, Adams Morgan, and north Dupont from being able to reach Foggy Bottom. Many federal employees, contractors, and staff for the White House, State, GAO, Interior, GW, World Bank, IMF, and others rely on these routes to get from these neighborhoods to their jobs. These busses are always packed, they need to come more frequently, not get eliminated.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/18/2024	Public Coordinate	Something Else	Removing the 3Y would eliminate public transportation as a commuting option from this area. There are no other viable options to get to DC from the Langston blvd corridor. The times are already very limited, and the bus is regularly at capacity.	2025 Proposed Network	3Y	
6/18/2024	Public Coordinate	Where it Goes	There are nearly 10,000 people working three shifts at Goddard. Why is there no bus service? Does WMATA really expect people to walk 1/4 to 1/2 mile along a highway with no sidewalks in some places and no bus shelters at those distant stops? In the rain? WMATA used to provide service on ICESat-2 and WMAP roads. People have been asking to have that service reinstated for years. Why are you refusing to reinstate that service?	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/18/2024	Public Coordinate	Where it Stops	If this bus is replacing the K9 bus (which is the express version of the K6), this will be a worse setup. The K9 avoids the turn from new hampshire onto north capital and the turn from north capital onto riggs -- which are big pain points. This morning, after a long wait, I got on a K6. Using the bus tracking, i figured that waiting an extra 8 minutes for the next K9 to totten would have saved me 5 minutes -- because it dodges this stretch. If this is going to be a high frequency route, you should strongly consider having it skip this area and follow the K9's route to totten.	M62 White Oak Medical Center - Fort Totten (Metrobus)	K6, K9	M62
6/18/2024	Public Coordinate	Something Else	I strongly support the proposed D36 bus route! It is so important to maintain robust public transit in Trinidad. I am glad to see that the existing D4 route will largely remain intake in the new proposed network.	D36 Washington Hospital Center - Franklin Square (Metrobus)	D4	D36
6/18/2024	Public Coordinate	How Often it Comes	Correction, C83.	2025 Proposed Network		C83
6/18/2024	Public Coordinate	How Often it Comes	Love overnight frequency addition!!	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/18/2024	Public Coordinate	How Often it Comes	So the new route reduces frequency of service from Friendship Heights, which will reduce the number of people who use the line to reach upper Chevy Chase. And it eliminates Sat-Sun service entirely? I just used it on Sunday transferring from the Red Line on returning from the airport. So now I would have to walk a half mile or more with my luggage?	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	Where it Goes	Want to add clarification for those worried about A27 not using the express lanes. The A27 will use the express lanes and bypass Pentagon City in the peak direction. I heard this directly from WMATA planners.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/18/2024	Public Coordinate	Where it Goes	I think that is a good route to bring back. I missed this route ever since Bus 30 went to Suitland and left us with Bus 33 here at Branch Ave which ends around 6 P.M. Really appreciate if this route can be available around 8 or so like the previous Bus 30	P85 Branch Avenue - Southern Maryland Hospital Center (TheBus)	33, 30, 33	P85
6/18/2024	Public Coordinate	How Often it Comes	I also agree it would be beneficial for this bus to come every 15 instead of 30 minutes, especially during work/school days. The 30 minute gap is highly inconvenient for area residents wanting to get to Wisconsin to switch to NB and SB buses. It often takes me 45 mins + to get to Georgetown on what would be a 10 minute drive from this area. I often just skip this bus even though it's closer and choose H4 or H2 having to go north to go south again. It's insane that a 10 minute drive time is 45 mins + on bus. Also, I have tried just about every single combination of bus/metro available to get from this area to Georgetown.	C55 Tenleytown - LeDroit Park (Metrobus)	H2, H4, 30	C55
6/18/2024	Public Coordinate	How Often it Comes	Frequency must be no more than 20 minutes. In addition to serving the Chevy Chase neighborhood to reach Friendship Heights and metro, the line is an important commuter route for people working in Chevy Chase to go across town, of which there are many. Any reduced frequency will hurt these workers, plus of course make it less likely for local folks to utilize the service. Metro already reduced service when it dropped the E6 route during the pandemic.	C83 Friendship Heights - Fort Totten (Metrobus)	20	C83
6/18/2024	Public Coordinate	How Often it Comes	This bus route is the only form of public transportation from the Palisades to downtown and is an important route for commuters and students. Please consider increasing the frequency of the route.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
6/18/2024	Public Coordinate	Something Else	This is simply a bad idea.... First street is already congested during morning and afternoon. The street is too narrow for bus traffic north & south. We do not want parking eliminated nor do we want bus stops installed along this street. Run this bus on North Cap which is designed for buses and already has established bus stops The residents of First street do not want or need this route as there are several within a few blocks. We have also had to deal with constant construction (DC Water) & McMillan, shuttle buses up and down the street from the hospital.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/18/2024	Public Coordinate	Where it Goes	With so many jobs centered around Foggy Bottom, we should make sure the new lines extend to this area (like the 42 and 43 currently do) to make it more accessible for commuters	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/18/2024	Public Coordinate	How Often it Comes	I have to take M52 and switch to P11 to commute between Silver Spring Station and Burtonsville. If M52 comes every 20 min and P11 comes every 30 min, this ride ends up in more than 1 hour. This is not a better bus at all.	M52 Silver Spring - Laurel (Metrobus)	20, 30	P11, M52
6/18/2024	Public Coordinate	Where it Stops	Would like the c81 to stop here in the southbound direction from Tenleytown metro. Unclear why there is only northbound service and the southbound can't get to single this way also.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/18/2024	Public Coordinate	Where it Goes	Has Metro analyzed the delays that will occur by having the bus make a left turn on to McKinley? This is a tough turn already. Not to mention that it will have to cross from the curb lane to the left turn lane. With the current route it is already on McKinley when it reaches Connecticut and the bus can always make the light.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	Where it Stops	Combine this SB/EB stop with the stop at Little Falls Rd.	F20 Tysons - King St Station (Metrobus)		F20
6/18/2024	Public Coordinate	Where it Goes	Agree with the above comment that the D52 should go all the way to Eastern Market. The route should also be modified so it stops at the L'Enfant Plaza metro station.	2025 Proposed Network		D52
6/18/2024	Public Coordinate	Where it Goes	Consider extending from Ballston to Pentagon/Crystal City to offer more service to South Arlington from East Falls Church/Westover.	F50 George Mason - Ballston (Metrobus)		F50
6/18/2024	Public Coordinate	Where it Goes	Military road westbound often backs up and requires more than one light to reach Connecticut. This will delay the bus. This problem does not exist on the current route through the neighborhood on McKinley; there rarely is a backup there. Plus as noted the subsequent left turn onto McKinley is a further delay.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	Something Else	You're taking a Bus away from Downtown to bring a Bus to the National Harbor? That doesn't make sense. KEEP THE P6!	2025 Proposed Network		
6/18/2024	Public Coordinate	Where it Goes	It is completely unacceptable that the rush hour J1 bus schedule is obliterated in the new plan. M70 goes from Silver Spring to Bethesda - but what about Medical Center?! I take the J1 twice every day to my job - NIH, Walter Reed, HHMI - how are we supposed to get to work without the rush hour J1 route????	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70
6/18/2024	Public Coordinate	Where it Goes	The changes in the center of Greenbelt appear to be changes for the sake of change. Leave the G14 and G12 routes along in Central Greenbelt. We need buses that run more often.	P20 Greenbelt - New Carrollton (Metrobus)	G12, G14	P20
6/18/2024	Public Coordinate	Where it Goes	This change from the current D2 route will make the proposed D96 bus inaccessible to Glover Park residents, especially those on the western half of the neighborhood. Suggest adding an arm to the route that services Glover Park better - maybe going down Benton to 41 and back up Davis to Tunlaw?	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/18/2024	Public Coordinate	How Often it Comes	This bus will always be delayed because of the traffic engineering nightmare (DDOT's failure) that is the Wharf. Something needs to be done to stop double parking, illegal stopping, and flat out dangerous driving there.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/18/2024	Public Coordinate	Where it Goes	Oppose change to military ave	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/18/2024	Public Coordinate	Where it Stops	recommend moving closer to Chanel Terr. to accommodate loss of stop there. the current proposed stop is still very close to stop at Little Falls Rd.	F20 Tysons - King St Station (Metrobus)		F20
6/19/2024	Public Coordinate	Where it Goes	This new route cuts off everyone living on Mass above Nebraska, and everyone living west of Mass (this corridor along New Mexico and Cathedral) from downtown. During rush hour, the N2s are just as full as the N4s, and instead you're giving everyone along the N2 route a slower (every 30 minutes is useless for commuting) and wandering, indirect route to get to jobs.	D96 Bethesda - Potomac Park (Metrobus)	N2, 30	D96
6/19/2024	Public Coordinate	Something Else	First Street is already congested and has stop signs every block between the two lights at Bryant and Rhode Island. Riders picked up on this stretch of 1st won't relieve that congestion, it will only increase it. Take it down 4th Street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Goes	I don't know how logical it would be or if another route would better serve this area, but if the circulator bites the dust maybe this could be rerouted down M st to replace the (dark) blue route? It would be half as frequent, but would still maintain express options on M st and maintain the connection from Eastern Market, as well as new connections to some Smithsonian museums.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/19/2024	Public Coordinate	How Often it Comes	As the other commenter notes, while I understand that the frequency levels are thresholds and the new Veirs Mill bus replacing the Qs will run every 15 minutes even on weekends, this is a major route that currently isn't planned for a frequency improvement despite the resiliency of bus ridership on the corridor and planned eventual introduction of BRT service. Every 12 minute service would be nice to see, at least until the introduction of Veirs Mill Flash.	2025 Proposed Network		M10
6/19/2024	Public Coordinate	Where it Goes	My wife and I are frequent D2 users to get from Glover Park to DuPont, and we love this new route idea! The ability to easily get up Tunlaw towards American and Bethesda and to have a stop even closer to us than it already is on Tunlaw seems great. Please make this new route happen!	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/19/2024	Public Coordinate	Where it Stops	Stops too close to each other	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/19/2024	Public Coordinate	Where it Goes	This bus line doesn't go far enough north. The P6 provides frequent service that connects SW/SE and NW, and that connection is crucial for SW and SE residents.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/19/2024	Public Coordinate	Where it Goes	The western part of Arlington County along Columbia Pike is highly dependent on the 16A to get to the Pentagon Metro Station. It appears that the 16A no longer goes the Pentagon! Why? I think it is imperative that there be direct bus service to the Pentagon from the western end of Columbia Pike. It is a route I travel all the time to get to and from work.	2025 Proposed Network	16A	F44
6/19/2024	Public Coordinate	Where it Stops	The b30(or a new name) can stop here	2025 Proposed Network		
6/19/2024	Public Coordinate	Where it Goes	Why isn't the M6X being extended to White Oak Transit Center? It seems like a no-brainer for Flash connections and the like.	2025 Proposed Network		M6X
6/19/2024	Public Coordinate	Where it Goes	No direct transfer between a bus going from Rosslyn area to the bus going to Georgetown University. Makes it more difficult for students to commute there by bus from Arlington	2025 Proposed Network		D92
6/19/2024	Public Coordinate	How Often it Comes	The M12 I was initially happy with, but I see that frequencies are still going to be fairly meager on the portions currently receiving "only" C4 service. I like the reroute to North Bethesda given there is more activity there, but frequencies from North Bethesda to Wheaton and on to Hyattsville Crossing remain pretty lackluster. The different service patterns are not simplified as a bus network redesign's aim is to do.	2025 Proposed Network	C4	M12
6/19/2024	Public Coordinate	Where it Stops	Definitely the b30(new name) can stop here to pick up customers/ passengers	2025 Proposed Network		
6/19/2024	Public Coordinate	How Often it Comes	Currently the H4 connects Mount Pleasant with Cleveland Park at least every 20 minutes. I'm all for combining this with the 42/43 route, but it needs to be at least that frequent to avoid a service cut. These buses are often packed full (especially on school days) so any less frequent service would essentially isolate Mount Pleasant. Not everyone is able to walk all the way down to Irving/Columbia to take the other crosstown line.	D72 Van Ness - Lafayette Square (Metrobus)	H4, 20	D72
6/19/2024	Public Coordinate	Something Else	I'm so excited for this bus route! I am thrilled to have this bus so close to my home. It will help me move all around town, with my son in his stroller, and help me get to work. As a Bloomingdale resident, I can't support it strongly enough!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Something Else	We are thrilled to have more bus options in our neighborhood, to alleviate traffic and provide accessible and equitable transit for our family (we use a stroller) and for mobility impaired neighbors. The BCA is ironically focused on "bike safety" but voted against a bike lane along First Street when that came up. They're anti-urbanist and concerned only with parking spots and not the needs of the broader community. Transit for all!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	How Often it Comes	The 42/43 frequency is relied upon by so many people. Hoping it can stay every 12 minutes or better.	2025 Proposed Network		D72
6/19/2024	Public Coordinate	Where it Goes	I for one like the idea shown here of having all buses go under Dupont Circle. Going around the circle (current 42 route) always wastes a lot of time in traffic.	D72 Van Ness - Lafayette Square (Metrobus)	42	D72
6/19/2024	Public Coordinate	Where it Stops	The b30 or a new name for the b30 can stop here to serve customers from Baltimore	2025 Proposed Network		
6/19/2024	Public Coordinate	Where it Stops	Remove this stop	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/19/2024	Public Coordinate	Something Else	Bloomingdale does not need a bus to U Street NW that is only 4 blocks away	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Goes	Hay que crear una línea que va desde Bethesda, Montgomery Mall o un lugar con muchas conexiones en Maryland a Tysons en Virginia.	2025 Proposed Network		
6/19/2024	Public Coordinate	Where it Stops	There are a large number of people who pick up the 16Y at South Four Mile Run Drive and Columbia Pike. Please have a bus stop for the A39 (16Y) at this intersection.	A49 Culmore - Metro Center (Metrobus)	16Y	A49
6/19/2024	Public Coordinate	Something Else	Please please please keep the bus on 4th Street NW. It is more central and convenient. First Street is clogged with traffic making a pickup there inconvenient and adding to more delays.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Stops	The B30 or a new name for the b30 bus can have aa bus stop here to pick up and drop off marc and Amtrak passengers	2025 Proposed Network		
6/19/2024	Public Coordinate	Where it Goes	The G2 is the only way to cross the town from east to west from Ledroit Park, linking Ledroit Park with Shaw, Logan Circle (and the 14th street corridor), Dupont Cricle, and Georgetown. The Elimination of the G2 leaves us without a direct connection to the west of the city without having to change buses	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/19/2024	Public Coordinate	Where it Goes	This is a dense residential area with a lot of people connected to the University of Maryland. The C8 goes directly through here and is very convenient. The new maps have no convenient routes to the University from this area.	M44 Glenmont - College Park (Metrobus)	C8	M44
6/19/2024	Public Coordinate	Where it Goes	The T2 to Rockville lets me reverse-commute to Potomac directly from Rockville. Without the direct connection down Falls Road the T2 becomes less straightforward/intuitive, and requires people transferring from buses from upcounty and points east to take a short Metro journey only to make another transfer--which with low bus frequencies is unacceptable.	2025 Proposed Network	T2	M82
6/19/2024	Public Coordinate	How Often it Comes	I like the introduction of a Metrobus route from Wheaton to Bethesda using a direct connection, but this M22 service should be more frequent than currently envisioned (why are weekday midday frequencies lower than weekend frequencies?) and operate separately from Georgia Avenue service (M20's frequent core should operate from Silver Spring to Aspen Hill's apartment cluster, then less frequent service north to Olney)	2025 Proposed Network		M22
6/19/2024	Public Coordinate	How Often it Comes	The M42's continued lack of Sunday service is beyond frustrating. Unsure as to how service will be coordinated with Ride On's 10 under their bus network redesign, as Ride On Reimagined doesn't detail planned frequencies or spans of service with their draft proposed network.	2025 Proposed Network		M42
6/19/2024	Public Coordinate	Where it Stops	Why does this route not go down 2nd Street? It seems like a straight shot to Rhode Island. Also 2nd street doesn't take in that much car commuter traffic as 1st Street does. Going along 2nd street would help balance the load of traffic from the already congested first street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Something Else	Voicing support for this new route! it will improve my commute to work immeasurably.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Something Else	Too much idling around Le Droit Park. Keep the G2. The C55 is not needed nor wanted by this community.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Something Else	There are no signs from WMATA along First Street NW to inform residents of the proposed C55 change. The community has been purposefully left in the dark by WMATA and the ANC5E Commissioners. This bus has no place on First Street NW.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Goes	The new M82 route involves a routing along Montrose through a low-density, wealthy area where nearby Ride On 42 Sunday service was already cut some eight years ago due to low ridership, and then a Nicholson-Parklawn connection paralleling the Red Line, potentially to make up for C4/M12 service being rerouted to North Bethesda (though Ride On 10 will still operate this segment). Perhaps a Montgomery Mall-Twinbrook service by Ride On or Metrobus via Old Georgetown Road, North Bethesda Metro, Nicholson Lane, and Parklawn would be a better alternative to create some continuous service there?	2025 Proposed Network	42	M82
6/19/2024	Public Coordinate	How Often it Comes	As others noted please synchronize transfers between the two new routes that will take over the C8.	2025 Proposed Network		M42, M44
6/19/2024	Public Coordinate	Where it Goes	Por favor mantengan una línea que va a Aspen Hill por Connecticut o por lo menos sirve esta parte de Connecticut, es bastante densamente poblada y siempre hay mucha gente a bordo.	2025 Proposed Network		M22
6/19/2024	Public Coordinate	Where it Stops	Combine 62 and 63 Ave stops	P20 Greenbelt - New Carrollton (Metrobus)	62, 63	P20

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/19/2024	Public Coordinate	Something Else	Adding a bus route here would help provide much needed transit access to people who not only live in the neighborhood including the many hospital staff, patients and their families who use the medical facilities, as well as visitors to the new Reservoir District park. Currently, the Hospital Center is underserved by transit options, which means more people rely on cars to access the facilities. The traffic issues on this stretch would be alleviated greatly by adding a bus to transport more people, and eliminate single-passenger vehicle use. Parking is not a fundamental right in the Constitution, and our streets should serve everyone, not just a select few.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Stops	Too many stops close to each other.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/19/2024	Public Coordinate	Where it Stops	The b30(or new b30 bus name) can have a bus stop here	2025 Proposed Network		
6/19/2024	Public Coordinate	How Often it Comes	Great to see Silver Spring-Laurel service retained. Map, once again, however, is misleading. Limited rush hour only service variants, shown on a map as "30 minute service," is unclear and should be operated at least all day weekdays to show some improvement of service--otherwise what is the point of the redesign?	2025 Proposed Network		M52
6/19/2024	Public Coordinate	Something Else	There should NOT be a bus that runs on 1st Street NW. The street is too narrow and the weight restrictions would be exceeded.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/19/2024	Public Coordinate	Where it Goes	Splitting up the C8 at Glenmont (M42/M44) seems intelligent, as do changes to its eastern alignment to provide better Montgomery-Prince George's County crosstown service. However, there is a need for additional bus service on northern New Hampshire Ave to Colesville, given the proposed elimination of the Z2 as well which would leave the area with weekday-only Ride On routes as the only travel alternative. The M44, of course, also needs Sunday service. As others have noted, this also leaves the Archives facility on Adelphi Road with no bus service despite lackluster pedestrian conditions.	2025 Proposed Network	C8, Z2	M44
6/19/2024	Public Coordinate	Where it Stops	Not sure why the Veirs Mill and Connecticut stop, a major transfer hub, is proposed for elimination. The Connecticut Avenue bus (L8) should be kept as well, at least north of the future Purple Line station	2025 Proposed Network	L8	M10, M12
6/20/2024	Public Coordinate	Something Else	The s9 bus sometimes doesn't stop so I hope the new routes will stop properly at stops	D6X Silver Spring - Federal Triangle (Metrobus)	S9	D6X
6/20/2024	Public Coordinate	Something Else	The community civic association voted unanimously in opposition to putting a bus route on 1st street nw. Our ANC Commissioner was a member of Zachary Parker's task force that recommended this route, yet never made a good faith effort to get our feedback before the proposal was finalized. The community found out about this proposal through our Ledroit Park neighbors. Now that there's very strong opposition, our ANC commissioner is doing all she can to find voices in the community who support the plan she created. This is not what democracy looks like. The people have spoken. We don't want this route for a variety of safety reasons, and our own ANC commissioner should stop trying to silence us.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/20/2024	Public Coordinate	Where it Stops	It would probably be better if the terminal was extended to Farragut Sq/Lafayette Sq and the route used the H/I st bus lanes. Keeping it on K st will KILL reliability, leading to long gaps in service during rush hours especially east of the river. I used to use the 80 and currently use the 63 so I know how bad downtown congestion can kill reliability further down the route. This is also the wrong color, the route runs every half hour so it should be light blue, though I propose boosting service to every 24 minutes off peak so at least some hours will have a third bus like the current 96.	D24 McPherson Square - Deanwood (Metrobus)	63, 80, 24	D24
6/20/2024	Public Coordinate	Where it Goes	A LOT of folks on the C8-series posts are upset that the routes are being taken off this stretch after so long. I think a good compromise would be to maintain the extension to friendship heights, and extend the route down McKinley to Knollwood (I've made a few other suggestions on routes to replace this stretch) The lower frequency should help with the narrow with of McKinley. (Ideally, one side of the street should have given up street parking decades ago). The C83 could have the deviation eliminated and stay on Military	C55 Tenleytown - LeDroit Park (Metrobus)		C83, C55
6/20/2024	Public Coordinate	Something Else	I know its not your jurisdiction even though it should be, but something has to be done about these bus lanes. every time I come through here rouge shuttle buses, delivery trucks, and selfish drivers are always blocking the lanes and protection is non-existent now. Metro Transit Police really should be given the authority to tow people parked in bus lanes without prejudice because these tickets don't seem to be doing it (plus md and va tags never pay up and all the fake temporary tags).	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Where it Goes	The current 42/43 route is perfect for so many State Department employees who live in Mount Pleasant and Columbia Heights. I'd like the new D72 to continue on into Foggy Bottom to continue to support those folks.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	Where it Goes	There needs to be a bus stop here. This is the ONLY bus that services this area and many	2025 Proposed Network		D96,C85
6/20/2024	Public Coordinate	Where it Stops	Hopefully W Cedar Lane will be covered by a new Ride On route. I go from Silver Spring to W Cedar Lane for medical appointments, and while the new M70 could work going from Silver Spring, there's no decent stop to board the M70 back home to Silver Spring, since there are no bus stops on the southbound side of Old Georgetown Rd at W Cedar Lane.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/20/2024	Public Coordinate	Where it Stops	Great that a stop is being added here but the stop is impossible if the route is being truncated at MLK library. I don't think left turns can be made in bus lanes + they're always blocked. This is likely for overnight service (+ weekend service if you realize the mistake you all made), but its not being shown here.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/20/2024	Public Coordinate	Something Else	more realable timing cleaner bus full bus more articulated s	2025 Proposed Network		
6/20/2024	Public Coordinate	Where it Goes	The extension of the 42, 43 lines to go all the way to the Kennedy Center was INSPIRED. And made a humongous difference to my and my children's life. We are now Kennedy Center season ticket subscribers truly because now we had this direct line from door to door (Mount Pleasant to Kennedy Center).	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/20/2024	Public Coordinate	Something Else	Please consider this intersection to have an express stop. Thanks!	C61 Tenleytown - Brookland (Metrobus)		C61
6/20/2024	Public Coordinate	Where it Goes	Alternatively, the short turns could be distributed into full trips across the C51 and C53. (The color on this map is incorrect, as service is every 20 minutes)	C53 Duke Ellington Bridge - Congress Heights (Metrobus)	20	C51, C53
6/20/2024	Public Coordinate	Where it Goes	I agree with this comment. This bus is great because it is cross town. Making it go beyond Woodley Park station and beyond Shaw/Howard station just detracts from frequency and is duplicative in areas that are already served by other routes	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/20/2024	Public Coordinate	Where it Goes	Adding a bus line on 1st street nw is a terrible idea. The street is too narrow for buses to navigate the street safely, houses along the street were not built to sustain the constant vibration heavy buses would create, and buses would force neighborhood children further away from their homes to find safe spaces to play. There are other more suitable options nearby, especially on North Capitol which is already a major commuter thoroughfare. Put the bus there instead.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/20/2024	Public Coordinate	Where it Goes	Resident of 1st St NW for 30 years. Given the age of the houses, constant bus traffic going up the street will have an impact on the structure of the houses. Delivery trucks already double-park on First St. Emergency vehicles use First St to get to Washington Hospital Center. Residents are opposed to buses coming up 1st Street. If it happens, will WMATA be willing to give a surety bond covering the value of the houses?	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
6/20/2024	Public Coordinate	Where it Goes	I rely on the 96 to connect me from Adams Morgan to Union Station. The C55 route is cut back too soon and will require a transfer between two low-frequency buses or a much, much longer walk.	C55 Tenleytown - LeDroit Park (Metrobus)	96	C55
6/20/2024	Public Coordinate	How Often it Comes	This bus needs to stop more frequently as there are no routes servicing Georgetown University, except the G2.	D92 Georgetown - Union Station (Metrobus)		D92

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/20/2024	Public Coordinate	Where it Stops	No need to eliminate this stop, as it is used by people who want either 52 or 54. Pretty sure only people who board at the terminal are those who are transferring from E4 and see 52 right there.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, E4	D52
6/20/2024	Public Coordinate	Where it Goes	The line needs to go back to union station. The x8 provided quick service to union station without having to be stuck in the congested H street corridor. As it stands there is no real metro options for northeast dc so we NEED a quick and reliable way to get to the red line.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
6/20/2024	Public Coordinate	Something Else	Dozens of Deal MS students take each of the D31 buses each weekday morning and afternoon from Park Rd at Mt. Pleasant St and at 19th St NW. You seem to be eliminating those dedicated school buses that come just twice a day. The new C87 doesn't get those kids to school.	C87 Silver Spring - Van Ness (Metrobus)	D31	C87
6/20/2024	Public Coordinate	Where it Goes	If D46 is permanently truncated (which I don't mind in my opinion, they were frequently a half hour apart during rush hours), the route could possibly be deviated down upshur and Georgia, and establish a timed transfer at petworth. The current 62/64 transfer is inconvenient (missed a bus yesterday not trying to jaywalk and driver wasn't nice and passed me by). Could keep D74 on New Hampshire to upshur to maintain those few stops. It is nice that 20 minute headways were restored during middays and weekends, iirc that was last the case in like 2010. 15 minute rush service seems to be being preserved as well.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11, 20	D46, D44, D74
6/20/2024	Public Coordinate	Where it Goes	After Dupont Circle, why not send the D72 down New Hampshire Ave to GW and the Kennedy Center? The routing you have shown down Connecticut to Farragut Square duplicates a number of other bus routes. It would be great to offer more connections than to continue to duplicate the Connecticut Avenue service.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	Where it Goes	The D2 bus is the only way for a lot of us in Glover Park to leave the neighborhood. There's also multiple schools on the route. The new proposed D96 route will cut us off and cut off access, making it difficult for everyone to get around. This new proposed route is not a realistic solution and does not help those of us that actually live in this area.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/20/2024	Public Coordinate	Where it Goes	I work at the Department of State. Right now, this is my closest (and best!) stop on the 42, 43 lines. I get on at the first stop, Lamont Plaza, in Mount Pleasant, and ride it straight here to E and 21st. Having a direct line that brings me to work without transfers (which is the 42, 43 for me currently) is invaluable.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/20/2024	Public Coordinate	Where it Stops	The C55 should go up North Capitol, left on Michigan, and down on 5th and 4th streets. This way it would serve the McMillan development, the Hospital center and Howard University, while maintaining service to Bloomingdale and Ledroit Park without having to go through smaller, congested streets	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/20/2024	Public Coordinate	Something Else	Why are there so many routes that just follow where the Metro goes? Wouldn't it make more sense to provide service where it doesn't already exist?	2025 Proposed Network		
6/20/2024	Public Coordinate	Something Else	The P6 route is eliminated and NOTHING to replace it?!? What is going on? We are not able to walk to Maine Avenue or M Street to catch a bus, it's physically impossible for us, we depend on the P6 and we will be left stranded by your proposal.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	P6	D52
6/20/2024	Public Coordinate	Where it Goes	The new route of what used to be the 42 and 43 seems a bit better. So I'm relieved.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/20/2024	Public Coordinate	Where it Stops	By the time this route goes into effect New Dave Thomas Circle will be complete, so the stops on 1st and New York should be moved onto 1st.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/20/2024	Public Coordinate	Where it Goes	D72 should continue to go to the Kennedy Center area. A lot of users work in the World Bank, IMF, OAS, State Department. Metro already elimitated the S1 and now is changing this route leaving us without a bus route to get to and from work	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	Where it Stops	The stop should be here instead of the circulator stop to avoid having to cross two lanes of traffic to make the left	C51 Woodley Park - Anacostia (Metrobus)		C51
6/20/2024	Public Coordinate	Where it Goes	I agree with another comment about access to Union Market. The bus connections to union market are really not great from the rest of NE, which is such a shame because Union Market is geographically quite close to me and yet I cannot walk there easily due to the car-focused infrastructure, and there is no bus! Please consider how much development is going into Union Market these days (restaurants, grocery stores, nightlife, shopping...) NE residents need an easy way to access this without driving. I would love to take public transit to Union Market, but the options are bizarrely limited as a Brookland resident.	C71 Fort Totten - Union Station (Metrobus)		C71
6/20/2024	Public Coordinate	Where it Stops	KEEP THE STOP HERE. There is a huge apartment building here with tons of residents and it's very important that it remains served as it has no other easy transit options. Also this line NEEDS to go back to union station so people in NE have a relatively quick and frequent metro connection. We don't have that and we need it. Current X8 is infrequent and crowded and needs more frequent reliable service.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
6/20/2024	Public Coordinate	Something Else	we need more buses, the buses run to full capacity	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/20/2024	Public Coordinate	Something Else	Hard agree. I think C4x is already taken by 17th St NE however. (Circulator was talking about extending the Rosslyn route to Shaw a while back; when resources become available this one could take that extension, possible with how long D74 is planned to be in my opinion. only in the long run though.)	D46 Takoma - Petworth (Metrobus)		D46, D74
6/20/2024	Public Coordinate	Where it Stops	Please consider the C61 to get to Bancroft ES on Park and Mt Pleasant. A lot of children, parents and staff from Wisconsin Ave depend on this route need to get to work or give their children an education.	C61 Tenleytown - Brookland (Metrobus)		C61
6/20/2024	Public Coordinate	Something Else	Enforcing the bus/bicycle only lanes would really help traffic move in this area.	2025 Proposed Network		
6/20/2024	Public Coordinate	Where it Stops	There are no senior services in Ward 1 -- they're all located in Wards 2 and 3. I rely on the L2 stopping at 18th and Columbia to take me up Connecticut Avenue to these essential services. Rerouting the new D70 out of Adams Morgan will force me to walk a lot further -- something many other seniors may not be able to do.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
6/20/2024	Public Coordinate	How Often it Comes	Why is this proposal cutting ALL bus service from Glover Park. There is no reason that the bus northbound cannot turn west on Benton and serve the current route as far as the corner of Edmunds and 39th Street, then turn left on 39th and left on Tunlaw/New Mexico to continue north. Southbound it could turn right on 39th Street then left on Edmunds and continue the current route to the corner of Benton and Tunlaw. Per the WMATA next bus website, there would be no difference in time in either direction. You already have C85 Barnaby Woods to Foggy Bottom running along New Mexico/Tunlaw. Why would you run two routes over the same few blocks and totally deprive a very densely neighborhood of all bus service.	D96 Bethesda - Potomac Park (Metrobus)		C85, D96
6/20/2024	Public Coordinate	Where it Goes	Very much in favor of this route. It will make my commute (Petworth to Dupont Circle area) so much easier!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/20/2024	Public Coordinate	Where it Stops	I feel like there's an X3 stop here that is missing. Might be my imagination.	C57 U St Station - Capitol Heights (Metrobus)	X3	C57
6/20/2024	Public Coordinate	Where it Goes	This route should continue from Columbia Heights, Adams Morgan etc. onwards through Florida Avenue towards the West End Library, Trader Joe's, GWU, Dancesport Dupont Circle, Rock Creek Park/tennis courts, and other nightlife/cafe destinations.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/20/2024	Public Coordinate	Where it Stops	This stop could be moved closer to butternut and combined with the D54 stop on aspen.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X, D54

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/20/2024	Public Coordinate	Where it Goes	Deviation should be eliminated and replaced with another route, while this one stays straight on Military. Deviation would slow crosstown trips, especially more work related ones as this route is weekdays only as of right now. I know you got a LOT of comments disappointed about the loss of McKinley St service, but if you want more efficient crosstown trips you have to COMMIT. You can't mix two completely different flavors of cake here, just will end up nasty.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/20/2024	Public Coordinate	Something Else	Customers who were making trips to Archives II, but haven't returned from driving their own cars because of prior issues with buses not showing up, may actually come back if there was a shorter, more efficient, and reliable connection to Archives II. Plenty of former riders have had issues with buses not coming that may have scared them off of using the route. Construction on Campus and Purple Line may mean a route around campus would be more consistent and reliable.	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Something Else	Having evening and weekend buses to the Kennedy Center from Mount Pleasant (and similar locations) are essentially because that's when the majority of engagements, performances, and kids' activities occur. The proposed plan seems to have limited weekend and evening options to this area.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	How Often it Comes	I am surprised with how poor the EB headways are for this route at the WB terminus near Tenleytown Metro Station. I will often take this route to get up to upper Wisconsin Ave because I don't have to worry about waiting forever for a bus at 14 and Columbia NW. But then when I get back to the WB terminus and check BusETA, it often say 30 min waits. How is it a 30 min wait when this bus runs (about) every 10 minutes headed west? I don't get it. This is a good route that beats taking Metrorail but it isn't a good route heading east.	C61 Tenleytown - Brookland (Metrobus)	14, 30	C61
6/20/2024	Public Coordinate	Where it Goes	I know in the long run, it is planned to eliminate the diversion onto 1st and replace it with its own dedicated route, but i think it would be a good idea to send the route to the hospital sooner rather than later. Also would provide an alternate crosstown connection to the C61 and McMillan is starting to open up (who knows how much will be up with how fast stuff seems to get built.)	C55 Tenleytown - LeDroit Park (Metrobus)		C55, C61
6/20/2024	Public Coordinate	Something Else	Proposed routes does not provide any connection from Greenbelt or College Park stations to the Archives II complex. The Archives II complex was established with the promise that it would be served by public transit. This network as proposed does not address that promise.	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Where it Goes	The short turns should be brought up a little further to Union to replace the circulator.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/20/2024	Public Coordinate	Where it Stops	This stop is impossible to make with the left turn required onto eastern avenue.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/20/2024	Public Coordinate	Where it Goes	Extending the E2 to Union Station is not a particularly good idea, especially as it does not come frequently. Extending the E2 to Union will create more congestion and the bus will continue to be late. This is the only bus in the NE that services a gym in the area, and many passengers use this route for fitness.	C71 Fort Totten - Union Station (Metrobus)	E2	C71
6/20/2024	Public Coordinate	Where it Stops	You have lots of buses going along similar routes now and have removed all routes through Parkfairfax. This does the neighborhood a huge disservice by having no routes, especially since many elderly people live in parc East and Parkfairfax.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
6/20/2024	Public Coordinate	Where it Goes	I currently take the P6 bus every day to work. It serves people from all walks of life--tourists, school children, working professionals, retirees--and connects them to both Downtown and NE. This leaves SE/SW without good access to transit.	2025 Proposed Network	P6	
6/20/2024	Public Coordinate	Where it Goes	Great to see service to waterfront Metro. Many, many visitors to the Wharf will appreciate this. Even better service for the many, many workers in the restaurants and hotels. The Wharf is busiest to the weekends. I'm disappointed to see such infrequent service on Saturdays and Sundays. This is a major entertainment district. The northbound D52 will service many workers who live in Columbia Height and work at the Wharf. They work Saturday and Sunday's as well	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/20/2024	Public Coordinate	Where it Goes	I've been taking the 52 bus for almost 20 years to L'Enfant Plaza from Columbia Heights. A lot of friends work right at this Metro station as well and we prefer the bus over Metrorail, especially when Metro isn't running.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 20	D52
6/20/2024	Public Coordinate	Where it Stops	This stop should be moved back closer to K st. Both this one AND the I st one don't need to exist at the same time	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/20/2024	Public Coordinate	How Often it Comes	There should be better headways for buses on Conn Ave NW. While the red line obviously serves a lot of the locations on the street, improved bus service would help people reduce the amount of time they have to walk to get to specific places. Plus improved bus service will make it easier to get up to the Conn Ave portion of Chevy Chase DC.	C87 Silver Spring - Van Ness (Metrobus)		C87
6/20/2024	Public Coordinate	Where it Stops	Note the need to harmonize stop locations with DDOT's ongoing 14th St (Newton to Arkansas) bus priority project.	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Where it Stops	Good on y'all for keeping it (my comment covered up the stop its still here my bad)	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/20/2024	Public Coordinate	Where it Stops	Would be nice for this building to be served directly by a bus that goes down H street.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/20/2024	Public Coordinate	Where it Stops	Agree - removing the Florida Ave NB stop would be a big mistake!	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
6/20/2024	Public Coordinate	Where it Stops	My family and I use this bus to get to west falls Church Metro several times a month. We like that it stops there. It would be inconvenient for us to skip it.	F20 Tysons - King St Station (Metrobus)		F20
6/20/2024	Public Coordinate	Something Else	My kids and I take the bus from this stop almost every day. It is a core part of our summer plans this season. In an effort to save money, instead of signing them up for camp, I've decided to spend the summer on WMATA bus and going to DC Public Swimming Pools and our National Parks in DC. Our plan is to take the H4 from this stop every morning to Hearst Recreation Center to get a first-thing swim before coming back on the H4 so that I can go to work. The limited, less frequent service aspect of this new proposed route really limits this option for us.	D72 Van Ness - Lafayette Square (Metrobus)	H4	D72
6/20/2024	Public Coordinate	How Often it Comes	I like the services of the buses, very good for me, I ride on time when I get the buses	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/20/2024	Public Coordinate	Where it Stops	The only routes that go into the VA and the Hospital Center and stop inside the circles come from the south. While I understand the benefits of having this crosstown route go faster by not deviating into the traffic circles, some trips from Columbia Heights and points west should stop more directly at these stops instead of just on 1st St. Maybe every other trip can stay straight on 1st and every other trip can loop into those stops.	C61 Tenleytown - Brookland (Metrobus)		C61

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/20/2024	Public Coordinate	Where it Goes	I think you're making a big mistake by not having the M10 start and stop at Shady Grove. The fact that you are replacing two of the three Q lines that started and stopped at Shady Grove with just one line that will cover all three routes is very disappointing. You are leaving this up to the mercy of the RideOn Reimagine study which might not come to full fruition. Shady Grove station has one of the biggest bus terminals and busiest bus terminals in the WMATA system with Union Station. By starting at Montgomery College, you will only be catering to people who go to/work at Montgomery College. The bus should still stop at Montgomery College campus, but by starting at Shady Grove it will open up a whole array of ridership to better connect the rest of the system without having to use RideOn (if there are ever funding lapses for RideOn). Also, the fact that the M22 goes all the way to Olney from Glenmont and covers the area where the closure of the Red Line is this summer really well, but this proposed M10 will not even go by Shady Grove is very disappointing and it makes me feel that you don't recognize the fact that there are plenty of people who heavily rely on Metrobus in the northwestern portion of Montgomery County. I also think it might be wise to revive an old route that I believe was in place that went to Clarksburg or Germantown. There needs to be more expanded Metrobus service throughout Montgomery County. I know there's a lot of concern about going over the same stuff that RideOn covers, but it would be amazing to fill in the gaps that RideOn doesn't cover.	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10, M22
6/20/2024	Public Coordinate	Where it Goes	Even though it shouldn't be, Bowser reopened BLM plaza (16th st.) NB buses could be rerouted up here to keep them off of K st (which should have been had a transitway)	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/20/2024	Public Coordinate	Where it Stops	Why is there a stop here if there was one right across benning	C41 West Hyattsville - Anacostia (Metrobus)		C41
6/20/2024	Public Coordinate	Where it Stops	Please leave this stop here; thank you.	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Something Else	In the mornings, I am preparing breakfast and lunch and school supplies for my two kids. Being able to take the time to take care of them, instead of leaving early enough to factor in a transfer (which I used to do previously, on the S2/S4 to 80 or Circulator) is invaluable. The time saved not waiting on a street corner for a bus is given directly to my children. Please keep an option that goes directly to Potomac Park (and/or Kennedy Center).	D72 Van Ness - Lafayette Square (Metrobus)	80	D72
6/20/2024	Public Coordinate	Something Else	Thank you so much for your responsiveness to issues and complaints about WMATA service through the Parkfairfax neightorhood. The 22 and 23 lines are too frequent and under used. Resources would best be used elsewhere especially given the safety and width of the roads. Glad to see service continue along Quaker for those in need of it. Thank you so much, Metro!!	2025 Proposed Network	23	F66,A71
6/20/2024	Public Coordinate	Where it Stops	Many workers are back in the office in Foggy Bottom and there are students attending GWU! Echoing all the other commenters, we absolutely need routes like the S1, 32, 36, 42, and 43 to connect this area with other neighborhoods (especially during rush hour on weekdays)!	2025 Proposed Network	32, 36, 42, 43, 32, 36	D12,D72
6/20/2024	Public Coordinate	Where it Goes	Thank you so much for reducing the load on our narrow neighborhood roads! This will make our streets safer and less congested particularly during rush hour times!	2025 Proposed Network		F66,A71
6/20/2024	Public Coordinate	Something Else	Thrilled to see the elimination of the 22 and 23 routes that go through Parkfairfax. The buses are underutilized, the roads are too narrow for the buses, and this will reduce congestion at the intersection of Gunston and Martha Custis and VA-402. Thank you!	2025 Proposed Network	23	F66,A71
6/20/2024	Public Coordinate	Where it Stops	this is a good stop; please don't take it away	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	How Often it Comes	each new bus needs wifi!!!!	D96 Bethesda - Potomac Park (Metrobus)		D96
6/20/2024	Public Coordinate	Where it Stops	I don't see the point in short-turning the C53 when its already extended. I agree with others that the route should just terminate at 24th St like the C51 to simplify journeys. I think you can spare an extra bus.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C51, C53
6/20/2024	Public Coordinate	How Often it Comes	20 minute overnight service on 38th should be in effect until 6am, and evening weekday service should be every 24 minutes. It would help to NOT have large gaps in service for a few random hours like the 32. Especially during the beginning of rush hour. The other overnight routes were consolidated so that overnight service would be consistent, so why not this one?	C41 West Hyattsville - Anacostia (Metrobus)	20, 24	C41
6/20/2024	Public Coordinate	Where it Goes	I live in Brookland, and this bus line will be the closest to my house. I am pretty gutted to lose the G8 and the easy access to Shaw and Logan Circle it provided, but it would almost be worth it if this replacement line actually went to Union Market! All of the development in NE these days is in Union Market - restaurants, amenities, nightlife, grocery stores. The bus connections from Brookland to Union market are really not great, and the Market itself is a 10 minute walk from NoMa metro. Since I also live a 15 minute walk from Brookland Metro, it makes taking the Metro really inconvenient considering how short a distance it actually is. As someone who really wants to be less car dependent, I would LOVE to have a public transit option to Union Market district that doesn't involve 25 minutes of walking. Please consider modifying this route (or another route, such as the C71) so it allows Brookland residents to more easily access Union Market!			
6/20/2024	Public Coordinate	Where it Goes	As it is, I see myself using this bus line a small fraction of how often I use the G8. If it got me to Union Market District, I would definitely use it a lot.	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34, C71
6/20/2024	Public Coordinate	Something Else	I love the streamlining of service through the hospital complex - the H2 gets so bogged down in the existing route. But when you do this, can you also ensure that the Hospital shuttle buses are better advertised on WMATA buses? There are residents of Columbia Heights who don't know this shuttle exists, despite this route realignment relying on the shuttle to maintain door-to-door service to the hospital.	C61 Tenleytown - Brookland (Metrobus)	H2	C61
6/20/2024	Public Coordinate	Where it Goes	I think the D72 should go to GW hospital.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	Something Else	I ride the 42, 43 buses to and from work at the Department of State. Virginia Ave at 21st St is where I get on after work to go home. There are usually about 8-20 people at any given time waiting for a 42 or 43 at this stop.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/20/2024	Public Coordinate	Where it Goes	Why doesn't the D4X or D42 go all the way to L'Enfant Plaza and the Wharf?	2025 Proposed Network		D4X, D42
6/20/2024	Public Coordinate	Something Else	The Federal Government is now implementing a "Return To Work" program which is demanding increased in-person attendance. This is a change from how it has been since 2020. I worry that this proposal is responding to 2020-2023 era employment status and not current and onward work postures.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/20/2024	Public Coordinate	Something Else	This routes looks really cool! Awesome proposal.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/20/2024	Public Coordinate	Something Else	I like the route but waiting for 15 minutes is still too long. D54	D54 Takoma - Metro Center (Metrobus)		D54
6/20/2024	Public Coordinate	Something Else	It would be great if there were buses that went up NH Ave to connect Foggy Bottom to Dupont and U Street.	2025 Proposed Network		
6/20/2024	Public Coordinate	Where it Goes	The community desperately needs to keep a bus stop here within Glover Park. This is the only way to get into downtown dupont and connect to th redline. With the proposed changes not only in location, but also time, hundreds of working professionals will not be able to get into work on time during the week. This bus is essential transit to this community	2025 Proposed Network		D96,C85
6/20/2024	Public Coordinate	How Often it Comes	I wonder how much more reliable service would be if bus lanes were full time and bi-directional the whole way... but it's not your jurisdiction...	D62 Silver Spring - Franklin Square (Metrobus)		D62
6/20/2024	Public Coordinate	Something Else	Route numbers from my observation are counted in a counter-clockwise direction from the south, which for D routes is for Penn ave SE, which is 1. Notice how 14th st is 5, 16th st is 6, Connecticut ave is 7, Wisconsin ave is 8 and P st is 9. D5x and D6x were just happy coincidences.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X, D6X

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/20/2024	Public Coordinate	Something Else	We cannot do without bus service along the 4th Street SW corridor where the P6 is our lifeline. You propose NO bus service here any more! None of your proposed routes come anywhere near here! This would be a terrible hardship for everyone along this corridor.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	P6	D52
6/20/2024	Public Coordinate	Where it Stops	Might as well get rid of this one if the stop across the street is gone and D6X will stop at the next stop along with this one. I know Eastern and Blair Mill is kind of a hump, but it wouldn't hurt to be consistent since it is the end of the line.	D62 Silver Spring - Franklin Square (Metrobus)		D62, D6X
6/20/2024	Public Coordinate	Where it Goes	The A58 could replace the Dupont-Georgetown-Rosslyn Circulator if it went up NH Ave to Dupont Circle instead of to Farragut Square. This will also help mitigate the loss of bus service connecting P Street in Georgetown to Dupont Circle by having a parallel route on M Street to Georgetown.	2025 Proposed Network		A58
6/20/2024	Public Coordinate	Something Else	For years, I used to commute on the S-lines (S1, S2, S4, S9) from Park Road to this intersection at 16th and K (when I wasn't on an S1). I would get off at this intersection to transfer to an 80 bus (sometimes Circulator). The difference in the time it takes me to get to State Department now (direct on the 42, 43) instead of waiting to transfer here is ENORMOUS. I am dreading having to transfer once, maybe even twice, again on my daily commute again.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43, 80, S2, S9	D72
6/20/2024	Public Coordinate	Something Else	Accessibility comment: there are multiple people with disabilities (visible and invisible) who ride the 42, 43 (and previously the L1, H1 lines) to and from the Department of State. I have ridden these lines with them for 15+ years. Forcing them to take transfers or walk extra distance to get to their place of employment is really unfortunate.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/20/2024	Public Coordinate	Where it Stops	Agree with the other commenter - route should end where the 92 does now. if i'm remembering corectly T st is rather small, plus the bike lane on 9th might make the left turn harder. (if its the long turnaround that is trying to be eliminated, you COULD put a stop at Florida and 13th by Cardozo, that's the way the buses use to turn around anyways and people going to that school who may use the 92 or X3 when it still went uptown may appreciate it.)	C57 U St Station - Capitol Heights (Metrobus)	92, X3	C57
6/20/2024	Public Coordinate	Where it Goes	I would take this to Franklin Sq, as (either the same guy or multiple ornery Bloomingdale residents have commented about the lack of downtown access. Commercial metro center is a two block walk from H st and the red line connection is maintained at 7th st.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/20/2024	Public Coordinate	Something Else	Appreciate that there's this route from Bethesda to the State Department. Given the fact that so many of the other lines (especially the _1 lines) have been cut, we really still need lines that bring people to the Department. But also can we have this for people from the other side of Maryland, the Takoma/Silver Spring side?	D96 Bethesda - Potomac Park (Metrobus)		D96
6/20/2024	Public Coordinate	Where it Goes	Same thing I said on C55; E4 service could be replaced with this one or C55 route. Seeing as this is more similar to the N2 which already goes to friendship, this one might make more sense, plus would provide a new downtown connection to these residents.	D90 Tenleytown - Convention Center (Metrobus)	E4, N2	D90, C55
6/20/2024	Public Coordinate	Something Else	This is our community pool! Hearst Recreation Center pool is the only free outdoor public DC pool that's open early in the morning on weekdays. This is the only source of affordably, community-serving swimming for many of us, including myself and my children. Right now, the H4 takes us right here from Mount Pleasant, weekdays and weekends. It is very valuable to us.	D72 Van Ness - Lafayette Square (Metrobus)	H4	D72
6/20/2024	Public Coordinate	Where it Stops	Does the 54 need to stop everywhere the 52 does on this stretch? It would be a big help for Columbia Heights residents if this route could be more like an express service, especially since we're losing the current express service we have on the 59 and WP-AM Circulator.	D54 Takoma - Metro Center (Metrobus)	52, 54, 59	D54
6/20/2024	Public Coordinate	Where it Stops	Why will this go around the circle, rather than under? I feel like the bus will go a lot faster if it goes under the circle.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/20/2024	Public Coordinate	Where it Goes	Even if the long-term vision is to extend the route to M st, the route should at least extend a couple more stops to L'Enfant Plaza. It would also help close the gap in transit service you created by rerouting the 74. Plus with the C11 serving national harbor, it would make the already simplified journey over there even simpler for people, especially those with physical disabilities where navigating train stations with limited elevator access is a hassle. Plus you would directly serve a couple Smithsonian and non-Smithsonian museums this way.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)	C11	D4X, C11
6/20/2024	Public Coordinate	Where it Stops	Build bus stops on the southbound side of Old Georgetown Road to pair with the northbound stops.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/20/2024	Public Coordinate	How Often it Comes	This bus is the only bus to serve this section of NE, but it is not scheduled to come as frequently, despite being consistently full. I would increase the frequency time of this route, especially because it goes to Union Station.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/20/2024	Public Coordinate	Where it Stops	Connections to the MARC New Carrollton and Riverdale stations, Purple Line, Green Line, Bike & Ride, future Capital Bike share stations, and MDOT Commuter Bus are essential for students, faculty, and staff coming to campus from far away destinations, especially for late night and early morning commuters.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
6/20/2024	Public Coordinate	Where it Goes	I think the idea of this bus is a good idea, but putting it on first street means it will be so slow. During rush hour it's going to be slower than walking. Plus it's a narrow street with tight turns. How about setting up rush hour bus lanes on North Capitol and running it there?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/20/2024	Public Coordinate	Where it Goes	I am surprised with how there is no dedicated bus line that runs up and down NY Ave NE, one of the busiest roads in the District. Adding a dedicated bus line up and down NY Ave would help riders get up and down the street much faster. Personally it would help me get to tennis matches at the Arboretum Rec Center without having to ask people for rides.	C87 Silver Spring - Van Ness (Metrobus)		C87
6/20/2024	Public Coordinate	Where it Goes	I would really appreciate if after Dupont Circle, this route went down New Hampshire to Washington Circle or even further into Foggy Bottom, especially since the D74 already covers the Connecticut Avenue corridor into downtown. I would be disappointed if the new network meant Ward 1 lost our connection to Foggy Bottom, a common path for commuters to the World Bank and GWU students, which is currently served well by the 42/43 bus.	D72 Van Ness - Lafayette Square (Metrobus)		D72, D74
6/20/2024	Public Coordinate	Something Else	Consolidate the D52/D54 into one local line that goes the full distance (Takoma to Waterfront). Then, maintain route 59 as a 7-day-a-week limited stop route from Takoma to Metro Center. This would mirror the existing structure of the S2/S9.	D54 Takoma - Metro Center (Metrobus)	59	D54
6/20/2024	Public Coordinate	Something Else	My parents moved to DC to support me when I had my babies. The reason why they chose to live in Cleveland Park was because it is so close to Mount Pleasant and there were so many buses (H3, H4, H2) that went cross-town between their location and ours. We still rely on those buses every single day.	D72 Van Ness - Lafayette Square (Metrobus)	H2, H4	D72
6/20/2024	Public Coordinate	Something Else	If the D5X plan comes to fruition, is this terminal just going to sit abandoned? (Hope northern garage reopens soon so D5X and D54 boost can come sooner rather than later) (also don't think the 100% battery-electric bus plan is a good idea, hybrids and dual-mode trolleybuses might be a more efficient plan in the long run. BEB's killed the circulator after all and Randy has criticized them in the past.)	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52, D54
6/20/2024	Public Coordinate	Something Else	This is approximately where the 42 and 43 buses currently fill up during rush hour Monday-Friday commuting. I have been observing ridership on these lines during my homeward commute for the past few weeks, since I saw the Better Bus Proposal, and I have noted that this location is where we usually hit full ridership, standing room only. This is before the proposed 42, 43 replacement line (D72) would even begin! The 42, 43 lines from Farragut North to Potomac Park is so, so, so well-used. Please reconsider.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
6/21/2024	Public Coordinate	Where it Stops	Critical stop! Please keep	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
6/21/2024	Public Coordinate	Something Else	Agree 100% with other comments I've seen from people living around Fort Ward and Park Place Condos. You've eliminated the 22F. Residents of Park Place Condos must walk into Fairlington to connect to a 22A replacement in order to get to Pentagon. A number of Park Place residents go to Pentagon for work; others like me go to Foggy Bottom or other NW DC areas. We've already seen service cuts to our area (e.g. elimination of 25A off peak route).	2025 Proposed Network	22A	

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/21/2024	Public Coordinate	Where it Stops	Please keep this one!	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
6/21/2024	Public Coordinate	Where it Stops	the choice to suppress h4 route means kids ridinf from Mt pleasant (the densely populated parts of it) will need to walk 10-20 minutes to reach the closest stops that basically bypass where people live. The proposed route serves relatively few homes in the neighborhood, which are in most cases a shorter walk from Mr Pleasant St.	C61 Tenleytown - Brookland (Metrobus)	H4	C61
6/21/2024	Public Coordinate	How Often it Comes	The extended 42/43 (D72) needs to end at Tenleytown, not Van Ness. And it needs to run as often, if not more often, than the H2 currently. Most importantly, it's not acceptable to have the D72 end at Mount Pleasant instead of Tenleytown during non-rush hour periods.	D72 Van Ness - Lafayette Square (Metrobus)	H2	D72
6/21/2024	Public Coordinate	Where it Goes	This area is crowded with bus users, many of whom are senior citizens or young renters. The seniors can't move easily and many will be left speechless when they figure out what has happened to their mobility. If the concern is traffic on Mass Ave, create an express bus route with frequent buses during rush hour only, with the last pickup stop at Wisconsin and Mass until DuPont Circle and Farragut and the same in reverse. Then have another bus line to cathedral Commons, the new area with shopping and restaurants on Wisconsin up to the new wegmans and the post office. Don't have the bus line stop before it reaches the area. And mark clearly on the map where the stops are located and where the line terminates. Students in these buildings mostly attend Gtown and AU, not GW.	2025 Proposed Network		
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route P63 frequencies be increased as follows: -Rush hour: 20 minute intervals (Passed by voice vote on 06/20/24)	P63 Addison Rd Station - Naylor Rd Station (Metrobus)	20	P63
6/21/2024	Public Coordinate	Where it Goes	love the connection to tanger outlets from southern ave	P93 National Harbor - Suitland (Metrobus)		P93
6/21/2024	Public Coordinate	Where it Stops	Combine this route with the A27 route to maybe include the stops in S. Farmington to increase frequency of bus service for both routes. Add Pentagon stop during Rush Hour times.	A29 Van Dorn St Station - Metro Center (Metrobus)		A29, A27
6/21/2024	Public Coordinate	Where it Goes	It's a huge disservice to direct this new route down Tunlaw when the west part of GP has a higher concentration of affordable housing with people who are more likely to use WMATA!	D96 Bethesda - Potomac Park (Metrobus)		D96
6/21/2024	Public Coordinate	Where it Goes	The proposed bus redesign for WMATA in Washington DC raises concerns, especially with the elimination of the V4 route. The V4 route is a crucial connection between Potomac Ave and Navy Yard / M St SE, and the current redesign does not offer any replacement service for this area. To address this gap, I propose rerouting the C41 down Potomac Ave, I & K St, and onto M St. This adjustment would maintain a vital link for residents and commuters. Additionally, the connection to Anacostia Station could still be preserved by crossing the Fredrick Douglass Memorial Bridge. This solution would ensure continued access and convenience for the affected areas. Additionally, for residents served by the C41, it enables access to Navy Yard without needing 2-3 mode transfers.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C41, C31
6/21/2024	Public Coordinate	How Often it Comes	Please leave the route as is. What is being proposed is not a better option and no savings in rider time or money with a bus wasting fuel sitting in traffic is being achieved.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route C23 frequencies be increased as follows: -Rush hour: 15 minute intervals (Passed by voice vote on 06/20/24)	2025 Proposed Network		C23
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C35 Deanwood - Naylor Rd Station (Metrobus)	S35	C35
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		C53, C23
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
6/21/2024	Public Coordinate	Something Else	How come I Street doesn't have a bus? It's such a straight shot from Navy Yard all the way to the WHARF!	2025 Proposed Network		
6/21/2024	Public Coordinate	Where it Goes	would rather this bus go to Southern Ave instead of Anacostia station. Crime at Anacostia station is too high and the station is too crowded	C13 Anacostia - Eastover via Washington Highlands (Metrobus)	C13	C13
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route C35 frequencies be increased as follows: -Rush hour: 15 minute intervals (Passed by voice vote on 06/20/24)	2025 Proposed Network		C35
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route C35 frequencies be increased as follows: -Rush hour: 15 minute intervals (Passed by voice vote on 06/20/24)	C35 Deanwood - Naylor Rd Station (Metrobus)		C35
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		D1X
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network	M6	C22
6/21/2024	Public Coordinate	Where it Goes	its bad enough we lost the 30N and 30S, the 33 still gets you to the green line at present and if you need to jump at Faragut for blue orange silver that works, no reason to go to McPherson instead of connecting to another metro line if there isn't going to be a north west to south east bus anymore	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/21/2024	Public Coordinate	Something Else	ANC 7B Resolution 7B-24-03: 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 (Passed by voice vote on 06/20/24)	2025 Proposed Network		
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		D1X
6/21/2024	Public Coordinate	How Often it Comes	Loss of Sunday service will be tough for H12 customers	P86 Naylor Rd Station - Clinton (TheBus)	H12	P86
6/21/2024	Public Coordinate	Something Else	Why, oh WHY would you suggest 1st Street - a narrow, already congested, narrow, residential street for a bus route when you have North Capitol, a *LITERAL HIGHWAY*, one (1) block away designed to facilitate busses?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/21/2024	Public Coordinate	Something Else	Why is this proposal cutting ALL bus service from Glover Park? There is no reason that the bus northbound cannot turn west on Benton and serve the current route as far as the corner of Edmunds and 39th Street, then turn left on 39th and left on Tunlaw/New Mexico to continue north. Southbound it could turn right on 39th Street then left on Edmunds and continue the current route to the corner of Benton and Tunlaw. Per the WMATA next bus website, there would be no difference in time in either direction. You already have C85 Barnaby Woods to Foggy Bottom running along New Mexico/Tunlaw. Why would you run two routes over the same few blocks and totally deprive a very densely populated neighborhood of all bus service.	D96 Bethesda - Potomac Park (Metrobus)		D96, C85
6/21/2024	Public Coordinate	How Often it Comes	The A buses in the evening aren't as frequent so I'm so happy to see this bus will come every 12 minutes to Washington Highlands	C13 Anacostia - Eastover via Washington Highlands (Metrobus)	C13	C13
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C22 Potomac Ave Station - Minnesota Ave Station (Metrobus)	C22, M6	C22
6/21/2024	Public Coordinate	Something Else	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C15 Potomac Ave Station - Southern Ave Station (Metrobus)	B2	C15
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route P63 frequencies be increased as follows: -Rush hour: 20 minute intervals (Passed by voice vote on 06/20/24)	2025 Proposed Network	20	P63
6/21/2024	Public Coordinate	Where it Goes	Great to see the P12 extended south to Tanger Outlets. This is much better than transferring to the NH1	P93 National Harbor - Suitland (Metrobus)	NH1, P12	P12, P93
6/21/2024	Public Coordinate	Where it Goes	Strongly agree with others regarding change from stopping at union station	C51 Woodley Park - Anacostia (Metrobus)		C51
6/21/2024	Public Coordinate	Where it Goes	Why is there no bus service to Arlington National Cemetery? This is a major tourist destination. A network that omits this site really isn't a network.	2025 Proposed Network		
6/21/2024	Public Coordinate	How Often it Comes	improved midday frequency is great. Please make sure this bus always runs in both directions!	P95 Southern Ave Station - Friendly (TheBus)		P95
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-23-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		D1X
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		C22, D12, D1X
6/21/2024	Public Coordinate	Where it Stops	I like that this cuts out the turns on Marcy Ave. this will make the bus be faster	P93 National Harbor - Suitland (Metrobus)		P93
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		D12
6/21/2024	Public Coordinate	Where it Goes	Please keep a bus that connects The Wharf, SW, Navy Yard and Eastern Market. With this proposal it looks like we have to do a bunch of transfers.	2025 Proposed Network		
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C15 Potomac Ave Station - Southern Ave Station (Metrobus)		C41, C15
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route D1x frequencies be increased as follows: -Rush hour (in the direction of rush hour): 12 minute intervals (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route D1x frequencies be increased as follows: -Rush hour (in the direction of rush hour): 12 minute intervals (Passed by voice vote on 06/20/24)	2025 Proposed Network		D1X
6/21/2024	Public Coordinate	Where it Goes	Need this bus to keep going to Thomas Rd and Old Fort Rd	P95 Southern Ave Station - Friendly (TheBus)		P95
6/21/2024	Public Coordinate	Where it Goes	I really will appreciate having a route that goes along a significant length of Rhode Island in DC. Woodridge and Brookland transit connections have always been about routes that dead-end and the Red Line forcing a transfer. Would love a limited-stop service like the G9 eventually, but I'll take it!	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/21/2024	Public Coordinate	Where it Goes	Agree with all the other comments on this is not a Better Bus by reducing the number of busses and extending the travel time. Bypass Pentagon City during rush times as 7A does now in order to utilize Express lane. Makes no sense to add more volume (busses) to regular lanes during rush hour time frames. Bus delays will be more frequent from sitting in traffic coupled with reduced bus number of busses = no commuters. If the goal is to reduce bus ridership and put more cars on the road then you will be successful at that with this purposed plan. Please leave the current route as is and just rename it.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
6/21/2024	Public Coordinate	Something Else	Really happy to see a line that goes from the Vienna Metro Station too, at a minimum, the Tysons Corner area Silver Line stations. I'd love to see something that goes straight to Dulles or an express that skips up to Tysons without stopping as a connector between the Orange and Silver lines; currently, metroing to Dulles involves going halfway into the city on the Orange line just to back track on the Silver, which takes a long time and is a bit silly.	F64 George Mason - McLean (Metrobus)		F64
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network	D12	D1X
6/21/2024	Public Coordinate	How Often it Comes	This bus is critical and often packed. It is the ONLY method of public transportation for Trinidad residents who need to commute downtown without having to make a transfer. Losing this route would be devastating to an entire community.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/21/2024	Public Coordinate	Something Else	ANC 7B Resolution 7B-24-03: 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 (Passed by voice vote on 06/20/24)	2025 Proposed Network		
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: 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 (Passed by voice vote on 06/20/24)	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
6/21/2024	Public Coordinate	Something Else	ANC 7B Resolution 7B-24-03: 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 (Passed by voice vote on 06/20/24)	2025 Proposed Network		
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network	S35	C35
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	C31 Navy Yard - Capitol Heights (Metrobus)		C31
6/21/2024	Public Coordinate	Something Else	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network	B2	C15, C41
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		C15
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		D12
6/21/2024	Public Coordinate	Something Else	Extending to Hyattsville is great!	C41 West Hyattsville - Anacostia (Metrobus)		C41
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: 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 (Passed by voice vote on 06/20/24)	2025 Proposed Network	D12	D12
6/21/2024	Public Coordinate	Where it Goes	This is going to be a very tough stretch for the bus to maneuver. Connecticut is often very congested, and switching lanes and making left turns onto McKinley (west bound) or Military (east bound) will be very challenging, especially if there are no dedicated left turn signals. It is far more efficient to preserve the older route which travels along McKinley.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/21/2024	Public Coordinate	How Often it Comes	Improved frequency is great, 30 minutes in the middle of the day would be even better	P95 Southern Ave Station - Friendly (TheBus)	30	P95

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/21/2024	Public Coordinate	How Often it Comes	The Wharf has grown into a huge entertainment and dining center. Of course, the Wharf is the busiest on the weekends. Many loyal bus riders work in the restaurants and hotels. However, the frequency of the only bus drops dramatically on Saturday and Sunday. Why? Is this decision based on data that is 5+ years old? The Wharf will only continue to grow in popularity. Please grow the network with it.	2025 Proposed Network		C11, D52
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	2025 Proposed Network		C31
6/21/2024	Public Coordinate	Where it Stops	ANC 7B Resolution 7B-24-03: 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. (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)	D12	D12, D1X
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-24-03: ANC 7B applauds WMATA for changing the western terminus of this route (D12) 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. (Passed by voice vote on 06/20/24)	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
6/21/2024	Public Coordinate	Where it Goes	I ask the P12 from Southern Ave to Addison Rd. Not sure people will go for this where they need to transfer at Suitland	P93 National Harbor - Suitland (Metrobus)	P12	P12, P93
6/21/2024	Public Coordinate	Where it Goes	ANC 7B Resolution 7B-23-03: 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. (Passed by voice vote on 06/20/24)	D1X Archives - Naylor Rd Station (Metrobus)		D1X
6/21/2024	Public Coordinate	Something Else	I like the idea of simplifying the P12, D12, and NH1 into one route. Makes it easier to just have one route in this area instead of figuring out which of the three will come first	P93 National Harbor - Suitland (Metrobus)	D12, NH1, P12	P12, P93, D12
6/21/2024	Public Coordinate	Something Else	Seems like many LeDroit G2 riders will miss access to Georgetown, and other riders along NJ Ave and U St need access to Union Station via the 96. Any reason we couldn't just swap the eastern termini of the C55 and the D92? This would simply bring back the G2 and a truncated 96. When I think about it this way, I'm wondering what the justification for the changes are at all... besides reducing frequency on the C55 segment.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/21/2024	Public Coordinate	Where it Goes	The eastward shift leaves too much of a service area gap between 8th and 18th St on Capitol Hill. It stops too far away from the majority of H St as well.	C41 West Hyattsville - Anacostia (Metrobus)		C41
6/21/2024	Public Coordinate	Where it Goes	Benton and 41st st is very narrow and frequently blocked by trucks. With the curved street, it's not ideal for the bus route.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/21/2024	Public Coordinate	How Often it Comes	ANC 7B Resolution 7B-24-03: ANC 7B requests that Route C23 frequencies be increased as follows: -Rush hour: 15 minute intervals (Passed by voice vote on 06/20/24)	C23 Anacostia - Deanwood (Metrobus)		C23
6/22/2024	Public Coordinate	Where it Stops	I wish this bus route could be extended so that it drops off closer to Pearl's Bagels.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/22/2024	Public Coordinate	Something Else	Unrelated but since the M90 was relegated to a visionary route and Fairfax connector silently canceled the 798 a month before it was supposed to go live, is traffic on the legion bridge a hurdle to getting Tysons-Bethesda service? Would express lanes be the best bet, or would it have better been served by an extension of the purple line across the Potomac? (Might be something worth looking into if the purple line becomes a proper metro line with DMVMoves)	D96 Bethesda - Potomac Park (Metrobus)		D96
6/22/2024	Public Coordinate	Where it Goes	Good one-seat rides across the border that don't currently exist. I think the direct connection to AU and Georgetown will be quite useful, as well as a compliment to the 34 to Bethesda (Which this route has better counter-peak frequencies than the existing 34). Good future-proofing for the purple line. I would propose extending the weekday terminal to Washington Circle (23rd and I) to serve GW hospital and the blue, orange, and silver lines. Could push this up Woodmont to NIH for a few rush trips, I'm sure some folks would who may work there may like a one-seat ride	D96 Bethesda - Potomac Park (Metrobus)	34	D96
6/22/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network		D96
6/22/2024	Public Coordinate	Where it Stops	This stop is close enough to Kennedy St it could go.	D46 Takoma - Petworth (Metrobus)		D46
6/22/2024	Public Coordinate	Something Else	There needs to be a bus that goes up 4th street. 7th street is too far from where everyone lives.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
6/22/2024	Public Coordinate	Where it Goes	If that pesky turn restriction didn't exist I'd say loop it around H st... but alas...	D90 Tenleytown - Convention Center (Metrobus)		D90
6/22/2024	Public Coordinate	Something Else	Agree that second street would be better.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/22/2024	Public Coordinate	Something Else	I don't want this route on 1st street. It would be better to just keep the existing G2 route.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/22/2024	Public Coordinate	Something Else	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.	2025 Proposed Network	D2	C85, D96
6/22/2024	Public Coordinate	How Often it Comes	This bus route is highly unpredictable. On occasion, I've walked to Fort Totten, which takes about 20 minutes, without seeing a single K6 bus. At other times, 2-3 buses arrive almost at the same time, defeating the purpose of regular intervals. A possible solution could be that when one bus catches up to another, it could transfer its passengers and then pause for a few minutes to ensure better spacing. This might help maintain consistent service intervals.	M62 White Oak Medical Center - Fort Totten (Metrobus)	K6, 20	M62
6/22/2024	Public Coordinate	Where it Goes	Perhaps some rush hour trips (4-5 RTs mornings and afternoons) could be sent down the proposed eliminated K2 to Ft totten seeing as the route is truncated back to the 66/68 days?	D46 Takoma - Petworth (Metrobus)	K2	D46
6/22/2024	Public Coordinate	Something Else	Please consider having more of the lines that run from Mt Pleasant and Adams Morgan (the current 42/43 lines) run all the way down to the State Department. We have thousands of workers there who will be cut from the buses in this area with this proposal, and having no buses from DuPont to this area creates a terrible terrible transit desert.	D96 Bethesda - Potomac Park (Metrobus)		D96

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/23/2024	Public Coordinate	Something Else	The new route is significantly longer than the current N2 route that goes through Cathedral and down Mass Ave. It is a really BAD idea to change the current N2 route to the proposed one. First, the journey downtown will take much longer (and it's important to provide the time it will take during rush hour in your website). Second, coming from Bethesda, the bus will frequently run late (already the N2 bus is frequently late from downtown to Friendship Heights). Every 30 minutes???? What are you thinking!!! And it's ridiculous how there is lip service paid to reducing GHG emissions with public transportation only getting WORSE. Many older folks CANNOT RIDE BICYCLES, so the proliferation of bike lanes is of no use. The constant threats to the current N2 bus service are stressful and not appreciated.	D96 Bethesda - Potomac Park (Metrobus)	N2, 30	D96
6/23/2024	Public Coordinate	Where it Goes	Please extend the route to Navy Yard. This would also alleviate pressure on the green line around events at Nationals Park and Audi Field.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/23/2024	Public Coordinate	Something Else	No proposed bus route comes anywhere near us along the 4th Street SW corridor—none! No bus service whatsoever to replace the P6. Are you serious? This is completely insane. We absolutely depend on bus service along the 4th Street SW corridor. We CANNOT walk or wheelchair all the way to M Street or Maine Avenue to catch a bus. It's not physically possible. You propose eliminating our only transport lifeline along 4th Street SW going north and south and replace it with NOTHING!!! This proposal is a catastrophe for us and it's bewildering how you could make such a proposal. We need the P6 route no matter what you choose to call it in future, but it cannot disappear with NOTHING to replace it. This whole thing seems nuts to us. It's clear you haven't looked at who uses the P6 along 4th Street SW, going in both directions—or you'd know it's our only transport option for patrons with canes, crutches, walkers, and wheelchairs, who depend on being able to take a bus northward through downtown or southward to Anacostia. You propose leaving us in a big hole of zero bus service, like a bus desert along 4th Street SW.	2025 Proposed Network	P6	
6/23/2024	Public Coordinate	How Often it Comes	Frequency is key for neighborhood safety and accessibility.	2025 Proposed Network		D36, C71
6/23/2024	Public Coordinate	How Often it Comes	Frequency is key for neighborhood safety and accessibility	2025 Proposed Network		D36, C71
6/23/2024	Public Coordinate	Where it Goes	Having such a long bus route will lead to routine delays making the bus less reliable than the current D2. The current D2 route is remarkably on time which makes it a reliable alternative to automobile driving.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/23/2024	Public Coordinate	How Often it Comes	If you want people in Trinidad to participate in the bus network you need to give them more and more frequent options.	2025 Proposed Network		D36, C71
6/23/2024	Public Coordinate	How Often it Comes	Please add more frequent service on evenings and weekends. When the Wharf hosts events, the few buses available often fill up.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/23/2024	Public Coordinate	How Often it Comes	This line provides a crucial crosstown connection between Cathedral Heights/Wisconsin Ave (which has no Metrorail service at all) and Woodley Park, Adams Morgan, and 14th St. This is a rare routing for which there is no other convenient, direct route. Please consider increasing the frequency of this route to every 15 or 20 minutes to propel ridership and make this route much more practical for crosstown riders. Coming only every half hour will continue to suppress ridership on this line. *THE* most important consideration when it comes to the public actually using public transit is frequency. Providing only 30-minute frequency means this line will continue to be inconvenient and used only by those who have absolutely no other choice.	C55 Tenleytown - LeDroit Park (Metrobus)	20	C55
6/23/2024	Public Coordinate	Something Else	Still no MetroBus out past Tysons to Vienna/Reston? Something for the future...	2025 Proposed Network		
6/23/2024	Public Coordinate	Where it Stops	These are the metro stops servicing the main entrance to JBAB. Do NOT let these disappear!	C21 Anacostia - Minnesota Ave Station (Metrobus)	C21	C21
6/23/2024	Public Coordinate	Where it Goes	I support revising the current L2 route to go over the Taft Bridge (as the L1 did prior to COVID). There is already existing service to Adams Morgan via the current 96 line. That said, ideally the Better Bus network would restore both the L1 and L2 routings so that those traveling down Connecticut Ave can choose their adventure, either to Adams Morgan or Kalorama Triangle/Dupont Circle. For example, the L1 route could come every 10 minutes and the L2 every 10 minutes, with each route's timetable offset by 5 minutes so that most people on Connecticut Ave have a bus arriving every 5 minutes. Perhaps a pipe dream given funding limitations. Ultimately, though, while it is true that many along Connecticut could just take the red line to Dupont Circle and points south, there can be significant time savings when you can board a bus within a block of your apartment versus walking down to, say, the Woodley Park metro station, taking the long escalator down into the station, waiting for the train, going up the long Dupont escalator, etc. The proposed D70 routing directly to Dupont would provide time savings for many.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96, L2	D70
6/23/2024	Public Coordinate	Where it Stops	I appreciate that the C55 covers much of the eliminated 96's route but wish it still extended farther east.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/23/2024	Public Coordinate	How Often it Comes	This route is critical as it is the only proposed bus route through Trinidad outside of the C71 which is only coming twice an hour. The next nearest routes require a trek down to Florida Ave or H Street, and that's quite a trek for the elderly or those with disabilities. If you want to create accessibility and reduce car dependency in this neighborhood you NEED more buses more frequently.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36, C71
6/23/2024	Public Coordinate	Something Else	You've got the streetcar, the D22, the D2X, and the C51 all coming through H street, which is fantastic. With all that throughput you need a PROTECTED, dedicated bus/streetcar lane going both ways to ensure nobody parks in the way and grinds it all to a halt (like they do now).	2025 Proposed Network		
6/23/2024	Public Coordinate	How Often it Comes	Every 30 minutes or better. Define "Better". Every ten min? 20? 25? You can't be asking for feedback without providing all information needed!!! How long will the entire bus route take? It seems very long. Again, lack of information....	D96 Bethesda - Potomac Park (Metrobus)	30	D96
6/23/2024	Public Coordinate	Where it Goes	I strongly support extending the current 90 bus line to Woodley Park, providing connectivity for Woodley Park residents to Adams Morgan and making the change of the proposed D70 (going over the Taft bridge instead of to Adams Morgan) less painful for current L2 riders.	C51 Woodley Park - Anacostia (Metrobus)	90, L2	C51, D70
6/23/2024	Public Coordinate	Where it Goes	Please do not eliminate the 42 and 43 buses. This area of downtown already has limited bus options for those traveling through NW.	2025 Proposed Network	42, 43	D72
6/24/2024	Public Coordinate	Something Else	I frequently use the Garfield and Wisconsin stop to take the 33 or 31 when the N-6 or 2 isn't coming in a timely way. By not having any service on the Cathedral Heights area, you are forcing everyone in the coops, condos and apartment buildings there to walk several blocks and take ten to twenty minutes extra each way on their journey. Many are elderly and cannot do it. The frequency of the new route is excellent.	2025 Proposed Network	31, 33, 33	D82, D90
6/24/2024	Public Coordinate	Where it Goes	To respond to some comments saying that this is duplicative of the Red Line, I disagree. This route will serve a ton of shorter trips for all of the neighborhoods along this corridor, including mine. Not every trip makes sense for rail.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
6/24/2024	Public Coordinate	Something Else	I'd love the Tysons/Bethesda connection, but I understand why you aren't implementing it yet. I'm guessing it will have a lot of reliability and traffic issues. What we really need are dedicated transit lanes along the corridor, including as part of a new American Legion Bridge expansion/replacement.	2025 Proposed Network		
6/24/2024	Public Coordinate	Something Else	There is an opportunity for this bus path to connect to American University. Having a route that connects Cathedral heights to both AU and Georgetown University would be beneficial for students living in the region.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/24/2024	Public Coordinate	How Often it Comes	I am concerned with how often the new D96 will come, and think, since the commuter D1 was cut, routes from Glover Park should be high frequency. I am also unsure why Bethesda should be on this route - it seems like it only extends the time of the route when the old 31 and 33 buses work great for traveling from MD into Georgetown and Foggy Bottom, if the traveling to the metro.	D96 Bethesda - Potomac Park (Metrobus)	31, 33, 33	D96

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/24/2024	Public Coordinate	Something Else	Look - I get what you're trying to do here. The D2 is super windy and goes through neighborhood streets, while this would be more direct. The problem is that the 31/33/D82 is extremely close to Tunlaw. Most people within the catchment area of this bus in GP will simply walk to Wisconsin instead of waiting 30 minutes for a bus that goes to many of the same places. The D2 is a coverage/feeder route and its replacement should retain that character.	D96 Bethesda - Potomac Park (Metrobus)	D2, 30	D96
6/24/2024	Public Coordinate	Where it Goes	The G8 is packed on Rhode Island with commuters every morning and is often packed by the time it reaches Farragut Square. Adding a transfer makes this a much les viable route for most commuters. For some this means switching to a car commute and abandoning transit altogether rather than taking a transfer or two to get downtown.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/24/2024	Public Coordinate	Where it Goes	The G8 is a direct route from downtown and was one of the big reasons i was comfortable buying in eckington/bloomingdale. Converting this route into two separate routes that don't ultimately meet most commuters needs is extremely unnecesary. I understand the service expansions but those should build on the needs of existing routes as well.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/24/2024	Public Coordinate	Where it Goes	I am a senior (77 yo) living in Adams Morgan. I have to travel to Wards 2 and 3 in order to participate in activities designed for seniors, relying on the D70. Removing the current L2 cutover to Adams Morgan before rejoining Connecticut Avenue will literally double my travel time - making me walk a mile to get the bus or having to take another bus in order to get to Woodley Park to transfer to the D70. In all weather conditions.	2025 Proposed Network	L2	D70
6/24/2024	Public Coordinate	Where it Goes	1st Street NW (bw RI Ave and Bryant Streets) should NOT be a bus route. Residents already suffer because MD drivers recklessly use 1st Street as a 'cutthrough' alternate route to N. Capitol Street. Additional traffic on 1st Street will further threaten pedestrian safety.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/24/2024	Public Coordinate	Where it Goes	For those of us that live west of Tunlaw, including a lot of dense housing blocks not covered by any other line/transit, having the D2/D96 swing through west Glover Park is essential. Many of my neighbors do not have cars. I take the bus often during rush hour, but also weekends and other times. It is already quite crowded in rush hour, so I am worried about it starting so far north, then coming through Glover Park which has a big bus demand to connect to metro/rest of the city. Please run through Benton or another way.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/24/2024	Public Coordinate	Where it Stops	DDOT recently installed protected bike lanes which has negatively impacted the ability of Tunlaw Rd. to handle existing traffic and accommodate a bus in the future. Tunlaw Rd. from Calvert to New Mexico Ave. is a one-lane road with either a curb, cement blocks, or pedestrian islands causing unnecessary traffic due to poor signalization at Calvert & Tunlaw intersection (Tunlaw SB to Calvert EB is impossible). Additionally, there is no bus stop infrastructure on the Glover Park stretch of the proposed route and would require removal of pedestrian islands. I also heard there would only be one bus stop in Glover Park, which is unacceptable. Glover Park could use at minimum three stops: 39th, Calvert, and Benton. DDOT has further plans to continue the bike lanes through Burleith. Please coordinate with DDOT. The roadway geometry avoiding pedestrian islands will be harder than navigating a few of the turns through Glover Park. Until Tunlaw is redesigned to accommodate a bus, I suggest turning onto 39th from Tunlaw, following 39th to Benton, and then turning back onto Tunalw. This is the same as the current route and could utilize existing infrastructure and avoid the failing level of service intersection at Tunlaw and Calvert.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/24/2024	Public Coordinate	Where it Stops	Please Omit the stop at Mt. Rainier Municipal place. The stop is a transportation route for drugs, alchohol and prostitution. Something in the liquor store keeps this stop full of addicts and people who sit at the bus stops drinking all day making the place trashy. Crime is high from the people who get off of this current B2 bus. Keep the bus going down on Eastern Avenue into Hyattsville.	2025 Proposed Network	B2	C41
6/24/2024	Public Coordinate	Where it Goes	I take the 96 regularly to get to work. This is the only line that provides coverage to my neighborhood. Additionally it connects east Capitol Hill to union station.	2025 Proposed Network	96	
6/24/2024	Public Coordinate	Where it Stops	There's already bus infrastructure on 2nd street, why tear up first to add this bus line when stops already exist on second? Alternatively if trying to serve the new development north capital st may be a better fit for this line. I live in the neighborhood and adding buses to the car and ambulance traffic would make first street feel way less safe for pedestrian traffic. As a driver this also adds additional congestion. This doesn't necessarily solve for commuter congestion either.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/24/2024	Public Coordinate	How Often it Comes	If you're going to take away all of our public transit options in the neighborhood and replace them with extreme long distance routes that don't go to major transport hubs in an efficient way, please at least send these buses in high frequency, otherwise there will be no point in having them!	2025 Proposed Network		C85, D96
6/24/2024	Public Coordinate	Where it Goes	This isn't an adequate replacement for the G2. I live in this community and use the G2 to get across town - it's frequently used and in the evenings is a great alternative to Uber.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/24/2024	Public Coordinate	Where it Goes	1st Street NW is not wide enough to handle large vehicles like buses. There are a lot of pedestrians and cyclists on this street, and they already have to deal with drivers who are using the neighborhood as a thruway. Why would you not use existing infrastructure, such as the G2 stops? Why bring the bus all the way over to first street when it's aiming to serve the Hospital and LeDroit Park. First St is not part of LeDroit Park. The residents of this neighborhood do not want this bus route!!!!	2025 Proposed Network	G2	C55
6/24/2024	Public Coordinate	Where it Stops	The proposed change to WMATA bus routes will completely eliminate the routes in our neighborhood. We use the WMATA for the daily commute to work and on weekends. Eliminating this route will hurt the residents of Parkfairfax (condominium association of 1684 units including 1-4 bedroom homes) as well as the Park East condominium building (home to 150 units). Please do not take away these routes!!!	2025 Proposed Network		
6/24/2024	Public Coordinate	Something Else	I certainly hope this new route will run later than the B24 leaving from New Carrollton station. The last bus leaves at 7:45. Also we hope they will increase weekend hours including SUNDAYS!	P71 New Carrollton - Bowie State (TheBus)	B24	P71
6/24/2024	Public Coordinate	Something Else	This is the bus stop that I use most often for the N-2 and N-6. Please find a way to have some bus service to our area. This stop is surrounded by apartment houses, condos and coops that have many people dependent on public transit. It is very important to have bus service in this area and not completely isolate it.	2025 Proposed Network		C85
6/24/2024	Public Coordinate	Where it Stops	My entire neighborhood is now a WMATA bus desert. The 22a went through my neighborhood which was very helpful. The new proposal would make it almost a mile walk to get to a A71 route which is very disappointing.	A71 Ballston - King St Station (Metrobus)	22A	A71
6/24/2024	Public Coordinate	Where it Goes	We need a bus that goes down Benton to Stoddert -- it's useless if it doesn't reach Stoddert.	2025 Proposed Network		C85, D96
6/24/2024	Public Coordinate	Where it Goes	This C55 bus route SHOULD NOT along 1st St NW. 1st NW cannot handle bus traffic. It should run on 4th St NW or North Cap.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/24/2024	Public Coordinate	Something Else	Really like the other commenter's proposal for a Deanwood-Silver Spring line, but I'll modify it slightly: It should take over the K2 route between Fort Totten and Takoma.	2025 Proposed Network	K2	
6/24/2024	Public Coordinate	Where it Stops	We need a bus stop here!	2025 Proposed Network		
6/24/2024	Public Coordinate	Where it Goes	What hapoened to the previously proposed Tysons to Bethesda route? Huge missed opportunity.	2025 Proposed Network		
6/24/2024	Public Coordinate	Where it Stops	Would it be possible to skip the deviation into the seven corners transit center? The transit center is very poorly designed and takes a long time to serve. Instead, transfers could still be possible at a bus stop that was on the side of Leesburg pike near where the buses currently turn into the transit center, which would save time and still allow for passengers to transfer here.	F20 Tysons - King St Station (Metrobus)		F20
6/24/2024	Public Coordinate	Where it Goes	Please keep the N-2 and N-6. The current bus route completely isolates our area. We have numerous high rise apartment buildings that have many elders and people who need public transit. Not everyone in this city can (or should) Many of us moved here because of the nearby buses. Many can't walk the many blocks that are required to get the current bus.	2025 Proposed Network		C85
6/24/2024	Public Coordinate	How Often it Comes	T18 during rush hour needs to have double bussses.	2025 Proposed Network	T18	P40
6/24/2024	Public Coordinate	How Often it Comes	The decreased frequency and longer route will lead to significant delays. Those delays will negatively impact all of those who use D2 to commute or to connect us to the rest of the city. We need the D96 line to remain the same as the D2 line - go directly from Glover Park to Dupont Circle every 10-20 minutes.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/24/2024	Public Coordinate	Something Else	I live on █████ Cathedral, across the street is █████ Cathedral -- then we have several large apartment/condominium dwellings -- and just you are proposing cutting out the cathedral avenue/New Mexico route. That's just nuts! In the summer time it is a substantial walk to Wisconsin Avenue, or Mass ave to catch the bus, In the winter time, it is icy, rain etc..how can seniors students or anyone catch this buse. It is really inappropriate planning to cut out such a large section - of multi-dwelling residences. I would suggest either continue running these routes from 6-10 am, and then from 4-8 pm in the evening. Or if worse comes to worst establish smaller vehicle transport to get to Wisconsin/Mass avenue. Not everyone can afford uber/or taxi's everyday...thank you.	D90 Tenleytown - Convention Center (Metrobus)		D90
6/25/2024	Public Coordinate	How Often it Comes	The route is so long that it will be delayed, causing bus bunching and unreliable service. Do bus planners actually take the bus and see what happens during rush hour? How buses bunch even on Sundays? WMATA should have more short routes connecting to single metrorail stations, not long routes snaking through the city with multiple opportunities for delays.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/25/2024	Public Coordinate	Something Else	One last thing and then i'm done... Reliability is going to be a problem considering the route travels down the congested Irving st/columbia heights corridor (which will need ENFORCED bus lanes if the route is this long) and it loops around DuPont circle. A route this long MUST either skip or terminate at DuPont if it wants to be reliable in any sort of capacity.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/25/2024	Public Coordinate	Where it Goes	Please bring back the E6 (Friendship Heights to Knollwood via Western Ave) and remove this ridiculous tail from the M4, which should end at Pinehurst Circle or in Hawthorne. It hurts frequency and reliability and I must imagine the ridership stats are abysmal due to the circuitous routing. Western Ave is a gaping hole in bus service in this area, and the E6 was essential as the quickest route to Metrorail from Chevy Chase/Barnaby Woods/Hawthorne	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
6/25/2024	Public Coordinate	Where it Stops	Bike infrastructure with a bus bulb out is being added at the stop. You might be forced to keep it. Take the ones at New York Ave out.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/25/2024	Public Coordinate	Where it Stops	Remove this stop. Stop spacing on this route is absurd and well below the international 400m/.25 mi standard. On Utah Ave NW, stops at Nebraska Ave, Rittenhouse St, Tennyson St, and Pinehurst Circle have the best walksheds and all others should be removed.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	Where it Goes	It should cross the Mall at minimum. Going to Archives or even Gallery Place. Stopping at L'enfant means people in SW have to switch buses to go north.	2025 Proposed Network		
6/25/2024	Public Coordinate	Something Else	This street should really have a contraflow bus lane to skip the turn on N capitol.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/25/2024	Public Coordinate	Where it Stops	remove the River Rd Stop -- it's so close to ALbemarle and buses always get stuck at the light after stopping	D82 Friendship Heights - Franklin Square (Metrobus)		D82
6/25/2024	Public Coordinate	Where it Stops	The current stop that I use is at NJ/P. Where is the closest stop to that? It looks like it might be blocks away, which is not convenient, since I live several blocks to the east.	D92 Georgetown - Union Station (Metrobus)		D92
6/25/2024	Public Coordinate	Where it Stops	Please keep the stop in this general area however it would be WONDERFUL to either relocate this bus stop to the nearest crosswalk at the end of the blocks or work with SHA to add a midblock crossing here. (I see lots of people take the risk to jaywalk across a very busy multilane street to reach this bustop because going up and crossing at the end of the block and around would take too long)	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
6/25/2024	Public Coordinate	Something Else	The Harris Teeter stop at the top of Meridian/Malcolm X park on weekdays (particularly during rush hour) is overly crowded despite additional service during rush hour. Myself and others have often had the bus rush past us not stopping due to lack of space on the bus, making us late for work. The proposed new route further limits stop options (allowing folks to get off and others to get on the bus) and does not increase service, which I believe will exacerbate this issue.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
6/25/2024	Public Coordinate	How Often it Comes	I appreciate the efforts to redesign the bus system, and I understand the budget constraints. I want to echo other comments in saying that I struggle with the inconsistency of the current 7A route (to be renamed A27). Please keep in mind that the 7A critically connects many people who work and live along the route to the Pentagon and Pentagon City Metro. Unfortunately, we are almost never able to rely on the schedule of arrivals and departures. The 7A currently is supposed to operate frequently but it functionally operates infrequently. So I am very worried about what the actual day-to-day experience of riding this bus will become under this new proposal. I fear we'll all have to wait a very long time and schedule our lives around a bus that should be an convenient transit solution. Please consider running the A27 more frequently.	2025 Proposed Network	7A	A27
6/25/2024	Public Coordinate	Something Else	Coordinate with the city to get a traffic light for buses pulling out of Capital Heights, especially turning west onto E Cap. Right now they are at the mercy of drivers to let them out. It can take a long time for the westbound buses to find a gap	C57 U St Station - Capitol Heights (Metrobus)		C57
6/25/2024	Public Coordinate	How Often it Comes	C85 (M4) needs service on late nights and weekends. The current span of service makes it useless for anything other than work/school commuting. I was excited about the expanded span from the original Better Bus proposal and this needs to be restored. Barnaby Woods/Chevy Chase currently has no bus service whatsoever on weekends/late nights, which is inexcusable if we are trying to get people to mode shift. I honestly think that increasing the span of service on this route is a higher priority than increasing the frequency (which should also be done).	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
6/25/2024	Public Coordinate	Where it Goes	Please reconsider eliminating the stops along Cathedral Avenue. This new plan isolates an entire large community and leaves them with no direct service downtown. The N2/N2 to Farragut will be sorely missed if removed!	D96 Bethesda - Potomac Park (Metrobus)		D96
6/25/2024	Public Coordinate	Where it Stops	I implore you to please keep service along New Mexico Ave and Cathedral Ave. Eliminating N2/N6 service will leave an entire neighborhood (the Cathedral Corridor) without access to WMATA. Walking to Wisconsin or Massachusetts is simply not feasible for a majority of residents given the steep slope- dangerous in the winter when icy or in the summer when faced with extreme temperatures.	D90 Tenleytown - Convention Center (Metrobus)		D90
6/25/2024	Public Coordinate	Where it Goes	I am cautiously optimistic about rerouting the E4/M4 replacements to stay on Nebraska (despite the worse Metro connection), but you MUST commit one way or the other. It's a terrible idea to split the frequency (C81 stays on Nebraska while C85 detours via Chesapeake St). Anyone coming from Tenley metro, businesses, Jackson Reed, etc needs to be able to walk to a single (close) stop and be able to catch the C81 AND C85 to be able to take advantage of the interlined frequency. Splitting the routes ruins the interlining advantage. Please commit one way or the other.	C81 Sibley Hospital - Fort Totten (Metrobus)		C85, C81
6/25/2024	Public Coordinate	Where it Goes	First St is the last N-S-running residential street in the neighborhood. Adding a bus stop would eliminate any safe N-S streets in Bloomingdale, as North Capitol is extremely busy and dangerous already, and 2nd Street serves as a through-street to DC Metro Police, DC Water, DC Public Services & Fleet Maintenance, DC parking enforcement, WMATA bus route G2, Howard University campus buses, and countless late-night drag racers.	2025 Proposed Network	G2	C55
6/25/2024	Public Coordinate	Where it Goes	Great new connection to downtown from Petworth. The connection to Red Line (both branches) and Farragut West (Blue Orange Silver) will be very valuable	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/25/2024	Public Coordinate	Where it Stops	If the stop on Massachusetts is being served both directions this one can go. This stop only existed so the P6 didn't stop at the 74's terminal stop.	D36 Washington Hospital Center - Franklin Square (Metrobus)	P6	D36
6/25/2024	Public Coordinate	Where it Stops	The terminal should be at the existing MLK library stop as to have a central transfer point between these two routes, especially if D22 is not planned to continue downtown during the weekends.	D94 Sibley Hospital - Chinatown (Metrobus)		D22, D94
6/25/2024	Public Coordinate	Where it Stops	This stop is too far from the hospital entrance for it to be helpful to patients. The patient entrance is located on Georgia Ave. There's also no way to walk through the hospital parking lot to get to the other side.	2025 Proposed Network		C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/25/2024	Public Coordinate	Where it Goes	If the aim is to simplify service then it should be considered to take this deviation out and see if the C27 can serve it instead.	C29 Anacostia - Southern Ave Station (Metrobus)	C29, C27	C29, C27
6/25/2024	Public Coordinate	Where it Stops	The new proposed bus stops skip over the communities in Crestwood and the northern parts of Mount Pleasant that rely on the S2 and S9 buses for access.	D6X Silver Spring - Federal Triangle (Metrobus)	S2, S9	D6X
6/25/2024	Public Coordinate	Where it Goes	This proposed network plan really does a dis-service to State Department employees. The Department HQ has nearly 8,000 workers, many of whom take the bus judging from the large crowds waiting for the 42/43 every afternoon. We could really use more service, not less. Every 30 minutes for the D96 is pathetic, and the route is not nearly as useful as the 42/43.	2025 Proposed Network	30	D96,D72
6/25/2024	Public Coordinate	Where it Goes	C55 is intended to serve the Howard University Hospital, located at Georgia (7th St) and U St. However, this route runs through a residential street, 6 blocks East and 4 blocks North of its intended population. Allow the bus to turn North onto Georgia from Florida Ave and use the existing WMATA infrastructure along the new D4X and D42 routes.	2025 Proposed Network		C55
6/25/2024	Public Coordinate	Something Else	It would be helpful if MDSHA reduced the travel lanes along E-W and incorporated a dedicated bus lane and sidewalks. It would help reduce delays for transit riders along this route and make walking to/from stops safer.	P30 Silver Spring - New Carrollton (Metrobus)		P30
6/25/2024	Public Coordinate	Something Else	The current F4/new P30 has been one of the best functioning lines in my experience living in the the DC metro area. I'm glad to see this line largely untouched and frequency increased. It's always reliable - whether I've taken it from Silver Spring to HVL, Takoma Park to HVL, or HVL to New Carrollton it has always been easy to use.	P30 Silver Spring - New Carrollton (Metrobus)		P30
6/25/2024	Public Coordinate	Something Else	seriously... you can SEE mass ave from there...	C22 Potomac Ave Station - Minnesota Ave Station (Metrobus)	C22	C22
6/25/2024	Public Coordinate	How Often it Comes	Particularly from 730-1030am, the bus needs to come more than every 10-15 minutes. Oftentimes the bus is too full to allow more folks on, so service ends up being more like every 20-30 minutes during rush hours.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
6/25/2024	Public Coordinate	How Often it Comes	The Mass Ave line needs more frequent service on the weekends to connect residents to activities + events downtown. Lots of students and recent grads around here who want to go out and will just take uber if the headways are 30 minutes.	D90 Tenleytown - Convention Center (Metrobus)	30	D90
6/25/2024	Public Coordinate	Something Else	8-12 during rush, 16 during middays and Saturdays, 24 during Sundays. Pretty much the same as the existing 52 bar the 59 trips being returned to the line.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 59, 16, 24	D52
6/25/2024	Public Coordinate	Where it Stops	WMATA should collaborate with NPS/DDOT to add a stop at/near Beach Dr NW to improve car-free park access. This would make it easier to close more of Beach Dr. I recognize that this would require capital construction along Military Rd, but it's worthwhile as a longer-term goal.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/25/2024	Public Coordinate	How Often it Comes	It is good you plan to preserve and expand the current T2 route. The issue is that it is not reliable in the evening. Many times, it was late or did not show up on scheduled time from Friendship Heights. To improve the quality of the service, there needs to be responsible operator on the station too as usually thee is not much help from them.	M82 Twinbrook - Friendship Heights (Metrobus)	T2	M82
6/25/2024	Public Coordinate	Where it Goes	The G2 bus is the only way to get from this part of town to Georgetown. Removing this bus will prevent residents and Howard students from getting to the only part of DC with any shopping and preventing access to this waterfront area. More people will have to take personal cars or rideshare to Georgetown which will only exacerbate the serious traffic issues in that neighborhood.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/25/2024	Public Coordinate	Where it Goes	This route should turn down Glenn Dale and then up Enterprise. Everyone who takes the B24 now gets off at the corners of Annapolis / Enterprise or Annapolis/Glenn Dale and then walks down	P23 New Carrollton - Glenn Dale (TheBus)	B24	P23
6/25/2024	Public Coordinate	Where it Stops	Since the streetcar extension is never coming might as well reinstate the stop at Kingman island from way back.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
6/25/2024	Public Coordinate	Where it Goes	The old idea of moving the route wholly onto Military Rd was the better one. Bring it back! Bus routes should not meander! Ignore the haters!	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/25/2024	Public Coordinate	Where it Stops	Adding a WMATA bus stop in the middle of Howard's campus, between campus housing and the school's southern campus, will create significant safety issues and disrupt Howard University academics, faculty, and students.	2025 Proposed Network		C55
6/25/2024	Public Coordinate	Where it Goes	Happy to see that the 30th PI NW detour has been removed! This will save M4/C85 riders so much time!!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	Where it Stops	As a resident of Glover Park who doesn't have a car and relies on public transportation, I'd be concerned with the proposed D96 route, both in terms of its new route and times.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/25/2024	Public Coordinate	How Often it Comes	If the C85 is going to be the only service for the cluster of large apartment buildings around Idaho+Cathedral, at least make it an all-day route to reflect the all-day needs of the high student + senior population here.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	How Often it Comes	The current G2 is the only bus between K street and U Street traveling east-west. Any replacement should have much more frequency than every 30 minutes!	D92 Georgetown - Union Station (Metrobus)	G2, 30	D92
6/25/2024	Public Coordinate	How Often it Comes	Improved and consistent service frequency will be very helpful	F62 Dunn Loring - Rosslyn (Metrobus)		F62
6/25/2024	Public Coordinate	Where it Goes	First St can't support a WMATA bus route—it is too narrow and suffers from frequent flooding. A new bus route on First will require millions of taxpayers' dollars to widen the streets, update sewage and water lines, add new bus stops and traffic lights, and maintain the streets. Instead of wasting millions of dollars, use streets that already have the infrastructure to support the route.	2025 Proposed Network		C55
6/25/2024	Public Coordinate	Where it Goes	Georgetown is way too disconnected from Adams Morgan and U St. Run one of these Q St routes up Florida or New Hampshire to 18th St	2025 Proposed Network		D96, D92, D94
6/25/2024	Public Coordinate	Where it Goes	Connecting Adams Morgan in some way (even it requires a little walking) would help alleviate the need for a connection in Dupont and help reduce the travel time from the existing 45 to 60-minute travel time. My argument is that lots of college students and folks in Admo like myself would like an easier way to commute to Georgetown and back. It would certainly take more Ubers off the road, especially on weekends.	D92 Georgetown - Union Station (Metrobus)		D92
6/25/2024	Public Coordinate	Where it Goes	Concerned that the Tech Road Park and Ride and Old Columbia Pike lose a north-south connection. We want to go to Silver Spring from here	M52 Silver Spring - Laurel (Metrobus)		M52
6/25/2024	Public Coordinate	Where it Stops	The M70 needs to stop at Medical Center on route to Montgomery Mall. Stopping at Medical Center, cutting across Cedar Lane and then heading north on Old Georgetown Road fills a gap on the bus network. The new M70 route essentially is the same as the Ride On 30 bus. The proposed M70 route is useless.	M70 Montgomery Mall - Silver Spring (Metrobus)	30	M70
6/25/2024	Public Coordinate	Something Else	Has there been any study on the congestion of 1st? Im sure the hope is that a bus will cut down on that congestion, but unfortunately much of the traffic on 1st St isnt from residents. This is also a historic neighborhood, Im surprised there isn't work done to address the concerns about the bus weight on the structure of the old homes.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/25/2024	Public Coordinate	How Often it Comes	Running every 30 minutes does not benefit anyone. If the bus route is meant to help Howard University Hospital staff, it should run frequently around hospital shift changes and very infrequently between shifts.	2025 Proposed Network	30	C55
6/25/2024	Public Coordinate	Where it Goes	The proposed C61 route would better serve MTP students going to Deal and Jackson Reed if we went along the previous H routes going up Mt Pleasant street an and Park Rd - as that's where the students live. The proposed route is along Adams Mill doesn't pass many residences.	C61 Tenleytown - Brookland (Metrobus)		C61

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/25/2024	Public Coordinate	Where it Goes	Please make sure Northwestern HS has a lot of routes before and after school (evening hours after school activities) in the school boundary zone from Mount Rainier, Brentwood, North Brentwood, Hyattsville, University Park, College Park - https://pgcps2.maps.arcgis.com/apps/webappviewer/index.html?id=6c400a485cee4b2f95db2492b7170f89	2025 Proposed Network		
6/25/2024	Public Coordinate	Where it Goes	I currently use the G8 to get to McPherson Square, then the train to my office in Court House. I hope this new routing to Metro Center makes it easy to enter the station, without adding time to my commute.	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34
6/25/2024	Public Coordinate	How Often it Comes	Great to see how much faster this is to get to U St but should come more often than every 30	C57 U St Station - Capitol Heights (Metrobus)	30	C57
6/25/2024	Public Coordinate	Where it Goes	Was a puzzling deviation anyways. Shaves two minutes off right there.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
6/25/2024	Public Coordinate	How Often it Comes	Burke barely has service during the week as it is, can it be more than rush hour only, even if that means it only goes to Springfield Metro? Alot of Metro Access users may opt for bus instead if there was regular bus service to at least connect Burke Center to Metro during non rush and weekends.	F81 Burke Centre - Pentagon (Metrobus)		F81
6/25/2024	Public Coordinate	Where it Stops	Remove this stop. Stop spacing on this route is absurd and well below the international 400m/.25 mi standard.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
6/25/2024	Public Coordinate	Where it Goes	I do like that this new routing gives me another option to get to/from Union Station.	D92 Georgetown - Union Station (Metrobus)		D92
6/25/2024	Public Coordinate	Where it Goes	I feel like it would be better to swap this route and the M12's route. Like you have tried to do like three times. (real OG's remember when this ran to PG plaza with the R3)	P13 White Oak Transit Center - Fort Totten (Metrobus)		P13
6/25/2024	Public Coordinate	Something Else	did you seriously say the same thing two times....? Don't let these upper-middle class NIMBY's dissuade ya'll from the 1st street route you want to plan. See mine and other comments about the missed connection you should fill in.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/25/2024	Public Coordinate	Where it Stops	The Nevada Ave stops should be moved far side and the Ingomar Place stops should be removed. This route (C85/M4) needs stop consolidation.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	How Often it Comes	Great consolidation of service. If on-time performance is maintained, especially during rush hours where service is planned to be one of the BEST across the network, it will probably generate a ton of ridership. (people need to realize downtown anacostia and EOTR are rapidly growing and the Penn-Marion Barry segment of Minnesota is losing the B2.)	C31 Navy Yard - Capitol Heights (Metrobus)		C31
6/25/2024	Public Coordinate	Where it Goes	Living on Connecticut Ave in DC and needing to reach this location for doctors appointments and other purposes (and given the future connection to Purple Line), this M22 should continue south on Connecticut Ave to Van Ness to provide better regional connection and make taking the bus an actual option for trips between these corridors rather than a round-about multi-transfer ride that makes driving the only choice	2025 Proposed Network		M22
6/25/2024	Public Coordinate	Where it Goes	There should be a restored and expanded E6 between Friendship Heights and Silver Spring via Western Ave, Chestnut St, Wise Rd, and N Portal Dr. Currently, there are few connections across the park (one must go to Military Rd) and it's circuitous to get to the other side of the Red Line (e.g. Chevy Chase to say Wheaton via Silver Spring station or N Portal Estates to Tenleytown via Friendship Heights station). Also, Western Ave NW represents a big gap in service, away from the walkshed of the M4.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	Where it Stops	No need to eliminate stops you just put in	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
6/25/2024	Public Coordinate	Something Else	Does this stop at the Bethesda Metro? A large chunk of this route will duplicate the Ride On 30 bus.	M70 Montgomery Mall - Silver Spring (Metrobus)	30	M70
6/25/2024	Public Coordinate	Where it Stops	I really appreciate you keeping this stop and route to the Pentagon. It is the main reason I chose to live here and removing it would make me not be able to use the bus for my commute!	F28 Kings Park - Pentagon (Metrobus)		F28
6/25/2024	Public Coordinate	Where it Stops	Removing some of the current stops on this section of the route severely impact those who commute to the many Federal buildings. The proposed new routes would require them to either add an additional 20 minutes to their commute switching bus lines, or add an additional 20 minutes to walk to their buildings from the current proposed stops.	D6X Silver Spring - Federal Triangle (Metrobus)	20	D6X
6/25/2024	Public Coordinate	Where it Stops	This stop really has no need to exist. Those transferring to D30 aren't riding around the hospital loop.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D30, D36
6/25/2024	Public Coordinate	Where it Goes	Don't know if i said this already, but this is a great streamlining of service. There are times where H2's and H4's get bunched up and come every 20 or 24 minutes. Combining it into one more frequent route for more people was the right call. Also makes it that Porter weirdly does not have better service IN THE MIDDLE OF THE NIGHT than during rush hour.	C61 Tenleytown - Brookland (Metrobus)	20, 24	C61
6/25/2024	Public Coordinate	Where it Stops	This stop is impossible to make; the straight lane is where the left turn lane at Allison is	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/25/2024	Public Coordinate	How Often it Comes	It would be nice if this bus could be more frequent during morning or evening rush hour to be every 20 minutes instead. Right now the schedule either gets me to the office on time or a half an hour late and not a lot of recourse if I miss the 7:10am bus.	P10 Rhode Island Ave Station - College Park (Metrobus)	20	P10
6/25/2024	Public Coordinate	Where it Goes	Short turns should make a right onto albemarle from Nebraska and a right onto Chesapeake as to avoid having to make that tight U-turn, especially if more buses are going to be doing that maneuver compared to currently.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/25/2024	Public Coordinate	Something Else	They want to in the long term continue the line to east west highway and run to Bethesda.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
6/25/2024	Public Coordinate	How Often it Comes	It's a serious problem that the interior of Glover Park will not be served by this new proposed route. there are a lot of customers in large apartment buildings west of Tunlaw who will not have easy access to bus stops. The new mega D96 route has two other major problems: a) that it will run more infrequently to begin with, and b) that the length of the route means that massive delays will be all but inevitable, making the bus a bad choice for most commuters now. The great virtue of the D2 is that it is so frequent and prompt, connecting an already isolated neighborhood to our only nearby metro stop, which is critical for commuters and for just trying to get around the city.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/25/2024	Public Coordinate	Something Else	This is one of the best buses for car free living along Rt. 1 though the 30 minute headways can make it less functional than hoped. During the bus depot rebuild at College Park Metro the 86 & 83 both detoured to the west side of the CP metro station. This detour felt like it cut a lot of time off dealing with stop lights and traffic along Campus Dr. - it would be worth looking at sending either the P1X or P10 to the west side of CP metro rather than sending it down Campus Dr to the east side.	P10 Rhode Island Ave Station - College Park (Metrobus)	83, 86, 30	P1X, P10
6/25/2024	Public Coordinate	How Often it Comes	I take the X2 to work every day. Some mornings, the bus comes every 5-10 minutes on the dot. Others, there's only 1 bus every half an hour. When the bus comes every 10-15 minutes, it's so crowded that they have to close the doors by 12th street.#MoreX2Buses	2025 Proposed Network	X2	D22,D2X
6/25/2024	Public Coordinate	Where it Goes	I live west of the park, and I take the E4 to Fort Totten to take the Metro to UMD. This detour adds a bunch of time to the route, and I wish the route stayed on Missouri Ave for a more direct/quick routing (as was originally proposed)	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/25/2024	Public Coordinate	Where it Goes	This map is much too difficult to follow. The proposed route decreases access to the services I need. I don't believe you paid any attention to what riders on the current D6 routes had to say. You're just doing whatever you want. Changing the routes and renaming them will confuse riders and drivers. Most of the new drivers have no idea what they are doing. You should be putting \$\$ into better training.	2025 Proposed Network	D6	
6/25/2024	Public Coordinate	Where it Goes	The problem with directing this bus to Union Station is first, you remove the ability to make a trip from Ledroit Park or Bloomingdale to Georgetown. Requiring a transfer between two buses that each run every 20-30 minutes is untenable. Second, you're just duplicating service for people who live around NJ Ave & H. There's basically no destination other than like 16th & P where this bus route is a better option than other options in the new plan (per your trip planner!)	D92 Georgetown - Union Station (Metrobus)		D92
6/25/2024	Public Coordinate	Where it Stops	The Dx6 route will need a McPherson Square stop for metro connections - many people who utilize the current S2 and S9 routes use this for metro access (particularly those with large bags who I presume are heading to the Yellow or Silver lines).	D6X Silver Spring - Federal Triangle (Metrobus)	S2, S9	D6X
6/25/2024	Public Coordinate	Where it Goes	I feel like it would be good to have this line do the 74's loop since it is being cut to waterfront. A frequent bus to Audi field would probably be the most beneficial thing to the area.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
6/25/2024	Public Coordinate	Something Else	This route is the wrong color. It should be red. For refrence, this runs every 10 during rush, 12 weekends and middays, 16-17 late nights, and 20 early mornings. The only service cut is division ave going from 12 to 2 or so routes every 30.	C21 Anacostia - Minnesota Ave Station (Metrobus)	C21, 20	C21
6/25/2024	Public Coordinate	Where it Goes	How is it possible that there is no bus service on 23rd street heading south from the Foggy Bottom Metro station? Prior to the pandemic, 23rd street saw buses coming every few minutes during rush hours, including the H1, L1, X1, 31, 32, and 36. This was very convenient for the large number of workers needing to make the long trek from the Metro to the State Department. Now that workers are coming back in near pre-pandemic numbers, we really need the service restored.	2025 Proposed Network	31, 32, 32	
6/25/2024	Public Coordinate	Where it Stops	Retain stops on Benning rd. 15th to 39th is FAR too large of a stop-gap. Retain either this one or move it down to Oklahoma to connect with RFK. Elimination is the wrong move	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/25/2024	Public Coordinate	Something Else	The better bus network cuts off a lot of the DoS annex's in Foggy Bottom. There tend to be a lot of people who use the bus stop just outside of the Foggy Bottom metro station heading south - seemingly both office workers and non office workers. This revised network doesn't address the needs of transit along 23rd st. between Washington Circle/K St. and Constitution Ave.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/25/2024	Public Coordinate	Something Else	Please continue the 96 bus route as it is an invaluable resource for local commuters.	2025 Proposed Network	96	
6/25/2024	Public Coordinate	Where it Stops	The current The Bus 17 / Metro 83 along rt 1 has made car free living along Rt 1 possible. This stop specifically is what makes it functional for myself, please keep this stop.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)	83, 17	P1X
6/25/2024	Public Coordinate	Where it Stops	Please preserve the current D2 route and frequency. The expanded route will subject the bus to additional delays and undermine reliability. When combined with reduced frequency, driving becomes a much more attractive alternative.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/25/2024	Public Coordinate	Where it Goes	Extending this bus to Farragut is a great idea, would be even better to see it extended to Dupont or even Georgetown if the circulator is eliminated. Also like that it stays straight on East Cap/Benning in Ward 7. More likely to take this bus given those changes.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
6/25/2024	Public Coordinate	How Often it Comes	These buses barely come every 30 mins now. How can you make sure they come at least every 30 mins in the future?	P65 Capitol Heights - Penn Mar (TheBus)	30	P65
6/25/2024	Public Coordinate	How Often it Comes	20 minutes in rush hour compared to 10 minutes for the D2? on top of that expected low schedule adherence due to long route? How is that "better" bus?	D96 Bethesda - Potomac Park (Metrobus)	20	D96
6/25/2024	Public Coordinate	Where it Goes	Don't like the L12/A12 change you all made. Used to get from capital plaza to MLK and belle haven drive in one bus. Now it takes two.	P41 Capital Plaza - Downtown Largo (Metrobus)		P41
6/25/2024	Public Coordinate	Where it Goes	Losing crosstown service through Columbia Heights at this location is concerning	2025 Proposed Network		D72, C61
6/25/2024	Public Coordinate	Where it Goes	Both routes that come from Capitol Heights into the District turn up on Benning Rd. We need a connection serving E Cap to Stadium Armory like the 96 does now	C57 U St Station - Capitol Heights (Metrobus)	96	C57
6/26/2024	Public Coordinate	Something Else	I like this route,makes commuting easier right now I hate having to transfer to another bus to get to new Carrollton	P61 New Carrollton - Suitland (Metrobus)		P61
6/26/2024	Public Coordinate	How Often it Comes	I also appreciate the higher frequency proposed for this line. One of the main reasons that I sometimes drive is that my current bus (22A) only comes once an hour, and I am stranded if I miss it. This minimum 30-minute headway would be a great improvement, and I'd be very happy if it was even shorter during peak commute times.	2025 Proposed Network	22A	A71
6/26/2024	Public Coordinate	Where it Stops	I think there should definitely be a stop here near the field. A dedicated bus lane might be a great idea too in order to allow a smooth flow for the buses.	P61 New Carrollton - Suitland (Metrobus)		P61
6/26/2024	Public Coordinate	How Often it Comes	This merges services of the D2 and 31 that already have difficult frequency impacts commuting as well as availability of busses. Frequently on the Wisconsin Ave routes of 31 and 33, even with both busses coming down there is not sufficient room during commuting, ghost busses are common, applications never have the right time frame for when a bus is coming (early or late), these busses go by several different schools both university and high school serving as school busses and work commuting (again increasing the demand), seats are often unavailable and you are jamming in people and there is limited accessibility or consideration for folks with limited ability to stand particularly given the flow of traffic and amount of stop signs in this area. You miss one bus, or one bus doesnt come and you are at least 20-mins late. Or you have to lose time and consistently be everywhere 30-mins to an hour early.	D96 Bethesda - Potomac Park (Metrobus)	31, 33, D2, 33	D96
6/26/2024	Public Coordinate	Where it Stops	Thank you for improving how this serves the hospital. I miss the H3 and this will be more similar to that.	C61 Tenleytown - Brookland (Metrobus)		C61
6/26/2024	Public Coordinate	Where it Stops	This stop is only one block (<500 ft) from the prior stop at New Jersey Avenue. This is unnecessary and not consistent with the Better Bus goal of streamlining stops.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	How Often it Comes	Please keep the current D2 line as it is. It provides crucial access to neighborhoods that are underserved by public transportation connecting those areas to downtown in a way that replaces commuter traffic on the roads at critical times of day.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/26/2024	Public Coordinate	How Often it Comes	Love this route but it needs to be more frequent!	C57 U St Station - Capitol Heights (Metrobus)		C57
6/26/2024	Public Coordinate	Where it Goes	It would be much more helpful for this route to go to LeDroit Park. It's possible to get to Union Station from Dupont metro but very difficult to get to Shaw area	D92 Georgetown - Union Station (Metrobus)		D92
6/26/2024	Public Coordinate	Where it Stops	This is another instance where the bus stops 3 times in within two blocks. It is counter to the entire exercise to streamline service and speed up commutes.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Goes	Please split route M22 at Wheaton Station. To me, it looks better if it should be 2 separate routes. One between Olney & Wheaton Station and another between Wheaton & Bethesda Stations.	M22 Olney - Bethesda (Metrobus)		M22
6/26/2024	Public Coordinate	Where it Goes	There is a three-block gap between 2 high-frequency lines, the D52 and C31. They should connect at Navy Yard so it's possible to get between them.	2025 Proposed Network		D52, C31

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/26/2024	Public Coordinate	Where it Goes	Thank you so much for keeping a bus that runs from this area to Ballston Station. I was worried it might be dropped for favor of the closer blue line, which would require me to switch metro lines during my commute and deter me from using transit. I'm happy that there will still be easy access to the orange / silver lines.	2025 Proposed Network		A71
6/26/2024	Public Coordinate	Where it Stops	I take an early morning bus to the metro to go to work. I live in old greenbelt and work in Suitland, so it is a long commute and the reason why I take the early morning bus. I have been taking the G-12 and G-14 for many years, The change to route the bus off Ridge between Westway and Southway and away from my stop at 12 court Ridge and rerouting it along Crescent and up onto Westway will force me to access the bus every morning at a stop that is less protected and less safe (the stop at ridge and West way). I dread the winter with the dark mornings and icy streets. This is an unwelcome change and not necessary, The route worked as it is--it didn't need to be changed. People in the apartments on Crescent and the library are still served with the current routes.	P21 Greenbelt - New Carrollton (Metrobus)		P21
6/26/2024	Public Coordinate	How Often it Comes	Replacing this route with my proposed A29 improvements would be sufficient. That route could stop at the Pentagon all day, whereas this could go on to Metro Center.	A90 Mark Center - Pentagon (Metrobus)		A90, A29
6/26/2024	Public Coordinate	Where it Goes	This is a fantastic new route to connect Petworth with AdMo/Dupont, (which is currently very difficult via bus)	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/26/2024	Public Coordinate	Where it Goes	The current routing from Crystal City to Pentagon City is quite redundant, with the current 16M and Metrorail providing that service. Instead, reroute this line to the Pentagon via Long Bridge Park. There is less traffic here, speeding up buses, and this is an important recreation center used by student athletes, parents, and those who want to come here to have a good time. Bus service here via Boundary Channel Drive would be a significant improvement.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
6/26/2024	Public Coordinate	Where it Stops	Consider removing the Beltway Plaza Mall detour/stops with stops on Greenbelt + Cunningham (and improved pedestrian access / sidewalks)	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/26/2024	Public Coordinate	Where it Stops	This route is claiming to add new connections between Glover park and other locations. However since it only goes through a limited area of Glover park the residents living in this area will not see the benefits of this route. Because of the fewer stops, more limited accessibility, and decreased frequency this route will be more inconvenient for residents of Glover Park. This proposed route will likely encourage driving instead of public transportation. Public transportation is already lacking in Glover Park and this new route decreases the usability of public transportation.	D96 Bethesda - Potomac Park (Metrobus)		D96
6/26/2024	Public Coordinate	Where it Goes	One of the beauties of the D2 is that it goes deep in the neighborhood, west of Tunlaw. Glover Park residents can have a real route without having to walk long distances to catch the bus. Moving the route to Tunlaw defeats the purpose of having a neighborhood bus.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/26/2024	Public Coordinate	Where it Stops	The D6 bus still has too many stops. Why does it need to stop at 11th Street, 9th Street, AND 8th Street? If the point of this exercise is to streamline the stops, then the 9th Street stop should be removed.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
6/26/2024	Public Coordinate	Where it Goes	I share concerns about rerouting bus(es) away from Park Rd, given the high residential/student density in this portion of Mt Pleasant. Especially when it comes to students and optimizing mass transit for those who need it most on a regular basis. Please take steps to preserve the routing currently serviced by the H4.	C61 Tenleytown - Brookland (Metrobus)		C61
6/26/2024	Public Coordinate	How Often it Comes	The new D96 will cut a larger part of Glover Park off from bus service, both because it doesn't go anywhere close to the large apartment buildings currently served by the D2, and because it's infrequency and inevitable delays (for such a long route) will mean that people will have to turn to driving or ride sharing. This is a disservice to a part of the city that is not served by Metro.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/26/2024	Public Coordinate	Where it Goes	The current/proposed routing through Greenbelt significantly increases trip time for those outside Greenbelt. Consider consolidating stops / making the routing more direct.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/26/2024	Public Coordinate	Where it Stops	agreed, why change the stops between weekdays and weekends? The Wisconsin avenue lines are usually full because so many people need lines that are much longer than the D2. Please expand the line even on weekends so Glover Park residents don't have to transfer 20 times in order to get somewhere in this city	D96 Bethesda - Potomac Park (Metrobus)	20	D96
6/26/2024	Public Coordinate	How Often it Comes	This bus needs to run to Van Ness or Tenleytown all day, not just during rush hour. Our dentist in north of Van Ness, so limiting service means we have no way of getting to him. Creating limited service from Mt. Pleasant to Van Ness on this line seems like a worse way of offering service that we can currently get on the H2. In addition, it means that the northern portion of Mt. Pleasant won't have nearby crosstown service for most of the day, because the C61 will bypass the middle of the neighborhood.	D72 Van Ness - Lafayette Square (Metrobus)		D72, C61
6/26/2024	Public Coordinate	Where it Goes	So many people in the neighborhood use this bus to go to/from work, school and vital services. It connects our neighborhood to Conn. Ave. and Friendship Heights. Moving the route to Military makes the walk that much farther for people, both kids and seniors, and requires they cross a much busier street. Also eliminating weekend service puts these places out of reach for many for close to a third of the week. This is a bad idea. Even worse when you consider the congestion it will add to Military between Nebraska and Connecticut and making the turns off Connecticut at Military and McKinley. If it ain't broke don't fix it.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/26/2024	Public Coordinate	Where it Stops	This route would work for me, taking me to Shoppers	P76 Suitland - Upper Marlboro (TheBus)		P76
6/26/2024	Public Coordinate	How Often it Comes	I like the idea that P12 will be running on the weekend. Yeah	P12 Greenbelt - Laurel (Metrobus)	P12	P12
6/26/2024	Public Coordinate	Where it Stops	There are four stops within six blocks (4th St., 6th St., 7th St., 9th St.). This is not consistent with the BetterBus goal of streamlining stops to improve service.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	How Often it Comes	Update to my earlier comment in this area: Midday service in this area should be done as well. Service every 10-15 minutes would be ideal, however, every 20 minutes can be the bare minimum for a limited-stop route in this area. Also, consider doing what Minneapolis, Seattle, and Vancouver have done with their highway BRT routes: an on-highway station at Shirlington, accessible from the preexisting pedestrian bridge over I-395. I personally think this corridor is worthy for Metrorail investment, however, since that is too expensive, these bus improvements are a good solution.	A29 Van Dorn St Station - Metro Center (Metrobus)	20	A29
6/26/2024	Public Coordinate	How Often it Comes	People need access to this Walmart on the weekends!	P84 Clinton - Brandywine (TheBus)		P84
6/26/2024	Public Coordinate	How Often it Comes	Outside of rush hour, the D2 runs very infrequently and often times, some buses never arrive as per schedule. The bus schedule and your app may say a bus is coming in 10 minutes, but 30 mins later you are still waiting and wondering if any bus will ever show up. Being unreliable is one of the most important reasons why some people do not use mass transit as their means of transportation; however, so many Glover Park residents don't have cars and rely on mass transit to commute to work, and move around town. If you ensure the lines run as schedule and frequently enough, you will improve ridership among everyone. Is this too much to ask?!!	D96 Bethesda - Potomac Park (Metrobus)	D2, 30	D96
6/26/2024	Public Coordinate	Something Else	WMATA - Please deal in good faith and actively engage residents along 1st St. What operational data and studies are being used to support the decision to add this route? What are the public benefits? How will existing infrastructure be impacted (parking, sidewalks, vehicle weight restrictions, etc.)? What impact studies have been completed, include safety and environmental? Was North Capitol not considered for this segment of the proposed route?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/26/2024	Public Coordinate	Where it Goes	I agree with these comments that the route stops too soon. Having it go slightly further into Foggy Bottom or up to Dupont would make a single seat ride from NE far more useful.	D24 McPherson Square - Deanwood (Metrobus)		D24

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/26/2024	Public Coordinate	Where it Stops	I take an early morning bus to the metro to go to work. I live in old greenbelt and work in Suitland, so it is a long commute and the reason why I take the early morning bus. I have been taking the G-12 and G-14 for many years, The change to route the bus off Ridge between Westway and Southway and away from my stop at 12 court Ridge and rerouting it along Crescent and up onto Westway will force me to access the bus every morning at a stop that is less protected and less safe (the stop at ridge and West way). I dread the winter with the dark mornings and icy streets. This is an unwelcome change and not necessary, The route worked as it is--it didn't need to be changed. People in the apartments on Crescent and the library are still served with the current routes.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/26/2024	Public Coordinate	Where it Stops	Shame on Metro! This proposed change to the J1 removes accessible transportation for the community and HHMI employees. There are no alternative options in the proposed routes that provide service nearby. The purple line won't even be an option until late 2027!	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70
6/26/2024	Public Coordinate	How Often it Comes	The bus needs to come way more often. If there is going to only be one route down into Buzzard Point, the bus needs to come around more than once every 30 min.	D14 Union Station - Buzzard Point (Metrobus)	D14, 30	D14
6/26/2024	Public Coordinate	How Often it Comes	The bus should come more than every 30 minutes to avoid over crowding and provide a truly reliable transit option. This is especially urgent for this block given the new apartment building at the old Marriott location will bring 900 new units to the neighborhood, many of whom will use the busses to access the grocery stores in cathedral heights and adams morgan (woodley park has no grocery store) and to connect to the Ust corridor.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
6/26/2024	Public Coordinate	Where it Stops	Could we get an M6X stop here please? This shopping plaza with Giant is not well connected to to the neighborhoods to the West, such as Takoma Park	2025 Proposed Network		M6X
6/26/2024	Public Coordinate	Where it Goes	I agree with other commenters about the missed opportunity for a crosstown to help out Crestwood, north Columbia Heights, and Petworth. It would be much better for this bus to avoid Irving St. - it could take 16th Street to Arkansas to Upshur.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/26/2024	Public Coordinate	Where it Goes	It would be great to have bus service to and from IAD to fill in the gap of when Metro doesn't run the Silver Line.	2025 Proposed Network		
6/26/2024	Public Coordinate	Where it Stops	There are three stops within three blocks on 11th Street (G St., H St., I St.). This is not consistent with the BetterBus goals of streamlining the number of stops.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Stops	The bus does not need to stop here. It stops on the east side of Stanton Park at 6th and C. It stops again at 3rd and D. Having three stops in three blocks is counter to the stated goals of the BetterBus effort.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Goes	I get on the W14 at Friendly Market at Old Fort Rd & Trafalgar Dr. The pedestrian conditions down here are very dangerous and it's not feasible for me to make it up to Allentown Rd where you would have this route end now. Please continue to send the bus all the way to Friendly Market.	P95 Southern Ave Station - Friendly (TheBus)	W14	P95
6/26/2024	Public Coordinate	Where it Goes	This route should serve Swann Road first before going back to Suitland Rd. There are a lot of people who live down here,.	P87 Suitland - Oxon Hill (Metrobus)		P87
6/26/2024	Public Coordinate	Where it Stops	Why does the bus stop at 15th Street, 14th Street, and 13th Street? If the purpose of this exercise is to streamline stops, then the bus should not stop at 14th Street.	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Goes	Accokeek needs service sooner! A bus line running the length of MD210 would be a perfect,	2025 Proposed Network		
6/26/2024	Public Coordinate	Where it Goes	There are no pedestrian-friendly crossings in this neighborhood. Folks in Fort Washington Forest and Potomac Knolls need bus access to get into DC but Indian Head service road is just sad. I wouldn't be able to use this route to Fort Washington P&R because I can't imagine crossing Indian Head Highway. You're at the mercy of drivers over here.	P97 Southern Ave Station - Fort Washington (Metrobus)		P97
6/26/2024	Public Coordinate	Where it Goes	The D6 route is valuable because it cuts across town. I almost always take it past union station	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
6/26/2024	Public Coordinate	How Often it Comes	This is the highest ridership bus in the city - and even with a frequency of 12 minutes and articulated buses, is still crowded most of the time I ride it. Combining higher frequencies (single digit minutes) with bus lanes has the potential to increase ridership even more!	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
6/26/2024	Public Coordinate	Where it Goes	Please consider rerouting the F4/P30 onto Wayne. Due to traffic, it can add 10 minutes to the western end of the route for the bus to do it's little 2-block loop past Veterans plaza and back to Wayne. It is faster to disembark at Wayne and walk to the Silver Spring station.	2025 Proposed Network		P30
6/26/2024	Public Coordinate	Where it Goes	It has always bothered me that the D6 turns left on North Capitol, then right on Mass Ave instead of continuing straight on E Street. This adds an extra intersection and traffic light. Please consider having the bus continue straight. It would shave 2-3 minutes off the travel time.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
6/26/2024	Public Coordinate	Where it Goes	I love it! I've lived in the neighborhood for many years and welcome this addition! Connecting the Reservoir District to the commercial core of Bloomingdale then on to U Street then further NW means better access for all in the neighborhood. A bus every 30 minutes on First Street is no serious threat to no one. For the good of the broader community I say bring on the new line!	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
6/26/2024	Public Coordinate	Where it Goes	I like this setup and understand that there are other routes that will in relevance still be the same like the P18 and its updated route. This updated route as it pertains to extra stops for the once P12 connects it to the national harbor by making sure it still picks up people along that original route instead of going up indian head hwy missing traffic of people and proceeding on like the p18 route towards the national harbor.	P93 National Harbor - Suitland (Metrobus)	P12, P18	P12, P93
6/26/2024	Public Coordinate	How Often it Comes	I am glad the service is running every 30 minutes to a hour. Yeah	P12 Greenbelt - Laurel (Metrobus)	P12, 30	P12
6/26/2024	Public Coordinate	Where it Stops	There are two stops that are LITERALLY LESS THAN A BLOCK APART. What are we even doing here, people??	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Goes	Can we please talk to DDOT about bus lanes on the stretch of Riggs from the Walmart to NH Ave? So many bus routes into Ft Totten get stuck in traffic all day long	2025 Proposed Network		
6/26/2024	Public Coordinate	Where it Stops	Again, three stop in three blocks. I thought the whole point of this exercise was to fix this??	D24 McPherson Square - Deanwood (Metrobus)		D24
6/26/2024	Public Coordinate	Where it Stops	there should be a stop within walking distance or in front of the casino	P94 King St Station - Suitland (Metrobus)		P94
6/26/2024	Public Coordinate	How Often it Comes	I would take G2 more often if it came more frequently	D92 Georgetown - Union Station (Metrobus)	G2	D92

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/26/2024	Public Coordinate	Where it Stops	Please work with NASA employees to come up with a stop that actually goes into NASA and helps employees who work there. Maybe more NASA employees would use the bus, if it served the Visitor's Center and went into NASA. Many NASA employees are federal workers and thus eligible for the transit subsidies.	P20 Greenbelt - New Carrollton (Metrobus)		P20
6/26/2024	Public Coordinate	Where it Stops	Please consider moving this stop one block to the west, between Grant and Philadelphia. Westbound traffic on Ethan Allen at this intersection is always pretty ridiculous, and I have seen plenty of impatient drivers swerve unsafely into the opposite lane to get around a stopped bus here at the light.	2025 Proposed Network		P30
6/26/2024	Public Coordinate	Where it Stops	This bus stop is extremely dangerous for pedestrians. Adams Mill has no sidewalk on the west side. It is not pedestrian friendly and cannot safely handle the volumes of pedestrians rerouted away from Park Rd. This bus needs to run on Mt. Pleasant Street and Park Rd. Making Adams Mill Rd the only crosstown route through Mt. Pleasant deprives people of a safe way to travel.	C61 Tenleytown - Brookland (Metrobus)		C61
6/26/2024	Public Coordinate	How Often it Comes	Getting to and from the West End would be extremely useful with an improved span of service on this route. Make it run on weekends, and perhaps terminate it at the Pentagon or Pentagon City during off peak hours. This route could also serve as limited stop service along Beauregard and Van Dorn streets, as bus ridership there is already the highest in Alexandria. The West End Transitway could become one of the greatest BRT systems in the nation, with highway running express lanes, and limited stop as well as local service.	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
6/27/2024	Public Coordinate	Where it Goes	As several posters have stated, there is a high proportion of riders who go between Colombia Heights/Mt Pleasant/Adams Morgan and Foggy Bottom, either for the State Department or one of the other federal or private sector offices/workplaces in this region. The one seat ride saves significant time and effort, and curtailing this new route before it can get past the White House/Farragut area risks cutting off significant ridership value for large groups of people. I would recommend extending to the State Dept/GW Hospital/Kennedy Center at least on a rush hour basis if not full time.	D72 Van Ness - Lafayette Square (Metrobus)		D72
6/27/2024	Public Coordinate	Something Else	must develop a frequency and reliable service plan to address the residents needs, even with events at Audi or Nationals. even using the bus app is not reliable. the app needs to also ID when detours will be taken so people know.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/27/2024	Public Coordinate	Where it Goes	Like others have said, extend this bus to East Falls Church like the current 26A. Also consider making the Leesburg Pike section of this route limited stop to avoid redundancy.	F26 NVCC Annandale - Seven Corners (Metrobus)		F26
6/27/2024	Public Coordinate	Where it Stops	This bus stop needs to be removed. There is no sidewalk, so bus riders are let out onto the side of the road. From there, they must "play frogger" to cross Eastern Ave to get to a sidewalk since the Northbound lane has a barrier running along the side of it.	P42 Takoma - New Carrollton (Metrobus)		P42
6/27/2024	Public Coordinate	Where it Stops	If WMATA is looking to reduce the number of bus stops, I recommend this stop since it is rarely used. The bus stop before (Walnut Ave) and after (North Capitol Street) have more cross streets stemming from it and can be used by more people.	P42 Takoma - New Carrollton (Metrobus)		P42
6/27/2024	Public Coordinate	Something Else	I would ride this extremely often! It would replace my current public transit commute (62 bus in Petworth to green line to red line to Farragut North). I'd use it all the time!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	62	D74
6/27/2024	Public Coordinate	How Often it Comes	I'll second a lot of the comments about the routes in this area saying that there should be a greater span of service. Even less frequent service off peak would be useful	F81 Burke Centre - Pentagon (Metrobus)		F81
6/27/2024	Public Coordinate	Something Else	The idea of connecting petworth to admo/dupont is so great! It's one area of NW that is hard to get to from our neighborhood unless you drive/rideshare.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/27/2024	Public Coordinate	Where it Stops	Please keep the G14 (P20) stop at Beltway Plaza and have the bus stop there during the morning rush hour so employees can get to work.	P20 Greenbelt - New Carrollton (Metrobus)	G14	P20
6/27/2024	Public Coordinate	How Often it Comes	Extend the high frequency section to Marymount University, it would be quite useful for those students.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/27/2024	Public Coordinate	Where it Goes	The Shirlington deviation is critical for those living along Glebe Rd to head further into Alexandria, the West End, and the Pentagon. Please consider keeping this deviation, even if it is only done via I-395. A stop could be made in the center of Shirlington Rd (roughly where this pin is) to save time, as it seems that is the main purpose of this route. Also, this route could possibly augment DASH route 36 with limited stop service on W/E Glebe Rd, as that bus stops very often. Perhaps even some BRT features later in the future.	A70 Tysons Corner Center - Potomac Yard (Metrobus)	36, 36	A70
6/27/2024	Public Coordinate	Where it Goes	There isn't many routes that go from SW across the Mall. I personally use this to go to work, so I would appreciate if one of the routes would go down to Waterfront or closer to SW	2025 Proposed Network		
6/27/2024	Public Coordinate	Where it Goes	I use the G8 (now being replaced by the D34) to avoid a Metrorail transfer when going to Shaw. Right now it going down RIA to the Shaw metrorail station (and the library) is immensely helpful. Transferring at RIA to continue southwest will be frustrating given the scheduled 20 minute headways.	2025 Proposed Network	D34, G8, 20	D34
6/27/2024	Public Coordinate	How Often it Comes	My child is planning to take the bus from 16th St. Heights to Deal Middle School starting in the fall. The D31, 32, 33, and 34 buses are quite full now. I am concerned to see that there is nothing in the plan about having dedicated buses for students, or at least more frequent buses in the before/after school times, on the replacement for the current D buses (ours would be the C81). It also looks like there aren't any routes to Deal from some of the east of the park neighborhoods that are in bounds for Deal, specifically Petworth & Crestwood.	C81 Sibley Hospital - Fort Totten (Metrobus)	32, 33, D31, 32, 33, 34	C81
6/27/2024	Public Coordinate	How Often it Comes	This is great! My child attends Deal Middle School and takes the D31, but because it only runs twice in the afternoon (right after school), he has no way to take the bus home if he stays for after-school activities. The new C87 schedule will enable students who live near this route to attend after-school activities and then take the bus home.	C87 Silver Spring - Van Ness (Metrobus)	D31	C87
6/27/2024	Public Coordinate	Something Else	I think the length of this route is fine. That said, with a route this long going through dense areas, consider items like transit signal priority, queue jumps, or dedicated lanes in some places, as that may be necessary to keep service on a long route like this reliable.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/27/2024	Public Coordinate	Where it Goes	Reroute this route to serve Park Place, as the 22F replacement no longer stops there. From there, the route can get on I-395 from King st or continue into Farlington. Also, to replace the 8W, rerouting this route along Taney Ave and Pegram st would be a welcome improvement.	A28 Landmark Mall - Pentagon (Metrobus)	8W, 22F	A28
6/27/2024	Public Coordinate	How Often it Comes	This route, serving multiple metro stations, a large university, schools, and lots of development in between, should be in the running for 20 minute service all day, every day. 10-15 minutes is ideal, but 20 can be the bare minimum.	F50 George Mason - Ballston (Metrobus)	20	F50
6/27/2024	Public Coordinate	Where it Goes	I really support this route! We don't have a lot of options living in petworth to take a bus across the city to Adam's Morgan and DuPont. This will be a great addition and make moving around between these neighborhoods so much easier!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/27/2024	Public Coordinate	Where it Stops	Perhaps add a stop right here if you're not going to run it all the way to West Falls Church Metro to save time. It's a good idea but I still think metro connections are important. Perhaps a decent compromise	F20 Tysons - King St Station (Metrobus)		F20
6/27/2024	Public Coordinate	How Often it Comes	theukzard Point area will experience rapid growth in 2025 with over 2000 new apts [est +3000 people] . . . the 74 bus is invaluable to the area, but is hampered by Audi and nationals game day detours and NO SHOWS . . . this area needs frequent services at least 20 min intervals.	D14 Union Station - Buzzard Point (Metrobus)	74, D14, 20	D14
6/27/2024	Public Coordinate	Where it Goes	I love that this bus goes from Ft Totten to Tenleytown without having to change to the M4	C81 Sibley Hospital - Fort Totten (Metrobus)	M4	C81
6/27/2024	Public Coordinate	Where it Stops	This would be an incredible addition to this side of Petworth. There are a ton of houses in this immediate area that would benefit immensely. Can't believe it doesnt exist already!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/27/2024	Public Coordinate	How Often it Comes	this bus needs to be reliable. many times standing at the designated stop and it does not show. no Audi or Nationals games . . . yet NO BUS !	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/27/2024	Public Coordinate	Where it Goes	in addition to the east side destinations, it would be practical to loop to the west through downtown as to provide users access to the entire District.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
6/27/2024	Public Coordinate	Where it Goes	More bus routes on Dolley Madison (Route 123) going to McLean Metro station.	2025 Proposed Network		A70
6/27/2024	Public Coordinate	How Often it Comes	Service every 15-20 minutes through the historic town of Vienna would be ideal, even if it only extends to Vienna Metro. Also making this route limited stop through Vienna to complement the Fairfax Connector service here would be nice	F64 George Mason - McLean (Metrobus)		F64
6/27/2024	Public Coordinate	Where it Goes	Service along at least this part of Martha Custis Dr would be quite useful, as no Metrobus routes in the 2025 network will serve Parkfairfax. Perhaps something like the routing shown in Alexandria's 2030 transit vision plan would work as well.	A71 Ballston - King St Station (Metrobus)		A71
6/27/2024	Public Coordinate	Where it Goes	Seconding the other comments - the J1 rush hour route is VITAL to employees and patients going to NIH, Walter Reed, Naval Hospital Uniformed Service University, HHMI - and on past Medical Center to MoCo. There MUST be a bus line going from Silver Spring to Med Center - How could you have conceived a plan eliminating this????	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70
6/27/2024	Public Coordinate	Where it Stops	Limited stop routes are nice, however, I feel like at least one stop on the King st section of this route would be useful, like on the 29K/N and 28A today. Many people use this part of the existing DASH line 31.	A71 Ballston - King St Station (Metrobus)	28A	A71
6/27/2024	Public Coordinate	Where it Goes	Would be nice to have a direct bus from DC to BWI or at the very least on weekends. Weekend MARC service is not good and makes BWI inaccessible.	2025 Proposed Network		
6/27/2024	Public Coordinate	Where it Goes	Love this proposed line - It would be great to have a bus running this route	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
6/27/2024	Public Coordinate	Where it Stops	If you are not going to route the bus to Ballston, this is probably the closest bus stop location that has the shortest walk to the station.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
6/27/2024	Public Coordinate	How Often it Comes	The proposed solutions keep the 16M in tact but add 16E service to the backend, keep the 16A as is, and eliminate routes 16C and early weekend morning 16E service to DC. In other words, this is a reduction of service in a busy corridor. Increase the frequency of the 16A, restore/boost service on the 16C, and restore early weekend morning service to DC when Metrorail isn't running. In addition, please reinstate rush hour 16C service to DC that was eliminated during the pandemic.	A40 Skyline City - National Landing (Metrobus)	16A, 16C, 16E	A40
6/27/2024	Public Coordinate	Where it Stops	Please have a stop that is closer to the Ballston Metro Station. I know that there is a West Ballston metro entrance in design, but people travelling from Wilson also use this route to connect to the bus network (e.g. Art 42) in addition to entering the metro. Since this bus and F60 are 15/20 minutes apart, Wilson Blvd riders will want to have both options to arrive at Ballston.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	42	A58, F60
6/27/2024	Public Coordinate	Where it Goes	Would love to see a more direct connection to Mt. Vernon from Braddock Rd or Potomac Yard - or even from downtown DC	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/27/2024	Public Coordinate	How Often it Comes	Keep at least every 20 minutes in the morning. Would prefer if there was one more bus after 8 am.	F29 George Mason - Pentagon (Metrobus)	20	F29
6/27/2024	Public Coordinate	Where it Stops	A bus shelter here would be great.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/27/2024	Public Coordinate	Where it Stops	No bus service to DCA makes catching early or late flights very difficult, especially on holidays. Please either add earlier/later metro service or a bus route that runs earlier and later already.	2025 Proposed Network		
6/27/2024	Public Coordinate	Where it Goes	Would be great to see this or other bus lines that connect across the river (Arlington/Alx to downtown DC or even georgetown)	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/27/2024	Public Coordinate	How Often it Comes	LOVE the better weekend frequency of A58 (was 38B). It's the only way to get to Georgetown from this side of the river with the circulator going away and the previous every 30 minute sunday frequencies made it very difficult. Those buses were packed, too.	2025 Proposed Network	38B, 30	A58
6/27/2024	Public Coordinate	Where it Stops	This would be great - there are many residents in this area who could use this bus line at this stop.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
6/27/2024	Public Coordinate	Where it Goes	Would be great to see a more direct route from Del Ray into DC	A11 Pentagon - Huntington (Metrobus)		A11
6/27/2024	Public Coordinate	How Often it Comes	This bus needs to come more frequently to handle kids coming to/leaving from Duke Ellington at 8:30/5pm. Please leave the D2 route as is.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/27/2024	Public Coordinate	Where it Stops	Would love to see smooth, easy, accessible transfers between bus and metro here.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
6/27/2024	Public Coordinate	How Often it Comes	Would be great to see the F19 run more frequently and on weekends	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/27/2024	Public Coordinate	Something Else	As someone who lives in Park View and works in Dupont, this route would be a fantastic alternative to the current public transit route which is 40+ min and requires transfer no matter whether you go by bus or rail. I would take this route on days that I don't bike.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/27/2024	Public Coordinate	Where it Goes	Please bring back the 5A for early morning and late night when the train isnt running or run the train earlier and later. It is very difficult to catch an early flight from Dulles IAD without paying \$75 for a cab.	2025 Proposed Network		
6/27/2024	Public Coordinate	Where it Goes	I second the idea to add off peak service for tourists going to at least Mount Vernon, stopping at Braddock Road. This route could also run along Patrick St through Old Town, use the HOV lanes there to avoid traffic, and add another north/south corridor in Old Town.	F19 Mount Vernon - Potomac Park (Metrobus)		F19
6/27/2024	Public Coordinate	Something Else	Fairfax County Government needs to restart negotiations with VDOT for a traffic light at the commuter garage's entrance. It makes no sense to invest millions into this garage if buses and personal vehicles for sluggers cannot turn out safely. This is very dangerous maneuver that will lead to this garage being underutilized. VDOT's decision to not put in a traffic light is non-sensical and will be reversed once there are accidents or a fatality. Let's avoid problems now by adding a traffic light.	F81 Burke Centre - Pentagon (Metrobus)		F81
6/28/2024	Public Coordinate	Something Else	The removal of M4 and new route of C81 fails to serve hundreds of kids who live in the Barnaby Woods neighborhood and rely on the current M4 route to get to and from Deal MS and Jackson Reed HS. Keep the M4!	C81 Sibley Hospital - Fort Totten (Metrobus)	M4	C81
6/28/2024	Public Coordinate	Something Else	Please keep the 96 route through the Hill East neighborhood! This bus is very useful and there aren't a lot of other good public transit options in this neighborhood.	2025 Proposed Network	96	
6/28/2024	Public Coordinate	How Often it Comes	Please increase the frequency! 15-20 during rush, 30 at all other times, especially weekends.	2025 Proposed Network	30	P33

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/28/2024	Public Coordinate	Where it Goes	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). A route along North Capitol Street NW 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 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.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/28/2024	Public Coordinate	How Often it Comes	Please time late night 70/79 service with the green line. When coming back from events or late evening I've waited 20-30 minutes for a bus after midnight and it isn't safe.	D46 Takoma - Petworth (Metrobus)		D46
6/28/2024	Public Coordinate	Where it Stops	DDOT might force you to keep this one as they put bus and bike infrastructure here.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/28/2024	Public Coordinate	Where it Goes	The D22 should meet the D82 at Franklin Square rather than turning around a few blocks shy. Then the 2 routes together more or less replace the Union Station/Georgetown circulator.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22, D82
6/28/2024	Public Coordinate	Where it Stops	Franklin Square seems to be a major transit point between a number of different N/S and E/W lines. Let's make the lines actually connect in a reasonable way here, with large bus canopies on the SW and NW corners. At a stop like this, the next bus arrival digital signs should really show more like 6 buses, not just 2 at a time.	2025 Proposed Network		
6/28/2024	Public Coordinate	Where it Goes	I'll second this proposed Beltway connection. With some bus stations on the express lanes, you could have a metro-like service for far less. This idea would also help the A29 serve Shirlington without adding 5-10 minutes to the whole trip.	2025 Proposed Network		
6/28/2024	Public Coordinate	Where it Goes	Given the unbelievable froth stirred up by 1st Street grouchies, maybe the route should continue east on Rhode Island to the Metro station?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/28/2024	Public Coordinate	Where it Goes	The D82 should connect to another cross-town route to get the rest of the way to Georgetown. The D22 should meet it at the Franklin Square transit center.	D82 Friendship Heights - Franklin Square (Metrobus)		D22, D82
6/28/2024	Public Coordinate	Something Else	Getting rid of the N2 is a stunningly bad idea. I have been commuting from this location for over 20 years and the busses have many users especially during commute times. I moved to this location expressly because I would not need a private car. This would be a disaster for those who have mobility impairments and kids traveling to area MS/HS schools.	2025 Proposed Network	N2, 20	D96
6/28/2024	Public Coordinate	Something Else	Too late. DDOT got rid of the E and H street stops when they put the bike lanes in.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
6/28/2024	Public Coordinate	Where it Goes	Please preserve the rush hour downtown service for the 63. I ride with many riders each weekday morning from the 5th and Ingraham stop. The 70/79 and 64 are at least a 10 minute walk and not a viable option for those younger and older. In the evening it is not safe to walk this distance.	D46 Takoma - Petworth (Metrobus)	64	D46
6/28/2024	Public Coordinate	Where it Stops	I know this stop kinda has to be here for transfer purposes, but i imagine if there was some way to combine the stop on Irving with this one it would speed the trip up some	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/28/2024	Public Coordinate	Where it Goes	Since all service was recently rerouted onto 12th from Pennsylvania to F, might it be better to keep the S9 on 12th St?	D6X Silver Spring - Federal Triangle (Metrobus)	S9	D6X
6/28/2024	Public Coordinate	Where it Stops	I don't know where some of the revisionism from these comments are coming from; McPherson has an entrance at Vermont Ave, right across from McPherson Sq proper (How did you transfer to the 80 from rail, huh?). I do echo their point, however, that a stop should be added at Franklin Sq to enable transfers.	D6X Silver Spring - Federal Triangle (Metrobus)	80	D6X
6/28/2024	Public Coordinate	Where it Goes	The 23B through Parkfairfax is more frequently used than some people think. And the only reason the 22A isn't used that much is because it only runs once per hour, which is really bad. DASH service is also quite popular here. I think rerouting one of the Farlington routes along at least the western part of Martha Custis Drive would be nice, and it would barely add any time to the trip. The A70 could also return here as a limited stop along West Glebe Rd, since the existing DASH 36 runs quite slowly along that portion.	2025 Proposed Network	22A, 23B, 36, 36	A70
6/28/2024	Public Coordinate	How Often it Comes	How exactly are students going to get to school if the bus runs every 30 minutes? DCPS doesn't have a bus system and relies on metro and buses. Cutting off students access and increasing wait times doesn't help anyone.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85
6/28/2024	Public Coordinate	Where it Goes	The current G2 bus is the only easy way Howard Students and faculty can access Georgetown and Georgetown University via public transit. Segregating the two areas and two institutions of higher education feels wrong.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/28/2024	Public Coordinate	Where it Goes	I'm thrilled about this proposed route as it connects Petworth to Dupont!! SO challenging to get between the two right now. I could take or leave the part of the route where the D74 goes down Upshur all the way to GA rather than going down NH, but I suppose that helps connect some more people / businesses and could provide an opopportunity to bring more of each to that stretch of Upshur.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
6/28/2024	Public Coordinate	Something Else	So many seniors in 4B10 in the Lamond area. By getting rid of k2 and making them use P42 they have to walk half a mile. There is no way smdh	P42 Takoma - New Carrollton (Metrobus)	K2	P42
6/28/2024	Public Coordinate	Where it Goes	I am thrilled that this is going straight down South Dakota Ave. It's weaving through the neighborhood down Sargeant Rd slows down this bus a lot. I hope their alternatives work for them!	C71 Fort Totten - Union Station (Metrobus)		C71
6/28/2024	Public Coordinate	Where it Goes	Consider rerouting route to run on Quincy/Georgia and Upshur to enable transfers from Green line and D46. Rush hour short turns between downtown and petworth would be good to add as the route does get crowded on 11th.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
6/28/2024	Public Coordinate	Where it Goes	The D2 is a critical route that many in Glover Park rely on. As a resident without a car, who also knows many of my neighbors in the same situation, this proposed change will really hurt us. We rely on the D2 to keep us connected and get to work, school, and other places around the city. This change will add so much extra walking to a stop where the bus doesn't even come as frequently, this is a huge accessibility issue as well.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/28/2024	Public Coordinate	Where it Goes	With DC killing the Circulator, it is inexcusable for Metro to have NO PLANS to serve the western end of the Mall. Boatloads of tourists to the Nation's Capitol use the subway to access downtown, but can't rely on the bus since it doesn't take them to any tourist destinations. What's with that?	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/29/2024	Public Coordinate	How Often it Comes	This new bus has too long of a route to only come every 25-30 minutes. Why can't WMATA just keep the D2 and N2/N6 buses that seem to serve people just fine? The D96 bus is pretty much redundant if the 31/33 and D2/N2 stay in place, so why is it being changed? The only change that might be useful with any of the routes in the area would be to extend the 33 to Bethesda	D96 Bethesda - Potomac Park (Metrobus)	33, D2, 33	D96
6/29/2024	Public Coordinate	Where it Goes	It might be better to forgo the route down south dakota ave to instead have the route run down eastern, saving the south dakota avenue routing for the C75. That way, all Rhode Island Ave stops in DC have a one seat ride downtown	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/29/2024	Public Coordinate	Where it Goes	While I get that removing 3Y service is unpopular, it is the right choice. Currently, the 3Y only gets 165 riders per weekday, averaging 12.6 riders per trip. Resources would probably be better utilized elsewhere. Also, the ART 55 and other north-south options are available to connect to Metrorail, making these trips still possible by public transit. However, WMATA should add more service from Foggy Bottom and Farragut Square south to Potomac Park and the State Department, as the proposed D96 is not frequent enough, at least during peak hours.	2025 Proposed Network	3Y	D96
6/29/2024	Public Coordinate	Where it Goes	Add an express bus that runs between Vienna and the airport using the express lane, with intermediary stops at Government Center, Stringfellow PNR, Westfield, and Udvar-Hazy.	2025 Proposed Network		
6/29/2024	Public Coordinate	Where it Stops	To add on to my other comment, a stop should be added opposite to MLK library, making that the terminal stop.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/29/2024	Public Coordinate	Something Else	Call this route F50, not F60 since it runs on US50. It would help with branding, too. (50 on 50?)	F60 Fair Oaks - Ballston (Metrobus)		F50, F60
6/29/2024	Public Coordinate	Where it Goes	Wow. Amazing that you could take a 10-12 block square area of Capitol Hill that was already almost totally unserved by bus (one line - the 96) and double down by eliminating even that offering - valuable to get to Union Station and NW.DC. The D24 and C51 are out of the way and don't get any closer than C/D St and 8th respectively, adding 3-6 blocks' walk for many - likely exceeding .5 mile total for some. In the meantime, the current D6 route is preserved even though C & D are far less suitable for buses - particularly C with the new bike lane. The buses no longer fit in these narrow, one-way residential corridors. Please find a way to retain a route along Mass Ave and/or East Capitol St.	C51 Woodley Park - Anacostia (Metrobus)	96, D6	D24, C51
6/29/2024	Public Coordinate	Where it Goes	need the D82 to connect down to federal triangle to support a wider range of downtown users, especially with more offices in this area going back to in-person	2025 Proposed Network		D82
6/29/2024	Public Coordinate	Where it Goes	There should definitely be a frequent bus route that goes from Tysons to MD/Bethesda; would greatly help commuters going to and from MD & VA.	2025 Proposed Network		
6/29/2024	Public Coordinate	Where it Goes	This is not a good replacement for the V4. It would add a long time to my daily commute and it doesn't make sense to route it to Anacostia given that Navy Yard and Anacostia are already connected via the metro and P6. It's much more useful to connect metros on different lines (Potomac Ave and Navy Yard).	C31 Navy Yard - Capitol Heights (Metrobus)		C31
6/29/2024	Public Coordinate	How Often it Comes	Please increase the frequency of the C85 to 10 minutes or leas during rush hour. It is used by dozens if not hundreds of middle and high school students in the morning and afternoon to go to Deal MS and Jackson Reed HS. It is also used by many people to reach the red line in Tenleytown.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/29/2024	Public Coordinate	Where it Goes	The current p6 route between navy yard, southwest dc, and then north through the mational mall is so convenient so why are you eliminating it? Not everyone can use the metro easily and not everyone finds the metro convenient. Keep the p6!	2025 Proposed Network	P6	
6/29/2024	Public Coordinate	How Often it Comes	I agree with the comments saying that this route needs to be more frequent given that it is the only connectobetween navy Yard and Eastern Market	C43 Carver Langston - Navy Yard (Metrobus)		C43
6/29/2024	Public Coordinate	How Often it Comes	Thank you so much for keeping this part of the M4 route, so our kids can get to Deal and Jackson Reed. Will the every 30 minutes (suggested by the EN-85 route map (even though you've noted here that blue routes are 20 minutes or better) be enough to get all the kids to school? The M4 is currently very crowded before school.	2025 Proposed Network	M4, 20, 30	C85
6/29/2024	Public Coordinate	Where it Goes	This route is not a substitution for the G8! The crucial aspect of the G8 is that it's cross town from Shaw to Farragut. The new proposed routes all terminate at Chinatown or metro center, which makes them duplicative of rail coverage. Now to get to Farragut people is Shaw/brookland have to transfer either bus or rail, adding time and expense to get to the central jobs area. This is a strictly NEGATIVE change to the existing G8 route.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
6/29/2024	Public Coordinate	Where it Goes	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	2025 Proposed Network	D2	D96
6/29/2024	Public Coordinate	Where it Goes	It would be better to loop in a clockwise direction to prevent having to make a left from 7th and have all uptown services at the same stop, rather than the using the downtown stop as an uptown stop.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
6/30/2024	Public Coordinate	Something Else	The 59 express is very useful, would be great tokeep	2025 Proposed Network	59	
6/30/2024	Public Coordinate	Something Else	This is sad that LeDroit Park will lose the G2 route down 4th Street. This route has worked well for our residents and it is used by many Howard U. students. I'm sure most of them know nothing about this initiative and would be stunned that they will not be able to get across town to Georgetown. Has Howard U been engaged in this process?	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/30/2024	Public Coordinate	Where it Stops	Bus stop here or a little farther north on Ingraham would be really useful	2025 Proposed Network		D52, D54
6/30/2024	Public Coordinate	Where it Goes	It would be great to maintain access to Foggy Bottom and the Kennedy Center even outside rush hour service as there are many economic and cultural interests in the area outside that timeframe.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
6/30/2024	Public Coordinate	Where it Stops	I think WMATA really underestimated the amount of ridership that this stop receives. Commuters from NIH and Walter Reed use this stop for a quick connection to Silver Spring. While I generally use this stop to avoid crowding at Bethesda station during PM rush, I have also used this stop to make connections to the Ride On 46 outside of Metrorail hours on weekends (or before the first westbound train leaves Bethesda). I would now have to make multiple connections or leave earlier (which isn't always possible) in order to get where I need to go.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
6/30/2024	Public Coordinate	How Often it Comes	This proposes NO SERVICE on WEEKENDS. Yet many of the staff and health aides at Ingleside Rock Creek retirement community rely on this bus...including on weekends. Weekend service should be added back in for shift change hours -- for example, 6-9 AM, 12-3 PM, 5-8 PM,	C83 Friendship Heights - Fort Totten (Metrobus)		C83
6/30/2024	Public Coordinate	Where it Goes	Changing the D2 route and frequency will make it near impossible to live in Glover Park without having a car. The new route doesn't go anywhere useful and will be significantly slower to get people to the metro and downtown.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
6/30/2024	Public Coordinate	How Often it Comes	This is one of the only routes that goes east west across the park. Really needs to be more frequent1	2025 Proposed Network		C81,C83
6/30/2024	Public Coordinate	Where it Stops	Bus stops for the D5x lines on Ingraham or Hamilton are super important - lots of people and kids use those stops!	2025 Proposed Network		D52, D54
6/30/2024	Public Coordinate	Something Else	First St is a street that is 100% residential. This means we have constant home delivery vehicles stopped in the middle of the street at all hours. UPS, FedEx, Amazon, food delivery. Neighbors drive around these vehicles regularly. A bus will definitely get stuck behind these and back up the street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/30/2024	Public Coordinate	Where it Stops	Please remove this bus stop. It is infrequently used, but the placement causes excessive traffic and pollution to the homes on the North Capitol St NW service road. With the opening up of McMillan/Reservoir District, traffic on the service road will only increase making the buses an even bigger problem. There is a sufficient stop on North Capitol St NW and W that can service this route. Similarly, the stop on North Capitol St NW and T will create the same issues, and people south of Rhode Island can walk to the stop at North Capitol St NW and Randolph.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
6/30/2024	Public Coordinate	Where it Goes	Who is the route on 1st NW serving? This street is already a busy, narrow corridor with frequent dangerous accidents. Keep the route on 4th St NW. Maintain the pickup location on 2nd St NW and Byrant to service the influx of people that will be drawn to McMillan/Reservoir District, but leave 1st NW above Rhode Island as strictly residential street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
6/30/2024	Public Coordinate	Something Else	I don't understand neighbors here that say we need more transit. They obviouly are not using the current 80 bus, G2, or G8. These are great routes!	C55 Tenleytown - LeDroit Park (Metrobus)	80, G2	C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
6/30/2024	Public Coordinate	Something Else	Express buses and bus lanes on Georgia PLEASE	2025 Proposed Network		D4X
			It looks like bus service will be significantly reduced. Under the current schedule, I can catch a bus from about 6:16 AM to 9.:42 AM on weekdays, and under the new proposed schedule, I can only catch a bus from about 6:16 AM to 7:16 AM. While buses may be more frequent (every 20 minutes during that window), it will be impossible for me to catch a bus in the morning, as I need to do other family-related errands before I take the bus.			
			In the afternoon, it looks like the 6:50 PM and 7:20 PM buses from the Pentagon are eliminated. I have a hybrid schedule and take those buses on occasion.			
6/30/2024	Public Coordinate	How Often it Comes	In short, more frequency in shorter time windows will mean I take the bus less, if at all.	F29 George Mason - Pentagon (Metrobus)	20	F29
6/30/2024	Public Coordinate	Something Else	I ride the G2 regularly. There are many riders from the low income communities here that take the G2 to work and school. For all this talk about equity between neighborhoods you are taking transportation away from this community. I've seen absolutely no mention of the Better Bus plan on buses. You would think this would be the first place you would use to get the word out. The majority of today's bus riders don't know about this plan.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/30/2024	Public Coordinate	Where it Goes	I'm a regular G2 rider. This is a really great route that got LeDroit Park and Bloomingdale residents to the Shaw metro station, Logan Circle, Dupont Circle, Foggy Bottom and Georgetown. I really have no need to go up to Tenleytown, and if I did, the red line would be WAY faster than a bus going through the U Street corridor. No way would I ever choose this.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/30/2024	Public Coordinate	Something Else	There is no way people from Virgina are going to take a metro bus to the Hospital Center. And this route does not go all the way to the Hospital Center. It doesn't go anywhere closer to the hospital than the G2 today.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
6/30/2024	Public Coordinate	Where it Goes	The proposed C41 and D24 routes do not adequately cover the elimination of 96 that cuts diagonally across the Capitol hill neighborhood. With the proposed changes, there is a huge hole of transit between 8th St (to the west) and 18th St (to the east) AND between Potomac/Pennsylvania Ave SE (to the south) and C St NE (to the north).	C41 West Hyattsville - Anacostia (Metrobus)	96	D24, C41
			We need Route 1 bus from Rhode Island Ave to College Park to be a high frequency route. Route 1 corridor is booming with new housing developments and we need it to connect to the Purple Line and eventually FBI HQ in Greenbelt.			
7/1/2024	Public Coordinate	How Often it Comes	This bus doesn't come enough for me to be able to use it so I need to take the F4 instead but the first last mile greatly adds to my trip.	2025 Proposed Network	F4	P1X,P10
7/1/2024	Public Coordinate	Where it Goes	Agree with the nearby comment. All buses should be routed off 15th Street. The cycletrack and frequent closures for White House activities cause disruptions on the routes that use it now, so why continue that with an infrequent route?	2025 Proposed Network		F19
7/1/2024	Public Coordinate	Where it Goes	The F19 should provide at least one transfer opportunity to the Metro in Virginia before crossing into DC. Perhaps at the airport or Potomac Yard?	2025 Proposed Network		F19
7/1/2024	Public Coordinate	Where it Goes	This map tool is badly designed. Hard to find my bus routes (the D2 replaced by D86 and the Wisconsin Ave. bus replacement. The new routes will add considerable walking distance and travel time to get from Glover Park to anywhere else I need to go. The current D2 to Dupont Circle is the most direct, quicker way to get from Glover Park to the Metrorail. I am 76 years old with low vision and do not own a car, Many of my neighbors and I depend on the D2 route for grocery shopping at Safeway and Trader Joe as well as for getting downtown via Metrorail. PLEASE STOP TRYHIN GTO "IMPROVE" ON THE D2! Whoever is designing the new bus route clearly does not travel very often by bus in DC.	2025 Proposed Network	D2	D96
7/1/2024	Public Coordinate	Where it Goes	An 18th St bus that connects Foggy Bottom, Dupont, AdMo would help significantly with traffic. Many students at GW work, live, or visit businesses in Dupont or Adams Morgan. It is just too far to walk, and a bus doesn't connect the neighborhoods north-south, meaning far too many people get Ubers and the night time traffic is disastrous.	2025 Proposed Network		
7/1/2024	Public Coordinate	Where it Stops	Why not connect the F19 to the F10?	2025 Proposed Network		F19
7/1/2024	Public Coordinate	Where it Goes	Why not end the P94 at National Harbor all the time, and replace the western end of the route with a new limited-stop frequent service from King St to National Harbor to Congress Heights or Southern Ave?	P94 King St Station - Suitland (Metrobus)		P94
7/1/2024	Public Coordinate	Where it Goes	This route doesn't replace the functionality of the G2 and G8. It adds multiple transfers that would make me less likely to use the bus. Furthermore, this won't be reliable running up 1st street and will make the street far more dangerous to pedestrians. It should run up and down North Capitol which had preexisting bus infrastructure and multiple lanes so it wont be slowed down by delivery trucks and ambulances this.	2025 Proposed Network	G2	C55
7/1/2024	Public Coordinate	Something Else	Our neighborhood is one of the farthest from a subway/metro stop, so having a bus is critical for us. I wish we were getting more bus connectivity, not less.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/1/2024	Public Coordinate	Where it Goes	I want to add to the frustration of several other users about the proposed end point of the D32 (replacing the G8). As others have noted, the current G8 route is a direct and efficient way to get from the Eckington/Brookland/upper NE neighborhoods to Farragut North and the downtown core. By stopping the bus at Gallery Place it would significantly limit its usefulness for many of us who commute further West. From riding the G8, I have observed that a significant number of riders stay on throughout most of the route until its current terminus at Farragut Park. Improvements in the G8's efficiency could be made instead by removing stops (which are placed very close together along Rhode Island Ave).	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/1/2024	Public Coordinate	Where it Goes	Why do all the routes to National Harbor take such circuitous twisty paths? Given how many people come here, there needs to be at least one frequent, direct service between the Metro and National Harbor. Perhaps a direct Southern Ave - National Harbor - King St limited-stop service.	P93 National Harbor - Suitland (Metrobus)		P93
7/1/2024	Public Coordinate	Where it Stops	The D24 should extend at least to foggy bottom to allow for commutes to State Dept, Dept of Interior, SWW, GW hospital ... etc.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/1/2024	Public Coordinate	Where it Goes	I use this bus to commute to work on K St and wish it would still serve K St.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/1/2024	Public Coordinate	How Often it Comes	Please consider a higher frequency route to Six Flags America, at least every 30 minutes on weekends.	P72 Downtown Largo - Bowie (Metrobus)	30	P72
7/1/2024	Public Coordinate	Where it Goes	Agreed with the comment regarding Union Station. That, combined with access from Georgetown to downtown, is what makes it so valuable to me. Cutting the D6 in two is a steep price to pay for modest Sunday service improvements.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/1/2024	Public Coordinate	How Often it Comes	The replacement for the current F6/C8 needs to run at different times. Both buses currently get to the Regents Drive Garage stop heading to the College Park Metro around the same time, and then nothing for 30 minutes. Staggering them every 15 would be much better. I know that the Shuttle-UM covers the College Park Metro to Regents Drive Garage Route for free, but it gets packed during the school year. Shuttle-UM were short staffed and underfunded this year and significantly reduced service in Spring 2024, which meant I was late to work OFTEN or got home half an hour+ later in DC.	2025 Proposed Network	30	P31, P32
7/1/2024	Public Coordinate	Where it Goes	Why is there no service over this stretch of CT Ave? The M22 turns off at E/W highway, and the D70 turns around at Western Ave. They should connect.	2025 Proposed Network		M22, D70
7/1/2024	Public Coordinate	Something Else	It is worrying that there is not a direct and express bus that connects the metro station with the biggest site of the most important space agency in the world. Keep bus 15x!	P20 Greenbelt - New Carrollton (Metrobus)		P20

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/1/2024	Public Coordinate	Where it Goes	A route all along NY Ave would be great. Getting from downtown out to NE is near impossible. Exploring Ivy City or getting to Echostage just doesn't work without a car , and a car is very not conducive to the nightlife and music scene that this neighborhood wants to foster.	2025 Proposed Network		
7/1/2024	Public Coordinate	Where it Stops	Please keep the medical center stop	2025 Proposed Network		M70
7/1/2024	Public Coordinate	Where it Goes	At least one bus route should traverse this section of E/W Highway, perhaps the D4X, and stop at the corner of Blair Mill and Newell. There are a LOT of residential buildings here but it's actually a fair ways to walk to the Metro station from here.	2025 Proposed Network		D4X
7/1/2024	Public Coordinate	Where it Stops	There should be an equivalent route to 15x in the Revised Network Plan, and that route should be more reliable than what 15x currently is. Route G14 is not sufficient to address the needs of the employees commuting to NASA via MetroRail: G14 takes more than DOUBLE the time to get from each Metro station to NASA, without taking traffic into account. In addition, G14 does not stop close enough to the NASA Main Gate on Icesat Rd. Make proposed route P26 a reality, make it reliable (no ghost buses as it happens way too frequently with route 15x) and make sure that fareboxes on the bus work, and you'll have a bus route that will have plenty of customers.	P20 Greenbelt - New Carrollton (Metrobus)	G14, 15X	P20
7/1/2024	Public Coordinate	Where it Stops	Lots of dense housing is served by the D2 today. My family goes to the Dupont Circle farmer's market every weekend on the D2 and would really miss having the bus in walking distance.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/1/2024	Public Coordinate	Something Else	I suppose the frequently requested Tysons-Bethesda connection can serve as the route to Medical Center for those who need it. With HOT lanes on I-495 being extended to the bridge, it could almost run like a BRT line	2025 Proposed Network		
7/1/2024	Public Coordinate	How Often it Comes	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 7 line was cancelled. Therefore, I urge you to reconsider the reductions in service.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/1/2024	Public Coordinate	Where it Goes	A New York Ave 7th St-Fort Lincoln line would be super helpful!!	2025 Proposed Network		
7/1/2024	Public Coordinate	Where it Goes	It is disappointing to see that the Parkfairfax community and its several thousand residents will lose all WMATA bus service. The geography of the neighborhood is very hilly, which would make it difficult for residents like me to get to and from the new stops.	A71 Ballston - King St Station (Metrobus)		A71
7/1/2024	Public Coordinate	Where it Stops	Please do not remove the stop at Mintwood place, this is where many people get on to go to work.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/1/2024	Public Coordinate	Where it Goes	Consider running a high-frequency, limited-stop route from National Harbor directly to the Metro on both sides of the river. King St - National Harbor - Congress Heights. Then you can make the P94 significantly simpler by just ending in National Harbor every time.	2025 Proposed Network		P94
7/1/2024	Public Coordinate	Something Else	In the morning, this is a commuter bus to the Department of State. Often by 9:15 am the bus is so crowded at this stop that 2 busses go past before I am able to get on. We need more frequent service and this line definitely needs to extend to the State Department.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/1/2024	Public Coordinate	Where it Goes	As a Glover Park resident who commutes to Metro Center by bus (via Dupont Circle) most days, I'm concerned about the proposal to replace the D2 with the D96. It appears that the proposed D96 will require a longer walk for most Glover Park residents, will run with one-half the frequency of the D2 during peak commuting hours, and will be a longer route more prone to delays and bunching. Adoption of this proposal will make it more likely that I resort to using ride-sharing for commuting more regularly and might even make it necessary for us to become a two-car household.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/1/2024	Public Coordinate	Where it Goes	The current 42/43 is a thoroughfare for US Department of State workers. About half of the bus gets off the 42/43 in the morning at 21st and E. And everyone gets on at the end of the day at the Virginia ave NW and 21st stop. Please continue to extend this route down to the mall so that way we can get to work. Thank you.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/1/2024	Public Coordinate	Where it Goes	We moved into Glover Park specifically because of the bus route 7 years ago. This new plan removes every single part of the public transportation that we use every week. I have an option to work from home but choose to go in to the office to support the local economy including restaurants near my office. With the proposed bus route change, I will work from home, and may even choose to move out of the city since I do not need to be here... I want to be here. The D2 picks up within a block or 2 from my home, and drops us off at Dupont Circle for an easy walk to office, restaurants, shops, and more. Remove this and you are removing a live line for the Glover Park community. How sad.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/1/2024	Public Coordinate	Where it Goes	The line needs to extend to the State Department. More than half of the people on this bus are going there.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/1/2024	Public Coordinate	Something Else	This line really needs to continue to extend into Foggy Bottom and to the State Department. This is way way too far away.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	There are very limited options for getting to the U.S. Department of State from Adams Morgan and surrounding neighborhoods. This bus is full of State Department employees every morning and evening. Altering this route to remove these stops would affect hundreds of people relying on this route to get to and from work, providing no other viable options.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	I am concerned that the new westbound routing not only cuts off service to Children's Hospital (where I regularly see people waiting for the bus!), but adds two potential conflicts with the Irving-Kenyon bikeway, plus potential conflict with the lower Park Place-Hobart bike lane and Warder Street bikeway. Would suggest at least the westbound bus maintain the current routing on Michigan Ave.	C61 Tenleytown - Brookland (Metrobus)		C61
7/2/2024	Public Coordinate	Where it Stops	This stop is not safe, especially in the winter. The sidewalk is quite narrow, it is not well lit and it is very close to the Beltway ramp. The stop at Lone Oak and Southbound Old Georgetown is safer for the number of people in the Ashburton neighborhood who use the bus daily.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/2/2024	Public Coordinate	Where it Goes	There are limited transportation options for getting to the Department of State. The 42/43 bus routes are critical and must remain.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	Very disappointed that the route will no longer go to the State Department. This will significantly lengthen my commute - requiring 15+ minutes of walking after a bus or metro ride.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Stops	This stop has a layby at the light which encourages the bus driver to pull over. The light makes it easier to merge back into traffic. The street lighting needs to be increased.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/2/2024	Public Coordinate	How Often it Comes	Please consider more Often than every 30 min on river road during rush hours. Unless at least every 15 minutes it is hard to make work for use to commute to redline because I missed or delayed buss means late for work or extra 30 min to get home.	2025 Proposed Network	30	M82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/2/2024	Public Coordinate	Where it Goes	This bus needs to run to the West Hyattsville Metro. Getting this close and not going there, while eliminating the bus that *does* go there, is extremely inconvenient.	P43 Takoma Langley - Addison Rd Station (TheBus)		P43
7/2/2024	Public Coordinate	How Often it Comes	Between the A58 and the F60 (both running every 20 min) in theory there will be a bus coming down Wilson Blvd into Ballston every ~10 min. That would be an improvement on the current situation and help people get around the area car free.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	20	A58, F60
7/2/2024	Public Coordinate	Something Else	Please keep express service on 14th street. Instead of eliminating the 59, it should be extended to all-day express service. The regular 14th street buses are extremely crowded and slow. The 59 is faster for those going longer distances.	2025 Proposed Network	59	
7/2/2024	Public Coordinate	Something Else	Great route, love the 52 and 54. Please do something to reduce bus bunching, going to be really important for the 52 and 54 to be evenly spaced out especially now that circulator will not be running on 14th.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 54	D52
7/2/2024	Public Coordinate	Where it Goes	The route for the proposed D96 will force me to walk more than double the length to and from the bus. Please preserve the current route of the D2 in Glover Park while maintaining the new connection to points north up to Bethesda.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/2/2024	Public Coordinate	Where it Stops	Agree with other comments, would be valuable for this bus line to stop at (or closer to) Ballston Metro to facilitate transfer to metro rail.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/2/2024	Public Coordinate	Where it Goes	I mentioned earlier that restoring service back to L'Enfant Plaza might be a good idea, but an extension to Federal Triangle would be good. It would restore direct access to Federal Triangle for Takoma Park residents once D46 is cut back to petworth.	D54 Takoma - Metro Center (Metrobus)		D46, D54
7/2/2024	Public Coordinate	Where it Goes	This route needs to extend to the US department of State, most of the people on the bus are going to a State Building or World Bank building.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	Please include the U.S. Department of State on this route.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	Please extend this line to the US Department of State (E and 21st Street) many many people on this line are headed there and choose their apartments based on the ability to get here.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Stops	This route should loop to the West Hyattsville metro station. This gets you close, but this walking route to the metro is VERY difficult, forcing you to cross busy roads with lousy pedestrian infrastructure. The current F8 bus is a popular route with many people embarking and disembarking at West Hyattsville. Why get rid of that stop?	P43 Takoma Langley - Addison Rd Station (TheBus)	F8	P43
7/2/2024	Public Coordinate	Where it Stops	Would be convenient to have D72 keep its existing route for ease of access route into this part of DC!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	How Often it Comes	Proposed A27 route is a significant downgrade in service levels from the current 7A route. Current 7A frequency during rush hour needs to be maintained given how full the buses currently are. Use of the I-395 general lanes to transit to the Pentagon versus the Express Lanes is also a major downgrade to the quality of this route.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/2/2024	Public Coordinate	Where it Stops	I use this bus stop daily. It is always busy from the afternoon until late at night. I work in DC, socialize in DC, attend baseball games, etc. and take this bus home and to medical appointments near Rockledge and in downtown Bethesda. The bus stop at Bethesda Metro is miserable and does not feel safe at night. This stop serves NIH and Navy Medical/Walter Reed.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/2/2024	Public Coordinate	Something Else	Posting here since this is my home route, but I wish that more detailed information about visionary routes could be shown here or somewhere else (the current visionary network PDF lacks route specific maps). Since i've seen the visionary, I know where things are aligned as provisions for future reworkings under the visionary network (IF it ever happens, mind you). Might nip some bad faith criticisms i've seen here in the bud.	D54 Takoma - Metro Center (Metrobus)		D54
7/2/2024	Public Coordinate	Where it Goes	good streamlining through the neighborhood; avoids the somewhat complicated loop of the current 74.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/2/2024	Public Coordinate	How Often it Comes	They should really increase the service frequency and hours on weekends. A lot of us still have to work weekends, and it just makes commuting a lot harder when the bus never comes on time.	P72 Downtown Largo - Bowie (Metrobus)		P72
7/2/2024	Public Coordinate	Where it Goes	I suggested a replacement for circulator green service if it bites the dust next year on another page, but this route would also be a good one to replace that service as well. It would eliminate an added transfer Columbia heights residents would need to make to get to woodley park down to zero, as well as provide another crosstown route between the two ends of the red line. Once resources open up, this could be made into its own route similar to the current green route.	D46 Takoma - Petworth (Metrobus)		D46
7/2/2024	Public Coordinate	Where it Goes	But adding on to the front and back end of this new route, you ensure that the Glover Park to red line/Dupont connection will be massively slowed down and delayed.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/2/2024	Public Coordinate	Where it Goes	I use the 42/43 bus route everyday and I'm not happy about the fact that the new D72 bus will not be the exact same route. No one asked for this new proposed routes so the least you could do is keep all routes the same.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	How Often it Comes	With the Circulator going away, Dupont's already poor east-west connectivity isn't going to get dire. This isn't enough service.	2025 Proposed Network		D92,D94
7/2/2024	Public Coordinate	How Often it Comes	Better frequency please!	D92 Georgetown - Union Station (Metrobus)		D92
7/2/2024	Public Coordinate	Where it Goes	The D72 line needs an extension to the Kennedy Center. I know a lot of people's commutes, including friends, from NW DC to SW DC will be affected greatly if an extension isn't made.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	How Often it Comes	This bus needs to run incredibly frequently to handle morning commuter traffic. I stand here with between 5-15 other people each morning, and the bus is often so full that we cannot all board the bus when it arrives. Knowing that the 42 and 43 both pass this stop alleviates some of that pressure, but reducing this stop to a single line will only worsen this problem. I have begun to account for the fact that I cannot trust whether I will get to ride the scheduled bus. We rely on WMATA for our commutes, and reducing the frequency of buses at this stop will only continue to erode my trust in the bus system.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/2/2024	Public Coordinate	Where it Goes	Maybe consider a Woodbridge to DC and Manassas to DC Route? Like a 19M and 19W. The 19M can go from Manassas Station at Battle & Prince William Streets to Downtown via I-66, then the 19W can go from Potomac Mills and via the Summerland Heights area to Downtown via I-95/395	2025 Proposed Network		
7/2/2024	Public Coordinate	Where it Goes	The A1X route (MW1) south from Crystal City Metro until it returns to Crystal Dr. on HW1 and Clark St is a huge waste of bus time and add significant uncertainty due to traffic at rush hour. A1X southbound should leave Crystal City Metro, turn left onto 18th, then right onto Crystal Dr and retrace its route. Very few riders use Clark St bus stops and the pedestrian development of the area is focused on Crystal Dr.	A1X Pentagon City - Braddock Rd (Metrobus)	MW1	A1X
7/2/2024	Public Coordinate	Where it Goes	The J1 is my primary means to get to work from Silver Spring. There are no other options under the proposed routes that come close to medical center or this location.	M70 Montgomery Mall - Silver Spring (Metrobus)	J1	M70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/2/2024	Public Coordinate	Something Else	The BB Network creates an even larger bus desert in Rock Creek West. It's much worse bus service for us. The M4 frequency will be every 30 mins all day, we have no weekend service, and we've permanently lost direct metrobus access to Friendship Heights, Ct. Avenue, and Lafayette School. RESTORE THE E6. WMATA used a global health pandemic to cancel the route without public input. NOT FAIR.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4, 30	C85
7/2/2024	Public Coordinate	Something Else	The 42/43 and the 31/32 are major commuting lines for the US department of state. These lines must continue to extend down to the World Bank and State Department. Thank you.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Stops	Would be nice to add a stop at NJ/P	D92 Georgetown - Union Station (Metrobus)		D92
7/2/2024	Public Coordinate	Where it Goes	Please do not get rid of the 96 bus, it is my only option in my area to get to work. No other proposed route comes close or goes anywhere near my job.	2025 Proposed Network	96	
7/2/2024	Public Coordinate	Where it Goes	I would like the D72 route to extend to the US Department of State!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	The 42/43 is HEAVILY relied on by individuals who work at several agencies in the south western corridor , including those who work at DoS and World Bank. Although extending the route north to Cleveland Park may help some, it also harms individuals needing to go further than where the D72 is proposing. Also, the current 42/43 busses get very full, very fast. By extending the route north without updating the frequency will make this bus nearly obsolete. The proposed D72 route does not accurately reflect the needs of those who use the 42/43 route everyday and will force people to use other means.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Something Else	The M4 is not a substitute for the E6. WMATA has taken away my metrobus access by eliminating the E6 route. I now must walk to get to where I want to be. This isn't how public transit should operate. Shame on WMATA for proclaiming that their proposal will result in Better Bus service for the community. Public transit is fundamental and should be an option for ALL the residents of the District of Columbia, not just some.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
7/2/2024	Public Coordinate	Something Else	42/43 is D72. This is the H8	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D74
7/2/2024	Public Coordinate	Where it Goes	While I appreciate that this routing picks up the Children's Hospital access the C61 drops, I am concerned that it also introduces potential conflicts between buses leaving the hospital complex and the Irving-Kenyon bikeway. I would suggest instead making the hospital service a one-way clockwise loop--instead of turning around at WHC, simply continue south on First and make the left onto Michigan. This would additionally allow eastbound riders from Children's Hospital to get on the bus without having to cross Michigan Avenue, simply staying on the bus through WHC. Then, for service from WHC to CNH and points west, return the C61 to Michigan Avenue....	C63 Washington Hospital Center - Deanwood (Metrobus)		C61, C63
7/2/2024	Public Coordinate	Where it Goes	Hi! The 42/43 is the only bus line that serves federally employees to get to their offices if they work southeast of the White House. So many buses along similar routes already terminate near Farragut, if the 43/42 terminates, then all Federally Employees will be required to drive thus creating more pollution, risk their lives biking (multiple collisions and many life threatening), the bus route is already extremely crowded and limiting it to one line would create more congestion along the roads to the Harry S Truman building. This is a terrible proposal which creates more implications to the already highly traffic congested routes. Metro bus should add more 43/42 buses that go past Farragut, not less. Thank you.	2025 Proposed Network		D72
7/2/2024	Public Coordinate	Where it Goes	WMATA, shut these NIMBYs up - you know all too well that buses don't add congestion, the remove it. You live in a dense part of a city and can't stand buses? Leave	2025 Proposed Network		C55
7/2/2024	Public Coordinate	Where it Goes	Prefer the current G2 route that stays on P St in Georgetown, though not super upset about it now going to Union station	2025 Proposed Network	G2	D92
7/2/2024	Public Coordinate	Where it Stops	This stop is located at a main pedestrian access into the Ashburton neighborhood. The street lighting should be improved rather than moving the stops that service this neighborhood access point.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/2/2024	Public Coordinate	How Often it Comes	This bus needs to run on Sundays and after 7:30 pm on weekdays. People are still commuting home from work at 7:30pm on weekdays.	P43 Takoma Langley - Addison Rd Station (TheBus)		P43
7/2/2024	Public Coordinate	Where it Goes	I would like to see the bus line go to the Kennedy center	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	How Often it Comes	This route needs to come every 15 min or better.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/2/2024	Public Coordinate	Where it Goes	Most people who take this route rely on it to get to work at State Department, so it needs to extend all the way. If the route is truncated, that would place undue burden on the majority of riders who take this route.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	(addendum) Either way, if curclator is no more, than the extension to Lincoln memorial should be expedited.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/2/2024	Public Coordinate	Where it Stops	Commuters need this line to get to GW & Kennedy Center from NW! The bus is already crowded to the point you're not guaranteed entry along this route!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Goes	The new bus route complete removes access to the high residency in Brookville. This 8W bus route is regularly full from commuters in the neighborhood. Additionally, this route is already copied from the Van Dorn to Pentagon bus route. Removing the 8W would greatly impact the ability of folks to access public transportation.	A28 Landmark Mall - Pentagon (Metrobus)	8W	A28
7/2/2024	Public Coordinate	Where it Goes	A lot of people live in northwest DC and commute to the world Bank, IMF, and DoS. Removing the southern portion of this route will heavily increase many people's commute time on an already unreliable route. It doesn't make sense to make everyone transfer-- there should be a route for these commuters	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/2/2024	Public Coordinate	Where it Stops	This stop is impossible to make due to the left turn. The H8 never stopped here anyways	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D74
7/2/2024	Public Coordinate	Where it Stops	Getting rid of this stop and all the others in the heart of Glover Park is punitive to a community without a metro who depends on the bus. It goes against the idea that the city is supposed to be encouraging walking and transit when you keep trying to cut the frequency and convenience of bus lines in communities that want to not depend on cars!	D96 Bethesda - Potomac Park (Metrobus)		D96
7/2/2024	Public Coordinate	Where it Goes	I've mentioned elsewhere that service downtown should be extended through the national mall and tidal basin to replace the circulator if it bites the dust; this would be the best one to do so. Service could run every 10 minutes between union station and the tidal basin. This route is good to replace the circulator as it stops where the circulator red route terminates, as well as serving other tourist destinations like the US Capitol, Nats park and Audi Field.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/2/2024	Public Coordinate	How Often it Comes	Buses should come more frequently on this highly travelled corridor.	2025 Proposed Network		P1X,P10

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/2/2024	Public Coordinate	Something Else	What happened to the 86 bus? That shouldn't go away!	2025 Proposed Network	86	
7/2/2024	Public Coordinate	Where it Goes	The proposed route severely disserves any federal employee who works south of the White House. The 42/43 is already so overcrowded as it picks up passengers through Adams Morgan and Dupont, so limiting this service to one route that ends at Farragut would effectively force federal employees to drive to the office. This would only increase traffic on Connecticut Ave (which is already so congested during rush hour). the GWU/State Department area is already so underserved when it comes to bus routes from NW DC (ie., Adams Morgan, Mt. Pleasant) that eliminating this stop would be catastrophic to federal employees in the District. I strongly recommend that WMATA does not eliminate the State Department as a stop along this route.	2025 Proposed Network		D72
7/2/2024	Public Coordinate	Something Else	What happened to the 13A & 19 bus routes? Those should not go away.	2025 Proposed Network	13A, 19	
7/2/2024	Public Coordinate	Where it Goes	I love the 42 and hate the 43 and so replacement. By dipping under the circle, it takes forever to got a 42, and it's a strenuous walk up to S Street to catch a 43 -- assuming I don't miss it. 42 buses connect with the Dupont Circle station; the 43s really don't.	2025 Proposed Network	42, 43	D72
7/2/2024	Public Coordinate	Where it Stops	Removing this portion of the current 86 line takes away the only way to get from this section of Hyattsville to downtown Hyattsville. Please keep a line running through this part of the neighborhood.	P10 Rhode Island Ave Station - College Park (Metrobus)	86	P10
7/3/2024	Public Coordinate	Where it Stops	The proposed stop does not adequately service access the DuPont Circle Metro. The stop should be closer to either DuPont entrance.	D92 Georgetown - Union Station (Metrobus)		D92
7/3/2024	Public Coordinate	Where it Goes	I would like the D72 to extend to the US department of State. My commute will take much longer if it does not.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	How Often it Comes	The line waiting for the 7A at the Pentagon is usually pretty long. With so many residents in Seminary Towers and Fairlington, keeping a "rush-hour" schedule seems like a good way to keep more people from using personal vehicles.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/3/2024	Public Coordinate	Where it Goes	Please extend this line so that way State Department staff can get to work. Many people on this bus are headed there.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	Both new buses the P40 and the P41 follow the same route along 38th street from Rhode Island to Hamilton St. That means there is no longer a connection (currently provided by the F8) between West Hyattsville and Hyattsville's historic downtown where there are many shops and restaurants. Could either the P40 or the P41 be rerouted to the current F8 route up Rhode Island and then west along Jefferson St? That would enable people towards West Hyattsville to get to Hyattsville's Route 1 retail and restaurants.	P43 Takoma Langley - Addison Rd Station (TheBus)	F8	P43, P41, P40
7/3/2024	Public Coordinate	Where it Goes	To pile on the other coments...seems like a big mistake to not take the I-395 Express lanes. Is the intent to use the main lines, or did a note about using Express Lanes just get left off of the A27 proposal sheet?	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/3/2024	Public Coordinate	Where it Goes	The 42/43 are a lifeline for people who work at State and live in NW DC. Please extend the D72 to this location or keep one/both of these existing lines in operation.	2025 Proposed Network		D72
7/3/2024	Public Coordinate	Where it Stops	Keep the J2 bus along Wisconsin. It allows for a quick connection to Bethesda metro station.	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
7/3/2024	Public Coordinate	Where it Goes	The bus needs to go to the State Department/Foggy Bottom, over half of the ridership of the current 42/43 is going here	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	Residents in this area need a direct way to and from Hyattsville Crossing	2025 Proposed Network		P32
7/3/2024	Public Coordinate	Where it Goes	Please maintain a stop at the State Department on the D72 route. Thank you!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	How Often it Comes	There should be hi frequency access routes to metro stations running along Adelphi Rd	2025 Proposed Network		P32
7/3/2024	Public Coordinate	How Often it Comes	Residents in this area need a direct way to and from Hyattsville Crossing.	2025 Proposed Network		
7/3/2024	Public Coordinate	How Often it Comes	Residents of University Park and areas N and E of Hyattsville Crossing must walk over a mile to take a train due to lack of routes.	2025 Proposed Network		
7/3/2024	Public Coordinate	Something Else	Please don't eliminate bus service to this area of the Hill! It just exacerbates gentrification and cost of living!	2025 Proposed Network		
7/3/2024	Public Coordinate	Something Else	Please continue this line for the commuters to the State Department, thank you!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	This is extremely poorly thought out. The vast majority of people living in Adams Morgan/Mt Pleasant/Columbia Heights would not choose to take the current 42/43 if it ended at Farragut Square. The whole upside of this line is that it goes directly to Foggy Bottom. There are other options to get to Farragut Square MUCH quicker - S2/S9, Woodley Park Metro stop... Why remove the entire purpose of this line by having it end here and remove the last option available for people going to Foggy Bottom for work?	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Stops	Consider redirecting line a different direction and ending in Foggy Bottom. This would bypass the high traffic area on Connecticut and reduce commute times. There are already bus lines/Woodley Park Metro that give service to Farragut from Adams Morgan/Mt Pleasant much faster than the 42/43 currently do	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	There are lots of transportation options for NW neighborhoods to get to Franklin Square and almost 0 options to get to Foggy Bottom, we need more service!! Particularly at a time when the city is asking to reduce telework, we need to ensure people's 3 mile commute doesn't take 1.5 hours (as it already does without the proposed elimination of the 42/43)	D62 Silver Spring - Franklin Square (Metrobus)		D62

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/3/2024	Public Coordinate	Where it Goes	As pointed out by many comments, this proposal is a bit absurd. The 42/43 is ALWAYS jam packed during rush hour to get employees to the State Department, GWU, and many many other offices in foggy bottom. This route already takes too long (often it takes 45 min-1.5 hours to go 3 miles) and there are literally 0 other transportation options to get from Mt Pleasant/Columbia Heights (major residential area) to Foggy Bottom (major work area). If anything, we need increased service (every 5 min) during rush hour, fewer stops, and an express bus option. If you take away this bus, you will see a dramatic increase in number of remote working employees because I simply am not willing to spend 2 hours commuting 3 miles and do not want to bike with no bike lanes in this city. PLEASE improve this line - consider having an option like the S-9 that goes to Foggy Bottom - very few stops and turns, comes every 5 min. Run the same route as the S-9 and end West of the White House. That, or eliminate the 42 (very few people get off at Dupont stops) and run the 43 more often during commuting hours. At the very least please do not take away a major commuting line right when the city is requesting to reduce telework.	2025 Proposed Network	42, 43	D72,D6X
7/3/2024	Public Coordinate	How Often it Comes	This stop needs to have the most frequent service. I stand at this stop at least 3-5 days a week with between 5-15 other people each morning, and the bus is often so full that we cannot all board the bus when it arrives. While the 42 and 43 currently both service this stop, reducing this stop to a single line will only worsen this problem. There are so many people that rely on this route to get to the State Department or GWU, and every single bus is full of people during commuting times. It has become stressful to not be sure if I can trust that I will be able to squeeze on the next 42/43 that is arriving. We need more frequency on this route and stop, not less. Additionally, PLEASE extend the D72 to State Department/Potomac Park/Kennedy Center. The current 42/43 is an absolutely critical route for the many State Department workers who live in Mt. Pleasant or Adams Morgan and is the only viable public transit between these two areas. At least half or even 75% of the full bus in the morning gets off at State Department/21st and E/Virginia Ave and 22nd St. If this route stops at the White House, the bus will no longer be a practical and efficient way to commute to work and the many workers will have to find other transport methods. I strongly recommend that WMATA does not eliminate the State Department or Potomac Park (Virginia Ave and 22nd Street) as a stop along this route.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/3/2024	Public Coordinate	Where it Stops	TURN RIGHT WE NEED TRANSPORT INTO FOGGY BOTTOM	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/3/2024	Public Coordinate	Where it Goes	I know multiple people that take this route to the state department, and I think a loss of device to that area from Adams Morgan would be detrimental.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	All of these stops directly parallel, literally 3 blocks from the green line?? Seems extremely redundant and inefficient. Most people going between these locations would choose to take the metro. Please have at least one service option that goes to Foggy Bottom from NW.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/3/2024	Public Coordinate	Where it Goes	PLEASE extend the D72 to State Department/ Virginia Ave and 22nd St/Kennedy Center. The current 42/43 is an absolutely critical route for the many State Department workers who live in Mt. Pleasant or Adams Morgan and is the only viable public transit between these two areas. At least half or even 75% of the full bus in the morning gets off at State Department/21st and E/Virginia Ave and 22nd St. If this route stops at H Street, the bus will no longer be a practical and efficient way to commute to work and the many workers will have to find other transport methods. I strongly recommend that WMATA does not eliminate the State Department or Potomac Park (Virginia Ave and 22nd Street) as a stop along this route. Additionally, this route needs to have the most frequent service. I stand at my stop in Adams Morgan at least 3-5 days a week with between 5-15 other people each morning, and the bus is often so full that we cannot all board the bus when it arrives. While the 42 and 43 currently both service a similar route, reducing this route to a single line will only worsen this problem. There are so many people that rely on this route to get to the State Department or GWU, and every single bus is full of people during commuting times. It has become stressful to not be sure if I can trust that I will be able to squeeze on the next 42/43 that is arriving. We need more frequency on this route and stop, not less.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/3/2024	Public Coordinate	Where it Goes	Please consider having a version of this bus go West at K street to service Foggy Bottom.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/3/2024	Public Coordinate	Where it Goes	Why are there two buses that go East at K street and 0 options that go West??	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/3/2024	Public Coordinate	Where it Stops	The D6X should stop here on 9th to provide connectivity to the D1X for cross-town trips.	D6X Silver Spring - Federal Triangle (Metrobus)		D1X, D6X
7/3/2024	Public Coordinate	Where it Goes	It would be ideal for the bus system to provide access to Rock Creek Park around Pierce Mill.	2025 Proposed Network		
7/3/2024	Public Coordinate	Where it Stops	The traffic light at the southward crossing on 12th across Penn does not lend itself to catching a bus coming eastbound and waiting at the intersection of Pennsylvania and 13th. Often, the bus makes it through two lights and right past the stop before I am able to cross to catch the bus. I recommend that WMATA work with DDOT to examine all pedestrian crossings and allow riders to catch the bus safely. If not possible, I recommend this stop be moved to the corner and parking be reduced on this block. The middle of the block stop means I often end up flagging the driver down while they're at the light to board illegally. I regularly use the bus.eta.wmata.com time estimates and still run into this problem because of the light.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
7/3/2024	Public Coordinate	Where it Goes	1st st can not handle a bus route. While Bloomingdale and nearby Howard Hospital NEED bus access to destinations without transfers, this branch of the route does not meet those needs. Adding bus service on this street will greatly alter the safe, neighborhood feel of the area.	2025 Proposed Network		C55
7/3/2024	Public Coordinate	Where it Goes	Capitol Hill, in the north-central area as you go north from metrorail along Penn ave and toward H st NE, is not adequately served by busses in this network. You have left a large swath of homes inaccessible via this network. While this area is more wealthy and less transit-dependent, the proposed network encourages the use of rideshares and personal vehicles by removing residential access to what was the 96 bus.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/3/2024	Public Coordinate	Where it Stops	You have destroyed the 96. For people who live in western Cap Hill, connect from NW (Adams Morgan) to Union Station, work in/near the Capitol, this does not suffice. Walking to 8th st in infeasible for those who have been using the Mass ave stops on the 96 to get to dense areas in NW served by no metrorail or the green line. Even if other lines connect to this, with 10+ minute unpredictable headways, people are not likely to transfer. Busses. Bus to bus transfer is very uncommon and cannot be relied upon for this success of this BNR.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/3/2024	Public Coordinate	Something Else	The 16Y is usually packed by the time it reaches the Constitution & 20th stop in the P.M. Hopefully the A49 will run more frequently so everyone gets a seat. This stop also needs a shelter or at least a bench.	A49 Culmore - Metro Center (Metrobus)	16Y	A49
7/3/2024	Public Coordinate	Where it Stops	Fully agree that the busses should run on one pair of North/South routes, providing more frequency for shared parts of the route.	2025 Proposed Network		D94, D96
7/3/2024	Public Coordinate	Where it Goes	I love that this bus touches further west in the Capitol Hill Neighborhood than current routes do, and provides a connection to Navy Yard that does not currently exist. However, the lost connection to Union Station takes away access to an absolutely critical part of the network, especially during rush hour. If possible, this bus should go at LEAST west to 2nd st to allow pedestrian connection to the Union Station area and the Senate Office Buildings. At best, the bus goes all the way to Delaware or 1st at Columbus circle. In my opinion, this route is useless if it is rush hour only/infrequent and does not even go to a major transportation hub.	C43 Carver Langston - Navy Yard (Metrobus)		C43

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/3/2024	Public Coordinate	Where it Stops	This area's congestion will immediately slow and bunch buses.	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/3/2024	Public Coordinate	Something Else	Thumbs up to the A71 proposed route. I can use this to get to King Street without needing to walk to Bradlee Center (to catch Dashbus, currently).	A71 Ballston - King St Station (Metrobus)		A71
7/3/2024	Public Coordinate	Where it Goes	Why not continue the bus to the Kennedy Center? It will be hard for me and many of my friends to get to work if this changes, hard for my neighbor's kids to get to school, and will take away our only connection from Mt. Pleasant and Columbia Heights (the MOST densely populated neighborhood in the city) to Foggy Bottom and West End. I won't be able to get to my dentist on the bus anymore. I'll have a much longer walk to work in all kinds of weather. I think the other changes to the line seem exciting, but cutting off the end of this route would be a very negative change.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	Please don't eliminate 42/43 service to Foggy Bottom and the Kennedy Center. Not only will you eliminate virtually all access via public transport to several large federal buildings, but you will eliminat transport to and from DC's largest performing arts venue.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	Why is it split between 4th and 6th? Why can't it run bidirectionally on 2nd? Or all on 4th?	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/3/2024	Public Coordinate	How Often it Comes	during rush hour, this should come at high frequency.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
7/3/2024	Public Coordinate	How Often it Comes	This area does not have metro access and needs more frequent service.	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/3/2024	Public Coordinate	Where it Stops	This staying mostly the same as the 32 is great news to me. Please do not make further changes to this routing.	D12 Kennedy Center - Southern Ave Station (Metrobus)	32, D12, 32	D12
7/3/2024	Public Coordinate	Where it Goes	the D1X should continue to Penn and 13th NW to serve rush hour needs for connections to offices in Penn Quarter. I do appreciate the express route to connect to the green and yellow lines at Archives, as the 32/36 currently serve this purpose.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
7/3/2024	Public Coordinate	Where it Goes	Please don't remove one-seat access from the Foxhall shopping complex (home to lots of medical practices and stores) as well as a nearby school and residential area) to the Metro. The N2/N6 are a straight shot to Tenleytown; the D96 is not.	2025 Proposed Network		D96
7/3/2024	Public Coordinate	Where it Goes	Please extend this bus route to include the US Department of State office building at 2201 C Street, NW. Many residents use this bus to commute to work every day. Thank you so much. Susan Ackerman	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Stops	Do not listen to comments on this stopping too frequently. The current D6 bus has frequent stops, which add options for people to reduce walking, but are not always stopped at which allows the bus to still breeze by.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
7/3/2024	Public Coordinate	Where it Goes	There are basically no other commuting options down to foggy bottom and south for people living in NW if the 42/43 stops here. So few lines connect that that part of SW! The stop at e and 21st nw is a HEAVILY used stop, dozens of people each bus during rush hour. Please don't cut	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	I take the 42/43 bus near the state department from Adams Morgan. The proposed changes to the D72 route would mean that I would be unable to reach my employer via public transportation. Please reconsider making this change as it would disrupt employees, who are already reluctant to go into the office, from reaching their employer. This further harms businesses in downtown DC	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/3/2024	Public Coordinate	Where it Goes	I really love that this creates a North/South connection between western Capitol Hill (west of 8th st including Union Station) and Navy Yard and Waterfront. Currently, there is an almost 2 mile gap in transit options right now.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/3/2024	Public Coordinate	Where it Stops	Need stops going down 22nd still. 31 is infrequent enough compared to 33 that it's already not serving GW students and State employees, but getting rid of it entirely is ridiculous.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 33	D82
7/3/2024	Public Coordinate	Where it Stops	Can you work with DDOT to install flashing crossing lights on the norhtbound side at Branch and U Street SE? There are already multiple speed cameras here but this would make crossing to get the downtown bus more pedestrian friendly.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
7/3/2024	Public Coordinate	Something Else	Does the 2025 Better Bus plan include installing more parking spaces in Friendship Heights? They're going to need them. If the proposed changes to the coverage once provided by the M4, E4, E6 buses takes effect, Friendship Heights should expect that many people will stop arriving by bus. Instead, they'll drive. Is Friendship Heights prepared for more traffic and more people searching for places to park while they shop, go to the MD, or take the Metro downtown? People in the Chevy Chase/Barnaby Woods/Hawthorne area who use the bus to get to and from Friendship Heights will have no other option. WMATA's proposed changes require unrealistically long walks to the nearest bus stop, followed by convoluted, time-consuming rides that include transferring to a second bus that connects to the Friendship Heights station. This plan is unrealistic. WMATA will lose bus and subway customers who will never come back. A world-class city should make public transportation easy and logical. Not create transportation deserts. Please think again.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	E4, M4	C85
7/3/2024	Public Coordinate	Where it Goes	Why stop the D70 here? It should continue north on CT and connect with the Purple Line station not far north of here.	2025 Proposed Network		D70
7/3/2024	Public Coordinate	Where it Goes	Why don't the C85 and D92 connect? They're only a few blocks apart	2025 Proposed Network		D92, C85
7/3/2024	Public Coordinate	Where it Stops	The Constitution & 21st stop is essential for my A.M. commute to the Dept. of State. Even better if it would stop at Constitution & 22nd.	A49 Culmore - Metro Center (Metrobus)		A49
7/3/2024	Public Coordinate	How Often it Comes	30 minute frequency isn't great (particularly for coming home given timing between rail to bus). However, on balance, 30 minutes can be ok since the loop through Park Fairfax is eliminated. Since Park Fairfax is well served by Dashbus.	F66 Culmore - Pentagon (Metrobus)	30	F66
7/3/2024	Public Coordinate	Something Else	Is there a reason that the former 97 is not being considered? There is no bus along East Capitol, making traveling from one end of Cap Hill to the other end (in the District's largest residential neighborhood) impossible via transit with this network, especially given the removal of the 96.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/3/2024	Public Coordinate	Where it Stops	The stop at Washington Blvd & N Bryan is essential for my A.M. commute. Most mornings, 3 or 4 people get on at this stop. The 16Y bus is often packed by the time it reaches this stop. I hope the A49 will run with more frequency so that everyone can have a seat.	A49 Culmore - Metro Center (Metrobus)	16Y	A49
7/3/2024	Public Coordinate	Something Else	Thoughts from someone who lives in LeDroit: (1) All of this fearmongering about a bus on 1st St is way overblown. If a bus on 1st St makes sense for a route, WMATA should do it. BUT (2) 1st St is NOT essential to this route, so WMATA should NOT do it and choose a different terminus. It's not worth the fight.	C55 Tenleytown - LeDroit Park (Metrobus)		C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/3/2024	Public Coordinate	Where it Stops	Please extend this route east to mimic the current 96, as it will provide vital connection to the green line at Shaw for residents of capitol hill north of Pennsylvania avenue.	D92 Georgetown - Union Station (Metrobus)	96	D92
7/3/2024	Public Coordinate	How Often it Comes	This bus simply has to come more frequently, especially during rush hours. For many of us, the D1X will not get us to our final destination in downtown (where we work), and 20 minute frequencies on a route that sees constant bunching will inhibit reliability for access. At a minimum, this and the D1X need to be interspersed so a rider never has to wait more that 10 minutes on Pennsylvania avenue to get to Archives (and vice versa for the eastbound direction.)	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12, 20	D12, D1X
7/3/2024	Public Coordinate	How Often it Comes	Can DASH complement this service so we have buses here every 15 minutes? I know they were thinking about doing that with their line 35.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/3/2024	Public Coordinate	Where it Stops	The C81, C85 and C87 should tuck in on Albermarle St and stop at Tenleytown Metro. It's silly to have a bunch of bus routes stop a block away when there's a nice bus transfer facility right here	2025 Proposed Network		C81, C87, C85
7/3/2024	Public Coordinate	Where it Stops	Any update to bus routes that miss a whole neighborhood is ineffective. I see numerous kids use the bus to go to schools on the D2 route. Stops on the D2 route should be maintained in order to have equitable access to public transportation. Many people use the D2 for commuting to DuPont before their final destination.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/4/2024	Public Coordinate	Where it Stops	Employees here need access to the Archives. Maybe worth routing P32 away from College Park/UMD to continue up here via Adelphi Road. This would maintain a relatively quick connection between the Archives and the Green Line.	2025 Proposed Network		P32
7/4/2024	Public Coordinate	Where it Goes	This comment is for the routing of D70, D72, D74, and D96: It is clear more busses need to serve Potomac Park and Foggy Bottom. I propose the following changes: D70: Extend to Lincoln Memorial via visionary D96 route for all hours of the day. Having no weekend service south of Farragut and Foggy Bottom is a huge issue for connecting to the national mall, and a 20 minute frequency is perfectly adequate. D72: Maintain proposed routing, extend to Union Station in the future to replace Georgetown-Union circulator. D74: Change terminus from Farragut Square to Potomac Park. The D74 should utilize the C59 visionary routing between Dupont Circle and Potomac Park. This route should NOT serve the Kennedy Center, keep that on D12. This will maintain the sought after Mt Pleasant-Potomac Park connection, while still allowing the D72 to go to Union Station in the future. D96: Modify route to terminate at Dupont Circle or Farragut Square during all times. This should not be the route serving Potomac Park as it does not connect well to the rest of the city.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	20	D74, D70, D72, D96
7/4/2024	Public Coordinate	How Often it Comes	Agree with comments about express service on 14th Street (59) in addition to 52 and 54 and making sure those run frequently as well (ESPECIALLY if you are getting rid of the Circulator!). 14th street is an essential commuting route that is always crowded!	2025 Proposed Network	52, 54, 59	D54, D52
7/4/2024	Public Coordinate	Something Else	The loss of the circulator routes throughout the city will be a HUGE blow to not just locals but tourists that rely on these clean, safe, 10-min-apart buses to get around. DC is throwing away its only good transit option. Your "low ridership data" is false if you're basing it on who pays the fare. I ride the Circulators every week and have not been required to pay by the drivers - even when I try to they wave me on - since before they became "temporarily" free during COVID.	2025 Proposed Network		
7/4/2024	Public Coordinate	Where it Stops	Removing the Medical Center Metro stop from this route is completely unacceptable. Please change the new route accordingly.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/4/2024	Public Coordinate	Where it Goes	I like using this terminus in the short term. Connections to Potomac Park and Foggy Bottom can be maintained with extensions of the D70 to the Lincoln Memorial and D74 to Potomac Park. Also, this is a great route to replace the Georgetown-Union circulator in the long term, while the 33 (D82) can do it in the short term.	D72 Van Ness - Lafayette Square (Metrobus)	33, 33	D70, D82, D74, D72
7/4/2024	Public Coordinate	Where it Goes	What if the C43 was extended to Buzzard Point, and given all day service. This would provide much better connections than the windy and circuitous D14 does. If you do this, the D14 could be eliminated.	C43 Carver Langston - Navy Yard (Metrobus)	D14	D14, C43
7/4/2024	Public Coordinate	Something Else	+100 to other comment. 20 min in between buses along this route (esp. during sporting events) is not enough! We need more frequent local buses, not National Harbor connectors.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, 20	C11
7/4/2024	Public Coordinate	Where it Stops	Strongly agree with other comments that this route should be extended south. It should terminate at the Lincoln Memorial via the visionary D96 routing at all times. This will maintain good rush hour service down this corridor for commuters, in addition to adequate weekend service for reaching the National Mall. D96 should be removed from this area entirely, terminating at Farragut or Dupont.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D96, D70
7/4/2024	Public Coordinate	Where it Stops	Agree with comments pointing out it is a huge loss if there is no longer a bus route connection to Eastern Market from the Wharf/Waterfront Metro. KEEP THE CIRCULATOR!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/4/2024	Public Coordinate	Something Else	Can you please keep the 86 on its current route or add in 40th Street? There are a lot of people by the Park who are going to have a tougher time getting to the bus out of the apartments there.	2025 Proposed Network	86	P10
7/4/2024	Public Coordinate	Where it Goes	Great job extending this to Woodley Park, C53 should also be extended.	C51 Woodley Park - Anacostia (Metrobus)		C51, C53
7/4/2024	Public Coordinate	Where it Goes	Really like this new service on First St NW. I hope that service can connect up to the hospital center sooner rather than later, as that would be super useful. Pls ignore the NIMBY's who obviously do not ride the bus.	2025 Proposed Network		C55
7/4/2024	Public Coordinate	Where it Goes	This route must come south to at least F Street to serve the state department, residents in foggy bottom, people needing services at the clinics along F, GW students, and more. Farragut West is simply too far from this area and there is no reason to end this service.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/4/2024	Public Coordinate	Where it Stops	Adding a bus stop at a random corner where noone will get on or off... all while removing an amazing tree box with a tree and flowers from an elderly African American who is an original Bloomingdale resident. Route the Bus down North Capital where you don't need to cut down trees and concrete over tree boxes!!!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/4/2024	Public Coordinate	How Often it Comes	Really like improved weekday frequency and added weekend service on the F6. Really important for connecting UMD/College Park/New Carrollton	2025 Proposed Network		P31
7/4/2024	Public Coordinate	Where it Goes	Please keep the southern portion of the 42/43 route. Both access to Kennedy Center and high numbers of people living in Mt. Pleasant/Columbia Heights and working at DoJ, WorldBank, IMF are strong arguments to keep this portion	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/4/2024	Public Coordinate	How Often it Comes	Pls run this all day.	C43 Carver Langston - Navy Yard (Metrobus)		C43

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/4/2024	Public Coordinate	Something Else	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.	C55 Tenleytown - LeDroit Park (Metrobus)	G2, G8	C55
7/4/2024	Public Coordinate	Where it Goes	There are no bus routes in this proposed reroute that will get SW residents farther north than L'Enfant plaza. Keep the P6!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/4/2024	Public Coordinate	Where it Goes	This route should terminate at Woodley Park to provide connections to the Red Line and D70 bus.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53, D70
7/4/2024	Public Coordinate	Where it Goes	I'm very concerned about the safety hazards a bus would add to a 1st ST NW route. The street has parking up and down that is always filled. Delivery vehicles regularly stop on the road since the end of the block area has been consumed by plastic pylons. This forces vehicles to cross into oncoming traffic to get around. New bus stop zones will be quickly gobbled up by these delivery vehicles and others, forcing the bus to stop on the road and causing traffic to cross over the center lane to get around. This further endangers motorists, pedestrians, cyclists, scooterists, etc. The street already handles increased volume from North Capitol overload. 2nd street NW already has bus stops, is at least as wide as 1st street, and generally has less parked vehicles. My suggestion is to move the portion of the C55 route on 1st ST NW over one block to 2nd ST NW.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/4/2024	Public Coordinate	Where it Goes	This is a much better Kennedy Center connection than the current 42/43 that wind through Potomac Park. Please keep this (or similar alignment on D24) as it maintains much faster connections to connect with north-south routes.	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12, D24
7/4/2024	Public Coordinate	Where it Stops	Agree with other comments about needing the P6 route on 4th street to remain intact! The stop at 4th & I SW serves the increasing # of local residents (due to new construction in the neighborhood) and the local schools.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11
7/4/2024	Public Coordinate	Where it Goes	Why on earth would you stop the D52 here without extending it to at least Navy Yard, or better yet, Eastern Market?	2025 Proposed Network		D52
7/4/2024	Public Coordinate	Where it Goes	This is not a good route to replace the 42/43, as it only offers connections to upper NW and does not run very frequently (or at all on weekends). D70 and/or D74 should be extended to cover this segment at all times, terminating at the Lincoln Memorial	D96 Bethesda - Potomac Park (Metrobus)		D96, D74, D70
7/4/2024	Public Coordinate	Where it Stops	Good idea to have all these trips bypass Dupont, while still maintaining connections on the D74.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/4/2024	Public Coordinate	Where it Goes	The D74 should branch off at Dupont Circle to serve Foggy Bottom and terminate at Potomac Park.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/4/2024	Public Coordinate	Where it Goes	Really like this new route and improved frequency.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/4/2024	Public Coordinate	Something Else	Thrilled to have a new bus route through my neighborhood! All of the objections are ridiculous concern trolling from people who want the street to be their own person driveways. Public transit for public roads!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/4/2024	Public Coordinate	Something Else	No bus on 1st Street!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/4/2024	Public Coordinate	Where it Goes	Agree with 'could be beneficial' comment to help soften the blow of losing the P6 Route. Otherwise there is no bus access to the Red Line/ or "downtown".	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11
7/5/2024	Public Coordinate	Where it Goes	PLEASE KEEP THE D2 BUS ROUTE! The newly proposed D96 bus route will isolate the entire west side of the Glover Park neighborhood. Many of us here rely on the D2 bus for work, school, getting to the red line metro. This area is already lacking in public transport access. Without the D2 bus, it will cause significant difficulties for many residents here.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/5/2024	Public Coordinate	How Often it Comes	This is the only bus that services YuYing Public Charter School and the future site of Washington Latin. I endorse the high frequency kept all day and the early start time. I also appreciate the early start and weekend frequency - this is how we get to school and the zoo/ Columbia Heights or Mt Pleasant. This is a critical route!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/5/2024	Public Coordinate	Where it Goes	No service for Walter reed base coming from silver spring. The J1 was very good for getting to the base if you lived East of Walter reed /NSA Bethesda navel base.	2025 Proposed Network	J1	
7/5/2024	Public Coordinate	Where it Stops	Like that the C51 extends to Woodley Park metro rather than Duke Ellington bridge, but I wonder where buses will lay over without creating more crowding at an already busy intersection (the current Circulator lay over can sometimes create traffic issues)	2025 Proposed Network		C51
7/5/2024	Public Coordinate	How Often it Comes	Losing the H2 limits east-west connectivity from Van Ness. This route provides connection to Wisconsin Ave. only during weekday rush. We need frequency of H2 for bus access to Georgetown and Glover Park. Many UDC students take H2 from east of park. They will lose easy access to UDC.	C87 Silver Spring - Van Ness (Metrobus)	H2	C87
7/5/2024	Public Coordinate	Where it Goes	I posted a comment here requesting the L2 route not be changed to no longer serve AdMo because of the elimination of direct access to AdMo, but thanks to another person's comment I looked at the proposed D72 route and saw that it will provide direct access (at least up to Van Ness; people on Connecticut north of there would have to transfer from D70 to D72).	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70, D72
7/5/2024	Public Coordinate	How Often it Comes	Please make this route more frequent and reliable. Two buses an hour is not it. This is the Cathedral Heights area's connection to Woodley Park Metro, to Adams Morgan, U Street, the 14th St. corridor, etc. It's important.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/5/2024	Public Coordinate	Where it Goes	It's unclear to me where F28 originates and where it loops. This between the F29 proposals and F28 origins, it appears that western Braddock may be getting much longer city trips than prior, even with substantial new high density developments emerging and causing traffic issues in the vicinity of Burke Station Road and west.	F28 Kings Park - Pentagon (Metrobus)		F28, F29
7/5/2024	Public Coordinate	How Often it Comes	As an apartment dweller with no car, I rely on the bus to get to supermarkets along Wisconsin Ave. Please do not cut the frequency of the bus through Woodley Park to Tenlytown. Every 30 minutes makes this route unreliable and grossly unhelpful.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
7/5/2024	Public Coordinate	How Often it Comes	The increased frequency, especially off peak and weekends will help our family greatly. I hope this happens!	P33 Brookland - Hyattsville Crossing (Metrobus)		P33

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/5/2024	Public Coordinate	How Often it Comes	Can't believe that the buses servicing Adams Morgan, where there is no metro stop, would not be 12 minutes or better. These buses are frequently packed. The Columbia Bus Priority Project is already trying to improve bus speeds and eliminating parking, which I do not have a problem with. But to eliminate parking while simultaneously reducing bus service makes no sense! This is also the most densely populated ward in the entire city, and we need buses to support the area.	2025 Proposed Network		D74
7/5/2024	Public Coordinate	Where it Stops	Is the plan to abandon the metroway on 12th street? That's terrible. I've been looking forward to it and stops have already been built. I use this bus quite often to come back from Alexandria. Buses should be on 12th street now instead of taking the very long detour around the back way to Crystal City. I think there would be a lot more interest if you put a stop somewhere between Pentagon City and Crystal City for people in the new developments. I think one problem with the metroway is that the bus was never considered in a holistic way. It goes on different roads around Pentagon City/Crystal City so people don't know how to take it back and forth, but there is a need for some sort of circulator service around Pentagon City to Potomac Yard, since the area is too far to walk and people may want to stop places.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
7/5/2024	Public Coordinate	Where it Goes	Please extend this line to the 21st and E stop. Almost everyone on this bus is commuting to there in the morning. They then all get on at the Virginia and 21st street stop to head North at the end of the day. Thank you.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/5/2024	Public Coordinate	Where it Goes	Concerned about the added time to get home from Pentagon given the longer Braddock Road and Little River Turnpike stretch would add substantial time over I-395 HOT lanes. This is a shift from Express Bus to local bus.	F29 George Mason - Pentagon (Metrobus)		F29
7/5/2024	Public Coordinate	Where it Goes	Having the D6x extend through Metro Center and not terminate at Franklin Sq would be amazing!	2025 Proposed Network		D6X
7/5/2024	Public Coordinate	Where it Goes	The D70 diversion into Adams Morgan needs to stay! The Columbia Rd/Adams Mill Rd stop is often the busiest one along the entire route and it's a lifeline to have a one seat ride from Upper NW to Adams Morgan.	2025 Proposed Network		D70
7/5/2024	Public Coordinate	Where it Goes	This route will also serve the McMillan development and provide a non-car transportation option to the NW region of the city. This is a vital amenity for McMillan!	2025 Proposed Network		C55
7/5/2024	Public Coordinate	Where it Goes	It is essential to have N bus access from metro to get to medical offices in this area.	2025 Proposed Network		D96
7/5/2024	Public Coordinate	Something Else	Concerned about the added time to get to Pentagon... Yes the loop around Pickett and Twinbook is eliminated, however the much longer Braddock Road and Little River Turnpike stretch would add substantial time over I-395 HOT lanes	F29 George Mason - Pentagon (Metrobus)		F29
7/5/2024	Public Coordinate	Where it Stops	The stops here for the C61, especially the eastbound stop at 2704 Porter St NW, should be maintained. On the eastbound route, it can be easier to access that stop from the east side of Conn ave/Synagogue/Sam's Park n Ride shops than to cross Conn ave (there is a stairway on the back side of the strip mall down to Porter)	2025 Proposed Network		C61
7/5/2024	Public Coordinate	Where it Stops	Please do not remove the N2 or N6 because they both serve the people of Wesley Heights and there is a school and multiple office buildings nearby.	2025 Proposed Network	N2, N6	D96
7/5/2024	Public Coordinate	How Often it Comes	The D72 should extend to Van Ness at all hours, not just rush hour and early morning. It would be great to have another one-seat connection to Mount Pleasant and downtown, especially since the existing H2 route is being eliminated.	2025 Proposed Network	H2	D72
7/5/2024	Public Coordinate	Where it Goes	Glad this route will be a straight shot along Connecticut Avenue; this is much more convenient & efficient. The "detour" through Adams Morgan has never made sense, especially with the 96 (now C55) bus available.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96	C55, D70
7/5/2024	Public Coordinate	How Often it Comes	The D70 should come more frequently than every 20 mins, especially on the weekends. On the weekends it's often full of families heading to the zoo and locals traveling to/from downtown, and the buses are usually full.	2025 Proposed Network	20	D70
7/5/2024	Public Coordinate	Where it Goes	I utilize the L2 most mornings to go the gym and the swing through Adams Morgan is the entire reason I ride the bus. Please do not cut this important connection to metro and the Connecticut corridor!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/5/2024	Public Coordinate	Where it Goes	Please don't change the L2 route to no longer serve Adams Morgan. The L2 route is the best way to get from upper Connecticut Ave to AdMo since AdMo doesn't have a Metro station. If the argument in favor of no longer serving AdMo is that riders can transfer to get to AdMo, better counterarguments are that the new D70 route doesn't add any service (it just takes service away, although riders to points on Connecticut south of AdMo have a bit longer of a ride) and if riders should be expected to transfer, then the L2 riders who don't want to go through AdMo should transfer to the Metro at Woodley Park, Cleveland Park, or Van Ness and get to where they're going even faster than the new D70 route will get them there!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/5/2024	Public Coordinate	Where it Goes	The C51 should deviate here to serve Union Station. I think one of the biggest losses of the new network is the Route 96 direct connection from Capitol Hill/Union Station to Florida Ave. and Adams Morgan. It would be great to keep a one-seat ride rather than having to switch onto the C51 at New Jersey Ave, especially with suitcases from train travel.	2025 Proposed Network	96	C51
7/5/2024	Public Coordinate	How Often it Comes	I am concerned about the bus stopping service at midnight and not at 2 am, like the G8. There's no nearby service after midnight then!	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/5/2024	Public Coordinate	Where it Goes	Echoing other commenters. 42/43 is a lifeline to federal employees employees. Proposed changes do not adequately service this area, where many people must be in the office 5 days per week.	2025 Proposed Network		D72
7/5/2024	Public Coordinate	Where it Stops	Getting rid of J1 and no longer having any bus stop at medical center, even if it goes via Bethesda first is bad. Lots of people commute to NSA bethesda base/Walter reed hospital and we need to be able to get to work, especially those that live east closer to silver spring.	2025 Proposed Network	J1	M70
7/5/2024	Public Coordinate	Where it Goes	P32 should continue on to Adelphi @ Riggs roads. This could allow a connection and provide bus service along that stretch of Adelphi alongside the UMD Golf Course which sees a lot of pedestrians with no sidewalks.	P32 Fort Totten - College Park (Metrobus)		P32
7/6/2024	Public Coordinate	Where it Stops	Would like for a conversion to express sooner rather than later. I am totally fine with the combined 52/54 frequency being reduced in favor of introducing the D5X early. I am also fine with the D5X terminating at L'Enfant instead of Navy Yard and/or 14th/Colorado instead of Takoma. Whatever it takes to get express running sooner!	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/6/2024	Public Coordinate	Where it Goes	Like staying on Rhode Island Ave and bypassing the Metro station for speed.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/6/2024	Public Coordinate	Where it Goes	Either this or route D34 should terminate at Farragut Square. Preferably this, but D34 would also work.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, D34	D32, D34
7/6/2024	Public Coordinate	Where it Stops	This bus should absolutely stop at the West Falls Church metro. Buses should supplement metro to cover a given area. If you don't link buses and metro stops, you create a disconnect which doesn't benefit riders. I know there are Fairfax Connector buses which stop here, but they don't follow this route.	F20 Tysons - King St Station (Metrobus)		F20
7/6/2024	Public Coordinate	Where it Stops	I bought my condo and chose my high school aged son's school based on having the N2 bus stop out front. It is how I get to and from work and as a single mother, the only way he can get home from school on his own. While the majority of folks in this community are higher income (and thus may not take public transit), there are many, many students, young families, and older people who rely on public transit in our community. Please keep the cathedral ave/new mexico route.	D90 Tenleytown - Convention Center (Metrobus)	N2	D90
7/6/2024	Public Coordinate	Where it Goes	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.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/6/2024	Public Coordinate	Where it Goes	Retain current G8 southbound route down 9th st NW to provide drop-off point close to the Convention Center.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/6/2024	Public Coordinate	Where it Goes	Nice new crosstown route	C35 Deanwood - Naylor Rd Station (Metrobus)		C35

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7/6/2024	Public Coordinate	Where it Goes	Please extend the bus route to the State Department!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/6/2024	Public Coordinate	Where it Stops	Can it be easier to transfer between the D62/D6X and the metro? The stops are way too far now.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/6/2024	Public Coordinate	Where it Goes	Why does the C83 not run on weekends. This is really confusing. I think both the C81 and C83 should run on weekends, around every 30 minutes.	C83 Friendship Heights - Fort Totten (Metrobus)	30	C81, C83
7/6/2024	Public Coordinate	Where it Goes	Support new bus service on First St NW. Would like to see the connection to the Hospital Center sooner rather than later. Ignore the NIMBYs	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/6/2024	Public Coordinate	Something Else	No one is using this line to go between metro stops. Everyone is using the line to commute to government buildings in Foggy Bottom. Do not stop the line here, bring it down into Foggy Bottom and it would be great if it went all the way to the Kennedy Center, though less people are going there.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/6/2024	Public Coordinate	Where it Goes	Editing prior comment to correct error: Suggest value of terminating at Gallery Place is minimal given the route goes by Shaw (connection to Green), and near Metro Center (connection to Red, Blue, Orange, Silver). More useful to connect to McPherson Square and Farragut Square. given limited options to get to points west of 11th without transferring. (Where it Goes)	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/6/2024	Public Coordinate	Something Else	Install dedicated bus lane son RI Ave for peak hours to keep buses running on-time and avoid bunching.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/6/2024	Public Coordinate	Where it Stops	This is such a dangerous stop. Chain Bridge Road is a high traffic, high speed road. It doesn't make sense that a bus stops here. Also, riders waiting to board the bus have to wait on an uncovered sidewalk next to this highway, which is dangerous. Please remove this stop for the safety of riders and other drivers.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/6/2024	Public Coordinate	Where it Goes	Removing the V4 while the circulator to Eastern Market is also cut will sting. I get that you were not thinking of the Circulator's elimination when making this, but options from Navy Yard to either Eastern Market or Potomac Ave should be maintained offpeak.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C31
7/6/2024	Public Coordinate	How Often it Comes	When the G9 was operating, between the G8 and G9, there was a bus every 5 min along RI Ave heading toward downtown during morning peak hours. Now, with just the G8, the morning buses are often packed between 3rd NE and Shaw metro stop, and the wait can be 20 min for the bus, with 3 coming all at once. The proposed D32 service would only run every 10-20 minutes during peak hours and the route terminates at Chinatown rather than Farragut Sq. Would prefer to keep the current G8 route and bring back the G9 route for more bus service options and more frequent bus service along RI Ave., including connection between Edgewood/Eckington to 14th St. NW.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8, 20	D32
7/6/2024	Public Coordinate	How Often it Comes	I use the 42/43 to get to the State Department for work. I usually leave ~8am which is about 30 minutes earlier than I need to, but I have to leave the early to be sure I will get a spot on the bus. It is incredibly crowded, sometimes two busses pass me if I am at my Mintwood stop after 8:20am. Please increase the frequency of this bus and please continue to extend it to the State Department. If the line is eliminated, I guess I will have to move because there is literally no other way to get there and driving is a disaster. Also almost everyone I meet in Admo is working at the State Department, it is a major hub for commuters!	D72 Van Ness - Lafayette Square (Metrobus)	30	D72
7/6/2024	Public Coordinate	Where it Goes	If DC were to kick in some extra funds, could this route extend to Union Station to replace the Georgetown-Union Station Circulator route? In the long term, this segment can be taken over by the D72, and the D82 can return to Federal Triangle.	D82 Friendship Heights - Franklin Square (Metrobus)		D82, D72
7/6/2024	Public Coordinate	Where it Goes	This new connection across the Anacostia is really great for DC. Currently, making this trip takes forever.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/6/2024	Public Coordinate	Where it Goes	Can D22 trips extend to Farragut Sq on weekends?			
7/6/2024	Public Coordinate	Where it Goes	Under the new plan, connecting for that last bit between Chinatown and Farragut Sq will be very difficult on buses when the 36 is removed.	D22 Chinatown - Minnesota Ave Station (Metrobus)	36, 36	D22
7/6/2024	Public Coordinate	Where it Goes	Really like bypassing Adams Morgan to speed up this route. The extensions of the C51 and D74 more than compensate for this.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		C51, D74, D70
7/6/2024	Public Coordinate	Where it Goes	Strongly support bringing the D2X limited to Farragut Square. However, can D22 be extended here when the D2X is not running (like on weekends)?	D2X Farragut Square - Capitol Heights (Metrobus)		D22, D2X
7/6/2024	Public Coordinate	How Often it Comes	Really like improved frequency during offpeak/weekends.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
7/6/2024	Public Coordinate	Something Else	A bit concerned about reliability here, maybe N Capital would be more reliable?	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/6/2024	Public Coordinate	Where it Goes	Support new connections down Mass Ave.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/6/2024	Public Coordinate	Where it Goes	Navigating through Dave Thomas circle - especially while under construction - will make bus timing impossible to rely on. Avoid bus routes through this intersection - re-evaluate after the re-design is complete. Run buses down North Cap or 1st NW instead.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/6/2024	Public Coordinate	Where it Goes	This is not a good route to send down to Potomac Park. Can this just terminate at DuPont Circle, and can other routes cover this segment, so people outside of upper NW can easily get to this part of Downtown.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/6/2024	Public Coordinate	Where it Goes	Like the new connection to Federal Triangle while still serving the southern part of Chinatown.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
7/6/2024	Public Coordinate	Where it Goes	Suggest value of terminating at Gallery Place is minimal given the route goes by Shaw (connection to Green), and near Gallery Place (connection to Red, Blue, Orange, Silver). More useful to connect to McPherson Square and Farragut Square.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/6/2024	Public Coordinate	Where it Goes	Strongly support sending limited stop service to Federal Triangle instead of local service.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/6/2024	Public Coordinate	Where it Goes	Combining the E2 and D4 seems like a good choice!	C71 Fort Totten - Union Station (Metrobus)	D4, E2	C71
7/6/2024	Public Coordinate	How Often it Comes	I wish this could run more frequently outside of rush hours. Every 15-20 minutes would be a good start. Crosstown connections in this part of town are definitely lacking.	D92 Georgetown - Union Station (Metrobus)		D92
7/6/2024	Public Coordinate	Where it Goes	Great to have bus service added to 1st St. NW and Bloomingdale - which is underserved by bus/metro service. Will be great to have an option to connect the neighborhood to U St. and Adams Morgan.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/6/2024	Public Coordinate	How Often it Comes	Strongly support new weekend service on this segment of the M4.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81

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7/6/2024	Public Coordinate	Where it Goes	Support increased service to Fort Lincoln	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/6/2024	Public Coordinate	Where it Stops	Great new crosstown route, I am sure this will be well used. It might even need higher frequency going forward.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/7/2024	Public Coordinate	How Often it Comes	I would appreciate if this route ran later in the night. Special events at National Harbor, such as Magfest, can continue running well after midnight, and I feel many people would appreciate if they didn't have to leave events too early because of the last bus trip leaving at 11:30pm	P94 King St Station - Suitland (Metrobus)		P94
7/7/2024	Public Coordinate	Something Else	Abandoning 42 and 43 after cancelling L1 leaves no non stop route from Connecticut Ave. foggy bottom and the farraguts are too far a walk for state department workers. The state department has limited parking, and encourages our staff to use metro. I	D96 Bethesda - Potomac Park (Metrobus)	42, 43	D96
7/7/2024	Public Coordinate	Where it Goes	I also disagree with the comment above me, I believe the deviation to serve the CP metro station and the development along River Rd is an important function of this route. As someone who regularly uses the current F6 to get between UMD and New Carrollton, I'm a big fan of the new P31. The frequency boost is incredibly welcome, especially the addition of service on weekends. Until the purple line opens, this will be a much better way to get to New Carrollton from College Park.	P31 Takoma Langley - New Carrollton (Metrobus)	F6	P31
7/7/2024	Public Coordinate	Where it Goes	This bus line needs to continue to the State Department and the Kennedy Center. Otherwise, it will force people to choose less sustainable transportation options to these locations and limit important accessible transit options.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/7/2024	Public Coordinate	Where it Goes	The existing E4 route along McKinley St NW services Lafayette Elementary and the park, which are important destinations for school staff, summer camp attendees, and other users. I think this is a major miss for the proposed C83 routing along Military Ave, which is not really a destination.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/7/2024	Public Coordinate	Where it Goes	I would consider adding a deviation to serve the Greenbelt or College Park metro stations. If you're a resident near the northern reaches of this route, having to travel all the way down to Hyattsville Crossing to reach the metro, especially considering how backed up Route 1 and E/W Highway can get during rush hour, is going to get real old, real fast.	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
7/7/2024	Public Coordinate	Where it Stops	This new route fails to provide the Utah Ave/Barnaby woods access to friendship heights. Forcing a longer trip to tenleytown metro will significantly reduce our metro use and encourage more car travel downtown, a bad result for all	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/7/2024	Public Coordinate	Where it Goes	The existing alignment of the E6 along McKinley and 30th PI makes much more sense. Busses on Nebraska and Military frequently get stuck behind cars, especially during rush hours, making slower travel times and larger headways. McKinley, by contrast, has much lower car volumes, allowing the busses to move unimpeded.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/7/2024	Public Coordinate	Where it Goes	The redesigned bus system has no service along Adelphi Rd between Riggs Rd and the UMD campus. While it may appear to be a sparse corridor, there are many residents dependent on the current C8 bus service to travel to UMD and to the national archives, and the current redesign would leave them stranded. If the better bus network is to replace the C8 in this area with the M44, then WMATA must work with PG county's TheBus or with UMD's Shuttle-UM (preferably TheBus, Shuttle-UM has frequent funding issues and probably doesn't have the resources to provide reliable service along that corridor) to preserve service for residents in that area and commuters to the National Archives.	M44 Glenmont - College Park (Metrobus)	C8	M44
7/7/2024	Public Coordinate	Where it Goes	Would it make more sense to keep the C8 as one route instead of splitting it? Especially important for coordination with RideOn 10.	M42 North Besthesda - Glenmont (Metrobus)	C8	M42
7/7/2024	Public Coordinate	Where it Goes	I don't agree with the bus using the East/West highway at this point. During rush hour, traffic gets very backed up at the E/W Highway - BW Parkway interchange. The current F6 bypasses this by using Good Luck Rd which allows for much more consistent and speedy travel times between UMD and New Carrollton.	P31 Takoma Langley - New Carrollton (Metrobus)	F6	P31
7/7/2024	Public Coordinate	How Often it Comes	During the midday, when this bus runs hourly, it would be very thoughtful if this bus could be timed to sync up to the MARC schedule, as MARC also runs hourly during the midday	P71 New Carrollton - Bowie State (TheBus)		P71
7/7/2024	Public Coordinate	Where it Goes	Loss of 3Y service on Langston Boulevard will be unfortunate. This corridor is slated for significant redevelopment and population growth under Arlington County's recently approved Plan Langston Boulevard. Why cut bus service here when the population density will be significantly increasing?	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	3Y	A58
7/7/2024	Public Coordinate	Where it Goes	A one seat ride from UMD to fairland recreational park? As a UMD student who loves mountain biking, this is awesome!	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
7/7/2024	Public Coordinate	Where it Stops	I get that this bus is supposed to be an express alternative for Route 1 travel, which I think is a great thing to have, although I feel there should really be a stop near the Rt 1/Regents Dr intersection, as this is not only a major commercial area for College Park, but also would make this route a lot more useful for travel to and from the south campus area of UMD	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/7/2024	Public Coordinate	Where it Stops	I have been living on Cathedral Ave. for over 35 years. Bus service has been repeatedly cut back over the years and you now intend to completely eliminate service. Walking out to Massachusetts Ave. is not a viable option for many residents, particularly the many elderly in the neighborhood. I will stop using Metro and start driving downtown instead. You are simply making this too burdensome.	D90 Tenleytown - Convention Center (Metrobus)	35	D90
7/7/2024	Public Coordinate	Where it Goes	Really like the faster connection between Suitland, National Harbor, and Alexandria.	P94 King St Station - Suitland (Metrobus)		P94
7/7/2024	Public Coordinate	How Often it Comes	Overall, the frequency of this new F4 route is good, but the route profile makes it look like the frequency is expected to drop off a cliff during weekends after 9pm. The preliminary schedule says that after 9pm on weekend evenings, frequency drops from 13min headways to hourly headways. IMO, this is a mistake. There at least should be several hours of 20-30 min headways before dropping to hourly, and hourly headways are only really acceptable after midnight IMO.	P30 Silver Spring - New Carrollton (Metrobus)	F4	P30
7/7/2024	Public Coordinate	How Often it Comes	Please, please have the M4 at very frequent times 7:45am-9:15am and then 3-6pm (rush hour plus). It s PACKED with students going to Deal and Jackson-Reed ,who use this for school commuting. Keeping the route intact for these students is essential for the neighborhood, the environment (and Mayor Bowser's goals!!), and improving walkability. Otherwise, they'll all be driven by parents and increasing congestion.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
7/7/2024	Public Coordinate	How Often it Comes	We all depend on quick access to the metro. If the travel times are too long or early/late service is not available, then many of us are forced to drive downtown. Please do not reduce the frequency of bus to metro connections from this neighborhood!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/7/2024	Public Coordinate	Where it Stops	This is so so so stupid to add a bus lane in the middle of a residential neighborhood with kids on scooters, families on bikes and strollers galore ESPECIALLY when there is a traffic thoroughfare that already exists on north capital!!!!!!!! I cannot believe someone even suggested this idea. It has NO added value to the neighborhood and will only further congest the area.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Goes	I agree with the other commenters about the proposed C11 line going further to Chinatown or beyond. This line should connect somewhere closer to another transit hub/dense neighborhood.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/8/2024	Public Coordinate	Where it Stops	Fpr D82, please keep the stop at the corner of Wisconsin Avenue and Chesapeake Street NW.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/8/2024	Public Coordinate	Where it Goes	I totally understand why you think Union Station is a better terminus than LeDroit. There should theoretically be much more demand there. Unfortunately, this theory misunderstands the purpose of this line. The line on P St is a crosstown line that should connect neighborhoods, not go downtown. For those in Georgetown needing to go to Union Station, transferring to Metro at Dupont Circle will be faster.	D92 Georgetown - Union Station (Metrobus)		D92
7/8/2024	Public Coordinate	Where it Goes	The D72 should go all the way to Friendship Heights at rush hour to enable middle and high school students going to Deal and Jackson-Reed to utilize it.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Stops	there must be a way to connect Lafayette Elementary to the metro line. A lot of parents drop off and then need to go downtown to work	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/8/2024	Public Coordinate	Where it Goes	Please please don't cut the stop at the State Department! I commute from Columbia Heights to the State Department, and so many people on the bus get off at the E and 21st street stop. There will be no way to get down here without the 42/43!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Stops	This stop is not redundant.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/8/2024	Public Coordinate	Where it Goes	Please keep the L2's turn into Adams Morgan. The L2 going into Adams's Morgan is the only was for a majority of people who live northwest of the area to actually get there without walking upwards of 20 minutes. Adams Morgan has many businesses and communities that will be dramatically negatively impacted by this change. Now people who wish to go to Adams Morgan will be forced to take *considerably* longer routes to get there or will simply not be able to get there at all.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2, 20	D70
7/8/2024	Public Coordinate	How Often it Comes	The extension to cover this (somehow) nonserved part of Mass. Ave. is great, but consider that it needs to come even more frequently now that it will be that much more useful and serve many more people.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/8/2024	Public Coordinate	Something Else	First st is the major thoroughfare for ambulances to Childrens National and Howard Hospitals. Adding a bus route would significantly increase congestion and negatively impact the ability for emergency services to get patients to hospitals quickly. Have you informed the hospitals of this proposal and impact to emergency services? Considering you havent informed the 1st st residents, I am assuming you have also not notified the hospitals and EMS. Additionally, there are hundreds of young families in this neighborhood who rely on first street to walk or bike their small children to/from daycare and school. Adding a bus route would pose an unnecessary risk to the community. Finally, all the traffic on first street is not local, rather, folks commuting from MD use 1st st as a cutover to avoid congestion on north cap (congestion due to constant road construction). Accordingly, there is no significant demand from residents to travel this route. This is just ridiculous and illogical.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Something Else	Note that if you consider reinstating the connection to LeDroit Park, S St is slated to be closed between New Jersey and Florida. This will require a change to the existing G2 route. Might need to go up 5th St or 2nd St instead of 4th St.	D92 Georgetown - Union Station (Metrobus)	G2	D92
7/8/2024	Public Coordinate	Where it Goes	Please keep the D72 busses going to the State Department; many of us rely on it to get to work and will have longer and more difficult commutes if it does not extend to here.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	How Often it Comes	The frequency needs to be improved, especially during rush hours. Every 30 minutes is not frequent enough to use as a reliable commuting method. Every 20 minutes is the longest acceptable time, and every 15 minutes would be preferable.	F66 Culmore - Pentagon (Metrobus)	20, 30	F66
7/8/2024	Public Coordinate	Something Else	WMATA failed to communicate with impacted residents and simply held PR stunts at some metro stops with employees who couldn't answer any questions about this route. The lack of transparency around the C55 plan is disappointing and contrary to what WMATA has publicly projected. Opposition from local residents is virtually unanimous, as shown in the local petition and the local civic association unanimous vote. This route would simply turn Bloomingdale into a transit bypass for others at the expense of locals, which is probably why WMATA and anti-car activists on the council member's transportation taskforce tried to sneak it past the community.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Stops	I agree that more frequent rides would be much better. The unpredictability of current rides is often discussed with frustration among the riders at this stop.	A49 Culmore - Metro Center (Metrobus)		A49
7/8/2024	Public Coordinate	Something Else	As a European living in the DMV and relying on public transport one thing I miss from my own continent is public transport that also serves natural attractions and is not just viewed as a means to connect the suburbs to urban centers. While I understand that the system here works differently, it would be great if you could consider introducing an hourly weekend service to the Potomac falls. This could be a great way to make this natural attractions more accessible and affordable to visit. The bus could have few only stops along major arteries to pick people up (drop off) and avoid making the journey too long. I could definitely see this working well....	C15 Potomac Ave Station - Southern Ave Station (Metrobus)		C15
7/8/2024	Public Coordinate	How Often it Comes	With the proposed change to the replace the the 42 and 43 with just one line (D72) through Mount Pleasant, the frequency should be no less than 15 minutes.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/8/2024	Public Coordinate	Where it Goes	The axle load of a bus exponentially increases wear and tear on a road, and 1st St NW isn't designed to be as robust as an artery (and that already has cracks from the DC Water tunnel running under it). That will mean more disruption from road repairs and more waste of tax payer dollars.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	How Often it Comes	Please increase frequency during weekday commute. This is a major connection to the metro for many in the neighborhood and more frequent reliable service would make public transportation a viable option	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/8/2024	Public Coordinate	Something Else	Just accepted a job at State Department. This "Better Bus" map makes me think I made the wrong decision! How the heck am I going to get to work from Adams Morgan? What happened to the 42/43 service to this area?!	2025 Proposed Network		D72
7/8/2024	Public Coordinate	Where it Stops	I oppose WMATA's proposal which would curtail service for the current Metrobus 7A (proposed A27 route). I have chronic fatigue and taking the bus/Metro is already taxing on my limited energy, but very convenient and environmentally-friendly. This stop is closest to my house. A shorter walk is very important for me at the end of a long workday. If this stop is eliminated, I will be forced to drive and not take the Metro system. Our service was already cut when the 7Y line was cancelled. Therefore, I urge you to please reconsider eliminating this stop.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/8/2024	Public Coordinate	Where it Goes	Yes! Please provide better service to National Harbor from central DC.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/8/2024	Public Coordinate	Where it Goes	I WANT a bus route along First Street, unlike another prolific commenter. I am on this street frequently, especially with the glorious new park at McMillan, and would love to have better bus access on First.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Goes	Please consider dividing this into two routes that come more often. The most important functions of this route are connecting South Tenleytown / Cathedral Heights, AdMo, and Bloomingdale to Metro. Having a crosstown route is also great, but if you have to trade coverage for frequency to stay in budget, the right call is definitely frequency.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Stops	Absolutely needs to follow the C85 and stop at the Tenleytown Metro entrance.	C87 Silver Spring - Van Ness (Metrobus)		C87, C85
7/8/2024	Public Coordinate	Where it Stops	Absolutely needs to stop at the Tenleytown Metro entrance.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81

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7/8/2024	Public Coordinate	Where it Goes	Bring back the 5A when the Silver line is out of operation, especially since this station closes quite early for an airport station. I have taken flights out of IAD departing between 1-5 am and this bus would be nice for that	F20 Tysons - King St Station (Metrobus)		F20
7/8/2024	Public Coordinate	Where it Goes	Please route the C41 so it stays straight on 17th St SE instead of turning onto 18th St SE. In addition to removing 4 turns, it would keep the bus off this residential street (18th St SE) that includes speedbumps. DDOT policy discourages running bus lines on streets with speed bumps. As other commenters noted, the noise caused by buses braking and speeding up while driving over speed bumps is extremely bothersome, particularly with the high frequency of this round-the-clock bus route.	C41 West Hyattsville - Anacostia (Metrobus)		C41
7/8/2024	Public Coordinate	Where it Goes	Please keep the 42/43 route stops at the Department of State (21 and E). Changing this route would be extremely disruptive to the commutes of hundreds of federal workers living in Northwest as this route currently provides direct service to the Department. It also provides a route to the Kennedy Center and activities on the National Mall, but the changes to this significant route for commuters would alter people's lives. There are no other viable commute options. Mount Pleasant, Columbia Heights, and Adams Morgan need a route to the Department.	D72 Van Ness - Lafayette Square (Metrobus)	21	D72
7/8/2024	Public Coordinate	Where it Goes	I know this route would be pretty deviatory but maybe extend into DC at like Fairfax Village?	2025 Proposed Network		P63, P83
7/8/2024	Public Coordinate	Something Else	Some Drivers "skip" the line of vehicles turning on 50 by staying in the right lane and cutting at the last minutes. That is great. But other Drivers stay in the long line at that can add easily 20 minutes to the transit... Same at the end of the Roosevelt Bridge.	A49 Culmore - Metro Center (Metrobus)	20	A49
7/8/2024	Public Coordinate	Where it Stops	Please make sure the D70 (what was the L2) goes through Adams Morgan. It connects upper Woodley and Cleveland Park to Adams Morgan. I take it frequently and over half the bus gets off in admo. The 96 (and it's new equivalent) does not serve the same purpose as it only stops on Calvert not turning up Connecticut into Cleveland Park and only comes every 30 minutes at best. Especially with the fact that the circulator is supposed to be cut, losing the L2 stop in Adams Morgan would mean most folks in Van Ness, Cleveland Park, and Connecticut Ave would have to walk or uber instead to Admo. Please keep the admo stop! I take this bus frequently and many people use this stop. Thank you!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96, L2, 30	D70
7/8/2024	Public Coordinate	Where it Goes	As many other commenters have noted, the 42/43 is a critical commuting lifeline through the city to Foggy Bottom, including for State Department employees. Altering the route will cause a significant hardship for many of us, including those of us who would have to walk in the dark through potentially unsafe areas to otherwise access public transportation.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Goes	Please keep this route going further south. It is needed for so many to commute to this part of town. Changing it would drastically impact hundreds.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Something Else	Can this stop be made nicer? A lot of people use it because it is the direct connection to the Metrorail, but there isn't a shelter, there isn't even seating, and it is all squished against a busy sidewalk.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/8/2024	Public Coordinate	How Often it Comes	The 16Y used to come every 10 minutes before Covid. 20 minutes after Covid. In the morning rush hour rides are too often skipped (I was told by Metro that drivers don't show up). That results in waiting 40 minutes at the stop with very little alternatives.	A49 Culmore - Metro Center (Metrobus)	16Y, 20	A49
7/8/2024	Public Coordinate	How Often it Comes	Please consider all day service, not only rush hour	A49 Culmore - Metro Center (Metrobus)		A49
7/8/2024	Public Coordinate	Where it Stops	Please maintain and study additional stops specifically in front of American University buildings. Hundreds of American University students exclusively rely on bus service every single day, and many (especially female) students rely on buses to avoid walking alone and/or late at night etc. Thank YOU!!	D96 Bethesda - Potomac Park (Metrobus)		D96
7/8/2024	Public Coordinate	Something Else	Currently the bus always gets severely delayed along here, especially in the mornings. It's sad walking past the buses stopped in traffic; I mostly gave up riding it through this area.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/8/2024	Public Coordinate	Where it Goes	Routing is too circuitous. Line should be split in two, preferably with some limited-stop trips between Barnaby Woods and downtown.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/8/2024	Public Coordinate	Where it Goes	This is a good proposed route. Those complaining are unreasonable. North Capitol is already served by other routes and this ensures that service is ubiquitous throughout the neighborhood.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Goes	I regularly ride the G2 from my home on 1st St NW to Dupont and Georgetown. This new route won't take me where I need to go for work, dining, and leisure.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/8/2024	Public Coordinate	Where it Goes	I appreciate the L2 going through Adams Morgan and would miss the easy access with the proposed D70, however if the proposed D72 route went further north rather than just stopping at the Van Ness Metro station that would be a helpful adjustment.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70, D72
7/8/2024	Public Coordinate	Where it Goes	The curtailing of the 96 bus from points west of Duke Ellington Bridge is a major mistake. East/West Crosstown trips are already much too difficult to take in DC, and seeing what used to be a route that could connect across all quadrants is disappointing. Without the 96 route, many family md like mine in large MFH buildings along CT Avenue lose access to cross town jobs, groceries, and amenities.	2025 Proposed Network	96	C55,C57
7/8/2024	Public Coordinate	Something Else	As a regular commuter on the 18P route for the past 1.5 years, I have observed that the bus takes an additional detour through Capella Avenue and Shiplett Boulevard instead of continuing directly along Lee Chapel Hill Road and Old Keene Mill Road to connect to the Rolling Valley Park and Ride Lot. This detour adds nearly 10 extra minutes to the journey each way. From my observations, there is minimal passenger activity on the Capella Ave. and Shiplett Blvd. In my 1.5 years of commuting three times a week, I have only seen very few passengers utilize this stop. This suggests that the demand for this particular detour is very low. By eliminating the unnecessary detour through Capella Avenue and Shiplett Boulevard, we can achieve the following benefits: 1.Time Savings: Reducing the travel time by approximately 10 minutes each way will significantly enhance the convenience for the majority of passengers who rely on this route. 2.Cost Efficiency: Shortening the route will likely lead to fuel savings and reduced operational costs for the bus service. 3.Environmental Impact: A shorter route will result in lower fuel consumption, thus contributing to a reduction in the carbon footprint of the bus service. I believe that the data collected by the transportation department will support these observations and highlight the low usage of the Capella Ave and Shiplett Blvd. Streamlining the route will not only benefit current passengers but also make the service more attractive to potential new riders. Thank you for considering this proposal. I look forward to seeing improvements in the bus routing that will enhance the efficiency and sustainability of our public transportation system.	F81 Burke Centre - Pentagon (Metrobus)	18P	F81
7/8/2024	Public Coordinate	Where it Goes	WMATA should not route a bus on 1st St as it will have to remove parking and cut back trees in order to allow two buses to pass each other on such a narrow street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Stops	Agree with others that although the route straight up CT may be more direct, the connectivity of Woodley Park/CT ave to Adams Morgan is important, especially with the pending loss of the circulator (and no plans to replace the WP-AM route?). The traffic concerns in this area slow down buses on the 42/43 route past Columbia & 18th, but not connecting over the bridge.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/8/2024	Public Coordinate	Where it Goes	Please continue this route into Foggy Bottom, this is a major commuting line for folks living in DC to federal buildings south of the white house. Without this line, there is almost no where in DC that someone can live and have access to these buildings. The Orange line is the other main option but within DC there is almost no where to live except Capital Hill, I do not want to move to VA just to be able to get to work in DC, that's crazy.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	How Often it Comes	this is line would be key to access the metro line in the morning and evening. It must be more frequent!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85

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7/8/2024	Public Coordinate	Something Else	Incredibly useful to have a bus line that comes to Seven Corners from DC. Big impact on commuting. Please consider all day frequency, not only rush hour.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/8/2024	Public Coordinate	Where it Goes	Glover Park is with the new proposal completely unserved: how about rerouting the new D96 line through Glover Park, e.g. on Calvert Street and then at the end of Calvert Street to New Mexico?	D96 Bethesda - Potomac Park (Metrobus)		D96
7/8/2024	Public Coordinate	Where it Goes	Routing this bus down 1st St makes no sense. There's already barely enough room for two lanes of regular traffic to safely pass each other; adding buses will only make the street more congested. This is a residential street, not a highway - buses will add to the noise and make an already-perilous bike route more dangerous. Why would WMATA route the bus down 1st instead of North Cap?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Goes	Please keep a stop on the D72 for the State Department. Most of the commuters on the current 42/43 lines come past Farragut and the White House to the IMF, World Bank, State Department, and GW stops. This change would increase our commuting time in both the morning and evening.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	How Often it Comes	I am extremely concerned about the proposed frequency on this line, and agree with others that this cross town route provided important connection points across the city, and am concerned as a resident/current rider of this route about the limited frequency!!!!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Something Else	As others have pointed out it would be great to have a bus linking Montgomery County to Tyson's corner, with the opening of the silver line to Dulles Inter. this bus route would become even more useful also for people commuting to the airport!	C15 Potomac Ave Station - Southern Ave Station (Metrobus)		C15
7/8/2024	Public Coordinate	How Often it Comes	The more direct route is welcome but this should really be a high frequency line, especially during rush hours	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/8/2024	Public Coordinate	How Often it Comes	this is a poor replacement for H2 bus. It is important to have frequent access from Conn. to Wis. Ave. 7 days a week, not just am/pm rush. It is also useful to have frequent cross town access to UDC, which is missing with this route.	2025 Proposed Network	H2	C61
7/8/2024	Public Coordinate	Where it Goes	The L2, 42, and 43 running through this stop is hugely beneficial and all 3 lines are frequently busy. If you eliminate L2 from this stop, frequency MUST be more than every 20 minutes.	2025 Proposed Network	42, 43, L2, 20	D74, D72
7/8/2024	Public Coordinate	Where it Goes	It would be great if there was a line going from Burke to Franconia-Springfield metro station. Many people go to Pentagon and catch metro from there. When I have possibility I drive to Franconia and take the metro from there which is much more convenient. Hope a line from this area to Franconia metro station would be possible in the future.	F81 Burke Centre - Pentagon (Metrobus)		F81
7/8/2024	Public Coordinate	Where it Stops	Agreed with the rest of the commenters; it makes much more sense to stop at Woodley Park metro rather than this random bridge.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/8/2024	Public Coordinate	Where it Goes	Routing is too circuitous, was a downfall of the former N22 and previous Circulator routing in this area. 2nd St NE/SE is a more direct route between Union Station & Navy Yard. Even better, US Congress should open 1st St NE/SE to bus traffic.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/8/2024	Public Coordinate	Where it Goes	I am a regular G8 rider from 1st/Rhode Island NW to Farragut - a few blocks from my office. The one-seat ride from my neighborhood to work would be extremely inconvenient to lose.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/8/2024	Public Coordinate	Where it Stops	The D72 will remove access to landmarks like the Kennedy Center for a large portion of its ridership. And removing almost a third of 43's established bus stops will detrimentally affect the commuting schedules of many riders who depend on the route to get them to work, performances, social gatherings etc etc. Please extend the D72!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Something Else	Please keep the old N2 route. Many people rely on it to commute to downtown. The bus is always full. There is no reason to cut it.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	N2	C85
7/8/2024	Public Coordinate	Where it Goes	The 42/42 is a major commuting route for State Department employees. Please keep a stop that extends to State for so many who ride this bus. Every morning I see half of the bus get off at E/21st.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Stops	Remove R street stop, since Rhode Island is only 1 block away	C51 Woodley Park - Anacostia (Metrobus)		C51
7/8/2024	Public Coordinate	Something Else	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.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	How Often it Comes	With the Circulator shutting down, if the 38B line is cut then the only public transport option between Arlington and Georgetown will be the A58 line. 20 minutes is not frequent enough for this line to keep the connection alive between the two areas.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	38B, 20	A58
7/8/2024	Public Coordinate	Where it Stops	Does this mean the route coming back from Annandale to Pentagon will stop at Pentagon City now? It used to go straight to Pentagon on the highway and those of us who used it to go to Annandale had to transfer buses en route. It would be great if it has the same route going and back.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
7/8/2024	Public Coordinate	How Often it Comes	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.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/8/2024	Public Coordinate	Where it Stops	Please maintain service to the intersection of Wisconsin Ave and Cordell Avenue!	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/8/2024	Public Coordinate	Where it Goes	Travel time between GMU & Fairfax City to the Tysons Area should be minimized. Also consider running select trips to Rosslyn via GW Pkwy (as 15M/K previously did)	F64 George Mason - McLean (Metrobus)		F64
7/8/2024	Public Coordinate	Where it Stops	Yep. Agree with others. Take this route to Woodley to make up for the loss of the Circulator's connection to the Red Line!	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/8/2024	Public Coordinate	Something Else	I take the G8 bus every day from this point to the end point at Farragut Square. The proposed routes to in no way replace the current G8 route. It takes MUCH longer to talk to the new D34 option and doesn't go all the way to Farragut Square. PLEASE don't let the G8 go!!!	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34
7/8/2024	Public Coordinate	Where it Stops	Remove stop: there are already stops a block away in either direction. In general, stop spacing should match the spacing between the lines (unless there's an important cross street or destination). So for example, if buses run on 14th and 11th Street (3 blocks) it makes sense for stops to also be spaced every 3 blocks---otherwise slowing things down unnecessarily, and definitely not every block	C51 Woodley Park - Anacostia (Metrobus)		C51
7/8/2024	Public Coordinate	Where it Goes	Not extending into Foggy Bottom is a huge loss for the multitude of people in NW using the 42/43 to commute to the World Bank/IMF/Department of State and many other major agencies. Heading north at the end of the day, the bus is typically full by the time it hits Farragut, which shows the popularity of the 42/43 as a commuter route. It would be a major oversight to disconnect Foggy Bottom from the rest of the city like this.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Goes	The bus should not be routed on 1st St NW. It would reduce pedestrian safety, clog up traffic flow on an already congested narrow street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Stops	Same comment as further down the line, but no stops needed every block. Limit to the major streets with buses (14th, 16th, 11th), unless important cross street or point of interest (13th for Metro).	C51 Woodley Park - Anacostia (Metrobus)		C51
7/8/2024	Public Coordinate	Where it Stops	This would be foolish to remove bus service from this neighborhood that heavily relies on the bus network. Teaching staff from Lafayette Elementary and employees of Broad Branch market will find it increasingly difficult to commute and parking will be further limited. Moving this route to Military Rd will increase traffic congestion and decrease ridership as there are significantly less landmarks/businesses that this route will pass.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/8/2024	Public Coordinate	Something Else	Glad this route is taking 1st street. Please work with DDOT to remove congested parking spaces so that we can have a beautiful bus corridor with easy access to our city.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/8/2024	Public Coordinate	Where it Goes	Further supporting this connection to Woodley Park/red-line for U Street Residents	C51 Woodley Park - Anacostia (Metrobus)		C51
7/8/2024	Public Coordinate	How Often it Comes	Correction to previous comment: the frequency should be no MORE than 15 minutes.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/8/2024	Public Coordinate	Where it Goes	This route is not an adequate substitution for the G2, and compounded with the suggested changes to the G8 route that eliminate our neighborhood's one-seat connection to Farragut this will severely impact my commute time.	C55 Tenleytown - LeDroit Park (Metrobus)	G2, G8	C55
7/8/2024	Public Coordinate	Where it Goes	Please extend to Woodley Park to provide Red Line connectivity	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/8/2024	Public Coordinate	Something Else	This change would cut off Howard's direct access to Georgetown and Dupont. Not putting a stop on NJ/P cuts off the most direct replacement stop for those who would have used the stops on NJ and north of there.	D92 Georgetown - Union Station (Metrobus)		D92
7/8/2024	Public Coordinate	How Often it Comes	this is a commuters' and school students' line, it cannot come just every 30mins, rush hour time needs more service	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/8/2024	Public Coordinate	Where it Goes	Please, please, please add rush hour service that goes around Georgetown. Going through there easily adds 15-20 minutes with all the traffic and double parking. It also makes the ride uncomfortable because of constant start-stop jerkiness. The visionary network has a limited stop express concept, which doesn't make much sense. The traffic is the primary problem during rush hour, not bus stop spacing. DDOT should build bus lanes on Wisconsin so that WMATA can run an express route through, but that hasn't happened and might never happened, so please create an express route with the infrastructure that exists today. That means going around Georgetown.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/8/2024	Public Coordinate	Where it Goes	Very happy to see a crosstown bus that will connect Adams Morgan to Petworth!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/9/2024	Public Coordinate	Where it Stops	As noted by many others, Nebraska/Military intersection is HORRIBLE for children given what a mess that intersection is. This change from the current route COMPLETELY ignores everyone in the northern part of Chevy Chase, will decrease ridership dramatically, ignore huge community needs for Lafayette students and staff. There are so many kids that use/need the McKinley stops for school.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/9/2024	Public Coordinate	How Often it Comes	With the loss of Circulator (new since this map was released), frequency across Key Bridge should be higher. The A58 also picks up some of the K St Circulator route.	2025 Proposed Network		A58
7/9/2024	Public Coordinate	How Often it Comes	Support combining the H2/H4, and increasing frequency of service. Primary route to Cleveland Park Metro. Right now H4 is preferred route, but too infrequent to reliably use. Please also improve accuracy of arrival times for buses that originate at Tenley bus bay. They are currently totally unreliable.	C61 Tenleytown - Brookland (Metrobus)	H4	C61
7/9/2024	Public Coordinate	Where it Stops	There are two stops for this bus 400 feet away in either direction, on Lamont and Irving. Please remove this stop to help the bus go faster	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	How Often it Comes	Convenient route but the bus often reaches capacity on weekday mornings before 16th + Park, requiring the bus to pass the stop and passengers to await the following bus. Very reliable service but would benefit from increased service during weekday rush hours in both directions	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	Where it Goes	42/43/L2 are always so busy, why eliminate it? There are few other options in terms of bus or metro to go from this area towards foggy bottom and downtown.	2025 Proposed Network		D72
7/9/2024	Public Coordinate	How Often it Comes	I second the comment on higher frequencies - especially on weekends the half hour service is too low - means I usually drive to Georgetown. 10 minute weekdays and 15 minute on weekends would be fantastic.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/9/2024	Public Coordinate	Where it Stops	Why remove a stop that has a crosswalk and light at the entrance to the neighborhood in favor of a bus stop where it is dangerous to cross at anytime (Kingswood Road)?	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/9/2024	Public Coordinate	Where it Goes	Switching the express line to be the one that keeps going past McPherson is a good change	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	How Often it Comes	IF you're adjusting this route to ONLY go between PET and TPK, it would be nice if it ran more frequently especially during rush hour.	D46 Takoma - Petworth (Metrobus)		D46
7/9/2024	Public Coordinate	Where it Stops	While I'd welcome this new service in the neighborhood, 1st Street is not the right route. This bus will be extremely slow due to the many four way stop intersections and the congestion already present in this street. A faster route would be through a dedicated bus lane on North Capitol. i'd definitely prefer to walk one extra block of the bus moves faster!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Something Else	Use the terminus on Mission Drive as a transfer point for all the buses in this area, P20, P23, P24. A small detour for these three routes will make it much easier for people to use the bus out here.	P23 New Carrollton - Glenn Dale (TheBus)		P20, P23
7/9/2024	Public Coordinate	Where it Goes	Seconding the comment about having the bus not go up North Capitol to Mass Ave. - the number of times we've gotten stuck at North Capitol and E St. waiting to turn!	D24 McPherson Square - Deanwood (Metrobus)		D24
7/9/2024	Public Coordinate	Where it Stops	The failure of the C61 to serve the WHC bus circle constitutes blatant discrimination against the disabled, elderly, etc. - expect an immediate (and victorious) lawsuit! This has been a scheme of WMATA for several years, but you will NOT get away with it.	C61 Tenleytown - Brookland (Metrobus)		C61

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/9/2024	Public Coordinate	Where it Goes	More or less identical to 52, I support the terminus change and increased service	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52	D52
7/9/2024	Public Coordinate	How Often it Comes	I wish the C51 was more frequent	2025 Proposed Network		C51
7/9/2024	Public Coordinate	Where it Goes	Echoing the other commenters- 42/43 are essential for not just workers in this area but also students who have class during all parts of the day and night especially. Ending class at 9pm and having no options to get north from here wouldn't be great.	2025 Proposed Network		D72
7/9/2024	Public Coordinate	Where it Goes	Have y'all considered a service using the Rt. 50 corridor yet? Would be great to head all the way to Vienna/DC without having to detour through the Silver Line or backtrack so much after East Falls church. Not to mention how much traffic there already is, and giving more options for people. Fairfax connector goes to Avion pwky, but not far enough. LCT barely runs enough service in general, so not even an option in the first place, and only goes to Loudoun Gateway station (where there's literally nothing...). We need fast, safe, and reliable service for people to actually ride transit! BRT would work really well, as well as stopping at some of the park and ride lots on the way.	2025 Proposed Network		
7/9/2024	Public Coordinate	Something Else	Seconding the nearby comment.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/9/2024	Public Coordinate	Something Else	layovers should probably be done at Brookland heading to Deanwood, as the WHC bus loop is frequently congested.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/9/2024	Public Coordinate	Where it Stops	Might as well deviate into veterans, its the beginning of the line now	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/9/2024	Public Coordinate	Something Else	Have the P20 turn onto Mission Drive so people from can transfer to the P24 and get to Bowie without having to go all the way to New Carrollton. Both the P24 and P20 could be rerouted a bit to provide more service for people on and near Greenbelt Rd.	P24 New Carrollton - Bowie State (Metrobus)		P20, P24
7/9/2024	Public Coordinate	Where it Stops	Agreed that this is a ridiculous stop. Improvements are needed if you want to include this on the route (and to not have a stop in this vicinity would be bad as well)	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	How Often it Comes	Can you please have this route operating 24 hours daily?	A71 Ballston - King St Station (Metrobus)	24	A71
7/9/2024	Public Coordinate	Where it Goes	This road is narrow, and a bike sharrow that bikes actually use. Unless you are going to add a dedicate bike lane here and/or get rid of the street parking, it seems a bad idea to add more buses when this leg could easily run down Wisconsin Ave.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/9/2024	Public Coordinate	Where it Stops	Please keep the stops widely spaced as currently proposed, everyone wants a stop precisely where they are going but if the bus stops at every block it slows it down for everyone	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	Where it Goes	Please don't get rid of the 96! It's a critical route for a lot of people in Hill East, including kids trying to get to Union Station and school.	2025 Proposed Network		
7/9/2024	Public Coordinate	Where it Goes	If they don't want the bus, don't give it to them! I'd rather have this bus continue to North Capitol or to cut it off at Georgia avenue and increase the service for people who would actually use it. Not worth the fight.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Goes	The proposed D72 line ends in a similar area downtown as the line replacing the S buses on 16th end or pass through. For residents in Mount Pleasant, western Columbia Columbia Heights, and Adams Morgan, it makes sense to have an option that goes through downtown but does not stop there. Otherwise a 16th Street bus could be used.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Something Else	Please keep traveling via Peach Walker Dr that where I used aboard and alight this stop. Also for some passengers do the same on Peach Walker Dr.	P72 Downtown Largo - Bowie (Metrobus)		P72
7/9/2024	Public Coordinate	Where it Stops	I urgently request that you allow for buses 42 and 43 to continue their route from Adams Morgan to the Kennedy Center as there are no easy ways to take this route other than those buses. Many thanks!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	42, 43	D74
7/9/2024	Public Coordinate	How Often it Comes	Frequency needs to be increased to 20 minutes or better. This is especially true now that you are extending the length of the route. This bus line is heavily used by all type of workers and having to wait 30 minutes for the next bus is far too long and can cause people to be late for work.	M82 Twinbrook - Friendship Heights (Metrobus)	20, 30	M82
7/9/2024	Public Coordinate	Something Else	This bus route is important to getting to Adams Morgan, which is not served by Metro. While I'd prefer it to run more frequently, please also improve the accuracy of bus arrivals for buses that originate at Tenley bus bay - your system doesn't seem to take into account when a bus sits at Tenley for long periods of time.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Stops	Could this route get any more complicated? It is replacing, in part, the N4/N6 which went down Mass Ave. The complex detours limit the usefulness of this route.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/9/2024	Public Coordinate	Where it Stops	Without the 96, Hill East and Capitol Hill are cut off from bus service almost completely. I use the 96 constantly, and so do my neighbors. Please re-route C51 to ensure our neighborhood is connected. We can't lose this bus service.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/9/2024	Public Coordinate	Where it Goes	Add route P26 = 15X to this plan	P20 Greenbelt - New Carrollton (Metrobus)	15X	P20
7/9/2024	Public Coordinate	Where it Goes	Agree that Union Station's importance as a multimodal hub has increased since Metrorail was built in the 1970s. Better Bus is a chance to improve crosstown connections to it, but it remains neglected.	2025 Proposed Network		
7/9/2024	Public Coordinate	Where it Goes	Huge loss of ridership on a community with a high number of elderly riders + children who commute out of Chevy Chase and those kids/staff that commute to Lafayette. Also, Military/Nebraska unsafe for school children at large especially if needing to transfer or get out and walk a significant distance. This does a real disservice to the residents in Chevy Chase-- most of whom would like to use the bus more.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/9/2024	Public Coordinate	How Often it Comes	I've frequently waited upwards of 20 minutes for service during peak commuter hours here because on full bus after another will pass by altogether. Rush hour service needs to be drastically increased.	2025 Proposed Network	20	D82
7/9/2024	Public Coordinate	Where it Stops	A stop somewhere on this block as close to the new reservoir park/aquatic center would best serve riders.	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	How Often it Comes	Seconding the comment about timing. The 42/23 bus is almost always full, packed and unable to load customers on days when the weather is worse. Any buses through this area must run more frequently.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/9/2024	Public Coordinate	Where it Stops	I propose a slight compromise in combined local service among the corridor. Expedite the conversion of D52 to D5X between Takoma and SW DC (most preferably expedite the navy yard extension, but not a deal breaker if put on the back-burner. I've recommended that the D54 be restored to L'Enfant Plaza via its former routing via Archives) and maintain the proposed rush hour frequency, but send some off-peak trips to the D54 so that route could be increased to 10-12 minute midday/Saturday headways, while D5X runs every 20 minutes middays/Saturdays (could be increased to every 15 minutes if metro acquires resources from the circulator WP-AM route). While local service would be cut from 7-8 buses to 5 local buses an hour between Colorado Ave and Franklin Sq, the cut would be offset by folks having the option of express busses there. In reality, service would be maintained at shared local and express stops. This is a similar compromise to the conversion of the 36 to D1X, offsetting the lower combined local frequency with the reintroduction of express service on that corridor. Since sunday service is planned to remain similar to today with the existing resources, I propose running D5X as a shuttle between SW DC and Franklin Sq every 20-24 minutes, while D54 could run every 12 minutes, bringing an increase of Sunday service to passengers north of Colorado ave (like myself). This could be increased as more resources become available.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	36, 20, 36	D54, D1X, D52
7/9/2024	Public Coordinate	Where it Stops	Please please leave the D2 bus in service as it has been, it is the difference between having public transport in Glover Park and not.	2025 Proposed Network	D2	D96, C85
7/9/2024	Public Coordinate	How Often it Comes	D90 route looks good, but sufficient frequency needs to be maintained. Current N bus frequency is insufficient to encourage the true potential ridership numbers.	2025 Proposed Network		D90
7/9/2024	Public Coordinate	Where it Goes	The D82 will be the only connector from the Wisconsin Ave Corridor (south of Tenleytown) to Downtown DC: stopping the route in McPherson Square is insufficient. Wisconsin Ave from City Ridge to Georgetown is a very high-density residential area that is poorly connected via transit to the rest of the city - we deserve a direct connection to the National Mall via Federal Triangle. Please extend the D82 south a few blocks to enable a direct connection between 3 of DC's highest-visibility tourist attractions: the National Cathedral, Georgetown, and the Mall/Museums.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/9/2024	Public Coordinate	Where it Stops	The D72 needs to stop at the DoS. This is a major service downgrade compared to current service - employees based where they live on MetroBus, so cutting service would be a major decrease in service	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Stops	The D72 absolutely needs to go as far south as the 42/43 (Foggy Bottom.) The closest metro/bus stop for THOUSANDS of government employees should not be one mile away! The D72 should stop at E and 21st street and pick up at Virginia Ave. and 21st street.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	Langston Boulevard is undergoing a major redevelopment process that will depend upon good transit service to make it work. Removing the 3Y route is incredibly short-sighted! We will be seeing more and more development in this area and people will need bus access to downtown and other transit stops.	2025 Proposed Network	3Y	
7/9/2024	Public Coordinate	Where it Goes	The D72 would no longer extend to the State Department - this would severely impact employees and others. This route should be extended to cover the DoS	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	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.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	Discontinuation of the 42/43 will not provide “better service during rush hour” and will not “connect customers to key destinations and transit hubs.”	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	Taking away the 3Y to downtown during rush hour will mean more people switching buses or to trains at Rosslyn to go to downtown. Trains at Rosslyn are already crowded and clogged. Please keep direct service to downtown.	2025 Proposed Network	3Y	
7/9/2024	Public Coordinate	Where it Goes	without a route down to the kennedy center from NW DC, you are effectively cutting off access to an arts hotspot!!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Something Else	Removing the 8W will deprive an entire neighborhood along Taney Avenue of much needed access to and from the Pentagon Transit Center and to locations along Van Dorn Street up to Seminary Road. The 7A is not practical for commuting due to the time it takes to complete its route, nor is the 21C practical for regular commuting, especially for the elderly or those with children or any kind of mobility restriction. Please do not leave such a gap in the service that people depend on!	2025 Proposed Network	7A, 8W, 21C	
7/9/2024	Public Coordinate	Where it Stops	N2/N6 is a vital bus line for my family for work & personal use. We are a one-car family and need a reliable bus service & line. With parking spaces rapidly decreasing due to population growth & addition of bicycle lanes, public transit is a necessity to our future! D90/D96 is a useless proposal and should be rejected.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/9/2024	Public Coordinate	Where it Goes	Suggest that the section between Porter and Connecticut and Tenleytown Metro not use Porter and Wisconsin but instead Connecticut and either Van Ness or Albemarle. This would better serve UDC and many low income, senior, and disabled residents in apartments on Connecticut.	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	Where it Goes	Seems like 4th SW is more popular as a N-S link than NJ SE. This D4 routing seems excessively circuitous, both around the Capitol and in the Greenleaf area.	2025 Proposed Network	D4	D14
7/9/2024	Public Coordinate	Where it Goes	I would strongly advocate that Metro continue the 42 and 43 buses go all the way to the Kennedy Center. Myself and friends in the area of Adams Morgan take the bus all the way to the Kennedy Center and there would be no other convenient way to do this. Thank you for your attention. Cristina Mercurio	2025 Proposed Network	42, 43	D72
7/9/2024	Public Coordinate	Where it Goes	Any possibility to extend the route to McPherson square? This would make the route a more complete way to get between the Rosslyn/Ballston corridor and the 14th street corridor with only one transfer.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/9/2024	Public Coordinate	Where it Goes	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 seriously worse than 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 know in neighborhoods near here there have been problems with bus drivers being attacked by passengers. 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.	2025 Proposed Network	A4, W5	C27
7/9/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network		D96, C85
7/9/2024	Public Coordinate	Where it Stops	This stop would be better right after the light at Irving	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	Something Else	S2/S9 and these successor routes are highly valuable and useful routes, but during rush hour they often fill up around 16th and Park. Please consider adding a "FULL" indicator that can be displayed on the front of buses/potentially even the digital display boards at some bus stops so that we can plan accordingly. The other issue I often see with these two routes is bunching, so trying to coordinate these routes so that the express doesn't get stuck should be a priority.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	Where it Goes	Really really appreciate the cross town functionality - I do believe it should come more frequently than every 30 minutes - it negates some of the cross town benefits, if it takes over an hour to get there due to waiting for the bus vs 25 min driving.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/9/2024	Public Coordinate	Where it Stops	So glad there is streamlined service through the hospital. The convoluted routing currently causes major delays.	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	Where it Goes	Why make buses go all the way around the circle? This adds so much time to buses during rush hour. Buses that currently go under the circle save so much time. I encourage you to sit on a bus at 5pm as it goes from Farragut north on Connecticut to understand what I mean.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/9/2024	Public Coordinate	How Often it Comes	Similar to other comments re: the proposed route: very convenient and would likely benefit from increased service during weekday rush hour. Very frustrating to see the bus pass the stop due to it already being at capacity and having to await the following bus	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/9/2024	Public Coordinate	Where it Goes	with the demise of the DC Circulator system there is basically no bus connectivity to Georgetown except this line, for anyone going between there and places north of Florida Avenue you have to connect in Franklin. Some kind of bus rout that goes between Georgetown and e.g. DuPont Circle would be useful	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/9/2024	Public Coordinate	Where it Stops	They removed the bus from where people needs it most to put it where no one wants it. Make it make sense!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Goes	the proposed C85 is a too long and too complicated route - it will take forever to reach Foggy Bottom from here (side streets of glover park, foxhall, stuck on M street in gtown) so no one will take it. this means we lose bus service since we lose the N2 and get this silly bus route instead	2025 Proposed Network	N2	C85
7/9/2024	Public Coordinate	Where it Stops	This route is a nightmare. Mass Ave is always crowded. It will take extremely long to get north or south of the Dupont Circle area at rush hours.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/9/2024	Public Coordinate	Where it Stops	Getting rid of the stops closest to the MLK (central) library and City Center is a huge error in judgement.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/9/2024	Public Coordinate	Where it Goes	Replacing the 42/43 with a route that ends at Lafayette Park makes no sense. Metrobus service to the World Bank, IMF, State Department, OAS, and many other government and non-government offices has been deeply affected since the pandemic (no more S1, L1 routes to name a few). In a regular day the walk is not bad but in days where the temperatures are over 90 plus high humidity (or in the winter with low temperatures) that walk is really tough, especially for older commuters. Please reconsider and do not stop serving the areas that 42/43/L2 serve or think about alternatives to cover for long gone routes like the S1 and L1.	D72 Van Ness - Lafayette Square (Metrobus)	90	D72
7/9/2024	Public Coordinate	How Often it Comes	Wisconsin Ave is a major commuter route not only on weekdays but also on weekends. The current bus frequency is woefully insufficient during these times with sometimes several completely full buses in a row passing a stop completely. This drastically increases the average wait time in a way that is not reflected by basics route schedules. The frequency for Wisconsin Ave service during peak times needs to be <5 minutes at minimum.	2025 Proposed Network		D82
7/9/2024	Public Coordinate	Where it Stops	This route eliminates commute options for DC residents north of Dupont Circle to get to work at the World Bank or State Department. Adams Morgan residents are once again crippled not only by a lack of metro station but now by being completely cut off from a bus route that used to go to the State Department.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/9/2024	Public Coordinate	How Often it Comes	Please have this route operating until 11:30pm, daily.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/9/2024	Public Coordinate	Where it Goes	Please ensure the D72 or D74 makes stops at GWU/Western Market, State Department, and Kennedy Center as I and many others rely on the current 42/43 lines to commute to work each day.	D72 Van Ness - Lafayette Square (Metrobus)		D74, D72
7/9/2024	Public Coordinate	Where it Stops	Would you consider changing the route to begin and end at Tysons Metro Station?	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/9/2024	Public Coordinate	Where it Stops	There are always delivery trucks loading and unloading in this street, both for packages but also to supply the corner store. Cars go around them but a bus would get stuck.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Something Else	I regularly take buses to and from this approximate area. With mobility problems, I depend on the reliability (including frequency) of these buses. I'm concerned with the new routes that there are not enough options if buses don't show. Let's not say that they won't because that ignores reality.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/9/2024	Public Coordinate	How Often it Comes	Please don't cut the frequency of the new bus replacing N4 (currently every 10 minutes and you are proposing every 20 minutes for rush hour, much worse in the evenings). Also it would nice if it still ran to Farragut Square. Please dont cut our bus service, we dont have metro here so buses are crucial. Mass Ave is a fast way to downtown	2025 Proposed Network	N4, 20	D90
7/9/2024	Public Coordinate	Where it Stops	Restore proposed service to Mount Pleasant, new route eliminates Park Rd service westbound and exacerbates Irving St bottleneck. Great to see increased service, the H2/H4 schedules seem very unreliable during weekday non-rush hour and service every 40 minutes does not seem viable to increase ridership	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	Where it Goes	There's such limited service to the State Department. The 42/43 really should go all the way into foggy bottom. There's really no alternative -- especially coming from NW dc. Most people at the state department come in 5 days a week.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Something Else	I support this route. We need more transit, biking, and pedestrian oriented solutions in Bloomindale and surrounding neighborhoods.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Stops	The previous betterbus plan had a line that goes to the mall, which is a decent hub for the RTA buses. There should be a line that serves the mall and a nearby park and ride (prolly broken land pkwy).	2025 Proposed Network		
7/9/2024	Public Coordinate	Where it Stops	Don't remove the bus from 4th st! Why are you making the new bus go around Ledroit instead of through it? Also the new bus doesn't go to dupont and georgetown.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Stops	The proposed bus network leaves a big gap in transportation coverage in Capitol Hill and Capitol Hill East. Please restore Route 96 or a similar route that would provides bus access along Massachusetts Ave SE. There are no proposed routes that provide direct access from Capitol Hill East to Union Station and points in NW like Route 96 currently does. It is an important connection for this neighborhood that our family uses.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/9/2024	Public Coordinate	Where it Stops	Should continue to at least 20th and I NW, or should end somewhere further west than 15th St. NW	D24 McPherson Square - Deanwood (Metrobus)		D24
7/9/2024	Public Coordinate	Where it Stops	Would be better to consolidate the two westbound stops here into one stop right after the light at Connecticut, across from where the eastbound stop is	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	How Often it Comes	Please have the last trip leave the terminal at 11:30pm, daily.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/9/2024	Public Coordinate	Where it Stops	This stop could use a shelter and a bench for those switching from the Red line	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	Where it Goes	Please bring back the S1 route during rush hours. That route provided much needed access to several government and non-government offices downtown that will now be affected by the proposal to get rid of the 42/43 metrobus route (another huge mistake). Do not take access away to these areas (State Department, IMF, World Bank, and many other offices in the area) to people over 50 who have trouble getting around without these routes.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/9/2024	Public Coordinate	How Often it Comes	In addition to the suggestion to extend the P51 to Stadium-Armory, please have the last trip depart 10 minutes after the last train of the day arrives, daily.	P51 Capitol Heights - Downtown Largo (Metrobus)		P51
7/9/2024	Public Coordinate	Where it Goes	The 42/43 bus is a vital public infrastructure resource for all government workers who commute from their homes in the Kalorama/Admo/DuPont neighborhoods. The frequency of these busses and continued operation to all current stops needs to be preserved!!	2025 Proposed Network		D72

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7/9/2024	Public Coordinate	Where it Stops	Is there a stop here? It doesn't seem to be indicated and if there is not there should be. What is the point of sweeping down the to the Kennedy Center without adding it to the route, there seems to be no north-south equivalent to D12. Additionally, rush hour service only is not functional to make it accessible for most Kennedy Center events.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/9/2024	Public Coordinate	Where it Goes	Don't capitulate to 1st St complaints and change the route. Riders' needs should come first.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Where it Goes	Agree: silly to have a short gap between where D52 (Waterfront) and C43 (Navy Yard) terminate. Should bridge gap with at least one route, given loss of Circulator route + transit-dependent population between the two Metro stations. Prefer to see C43 terminate at Wharf, using 7th/Maine/6th/Eye block to loop as Wharf Shuttle currently does.	2025 Proposed Network		C43, D52
7/9/2024	Public Coordinate	Something Else	Why do all of these busses end at Farragut West? The D70, 72. and 74 are all stopping here. This is silly, no one is commuting all the way down here to take the metro, most folks are going to Foggy Bottom. Please extend some of these lines down towards the mall and foggy bottom. Otherwise you are going to have hundreds of people trying to transfer buses all at Farragut West, no one is switching to the train.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	74	D70
7/9/2024	Public Coordinate	Where it Goes	Keep the P20 and P21 routes through Old Greenbelt the same as the G14 and G12 routes. People know what those routes are and how to use them. Changing the streets they run on will cause confusion.	2025 Proposed Network	G12, G14	P20, P21
7/9/2024	Public Coordinate	Where it Stops	This is a vital bus line for my family for work & personal use. We are a one-car family and need a reliable bus service & line. With parking spaces rapidly decreasing due to population growth & addition of bicycle lanes, public transit is a necessity to our future!	D90 Tenleytown - Convention Center (Metrobus)		D90
7/9/2024	Public Coordinate	Where it Goes	I don;t see th point of running the P21 along Crescent Rd to Westway. This does not give any extra riders and moves the route away from riders who live on Ridge rd and north of Ridge Rd. I would like to keep the P21 route the same as the G12 route and increase the frequency.	P21 Greenbelt - New Carrollton (Metrobus)	G12	P21
7/9/2024	Public Coordinate	Where it Goes	if this bus ends up going to Foggy bottom it should take a direct route there, e.g. down New Hampshire, rather than the current meandering loop that the 42 currently takes	D72 Van Ness - Lafayette Square (Metrobus)	42	D72
7/9/2024	Public Coordinate	Where it Goes	I disagree with comments about suspending going through georgetown during rush hour; i use the 33/31 buses to go to georgetown. I do also use 33 outside of rush hour to go to foggy bottom/Lafayette park areas (if it's rush hour, will do a bus plus metro option given georgetown traffic), but that doesn't mean folks don't need to get to georgetown during rush hour. I also don't understand the comment to have express bus from Friendship Heights to Dupont to Farragut -- Doesn't the metro rail do this already?	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
7/9/2024	Public Coordinate	Where it Goes	Very sad to see the kennedy center connection disappear. The new D12 route that is proposed to go to the kennedy center mirrors the B/O/S metro lines and makes the kennedy center shuttle quite redundant. You are now asking all upper NW residents in neighborhoods like Columbia Heights, Crestwood, Mt Pleasant, Dupont and Admo to now take the metro and transfer at L'enfant instead of a one-seat ride. Please maintain the north south connection to kennedy center.	2025 Proposed Network	D12	D72
7/9/2024	Public Coordinate	Where it Stops	I can't add anything else to the very valid comments that WMATA hasn't considered - structural concerns in place (due to 1st St Tunnel already compromising weight limits), narrowness of the streets, congestion due to cut-through MD drivers, EMS vehicles needing access to the hospital, the requirement to eliminate parking lanes and newly built tree boxes... It's just amazing in the face of all this WMATA's point of view is "oh well, let's do it anyway rather than use North Capitol"	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Something Else	We miss the D5 line. It is crucial to have a direct route linking the Palisades to downtown direct, ate least at commuting times. The D6 takes 1 hour to get there and the D5 used to take 20 minutes!	2025 Proposed Network	D6, 20	
7/9/2024	Public Coordinate	Something Else	when is this garage going to reopen?	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/9/2024	Public Coordinate	Where it Stops	Infrequent L2 rider but disappointed to see the proposed route will no longer service Adams Morgan	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/9/2024	Public Coordinate	Where it Stops	Greenbelt Station has no bus service in this plan, so it is not a better bus network. Have the P22 run into this community to replace the old 15X.	P22 Greenbelt - Cheverly (TheBus)		P22
7/9/2024	Public Coordinate	Where it Goes	Why not have one of the Farragut buses detour down to Foggy Bottom from Dupont? The D74 perhaps? I used to take the H1 or S1, and now the 42/43. There is otherwise no option for closer stop in this neighborhood.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/9/2024	Public Coordinate	Where it Stops	I would love for Metrobus to use the same existing transit station here on Rappahannock Ln for easy transfers to CUE and Mason Shuttles services. Also would supplement CUE bus service because CUE runs so horribly (45+ mins between busses), especially on weekends. Not to mention it's actually on campus and has less walking time. More options for everyone please!!!	2025 Proposed Network		F64, F23, F50, F29
7/9/2024	Public Coordinate	Something Else	First ST NW is not a feasible route for a bus. North Capitol and 2nd St are better as bus routes and infrastructure are already available.	2025 Proposed Network		C55
7/9/2024	Public Coordinate	Where it Stops	I strongly am opposed to removing the H4/C61 stop at Park and Mt Pleasant Street by the little park. The bus seems like it will be rerouted away from major population areas towards less populous row houses. I echo other commenters that it seems to be heavily used by schoolchildren from the larger apartment buildings who would have to add a ten minute walk, at least to their commute.	C61 Tenleytown - Brookland (Metrobus)		C61
7/9/2024	Public Coordinate	Where it Stops	Great to see that there is a stop here for the reservoir park/aquatic center.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
7/9/2024	Public Coordinate	How Often it Comes	Please have this route operate every 24 hours, please?	F20 Tysons - King St Station (Metrobus)	24	F20
7/9/2024	Public Coordinate	Where it Goes	I live near Mount Pleasant and currently take the 42/43 to get to my job at the State Department. I will be extremely disappointed if this busy route does not continue. Many people who enter the bus with me at the 16th St / Columbia stop get off with me at the State Department. Please keep the 42/43 route.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	With the circulator service ending, potentially adding enhanced service between Rosslyn or Ballston and Georgetown. Potentially a radial service between Rosslyn/Ballston and Columbia Heights via Georgetown, Dupont Circle, and Adams Morgan to supplement the Rosslyn Dupont/Adams Morgan circulator closing.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/9/2024	Public Coordinate	How Often it Comes	The current routes here (31 and 33) often get severely backed up around this point, seriously impacting headways and resulting in multiple buses coming at once, followed by 30 minute headways. I think it's essential to have a bus route which connects Georgetown to the rest of the city, but a bus lane down this stretch of M street (and possibly continuing on to Pennsylvania Ave) is probably essential to actually get this route operating on a 12 minute headway. I'm a little concerned that replacing the 31 and 33 with just one route might mean reduced service on this corridor.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 30, 33	D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/9/2024	Public Coordinate	Something Else	The proposed D72 route cuts off a big chunk of an area that the 42 and 43 bus routes serve by terminating at Farragut Square instead of continuing to the Kennedy Center. In the daytime that will especially impact workers at the State Department and other federal buildings in the Virginia Avenue area and at night it takes away a safe, convenient bus ride home for many people who attend the Kennedy Center. The walk to Farragut Square at night from the Kennedy Center is long and the streets are pretty deserted at night between the Kennedy Center and Farragut Square, (The Foggy Bottom Association just sent an alert out that there is a man stalking women in that area.) City buses are supposed to be serving the needs of the population and the proposed route takes away important service to destinations that many people use.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/9/2024	Public Coordinate	Where it Stops	I take the G2 daily. The C55 will force me to transfer buses, and also will take longer because it goes backwards east to the other side of the neighborhood before heading west again.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/9/2024	Public Coordinate	Something Else	I wish children's would widen their roadways so passengers wanting an accessible bus back to the station wouldn't have to cross a highway to do so...	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/9/2024	Public Coordinate	How Often it Comes	96/C55 is a great route but the lack of reliability and sparse frequency reduce the potential ridership.	2025 Proposed Network		C55
7/9/2024	Public Coordinate	Something Else	Is there a plan to add a bike lane? Because if they add a bus on 1st St, we can forget of riding our bikes here. The street is too narrow and sharing the lane with a bus is crazy scary, even more going uphill!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/9/2024	Public Coordinate	Something Else	All buses should make this stop. Requiring elderly, disabled, and movement-impaired passengers to walk (or roll) from the corner constitutes discrimination. And WHC should effectively prohibit parking and standing autos/vans/taxis that interfere with bus access.	2025 Proposed Network		D36, C63, C61
7/9/2024	Public Coordinate	Where it Goes	It's extremely disappointing that WMATA is proposing to eliminate the K2 without providing any new service options or alternatives. The city claims it wants fewer cars on the road and then reduces transportation resources for local residents. The revised K6 route (M62) has been extended but given no increases in frequency which is a net loss in service for this area. People can't transition away from cars if you don't give them public transportation options! With a lengthened route, the M62 is far more likely to experience delays from traffic and rather than having two options for getting to the metro we will be solely reliant on one route on a path that experiences extremely high traffic congestion. Please reconsider this plan and reinstate the K2.	P42 Takoma - New Carrollton (Metrobus)	K2, K6	P42, M62
7/9/2024	Public Coordinate	How Often it Comes	I echo other commenters in that I need to budget lots of extra time to get to work, sometimes arriving late, because the buses are full and drive right past my stop. Increase frequencies, please.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/9/2024	Public Coordinate	How Often it Comes	Can you please have this route run 24 hours daily?	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	24	A58
7/9/2024	Public Coordinate	Something Else	PLEASE KEEP THE 96. YOU ARE CUTTING SO MANY FAMILIES OFF FROM CRITICAL PARTS OF THE CITY!!	2025 Proposed Network		
7/9/2024	Public Coordinate	Where it Goes	42/43 buses are always packed during rush hour. In a neighborhood that does not have a close metro stop and rare options for street parking, eliminating this route is a disservice.	2025 Proposed Network		D72
7/9/2024	Public Coordinate	Where it Goes	The current 42/43 is vital commuter route. The replacement line D72 must extend further to avoid huge detrimental commuting impacts on this community	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/9/2024	Public Coordinate	Where it Goes	This is not a good alternative to the G2. I take the G2 from Howard and I get on a straight shot down 4th and across town. This bus is driving me around the neighborhood before it even reached Florida ave.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/9/2024	Public Coordinate	How Often it Comes	Please have last trip leave the terminal 10 minutes after the last train of the day has arrived, daily.	P51 Capitol Heights - Downtown Largo (Metrobus)		P51
7/9/2024	Public Coordinate	Where it Goes	The G14 is a good route. It goes a lot of places and has a lot of riders. The P20 needs to keep the same route and run it more often.	P20 Greenbelt - New Carrollton (Metrobus)	G14	P20
7/9/2024	Public Coordinate	Something Else	as an addendum, though not your jurisdiction (though it really should be) we should really get those bus lanes extended to at least 1st and establish some loading zones on the side streets and south of Florida ave so trucks don't always block the lanes.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/9/2024	Public Coordinate	How Often it Comes	This C55 bus route (replacing the 96) is a critical cross-town connector from an area of Northwest that is under-served by Metro (south of Tenleytown on Wisconsin) to a high-density area of the city (U Street/Shaw). It must have higher frequency - every 30 minutes is borderline unusable. Consider a 15 minute headway for this route so that it can serve as a functional, reliable resource for cross-town transit.	C55 Tenleytown - LeDroit Park (Metrobus)	96, 30	C55
7/9/2024	Public Coordinate	How Often it Comes	As so many others have said, 30 minutes between buses outside of rush hour is far too infrequent.	D24 McPherson Square - Deanwood (Metrobus)	30	D24
7/9/2024	Public Coordinate	Something Else	Buses approaching from the north (Irving Street) cannot negotiate the tight right turn into the Hospital Center Bus Circle. Unless WHC intends to widen the road, the only feasible approach is from the south. It used to work fine as buses approached from the south, turned left into the Bus Circle, then proceeded to Veteran's hospital. Reversing the trajectory has only caused deteriorated service.	2025 Proposed Network		C63
7/9/2024	Public Coordinate	Where it Goes	Really appreciate switching the S9/D6X to continue onward-- it just makes so much more sense!	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/10/2024	Public Coordinate	Where it Goes	There needs to be a variant of the C53 or C51 that goes to Navy Yard	2025 Proposed Network		C51, C53
7/10/2024	Public Coordinate	Where it Stops	Please add Mass Ave SE section of the 96 back! Hill East residents need options for getting to Union Station!	2025 Proposed Network	96	
7/10/2024	Public Coordinate	Where it Stops	The bus go east to then go west. Why not going down the street to florida?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Stops	If rush hour service to Pentagon City is needed, it must happen AFTER using the express lanes to drop off at the Pentagon, not by using the regular lanes to serve Pentagon City first. This is what the old 7Y did and it worked fine. But I would urge Metro to think really hard about their ridership. It is faster to get off at Pentagon and take the train to Pentagon City or Crystal City than it is to slog through rush hour traffic in this area on the bus. Do you really need the Pentagon City stop during rush hour? Who is currently using it? Who are the non-riders you expect to attract? What is their use case?	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/10/2024	Public Coordinate	Something Else	Adding dedicated bus lanes on North Capitol would make this bus circulate much faster. The connectivity with the route in North Capitol would offer more transfer opportunities and expand service, especially important for the new development at McMillan	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	How Often it Comes	his bus route is the only form of public transportation from the Palisades to downtown and is an important route for commuters and students. Please consider increasing the frequency of the route.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/10/2024	Public Coordinate	Where it Stops	Wait, this isn't even serving the existing bus stops outside of NRL?	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/10/2024	Public Coordinate	Where it Goes	Great addition from an accessible Metro station to inaccessible National harbor!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/10/2024	Public Coordinate	Where it Goes	I thought this detour away from Alabama Avenue is the sort of thing Better Bus is trying to get away from. Here again the hope is for one bus that does everything--but in the end it won't do anything well.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/10/2024	Public Coordinate	Where it Goes	If this bus does not use the express lanes on 395 during rush hour, it will triple or more the amount of time it takes to get from Shirlington to the Pentagon. That's a ridiculous waste of commuters' and drivers' and all riders' time. The bus needs to use the express lanes when traveling in the peak direction during rush hour.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/10/2024	Public Coordinate	Something Else	How is this bus supposed to alleviate traffic? The traffic on 1st street is mostly from commuters going down to NY ave to get on 395, none of them will take this bus. So we will have the commuters in their cars AND the buses.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Something Else	Responding to the comment above against "suspending" Georgetown service during rush hour: I don't think anyone is proposing that. The suggestion is that *in addition to* the regular route through Georgetown, there should *also* be a special rush hour express that bypasses Georgetown. It would connect the dense Metro desert along upper Wisconsin to downtown. This is something WMATA studied and actually did, with the incredibly valuable 37 route, until they quietly killed it off during the pandemic.	D82 Friendship Heights - Franklin Square (Metrobus)	37	D82
7/10/2024	Public Coordinate	Where it Goes	With this doubling back detour, what are the chances the C27 will be anything close to on schedule into Congress Heights? Total disregard for passengers who would rely on this bus to get from Congress Heights to points west.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/10/2024	Public Coordinate	How Often it Comes	Every 30 minutes is not frequently enough! The D6 is already unreliable, and a 'ghost bus' means having to wait up to an hour between buses. This will make my daily commute to work VERY difficult. Once every half hour also gives me far less flexibility with when I can leave for work, and when I arrive. I work in a customer facing role, and I cannot be late for work but I also don't want to be half an hour early for work. Please reconsider this plan, and increase the number of buses during peak times (0700 - 0900 and 1600 - 1800).	D94 Sibley Hospital - Chinatown (Metrobus)	D6, 30	D94
7/10/2024	Public Coordinate	Something Else	This bus completely disregards the needs of this community. We need effective public transportation, not a bus snarled in traffic and obstacles in a narrow street. The bus would run better on North Capitol.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Something Else	Who needs this route? Is there data that shows people would use this bus? This bus will run empty in this section of the route. A waste of resources, just to stick it to the NIMBYS.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Goes	The bus should circulate in major arteries like North Capitol, Michigan ave, and 5/4th streets.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Stops	Please don't remove this bus stop. It is one of the few along this route that is completely shaded by trees in the summertime.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/10/2024	Public Coordinate	Where it Goes	This bus doesn't go to Georgetown and Dupont, it is not a good substitute to the G2	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/10/2024	Public Coordinate	Something Else	The residents of north highland rely on 3Y to commute to southern DC. Newly proposed route will cause serious inconvenience for them. People might consider moving out to other area if this kind of change really happens which diminishes the attractiveness of Arlington. Please reconsider getting rid of 3Y bus for those who live along Langston Blvd. It will ultimately have influence on the current on-going project which aims to reshape the areas around Langston Blvd.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	3Y	A58
7/10/2024	Public Coordinate	Where it Goes	To be a world class metro area, DC needs consistent transit service to the airport at all times. Currently it's impossible to use the metro to catch many flights at IAD (especially on weekend mornings when the metro opens late). Please consider establishing bus service to/from Dulles and Reston/Tysons/Arlington/DC so that people can take transit when the silver line is closed.	2025 Proposed Network		
7/10/2024	Public Coordinate	Something Else	I hope there is some data about HU students taking the bus, because I've never seen any board the bus on Bryant. If they don't take the G2, why would you put this one here again?	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/10/2024	Public Coordinate	Where it Goes	There's currently no good way to get from H Street NE to Navy Yard. We need a bus route to connect the neighborhoods.	2025 Proposed Network		
7/10/2024	Public Coordinate	How Often it Comes	If service is reduced to setting out from Van Dorn every 30 min, even during rush hour, every rush hour bus will be full before it reaches Fairlington. Fairlington's commuters will switch to driving and property values will decline as the community loses one of its top attractions: the ability to commute by public transit. Rush hour service needs to be maintained at higher frequency.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
7/10/2024	Public Coordinate	Where it Goes	I disagree with someone else's comment saying "that's what the purple line is for" - the Purple Line is not yet in service so that comment is irrelevant. Any comments referencing the purple line are irrelevant and Metro should let busses continue as far as possible in one bus route INSTEAD of making multiple disconnected bus routes. It makes no logical sense to break up one long bus route into multiple bus routes because that requires riders to get off the bus, wait, and then transfer to another bus. Bus routes should always, always, always be as long and as far as possible to decrease transfers and wait time. If you have to transfer and your last bus on your route is late or broke down with a maintenance issue, that ruins your whole day all because a bus route was too short. Transfers should be avoided at all costs when planning bus routes by making all bus routes as long and as far as possible. The purple line is not in service yet so the Purple line should not be considered as a solution at this point.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
7/10/2024	Public Coordinate	Where it Goes	This is where the P31 should start the P13 route but include the Takoma Langley station as a stop on its' route. In your bus planning, you eliminated the C8 and by doing that you make people who want to go from the intersection of Adelphi & Riggs Rd. to College Park Station take 2 busses. This creates a need for a transfer at this intersection and because of that and to avoid customers needing to transfer, you should connect the P13 and P31 routes into one single route that covers both so that people who want to go from Riggs Rd. & Adelphi Rd to College Park Station can do so without transferring just like on the C8 previously. It's ridiculous to get rid of the C8 and not replace it with a similar line that goes from Riggs & Adelphi to College Park station and make people transfer to a second bus which may be late or not show up and make customers wait 2 times instead of once for a bus just to get from Adelphi & Riggs to College Park station. Either bring back the C8 or connect the P13 and P31 but don't make us transfer to a second bus to go from Adelphi & Riggs to College Park station - connect these two bus lines as one.	P31 Takoma Langley - New Carrollton (Metrobus)	C8	P13, P31
7/10/2024	Public Coordinate	Something Else	The bus should not go through Dave Thomas Circle until construction is complete. Currently, the 92 bus goes through this route and it's completely unusable from Eckington due to delays and unreliability. I will be forced to go from a daily P6 user to a non-user if the proposed route goes through this intersection because I won't be able to rely on it.	D34 West Hyattsville - Metro Center (Metrobus)	92, D34, P6	D34
7/10/2024	Public Coordinate	Where it Goes	Since in this plan you are eliminating the C8, which stopped at Adelphi & Riggs Rd., why don't you create a "second version" of this P13 route that - instead of going south on 23rd Ave here, it would continue on University Blvd to College Park station and alternate the destination of the P13 so that some P13's function like a C8 from here to College Park Station - or join the P13 and the P31 bus lines together into one bus line.	P13 White Oak Transit Center - Fort Totten (Metrobus)	C8	P31, P13
7/10/2024	Public Coordinate	Where it Goes	Is there a plan to introduce dedicated bus lanes on New York Ave, as well as enforce them? The new D34 route has me significantly concerned about reliability given the level of traffic between 1st St NE and 4th St NW on New York. I won't be able to use the bus at all if it is stuck in traffic every day.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/10/2024	Public Coordinate	Where it Goes	This is where the P31 should start the P13 route but include the Takoma Langley station as a stop on its' route. In your bus planning, you eliminated the C8 and by doing that you make people who want to go from the intersection of Adelphi & Riggs Rd. to College Park Station take 2 busses. This creates a need for a transfer and because of that and to avoid customers needing to transfer, you should connect the P13 and P31 routes into one single route that covers both so that people who want to go from Riggs Rd. & Adelphi Rd to College Park Station can do so without transferring just like on the C8 previously. It's ridiculous to get rid of the C8 and not replace it with a similar line that goes from Riggs & Adelphi to College Park station and make people transfer to a second bus which may be late or not show up and make customers wait 2 times instead of once for a bus just to get from Adelphi & Riggs to College Park station. Either bring back the C8 or connect the P13 and P31 bus lines - but don't make us transfer to a second bus to go from Adelphi & Riggs to College Park station - connect these two bus lines as one.	P31 Takoma Langley - New Carrollton (Metrobus)	C8	P31, P13
7/10/2024	Public Coordinate	Where it Stops	If you aren't going to join the P13 and P31 into one bus line then this route P31 should also drive up and down Adelphi, at least to Edwards Way if not New Hampshire Rd. People travel from here to College Park Station and we shouldn't have to transfer busses.	P31 Takoma Langley - New Carrollton (Metrobus)		P31, P13
7/10/2024	Public Coordinate	Where it Stops	The new proposed bus route eliminates the stops to the Naval research laboratory. This will negatively impact workers who commute to work using public transportation and force workers to either take a much longer route or require a car.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/10/2024	Public Coordinate	Where it Goes	I would suggest that, instead of turning from 1st Street NW onto Bryant Street, the C55 continue on 1st Street NW to connect to the hospital campus.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	How Often it Comes	To decrease the amount of people driving after events at the Wharf increased amounts of buses here during nights/weekends would be super helpful. Or even using a larger bus style. The first bus after a concert is always packed and we don't want people to have to rely on ride sharing to get out of the concert venues. Showing that our bus system is able to accommodate these people would increase ridership!	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/10/2024	Public Coordinate	Where it Goes	Losing the J1 rush hour route makes it harder to commute to and from the Rockledge office park. Additionally, it decreases the frequency of buses. Right now the options are J2 or J1, one of which will usually come within a reasonable time frame. With only one route subject to the rush hour congestion, it seems likely that wait times will be longer, as the current J2 does not always come as frequently as scheduled	M70 Montgomery Mall - Silver Spring (Metrobus)	J1, J2	M70
7/10/2024	Public Coordinate	Where it Stops	Please don't remove N4/N6! For many of us in college at AU, it's our main tie to the city. It really affects our ability to get jobs/internships/opportunities.	2025 Proposed Network		C85, D90
7/10/2024	Public Coordinate	Where it Goes	a bus from waterfront to national harbor is a great idea!	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/10/2024	Public Coordinate	Where it Stops	Do not remove these stops. This provides direct access to Aldi. Remove the 19th St stop. Too close together	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/10/2024	Public Coordinate	Something Else	There needs to be a bus traversing New Hampshire Avenue. Maybe from Columbia Heights to Kennedy Center. NE-SW direction is severely underserved,	2025 Proposed Network		
7/10/2024	Public Coordinate	Where it Goes	I would like to see this route swing west at this point, going up Connecticut to Dupont. It could then go up Columbia and around on Harvard before turning back onto 14th Street. There currently aren't good ways to get between SW and Dupont Circle/Adams Morgan so this would really help.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/10/2024	Public Coordinate	Where it Goes	I and many others at State will simply increase our telework if we no longer have the ability to take the bus to work (the previous 42/43) and then the downtown will continue to suffer, as will the Department.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/10/2024	Public Coordinate	Where it Goes	Please consider corridor service length of Eastern Avenue from Takoma station to Fort Lincoln (maybe beyond to Cheverly?)	2025 Proposed Network		
7/10/2024	Public Coordinate	Where it Goes	Thank you so much for choosing to send the C55 up 1st street! I can't wait to have direct transit access in my neighborhood!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Something Else	This is a DCPS public middle school. There are no direct bus routes from the neighborhoods east of Rock Creek Park that are zoned for this school. Please reconsider getting rid of the D32 / D34 bus routes. Hundreds of kids and families would be impacted.	2025 Proposed Network	D32, D34	C87
7/10/2024	Public Coordinate	Where it Goes	This route brings the immediate neighborhood significant new safety and infrastructure challenges. It also replaces lines -- G2, G8, H2, etc -- that many use to get across town and downtown. Recommend moving this line to a different more suitable street or making no changes to the routes currently serving the neighborhood.	C55 Tenleytown - LeDroit Park (Metrobus)	G2, G8, H2	C55
7/10/2024	Public Coordinate	Where it Goes	Many State Dept employees take the route on 42/43 that goes from Mt Pleasant thru many of the city's transit hubs to reach the State Dept building. This should remain a major bus route including with express options that come every 10 mins or more often. Every morning the 42/43 is packed at rush hour	2025 Proposed Network		D72
7/10/2024	Public Coordinate	How Often it Comes	This routing is good but it definitely needs to be more frequent and not just for rush hour only!	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/10/2024	Public Coordinate	Where it Goes	Please bring this route over to Waterfront! It's great that there's a proposed bus route from SW to Union Station, but extending the C43 a little further would be good for people in NE who want to go to the Wharf, and good for people in SW who want to go to stuff on H Street (or to Aldi!).	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/10/2024	Public Coordinate	Where it Goes	Bring back the 42/43 or extend the new line to reach the State Department. It is horrible that WMATA has decided to cut off the hundreds of employees who take the 42/43 everyday to get to work. The proposal cuts the State Department off from the rest of the city.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/10/2024	Public Coordinate	Where it Goes	Looking forward to having bus access on this street. The G2 route is largely unused and the G8 is normally standing room only. This bus is my only way from the neighborhood to downtown. Very happy that it avoids North Capitol Street which has extensive delays during the commute.	2025 Proposed Network	G2, G8	C55
7/10/2024	Public Coordinate	Where it Goes	This route is trying to do too much. It should be split into two different routes: One that just loops around Buzzard Point and goes to Waterfront and Navy Yard metro stations with good frequency, and one that takes people between SW and Union Station via Navy Yard. This route is long and is going to get stuck in traffic.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/10/2024	Public Coordinate	Where it Goes	First Street is one of the few mid-level "Collector" streets in Bloomingdale above Rhode Island (most are lower-level "Local" streets). Ergo, it is a better fit for a bus than most in the neighborhood. (The existing G2 runs on "Local" streets in Bloomingdale -- smaller than First -- without a problem.) North Capitol is an inhospitable place to wait for a bus, and another line is already serving N Cap. Putting this on first would put stops closer to residents within Bloomingdale, and would therefore be an asset. I have been a bike and bus commuter down First for years (living 1/2 block off First on Adams), and the presence of buses and other traffic calming will help reduce reckless, speeding & cut-thru drivers esp. in AM Rush.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/10/2024	Public Coordinate	How Often it Comes	This bus route does not run frequently enough. It also needs to run on the weekends in order for it to be truly useful.	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/10/2024	Public Coordinate	Where it Stops	This is a really difficult intersection and as it's currently designed I think a bus would struggle to get through it. 2nd St might be better.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/10/2024	Public Coordinate	Something Else	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.	C61 Tenleytown - Brookland (Metrobus)		C61
7/10/2024	Public Coordinate	Where it Goes	State department employees now have no busses that go from north of Dupont in DC to their place of work that do not involve a very long walk, which is unacceptable for people with inaccessibility issues or if there is rain/snow/heat wave. Given the amount of State Department employees who live in DC, this is unacceptable. This is bias against State Department workers.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/10/2024	Public Coordinate	How Often it Comes	A lot of people would use this to go to baseball games, restaurants, the wharf, and grocery stores--places people go nights and weekends! Please don't make it rush hour only.	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/10/2024	Public Coordinate	How Often it Comes	The N2 and N6 are greatly NEEDED on New Mexico. Many elders and college students rely on these bus lines to get to work and school. Eliminating these bus lines is a horrible idea and will greatly upset residents in DC	2025 Proposed Network	N2, N6	D96, C85
7/10/2024	Public Coordinate	Where it Stops	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. Moreover, this seems to be the only bus route that works for these school kids and it'd be crucial to make sure there are at least frequent buses during school rush hours--mornings and at dismissal.	C61 Tenleytown - Brookland (Metrobus)		C61
7/10/2024	Public Coordinate	Where it Stops	Not having a Medical Center stop would lengthen my commute significantly. Instead of taking the metro out to Medical Center, I would have to get off in Bethesda and take a longer bus ride along the new M70 route, which is subject to significant rush hour traffic.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/10/2024	Public Coordinate	Where it Goes	We need a bus that goes from NE to SW, cutting across (around) Lincoln Park (to Navy Yard). And another that was the 96, going from NW to SE, cutting across (around) Lincoln Park. The route that runs over 4th and 6th isn't useful for anyone east of Lincoln Park, and the C43 only runs during rush hour. I've suggested before that the B2 (current route) could have a second terminus that would cut diagonally (NE-SW) across the Hill to serve NE through the Hill to SE to SW/through Navy Yard to L'Enfant.	2025 Proposed Network	96, B2	C43
7/10/2024	Public Coordinate	Something Else	How come you all aren't more upset with the number of cars on 1st, which is 100x more traffic than this bus would generate? How come you aren't livid that 20-40% of the cars driving on first a) don't stop at the stop signs or b) speed, if you care so much about this as a "residential" and "child friendly" neighborhood? How come you aren't out there, screaming at the people commuting from the north who use 1st and our unit blocks connected to North Cap as throughfares to cut around North Cap/Rhode Island? As someone so eloquently put it during the ANC discussion, y'all just don't want "the riff raff" that "comes with buses." But you are fine making everyone buy an expensive, depreciating asset (car) to participate in society.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Something Else	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.	C61 Tenleytown - Brookland (Metrobus)		C61
7/10/2024	Public Coordinate	Something Else	The C61 bus should go through the heart of Mount Pleasant. This is the route that kids will use to get to Middle and High School, and it should run through the high-density part of the neighborhood, that serves low income families. It doesn't make sense for this bus to run down Adams Mill Road past relatively few houses.	C61 Tenleytown - Brookland (Metrobus)		C61
7/10/2024	Public Coordinate	How Often it Comes	Existing D6 (D94) should come more often, especially on weekends. Was part of Visionary Network	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/10/2024	Public Coordinate	Something Else	preserve the n6 and n4!!!! they're incredibly useful in the NW area of dc	D90 Tenleytown - Convention Center (Metrobus)	N6	D90
7/10/2024	Public Coordinate	Where it Goes	Don't listen to Bloomingdale NIMBYs. They live near the core of a city - either get a bus route (which is overall the popular opinion) or close the street.	2025 Proposed Network		C55
7/10/2024	Public Coordinate	Where it Goes	It needs to go to Union Station as the X8 did. Direct connect with the Red line. If the community wanted to get to Navy Yard from Carter Langston, it is faster and more reliable to take Metro Rail than the Bus. Keep it going to Union Station!	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
7/10/2024	Public Coordinate	Where it Goes	Please have the D70 go through Adams Morgan like the L2 currently does. It is a great connection to Adams Morgan and Mt. Pleasant for the people that live along Connecticut Ave. Thank you.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/10/2024	Public Coordinate	Where it Stops	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	C61 Tenleytown - Brookland (Metrobus)	D32, H2, H4	D32, C61

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7/10/2024	Public Coordinate	Where it Goes	just streamline this by going up NJ to independence--skip the jog back into SW!	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/10/2024	Public Coordinate	Where it Goes	Please please do not change the L2 route to no longer go through Adams Morgan, this is such an important point of connectivity! Going up CT, metro provides a direct route from Dupont to Woodley park and further north. There are others commenting that the proposed D72 route provides connectivity to upper CT ave, but completely bypasses Woodley Park. WMATA, please reconsider this routing change!!!!!!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D72, D70
7/10/2024	Public Coordinate	Where it Stops	Agree with other commenters as a Woodley park resident, this is our best direct connection to Adams Morgan (and vice versa).	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/10/2024	Public Coordinate	Something Else	m lfaejnhaefjfw	2025 Proposed Network		
7/10/2024	Public Coordinate	Where it Goes	The citations used in the widely circulated petition to oppose this bus route are ridiculous and wouldn't even be allowed in a 7th grade paper on bed bugs. There may be good reasons to oppose this route, but 90% of what I'm seeing is people spewing bs and everyone else eating it up.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Goes	It's disappointing that the D1X ends at Archives, providing much reduced connectivity to NW from SE in comparison to the 32/36.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
7/10/2024	Public Coordinate	Where it Goes	Many current employees use the W5 bus to quickly get to work from the Anacostia Station. The proposed C27 circuitous route would add so much commuting time to both ends of the workday.	2025 Proposed Network	C27, W5	C27
7/10/2024	Public Coordinate	Where it Goes	Can you just route the bus up 2nd Street NE? 4th and 6th Streets are far out of the way and make the route a lot longer. People who live on those streets have other ways to get to Union Station. The goal should be a quick ride between Waterfront and Navy Yard neighborhoods and Union Station.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/10/2024	Public Coordinate	Where it Stops	The D96 needs to make more stops in the inner part of Glover Park like the D2 does now. The way it is set up now, too many people would have to walk too far to catch the bus. This is especially pertinent during the winter and summer months. Emphasis on the summer months as it is extremely hot in the summer. I strongly recommend you reconsider this route to ensure the residents of Glover Park have ease of getting around the city, especially in absence of a metro stop.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/10/2024	Public Coordinate	Something Else	Better signage on when the bus is coming at this stop would be really helpful. This area could really use an electronic sign or something. The stop currently is a patch of dirt.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/10/2024	Public Coordinate	Where it Stops	Appreciate that this bus loops back over on Bryant so that it can serve both the commuters going to Howard and also the commuters that are going/coming from Bloomingdale and LeDroit Park.	2025 Proposed Network		C55
7/10/2024	Public Coordinate	How Often it Comes	It would be great if this could be every 20 minutes or better. Getting across town is hard when you're on the 14th street corridor. You end up walking 20 min to Green or Red to take metro instead -- a bus coming more frequently would help ease this.	2025 Proposed Network	20	D92
7/10/2024	Public Coordinate	Where it Goes	There needs to be a more direct route between NRL and Anacostia Station - over 3000 people work here	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/10/2024	Public Coordinate	Where it Goes	I strongly support a bus route coming through the heart of Bloomingdale. Buses take cars off the road and are much safer co-road-users for pedestrians and cyclists. Putting it on 1st or 2nd street is a MUCH better solution than North Capital. A North capital route has much less utility, given that most of the east side on this stretch is occupied by the cemetery. Embedding it in the heart of the neighborhood will serve MANY more residents.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Goes	REGARDING the proposed C61 bus route - This bus is how children in Mount Pleasant get to their zoned Middle and High Schools (Deal Middle School and Jackson-Reed High School). The proposal of C61 bus will bypass most of Mount Pleasant, and runs past very few houses on Adams Mill Road. There are a lot of kids who live along in Mt. Pleasant Street and 16th Street who would have to walk very far to get to the new route. 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.	2025 Proposed Network		C61
7/10/2024	Public Coordinate	Something Else	Please do something about the reliability of this route soon. I routinely see headways upwards of 30 minutes on this route, and have once had to wait 40 minutes for a 28A. Metrobus reliability as a whole should be better, however, this is by far the least reliable route I take often, so we should start here.	F20 Tysons - King St Station (Metrobus)	30	F20
7/10/2024	Public Coordinate	How Often it Comes	Should come more frequently than every 30 min.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
7/10/2024	Public Coordinate	Where it Goes	WMATA needs to engage with the community directly and see the overwhelming opposition to this route first hand. Lots of folks commenting here do not live in the neighborhood and will not be impacted by any of the safety and infrastructure negatives so many have laid out here. Bloomingdale does not oppose a bus. We oppose a bus on 1st St NW because there are other, wider, safer, less residential streets within a block of 1st that are more suitable for a bus.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/10/2024	Public Coordinate	Where it Goes	Do not remove Union Station! This is the only option I have to get into the city without walking 20 minutes to the X2/9	C43 Carver Langston - Navy Yard (Metrobus)	20	C43
7/10/2024	Public Coordinate	Where it Goes	Important oppty to create corridor service on entire South Dakota corridor between Fort Totten and Fort Lincoln. Or other wise fill in the gap between Rhode Island and 18th.	2025 Proposed Network		
7/10/2024	Public Coordinate	Where it Stops	Routing this bus up 4th Street instead of Maine Avenue would avoid Wharf traffic, ameliorate the loss of the P6, and close a big gap in the proposal (no buses from 7th St SW to NJ Ave SE and Independence to M SW...a very densely-populated square mile!!)	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	P6	D52
7/10/2024	Public Coordinate	Where it Stops	The proposed C27 route eliminates the stops in front of the Naval Research Laboratory (NRL) and opts for stops further north. This would negatively impact any users with mobility issues because there are no complete sidewalks between the new stops and NRL.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/10/2024	Public Coordinate	Where it Goes	I would reccomend against the bus taking Michigan/Hobart/Irving around the western reach of the hospital center. Instead, have the bus enter and exit the hospital campus at the First and Michigan entrance.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/10/2024	Public Coordinate	Where it Goes	It is absurd, short-sighted, and an insult to families in and near Mt. Pleasant to eliminate the bus lines servicing the Deal/Jackson-Reed schools and the Tenleytown area generally. Our children will not have an efficient way to get to and from school - walking all the way down to 16th and Irving is not a viable option. The current D32 from Deal often has two full loads of children to drop off in the afternoon. The H2 and H4 provide a convenient way for students with after-school activities to get home. We don't want more cars on the street - there isn't even much room for them around Deal and Jackson-Reed, and there isn't always going to be someone who can pick them up. Why is the city looking to do such a disservice to two such large and valued public schools?	D72 Van Ness - Lafayette Square (Metrobus)	D32, H2, H4	D72, D32
7/10/2024	Public Coordinate	How Often it Comes	I enjoy the frequency of the service here	2025 Proposed Network		D2X, C51, D22
7/10/2024	Public Coordinate	Something Else	Please don't remove N6 and N4. Super important for AU students in off campus living situations as well as on campus.	2025 Proposed Network	N6	C85, D90
7/10/2024	Public Coordinate	Where it Stops	Excited to have this route in the neighborhood!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	Wish this continued to stop at Southern Ave Station rather than just Anacostia.	C13 Anacostia - Eastover via Washington Highlands (Metrobus)	C13	C13

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	How Often it Comes	Needs higher frequency to start. Every 20 minutes or better should be the goal. This will be a very popular route. At current planned frequency people will have to schedule their trips and it decreases the route's utility.	C57 U St Station - Capitol Heights (Metrobus)	20	C57
7/11/2024	Public Coordinate	Where it Stops	Please don't get rid of this stop, much needed for the people who live in this area	D54 Takoma - Metro Center (Metrobus)		D54
7/11/2024	Public Coordinate	Where it Goes	Extremely disappointing for residents of Mt. Pleasant to have access to quality, frequent bus service cut. Rerouting the H4 away from Park Rd and more south to Harvard will only make this route inaccessible for the folks who live in the neighborhood. This is completely unfair, unacceptable, and uncalled for.	C61 Tenleytown - Brookland (Metrobus)	H4	C61
7/11/2024	Public Coordinate	Something Else	There has to be a way to fix the bottleneck here. It's not unusual for it to take 10-15 minutes for the X2/X9 to travel 0.2 miles from 3 ST NE to here. I am not an expert and do not have a solution, but this stretch greatly reduces efficiency.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/11/2024	Public Coordinate	Where it Goes	If your entire message amounts to calling long-time residents "NIMBYs," what you're really saying is, "I'm dismissing your concerns because my wants are more important than you."	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	I would like the restoration of the 4A bus that goes along route 50 to Rosslyn. A good alternative would be a bus the goes along 50 and exits at 10th st to go to the Courthouse or Clarendon Metro. The 4B is meandering and takes too long.	2025 Proposed Network	4B	
7/11/2024	Public Coordinate	Something Else	You know this already but we need dedicated bus lanes through here. The traffic buses sit in is ABYSMAL.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	How Often it Comes	Lots and LOTS of church goers use this stop and the one across from it. Frequency could be better Sunday mornings.	D54 Takoma - Metro Center (Metrobus)		D54
7/11/2024	Public Coordinate	How Often it Comes	Is this a mistake? "20 minutes or better" for Columbia road is very irresponsible.	2025 Proposed Network		D74
7/11/2024	Public Coordinate	Something Else	THIS ROUTE DOESN NOT EXIST IN A VACCUM the 23 stops running too early a lot of people in these apartments use the F14 to get to work and school this new line needs to run from 5:30-9 pm to be worth a █████	2025 Proposed Network	F14, 23	P54
7/11/2024	Public Coordinate	Where it Goes	Great to see the D2X extending further into downtown!	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/11/2024	Public Coordinate	Where it Goes	Adams Morgan needs to be connected to Chinatown or to Foggy Bottom, or to both!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/11/2024	Public Coordinate	Where it Goes	The D14 should run from 4th and M SW all the way to Navy Yard to replace the Circulator route that will no longer be running that route.	2025 Proposed Network	D14	D14
7/11/2024	Public Coordinate	How Often it Comes	If this is just copying the 23 this is useless this line needs have the same times as the F14 running to 9 pm to be a viable transit option 6 pm is too █████ early	P54 Cheverly - Addison Rd Station (TheBus)	F14, 23	P54
7/11/2024	Public Coordinate	Where it Goes	The D2 is a lifeline of the community. Removing it is a crying shame. It will make us depend on cars more which is the exact opposite of what this system should be doing.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Goes	Removing the N lines would be extremely inconvenient for commuters coming from the Farragut area who work at any of the embassies. Those routes are crucial for connecting people coming from Virginia and eliminating this access will only encourage people to drive instead of make use of public transportation.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/11/2024	Public Coordinate	Something Else	pointing fingers and calling people names is no way to make an argument. the residents of this neighborhood should have their voices heard. this road is not fit for a bus route. the people who live here day-to-day know that from decades of experience.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	This bus does not go nearly far enough west, you have cut off the entire cross town function of the D6 and it's now horribly inconvenient to get to Dupont/Georgetown from Capitol Hill. The D6 was already a 45-60 minute trip to this area, now it requires a transfer between a 20 minute frequency bus and a 30 minute frequency bus which can add a huge amount of time to this trip. Especially since the metro to Georgetown also requires a bus transfer, it just increases the amount of car traffic on this route because its 25 minutes vs (in this plan) potentially 1.5 hours. I was hoping that these proposals would reduce required personal vehicle trips.	D24 McPherson Square - Deanwood (Metrobus)	D6, 20, 30	D24
7/11/2024	Public Coordinate	Where it Stops	Great stop and ALWAYS full. P Street has lots of grocery and convenience stores and restaurants, so this stop is heavily needed.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/11/2024	Public Coordinate	Where it Stops	Will there be an Eastbound Stop here?	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/11/2024	Public Coordinate	Where it Goes	This triangle is truly the most maddening experience there is due to the lights, which make this part of the route (so close to the end) take 5+ minutes just to clear. Find a less detour-y way to get to Takoma Station.	D54 Takoma - Metro Center (Metrobus)		D54
7/11/2024	Public Coordinate	How Often it Comes	I think a lot of the D2X comments about frequency miss that the D22 is the higher-frequency route. This route is often so overcrowded so having an express and a local service with lots of stops coming more frequently is great. Both routes are needed!	D22 Chinatown - Minnesota Ave Station (Metrobus)		D2X, D22
7/11/2024	Public Coordinate	Something Else	The 96 bus is critical for access to nw dc	2025 Proposed Network	96	
7/11/2024	Public Coordinate	Where it Goes	this D14 route is insane and confusing. please make a more direct route between buzzard point, navy yard, Cap South Metro and Union station	2025 Proposed Network	D14	D14
7/11/2024	Public Coordinate	How Often it Comes	I'm glad to see the increased frequency, but just noting that we currently have two buses that cover this route (31 and 33) and we'd be losing one so I hope the every 12 minutes or BETTER, is actually better.	2025 Proposed Network	31, 33, 33	D82
7/11/2024	Public Coordinate	Where it Goes	Agree with other comments. No current easy way to get to or from the State Department. The 42/43 have been critical and this is the closest route. Needs to go farther south	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/11/2024	Public Coordinate	Something Else	No additional stops to serve this area is necessary. People can walk 2 blocks to the bus stop. Re-routing it to serve would add too much time and complexity. Not everyone has the right to have a bus stop right outside their door.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	How Often it Comes	It will be really great having a bus route from Bethesda into the city, but with how infrequently it looks like it will be coming it might not be worth the hassle of waiting for it. It might discourage people from using the route and simply take the metro from Bethesda to wherever they're going and walk from there. If the point of this route is to improve accessibility into the city, the waiting time between each bus will hinder that goal.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/11/2024	Public Coordinate	Where it Stops	This route should include Southern Avenue Station.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/11/2024	Public Coordinate	Where it Goes	Don't you see this MASSIVE gap in service that's created by the proposed elimination of the 96 bus? I and thousands of other residents rely on this route to get from Ward 7 and Hill East/Lincoln Park to Union Station and NW DC. I'm on this bus all the time and see kids going to/from school, adult workers, and elderly folks who depend on the bus to move about the city. How can you cut out this vital transportation link, without anything to replace it?	2025 Proposed Network	96	

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7/11/2024	Public Coordinate	How Often it Comes	The S2 is one of the most important commuting busses in the city and the frequency must be increased to <20 minutes during rush hour. If not, the bus becomes too full and is unusable.	D62 Silver Spring - Franklin Square (Metrobus)	S2	D62
7/11/2024	Public Coordinate	Where it Goes	Huge fan of this new route!! Agree with all the other comments about it likely to be successful. I will use it at least 1x/week if not more.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	Where it Goes	There is no bus connection on this side of the tracks between silver spring and takoma park (defined broadly), which has meant there's no easy way to get to Takoma Metro during the construction, or any other neighborhood connections between these closely linked places	2025 Proposed Network		
7/11/2024	Public Coordinate	How Often it Comes	As others have mentioned, there needs to be more S2 and S9 service during the morning rush hour . Busses are dangerously full and constantly pass by, which makes everyone late for work.	D6X Silver Spring - Federal Triangle (Metrobus)	S2, S9	D6X
7/11/2024	Public Coordinate	Where it Goes	This is my current stop! Completely cut off should this service change be implemented! The new route would require at least a 15 minute walk and significantly cuts me off from my current access	D92 Georgetown - Union Station (Metrobus)		D92
7/11/2024	Public Coordinate	Where it Goes	This line needs to go further into downtown than McPherson Square. Stopping at McPherson does not leave good options for those going further west - many commuters rely on this line so they do not have to drive and the metros in the area are not easily walkable.	2025 Proposed Network		D24
7/11/2024	Public Coordinate	Where it Goes	this road is already dangerous due to the heavy traffic that overflows from north capitol during rush hour. a bus route here will make things much worse. have you even been here before?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	Thank you for this opportunity to provide feedback, it's appreciated. However, the proposed changes on H Street do not actually address any of the root causes leading to extreme crowdedness, congestion, and insufficient bus/streetcar infrastructure. The changes you are proposing for the 2025 Network demonstrate that WMATA leadership does not understand the severity of these issues. There are too many competing entities on this street.....pedestrians, streetcar, buses, cars, bikes, scooters, uber eats drivers, ubers, massive delivery trucks for several grocery stores. What you are proposing will not fix anything. Ban parking and double parking during rush hour and actually enforce this. Allow a dedicated lane for both the streetcar and the bus. Extend the streetcar in both directions.	2025 Proposed Network		D2X, D22
7/11/2024	Public Coordinate	How Often it Comes	Frequency needs to match current 7A frequency at least during rush hour. Buses are currently very full as the route gets closer to Shirlington and when leaving the Pentagon.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A	A27
7/11/2024	Public Coordinate	How Often it Comes	This simply has to be a higher frequency route. Georgetown to Rosslyn is a high demand connection.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/11/2024	Public Coordinate	How Often it Comes	Greater frequency for this route would be especially helpful for people who don't want to take the meandering 4B to get from route 50 to the metro. Assume this would be very good for people who work at FSI and National Guard - where neighborhood parking is an issue.	A71 Ballston - King St Station (Metrobus)	4B	A71
7/11/2024	Public Coordinate	How Often it Comes	No weekend service on this route is incredibly damaging. Sometimes I need to go to Fort Totten to visit family on weekends and this leaves me with no options.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/11/2024	Public Coordinate	How Often it Comes	There is always a big bottleneck of people driving across the key bridge. Buses going more often will help push more people through by bus.	2025 Proposed Network		A58
7/11/2024	Public Coordinate	How Often it Comes	Increasing the frequency of the C53 if at all possible would be useful to noma residents.	2025 Proposed Network		C53
7/11/2024	Public Coordinate	How Often it Comes	Every bus serving this neighborhood fills to capacity in the morning and evening rush hour. Reducing service by 60% is nonsensical. This is a community 2.5 miles from the pentagon and 5 miles from the DC line. How can WMATA even think 2 buses per hour are sufficient? At the very least, keep the current service for rush hour travel.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/11/2024	Public Coordinate	How Often it Comes	Please make this a high frequency route!! this is an essential route for getting into upper NW neighborhoods that the metros don't reach, not to mention high populated areas in lower NW.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	The 63 is a crucial bus to get downtown, and there is no reason to eliminate it and force people to transfer to the metro, especially during rush hour. It should come more frequently than it currently does, as I am often waiting quite some time for a bus to arrive.	D46 Takoma - Petworth (Metrobus)	63	D46
7/11/2024	Public Coordinate	How Often it Comes	The C85 should run 7 days a week	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/11/2024	Public Coordinate	Where it Goes	adding a bus here will be a disaster in many ways. it's ridiculous that you've even proposed this, and it's clear you didn't put much thought into it before doing so.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	adding a bus route here will not take cars off the road. traffic here is a mess due to commuters from maryland to downtown taking shortcuts to avoid north capitol. adding buses to the equation will only make problems much worse.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	Please leave the frequency of service for this route where it is. There are somewhere between 4-5 buses per hour. Given the plan is called BetterBus, there is nothing "better" about cutting service in half for such a commuter centric community.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/11/2024	Public Coordinate	Where it Goes	North Capitol St. to Bryant St. to Georgia Ave. *might* make sense. First St certainly does not.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	in response to comment above, unfortunately, full time bus lanes would back up traffic so bad for drivers. It's a tough balance.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/11/2024	Public Coordinate	How Often it Comes	Frequency needs to be improved, especially on week days. People use this route to get to the metro for work and every 20 minutes makes it inconvenient to the point of needing alternatives for many folks. I want to take the bus more often, but I can't rely on it because of the frequency.	C71 Fort Totten - Union Station (Metrobus)	20	C71
7/11/2024	Public Coordinate	Where it Goes	I would propose a New Hampshire Ave route that starts in West End and connects with either 90/S series. There is a current need here that is not being met	2025 Proposed Network		
7/11/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	D2	C85, D96
7/11/2024	Public Coordinate	Something Else	I am disgusted that folks are posting positive comments in here that clearly don't live in the neighborhood not do they access anything on the line. The Civic Association and neighbors unanimously oppose routing this up First Street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	This bus route is very crowded in the 7/8AM hour as there is no metro service in the area and this is the only bus that will take commuters from this area to downtown. Having this as a consistent bus route is critical in the Ivy City/Trinidad neighborhood.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/11/2024	Public Coordinate	Where it Stops	If the bus will no longer connect to the Farragut Metro stations it really needs to connect to either the Gallery Place or Mt. Vernon Metro Stations for commuters to still have access from Metrorail to places along Mass Ave.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/11/2024	Public Coordinate	Where it Goes	Consider extending the D90 past the convention center and further into SE to serve the gap on Capitol Hill/Hill East and provide NW to SE connection.	2025 Proposed Network		D90
7/11/2024	Public Coordinate	Where it Stops	Way too many stops, in many cases every block.	D46 Takoma - Petworth (Metrobus)		D46

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7/11/2024	Public Coordinate	Where it Stops	Please don't change this route through Adams Morgan. It's the only direct way to get from Connecticut Ave to Adams Morgan and serves a route not covered by Metrorail. We don't need another bus line down all of Connecticut when Metrorail already goes to Dupont and Farragut much faster.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/11/2024	Public Coordinate	How Often it Comes	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.			
7/11/2024	Public Coordinate	How Often it Comes	Please reconsider this isolation of an entire neighborhood by reexamining the routing and frequency of service in the Glover Park area.	2025 Proposed Network		D96, C85
7/11/2024	Public Coordinate	Where it Goes	For people living in Capitol Heights/coral hills and commuting into DC, would be really helpful if this route came up larchmont and went up to Davey Street right next to the Capitol Heights metro station before going down old central Ave and over to Addison road metro. The route as is now is totally useless to connect people in this neighborhood to the metro. Thanks for considering.	P63 Addison Rd Station - Naylor Rd Station (Metrobus)		P63
7/11/2024	Public Coordinate	Where it Stops	I take the bus to the Wharf from 14th and U often on the weekends. It would be nice if there was a bus stop just after the overpass, i.e, right at the start of the wharf development on Maine, (in addition to around 9th) because the traffic gets so bad that the bus takes a really long time once it gets to this point and it can take forever to get to the 9th street stop from this point. Bus drivers often let people out here anyway bc it would be faster to get out and just walk to whatever restaurant you're trying to go to).	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/11/2024	Public Coordinate	Something Else	Creating a massive bus interchange here with no bathrooms, police or support has created a cesspool of drugs and human waste that's ruining the city. Please don't run all these bus lines into each other without appropriate infrastructure.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/11/2024	Public Coordinate	Where it Goes	By stopping at Farragut you've killed the route to downtown, the mall, the doj, the FBI and other agencies. This harms employees who live and work in DC and harms tourists who wish to get close to the mall	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/11/2024	Public Coordinate	Where it Goes	I don't see how the new routes service the places that most people currently riding the 42 and 43 busses need to go to. I miss the old route toward the Portrait Gallery and E street area. using the Gallery Place metro doesn't always feel safe (I'm an older woman often traveling on my own). And the newer route to toward the State Department is often empty except during rush hour morning and evening. What busses would I have use when the new routes are in place to get to either of those areas? I generally feel safer on a bus than on the metro - I can sit near the front, the driver could hear if there is trouble or someone is in distress. i do appreciate your efforts to increase frequency but regularity is equally important. I think the main beneficiaries of your plan are Uber and Lyft which are far more costly, further increasing the disparities that plague our district.	2025 Proposed Network	42, 43	D72
7/11/2024	Public Coordinate	How Often it Comes	The D94 (formerly D6) should receive more frequent service. It serves high density areas such as DuPont and the Georgetown area. It also stops at important public spaces such as Sibley Hospital and MacArthur High School. I live along this route and frequently ride this bus with people who are going to appointments or to work at the hospital. It currently suffers from incredibly poor service (I have waited 45 minutes several times before for an eastbound bus), and it is a shame to think that someone might be late for a medical appointment, work, or school due to this.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/11/2024	Public Coordinate	Where it Goes	This bus needs to stop at the metro station. Without that, this route has much less utility and becomes unusable as a Metro connector for people with mobility issues, strollers, etc. It would be a great loss for the Metro station to be left out of the route.	P43 Takoma Langley - Addison Rd Station (TheBus)		P43
7/11/2024	Public Coordinate	Where it Goes	Please make sure the D72 stops at State Department, it is the primary way many staff get to and from work.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/11/2024	Public Coordinate	Where it Stops	I think, but could be wrong, that to access or catch the bus from the metro/union station this would now require you to walk around or go through the bus garage, which would be frustrating (particularly at night). Also, this stop is (I think) where H street runs as an overpass, access to the offices on first street would be more difficult than when the route ran in front of union station.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/11/2024	Public Coordinate	Where it Goes	There should only be one stop in Adam's Morgan, and candidly, WMATA should prepare for this stretch of 18th Street to shut down to thru traffic. These buses affect businesses and pedestrian experience, and should be moved to a different location.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/11/2024	Public Coordinate	Where it Goes	The D2 bus is a lifeline for many Glover Park residents to get to work, school, and get to the red line metro (Dupont Circle) to connect to the rest of the city. A major part of the neighborhood demographics also include senior citizens, young children, and young families. The newly proposed D96 route will isolate many of us, and cause huge accessibility issues (please don't make senior citizens walk 6+ blocks uphill just to get to groceries!). Please reroute D96 to serve the former D2 bus stops.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Goes	Current G2 route is ESSENTIAL to my needs, I take it 5+ times per week. This new route completely changes service. This line goes through so many major neighborhoods, most of which do NOT have good metro access. The route of Le Droit park > Logan Circle > Dupont > Georgetown is well connected and should not be compromised. If the proposed C55 route is implemented, another line should replicate the current G2 route	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/11/2024	Public Coordinate	Where it Goes	The current 33 route meets needs for both commuters AND locals who visit the national mall. The proposed changes do not support either of these needs. Please keep the existing 33 route!	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
7/11/2024	Public Coordinate	Something Else	where's the bus - q4 that goes from Silver Spring to Rockville???	M20 Wheaton - Silver Spring (Metrobus)	Q4	M20
7/11/2024	Public Coordinate	Where it Goes	The 15th and I stop is absolutely packed during the PM rush hour because only the current S2 stops there. Making both the Northbound D6X and D62 (replacing S2 and S9) stop here would alleviate part of the congestion that keeps people from being able to get on the bus because it is too full.	2025 Proposed Network	S2, S9	D62, D6X
7/11/2024	Public Coordinate	Where it Goes	I need the D72 to extend to the US Department of State for my commute.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/11/2024	Public Coordinate	Where it Goes	what are you even thinking? a bus won't even fit on this street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	every 20 minutes (or better) is insufficient if this bus is intended to pull cars off the road, as the walk + wait for the bus alone could take as long as driving downtown. every 10 minutes or better on the 16th street lines is needed to truly adjust car traffic heading downtown.	2025 Proposed Network	20	D62
7/11/2024	Public Coordinate	Where it Goes	The people need to get to work - this loop this GP makes no sense at all. We did not ask for it! Take the people of Cathedral heights to downtown!	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/11/2024	Public Coordinate	How Often it Comes	These buses are the main way that people in NW can get to downtown quickly. Please consider increasing the frequency during rush hour.	2025 Proposed Network		D90
7/11/2024	Public Coordinate	Something Else	Have you eliminated the Q4 that goes from Silver Spring to Rockville????	M10 Montgomery College-Rockville - Wheaton (Metrobus)	Q4	M10
7/11/2024	Public Coordinate	Where it Stops	Useful	D54 Takoma - Metro Center (Metrobus)		D54
7/11/2024	Public Coordinate	Where it Goes	This route will be very helpful if bidirectional at peak times, but it cannot be used as a justification for reducing old 7A service. They do not serve the exact same groups.	A29 Van Dorn St Station - Metro Center (Metrobus)	7A	A29

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	Something Else	There needs to be more bus lanes and enforcement. "Every 20 Minutes or Better" is impossible without infrastructure	D62 Silver Spring - Franklin Square (Metrobus)	20	D62
7/11/2024	Public Coordinate	Where it Goes	The 31 bus route is extremely useful for GW students, State Department employees, and those switching to the blue/orange/silver lines. Maintaining a 31 route that continues down 23rd St. is essential for these stakeholders, particularly given the poor connectivity of much of NW to the metro.	D82 Friendship Heights - Franklin Square (Metrobus)	31	D82
7/11/2024	Public Coordinate	Where it Stops	This will be so helpful for kids getting to MacArthur from the areas around AU and Tenleytown.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/11/2024	Public Coordinate	Something Else	I think that it makes no sense that the S9 is getting turned into the D62 because there will be people who get confused when it's not the one that got turned from the S2. The other one having an X in the name suggests that it should be express.	D62 Silver Spring - Franklin Square (Metrobus)	S9	D62
7/11/2024	Public Coordinate	Where it Goes	The D72 needs to route to the Department of State Harry S. Truman building area. The current 42/43 buses are the only viable means to get to this area without taking the metro, and under the current route plan for the D72 doesn't come even close to the area. Almost every Department employee that lives in the city that doesn't live near a metro relies on these bus routes to/from work.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/11/2024	Public Coordinate	Where it Stops	Mt Pleasant is very dense, it seems so strange to route a bus around the edge of it instead of along Park Road, where stops could serve the largest population in the smallest distance	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Something Else	More bus lane enforcement!	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/11/2024	Public Coordinate	How Often it Comes	Can this route get more trips in the evening please like until 8 or so? Your basing this solely on the 23 but it shares a large walk-shed with the F14 from sheriff road All the way to fedex field a lot of people use the F14 rather than the 23 because poor service hours and inconvenient route compared to the F14 don't make the same mistake and transit in community less efficient.	2025 Proposed Network	F14, 23	P54
7/11/2024	Public Coordinate	Where it Goes	this is a foolish place for a bus to be making a turn -- in either direction. traffic at this intersection is a dangerous mess all day every day.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	if you want to be serious about all these bus lines and the streetcar going through this corridor, H street NEEDS to be pedestrianized. Close it to traffic except transit, allow for cycling and outdoor dining, plant some trees and it'll revitalize the area and stop pedestrian and cyclist deaths while allowing for faster transit on a congested road	2025 Proposed Network		D2X, D22
7/11/2024	Public Coordinate	Where it Stops	We're at the bottom of a huge hill over here. Walking up to 41st and Calvert is already a slog, and now we'll have to keep walking all the way to Tunlaw for a less frequent bus that will already be more crowded since it's just passing through. The current D2 weaves through the heart of our neighborhood and it well used, especially during rush hour. More people are going to have to walk further for a less frequent and more crowded bus. Please please please keep the D2 route as is. It's a critical route for our neighborhood.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Goes	The proposed elimination of the W5 bus route and its replacement with the C27 route in the 2025 Better Bus Network plan raises significant concerns for NRL commuters. The C27's circuitous path is expected to result in longer and less reliable travel times, despite increased frequency. The W5's direct and efficient route, coupled with its proven reliability, makes it a better option for timely transportation. Disrupting the W5 in favor of the longer C27 could lead to dissatisfaction and inconvenience for many passengers. It is crucial to reconsider these changes to maintain efficient and reliable service for commuters.	2025 Proposed Network	C27, W5	C27
7/11/2024	Public Coordinate	Something Else	Whoever created this meandering route through the Pentagon complex ought to be required to ride it every day. This extra loop is frustratingly long. I tend to avoid the 16A/16C in favor of 16M because of this loop. Pentagon traffic is significantly less post-COVID. Please straightened it back to the old way to save travel time.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
7/11/2024	Public Coordinate	Something Else	this is not an avenue, this is a quiet residential street. the bus belongs on north capitol st.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	There are many people living in several communities across Langston Blvd, many of whom are working in DC. A route must be added to Langston to serve these people.	2025 Proposed Network		
7/11/2024	Public Coordinate	How Often it Comes	Frequency need to be improved, especially on week days. Folks in Langdon and Brookland rely on this route to get to the metro but the frequency makes it so we often need to find alternatives.	C63 Washington Hospital Center - Deanwood (Metrobus)		C63
7/11/2024	Public Coordinate	Where it Stops	Lots of us are elderly in the residential buildings on this block. I've lived on this block since the 90s. We appreciate the proximity of this bus stop to our home. Especially because post-covid a lot of the parking spots have been taken over for restaurant seating, we don't have cars and rely on this route nearly daily to get us to our destinations. Please keep this route as-is!	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/11/2024	Public Coordinate	Something Else	The G2 is how I get to work. I don't have a car, and my commute sometimes DOUBLES if I have to go downtown	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/11/2024	Public Coordinate	Something Else	I agree with the above comment, the 52/54 is a busy line and riders appreciate the frequent stops. If anything we need more.	D54 Takoma - Metro Center (Metrobus)		D54
7/11/2024	Public Coordinate	Where it Goes	Plenty of GU students are living in Arlington. It would be beneficial to have a direct connection from a bus that goes across the Key Bridge to a bus that goes to GU.	2025 Proposed Network		
7/11/2024	Public Coordinate	Where it Goes	This line needs to run all the way to Chinatown for it to be usable for people working downtown who live in Anacostia. We need a frequent-service P6 equivalent.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11
7/11/2024	Public Coordinate	Something Else	I'm frustrated by the elimination of the 59 Limited. This bus is a lifesaver in the morning when the 52 and 54 stop at every stop.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 54, 59	D52
7/11/2024	Public Coordinate	Where it Goes	there is no chance a bus can make this turn without blocking the whole intersection. 1st st. is a foolish place for a bus. have any of you even been here?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	The M4 currently is every 15 minutes during commuting hours. You must MUST change your plan for the new C85 bus and not reduce headways to every 30 minutes. Keep these 15 minute headways during commuting hours for all the kids commuting to Deal MS and high school. They need to be able to get to class in time and get home after school and afternoon/evening activities. WMATA stole our E6 service away which reduced our neighborhood's quality of life - don't cut our transit service any further. (In fact, bring the E6 back for easier access to metrorail and friendship heights!)	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4, 30	C85
7/11/2024	Public Coordinate	Where it Stops	Very difficult to get on/off the S2 when coming to/from the McPherson Square metro. Would be better to have the stop closer to the station.	D62 Silver Spring - Franklin Square (Metrobus)	S2	D62
7/11/2024	Public Coordinate	Where it Goes	this is a foolish place for a bus route.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	As others have commented succinctly: replacing the relatively efficient access to the Metro via the current A4/W5 routes with the *much lengthier* proposed C27 is terrible from the perspective of professionals, students, and visitors to the Naval Research Laboratory (NRL). Losing W5 especially is a real killer for NRL.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27, W5	C27
7/11/2024	Public Coordinate	Where it Goes	The 96 route is an invaluable resource for Lincoln park and Hill East residents to connect to Union Station and the red line. In addition to those commuting for work within DC, The neighborhood has a high population of older residents who cannot walk the extra .5 mile+ distance to use any other buses and even farther, the Metro, to reach their doctor appointments, grocery, and other daily living needs.	2025 Proposed Network	96	

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7/11/2024	Public Coordinate	Where it Stops	Need to keep a stop here. Too much distance between stops	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
7/11/2024	Public Coordinate	Something Else	We used to have the D5 but now it doesn't exist any more :(	D96 Bethesda - Potomac Park (Metrobus)		D96
7/11/2024	Public Coordinate	Where it Stops	Please add a corresponding return trip stop at the Wakefield Chapel Road intersection if this is to be the non-rush hour option.	F29 George Mason - Pentagon (Metrobus)		F29
7/11/2024	Public Coordinate	Something Else	The proposed D2 and D2x lines do not appear to substantially differ from the current X2 and X9 lines or address the key issues facing the H Street bus corridor. The X2 and X9 are extremely overcrowded during the week. Please consider increasing the frequency for the D2/D2x. Additionally, the buses often cannot move efficiently down H street. Please consider creating a dedicated bus lane or banning street parking during peak commute times to help the buses move more efficiently.	2025 Proposed Network	D2, X2, X9	D22,D2X
7/11/2024	Public Coordinate	Where it Goes	Literally everyone in the neighborhood OPPOSES sending this down 1st Street - for safety and utility - no reason this wouldn't route down North Capital Street - which is actually a thoroughfare.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	there is no way a bus can comfortably make this turn. i doubt you have even visited this route. route the bus on a proper avenue like north capitol where it belongs.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	this is an awful place for a bus. the street is too small and traffic is already a disaster during rush hour as cars try to bypass north capitol st, creating safety concerns for the residents here. adding buses to the mix will only exacerbate the existing traffic and safety issues.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	This bus route needs to extend further north into downtown DC/Chinatown in order to provide a lifeline to employees who live in SW and work in downtown DC.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/11/2024	Public Coordinate	Where it Goes	As others are noting, the lack of anything in the Hill East vicinity is a major concern, particularly a lack of diagonal routes that connect SE to NW (e.g. 96, 92, 90) -- a number of good bus routes through the Stadium-Armory Metro bus bays, I would think these should be continued in some form or fashion rather than locating only one North-South route there.	2025 Proposed Network	90, 92, 96	
7/11/2024	Public Coordinate	Something Else	When coming and going via bus in this area, you must catch a line to Silver Spring or Chevy Chase to connect to downtown DC. This easily adds 30 minutes to a commute. Would it be possible for. Line to go through this area directly downtown?	2025 Proposed Network	30	
7/11/2024	Public Coordinate	How Often it Comes	On this portion of the route the D12 would replace both the 32 and 36 buses. We need a higher frequency as these lines are both very popular during commuting hours. Ideally passengers should not have to wait more than 10 minutes for the D12. Thank you!	D12 Kennedy Center - Southern Ave Station (Metrobus)	32, 36, D12, 32, 36	D12
7/11/2024	Public Coordinate	Where it Goes	Long-time residents have valid concerns. Transplants who've never been to the neighborhood outside of an Uber ride to Red Hen think their daydreams should overrule them. A tale as old as time.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	3Y is critical for folks who live along Langston and commute into DC. The 55 is not a comparable alternative. If transportation isn't easy, as is the case of 55 which requires a transfer to Metro, it won't be used. Pre-pandemic the 3Y had secured funds for expanded service, now it's proposed for elimination. If Arlington is serious about supporting public transportation in, support for 3Y should be increased not eliminated.	2025 Proposed Network	3Y	
7/11/2024	Public Coordinate	Where it Goes	Agree with all of the others, please do not discontinue the 42/43. Just moved between Adams Morgan and 14th St and will now have an even longer commute if this bus service is taken away.	2025 Proposed Network		D72
7/11/2024	Public Coordinate	Where it Goes	Yeah, why not have it go down 2nd?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	The N2 line is vital for individuals, families and students who travel between Cathedral Heights and Tenleytown, to access Tenleytown itself, but also, most importantly the Red Line, which opens up residents in this area to the whole rest of the city. Walking up New Mexico Ave, is not necessarily easy, as it is extremely steep. Additionally, the large senior population that populates Cathedral Ave, makes this a detrimental change to how our community operates as a whole. By isolating a large majority of the population (who might not be as technologically-savvy, and might not be able to access other ways to get around) and who spend in Tenleytown and elsewhere across the city, means that less individuals will be spending in DC itself, as they would have to go to Chevy Chase for purchases, and the consequences are that there might be a dwindling ridership at the Tenleytown metro stop, as they might not be able to succinctly access Tenleytown. More than just students live in this residential neighborhood, and by removing a direct route between Cathedral Avenue, that negates the vast majority of the individuals that live in the area, and isolates the community from Tenleytown and the greater-DC community makes this a devastating blow to the community and how it operates.	D90 Tenleytown - Convention Center (Metrobus)	N2	D90
7/11/2024	Public Coordinate	Where it Goes	Would love to see this continue to go to Farragut Square as that gets you access to the blue, orange and silver lines! When I ride this bus in the morning, the majority of people take it all the way to the end and then transfer to the metro.	2025 Proposed Network		D90
7/11/2024	Public Coordinate	How Often it Comes	The proposed timetable for the new D2x is not sufficient, especially if the D2 is no longer going past Chinatown. Please consider using a faster timetable during rush-hour, ideally 8-10 minutes.	2025 Proposed Network	D2	D2X
7/11/2024	Public Coordinate	Where it Stops	If this bus route is intended to replace the 74, it completely cuts off service to the many commuters, seniors, and children who live, work, and attend school in the blocks between 4th-6th Streets and G and I Streets SW. The 74 is a vital connection for SW residents into downtown for jobs, school, and entertainment, and neither the D14 nor C11 address that.	D14 Union Station - Buzzard Point (Metrobus)	74, C11, D14	C11, D14
7/11/2024	Public Coordinate	Where it Goes	Agree with commenter that mentions this portion on Fenton Street adds way too much time to the trip given traffic and lights. Consider just going on Wayne to service downtown SS and connect to future Purple Line service.	P30 Silver Spring - New Carrollton (Metrobus)		P30
7/11/2024	Public Coordinate	Where it Goes	To echo the other comments on this route... east-west transport is very hard in this city. Curtailing bus service west of the Ellington bridge reduces access to a main artery from downtown to the Woodley/Calvert area, where there are many SCHOOLS. The "every thirty 30 minutes" is unacceptable for the mornings when a child needs to get to school. And since DC busses are so unreliable (no surprise that the 96 was identified as the ghost bus in a DCist article), a 30 minute gap on a school route is unacceptable. Current low ridership on the route is likely due to unreliability rather than lack of demand.	2025 Proposed Network	96, 30	C55
7/11/2024	Public Coordinate	Something Else	The residents of this area clearly do not want this and have raised many valid concerns to justify their perspectives. It seems we should listen to these concerns rather than calling long-time residents rude names and dismissing their voices. They live here, and this proposal will impact them throughout the day, every day. Should that not take more weight than the whining of someone who doesn't want to have to walk a block from North Capitol st. the two times they visit McMillan Park and won't even live in this city in 4 years?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	Getting rid of the 63 is a huge mistake - this route runs from Takoma all the way to downtown - connecting low wage workers to their jobs. Terminating at Georgia Ave and forcing people to transfer onto the metro will further impact affordability. This would eliminate the benefits of the new minimum wage rates. Please keep the long distances lines like this one that connect residents to their jobs.	2025 Proposed Network	63	D46
7/11/2024	Public Coordinate	Where it Goes	Buses are not meant to run like trains or planes. We move to locations because of bus lines that connect us to our work (especially when our communities are not connected by any other transit network). Please don't abandon communities that are connected to government centers of work and culture. Every morning, 42/43 route goes all the way to Interior and State Depts. Please do not shorten the route so that Lafayette Park becomes some sort of bus hub. That is not the purpose of local busing.	2025 Proposed Network		D72
7/11/2024	Public Coordinate	Where it Goes	Having a cross-town route from Capitol Hill to Sibley is very important to me. It's super long, but I use it frequently for medical appointments. Having to switch downtown, especially at night, would make me feel unsafe.	D94 Sibley Hospital - Chinatown (Metrobus)		D94

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7/11/2024	Public Coordinate	Something Else	no chance a bus can make this turn without blocking the intersection for a whole cycle. did you even visit this route before making this plan? quite foolish either way.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	this street cannot handle a bus. send it to north capitol or further up rhode island.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	Eliminating the Adams Morgan portion and going straight along Connecticut to Farragut North is a huge improvement over the old L2. Much more efficient for getting to and from downtown. Love this change!	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/11/2024	Public Coordinate	How Often it Comes	Please increase the frequency. This is the only way we get across town and every 30 minutes is not often enough!	2025 Proposed Network	30	C55
7/11/2024	Public Coordinate	Where it Stops	I am a frequent bus user in the evening and will choose it over other modes of transportation as it stops very near to my house. Dropping the station on Harrison Avenue would mean that I would have to walk much farther in the dark and would be more apt to use other modes of transportation.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/11/2024	Public Coordinate	How Often it Comes	This line needs to need to run till 8 or 9 pm to be useful 23 and F14 work together here you cant replace one without the other and not harm the community	2025 Proposed Network	F14, 23	P54
7/11/2024	Public Coordinate	Where it Stops	Thank you for keeping this transfer stop!!	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/11/2024	Public Coordinate	Where it Stops	There should be an "express" option through U Street, especially during busy evening times. Really stop at 14th and keep going, so the folks trying to travel E/W or W/E aren't affected by the U Street Craziness	C51 Woodley Park - Anacostia (Metrobus)		C51
7/11/2024	Public Coordinate	Something Else	Without service along Lee Hwy/Langston Blvd, I'll be forced to drive into my office in DC. The Better Bus scheme all but completely ignores anything North of Clarendon Blvd, which is unfortunate. This will mean my family of 5 will revert to car use for all trips. Neighborhoods around Clarendon and Wilson Blvds are already well-served by the Metro, so — it would be better for the A58 and other routes to run on Langston Blvd.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/11/2024	Public Coordinate	How Often it Comes	Love the 52/54, great frequency and perfect stops!	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/11/2024	Public Coordinate	Where it Goes	The A58 is a gigantic route, spanning from deep into Arlington, across the bridge and into DC. This will have a lot of traffic for folks going to and from Arlington, so either reduce length into Arlington or increase frequency.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/11/2024	Public Coordinate	Where it Goes	Need to create a bus route that directly connects South Arlington neighborhoods & Georgetown. Plenty of Georgetown students and faculty live neighborhoods like Pentagon City, Crystal City, Potomac Yard. There's no Costco in North Arlington.	2025 Proposed Network		
7/11/2024	Public Coordinate	Where it Goes	traffic on 1st st. is a complete mess today. it's already not big enough to handle two lanes of cars. and you want to add buses?? they won't fit much less make the turns at Bryant or W st.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	Please keep a stop at Missouri Ave and New Hampshire	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/11/2024	Public Coordinate	How Often it Comes	This crucial cross-town bus should be coming much more frequently than every 30 minutes.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
7/11/2024	Public Coordinate	Where it Goes	Keeping the bus route as is would be preferred. Right now this is the easiest way to get from upper NW to the mall. The removal of this route would mean adding significant walking onto my route from the metro to get to the same place.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/11/2024	Public Coordinate	Where it Goes	Some buses should have a routing that continues down Connecticut Ave to the Farragut Metrorail stations for passengers of the existing N2/N4 services	D90 Tenleytown - Convention Center (Metrobus)		D90
7/11/2024	Public Coordinate	Something Else	once again -- it's foolish to think a bus will be able to make this turn without blocking the entire intersection and holding up traffic for a whole light cycle.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	The P43 needs to follow the old 86 route through downtown Hyattsville and along Jefferson St to provide connectivity with central Hyattsville and the West Hyattsville Metro.	2025 Proposed Network	86	P43
7/11/2024	Public Coordinate	How Often it Comes	Echo other comments that there aren't enough S2 buses and when they do come, they are packed. It's not always possibly to get to the S9 stops in time.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62
7/11/2024	Public Coordinate	How Often it Comes	I've been riding the bus along Columbia Pike for 14 years now. Every few years, WMATA changes frequency or combines routes resulting in less frequency along this major corridor withoutsubway access. I understand the proposed combined route 16's will have 2 fewer buses per hour. While each change cycle's frequency only increases a few minutes, it adds up over multiple cycles. This proposal is Worse Bus, not Better Bus.	A40 Skyline City - National Landing (Metrobus)	14	A40
7/11/2024	Public Coordinate	Something Else	Would like to echo other comments on keeping Route 59. It cuts down travel time during rush hour, especially when 52 and 54 are often too crowded to accommodate more passengers. I'd also encourage stronger enforcement of rules for fare evaders on all 14th St routes.	2025 Proposed Network	52, 54	D54, D52
7/11/2024	Public Coordinate	Where it Goes	Pre-COVID, there were plans to create new Bus routes to the Navy Yard neighborhood with its growing employment and residential base. What happened to the proposal for a bus line down Arlington's Columbia Pike to the Pentagon, then directly to DC's Navy Yard neighborhood? The current 3-seat ride (route 16's bus, Yellow line, and Green line) is frustrating, taking 35 minutes to 60 minutes during rush hour depending on the transfers' timing (no two days are the same).	C31 Navy Yard - Capitol Heights (Metrobus)	60, 35	C31
7/11/2024	Public Coordinate	Where it Stops	Regarding GU-ARL bus routes, I strongly disagree with the other comment here. No need to create another new bus route, like Route A58, with potential GU-Rosslyn stops side-by-side. Those two nodes are already WAY too close together for a bus, which is just a 10-min bike or 20-25 min walk. Instead, need to make Key Bridge and its surrounding DC & VA roads more pedestrian safe and friendly (not just automobile-dominant), demolish Key Bridge Marriott Hotel already, and need to create a direct GU-South ARL bus route (i.e. Pentagon City, Crystal City, Potomac Yard, and Alexandria; one stop in each ARL neighborhood, then Georgetown). In plus, there are way too many redundant GU-North ARL bus routes already, e.g. Georgetown's GUTS, the RS-DP DC Circulator, METRO 38B. No need for a 4th one.	2025 Proposed Network		
7/11/2024	Public Coordinate	Where it Goes	Stopping the g8 from going to farragut shows the lack of common sense used in this proposal. It's an incredibly heavily used bus and busloads of people get off here every day. Big mistake, HUGE	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/11/2024	Public Coordinate	Where it Goes	have any of you even done a proper site study for this route? this is a mess and a half of a plan. this road cannot handle a bus of any frequency.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	Reminder to other commenters that the D2X is like the X9 - it is express service so it comes less frequently (although 20 min is still great) and stops less frequently.	D2X Farragut Square - Capitol Heights (Metrobus)	X9, 20	D2X, D22

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	How Often it Comes	This line should run at the high frequency pace. especially because there are many areas in between red line stops. this being one of the only lines servicing connecticut ave north of Van Ness station means that we should support the volume of commuters the ride this line.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/11/2024	Public Coordinate	How Often it Comes	As others have mentioned, there needs to be more S2 and S9 service during the morning rush hour. Busses are dangerously full and constantly pass by, which makes everyone late for work.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62
7/11/2024	Public Coordinate	Where it Goes	bring back the Bethesda to Tysons route! the DMV needs more circumferential routes that connect suburban metro stations to one another more directly. the beltway is very congested but the HOT lanes still have plenty of capacity for transit. a frequent bus service between these two major urban centers would be a game changer!	2025 Proposed Network		
7/11/2024	Public Coordinate	How Often it Comes	The C85 route should become full-time from Barnaby Woods to Foggy Bottom and not only offer rush service south of Tenleytown. The neighborhoods it goes through on the currently-proposed rush service route are high density areas where people will benefit from frequent bus service between Tenleytown and Foggy Bottom. For example, the apartment and condo buildings on MacArthur Blvd NW have a lot of low-income housing and few people have cars. They currently rely on the poor service of the D6 to get around, and its route is indirect for several areas of the city. A full-time C85 route would allow easy access to more parts of NW, as well as easy access to more metro lines (ex. blue, orange, and silver at Foggy Bottom and red at Tenleytown).	C85 Barnaby Woods - Foggy Bottom (Metrobus)	D6	C85
7/11/2024	Public Coordinate	Something Else	Step 1: Identify a problem that doesn't exist. Step 2: Spend a few months in a conference room pretending to study it without ever actually doing the leg work. Step 3: Propose an impractical solution that sounds good on paper but isn't actually feasible. Step 4: Dismiss the concerns of the long term residents who will be directly impacted by your supposed solution. Step 5: Encourage non-residents who won't be impacted by the proposal at all to shame those residents by calling them "NIMBYs." Step 6: Pay yourself with money that could have been better spent on simply adding more buses to existing routes. Step 7: Fail to fund the proposal after everything is said and done. Step 8: Put the accomplishment on your resume anyway. Step 9: Go back to the suburbs and leave the long term residents to deal with the mess you created. Again.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	Please make this route more frequent and run later into the evening. I regularly use this bus to go to UMD CP and to Rhode Island Ave station. I am often left waiting up to an hour for this direct bus from Franklin St up/down Rhode Island Ave NE and Route 1 in MD. I am also often left stranded on either end because service ends too early in the evening. This could be a really important and high-frequency route, and I think more people would ride it if more service were provided. In addition, please, please consider bus lanes during rush hour in in the DC portion of this route. Often, the headways are not consistent in the morning because the bus gets caught in traffic, and I end up taking the current H6 route to the metro instead because it's more regular. Rhode Island Ave NE is too wide most of the time except rush hour. Having a bus lane could narrow the road and discourage the regular car speeding I see during off-peak hours, as well as speed-up buses during rush hours.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)	H6	P1X
7/11/2024	Public Coordinate	Where it Goes	please please please have it continue through NOMA	D90 Tenleytown - Convention Center (Metrobus)		D90
7/11/2024	Public Coordinate	Something Else	This area is very unsafe - design and location of bus stops puts people in harm's way	2025 Proposed Network		F60, F62
7/11/2024	Public Coordinate	Where it Stops	Why can't this line stop by the streetcar on H st? That stop has sSO many people using it and it's great when the streetcar is delayed. You don't have to walk to the other side of the station to get picked up when something is wrong with the streetcar.	C71 Fort Totten - Union Station (Metrobus)		C71
7/11/2024	Public Coordinate	Something Else	For those excited about this route: you'd be much better off to just walk down to Rhode Island and take it from there, than to board the bus on 1st and sit down in traffic for 20 minutes until you reach Rhode Island.	C55 Tenleytown - LeDroit Park (Metrobus)	20	C55
7/11/2024	Public Coordinate	Something Else	Changes in a community require listening, good communication, and compromise. None of these are happening. Why wouldn't North Capitol be a good compromise for this route? Still serves the neighborhood and it appeases the concerns. It seems so obvious of a solution.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	the changes proposed to the bus routes in this neighborhood are frankly absurd. the people of this neighborhood currently rely on the G2, yet the proposal would take that away and apparently replace it with C55 service to tenleytown instead? demand for such a service is dubious, but it's already served by the 96 and the red line anyway, and the 90 and 92 will get you halfway there (to adams morgan). C55 adds nothing but congestion on 1st st while the loss of the G2 will cut off access through logan circle to georgetown for residents who have long relied on that route, without any alternative.	C55 Tenleytown - LeDroit Park (Metrobus)	90, 92, 96, G2	C55
7/11/2024	Public Coordinate	Where it Stops	This stop is highly utilized by current bus riders. It is important for these residents to have this stop, as it connects them to metro. Suggest keeping this stop!	C23 Anacostia - Deanwood (Metrobus)		C23
7/11/2024	Public Coordinate	Where it Goes	The X8 is critical to several people making the connection to Union Station. The Future Proposed C43 line should not be combined to run to the Navy Yard or Penn Quarter as it crossing the city, creating delays in commute and preventing mobility. The other issue created is the fact that the server is only set to be Rush-Only which makes no sense whatsoever. What about those who need the service mid-day or in the evening. A whole cluster of this area would be completely underserved by both modifying and changing the frequency of this route.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
7/11/2024	Public Coordinate	How Often it Comes	Needs greater frequency (every 15m+) to get new riders. Also, bus stops are very depressing. People stuck standing in the parking lots and under shop overhangs in the heat and rain. Whole road needs a rethink, w/ more bus service	2025 Proposed Network		F50
7/11/2024	Public Coordinate	Where it Goes	The M44 is a crucial route for eastern Montgomery County. There is currently no service between East Randolph Rd and UMD or any metro station in Prince George's County.	2025 Proposed Network		M44
7/11/2024	Public Coordinate	How Often it Comes	The current D2 bus comes every 10 minutes during morning/afternoon rush times and around every 15-20 minutes during the rest of the day - and frankly it doesn't even stay on this schedule much of the time. The proposal to double these times is ridiculous (on top of removing most of the bus stops in the Glover Park neighborhood). Considering so many people use the current D2 route for their livelihoods, this proposed decreased frequency should not happen. I work ~ 3.5 miles from my house (into the city) and right now it can take up to 45 mins - 1 hour to commute via bus and metro during rush hour (which is already very bad). This proposed change will just make it harder to transfer from bus to metro in a timely manner and potentially increase my commute time to 1.5 hours (which is how long it would take to walk). This shows a clear lack of having effective public transit in DC.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	How Often it Comes	New transit plaza here but now so many few buses. Increase frequency	2025 Proposed Network		F50
7/11/2024	Public Coordinate	Something Else	Eliminating the old E4 route will leave large areas of Chevy Chase, including Lafayette Elementary, with no bus service and add to existing overcrowding on Military and Connecticut.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/11/2024	Public Coordinate	Where it Goes	I live a few blocks from here across North Capitol, and this route would be a great addition. I am not worried about the size of 1st St. NW being an issue because I watch P6 drivers expertly navigate R St. NE.	C55 Tenleytown - LeDroit Park (Metrobus)	P6	C55
7/11/2024	Public Coordinate	Where it Goes	the more i read the comments here, the more clear it is to me that no one involved in this proposal did any research whatsoever.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	The northbound stop at Albemarle should be moved north Albemarle St. to reduce pedestrian connection at the current stop and improve safety/visibility for pedestrians crossing Albemarle (who might be in a blind spot as cars pass a stopped bus to turn right (eastbound) on to Albermarle.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	Where it Stops	Getting rid of the D2 route that goes into the large neighborhood of Glover Park will affect so many people's daily commute into the city for work. Why are we making it harder for people in Glover Park to easily access the Dupont Circle Metro stop? The current D2 route is the ONLY public transit option to access DC's metro system from Glover Park and changing the route and decreasing the frequency will absolutely increase commute times. This proposed change will also decrease people's ability to go into the center of the district, which will affect businesses downtown and is counterproductive to all the "revitalizing downtown" initiatives occurring.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Stops	It would be so valuable to work with the city to make sure there is a cross walk here for students who take the bus and then cross to get to MacArthur HS!	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/11/2024	Public Coordinate	Where it Stops	Eliminating the 31 route eliminates service from Wisconsin Ave that directly stops in front of Foggy Bottom/GWU metro. Currently, the 31 route is the most efficient way for residents of Georgetown and nearby neighborhoods (Glover Park, Cathedral Heights, etc) to access the Blue/Orange/Silver Lines by transferring at Foggy Bottom. The D82, like the 33 now, has passengers either walking from Washington Circle to the Metro or waiting to disembark until Farragut Square. The 31 is also currently the most efficient route for residents along Wisconsin Ave to reach the GWU campus and the State Dept. HQ. The network redesign must have a frequent route that allows for easy, minimal-walking access for Upper Northwest residents to GWU and Foggy Bottom Metro.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 33	D82
7/11/2024	Public Coordinate	Where it Goes	"beautiful bus corridor" -- talk about an oxymoron.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	This route should turn onto 23rd st then retrace route back South on Crystal Drive. There is no easy way to catch a bus southbound from crystal drive where there are lots of restaurants and entertainment and therefore higher demand.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X
7/11/2024	Public Coordinate	Where it Goes	I live on 1st St NW (1900 block) and am a regular bus rider, but I do not support this bus traveling on 1st St NW. 1st St is small (one lane each way), already incredibly congested with traffic, and challenging for pedestrians to navigate crossings safely. We have also had literally 10 years of heavy construction, noise, traffic patter re-routing, and additional traffic because of all of the construction in the neighborhood. Drivers already drive dangerously on the street (rolling through stop signs, blocking crosswalks, speeding) and a bus will make that even worse.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	Whoever posted tis comment obviously doesn't live here: "Thank you so much for choosing to send the C55 up 1st street! I can't wait to have direct transit access in my neighborhood!" This neighborhood is already well served by the existing 80, G2, and G8 routes. Nothing is gained by adding this proposed C55, but the G2 which currently provides direct access to Logan Circle and Georgetown will be lost. The proposed C55 will only bring more congestion to an already congested residential street, and with that, more safety concerns for pedestrians and residents here.	C55 Tenleytown - LeDroit Park (Metrobus)	80, G2, G8	C55
7/11/2024	Public Coordinate	Something Else	it's clear that the various vague expressions of "excitement" for this "new route to the neighborhood" are written by people who don't live or work here. the proposed C55 is a significant downgrade compared to the existing G2 service at the cost of congestion and safety on 1st st. anyone familiar with the area can see that.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/11/2024	Public Coordinate	Where it Goes	anyone who has been here during the day knows that buses simply won't fit here. it'd be a fool's errand to even try this.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	How Often it Comes	Post Covid the 1A and 1B buses too often cluster on the leg down Wilson. It wasn't an issue before Covid, so something is off. If they kept to the schedule probably would have more riders more evenly distributed amongst the buses. Every 20 minutes during rush hour is going to lose you riders. Better to aim for the 12 minutes.	2025 Proposed Network	1A, 1B, 20	F60, A58
7/11/2024	Public Coordinate	Where it Goes	still trying to figure out what purpose this new route is supposed to serve, given that the people of the neighborhood clearly and unanimously don't want or need it.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	If these stops are kept, then there needs to be lighting, shelters to make them safe. There are no sidewalks on this side and the three way stop makes it difficult during the dark to see bus passengers.	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Where it Goes	The new route of the G8 replacement essentially replaces the redline. It was much more useful when it went across town, stopping at Shaw and down Rhode Island Ave.	2025 Proposed Network	G8	D34
7/11/2024	Public Coordinate	Where it Goes	So is there no bus route along Mt Pleasant Street with this revision? Once the Circulator bus is discontinued, then there is no direct access to Mt. Pleasant Street from either the Woodley Park Metro or Cleveland Park. This forces everyone to get off at Irving and Mt. Pleasant Street and Irving Street buses already exceed the speed limit and rush hour traffic is slow. At the moment, you cannot get to Mt. Pleasant directly from Woodley Park, but you can at least take the H Bus from Cleveland park.	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Where it Goes	This bus stop cannot handle a high frequency bus. There is only one lane here and a stopping bus blocks all traffic. In the morning this would be heavily used by neighborhood kids going to Deal Middle School and Jackson-Reed High School, and there isn't much sidewalk space for the kids to stand and wait (and there isn't space for a bench). The afternoon rush hour will be a mess when northbound traffic from Beach drive takes the first exit after the tunnel and proceeds up Adams Mill Road into the Mount Pleasant neighborhood. Instead, the C61 bus should be routed through the heart of Mount Pleasant, down Mt. Pleasant street, where it will be more useful to neighborhood residents and not block rush hour traffic.	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Where it Goes	The general very long length of this route, how many people it is supposed to serve, and the number of current bus routes that it is replacing (which are usually full buses during rush hour) is extremely concerning and reason enough to not go through with the proposed changes. Additionally, the proposed frequency has doubled the waiting time, which will just result in even more crowded buses. What happens when there is no more room on the bus and the next bus isn't for another 20-30 minutes during rush hour? These changes are going to mess with people's jobs and livelihoods - which is absolutely unacceptable.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/11/2024	Public Coordinate	Something Else	These proposed routes does not have a direct bus or rail route for current Eaton Elementary families (re-zoned from Jackson Reed). 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, Eaton Elementary 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. It would be better to have a direct route for all feeder schools into MacArthur	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85, D94, C61, C55
7/11/2024	Public Coordinate	Where it Goes	Not having a route from the north that goes to Foggy Bottom/Kennedy Center is terrible. There needs to be better bus access to the Kennedy Center.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/11/2024	Public Coordinate	Where it Goes	Love that this will now connect AdMo to Eastern Market! I visit those often and bus is the fastest way to get there	C51 Woodley Park - Anacostia (Metrobus)		C51
7/11/2024	Public Coordinate	How Often it Comes	Please make this bus run later at night and more frequent. As a student heading back toward Rhode Island Ave station late at night, I would often miss the last bus after my evening classes (which end around 10pm). There other proposed P10 route which goes to Hyattsville Crossing takes way too long. Having multiple routes make that route to Hyattsville Crossing rather than multiple routes running straight up Route 1 is much less convenient. Especially since College Park metro is so far out of downtown CP, this bus could be much more important/heavily used if it had more frequent service and ran longer hours.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X, P10
7/11/2024	Public Coordinate	How Often it Comes	This is a commuting line so frequency is important especially during peak. It's labeled as frequent, but the plan said 30 minutes for the line ending at friendship heights.	C83 Friendship Heights - Fort Totten (Metrobus)	30	C83

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	Where it Goes	I use the 54 to go to metro center. Please don't send this to l'enfant.	D54 Takoma - Metro Center (Metrobus)	54	D54
7/11/2024	Public Coordinate	Something Else	Don't be fooled: walking down five blocks to Rhode Island, or one block east to North Capitol will be way faster than to take the bus on 1st and move at snail's pace down the street	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	I agree with the other comments made in downtown CP and Regents Drive. As someone who rides from Rhode Island Ave NE/15th NE in DC to UMD CP, I use the current 83 bus regularly to get to/from class. Please, please keep at least one stop in this general area.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)	83	P1X
7/11/2024	Public Coordinate	Where it Goes	I'm worried about the 92/90. They are always super crowded and needed/the route is the only way to easily get to/from NOMA from Shaw.	2025 Proposed Network		C51, C53
7/11/2024	Public Coordinate	How Often it Comes	This bus line needs to come more frequently. Ilove the D8!!! It All lines going to a hospital need to come sooner so people can get to appointments. It's crazy that you would change that line when people rely on it for appointments.	C71 Fort Totten - Union Station (Metrobus)		C71
7/11/2024	Public Coordinate	Where it Goes	The cuts to the further downtown section of this route don't make sense. Even with the proposed frequency and accuracy of bus lines adding transfers ends up adding significantly more time to commutes. All the changes in this area seem to move away serving people where they are to just connecting metro stations together .	D46 Takoma - Petworth (Metrobus)		D46
7/11/2024	Public Coordinate	Where it Goes	Virtually every concern expressed here by the local residents is well reasoned and well articulated and could be easily addressed with simple changes. The few dismissive comments rudely calling these residents "NIMBYs" are closed-minded and hopefully not representative of the apparent minority who support this design. Hopefully WMATA will discount this stubborn name-calling for what it is and take the concerns expressed by the residents of this neighborhood seriously.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	First St. is already too narrow for the traffic that overflows here from North Capitol. Adding a bus route of any useful frequency will only create problems. It won't solve anything that isn't already solved by the three existing bus routes here -- G2, G8, and 80.	C55 Tenleytown - LeDroit Park (Metrobus)	G2, G8	C55
7/11/2024	Public Coordinate	Where it Goes	there simply isn't adequate space on 1st st for a bus route. anyone who has taken a walk here can see that.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	There NEEDS to be a stop here (Floride Ave NE and 3rd St NE), the construction work at the intersection after 2nd St NE leads to a gridlock at all time resulting in multiple buses being stuck on this route and longer wait times to get on/off.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/11/2024	Public Coordinate	Where it Goes	adding a bus route that serves the hospital center isn't a bad idea. running such a bus along first street is -- i'm sorry -- pretty stupid.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	Tunlaw Road now has bike lanes and street parking. How will the bus stops on this road even work? Why not stick to going into the Glover Park neighborhood more (like the current D2)? Removing all stops within the neighborhood does a great disservice to the residents; especially in an area that is not near a metro stop. The D2 is a lifeline for folks in Glover Park.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Stops	I rely on the D2 bus to get to work every day. It seems that replacing the D2 bus with D96 nearly eliminates public transportation from Glover Park. I do not have a car and this would limit my mobility.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/11/2024	Public Coordinate	Where it Stops	Why don't you have a stop by Union Station?? This is so awful. The best part about the stop on H St by Union Station is that when the streetcar is delayed, you can just walk across the street and take the bus instead. Now we are so screwed!!!	C71 Fort Totten - Union Station (Metrobus)		C71
7/11/2024	Public Coordinate	Where it Goes	There should be an express route along Wisconsin Avenue to Downtown (replacing the 31/33 and supplementing the D82). Currently, buses take too long by making too many stops, when most people get off at only certain stops. There should be an express route, especially at rush hours, that only stops at the most trafficked stops, and skipping others, with another route being the local line that halts at all stops (similar to the difference between the 4/5/6 or A/C/E trains in New York City)	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/11/2024	Public Coordinate	Where it Goes	A much better turnaround route would be right at 15th & U, right at 15th & Florida, back onto U. This turnaround loop would give passengers close access to meridian hill park, proximity to cardozo middle school, and you'd also cover Florida on the way back which is a popularly visited street	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	Where it Stops	Where are all the buses from Foggy Bottom to the State Department? Workers have been returning to State and surrounding workplaces, but I don't see options to get there.	2025 Proposed Network		
7/11/2024	Public Coordinate	How Often it Comes	this is nothing more than a cut to the area service wise !! Pretending like the F14isnt the main bus line though here is absurd everyone takes the f14instead of the23 because it runs when people need it keep our service levels !!!	2025 Proposed Network		P54
7/11/2024	Public Coordinate	Something Else	Would it be possible to connect to one of the Metrorail stations in Virginia? There are few transit options for this part of Constitution Ave, and going from NoVA to Metro Center to get to the Mall would be a long trip. I miss the old 7Y from Pentagon to the State Department.	A49 Culmore - Metro Center (Metrobus)		A49
7/11/2024	Public Coordinate	How Often it Comes	Needs more frequency. Lots of people on 50 rely on the bus. Also no shelters and very unsafe and uncomfortable. I tried to take it a couple times but will not do so again unless improved.	2025 Proposed Network		F60, F62
7/11/2024	Public Coordinate	Where it Stops	The stops at 2nd & R St should stay the same, it helps with people coming from 3rd Street or the MBT.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/11/2024	Public Coordinate	Where it Goes	So if you leave in Mt. Pleasant, you now have to walk to this stop to Cleveland park? In the past you would walk up to Mt. Pleasant street to catch the bus, much easier and safer. I think you have more residents who would prefer stops along Mt Pleasant street even if limited.	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Where it Goes	Losing the G2 is either an egregious oversight or an egregious slap in the face to people who will no longer have any reasonable means to travel between Georgetown and LeDroit/Bloomingdale.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/11/2024	Public Coordinate	Where it Goes	It would be foolish to ignore the long-time residents who know the neighborhood and would be affected by this change day in and day out. First st. is a narrow residential street that already has issues with overflow traffic it isn't designed to handle. Likewise, it is not designed to handle a bus route. Keep the buses on the avenues and boulevards that are designed for them, like Rhode Island, North Capitol, Florida, Georgia, etc.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	You are proposing to completely eliminate our access to Logan Circle, Dupont, and Georgetown, while adding unnecessary traffic to an already congested stretch of 1st st., and you have the nerve to call this a "Better Bus Network"? Whoever taught y'all what the word "Better" means needs to teach it to you again.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Something Else	This C55 route would be a welcome addition in Bloomingdale and better connect the community to popular destinations throughout the city. This area NEEDS more transit options. Busses driven by safe professional drivers could also be a source of desperately needed traffic calming and possibly encourage the out state drivers who speed down 1st St, ignoring stop signs to move over to N. Capitol. The street can easily support busses; there's already plenty of private busses on 1st. People are jumping to the conclusion that parking will be impacted, but that hasn't been clearly said. Even if parking was impacted, the safety improvements and improved accessibility to transit are well worth it. WMATA's eventual electric busses would be quiet and relieve pollution as well.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	It would help to have more frequent cross-town service from Mt Pleasant, Adams Morgan, and other parts of the 42/43 lines, so the extension to Van ness seems good. There should be frequent morning service from these neighborhoods to Deal MS and Jackson-Reid HS. On the south route, it would be a major loss to end the Kennedy Center service. The current 42 and 43 seem better.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43	D72
7/11/2024	Public Coordinate	Something Else	K2 is important to a lot of residents here--please don't eliminate it!	2025 Proposed Network	K2	
7/11/2024	Public Coordinate	Where it Goes	this route doesn't make any sense and would serve basically no one. if you want to serve the people of this neighborhood, then keep the G2 as it is. it aint broke -- so dont fix it.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	How Often it Comes	The frequency of these busses needs to improve to make riding them more worthwhile. If it takes an hour and a half to get into DC and I also can't leave at a time better for me I may as well drive the 45 minutes instead	P97 Southern Ave Station - Fort Washington (Metrobus)		P97
7/11/2024	Public Coordinate	Something Else	3Y is an important route for commuters	2025 Proposed Network	3Y	
7/11/2024	Public Coordinate	Where it Stops	Please be sure to provide bus stops near MacArthur High School (4530 MacArthur Blvd NW) that ensure safe walkways for students! The school's entrance will ultimately be near Laverock and there is no crosswalk (closest is at Q St)	2025 Proposed Network		C85, D94
7/11/2024	Public Coordinate	Where it Goes	Route the turnaround down Florida south of Cardozo Middle School and add a stop for the students within a block of there.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	Something Else	Please consider keeping an express (59 - D5X) route on 14th.	D54 Takoma - Metro Center (Metrobus)	59	D54
7/11/2024	Public Coordinate	How Often it Comes	There should be more buses during weekdays considering this is the only bus route that can bring residents to downtown DC.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/11/2024	Public Coordinate	Where it Stops	Please add connections from Constitution Ave to Northern Virginia. The A49 doesn't connect to Metrorail in Virginia, so the route doesn't serve as many people as it could.	2025 Proposed Network		A49
7/11/2024	Public Coordinate	Something Else	What is the ridership in this area? Agree that it should be rerouted to Park Road. Again safety at night in these areas, limited lighting.	C61 Tenleytown - Brookland (Metrobus)		C61
7/11/2024	Public Coordinate	Where it Stops	Add a stop within a block or 2 at most of Cardozo Middle School. Many students rely on the bus!	C57 U St Station - Capitol Heights (Metrobus)		C57
7/11/2024	Public Coordinate	Where it Goes	This will be a great line... After the Purple Line is complete. By bypassing CP Metro and starting at Takoma Langley Crossroads, there will be way more demand for transfers. I hope you're ready to have a lot more people waiting around at Takoma Langley. Here's a suggestion to ease that: a shuttle bus service that covers Purple Line stops until it's delivered.	P31 Takoma Langley - New Carrollton (Metrobus)		P31
7/11/2024	Public Coordinate	Where it Goes	I live on 1st St NW and I am 100% for this route! - Buses already travel on 1st between the hospital center and Union Station so the street can support it. - Many large, heavy construction and delivery vehicles already use First St and yet the tunnel and street are just fine; I'm sure the city's engineers know how to design a street. - Metro buses stopping on First Street will slow traffic and potentially push drivers to use North Capital Street, thereby providing traffic calming making the neighborhood safer for all users, including children. Metrobus drivers are professionally trained drivers that value safety. - The traffic calming provided by the buses will make biking more comfortable thereby eliminating the need for dedicated biking infrastructure - The buses have numerous cameras that can capture everything around including criminal activity. - This route provides a single seat ride for me to my doctor where as now it's more effective to drive. - WMATA is in the process of replacing all of their buses with electric buses which will make the air much cleaner; my household already has to deal with asthma. Perhaps Metro can prioritize the electric buses for the C55 route. I feel the only reason people are so negative is the fear of losing street parking. Although I don't support subsidized street parking in general, I hope WMATA can implement this route without the need to eliminate parking in the neighborhood.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Goes	Removing this section of the 33 completely cuts off a lifeline between Southwest and Upper Northwest for commuters and tourists. This is how I get to work every single day. The proposed route ends the line in the center of town that is already serviced (even in the proposed map) by dozens of bus lines and several metro stations. This change would force riders to bus transfer, which is a nightmare.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
7/11/2024	Public Coordinate	Something Else	All the stops on Rt 29 are uncomfortable and unsafe. At least some need shelters. Prioritize building more shelters quickly v. high cost shelters. Also coordinate to get more trees planted (whole road needs a rework and a road diet)	2025 Proposed Network		F50
7/11/2024	Public Coordinate	Where it Goes	Need more options to get to Potomac Park / State Dept from Northern Virginia. It looks like the new options are to catch the A49 at Metro Center or the D96 at Dupont Circle, but neither of those makes sense from Virginia. The previous buses from Foggy Bottom to Potomac Park were helpful. I also miss the old 7Y from Constitution Ave to Pentagon.	2025 Proposed Network		A49, D96
7/11/2024	Public Coordinate	Where it Goes	Anyone in the neighborhood who might take this bus would be much better served walking to existing stops on North Capitol, Rhode Island, or even 2nd/4th St. where congestion isn't an issue. 1st St. already can't handle the traffic it gets during the day. Running buses to this narrow neighborhood street won't help anything or anyone.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	This is a really important stop, where I often see many people getting on the bus. Important this stop stays based off empirical viewing of the ridership need.	C22 Potomac Ave Station - Minnesota Ave Station (Metrobus)	C22	C22
7/11/2024	Public Coordinate	Where it Goes	Anyone who has spent more than 5 minutes in this neighborhood knows that First Street is gridlocked during rush hour. Routing a bus here would not only render the bus useless during the times it would be most needed, it would also exacerbate the traffic issues here.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/11/2024	Public Coordinate	Where it Stops	Please keep a stop here	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/11/2024	Public Coordinate	Where it Goes	So many people get off and on at this stop (same with the 92)	D90 Tenleytown - Convention Center (Metrobus)	92	D90
7/11/2024	Public Coordinate	How Often it Comes	Agree that the D44/64 should run more frequently, especially if the 63 is going away.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	63, 11	D44
7/11/2024	Public Coordinate	Where it Goes	Having this route stop at Petworth truly makes no sense, there are already so few arteries that connect Takoma/Brightwood to downtown DC, having it stop so abruptly will not serve residents well	2025 Proposed Network		D46
7/11/2024	Public Coordinate	Where it Stops	You got rid of the Z2 bus. How will people who live on New Hampshire get to work? You're leaving a lot of people who rely on public transit behind.	M52 Silver Spring - Laurel (Metrobus)	Z2	M52
7/11/2024	Public Coordinate	How Often it Comes	Please make this bus more frequent. Currently the H6 comes really regularly, and I can count on it being pretty close by every time I walk out my door. This longer route could reduce the efficiency of the route and make it less reliable. As someone who also rides to Washington Hospital Center, this could be really useful connection, but I know how congested it gets near the hospital. All I ask is that this route remains as frequent and regular as H6 has in the past. The H6 is a really well-used route.	C63 Washington Hospital Center - Deanwood (Metrobus)	H6	C63
7/11/2024	Public Coordinate	How Often it Comes	You have to increase the frequency during evening commute or fix the backlog that occurs here. This is where bus drivers take their break, sometimes there will be multiple X2 buses with both drivers on their break. Lots and lots of people stand around waiting. A bus that's supposed to leave at 5:30 typically doesn't end up actually leaving until 5:45-5:50	D2X Farragut Square - Capitol Heights (Metrobus)	X2	D2X

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/11/2024	Public Coordinate	How Often it Comes	Please consider express bus lanes for Georgia Ave! Many people in this part of Brightwood are far from a metro stop and keeping this bus line fast is key to connecting us to the rest of the city	2025 Proposed Network		
7/11/2024	Public Coordinate	Something Else	Please maintain the limited stop service on 14th Street (current route 59) during rush hour. This is a critical transit service for people who live north of downtown to be able to commute on a reasonable schedule and alleviates over-crowding on the local route (54)	D54 Takoma - Metro Center (Metrobus)	54, 59	D54
7/11/2024	Public Coordinate	Something Else	I fail to see what's "better" about any of this. You're just adding traffic where it's not needed or wanted for no reason while eliminating service that the people of this neighborhood currently rely on, again for no reason. What is the benefit of eliminating the G2?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	How Often it Comes	Please consider increasing the frequency and operating hours of this segment of the line. This line could serve as a crucial replacement for features set to be eliminated in the 2025 Plan, including the elimination of L2 service through Adams Morgan and the H4 line.	D72 Van Ness - Lafayette Square (Metrobus)	H4, L2	D72
7/12/2024	Public Coordinate	Where it Goes	I meant to put this comment here (first-time map comment user). Please keep the 96 bus on Mass Ave SE in the Hilleast/Lincoln Park area. My car was stolen a year ago from the Hill, and I've needed this bus and will continue to need it, as do so many neighbors.	2025 Proposed Network	96	
7/12/2024	Public Coordinate	Where it Stops	Glad to see the bus will no longer come down Veazey. Veazey is far too small to accommodate the bus and it often leads to cars having to reverse to make way for the bus.	C87 Silver Spring - Van Ness (Metrobus)		C87
7/12/2024	Public Coordinate	Where it Stops	Keep the River Terrace stops at Benning Rd and Anacostia Ave. It is the only stop outside of the campus accessible to the school.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/12/2024	Public Coordinate	How Often it Comes	Morning rush freq being even slightly reduced makes no sense (7 vs 6 min). This route is regularly full to the brim so we actually need more service not less. Consider making this every 5 min during morning and afternoon rush in peak direction.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/12/2024	Public Coordinate	Where it Stops	River Terrace riders need a stop for this express ride route. Many of us work downtown and can't use this route because because it doesn't have at least one stop in River Terrace. Understanding this is an express route I am not asking for two stops such as the current two stops the regular route X2 has or the future D22, but at least one stop at 34th Street NE and Benning Road, NE. Not having a stop here means we need to transfer from a current X9 to an X2 or U4 at Minnesota Avenue (future D22 and I believe C33) adding easily up to 20 to 40 minutes to our daily one way commute.	D2X Farragut Square - Capitol Heights (Metrobus)	U4, X2, X9, 20	D22, C33, D2X
7/12/2024	Public Coordinate	Something Else	The accessible entrance to the Reservoir Park is on North Capitol, not on 1st St.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Where it Stops	While I appreciate higher frequencies on GA Ave and Upshur, this move completely removes access to crosstown bus service from this SE corner of Petworth and and also Park View. Please keep at least one route on Rock Creek church to provide better coverage here. Buses come all the time on Georgia Ave already.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/12/2024	Public Coordinate	Where it Goes	DCPS students in Mt Pleasant depend on WMATA to take them to middle and high school at Deal and Jackson-Reed in Tenleytown. With the new route terminating at VanNess, it will no longer take them where they need to go. Also without the D32 there won't be nearly enough busses to get all the kids from this neighborhood to school.	D72 Van Ness - Lafayette Square (Metrobus)	D32	D32, D72
7/12/2024	Public Coordinate	Where it Stops	The idea that the C61 is an acceptable replacement for the current lines running to Deal/Jackson-Reed is a slap in the face to families attending those schools. The Deal bus lines need to stay. Those buses are consistently full and provide a safe way for students to get home in the afternoon. The city does not provide school bus service as it is - how is it an improvement to take away what little we have? How does cutting back on bus service to these schools improve the horrible truancy rates?	C61 Tenleytown - Brookland (Metrobus)		C61
7/12/2024	Public Coordinate	Where it Stops	DCPS students in Mt Pleasant depend on WMATA to take them to middle and high school at Deal and Jackson-Reed in Tenleytown. With the new route running only along the edge of the neighborhood, DCPS students will have to walk a lot to catch the bus to school which will have negative effects on them, their families, and their classmates (there are inevitably going to be a lot more kids arriving at school late). Also without the D32 there won't be nearly enough busses to get all the kids from this neighborhood to school.	C61 Tenleytown - Brookland (Metrobus)	D32	D32, C61
7/12/2024	Public Coordinate	Where it Goes	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	P21 Greenbelt - New Carrollton (Metrobus)		P21, P20
7/12/2024	Public Coordinate	Where it Goes	Given the local, neighborhood-serving nature of this route in Buzzard Point, maybe it should be routed to serve the residential neighborhoods on 4th St to replace P6 service before going further North.	D14 Union Station - Buzzard Point (Metrobus)	D14, P6	D14
7/12/2024	Public Coordinate	How Often it Comes	The route itself is fine but limiting this to rush-only service makes it pretty useless. Please run this at all times and on weekends as well!	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/12/2024	Public Coordinate	Where it Goes	This rerouting down Westway crosses a heavily trafficked pedestrian route that is unfortunately mid-intersection, suffers from poor daylighting, and is at the bottom of a steep grade. The crossing is near a playground. I have concerns about pedestrian safety with this new routing.	P21 Greenbelt - New Carrollton (Metrobus)		P21
7/12/2024	Public Coordinate	Where it Goes	I currently use the H6 to get to classes at Turkey Thicket, having the bus just go down Monroe stops that access.	C63 Washington Hospital Center - Deanwood (Metrobus)	H6	C63
7/12/2024	Public Coordinate	Where it Goes	The loss of a route along 30th PL and McKinley would be a huge blow, making it harder to get to Lafayette and into Chevy Chase village. Please reconsider. We can make the street more bus friendly (lights/parking patterns) if needed.	2025 Proposed Network		C83
7/12/2024	Public Coordinate	Something Else	The neighborhood already has bus service on North Capitol and Rhode Island. Keeping the buses on those major arteries increases transfer options and speed of bus service. 1st Street is an objectively worse option for a bus.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Something Else	please consider the impact on East of the Park Deal students and how they will get to school with the changed route and scheduling.	C87 Silver Spring - Van Ness (Metrobus)		C87
7/12/2024	Public Coordinate	Where it Stops	Keep the River Terrace stops at Benning Rd and Anacostia Ave. It is the only stop outside of the campus accessible to the school.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/12/2024	Public Coordinate	Where it Stops	Bring back some kind of limited stop service on this route and/or increase the number of stops in downtown Silver Spring. The current routes are poor alternatives time- and convenience-wise to driving between downtown Silver Spring and downtown Bethesda.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/12/2024	Public Coordinate	How Often it Comes	The proposed A27 Frequency of every 30 minutes is completely unacceptable. With strong evidence of full buses in both directions during rush hour, and long wait times in the evening rush at the Pentagon, the A27 service frequencies needs to stay at the current 7A levels. What will happen is that buses will be overcrowded to the point of passengers not being able to board, and then having to wait an additional 30 minutes. Please do the right thing and listen - and act upon - the valid concerns of the commuters along the proposed A27 route. The A27 needs to be a High Frequency route. The formal comments submitted by the Fairlington Citizens Association represent thousands of residents and hundreds of commuters. Please take these comments seriously, and please act. Every 30 minutes during rush is unacceptable.	A27 Van Dorn St Station - Pentagon (Metrobus)	7A, 30	A27
7/12/2024	Public Coordinate	Where it Stops	If you decide to go with the H St route instead of NJ Ave/Mass Ave (and I hope you don't), there absolutely must be a northbound stop at New Jersey Ave. Otherwise, this route is completely impractical for someone going to Georgetown Law or a nearby office.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/12/2024	Public Coordinate	Where it Goes	The segment between 495 and 395 will take too long. Riders on the route from outside 495 will not take this route. This route should remain direct from Braddock Road to 495/395 to the Pentagon.	F29 George Mason - Pentagon (Metrobus)		F29
7/12/2024	Public Coordinate	Where it Stops	Please continue this line over the Duke Ellington bridge to the metro. Especially since it is one of the few night bus routes, it would be a crucial connection and an important safety consideration for people transferring at night between transit modes, or in the winter/summer when it would not be feasible (and might be dangerous) to walk the several blocks to the metro.	2025 Proposed Network		C53
7/12/2024	Public Coordinate	How Often it Comes	If we're losing the L2 and combining the 42 and 43, these buses need to come more than every 20 minutes. During rush hour, buses are so full by the time they come to this stop that they have to bypass us.	D72 Van Ness - Lafayette Square (Metrobus)	42, 43, L2, 20	D72
7/12/2024	Public Coordinate	Where it Goes	At the very least, this route needs to be extended further into downtown when the metro is closed.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/12/2024	Public Coordinate	Where it Goes	The newly proposed routes do not effectively service this area -- nor give the needed access to metro stops downtown. This area has a number of families and folks in condos, apartments, and co-ops that need the N2/N6 service. Could you consider updating the timing and efficiency of the already existing routes --in lieu of full-blown changes!?	2025 Proposed Network		C85, D96
7/12/2024	Public Coordinate	Where it Stops	This is not an acceptable replacement for the H4. There is a large stretch of Park Road and the surrounding neighborhoods that is going to go underserved if the bus is moved a ten-minute (minimum!) walk away. People who can afford to will end up driving or taking cabs or ride shares (do we get more cars on the road); people who can't afford to will end up pulling out of/pulling their children out of activities in Tenleytown (of which there are many!) because it's too inconvenient. This route change is not an improvement in any way.	C61 Tenleytown - Brookland (Metrobus)		C61
7/12/2024	Public Coordinate	Where it Stops	Please add this first stop after leaving the station back. It's beneficial to folks that live in the community so they don't have to cross the busy road to get to the station; additionally, It's nice for when the train gets you to the station as the bus is leaving. You can quickly get to this next stop across from the metro station very easily and faster than going to the best stop because of the layout of the station along the road. Also, with the planned development of the parking lot, it would be good to have an alternative access point for the route heading southbound.	C23 Anacostia - Deanwood (Metrobus)		C23
7/12/2024	Public Coordinate	How Often it Comes	Please consider not only increasing the frequency of core hour service for this line, but increasing operating hours to later at night or overnight. With metro service ending at midnight/1am, there is currently no late-night option available for this corridor.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/12/2024	Public Coordinate	Where it Goes	Loss of the G2 route will be devastating to those going to/from LeDroit Park, Howard University and the Reservoir District at McMillan to Logan Circle, Dupont Circle businesses, the Dupont metro station and to Georgetown. The daily fares I spend on G2 rides will now go towards expensive taxis and Uber rides.	2025 Proposed Network	G2	D92
7/12/2024	Public Coordinate	Where it Goes	Please continue to include Adams Morgan on the route. I come on the current L2 from Chevy Chase to go to Adams Morgan for a variety of activities.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/12/2024	Public Coordinate	Something Else	Why call this route the D42? It makes no sense to rename it with the 42 moniker when it does not replace the 42 route. And is especially confusing when the 42 route is being replaced with the D70.	D42 Silver Spring - Archives via 7th Street (Metrobus)	42	D42
7/12/2024	Public Coordinate	Where it Stops	This line doesn't go far enough to serve children from east of the park who attend Deal and Jackson Reed. Some of these kids are only 11-12 years old, and should be able to take a bus as close as possible to their school.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/12/2024	Public Coordinate	Where it Goes	The Westway section from Ridge to Crescent has many pedestrians and no sidewalks. They are families with children and dog walkers. Making it a bus route is dangerous and unnecessary. People can easily access the library and the bus already stops at the synagogue. Making the bus more reliable is what most riders want,	P21 Greenbelt - New Carrollton (Metrobus)		P21
7/12/2024	Public Coordinate	Where it Goes	Sending the 41 down to the navy yard and the potentially the Warf would be preferable, this would restore access to Nats park that the V4 had.	C41 West Hyattsville - Anacostia (Metrobus)	V4	C41
7/12/2024	Public Coordinate	How Often it Comes	Please consider increasing the frequency of operation. I would use this more often to reach Georgetown University as well as the Wisconsin Avenue portion of the Georgetown neighborhood. However, 30 minute frequency is too little, particularly when delays already occur due to traffic in peak times.	D92 Georgetown - Union Station (Metrobus)	30	D92
7/12/2024	Public Coordinate	Something Else	The G2 is a well-used commuter bus. Buses are always half full to full whenever I ride. The route makes it very easy to get across town.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/12/2024	Public Coordinate	How Often it Comes	Splitting the Olney-Silver Spring and Rockville-Silver Spring Routes at Wheaton and combining into M20 to go to Silver Spring will add travel time. Buses between Wheaton and Silver Spring need to be frequent even on weekends as the current Y and Q routes are very crowded.	2025 Proposed Network		M20
7/12/2024	Public Coordinate	Where it Goes	The routes proposed to replace the n2 completely eliminate vital access to the nearest metrotrain stop, tenleytown, as well as access to the citer center for residents on cathedral avenue and the surrounding area. Many of these residents are renters and students who rely on the bus system. The proposed system is completely inadequate for serving this area. Please reconsider.	D96 Bethesda - Potomac Park (Metrobus)	N2	D96
7/12/2024	Public Coordinate	How Often it Comes	This is gonna need to be an every 20 min route at a minimum. its a much needed connection and also will help serve some of the U st to NoMa/Union market traffic	C57 U St Station - Capitol Heights (Metrobus)	20	C57
7/12/2024	Public Coordinate	Where it Goes	Adding a left turn to a bus route on the busiest street in the city seems like recipe for traffic disaster	2025 Proposed Network		C83
7/12/2024	Public Coordinate	Where it Stops	Under the new plan Glover Park becomes another bus desert.The planners assume that G.P. is flat so we can walk .5+ miles with ease. It is not! It is full of hills and valleys. Walking "out" to one of the not so close options will be difficult; even more so coming home with groceries. G.P. is also more densely populated than the nearby parkland might suggest. Some of the streets to get to the proposed new buses are not actually walkable/safe. One recent excuse for eliminating the D2 was that WMATA needed to buy bigger buses that could not navigate through the neighborhoods. Why BIGGER? Bigger is rarely better! We're supposed to be aiming for efficiency and conserving resources. How do BIGGER buses get us there?	2025 Proposed Network	D2	D96
7/12/2024	Public Coordinate	How Often it Comes	Agree that this bus line is crucial and needs to run more frequently, especially during weekdays	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/12/2024	Public Coordinate	How Often it Comes	The last bus should not leave the station until the last train the station for the night. This will prevent folks from getting stranded here.	D24 McPherson Square - Deanwood (Metrobus)		D24

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7/12/2024	Public Coordinate	Where it Goes	Need to shift this route over to 14th/15th, from Starburst to Potomac Ave. Rationale: - Much simpler route to understand - straight south from Bladensburg Rd to Potomac Ave - Fills large gap in N/S bus service for Hill East (nearest is C51 on 8th St ~10 blocks west) - Retains current B2 direct service to Starburst, which is about to be transformed with development (https://dc.urbanturf.com/articles/blog/a_24_million_square_foot_development_at_dcs_hechinger_mall/22142) - Still preserves walkable access to Eastern HS (2-3 block walk) - Direct service to Car Barn condos. - Preserves Metro access at Potomac Ave (no need to serve twice)	C41 West Hyattsville - Anacostia (Metrobus)	B2	C51, C41
7/12/2024	Public Coordinate	Where it Goes	This route is a complete waste of time and resources. Infrequent and indirect routing.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/12/2024	Public Coordinate	Something Else	Please please do not get rid of the D6! I use it every day to get to work in the city and to get to Union Station. My husband and I do not own a car. I work on L and 11th.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/12/2024	Public Coordinate	Where it Goes	Eliminating bus service south of the White House would make this area inaccessible to people like me with limited mobility who cannot walk from the metro. This area is already barely served by public transportation. Eliminating this bus would make it impossible for me to get to work and reduce access to an entire area.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/12/2024	Public Coordinate	Where it Goes	I find the Adams Morgan loop of the L2 to be very useful. The new route basically just follows Conn avenue (which is essentially just replacing the service stops for red line from Van Ness to Dupont Circle & Farragut North. Shouldn't the bus service fill OTHER routes than travel routes serviced by metro trains?	2025 Proposed Network	L2	D70
7/12/2024	Public Coordinate	Something Else	I think it's critical to keep the existing service levels for the w4. I live in Deanwood and by terminating bus service past 1200 until 600 would be detrimental to my commute. This station is so much safer to me than having to get off at Minnesota AVE and wait for a bus. I live on Division which is very hilly so not having to walk up the hills has been a life saver.	C23 Anacostia - Deanwood (Metrobus)		C23
7/12/2024	Public Coordinate	Where it Stops	The 96 route would go all the way from across the river to Capitol Heights Metro. Now the route my kids will take to get to school would require a transfer because this route does not go all the way down East Capitol to Capitol Heights Metro. This will impact the time it takes my kids to get to school significantly and we may not be able to take transit anymore.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/12/2024	Public Coordinate	Where it Goes	Personally, I'd prefer if both directions of this route went up Mass to provide a better connection to Union Station. Westbound can use the stop that the 96 currently uses for 1st St.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/12/2024	Public Coordinate	How Often it Comes	If this RI Avenue route replaces the G8 as the bus that goes down RI to the Shaw metro, it should come more often than 20 minutes at both rush hour and after-school hours. A lot of kids who go to school in this area use it to get home and to the Shaw metro (and then home).	2025 Proposed Network	G8, 20	D32
7/12/2024	Public Coordinate	Where it Goes	I support terminating the D46 at Petworth Metro. The current 62/63 is very confusing. This simplifies things and frankly an easy Green Line free transfer will be faster for most riders. Also the D44 (like current 64) goes downtown and is an option for some riders.	D46 Takoma - Petworth (Metrobus)	64	D46, D44
7/12/2024	Public Coordinate	Where it Stops	Metro needs to bring back the bus stop that used to exist here! It was wo convenient and people in my neighborhood were so much more likely to use public transit to get places.	F20 Tysons - King St Station (Metrobus)		F20
7/12/2024	Public Coordinate	Where it Goes	I have used the N2/4 lines for years to get from my home in Cathedral Heights to my office near the White House. It has always been timely, efficient, and serves a large commuter base. Eliminating the route down to Farragut Square will add to my commuting time or force me to take another route, I imagine this will be true for many people who live in NW, as well as the students and of AU.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/12/2024	Public Coordinate	Where it Goes	Currently the 42 and 43 go directly from Mt Pleasant to Virginia Avenue. It looks like there won't be any direct bus connection between those two points anymore, and there's also not an easy way of getting there by metro, which is a big loss.	D96 Bethesda - Potomac Park (Metrobus)	42, 43	D96
7/12/2024	Public Coordinate	Where it Stops	These stops are very close together, especially southbound. One could probably be removed.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/12/2024	Public Coordinate	Something Else	This street has been recently restructured to accommodate bike lanes. Due to the addition of the bike, the road has become narrow, street parking is in high demand and cars are parked in a lane that is located in the middle of the road. Even during lite traffic, it can take a considerable amount of time to pass through this stretch of road. I don't believe adding the adding an additional burden or a bus route on this road is in anyway beneficial for the residences of this community. The existing bus routes use the side streets to avoid congestion, why can't this continue.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/12/2024	Public Coordinate	Where it Goes	Please keep this route up on McKinley St. - that's better access to Lafayette and north part of the neighborhood	2025 Proposed Network		C83
7/12/2024	Public Coordinate	Where it Goes	A reincarnated 5A, with a new stop at DCA, running when the metro is closed, would be an efficient and useful method of getting to the airport for those 6 am flights. I've taken several redeyes out of Dulles where this would be a useful option.	2025 Proposed Network		
7/12/2024	Public Coordinate	Where it Stops	To comment on the left; I live here, it helps me.	C87 Silver Spring - Van Ness (Metrobus)		C87
7/12/2024	Public Coordinate	Where it Stops	Nice - stay on 16th, don't do the weird 15th St. dogleg thing that the S buses do.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/12/2024	Public Coordinate	Something Else	Continued decisions to route buses through this block of Irving should be paired with enforcement or design changes like bus-only lanes to ensure that buses can get from Hiatt Place through 14th street without today's massive delays. This area is so congested and no one enforces anything and bus riders pay the price in needless delays	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/12/2024	Public Coordinate	How Often it Comes	Above Van Ness street, the bus is frequently used to get multi-mode riders to the red line metro. Having this in the mid-tier service seems like it will set-up greater pressure for car-trips around network (making Conn ave traffic WORSE, even as the the road diet happens). Feels like there should be a route that runs from the boundary down to Van Ness metro and back.	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
			This is about the proposed use of Westway 20770 in Greenbelt Dr Richard Schumaker 1 Westway Unit E Greenbelt, MD 20770 Rschumaker3@gmail.com 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 rewing their engines in a way that spews pollution onto our street.			
7/12/2024	Public Coordinate	Something Else	Over the weekend, I will photograph the traffic dynamics of this street and share them with the appropriate authorities	2025 Proposed Network	30	P20, P21
7/12/2024	Public Coordinate	Something Else	Why are there almost no routes from SE into downtown (gallery place/metro center area)	2025 Proposed Network		
7/12/2024	Public Coordinate	Where it Goes	This section of Westway (between Ridge and Crescent) has no sidewalk and there's also a pedestrian path crossing at halfway down a steep hill that can't be seen well from the top of the hill. The existing route on Ridge and Southway seems safer and passes through a more densely populated part of the neighborhood.	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/12/2024	Public Coordinate	Where it Stops	LOVE this route! Take the H8 and makes it much more useful. Let's make i even better...			
			Suggest routing the D74 to better serve Foggy Bottom and West End (even Georgetown via a longer walk). Looking at the network there's ample Farragut Square/downtown connections but a lack of bus connections to Foggy Bottom and West End. Rail travel times from Petworth, Columbia Heights, etc. to Foggy Bottom are very long and inconvenient (50-60 minutes) - this has the potential to make that trip faster but only if it is routed more to the west.			
7/12/2024	Public Coordinate	Where it Stops	An alternate routing suggestion: Dupont Circle south using 20th, 21st Streets (D94 route), then I Street terminating at Foggy Bottom Metro (approximately 23rd & I Street). This would still provide good access to Farragut Square (3-4 blocks east) while providing better access to Foggy Bottom/GWU/West End and even Georgetown via a long walk.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D94, D74
7/12/2024	Public Coordinate	Where it Goes	Consider extending late night routing west	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
7/12/2024	Public Coordinate	Where it Goes	This route should continue to Union Station. The D6 is the only public transportation route in the Palisades and it needs to connect to a transportation hub.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/12/2024	Public Coordinate	Where it Goes	Why get rid of one of the easiest ways to get to georgetown from the east side. it's just silly.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Something Else	Needs to be cleaned and add digital board indicating when bus will arrive. Make stop larger/longer since it is a very popular bus stop due to it being located at the exit of tenleytown metro and across the street from the library.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/12/2024	Public Coordinate	Where it Stops	I may be looking at the map incorrectly, but it looks like Benning Rd and Anacostia Ave no longer have a stop. This stop provides families, community members, teachers, and staff members with access to River Terrace. As such, it is incredibly important that the new 2025 bus routes include a similar stop.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/12/2024	Public Coordinate	Where it Goes	The current N4 allows AU Park and Spring Valley a direct route to downtown and a connection to multiple Metro lines. A route that continues to pick up on Mass between Ward Circle and the DC/MD line is imperative to my commute as a federal worker, and it's really the only way to incentivize people in these neighborhoods to take public transportation. If you get rid of N4/N6, there is no direct way to the center of the city for either of these neighborhoods using public transportation.	D96 Bethesda - Potomac Park (Metrobus)	N4	D96
7/12/2024	Public Coordinate	Where it Goes	The routes middle and high school students take to get to school from across rock creek park need to be maintained, they can't be eliminated with no alternative. This site is so user UNfriendly.	2025 Proposed Network		C87

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/12/2024	Public Coordinate	How Often it Comes	This is the only route for many school kids and commuters in the Palisades and needs to run more frequently.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/12/2024	Public Coordinate	How Often it Comes	Needs higher frequency service	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)		D30
7/12/2024	Public Coordinate	Where it Stops	Critical that the stops in front of the State Department remain open. Every day, the 43/42 is full of riders who terminate at State. Cancelling these stops would be catastrophic for productivity in DC.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/12/2024	Public Coordinate	Where it Goes	Joining others in asking for a connection to BWI again!	2025 Proposed Network		
7/12/2024	Public Coordinate	Where it Goes	Please consider adding one more stop at McPherson. Many riders during the morning commute get off here, and due to the overcrowding on the local bus (X2/D22) it would be extremely helpful to have one additional option. On the local bus, most riders only get off at two stops after the Chinatown stop, that is the 11th street stop and then Mcpherson Square. Between 11th and McPherson, people RARELY exit. Even at Franklin Park, surprisingly only 1-3 people exit on average. If people traveling further downtown for work have the ability to take the Express, I think this could help to reduce some of the extreme overcrowding on the local route.	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/12/2024	Public Coordinate	Something Else	While keeping one 30 minute line in chevy chase DC between Connecticut and the park is appreciated, the decrease of access to the M4 and E4 for this neighborhood creates a real transit vacuum. I would highly encourage you to detour lines through the neighborhood to enable access to the metro, and chevy chase village for these communities.	2025 Proposed Network	E4, M4, 30	C85,C83
7/12/2024	Public Coordinate	Where it Goes	As all are saying, 1 St is too narrow and residential of a street to accomodate a bus line. It will cause further safety hazards to pedestrians on an already busy street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Where it Goes	Please extend the C43 to Waterfront station! The proposed elimination of the Circulator along with the current 74 line means there is no single-seat transit for SW residents to Eastern Market and beyond. Waiting for a transfer can prohibitive in hot, cold, or inclement weather, or for the differently-abled.	C43 Carver Langston - Navy Yard (Metrobus)	74	C43
7/12/2024	Public Coordinate	Where it Goes	This route is awesome! This is a much needed link and the frequencies will really make this a usable route. Do consider extending the late night service to MGM nonstop from eastover shopping center	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/12/2024	Public Coordinate	Something Else	Why call this route the D70? It makes no sense to rename it with the 70 moniker when it doesn't go on 7th St. And is especially confusing when the 70 route is being replaced with the D42.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	70	D70
7/12/2024	Public Coordinate	How Often it Comes	this route needs better service all the way into SE not just for a short segment	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/12/2024	Public Coordinate	Where it Goes	It would be beneficial to have a route that goes along Wisconsin Avenue directly across the Key Bridge to Rosslyn (and possibly further to Court House/Clarendon). Currently, Commuters headed to Virginia either have to transfer to the Circulator in Georgetown, or take the Red Line from Tenleytown and transfer to the Blue/Orange/Silver Lines at Metro Center. There are many commuters in neighborhoods along Wisconsin Avenue (Cathedral Heights/McLean Gardens/Glover Park etc.) who would benefit from a one-seat transit route to Virginia	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/12/2024	Public Coordinate	Something Else	Please consider extending one of the 14th or 16th street bus lines to the State Department, this area is severely underserved by the proposed system and many employees currently use the 14th and 16th St lines.	2025 Proposed Network		D62, D52, D54, D6X
7/12/2024	Public Coordinate	Where it Stops	Retain this outbound stop on Falkland, at the least until purple line construction is done. The currently proposed retained stop is right outside the construction entrance and is difficult to access and will increasingly become harder to access.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/12/2024	Public Coordinate	Where it Goes	The C55 is a woeful replacement for the L2's Adams Morgan "detour". C55 is not walkable from this area, and its low frequency makes transferring between these two lines nonsensical. Please consider restoring direct access from upper Conn Ave to Adams Morgan.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		C55, D70
7/12/2024	Public Coordinate	Where it Stops	please consider adding stops for the Deal Middle School.	C87 Silver Spring - Van Ness (Metrobus)		C87
7/12/2024	Public Coordinate	Where it Stops	Anything you can do to trim a few stops in upper Georgia, which are less busy, could speed the bus up a lot. It takes forever to get downtown!	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
7/12/2024	Public Coordinate	Where it Goes	Please consider restoring service between Adams Morgan and upper Conn Ave, either from this line or by expanding frequency/operating hours of the proposed D72 route. It appears that at least a few of the commenters haven't noticed the extremely limited service offered by the current D72 proposal.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70, D72
7/12/2024	Public Coordinate	Where it Goes	Cutting the D46 off at Petworth would really hamper our ability to easily get downtown without multiple metro transfers.	2025 Proposed Network		D46
7/12/2024	Public Coordinate	Where it Goes	Consider truncating the D74 at Brookland instead of Rhode Island Ave. Take hours and spend them to make this more frequent and shift route west to Foggy Bottom. Then you could shift the C63 over to 12th Street to keep coverage on 'main street' in Brookland.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74, C63
7/12/2024	Public Coordinate	Where it Stops	The existing stop should stay here. There is already a stop sign so bus has to stop anyway. This helps access Hearst and pool.	C87 Silver Spring - Van Ness (Metrobus)		C87
7/12/2024	Public Coordinate	Where it Stops	It would make more sense for this stop to be located north of the brandywine st nw. Also, the buses idling here in the early mornings, it is loud (with their squealing brakes and beeping sounds of the bus kneeling) for those who live in the cityline condo -- especially those facing river rd and wisconsin.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/12/2024	Public Coordinate	How Often it Comes	The existing service levels should be maintained. Waiting 30min for a bus from Deanwood is what it used to be before the service was improved a year ago. We used to wait up to 40min for w4 to come.	C23 Anacostia - Deanwood (Metrobus)	W4	C23
7/12/2024	Public Coordinate	Where it Stops	Please DO NOT REMOVE service or bus stop access from Cathedral Avenue NW and New Mexico Avenue NW! This is vital for morning commutes in/out of downtown for families, AU students, etc.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/12/2024	Public Coordinate	Where it Goes	Take this bus all the way to Woodley Park Metro so riders can connect	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/12/2024	Public Coordinate	Where it Stops	if this is gonna in any way serve the community and not just football 8 times a year, there really should be a stop somewhere near or on the circle.	P61 New Carrollton - Suitland (Metrobus)		P61
7/12/2024	Public Coordinate	How Often it Comes	The current D2 route is already crowded during rush hour with students coming to & from school at Duke Ellington - even with current frequency every ~10 minutes sometimes multiple buses bypass stops between this area & Dupont Circle because they are full. This is clearly a highly utilized route for the students but also needs enough frequency to accommodate other passengers as well.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/12/2024	Public Coordinate	How Often it Comes	The route should be every 15 minutes, otherwise there will be overcrowding and lack of reliability, and people will switch to other options.	F29 George Mason - Pentagon (Metrobus)		F29
7/12/2024	Public Coordinate	How Often it Comes	Current S2 and S9 busses get stacked, especially in rush hour but almost all day. Need better spacing.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/12/2024	Public Coordinate	Where it Goes	I concur with other commenters that the D82 should be extended to Bethesda. Many passengers go from Georgetown/ Foggy Bottom to Bethesda, and it is preferable to not have to transfer instead of transferring to another bus at Friendship Heights (or transferring to the Red line at Tenleytown or Friendship Heights). Perhaps have only some buses continue on to Bethesda, with most terminating at Friendship Heights. Considering passenger volumes, it would be more logical to extend the Wisconsin Avenue service to Bethesda instead of the D96 as proposed currently, which has is overly circuitous and long given that it is less trafficked than the Wisconsin Avenue lines.	D82 Friendship Heights - Franklin Square (Metrobus)		D96, D82
7/12/2024	Public Coordinate	How Often it Comes	The D2X and C57 should be a high frequency every 12 minute route — at least until the streetcar is operational. The area around Benning Road Metro is some of the most densely populated in Ward 7 and many people in that area work and shop on H st NE and Florida Ave NE	2025 Proposed Network		C57, D2X
7/12/2024	Public Coordinate	Something Else	Having to sit here for an entire minute-plus light cycle just to turn right onto S. Capitol is a real killer. This entire triangle of streets need a rethink.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/12/2024	Public Coordinate	How Often it Comes	Increase the frequency to every 10 mins and I can use this line multiple times a day to eat out and shop, etc.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/12/2024	Public Coordinate	Where it Stops	Keep the River Terrace stops at Benning Rd and Anacostia Ave. It is the only stop outside of the campus accessible to the school.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/12/2024	Public Coordinate	How Often it Comes	Please increase how often this bus comes. This is a critical cross-town bus that many rely on to connect to U Street, Adams Morgan, Cleveland Park, Woodley Park, Cathedral Heights, etc.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Where it Goes	Taking away the H8 requires everyone in this corner of SE petworth to walk much further (not just 1 extra block) to reach a crosstown bus route.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D74
7/12/2024	Public Coordinate	Where it Goes	We need some service on new york ave past florida ave given the growth in ivy city	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/12/2024	Public Coordinate	Where it Stops	I disagree with nearby commenter regarding the Tenley Circle Stop. It is heavily used by students at the American University Law School across the street, as well as passengers connecting to the Nebraska Avenue lines (C81 in this proposal) and the American University Shuttle. Closing this stop would increase commute times for students and further congest the stop at Albemarle street, which is already very busy.	D82 Friendship Heights - Franklin Square (Metrobus)		D82, C81
7/12/2024	Public Coordinate	Where it Goes	First street is already congested as is and is one the of safer routes for pedestrians trying to get down the street using strollers, walking their dogs, etc. The creation of a bus route here will not only eliminate parking on the street which will cause side streets additional stress due to blockage, but potentially shorten the width of the sidewalk causing additional hardships for residents. There are so many other streets it could go on (NORTH CAP IS RIGHT THERE) that are already designated zones for the bus.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Something Else	I'm concerned that there is no equivalent to the express bus 59.	D54 Takoma - Metro Center (Metrobus)		D54
7/12/2024	Public Coordinate	How Often it Comes	The new route must match the same route and frequency of the old 7A. Eliminating or reducing service on this route would negatively affect the ability of many of the neighborhood residents to get around. Even with Shirlington Station close, there is an accessibility issue when reducing service to this neighborhood. As others have pointed out, by reducing service to every 30 minutes, riders will be forced to use personal vehicles or taxi/Uber services. This will reduce ridership and put the entire route at risk. This neighborhood relies on public transportation for so many things, and eliminating service here would be extremely detrimental to the residents who live here.	A27 Van Dorn St Station - Pentagon (Metrobus)	30	A27
7/12/2024	Public Coordinate	Something Else	The same benefits of running a bus down 1st Street can be achieved by running the bus down North Capitol, without having to disrupt the community and make it more difficult for everyone to share 1st Street.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/12/2024	Public Coordinate	Where it Goes	Students at Inspired Teaching Demonstration School (at Douglas between 3rd and Lincoln) use this stop to get both home and to the Shaw/Howard metro stop. The G8 current route (which goes to the Shaw metro and the library, as well as the Shaw neighborhood for kids who live there) is much more useful than the proposed D34. Please keep a direct line from here down RI Avenue to 7th.	2025 Proposed Network	G8	D34
7/12/2024	Public Coordinate	How Often it Comes	This entire route needs to be 12 minutes or better except late night and maybe sundays. this is a crucial route connecting many important neighborhoods. as it is now, the 90/92 have a good chance of being standing room only at any given time of day.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/12/2024	Public Coordinate	Where it Goes	This rerouting down Westway crosses a heavily trafficked pedestrian route that is unfortunately mid-intersection, suffers from poor daylighting, and is at the bottom of a steep grade. The crossing is near a playground. I have concerns about pedestrian safety with this new routing.	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/12/2024	Public Coordinate	How Often it Comes	Many students, including families with yong students, rely on this bus route. It needs to be as frequent as the D2 around the beginning and the end of the school day	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/12/2024	Public Coordinate	Where it Stops	Very grateful for keeping this dogleg on Alaska and Eastern - maybe could trim one of the stops on Alaska?	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/12/2024	Public Coordinate	How Often it Comes	Sometimes the buses leaving the station are a little off but it's perfect.	C23 Anacostia - Deanwood (Metrobus)		C23
7/12/2024	Public Coordinate	Where it Stops	If the bust stop could be moved closer to James Place that would be great as Division is a very steep hill and walking up that Hill is very strenuous. There's also a new crosswalk in front of the school now.	C23 Anacostia - Deanwood (Metrobus)		C23
7/12/2024	Public Coordinate	Where it Goes	Agreed that AU Park is poorly served by bus.	2025 Proposed Network		
7/12/2024	Public Coordinate	Where it Goes	Does not make sense at all to shorten the Wisconsin Avenue services (D82, now the 33) to terminate at Franklin Square instead of Federal Triangle as is now. A disproportionate number of Wisconsin Ave neighborhood commuters work at Federal agencies near where the 33 ends now (DOJ/EPA/Commerce/DC gov etc.) This proposal would end a one-seat ride for those commuters. Furthermore, having the line end at Federal Triangle currently facilitates easy access for Mall/Smithsonian tourists nearby to take the bus directly to Georgetown and the National Cathedral, while Franklin Square is not a touristy area. Lastly, many commuters take the 33 all the way to the end to transfer to the green/yellow lines at Archives metro, which is one block east of the current 33 terminus at Federal Triangle. Ending the D82 at Franklin Square makes it more difficult for Wisconsin Avenue commuters to access the Green/Yellow Metro lines.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
7/12/2024	Public Coordinate	How Often it Comes	Seems unwise to cut the rush hour service this much	A76 Rosslyn - Mark Center (Metrobus)		A76
7/12/2024	Public Coordinate	Where it Stops	Needs to extend to the Kennedy center!!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/12/2024	Public Coordinate	Something Else	My child needs the M4 bus to get to Deal Middle School. How can you justify eliminating this route? The replacement is farther away and comes infrequently. These buses are essential for DCPS students. Please fix this. Also this website is nearly impossible to navigate.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
7/12/2024	Public Coordinate	Where it Stops	The proposed route removes the P6 bus stop at P St and North Capitol. This stop serves a number of neighborhoods as well as many schools, including Dunbar, Mundo Verde, and KIPP among others.	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
7/12/2024	Public Coordinate	Where it Goes	This line should go further North into downtown to accommodate those going to events and dinner at the Wharf but live and work downtown. I am currently able to take the P6 from my house all the way the Wharf for concerts and back home after. Parking and the traffic at the Wharf is increasingly hectic and we need a bus that will provide access from other parts of the city.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11, P6	C11

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/12/2024	Public Coordinate	Where it Goes	Love, love, love this route!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/12/2024	Public Coordinate	How Often it Comes	The route should be every 15 minutes. Otherwise there will be overcrowding and lack of reliability, and people will switch to other options.	F28 Kings Park - Pentagon (Metrobus)		F28
7/12/2024	Public Coordinate	Where it Goes	Like many are saying, the G2 is a great route from the east side of the city all way west into Dupont and Georgetown.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/12/2024	Public Coordinate	Where it Stops	Keep this stop!	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/12/2024	Public Coordinate	Where it Goes	Please keep the 96 bus on Mass Ave SE in the Hilleast/Lincoln Park area. My car was stolen a year ago from the Hill, and I've needed this bus and will continue to need it, as do so many neighbors.	2025 Proposed Network	96	
7/12/2024	Public Coordinate	Something Else	I am opposed to eliminating the D33 and W45 buses that move kids from our neighborhood across the park to their in-zone middle and high schools Deal and Jackson Reed. This is where these kids are designated by the District to attend school based on where they live. How are they supposed to get to school?	2025 Proposed Network	D33, W45	
7/12/2024	Public Coordinate	How Often it Comes	The decision to reduce the frequency of the A76 route from every 15 minutes to every 30 minutes is problematic for several reasons. First and foremost, predictable and frequent service is crucial for encouraging public transit use. A 30-minute wait time between buses significantly diminishes the convenience and reliability of the service, likely deterring many current and potential riders. This reduction in service will inevitably force more people to drive, contributing to increased traffic congestion on already busy roads such as Carlin Springs Road. Furthermore, reducing bus service on the A76 route disproportionately impacts underserved communities who rely heavily on public transportation. These residents often do not have alternative means of transportation and depend on frequent bus services to access jobs, healthcare, education, and other essential services.	A76 Rosslyn - Mark Center (Metrobus)	30	A76
7/12/2024	Public Coordinate	Something Else	I have so much respect for everyone working on the herculean effort that is this bus network redesign. There are so many good ideas that balance the needs of various groups, and I know it's a difficult task. But this route... I'm trying to figure out the justifications for designing the D14 like this, and I'm coming up short. What were y'all smoking?	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/12/2024	Public Coordinate	Where it Stops	My first preference would be to bring back the old S9 route that stopped at the Kalmia/Georgia/Eastern intersection. My second choice would be to keep this stop at it's current location (16th and Leegate/Myrtle), which I would guess is convenient for more people than Primrose.	D6X Silver Spring - Federal Triangle (Metrobus)	S9	D6X
7/12/2024	Public Coordinate	How Often it Comes	The newly proposed bus route, which eliminates existing routes to the Naval Research Laboratory, will significantly and negatively impact over 1,000 workers who commute there. The reduced frequency of stops between the laboratory and the Anacostia Metro stop will cause considerable inconvenience for these commuters. Already grappling with inadequate public transportation options due to the laboratory's location south of Capitol Hill and out of sight, these workers will find their transit challenges further exacerbated by the new route.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/12/2024	Public Coordinate	How Often it Comes	Needs to come more often - these buses are packed during rush hour!	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/12/2024	Public Coordinate	How Often it Comes	The w4 is so nice because if I don't catch it toward deanwood station, I'll catch it going towards anacostia station. I have multiple options when heading into downtown	C23 Anacostia - Deanwood (Metrobus)	W4	C23
7/12/2024	Public Coordinate	Where it Stops	It will be great to have the stop at Gallery Place to more easily get to the Metro from the bus, as opposed to getting off the bus at Mass & 7th and walking to H St & 7th to enter Gallery Place.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/12/2024	Public Coordinate	Where it Stops	With the Circulator gone, that should free up space for an eastbound stop on E St, no? Currently it seems to be a layover spot for Circulator buses.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/12/2024	Public Coordinate	How Often it Comes	This route should have higher frequency.	A71 Ballston - King St Station (Metrobus)		A71
7/12/2024	Public Coordinate	Where it Goes	Eliminating the N routes means I can (along with many others) don't have a direct route down Mass Ave to downtown - especially during rush hour. I either have to walk up a giant hill to American University or frankly - just drive in - thus driving up my costs and frankly, adding more greenhouse gases to the world - thx Metro for this visionary re design that will increase emissions and reduce ridership	D96 Bethesda - Potomac Park (Metrobus)		D96
7/12/2024	Public Coordinate	How Often it Comes	Busses from 9-10 southbound have always been pretty full could consider extending am rush freq by 1 hr	A90 Mark Center - Pentagon (Metrobus)		A90
7/12/2024	Public Coordinate	How Often it Comes	This proposed route is really nice-- would love to see slightly higher frequency, maybe every 20 min or better	C55 Tenleytown - LeDroit Park (Metrobus)	20	C55
7/12/2024	Public Coordinate	Where it Stops	I vote to keep the Rodman St stop. I and others use it to go to the Mall.	2025 Proposed Network		D82
7/12/2024	Public Coordinate	Where it Goes	Sorry this is a repeat comment - changed to "where it goes" Thanks! --- LOVE this route! Take the H8 and makes it much more useful. Let's make i even better... Suggest routing the D74 to better serve Foggy Bottom and West End (even Georgetown via a longer walk). Looking at the network there's ample Farragut Square/downtown connections but a lack of bus connections to Foggy Bottom and West End. Rail travel times from Petworth, Columbia Heights, etc. to Foggy Bottom are very long and inconvenient (50-60 minutes) - this has the potential to make that trip faster but only if it is routed more to the west. An alternate routing suggestion: Dupont Circle south using 20th, 21st Streets (D94 route), then I Street terminating at Foggy Bottom Metro (approximately 23rd & I Street). This would still provide good access to Farragut Square (3-4 blocks east) while providing better access to Foggy Bottom/GWU/West End and even Georgetown via a long walk.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D94, D74
7/12/2024	Public Coordinate	How Often it Comes	C83 is displayed as a Medium Frequency on the interactive map, but Low Frequency on the printed version. Lack of weekend service on this route is a major impact for my use. Please consider restoring weekend service on this line.	2025 Proposed Network		C83
7/12/2024	Public Coordinate	How Often it Comes	Please consider increasing the frequency of this line! This crosstown route could provide a vital connection to D70 riders, but the too-low frequency of both routes makes that nearly impossible.	C55 Tenleytown - LeDroit Park (Metrobus)		C55, D70
7/12/2024	Public Coordinate	How Often it Comes	The new D82 bus route will replace 2 bus routes that handle much of Northwest's access to downtown. I worry that coming every 6-10 minutes during rush hour will not be good enough, especially in the afternoon when ridership is way up on 33/31 routes.	2025 Proposed Network		D82
7/12/2024	Public Coordinate	How Often it Comes	These buses on the 52/54 routes get consistently backed up and clustered and need to be better spaced. If the 59 express is going away, need additional buses to replace that service which carries a ton of commuters. Finally, because 14th street doesn't have dedicated bus lanes and is a busy commercial street, buses are constantly dodging cabs and delivery trucks parked in the right lane, delaying everything. Buses also run better during rush hour when there are traffic cops to prevent gridlock	D54 Takoma - Metro Center (Metrobus)	59	D54
7/12/2024	Public Coordinate	How Often it Comes	We need more frequency on Massachusetts Ave! Including on weekends.	D90 Tenleytown - Convention Center (Metrobus)		D90

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/12/2024	Public Coordinate	Where it Goes	This D24 route seems to replace the old D6 route, but because it turns around at McPherson Square, it doesn't include areas of Dupont anymore. Unfortunately, this won't be a viable option for me to get to work and might similarly impact others who need to travel from Hill East/Kingman Park over into the western portions of downtown, where many people work and visit medical services	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
7/12/2024	Public Coordinate	Where it Stops	It would be great to keep the swing to the north on 30th pl to help pick up residents from Chevy Chase DC.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
7/12/2024	Public Coordinate	How Often it Comes	A great deal of people in this neighborhood use this route for access to the Pentagon Metro and Pentagon City for access to downtown and shopping. Cutting the number of buses that travel this route would be detrimental. Given that there is no Metro/train stops along this area of the 395 corridor (the nearest being Old Town and/or Rosslyn), and the lack of additional routes in this area, this bus is critical for wider DMV access during both the work week AND weekend.	2025 Proposed Network		A27
7/12/2024	Public Coordinate	Where it Stops	Nice - stay on 16th, don't do the weird 15th St. dogleg thing that the S buses do.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/12/2024	Public Coordinate	Where it Stops	Keeping one of these stops where the bus turns onto M is essential -- when I take this bus and try to transfer to another I'm transferring at this intersection, and it's a tight fit. Getting rid of these stops will guarantee I miss my connection and add at least 20 minutes to my commute.	D82 Friendship Heights - Franklin Square (Metrobus)	20	D82
7/12/2024	Public Coordinate	How Often it Comes	The L2 already doesn't come enough during rush hour to be very useable, and it's the only bus that serves an HBCU. Seems like there should be more service on CT Ave.	2025 Proposed Network	L2	D70
7/12/2024	Public Coordinate	How Often it Comes	I'm glad there will still be a stop here -- commuting faculty, staff, and students use the route -- but every 30 minutes is not frequent enough. Thanks for proposing to maintain the route though!	D92 Georgetown - Union Station (Metrobus)	30	D92
7/12/2024	Public Coordinate	How Often it Comes	Please keep the late night service those off use along Division Ave have very little options in terms of getting to/from metro stations.	C23 Anacostia - Deanwood (Metrobus)		C23
7/12/2024	Public Coordinate	Where it Stops	Move this Blair stop to the intersection w/Burlington	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
7/12/2024	Public Coordinate	Something Else	Current system allows me to get from Dupont Circle to within 3 blocks of my place of employment (Georgetown U) -- G2, D2, D6. This has been important to me because it allows backups for when busses don't come or are late. The new routes bring only one route near the university -- D92. Every 30 minutes isn't frequent enough and also there is no back-up for when a bus (inevitably) fails to show up.	D92 Georgetown - Union Station (Metrobus)	D2, G2, 30	D92
7/12/2024	Public Coordinate	Where it Goes	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	2025 Proposed Network		P21, P20
7/12/2024	Public Coordinate	Where it Goes	The D2 route has been a lifesaver and eliminating D2 without replacement leaves Glover Park without any east/west routes and would add considerably add to commute times.	2025 Proposed Network	D2	D96
7/12/2024	Public Coordinate	Where it Goes	The E4 should continue on McKinley Ave to serve the Lafayette students and to give people a cross-city option that's north of Military Ave	2025 Proposed Network	E4	C83
7/12/2024	Public Coordinate	How Often it Comes	This bus needs to run on Sundays and after 8:00 pm on weekdays. People are still commuting home from work at 8:00pm on weekdays	2025 Proposed Network		P54
7/12/2024	Public Coordinate	How Often it Comes	This bus needs to run on Sundays and after 8:00 pm on weekdays. People are still commuting home from work at 8:00pm on weekdays	P54 Cheverly - Addison Rd Station (TheBus)		P54
7/12/2024	Public Coordinate	How Often it Comes	I use the E4 on the weekends from the Chevy Chase neighborhood so would prefer it ran, even if it's only every hour	2025 Proposed Network	E4	C83
7/12/2024	Public Coordinate	Where it Goes	this bus route is critical to the community, and understanding that navigating this stretch of road is challenging because cars park on both sides of the street (only true for a short stretch here), let's just change the parking restriction to make it easier to navigate. We can do one-sided parking like everyone else on 30th pl and farther down McKinley.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/12/2024	Public Coordinate	Where it Goes	Van Ness is too narrow and crowded here for buses to go in both directions, especially in rush hour when there is a long line westbound waiting for light at Wisconsin. Bus should split route with Veazey Street (like current H2 route does).	C87 Silver Spring - Van Ness (Metrobus)	H2	C87
7/12/2024	Public Coordinate	Where it Goes	bringing the route down 30th PL (which is wide and has one-sided street parking to accommodate the bus) has been a real win for the community, and it would be a shame to lose access to the neighborhoods to the north.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/12/2024	Public Coordinate	Where it Goes	I like the proposal of this route which will provide access to Althezia Tanner Park and Harry Thomas Pool.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/12/2024	Public Coordinate	Where it Stops	Glad to see the service continue between Rhode Island and Brookland station. I can now use this bus to connect to either station to access the metro from my house depending on what direction is coming quicker.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/12/2024	Public Coordinate	Where it Stops	Pretty insane for this line (C53) to not continue over the bridge and end at the Metro stop in Woodley Park. Please consider a one-stop extension for this line. What is the point of ending at a bridge??	2025 Proposed Network		C53
7/12/2024	Public Coordinate	How Often it Comes	The southbound S2/S9 buses are frequently full by this point during peak morning commute times. The proposed changes to the 16th St buses are great, but hopefully there can also be more frequent buses during rush hour times.	2025 Proposed Network		D62, D6X
7/12/2024	Public Coordinate	Where it Stops	Please keep this stop, as well as the northbound one across the street. Lots of people use these stops and eliminating this creates extra barriers for commuters -- traveling south on 11th by from the prior stop means having to cross 5 lanes of traffic -- the pedestrian lights aren't timed for walking speed, and the exit lane out of NY Ave is really dangerous for people walking.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44

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7/12/2024	Public Coordinate	How Often it Comes	Agree with other comments that AdMo is very dependent on bus service, and having the new lines run less than every 12 min is not good.	2025 Proposed Network		D74
7/12/2024	Public Coordinate	Where it Stops	With the loss of the H8 into this new route, SE Petworth and Park View loses access to a crosstown route. They have to now walk 5-8 more blocks or transfer from N/S routes.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D74
7/12/2024	Public Coordinate	Where it Goes	The P6 provided residents of Truxton Circle/Bloomingdale/Eckington with a direct route up Rhode Island to Brentwood. This part of the route has been completely removed and is not replaced by any of the new proposed routes.	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
7/12/2024	Public Coordinate	Where it Goes	The N2/N6 buses are VITAL service for the Cathedral Heights neighborhoods! Please DO NOT CUT or CHANGE our access into downtown DC and the red line.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/12/2024	Public Coordinate	Where it Stops	This stop can be eliminated. Now that DHS moved to SE, it is never used, and is more often inhabited by loiterers and other non-passengers in the bus shelter.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/12/2024	Public Coordinate	Where it Goes	Prefer that the bus or some of them terminate at the Mall like now for the 33 rather than Franklin Sq.	2025 Proposed Network	33, 33	D82
7/12/2024	Public Coordinate	Where it Goes	I use the g8 to get to several of the businesses in Brookland and also downtown. While I understand the use of RHode Island Ave, I don't understand entirely cutting the northern side of the route, isolating people and businesses.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/13/2024	Public Coordinate	Something Else	Thank you for maintaining this stop and route to Metro. This is an area with affordable housing and residents without cars and/or unable to drive, which rely on the bus to go to work and access grocery stores, doctors etc.	P21 Greenbelt - New Carrollton (Metrobus)		P21
7/13/2024	Public Coordinate	Something Else	The 14 Street corridor needs a LIMITED stop bus route! You eliminated the 59 AND the Circulator. It is imperative that there is a limited stop route going at least until Constitution or just north of Constitution. The 52 won't cut it.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 59, 14	D52
7/13/2024	Public Coordinate	Something Else	Do not get rid of the express bus down 14th street	2025 Proposed Network		D54, D52
7/13/2024	Public Coordinate	Where it Goes	I'm a neighbor in the area and fully support routing C55 on 1st St. Would be silly to make pedestrians cross the very dangerous and wide N Cap.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/13/2024	Public Coordinate	Where it Goes	It would be great to have a spring/summer route out towards Great falls. So much nature access so close to DC, yet totally inaccessible if you don't have a car and/or don't want to bike all the way out here. It would also help reduce the number of cars in all the limited parking lots out here.	2025 Proposed Network		
7/13/2024	Public Coordinate	Where it Goes	Agree with others that this route should use the highway ramps of VA 27 and I395 to speed up the route. As long as the F44 and ART 42 continue to serve Foxcroft Heights and Joyce St, it should be fine. It would likely save some resources as well!	A40 Skyline City - National Landing (Metrobus)	42	F44, A40
7/13/2024	Public Coordinate	Where it Stops	An early draft had the 12th Street NE Brookland line continue past Union Market. I am disappointed that this has been taken off the map so that there is no direct bus service for people who live north of the market. The walk from Florida Avenue is not great, and the walk down Brentwood Parkway is worse. Especially critical is that I have heard there are plans to eliminate the parking lot in front of the market, which would make a transit alternative especially important for those who don't absolutely need to drive.	2025 Proposed Network		
7/13/2024	Public Coordinate	How Often it Comes	This bus is always packed and it is always late (52 and 54)... why not keep the 59 express and expand service so that some people who have the farthest to go can have efficient transportation?	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52, 54, 59	D52
7/13/2024	Public Coordinate	Where it Goes	Here to second this comment about maintaining the all day SE to NW 30's bus routes. There really is no other way to get across town, especially into Glover Park and G-town where they don't have metro	2025 Proposed Network		D1X, D12
7/13/2024	Public Coordinate	How Often it Comes	As the parent of a Deal Middle School student, I am concerned that this new route will replace the dedicated D34 bus for Deal. The proposed C81 frequency seems inadequate to accommodate the number of students and riders who will rely on this new route. Please ensure that the frequency and timelines for stops enables Deal and Jackson-Reed students to rely on the C81 to get to and from school.	C81 Sibley Hospital - Fort Totten (Metrobus)	D34	D34, C81
7/13/2024	Public Coordinate	Something Else	Can schedules for the A12 be coordinated with A71 on weekends to provide 15 minute frequencies between Ballston and Shirlington. Also concerned about this route ending early at 10pm on Sunday, removing connectivity to Ballston and Alexandria.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A71, A12
7/13/2024	Public Coordinate	Where it Stops	Currently many N2 and N4 users, including myself, use the route on Connecticut Ave to connect to the Farragut West metro. Eliminating this route will make the morning and evening commutes longer and complicated for many embassy employees who work on Massachusetts Ave where public parking is already limited.	D90 Tenleytown - Convention Center (Metrobus)	N2, N4	D90
7/13/2024	Public Coordinate	Where it Goes	Either extend the regular route further downtown or add more stops to the express route past McPherson Square.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/13/2024	Public Coordinate	Where it Stops	How can there NOT be a bus stop at the Foggy Bottom GWU Metro station???	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/13/2024	Public Coordinate	Where it Goes	May make more sense to run directly down to M St, possibly even rerouting past Eastern Market, or run down in the other direction past L'Enfant. This just seems odd and like a much longer route than needed.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/13/2024	Public Coordinate	Where it Goes	Bus stops at archives but I think it needs to go farther into downtown into Farragut area.	D1X Archives - Naylor Rd Station (Metrobus)		D1X
7/13/2024	Public Coordinate	Where it Goes	Why reduce service and continue on to Rosslyn when the metro and other bus lines are already available	A76 Rosslyn - Mark Center (Metrobus)		A76
7/13/2024	Public Coordinate	How Often it Comes	Would be great to have more frequent D70 service on weekends, especially during zoo hours.	2025 Proposed Network		D70
7/13/2024	Public Coordinate	Where it Stops	Eliminating heavily used bus stops is a disservice to bus riders. Fewer bus stops that will now be located on a narrow concrete island between bike traffic and vehicular traffic makes taking mass transit more difficult and more dangerous. DDOT has provided no assurance that the existing bus stops will even have shelter from the elements or seats for waiting. All of these things disincentivize the use of mass transit.	2025 Proposed Network		
7/13/2024	Public Coordinate	Where it Goes	This route should be extended further west than McPherson square, ideally to at least Foggy Bottom area. This would provide residents with access to the entire downtown area for commuting to their jobs without needing to do a connection in their commute or transportation. This would also be a relatively low impact change since McPherson square is pretty close to the Foggy Bottom area.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/13/2024	Public Coordinate	Where it Stops	Please keep the stop on 2724 Porter st. The hill is very steep, so it is convenient to have the stop in the middle of the hill, as opposed to at the bottom at 2501.	C61 Tenleytown - Brookland (Metrobus)		C61
7/13/2024	Public Coordinate	Where it Goes	With the end of circulator service, and with increased visitation for the upcoming Semiquincentennial, I hope you all find a way to make the Jefferson Memorial and other Tidal Basin sites more accessible.	2025 Proposed Network		
7/13/2024	Public Coordinate	How Often it Comes	Could Sunday frequency be increased to match other days of the week?	A11 Pentagon - Huntington (Metrobus)		A11
7/13/2024	Public Coordinate	Where it Stops	A stop here would serve the library, community center, and the residents of the apartments. Good idea to have one bus on Ridge and another on Crescent.	P20 Greenbelt - New Carrollton (Metrobus)		P20

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/13/2024	Public Coordinate	How Often it Comes	The Wharf is an important cultural destination. It would be great to have more frequent 52 service on weekends and evenings so folks can attend concerts at the Anthem, plays at Arena Stage, and dinners and fireworks on the Wharf. More frequent service would also help with traffic congestion in the area as fewer folks would feel the need to drive there.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	52	D52
7/13/2024	Public Coordinate	Where it Goes	Is this seriious that there would be absolutely no service on K Street NW between Washington Circle and 19th Street NW?	2025 Proposed Network		
7/13/2024	Public Coordinate	How Often it Comes	This route needs to run later than 8pm on weekends. Losing this option to Shirlington on weekend evenings is brutal, and needs to be revised.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/13/2024	Public Coordinate	Where it Goes	I agree a direct connection between the Foggy Bottom Metro and the State Department area is essential. I know that the direct connection to the Kennedy Center is popular, and there is no way to route a bus from 23rd and E Street NW directly to the Kennedy Center. But perhaps another route could be adjusted to cover this area.	2025 Proposed Network		
7/13/2024	Public Coordinate	Something Else	D82 will be the only bus transfer line for those coming south from Columbia Heights on the 54 and 52 if I want to go to west to Foggy Bottom. Currently (July 2024) I can take the LIMITED STOP Circulator to 14 & K St area and then go West on K St from the LIMITED STOP Circulator. You are getting rid of the limited stop bus options here and it will thus take an unreasonable amount of time to get from Columbia Heights to my doctors at the George Washington University Hospital (GWUH) in Foggy Bottom. Many of us depend on using GWUH for our medical needs and there are tons of different buildings in that corridor near the Foggy Bottom circle that all serve GWUH patients. This is going o be untenable for those of us coming from the Columbia Heights area. For those of us who can afford so, we, or at least myself, will be paying \$\$\$ for Uber to my medical appointments, rather than taking an excrutiatingly long bus ride. Please bring back the "Limited stop" bus to K St! If you're replacing the Circulator, then add a limited stop option along K St (and we need a limited stop option going South on 14th St to transfer to the K St option)	D82 Friendship Heights - Franklin Square (Metrobus)	52, 54, 14	D82
7/13/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	D2	C85, D96
7/13/2024	Public Coordinate	Where it Stops	Please do not eliminate stops in 16th st heights, which is an area with many black & latino residents underserved by metro and bus. Having to walk an extra two blocks, in the heat or extreme cold, can be very draining and dangerous, esp when there are already few stops. There's no need to cut the ones at 14th and Ingraham	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/13/2024	Public Coordinate	Where it Goes	Add a North-South route on 3rd Street between navy yard and union market	2025 Proposed Network		
7/13/2024	Public Coordinate	How Often it Comes	Support bidirectional service!	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
7/13/2024	Public Coordinate	Where it Goes	Support bypassing the Pentagon	A29 Van Dorn St Station - Metro Center (Metrobus)		A29
7/13/2024	Public Coordinate	Something Else	The 14 Street corridor needs a LIMITED stop bus route! You eliminated the 59 AND the Circulator. It is imperative that there is a limited stop route going at least until Constitution or just north of Constitution. The 54 won't cut it.	D54 Takoma - Metro Center (Metrobus)	54, 59, 14	D54
7/13/2024	Public Coordinate	Something Else	My children need the M4 to get to school, Deal and JRHS. We are already in a bus desert, cutting back even more on the frequency means more overcrowding on the few buses that currently run. Buses up here are few and far between, my kids have had to run to Pinehurst Circle many times in order to be on time for classes. By cutting that part of the route, the likelihood of excessive overcrowding and kids being tardy is exacerbated. This is the main route for a large portion of the student body for Deal and JRHS. Please reconsider changing this bus route!	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
7/13/2024	Public Coordinate	Where it Stops	Please keep some J2 service along Wisconsin. It really helps in getting between metro stations (for instance, down to Bethesda quickly). Sometimes it is not possible to walk (like when I have both kids and it is 95+ degrees out!). Cutting this route completely will reduce the amount I go to downtown Bethesda	M70 Montgomery Mall - Silver Spring (Metrobus)	J2	M70
7/13/2024	Public Coordinate	Where it Goes	The left turn at this traffic light adds a good bit of time. It might be better for this route to continue straight and use the highway ramps to get to Columbia Pike	A40 Skyline City - National Landing (Metrobus)		A40
7/13/2024	Public Coordinate	Where it Goes	Extending new route D74 (old route H8) into downtown will make the already unwieldy route even more unreliable. It is probably a good idea to extend the route to Dupont Circle (creating a new connection to Columbia Heights) but extending it further seems to be a recipe for scheduling disaster. Wasn't the reason for breaking up the 30 lines was that it had become impossible to keep a bus line running from one end of the city to another through downtown on schedule?	2025 Proposed Network	H8, 30	D74
7/13/2024	Public Coordinate	Where it Goes	The Lincoln Memorial is the most popular station in the Capital Bikeshare system. This shows a demand for alternatives to driving here. With the end of Circulator service, I hope you all find a way to make this iconic site more accessible, including on weekends.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/13/2024	Public Coordinate	Where it Stops	More stop consolidation along Mt Vernon Ave	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
7/13/2024	Public Coordinate	Where it Stops	I totally do not understand why the D61 is not being routed into the bus circle. I have had to use this stop myself when I was in no shape to walk much further from the hospital entrance. Since the bus already is on the campus, it should be a no-brainer to have it enter the circle.	2025 Proposed Network		C61
7/13/2024	Public Coordinate	Where it Goes	Getting rid of the N2 is a horrible idea. The replacements proposed are much more circuitous in getting downtown and sticking on neighborhood streets, instead of taking major roads like Massachusetts Avenue, makes me believe that getting downtown will take much longer than currently.	2025 Proposed Network	N2	C85, D96
7/13/2024	Public Coordinate	Where it Goes	Since the plan is to not have this route follow the current H6 route up 14th Street to Quincy Street, why not have this route use 12th Street instead? Are the stops on 14th Street used enough to justify this parallel?	2025 Proposed Network	H6	C63
7/13/2024	Public Coordinate	Where it Stops	The stop pattern of A40 and F44 should be the same. There is no point having a local/express differentiation when the express service only runs every 30 minutes. Generally, it would be better for the A40 to lose stops instead of the F44 gaining stops. S Highland St is a good example of a bidirectional stop to eliminate.	A40 Skyline City - National Landing (Metrobus)	30	F44, A40
7/13/2024	Public Coordinate	Where it Stops	Strongly support removing stops along this segment of Glebe Rd	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
7/13/2024	Public Coordinate	Where it Stops	How can there NOT be bus stop at the FoggyBottom GWU Metro station?	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/13/2024	Public Coordinate	Where it Stops	Instead of removing the stop on 3rd st and keeping 1st street, split the middle.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/13/2024	Public Coordinate	How Often it Comes	This route is very crowded now during rush with its current headway's. Reducing it will make it more crowded and likely drive people to drive instead of waiting 30 minutes.	A76 Rosslyn - Mark Center (Metrobus)	30	A76
7/13/2024	Public Coordinate	Something Else	A general comment: Without adequate funding, calling this a "better" bus network is disingenuous. There are too many critical gaps and missed opportunities revealed by this map. WMATA General Manager Rabdy Clarke says an adequate bus berwork would require a 30% increase in funding. That may be unrealistic in the near term, but even a 10% increase would help cover the most egregious service gaps and enable frequency increases on strategic routes. Let's support a 10% increase in spending on the bus network in DC as a down payment on making it actually "better."	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/13/2024	Public Coordinate	Where it Stops	Please remove one EB stop at Columbia Pike	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
7/13/2024	Public Coordinate	Where it Stops	Keep the stops outside of the Giant off of 3rd and H ST. It's important to have this right near the grocery store!	D22 Chinatown - Minnesota Ave Station (Metrobus)		D22
7/13/2024	Public Coordinate	Where it Goes	Why is this being extended to Landmark? Doesn't this add unnecessary runtime.	A28 Landmark Mall - Pentagon (Metrobus)		A28
7/13/2024	Public Coordinate	Where it Goes	Would it be worth ending this route at Pentagon City or Crystal City offpeak to save on resources?	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/13/2024	Public Coordinate	Where it Stops	Keep the stops outside of the Giant off of 3rd and H ST. It's important to have this right near the grocery store!	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/13/2024	Public Coordinate	How Often it Comes	The 63/64 bus is never on time in the mornings. Lots of kids use this to get to school in the mornings.	2025 Proposed Network		D44
7/13/2024	Public Coordinate	Where it Stops	Lots of people in Mt Pleasant and Adam's Morgan rely on the current 42/43 (and previously the H2) to get to the state department and federal reserve buildings. It will be so disruptive to these folks to have to transfer during rush hour in one of the most crowded areas of the city. Will extend the commute by at least 50%. Begging you not to do this.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	H2	D70
7/13/2024	Public Coordinate	Where it Goes	A bus to the arboretum, that runs on weekends, would be so nice! Just a wonderful oasis that's pretty inaccessible unless you have a car. :(	2025 Proposed Network		
7/13/2024	Public Coordinate	Where it Goes	Having an Eastern Market to Union Station bus is critical!	2025 Proposed Network		C51
7/13/2024	Public Coordinate	Where it Goes	The right turn off of S Eads St. for southbound busses is often obstructed by vehicles in the Eastbound lane of 23rd St S. requiring the vehicles waiting at the light to reverse so that the bus can make the turn or for the bus to stop and wait for the light to change and the intersection to clear before completing the turn.	A11 Pentagon - Huntington (Metrobus)		A11
7/13/2024	Public Coordinate	Where it Goes	Adding my voice to the people calling for some sort of connection between Dupont Circle and the U Street corridor, either via 18th Street or New Hampshire Avenue. Perhaps U Street buses that would otherwise terminate at the U Street Metro could be extended to Dupont Circle. Or, consider the feasibility of a route that connects Rosslyn, Georgetown, Dupont Circle, and U Street.	2025 Proposed Network		
7/13/2024	Public Coordinate	Where it Goes	The Lincoln Memorial is the most popular station in the Capital Bikeshare system. This shows a demand for alternatives to driving here. With the end of Circulator service, I hope you all find a way to make this iconic site more accessible, including on weekends.	2025 Proposed Network		
7/13/2024	Public Coordinate	Where it Stops	Instead of getting rid of the stop at shepherd st, why not consolidate to have the stop at shepherd st, where there is a traffic light, and get rid of the stop at Randolph? A light is safer for crossing than a zebra crossing that no one respects.	D54 Takoma - Metro Center (Metrobus)		D54
7/13/2024	Public Coordinate	Where it Goes	Wow. Really surprised at the loss of the L2 replacement in Adams Morgan. Seconding someone else's comment that this is one of the busiest bus stops on the route. This is an essential opportunity for this neighborhood to connect to Connecticut, both North and South. I'm not seeing enough replacement lines that allow us to keep these connections.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/13/2024	Public Coordinate	Something Else	Echoing the comment above - the D96 on Tunlaw is only one block away from the D82 on Wisconsin, so if I already have to walk half a mile from western Glover Park to get to the the D96 on Tunlaw, why would I stop there and wait for 30 minutes for a bus when I can walk one more block to catch the D82 that runs more frequently? Folks walking the extra block to catch the D82 will cause overcrowding on that route (not to mention that the D82 will be combining the 31 and the 33 which already often bypass stops because they are full). And, there will likely be no more Circulator starting in 2025, compounding the overcrowding that will happen on the buses serving Wisconsin Ave. The D2 is a windy route, but there are no other routes that serve western Glover Park. Please don't disconnect us from Dupont Circle and the rest of the city.	D96 Bethesda - Potomac Park (Metrobus)	31, 33, D2, 30, 33	D96, D82
7/13/2024	Public Coordinate	Where it Stops	No bus stops at GW Hospital??? Who thought that made sense?	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/13/2024	Public Coordinate	Where it Goes	Support having late night trips across the river be on the 16M, but might be worth keeping the Franklin Square terminal over L'Enfant	A40 Skyline City - National Landing (Metrobus)		A40
7/13/2024	Public Coordinate	How Often it Comes	If the point of this route is to connect people to Sibley Hospital then it needs to operate 7 days a week. Hospitals operate 7 days a week, and that needs be reflected in the service frequency.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
7/13/2024	Public Coordinate	How Often it Comes	The Wharf is an important cultural destination. It would be great to have more frequent 52 service on weekends and evenings so folks can attend concerts at the Anthem, plays at Arena Stage, and dinners and fireworks on the Wharf. More frequent service would also help with traffic congestion in the area as fewer folks would feel the need to drive there.	2025 Proposed Network	52	D52
7/13/2024	Public Coordinate	Where it Goes	Worried about the loss of the L2 route, and the replacements don't look to do enough to connect to Connecticut North and South.	2025 Proposed Network	L2	D70
7/13/2024	Public Coordinate	How Often it Comes	Please have route run later on weekends than 8pm.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/13/2024	Public Coordinate	Where it Goes	The b2 makes an unnecessary detour east to stadium armory. It already serves Potomac Ave. Going directly up and down 14th and 15th would be a much more direct north-south route. And it would fill a gap in service in hill east	2025 Proposed Network	B2	C41
7/13/2024	Public Coordinate	How Often it Comes	Need 15 minute peak frequency using express lanes directly to Pentagon	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/13/2024	Public Coordinate	How Often it Comes	I like this route, but would it maybe be worth preserving this for the visionary network so frequencies on other routes could be improved. Especially important for routes with 60 minute Sunday service in Alexandria. (A11, A71, A76)	A29 Van Dorn St Station - Metro Center (Metrobus)	60	A29, A76, A71, A11
7/13/2024	Public Coordinate	Where it Goes	Agree, we should have some bus connecting Columbia heights, DuPont, foggy bottom and then Rosslyn. These are all major centers and there is currently no direct route traveling between them, either via bus or metro. Something to think about for the future. As it currently stands you can metro from Columbia heights to lenfant and then transfer towards Rosslyn, which takes close to 45 mins. A bus would probably take 20 minutes with no transfers, which would be preferable.	2025 Proposed Network	20	
7/13/2024	Public Coordinate	Where it Stops	Add more stop consolidation along Mt Vernon Ave	A11 Pentagon - Huntington (Metrobus)		A11
7/13/2024	Public Coordinate	Where it Stops	It is absolutely absurd to remove the utility of the M4 as the only bus route to the metro from the west. This does not come close enough to the metro stop. Maintaining the metro stop should be the top priority for this route. There are about 10 stops per mile proposed to the west;get rid of some of those to make time to stop at tenleytown metro.	C81 Sibley Hospital - Fort Totten (Metrobus)	M4	C81
7/13/2024	Public Coordinate	Where it Goes	The elimination of the D2 cuts off everyone in the western side of Glover Park from public transportation. There are multiple steep hills in the neighborhood, so even walking to the bus stop a couple blocks away can be a challenge. The new D96 bus stop triples the distance those of us on the western edge of Glover Park would have to walk to get to a bus. This, plus the lower frequency of service means that Glover Park will have public transit that is so inefficient that it will be nearly unusable. Please restore D2 with stops in Glover Park that connect us to Dupont Circle!	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/13/2024	Public Coordinate	Where it Goes	Agree with the idea to serve Park Place on the 21C. The route could use the King St exit off i395.	A28 Landmark Mall - Pentagon (Metrobus)		A28

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/13/2024	Public Coordinate	How Often it Comes	The 59 should be expanded instead of cut. It is a lifeline for so many people working on 14th st or going to the busy commercial area at Columbia Heights but living to the north. Go check out this route now and see how crowded it is at rush hour and how slow it is because it is so heavily used and has so many stops. What about the express bus lanes that were just built?	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)	59	D52
7/13/2024	Public Coordinate	Where it Stops	The lack of a stop directly near the Tenleytown metro station on either Albemarle or Fort Dr is bad. This route is heavily used by people trying to get to/from the metro and this currently is a high frequency connection.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
7/13/2024	Public Coordinate	Where it Stops	Agree with other commenters that the 9th St stop should be eliminated since there are stops a block in either direction - and this is coming from someone who almost exclusively uses the 9th St stop!	D24 McPherson Square - Deanwood (Metrobus)		D24
7/13/2024	Public Coordinate	Where it Goes	With the end of Circulator service, and with the semiquicentennial in 2026, I fear the Jefferson Memorial will be sorely underserved by transit. I hope you all find a way to make this and other Tidal Basin sites more accessible, including on weekends and evenings.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/13/2024	Public Coordinate	How Often it Comes	Agree with other commenters that this route needs more frequency than proposed.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/13/2024	Public Coordinate	How Often it Comes	Potentially worth adjusting this route to have 15 minute frequencies at all times. It would help for transfers to the A70 in this area. Also, this route does not perform very well in terms of ridership, so those resources might be better used elsewhere.	A1X Pentagon City - Braddock Rd (Metrobus)		A1X, A70
7/13/2024	Public Coordinate	Where it Stops	Can we consolidate some of these stops along 2nd St S and this route's entire segment of Walter Reed Dr	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
7/13/2024	Public Coordinate	Something Else	Love the 24 hour service network. You should prioritize electric buses for late night service to reduce noise pollution.	2025 Proposed Network	24	
7/13/2024	Public Coordinate	How Often it Comes	Please do not eliminate the 59! The 14th st corridor would be much better served by one local and one limited stop route, much like the S2/S9 on 16th st NW.	D54 Takoma - Metro Center (Metrobus)		D54
7/13/2024	Public Coordinate	Where it Stops	Move the Woodley Park bus stop to the area around 14 and Columbia St NW. 14th and Columbia is residential, whereas 14 and U St is more of a 'party area', full of bars. I frequently visit Woodley Park from Columbia Heights and we need an option for us in the more residential area to be able to efficiently get to Woodley Park. The Circulator currently (as of July 2024) travels from 14 and Columbia to the Woodley Park Metro and it is very convenient! I foresee myself using an Uber rather than walking that far South, especially at night.	C51 Woodley Park - Anacostia (Metrobus)	14	C51
7/13/2024	Public Coordinate	Where it Goes	This line needs to be extended further west to avoid delays and complications for travelers that need to go further west in the downtown area. Ideally the route could be extended to at least the Foggy Bottom area which would provide access to residents in this neighborhood to commute to jobs in the whole downtown area without extending too much the currently proposed line.	2025 Proposed Network		D24
7/13/2024	Public Coordinate	How Often it Comes	Keep 32/36 frequency at 12 minutes or better!	2025 Proposed Network		D12,D1X
7/13/2024	Public Coordinate	Where it Stops	It looks like the stop at shepherd and 14th is being eliminated, which results in an extremely long walk for all the neighborhood people to get to upshur or Randolph.. remember this serves all of the 13th and Kansas streets. Please keep this stop.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/13/2024	Public Coordinate	Where it Stops	The 33's ability to service the mall is very convenient for locals, workers, and, visitor in upper Northwest. It provides a vital link between many populous neighborhoods (Friendship Heights, GloverPark, Georgetown) and downtown. Eliminating this route would cause undue hardship to these folks; this is taking away a very reliable transit route from a large area that does not have train service.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/13/2024	Public Coordinate	Where it Stops	This route should be moved West , ideally going south on 14th street as it does today and going back north on 15th. Its current placement leaves a huge gap without bus service between 8th street and 17th and 19th streets. By placing the route on 14th and 15th streets it would be centrally located in this geographic region and would make an easy connection to the Potomac Avenue metro for residents in the whole Capitol hill neighborghood living between 8th and 19th streets since 14th and 15th streets are the mid point on a west-east direction.	2025 Proposed Network		C41
7/13/2024	Public Coordinate	Where it Goes	Save the 96! We need transportation in this part of SE that connects to NW. This bus is always full when I take it.	2025 Proposed Network		
7/13/2024	Public Coordinate	How Often it Comes	You are changing this from two routes stopping here to only one bus route stopping here. This should not be a "Every 20 minutes or Better" option since there will only be one route now for us to depend on. This should be an "Every 12 minutes or better"	2025 Proposed Network	20	D44
7/13/2024	Public Coordinate	Something Else	please make sure buses P20 P21 and PG11 do not all leave at the same time toward Greenbelt... Staggering departures results in higher frequency for many users	P21 Greenbelt - New Carrollton (Metrobus)		P21, P20
7/13/2024	Public Coordinate	Where it Stops	Please do not eliminate stops in 16th st heights, which is an area with many black & latino residents underserved by metro and bus. Having to walk an extra two blocks, in the heat or extreme cold, can be very draining and dangerous, esp when there are already few stops. There's no need to cut the ones at 14th and Ingraham	D54 Takoma - Metro Center (Metrobus)		D54
7/13/2024	Public Coordinate	Where it Goes	Extending this route all the way to Farragut North will make it way too long and it will make it prone to be more unreliable than it is already. I was actually looking forward to the earlier proposed 12th Street NE route that would extend past Union Market to the Gallaudet/NoMa station. In this configuration, I would perhaps extent this route to Dupont Circle (that creates a new direct connection to Columbia Heights) but not further into downtown.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/13/2024	Public Coordinate	Where it Stops	More stop consolidation here	A11 Pentagon - Huntington (Metrobus)		A11
7/13/2024	Public Coordinate	Where it Goes	This route should be moved west. The proposed route leaves residents in the Capitol Hill neighborhood without any north/south bus service access between 8th street all the way to 17th and 19th streets. Ideally this route could be placed to go south on 14th street as it is today connecting to the Potomac Metro Station and going north on 15th street. This would provide residents on the hill with a route at the center of the neighborhood. East ward of 19th street there are no residential areas, therefore placing this at the center of the neighborhood would serve residents across the neighborhood with easier access to a bus route.	C41 West Hyattsville - Anacostia (Metrobus)		C41
7/14/2024	Public Coordinate	Where it Goes	Glad to see this route will come close to Pentagon City for eastbound trips. Good for consistency.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
7/14/2024	Public Coordinate	How Often it Comes	Increasing the headways between C83 buses will impact commuters who need to travel from Kennedy St. to Friendship Heights Heights. The overlap between the C81 and C83 routes doesn't help if someone needs to travel to Friendship Heights.	C83 Friendship Heights - Fort Totten (Metrobus)		C83, C81
7/14/2024	Public Coordinate	How Often it Comes	Please coordinate schedules with start and end times for Washington Liberty High School. Lots of students use this route daily to get to school	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/14/2024	Public Coordinate	Where it Stops	Please do not terminate the D82 bus here. It needs to continue further east. We take the 31/33 to the National Mall with young children often. Adding a bus transfer would reduce our bus usage and we would end up driving more.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/14/2024	Public Coordinate	Where it Goes	To the person who said that AM residents don't realize that the C51 services Woodley Park and the D72 services Van Ness: the C51 arriving every 20 minutes is not an adequate replacement for the combination of the Circulator, 96, and L2 we have connecting Adams Morgan and WP now. The Circulator alone now runs every 10 minutes and the C51 will run every 20. And the D72 only runs to Van Ness early morning/during rush hour, when some residents (me) use that connection on the L2 primarily outside of rush hour/on weekends.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96, L2, 20	D70, D72, C51
7/14/2024	Public Coordinate	How Often it Comes	Glad to see improved weekend frequencies! Having A58 service every 15 minutes is way better than every 30 minutes.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	30	A58

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/14/2024	Public Coordinate	Where it Goes	I really really love this new connection. Currently, getting between Alexandria and Shirlington is long and painful. The A71 creates a really convenient option, well done WMATA!	A71 Ballston - King St Station (Metrobus)		A71
7/14/2024	Public Coordinate	Where it Goes	I like how this goes to DuPont. Beats walking to MtP to get the 42/43.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/14/2024	Public Coordinate	Where it Goes	Mt Pleasant needs to keep an east/west line that goes across Park Rd – this serves a large population including many schoolchildren. If you keep it as part of the D72 (combined with the current 42/43 route), then it needs to be part of the regular route, not just every other bus during rush hour. Otherwise, move the new C62 to go across Park instead of along the south edge of the neighborhood.	C61 Tenleytown - Brookland (Metrobus)		C61, D72
7/14/2024	Public Coordinate	How Often it Comes	The overlap between the C81 and the C83 doesn't help when Friendship Heights is the final destination.	C83 Friendship Heights - Fort Totten (Metrobus)		C83, C81
7/14/2024	Public Coordinate	Something Else	The current proposal completely drops the 15X bus which is critical for NASA Goddard employees to get to campus. The alternate route offered is too roundabout and adds approximately 35 minutes (at best, possibly more) to a round trip commute, making it prohibitive for many who currently take this route to continue taking public transit, and increasing the burden considerably on those who are unable to access other transit options.	P20 Greenbelt - New Carrollton (Metrobus)	15X, 35	P20
7/14/2024	Public Coordinate	Where it Stops	Many of the current M4 stops are too close together (e.g., 31st Pl and 31st St). Several on Utah and a few on Nebraska could be eliminated to shorten travel times.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	M4	C85
7/14/2024	Public Coordinate	Something Else	Major pedestrian improvements are needed along Little River Turnpike so riders can safely access bus stops on F23 and 24.	F24 Vienna - King St Station (Metrobus)		F24, F23
7/14/2024	Public Coordinate	Where it Stops	Please move the D6X stop to 12 and Constitution. 12 and Constitution is near a of federal buildings (EPA, US Aid, Reagan Building, etc.). 12 and Constitution will be closer to those. It will also offer more options to people waiting at the 12 and Constitution stop.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/14/2024	Public Coordinate	How Often it Comes	Appreciate maintenance of 20 minute headways through Lincolnia and Annandale.	F24 Vienna - King St Station (Metrobus)	20	F24
7/14/2024	Public Coordinate	Where it Goes	Glad to see a north-south connection through Ballston maintained!	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/14/2024	Public Coordinate	Where it Stops	At least one stop on Columbia Pike between Carlin Springs and Leesburg Pike should be eliminated in each direction.	A49 Culmore - Metro Center (Metrobus)		A49
7/14/2024	Public Coordinate	How Often it Comes	Need greater frequency given how many students use this route to get to and from school.	2025 Proposed Network		C87, C83, C81
7/14/2024	Public Coordinate	Where it Goes	Can we route the A71 though here instead of using Quaker Lane? The traffic lights over there will add to much time.	A71 Ballston - King St Station (Metrobus)		A71
7/14/2024	Public Coordinate	How Often it Comes	Would be great if the D96 served this area on weekends, as the western part of the Mall is a popular weekend destination. Right now the proposed D96 has no weekend service to this area.	2025 Proposed Network		D96
7/14/2024	Public Coordinate	Where it Stops	It appears that every Deal and Jackson Reed student east of RCP is now without a direct route and forced to make an awkward transfer in Mt Pleasant to the new D72, Who knows what problems and delays this will cause. Plus, an entire busload of kids will get off the D62 on 16th St then walk en masse through Mt Pleasant to transfer to the C72. That seems ridiculous. If the goal is to have a long line of additional cars driving to and from Tenleytown during rush hour, then you nailed it.	C87 Silver Spring - Van Ness (Metrobus)		D62, C87, D72
7/14/2024	Public Coordinate	Where it Goes	I live in LeDroit Park. The G2 has been a staple in this community for years. The proposed changes to eliminate the G2 appears to remove any buses in this neighborhood to get to the closest affordable supermarket, which is Giant in Shaw. Now I would have to take multiple buses to get to groceries, or walk all the way to Florida Avenue to get to the expensive Whole Foods by Howard dorms. Now that 3rd street is open again, it would be great for the bus return to it's previous route which turned from 3rd to Rhode Island to get back to P Street.	2025 Proposed Network	G2	C55
7/14/2024	Public Coordinate	Where it Goes	Is this annoying eastbound deviation being removed. I would be so happy if this comes to fruition, as the turn onto Kirkwood adds two to three minutes for no additional stops.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/14/2024	Public Coordinate	Something Else	Hello. I live along Columbia Pike in South Arlington. Big user of the 16 routes, esp 16Y. It looks like the A49 replacement is better , if it's all day service. If I'm reading correctly. Please keep version of the 16Y direct bus route, no metro rail needed, from south Arlington to downtown DC. I saw the Post coverage in the paper this morning.	A49 Culmore - Metro Center (Metrobus)	16Y, 16	A49
7/14/2024	Public Coordinate	How Often it Comes	This is an amazing and essential bustling for workers, students, and more. It needs to be running more frequently, or else people will uber or drive.	D90 Tenleytown - Convention Center (Metrobus)		D90
7/14/2024	Public Coordinate	How Often it Comes	Really like increased midday frequency, but weekend frequencies also need to be increased to every 30 minutes.	F50 George Mason - Ballston (Metrobus)	30	F50
7/14/2024	Public Coordinate	Where it Goes	Support the eastbound extension of the 25B.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Stops	Might be worth adding stops here for easy transfers to Metroway going to/from Crystal City	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/14/2024	Public Coordinate	Where it Goes	Really like this new service in Lyon Park, creating better connections to Rosslyn and Ballston.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Goes	Thank you for finally adding a route from DuPont Circle to Columbia Heights!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/14/2024	Public Coordinate	How Often it Comes	Frequency needs to be 15 minutes during morning/afternoon rush and evening for residents, commuters, and students. With a lack of good East - West options in the northern part of DC, this is a critical infrastructure connection between the red and green line. If Metro makes this a viable and reliable connection, ridership will come. As it stands the E2 and E4 are not trustworthy, riders turn to a longer but more reliable long red line ride. Also uncouple the section west of Wisconsin as a separate route since the length of this route will increase the unreliability and may not need the higher frequency. Also create traffic light prioritization for buses at key lights (holding the light for the bus to pass through or go first) such as Riggs and North Cap, MO Ave and Kennedy, GA Ave and Kennedy, 14th and Military, OR Ave and Military, Military and NE Ave, and CT Ave and NE Ave.	C81 Sibley Hospital - Fort Totten (Metrobus)	E2, E4	C81
7/14/2024	Public Coordinate	Where it Stops	I would add at least 2 stops in each direction. I think this service should be limited stop, but still serve some areas.	A71 Ballston - King St Station (Metrobus)		A71
7/14/2024	Public Coordinate	Where it Stops	Please add a stop around here. This is where a TON of George Washington University Hospital offices are (all in that area). As your new map is, if coming from highly densely populated Columbia Heights, we would have to go south on 16 St and then walk all the way to 23rd St. This is not good for people getting treatment for medical issues. Also - your route planner is incorrect! It bases your estimated time on getting off the bus and then walking on a straight arrow that goes through multiple blocks of buildings. This leads to the pedestrian also walking through the middle of the roads instead of along the actual street where there are lights. You have a glitch in this map system..... Your route planner needs to follow along the actual streets that an actual person would walk along! (like in Google Maps). The map's failure to do this makes the route planner WAY underestimating the time it takes to get to my destination. In fact, according to Google maps we would have to walk an entire mile to get to our GWUH destination. Your are making it appear as if it's less than a mile!	2025 Proposed Network	16	

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/14/2024	Public Coordinate	How Often it Comes	A wait of 30 minutes for this bus is brutal! This line is the only way for upper northwest residents to get to areas such as Adams Morgan and Shaw. The current bus comes about every 20 minutes (not ideal); this change would make service worse for the line, please do not make this an even less reliable line.	C55 Tenleytown - LeDroit Park (Metrobus)	20, 30	C55
7/14/2024	Public Coordinate	Where it Stops	The stop at N Courthouse Rd should be eliminated in both directions to increase stop spacing and speed up this route.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/14/2024	Public Coordinate	How Often it Comes	I hope the frequency, especially during rush hour is increased. In addition to workers who take the bus to access the Metro, hundreds of school kids take the bus to school. Reducing the number of buses will not meet the community's needs. Even with the more frequent, every 15 minute buses now, they're frequently full, standing room only during rush hours.	2025 Proposed Network		C85
7/14/2024	Public Coordinate	Something Else	Please add a shade structure, does not need to be a full shelter with seats since the sidewalk space is limited. Stop is directly in the morning sun and would benefit from a narrow and long shade structure that creates a shadow the width of a person.	D42 Silver Spring - Archives via 7th Street (Metrobus)		D42
7/14/2024	Public Coordinate	How Often it Comes	I'm coming S from Columbia Heights on the new D62 and then need to take a massive walk West to get to the hospital system. However, this route only comes every 20 minutes! I will be late for my appointment! Please come more frequently.	2025 Proposed Network	20	D62
7/14/2024	Public Coordinate	Where it Goes	Having the C81 bypass the Tenleytown metro station makes no sense. That leaves no option for anyone traveling from the Military Rd/Chevy Chase area who needs to transfer to the red line has to option.	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
7/14/2024	Public Coordinate	How Often it Comes	Please coordinate schedules with route A12 on weekends to maintain a 15 minute headway between Ballston and Shirlington. This route should also run to 10pm on weekends.	A71 Ballston - King St Station (Metrobus)	A12	A71, A12
7/14/2024	Public Coordinate	Something Else	wish the bus could improve by increasing more service and add a weekend schedule and expand the destination route to the monument commuter parking garage near fair oaks Mall. (Something Else)	F64 George Mason - McLean (Metrobus)		F64
7/14/2024	Public Coordinate	Where it Stops	Glad to see a stop at N Highland St!	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	How Often it Comes	Would like for this route to run later, especially on weekends.	F24 Vienna - King St Station (Metrobus)		F24
7/14/2024	Public Coordinate	How Often it Comes	Based on comments I'm seeing, maybe it is worth adding short trips between Ballston and Skyline City during rush hour?	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Something Else	I wish the bus could improve by increasing more service and add a weekend schedule and expand the destination route monument commuter parking garage near fair oaks Mall.	F29 George Mason - Pentagon (Metrobus)		F29
7/14/2024	Public Coordinate	How Often it Comes	Can this route run all day in the visionary network? The direct connection to Downtown DC is so useful, it would be great to have access to it at all times. Also, maybe this route could run to Mark Center to create a faster connection from Columbia Pike to West Alexandria	A49 Culmore - Metro Center (Metrobus)		A49
7/14/2024	Public Coordinate	Where it Goes	Can the old houses on 1st street handle any more traffic? Perhaps the buses should stick to the North Capitol or Rhode Island Ave.	2025 Proposed Network		C55
7/14/2024	Public Coordinate	Where it Goes	I would like the shorter route for the bus. Specifically to cancel stops between Contee Road and Bowie Rd.	P12 Greenbelt - Laurel (Metrobus)	P12	P12
7/14/2024	Public Coordinate	Where it Stops	Wish the 16Y would stop at the same place as the 3Y on 22nd and Constitution (vice 21st). I personally find this stop more convenient and it makes sense to me to combine bus stops. Additionally, sometimes the tour buses block the 21st and Constitution stop, and the bus driver skips the stop or has to let passengers off even further down. Consolidating stops would open up parking spots and be convenient for riders.	A49 Culmore - Metro Center (Metrobus)	3Y, 16Y	A49
7/14/2024	Public Coordinate	Where it Goes	The F29 should use the express entrance here.	F29 George Mason - Pentagon (Metrobus)		F29
7/14/2024	Public Coordinate	Where it Goes	I like that the new route doesn't go around the stadium to get back to the metro stations on 19th Stree.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/14/2024	Public Coordinate	Where it Goes	Adding a bus route in first will add to congestion, increase pollution due to many stop signs, and will cause more danger to bikers on an already narrow road. There is no reason this route could not run along North Capital which would solve these challenges. It likely will not replace cars on 1st which are largely MD commuters.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/14/2024	Public Coordinate	Where it Stops	The new route seems still pretty long. It will take less time to travel if the stops between Swizer Rd and Contrerra Rd will be cancelled. Basically, if the bus goes from Laurel Center Olaza directly to Burtonsville Park and Lot, it will save more time to travel.	M52 Silver Spring - Laurel (Metrobus)		M52
7/14/2024	Public Coordinate	Where it Stops	This is a very good stop location. 1) make sure you have more D6X; they get crowded quickly. 2) do not make this an 'accordion' bus; those get me all nauseous.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/14/2024	Public Coordinate	Where it Goes	Please extend to Woodley Park for metro connectivity! Adams Morgan residents will now only have one option to connect to Woodley Park, which runs every 20 minutes. This is a poor substitute for the loss of the Circulator and L2.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)	20	C53
7/14/2024	Public Coordinate	How Often it Comes	It would be nice to keep reverse peak trips, but I understand they are not used as much.	A49 Culmore - Metro Center (Metrobus)		A49
7/14/2024	Public Coordinate	Where it Stops	This stop should be eliminated, too close to previous stop going to Culmore	A49 Culmore - Metro Center (Metrobus)		A49
7/14/2024	Public Coordinate	How Often it Comes	This route makes total sense to me but it would be nice if it were a little more frequent.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/14/2024	Public Coordinate	How Often it Comes	While I am happy to see the addition of weekend service, would it make sense to consolidate this route with the 16A (F44) to get more reliable and spaced out service on this section of Columbia Pike. The current 16A is much more efficient on a ridership basis compared to the 26A anyways...	F26 NVCC Annandale - Seven Corners (Metrobus)	16A, 26A	F44, F26
7/14/2024	Public Coordinate	Where it Goes	For the westbound bus, going on Van Ness versus Veazey is a tough call. Veazey is narrow and there are pretty frequent conflicts with eastbound traffic (on the current H2). But the Van Ness/Wisconsin intersection seems to be a dangerous one with grade issues, poor sight lines and lots of pedestrians. My guess is turning from Veazey to Wisconsin would be safer. So I'd suggest having the C87 westbound turn right on Reno and left on Veazey to Wisconsin.	C87 Silver Spring - Van Ness (Metrobus)	H2	C87
7/14/2024	Public Coordinate	Something Else	This bus route is critical and the only public transportation for residents of Trinidad to get downtown. It is important it comes frequently and reliably.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/14/2024	Public Coordinate	Where it Goes	The 63 bus is the only one that serves our neighborhood and connects us with Orange/Blue/Silver line - please have it come more frequently and reliably, and continue to go downtown during rush hour! This neighborhood is a metro dead zone and the bus is my survival line - otherwise I need to drive because it's not safe enough to walk 20-25 minutes alone at night or during DC summer rush hour.	D46 Takoma - Petworth (Metrobus)	63	D46

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/14/2024	Public Coordinate	How Often it Comes	Prior to the pandemic, the 16Y use to come every 7-10 minutes during peak rush hour. It was incredible, and made the commute to the city pleasant and easy. Please bring that back. In the current set-up, one bus delay can make it up to 40 minutes between buses. It's painful, unreliable, and anxiety-inducing; ultimately, it incentivizes me finding ways to drive in or work from home.	A49 Culmore - Metro Center (Metrobus)	16Y	A49
7/14/2024	Public Coordinate	How Often it Comes	The every-20-minute service for this line is not a good replacement for the loss of the Circulator and L2 connecting Adams Morgan with the Woodley Park metro. The C53 should also be extended to Woodley Park to continue the frequent service to the Woodley Park metro that Adams Morgan residents currently receive.	C51 Woodley Park - Anacostia (Metrobus)	L2	C53, C51
7/14/2024	Public Coordinate	Something Else	Every other bus for the 42/43 is NOT going to Van Ness or Cleveland Park!!! It's only every other bus during rush hour. What's the point in that?? Columbia Rd+Mt P. is slower than walking and anyone living up from CP/Van Ness can just take the metro.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/14/2024	Public Coordinate	Where it Goes	It appears that every Deal and Jackson Reed student east of RCP is now without a direct route and forced to make an awkward transfer in Mt Pleasant to the new D72, Who knows what problems and delays this will cause. Plus, an entire busload of kids will get off the D62 on 16th St then walk en masse through Mt Pleasant to transfer to the D72. That seems ridiculous. If the goal is to have a long line of additional cars driving to and from Tenleytown during rush hour, then you nailed it.	D62 Silver Spring - Franklin Square (Metrobus)		D62, D72
7/14/2024	Public Coordinate	Where it Stops	It would make more sense to me to combine this stop with the 3Y stop on 22nd and Constitution and add a bench or shelter. The 16Y needs a stop on Constitution (I have really appreciated this fairly recent change), but there's nowhere to sit if we're waiting 20-40 minutes for the bus. Between the ants and the mosquitos there, it can be miserable waiting.	A49 Culmore - Metro Center (Metrobus)	3Y, 16Y	A49
7/14/2024	Public Coordinate	Where it Goes	Mt Pleasant needs to keep an east/west line that goes across Park Rd – this serves a large population including many schoolchildren. If you keep it as part of the D72 (combined with the current 42/43 route), then it needs to be part of the regular route, not just every other bus during rush hour. Otherwise, move the new C61 to go across Park instead of along the far south edge of the neighborhood.	D72 Van Ness - Lafayette Square (Metrobus)		C61, D72
7/14/2024	Public Coordinate	Where it Goes	This seems like an effective way to maintain commuter coverage will still allocating more resources to offpeak service, well done!	F29 George Mason - Pentagon (Metrobus)		F29
7/14/2024	Public Coordinate	Something Else	Those living in the Kelly Miller Apartments will really be cut off if the G2 is cut. What are they supposed to go shopping? Whole Foods?! "Whole Paycheck" for this low-income community.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/14/2024	Public Coordinate	How Often it Comes	So many students use this in the mornings, but it's never on time and not often enough in the mornings.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11	D44
7/14/2024	Public Coordinate	Where it Goes	Commuters from the Bloomingdale/LeDroit Park area will not have a direct route to offices downtown near the White House, therefore adding substantial commute times and increasing the likelihood of driving or taking a ride share app and adding to congestion and pollution concerns.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/14/2024	Public Coordinate	Where it Goes	This is the bus I take home from work every day it actually shows up. Having the H2 turned into the H4 will cause more delays, as each of these routes is always delayed no matter the direction, location, time of day, day of the week, traffic, or weather	C61 Tenleytown - Brookland (Metrobus)	H2, H4	C61
7/14/2024	Public Coordinate	Where it Stops	Please consolidate stops in this area on Columbia Pike and Carlin Springs Rd	F20 Tysons - King St Station (Metrobus)		F20
7/14/2024	Public Coordinate	Where it Stops	Could stops on George Mason Dr be consolidated. There are too many.	A71 Ballston - King St Station (Metrobus)		A71
7/14/2024	Public Coordinate	Where it Stops	This is the last displayed southbound stop, but the route name says "Federal Triangle." Is this a map error or something? If not, it's a big disservice to riders trying to get to Federal Triangle, Archives, or Penn Quarter, and an obvious huge missed opportunity.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/14/2024	Public Coordinate	How Often it Comes	Can this route run later on weekends, even if at a worse frequency.	F23 George Mason - King St Station (Metrobus)		F23
7/14/2024	Public Coordinate	How Often it Comes	Would like to see some later evening service added to this route on weekends.	F24 Vienna - King St Station (Metrobus)		F24
7/14/2024	Public Coordinate	Where it Goes	Love the faster connection through this area and to Potomac Yard	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/14/2024	Public Coordinate	Where it Goes	I strongly support bypassing Shirlington, but I am concerned about connectivity here during evenings. After 10pm, only the A12 (10B) will connect Ballston and Shirlington at hourly frequencies. Should the A70 serve Shirlington during late nights?	A70 Tysons Corner Center - Potomac Yard (Metrobus)	10B, A12	A12, A70
7/14/2024	Public Coordinate	Where it Goes	Stopping this at Franklin Square is a huge problem. It is especially an issue for people who live/work in Georgetown/Glover Park/Cathedral Heights and don't have access to a metro. It also removes easier access for tourists from the mall to these neighborhoods. The continued route is critical for daily transport for my work.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/14/2024	Public Coordinate	Where it Stops	Stop should be added closer to Virginia Square Metro.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Something Else	Can schedules be coordinated so that ART 45, A76, and F62 have spaced out departures and arrivals to Rosslyn?	A76 Rosslyn - Mark Center (Metrobus)		A76, F62
7/14/2024	Public Coordinate	Something Else	Coordinating schedules with the nearby Washington Liberty High School start and end times would be nice.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Goes	wish the bus could improve by increasing more service and add a weekend schedule and expand the destination route to the monument commuter parking garage near fair oaks Mall and VRE train station and orange line to Vienna and Fairfax county government center	F83 Orange Hunt - Pentagon (Metrobus)		F83
7/14/2024	Public Coordinate	Where it Goes	This route should use Edsall Rd to access i395. This will speed up the route significantly because the express entrance is just after Edsall Rd.	F29 George Mason - Pentagon (Metrobus)		F29
7/14/2024	Public Coordinate	Where it Goes	Uncouple the 14th street line between stops north and south of Columbia Heights. A bus should run between Takoma Metro and Columbia Heights Metro to serve the neighborhoods without convenient metrorail access at a higher frequency and greater reliability. Once at Columbia Heights, riders have more choices between metrorail and bus to travel south. I would suggest the northern line turns around at Columbia road, up 15th, and back down Irving, and then north again on 14th. The driver would then only need to wait at Takoma for a break (and eventually could switch out at the 14th St bus barn) versus at the stop downtown.	D54 Takoma - Metro Center (Metrobus)		D54
7/14/2024	Public Coordinate	Where it Goes	While I would like this route to serve Ballston, I am concerned that the deviation will add a significant amount of time to the route due to sitting at additional traffic lights. Also, the F60 and A58 having mismatched frequencies will significantly lower the impact of having both lines overlap, creating awkward bus bunching.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		F60, A58
7/14/2024	Public Coordinate	Something Else	YOU ELIMINATED THE H4 route?!?!?!? And you didn't replace it with anything comparable? And you took away the D32 ?!?!? This is outrageous. You are destroying crosstown transit access in Mt. Pleasant and upper Columbia Heights. Walking an extra 1/3rd of a mile down a hill to Adams Mill Rd to catch a bus that doesn't go the full route, but instead takes you to a metro station where you can transfer, is NOT acceptable. Mayor Bowser, are you paying any attention?!? This is a terrible change. Hundreds of kids use these routes to get to school and back (including one in our family, and soon another). Please restore the critical east-west routes of the H4 and D32!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	2025 Proposed Network	D32, H4	C61,D72
7/14/2024	Public Coordinate	How Often it Comes	This is the only route to DCPS middle and high schools in this area. DCPS does not provide buses And instead encourages parents to send their students on city buses. Reducing the schedule to only every 30 minutes in morning rush-hour and afternoon return from school puts students and families in a difficult position. It should be every 15 minutes during the school year. Otherwise, if the schedule gets slightly off kilter, or a student misses a bus there is likely no other option. Please reconsider	C85 Barnaby Woods - Foggy Bottom (Metrobus)	30	C85

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/14/2024	Public Coordinate	How Often it Comes	I think service could be reduced on the northern part of this route during evenings. I'm not sure buses are needed here at 2AM on weekday mornings. These resources could probably be better used elsewhere.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/14/2024	Public Coordinate	Where it Goes	Like the new direction connection between Shirlington and King St Metro!	A71 Ballston - King St Station (Metrobus)		A71
7/14/2024	Public Coordinate	Where it Stops	It will be convenient to continue to have a bus go from Columbia Heights west onto Porter St. However, currently (July, 2024) the bus turns right onto Connecticut. Now you are forcing us to get off the bus and transfer onto a different route to go north on Connecticut. However, the bus you want us to transfer onto is only planned to come every 20 minutes!That is very inconvenient.	2025 Proposed Network	20	C61
7/14/2024	Public Coordinate	How Often it Comes	Need more frequent rush hour service, and figure out some way to stop the bunching. Often busses go by without stopping since they're so full.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/14/2024	Public Coordinate	Where it Goes	Glad to see connection to Vienna is maintained	F24 Vienna - King St Station (Metrobus)		F24
7/14/2024	Public Coordinate	Where it Goes	I see the advantages of the C87 route. However when the bus is traveling west on Van Ness, that might be a difficult turn onto Wisconsin Avenue. Better to turn right on Reno, left on Veazey, and then right on Wisconsin from Veazey. (I know that's more confusing for riders but I think the turn would be safer.)	C87 Silver Spring - Van Ness (Metrobus)		C87
7/14/2024	Public Coordinate	Where it Goes	It might be better to move this route back to the E St expressway to save time. Another route (such as D70 or D72) could be extended to the Lincoln Memorial and Constitution Ave to maintain a connection there at all times.	A49 Culmore - Metro Center (Metrobus)		A49, D70, D72
7/14/2024	Public Coordinate	How Often it Comes	The community came together a few years ago to advocate for an express bus on 14th Street, and it has been successful (to the extent it has been running). The elimination of express buses on 14th is a mistake - it is a vital commercial, residential, and governmental corridor and the local buses take forever. Why would there not be an express bus to the seat of DC government?	2025 Proposed Network		D54, D52
7/14/2024	Public Coordinate	How Often it Comes	This route should run more frequently, as often as every 15 minutes. I am fine with getting rid of the 26A to make this happen if need be. If not in the 2025 network, this should happen in the visionary network.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)	26A	F44
7/14/2024	Public Coordinate	How Often it Comes	The frequency should be increased to every 15 minutes during rush hours.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/14/2024	Public Coordinate	Where it Goes	As a frequent user of the 29N/K, the westbound buses often take the frequent detour into NVCC and pick up no riders, especially on weekends or late in the evening. I wonder if the NVCC detour for WB buses could be done only on weekdays during the day, with weekend/late WB buses serving NVCC with a stop along 236 instead (perhaps with an improved crosswalk to maintain access to NVCC for these departures). Depending	2025 Proposed Network		F23,F24
7/14/2024	Public Coordinate	How Often it Comes	Really glad to see increased Sunday frequency	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
7/14/2024	Public Coordinate	How Often it Comes	I would like the bus operates every 20 min	P12 Greenbelt - Laurel (Metrobus)	P12, 20	P12
7/14/2024	Public Coordinate	Where it Goes	Like to see the extensions to GMU and Vienna. Hoping there can be a more consistent service pattern once more resources are available for bus service.	F50 George Mason - Ballston (Metrobus)		F50
7/14/2024	Public Coordinate	Where it Stops	Agree that the deviation into here is unfortunate for route speed. But, if people here need it, we can keep it.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Stops	Stop should be added at 10th and Barton to serve apartment complexes	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Stops	Nice job with stop consolidation. There are way too many stops here currently.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/14/2024	Public Coordinate	How Often it Comes	Really loving the frequency increase on this route. Hourly service is just so painful, I just wish we could have 30 minute frequencies on Sunday as well. Also, this route should run later on weekends.	A71 Ballston - King St Station (Metrobus)	30	A71
7/14/2024	Public Coordinate	Something Else	Why did you eliminate the 22f bus. Now with the new route I have to walk 15 minutes to fairlington That would be very difficult in the snow. And very difficult for elderly and disabled passengers.Why did you eliminate the 22f. Please don't eliminate the 22f	2025 Proposed Network	22F	
7/14/2024	Public Coordinate	Where it Stops	Please keep the d2 and consider running it more frequently. Glover park has limited transit and this will cut it off completely.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/14/2024	Public Coordinate	Something Else	It would be great to add benches and/or shelters to bus stops in Trinidad. Currently, riders waiting for a bus sit on the steps of homes nearby, sometimes leaving trash behind.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/14/2024	Public Coordinate	Where it Goes	Removing the option to commute directly into downtown during rush hour will greatly increase the times on work commutes. This bus should continue to have directly access to downtown.	D46 Takoma - Petworth (Metrobus)		D46
7/14/2024	Public Coordinate	Where it Stops	Please consolidate stops on Carlin Springs Rd	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	How Often it Comes	This is the only east-west route in a very densely populated part of the city, and connections to Georgetown are very limited without a metro stop. For this line to be at all reliable, it needs to be more frequent than every half hour!	D92 Georgetown - Union Station (Metrobus)		D92
7/14/2024	Public Coordinate	How Often it Comes	Greater frequency would make this a more attractive option for regular commuting downtown as well as two/from school.	2025 Proposed Network		D62
7/14/2024	Public Coordinate	How Often it Comes	This route MUST come more frequently than every 30 minutes. It's a critical route for workers and just waiting up to an hour a day for the bus (round trip) is absolutely unfeasible for folks.	C55 Tenleytown - LeDroit Park (Metrobus)	30	C55
7/14/2024	Public Coordinate	Where it Goes	Need 'limited stop' route from 14 and K St (or 14 and M St) that goes West to George Washington University Hospital system (such as the address of 2300 M St.). You're getting rid of that Circulator route and need to replace it!	2025 Proposed Network	14	
7/14/2024	Public Coordinate	Something Else	Concerned about this traffic light creating issues for this route, as the cycle is really long.	A76 Rosslyn - Mark Center (Metrobus)		A76
7/14/2024	Public Coordinate	Where it Goes	I like this extension to Seven Corners, but with this route running every 15 minutes while the F60 runs every 20 minutes, it is gonna create some awkward bus spacing.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	20	F60, A58
7/14/2024	Public Coordinate	Where it Stops	At least two stops should be eliminated on this segment on Washington Blvd	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/14/2024	Public Coordinate	Where it Stops	Support bypassing West Falls Church. The faster route will be a nice improvement.	F20 Tysons - King St Station (Metrobus)		F20
7/14/2024	Public Coordinate	Where it Stops	I think that A40 and F44 should have the same stop pattern. There is no point having a local/express differentiation when the express service only runs every 30 minutes...	F44 Annandale - Pentagon via Columbia Pk (Metrobus)	30	F44, A40
7/14/2024	Public Coordinate	Something Else	I wish the bus could improve by increasing more service and add a weekend schedule and expand the destination route to the monument commuter parking garage near fair oaks Mall.	F81 Burke Centre - Pentagon (Metrobus)		F81
7/15/2024	Public Coordinate	Where it Stops	There are a lot of kids and commuters that live on this side of Lincoln Park that now have nothing close to them. You're adding a ton of time to peoples commutes to school and work AND you're only running buses every 30 minutes during most of the day.	D24 McPherson Square - Deanwood (Metrobus)	30	D24

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Something Else	The route map is confusing. I ride K6 and K9 On the map and your data they are listed as M62 and M6x. HwoHow is anyone to understand and fine their current routes. Is this obfuscation by design?	2025 Proposed Network	K6, K9	
7/15/2024	Public Coordinate	How Often it Comes	G14 needs more frequency, not less. Perhaps add an express version during peak ridership times.	2025 Proposed Network	G14	P20, P21
7/15/2024	Public Coordinate	Where it Goes	The buses get so delayed through this section. For some routes this routing seems circuitous, though I understand the grid around here can be difficult - just please look for alternatives to reduce runtimes and delays.	2025 Proposed Network		P30
7/15/2024	Public Coordinate	Where it Goes	The 42/43 lines are very important for commuters, schoolchildren, and people frequently social events in western downtown. With the abrupt change of the yellow line no longer coming north, we need transit support now more than ever	2025 Proposed Network		D72
7/15/2024	Public Coordinate	How Often it Comes	The weekend service of every 60 minutes is a decrease in frequency from the current E4 bus service. The decreasing service and eliminating the majority of the bus route from DC is not an improvement in bus service.	P32 Fort Totten - College Park (Metrobus)	60, E4	P32
7/15/2024	Public Coordinate	Where it Goes	Gap in service from 23rd St to Ballston is disappointing.	2025 Proposed Network		A11
7/15/2024	Public Coordinate	Where it Goes	Please extend D70 here during all hours, it is much needed.	2025 Proposed Network		D70
7/15/2024	Public Coordinate	Where it Stops	I am very unhappy that there are no stops on Taney Ave. I will probably end up driving instead of taking Metro because this route will make me have to either cut through the woods (unsafe) or walk 1/2 mile+ to the nearest stop.	A28 Landmark Mall - Pentagon (Metrobus)		A28
7/15/2024	Public Coordinate	Where it Stops	DASH and Metrobus should have the same name for stops. DASH labels this stop as "Landmark Transit Center", so Metrobus should do the same to eliminate confusion.	F24 Vienna - King St Station (Metrobus)		F24
7/15/2024	Public Coordinate	Something Else	Old Columbia pike should get some more connections in the off peak times as well. Many people along this corridor depend on the buses for mobility and expanded connections.	2025 Proposed Network		P11
7/15/2024	Public Coordinate	How Often it Comes	I support more frequent headways for the D24. This is an essential link between the areas east of the Capitol, Penn Quarter, and downtown.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Something Else	We need to keep the D6! Essential for living live on Capitol Hill. Don't cut us off!	2025 Proposed Network		D24
7/15/2024	Public Coordinate	How Often it Comes	Stopping this replacement route for the 33 short of federal triangle, where MANY people work, will leave people who live in glover park with no easy way to commute to this part of town.	D82 Friendship Heights - Franklin Square (Metrobus)	33, 33	D82
7/15/2024	Public Coordinate	Where it Stops	Please do not remove the Adams Morgan leg of the L2! We all use it!	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	How Often it Comes	It would be great if the bus came more often - a lot of the time the waits are 15-20 minutes, which in rush hour is huge.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	How Often it Comes	Every 20 minutes is not enough for this route, which connects a number of neighborhoods that are otherwise transit-rich but not connected to one another. If frequency isn't increased on this route, I would consider running a short version that ends around Petworth.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	20	D74
7/15/2024	Public Coordinate	How Often it Comes	The 43/42 are always packed, it would be better to have them come more often, given that ADMO is one of the busiest neighborhoods without a metro line.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Where it Stops	It looks like you've improved stop distribution here (in direction of Dunn Loring/Fairfax) - noting the distance between this stop and the next (Broad St) is prohibitively long. A stop at/near Annandale Road might be a little better	F50 George Mason - Ballston (Metrobus)		F50
7/15/2024	Public Coordinate	Where it Stops	This northbound stretch has three stops in three blocks. That is not consistent with the goals of streamlining stops to speed travel times.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Goes	Please don't remove this bus route. look at the bus desert we are in as it is! the D2 is essential.	2025 Proposed Network	D2	C85, D96
7/15/2024	Public Coordinate	Where it Goes	The lack of a connection to downtown here will deeply impact residents from the Bloomingdale area and beyond. There are frequently mornings where, even with three buses back to back, the buses are full and they remain full until the stop at 17th and I. Given that the 80 is also being replaced by a route that won't go past 12th, there will be no options for residents further out (namely in Bloomingdale) to easily get to offices downtown without having to transfer to a metro. For that reason, this route as proposed can not fully replace that of the G8.	D32 Chinatown - Fort Lincoln (Metrobus)	80, D32	D32
7/15/2024	Public Coordinate	Where it Stops	This densely populated area has many elderly and handicapped residents. Eliminating stops would be cruel.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	Where it Stops	This existing stop is labeled as "MAPLE AVE E + ST. ANDREWS DR NE" by Fairfax Connector.	F64 George Mason - McLean (Metrobus)		F64
7/15/2024	Public Coordinate	How Often it Comes	Please consider increasing the frequency of the direct service from Tenleytown to and from Woodley Park/Adams Morgan/U Street! This route is so helpful for students commuting to and from American University, but the present 96 bus often leaves behind schedule and WAY too often is cancelled or never shows up. A 15 or even 20 minute frequency would help alleviate the existing unreliability of a bus route that isn't adequately served by Metro	C55 Tenleytown - LeDroit Park (Metrobus)	96, 20	C55
7/15/2024	Public Coordinate	Something Else	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.	C61 Tenleytown - Brookland (Metrobus)	D32, W45, 11	D32, C61
7/15/2024	Public Coordinate	How Often it Comes	Better frequency needed, especially in visionary if not here.	F44 Annandale - Pentagon via Columbia Pk (Metrobus)		F44
7/15/2024	Public Coordinate	How Often it Comes	Given the current 31+33 routes serve this corridor, I wonder if the new route will also have express service (similar to the current S9 route). I'd like to see something like this. A route that has busses making more frequent stops for folks who reside, shop, and dine along this route AND one that can get people quickly in and out of downtown for work would be great.	2025 Proposed Network	S9	D82
7/15/2024	Public Coordinate	How Often it Comes	There is not enough metro access in this region for people who need to go to work- both for people living here and commuting elsewhere and everyone who works at all the Ivy City businesses on weekends. This region would thrive more with reliable access to the bus.	C71 Fort Totten - Union Station (Metrobus)		C71
7/15/2024	Public Coordinate	Where it Goes	This new routing to McPherson Square is useless! People can already connect to all of the buses on H/I/K Street, or to the Red Line at Dupont Circle/Farragut North, or to the Blue/Orange/Silver Lines at Farragut West. It's much better for it to go to Foggy Bottom, especially since the S1 was cut.	D72 Van Ness - Lafayette Square (Metrobus)		D72

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	The best practice in modern transit system redesigns is to create what Jarrett Walker calls a “frequent grid” network. But the West End/Foggy Bottom area is currently a hole in the grid, as there isn’t a direct north-south route there. Though at least there’s the current 42/43. The proposal to send these buses to the *east* after reaching Farragut Square makes no sense; this duplicates the service already provided by the S2/S9. It would be much better for the 42/43 to be a straight north-south route. In fact, you could make it even straighter by using 18th and 19th Streets the whole way through this area, rather than going via Farragut Square. Not only would this be more direct, it would also save the buses from having to make so many turns, which can be a frequent source of delays. It would also improve transit access to the West End, which is currently almost a transit desert, despite being a dense mixed-use neighborhood.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Where it Goes	Please don't eliminate the G8!!!! This is the only way many of us in Ledroit Park get to work (past Farragut) and would use much more if it ran more frequently on the weekend.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/15/2024	Public Coordinate	Where it Stops	We need a stop in close to City Hall & Traders Joes	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
7/15/2024	Public Coordinate	Where it Stops	Need bus stop close to future line stop.	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
7/15/2024	Public Coordinate	Where it Stops	These stops can be labeled "Merrilee Dr+Home Depot." Home Depot has been here forever and is a better location marker than just Merrilee Drive.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
7/15/2024	Public Coordinate	Where it Goes	Is there any way to avoid this intersection for some routes? Often times the 70s are bunched by the time they get here. If you're in the back of the queue you can end up sitting through multiple light cycles for long amounts of time. These delays are frustrating, especially considering the previous stop is over half a mile away, so for many you have no choice but to get off at Wayne & Dixon. The 79s do not stop anywhere on Wayne, maybe they could be routed another way to ease some of the bus turning movements here? And overall headway management to help the 70s not be so bunched.	2025 Proposed Network		D42, D4X
7/15/2024	Public Coordinate	Something Else	The D24 is not a replacement for the 96. Anyone from the SE side of Lincoln Park will have to walk to C or D St to catch the bus or to get to the SE side of Lincoln Park if they are taking that bus to work. This completely cuts off our kids and adults from taking the bus.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Goes	The lack of a line between central NW DC (Dupont, Adams Morgan, Mt Pleasant, even Columbia Heights) and the Foggy Bottom area is disappointing and will leave many commuters without good transit options. I use the 42/43 line every day during off hours, and even at that time there are many folks taking the bus south of Farragut Square.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	How Often it Comes	Should really be a 24hour line to make up for when Metro closes. No point going to Cleveland Park or Adams Morgan on Metro if you're gonna be stuck there after midnight.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Stops	There seems to be an unnecessary clustering of stops. 2nd street NW could be eliminated to increase efficiency	C57 U St Station - Capitol Heights (Metrobus)		C57
7/15/2024	Public Coordinate	How Often it Comes	These East-West routes, especially around DuPont Circle are already so, so, so slow. So many times when I want to get back to 16th Street I just walk all the way there because it would be so much quicker. Please increase the frequency of these routes.	2025 Proposed Network		D92, D94, D96
7/15/2024	Public Coordinate	Where it Stops	This route is wholly inexplicable. It only runs during rush hour. I'm sure you've done studies, but are you sure there are that many 9-5 workers taking the bus from Carver-Langston to Nats Park? Although there are a few office buildings in Navy Yard (DOD, DOT, contractors), the majority of the traffic to and from Navy Yard seems to be residential or entertainment-focused, which this route won’t serve because it’s rush hour only. If the route at least included Union Station, people who rely on the X8 could use it.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
7/15/2024	Public Coordinate	Something Else	This is not a replacement for the 96. This is insane. You've cut off a ton of people from any reasonable bus service.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Stops	By eliminating the 96, you completely cut off large sections of Hill East from Union Station and downtown, especially since you’re running the D24 so infrequently, and even that isn’t close to lots of SE/NE Capitol Hill.	C51 Woodley Park - Anacostia (Metrobus)	96	C51, D24
7/15/2024	Public Coordinate	Something Else	Removing D2 stops within Glover Park will harm the neighborhood. We are already isolated from public transport and further restricting access is not the way to go. I ride the bus weekly with my young daughter. Walking an additional 4-5 blocks to Wisconsin would make our trips a non-starter.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Where it Stops	Another comment was about consolidating stops along Walter Reed. Important to note that the school buildings and public library here make it very important to have at least one stop northbound and one stop southbound around 8th Street to accommodate riders heading to the school or library.	A12 Ballston-MU - Hunting Point (Metrobus)	A12	A12
7/15/2024	Public Coordinate	Where it Goes	As a Bloomingdale resident, I'm disappointed that we are losing our access to Dupont Circle and Georgetown. Union Station is well connected and that area has the Circulator. The focus of a cross-town bus should be to connect neighborhoods that have more limited accessibility. Instead of an easy bus ride, getting to Dupont Circle will now require a 20 minute walk to the Shaw Metro stop, a transfer in Chinatown to the Red line, and then a long trip on the metro. Getting to Georgetown will now be pretty much impossible.	D92 Georgetown - Union Station (Metrobus)	20	D92
7/15/2024	Public Coordinate	Where it Goes	A great route that connects Northeast DC with the U street corridor without a transfer!	C57 U St Station - Capitol Heights (Metrobus)		C57
7/15/2024	Public Coordinate	Where it Goes	There needs to be consideration for how the bus route through Adams Morgan can compliment the pedestrian zone in this stretch of 18th Street. Even without the pedestrian zone, the 90s are constantly slowed down by double parking and other friction on 18th, despite most passengers getting on at either end of the corridor.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Goes	The changes to the 96 and the B2 leave a huge portion of Capitol Hill unserved. This seems like a major oversight!	2025 Proposed Network	96, B2	C41
7/15/2024	Public Coordinate	Where it Goes	I love the extension of the express line south beyond Lafayette Square as is currently the case with the S9.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	Where it Goes	Why is the D54 going to run every 24 minutes on weekend nights instead of 20? 14th Street connects to Black and LGBTQ+ nightlife in DC. The D54 will be the only late night bus route on 14th Street after the Circulator gets eliminated. If anything, the frequency should be increased to replace the Circulator.	2025 Proposed Network	24	D54
7/15/2024	Public Coordinate	Where it Stops	This bus does not serve the inner parts of Glover Park. as a resident of color who does not have a personal car, I find this change to be deeply concerning and inequitable. It threatens my ability to reach essential connections to metro as well as work on a daily basis. the increased intervals between buses will make it nearly impossible for me to use this bus to commute.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	Where it Stops	Please do not completely remove stops on Columbia Rd between 16th St. and 18th St. - the 42/43 are currently extremely popular routes that allow people in the Adams Morgan neighborhood to get down to Dupont Circle. If removed, and other changes happen to the L2, you are significantly inconveniencing a major population of riders - including seniors, disabled, families, and others.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	How Often it Comes	I second what the commenter said above - need more often than every 30 min	D92 Georgetown - Union Station (Metrobus)	30	D92
7/15/2024	Public Coordinate	Something Else	Service between Rockville and Friendship Heights should be maintained as it will be an easier hub/midpoint than Shady Grove or Twinbrook to access from this part of the county.	2025 Proposed Network		M82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	How Often it Comes	Are there plans to increase the reliability of the crosstown buses? (90/92 equiv). They are really important but get bogged down in traffic on their long routes and are highly unreliable	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Where it Goes	I am excited for better east-west connectivity between Brookland and Northwest DC	2025 Proposed Network		C61
7/15/2024	Public Coordinate	Where it Stops	Need a stop or bus stop on both sides	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
7/15/2024	Public Coordinate	How Often it Comes	Really frustrating that there is only one bus line coming down Riggs Road, and a low frequency line too. There is no way to get to any metro station from this area without a 30 min wait or 30+ minute walk	P13 White Oak Transit Center - Fort Totten (Metrobus)	30	P13
7/15/2024	Public Coordinate	Where it Goes	Please don't run the buses around the circle. The lights PLUS the double parking and other traffic violations can result in an extra 10 minutes per trip. Run under the circle. We don't need these stops.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Something Else	The P6 is heavily delayed already on North Capitol so moving it to here is worth a try	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
7/15/2024	Public Coordinate	Something Else	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	D46 Takoma - Petworth (Metrobus)	63	D46
7/15/2024	Public Coordinate	Where it Goes	seems redundant to have both the D32 and D34 go to the same rough space and eliminate service that ends at Farragut or other more western parts of downtown. One should go to Chinatown and Metro Center, the other should go to Farragut.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, D34	D34, D32
7/15/2024	Public Coordinate	Where it Goes	Please keep the L2 routing through Adams Morgan!! It is a major hub for employment, dining, and entertainment, meanwhile this alignment goes through a dead zone. Also, for people who wish to rapidly travel in a straight line down Connecticut Ave, they should take the Red Line instead (and many already do).	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Stops	Stopping away from the metro is so over inconvenient for riders in RCW. While it's easy to think RCW can handle it, so many people are stuck in those bedroom communities up there without ways to get east and west efficiently. Please add east west connections back, like the 96	2025 Proposed Network	96	C53
7/15/2024	Public Coordinate	Where it Goes	This route should be broken in two, having a dedicated bus service to River Terrace and a separate bus service covering Deanwood. A route servicing Minnesota Avenue Station to Deanwood station and back would be more efficient then lumping a route in with River Terrace	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	Where it Goes	This is a good route! Support a more direct routing for the old L2 - new D70. This is a very simple. direct route that will be faster and easier for riders to understand and use.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Goes	Please keep the C8 bus route stop available for employees and researchers. I have regularly used the C8 bus to go to and from work. I have depended on the C8 bus stopping at the National Archives and Records Administration (NARA). There is no other bus that goes to NARA.	2025 Proposed Network	C8	
7/15/2024	Public Coordinate	How Often it Comes	By the time southbound 42/43/L2 buses reach this stop, they are frequently so crowded that the bus has to pass people up. A higher frequency of buses is desperately needed	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	I appreciate the more direct connection by bus of AdMo and Colombia Heights.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	How Often it Comes	This line simply does not come quick enough at rush hour. It is often filled with people and sometimes has to pass the stop when it does come. Also, because this is the only bus rout that connects Ledroit Park and Bloomingdale to downtown, it should come more often on the weekends. It's completely unusuable on the weekends. If it came more often, I would use it to go out at night, go to museums, and connect to the metro.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/15/2024	Public Coordinate	How Often it Comes	This should be a late night route to accommodate the nightlife scene on U St	C57 U St Station - Capitol Heights (Metrobus)		C57
7/15/2024	Public Coordinate	How Often it Comes	Agree with the other comment about more buses, not less because buses are already packed	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	How Often it Comes	This route needs to be more frequent as it's one of the few routes going from east/west.	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	How Often it Comes	Tuesday, Wednesdays, and Thursdays, the S9 and S2 are so full that commuters often have to wait for 3-4 buses to pass before getting on one. It makes it very hard to get to the office on time. This should be the highest frequency level during rush hour.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62
7/15/2024	Public Coordinate	Where it Goes	We desperately need frequent service running between Montgomery County (such as Bethesda) and the Tysons/Falls Church area. I live in Falls Church city and taking bus/metro to visit friends in Rockville is a 90 minute trip!	2025 Proposed Network	90	
7/15/2024	Public Coordinate	Where it Stops	P6 currently spends a lot of time navigating RI Ave and going into the station. Sending it through Edgewood Brookland might be almost as fast!	D34 West Hyattsville - Metro Center (Metrobus)	D34, P6	D34
7/15/2024	Public Coordinate	Where it Stops	P10 which is the College Park bus really also needs to cover the entire length of Rt 1 up to the Beltway.	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
7/15/2024	Public Coordinate	Where it Goes	The current D2 bus route is a vital line for residents of Glover Park and Georgetown plus for residents along its current route to have a connection. It is extremely important for residents of Glover Park to connect to Dupont Circle whether that be workers, families going to daycare, or students. As the proposed 2025 route stands, eliminating a route into Glover Park would be a disservice to the commuters who can't walk a long distance.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Where it Stops	C51 – Unaccountably, this 96-replacement skips Union Station in favor of going to the Whole Foods.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Stops	The stop at Wisconsin and Dumbarton is impossible for disabled people, because you can only get the circulator there, not the 30 buses. So if you walk slowly or use a cane, you have to go two long blocks north or south on Wisconsin to get a bus other than the going-away circulator. It is also frustrating to try and guess which way to go to catch the bus if it is slowed in traffic. Easier to just be able to wait right there. Please return the Metrobus stop to Wisconsin and Dumbarton (currently it is only a circulator stop).	2025 Proposed Network	30	D82
7/15/2024	Public Coordinate	Where it Goes	Agree with other comment on high-freq route btwn Metro stops	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	How Often it Comes	This route should run well later than midnight. It connects two major nightlife destinations, AdMo and U Street, to each other and to major student neighborhoods in and around Tenleytown-AU. Extending its weekend runtime to 1 or 2am would be a huge help and a boon for student safety.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Something Else	This new routing of the 96 means there's no more service from the NW to Union Station — while the reliability of the 96 meant the service was only sometimes usable, it still was an important route for me	2025 Proposed Network	96	
7/15/2024	Public Coordinate	How Often it Comes	I support the high frequency every 15 to 20 minutes during regular business hours for A90.	A90 Mark Center - Pentagon (Metrobus)	20	A90
7/15/2024	Public Coordinate	How Often it Comes	The X9 stopping at Gallery Place is the number one reason I never take it, this is great! If we can make it more frequent, that'd be even better!	D2X Farragut Square - Capitol Heights (Metrobus)	X9	D2X
7/15/2024	Public Coordinate	Where it Goes	Mt Pleasant would be better served by a 24/7 overnight bus route that runs on Mt. Pleasant Road (the H4's current route), where all of the late night bars and restaurants are. Please keep the Mt Pleasant portion as is.	2025 Proposed Network		C61
7/15/2024	Public Coordinate	How Often it Comes	Please don't reduce frequency of the buses along Colesville. The people living in North Hills (so south of the beltway, before Sligo Creek) need these buses to get to downtown Silver Spring	2025 Proposed Network		M52
7/15/2024	Public Coordinate	Where it Stops	Agree with several other comments - the NB 70 stop spacing between Georgia/Burlington and Wayne/Dixon is very long. There should be a stop at some point in between.	2025 Proposed Network	70	D42
7/15/2024	Public Coordinate	How Often it Comes	As Bethesda has grown, reorienting the L8 onto a route paralleling the popular RideOn 34 is a great choice, offering single seat service to BCC High School and downtown Bethesda from Chevy Chase Lake, Kensington, Wheaton and Aspen Hill. But it's a shame that this plan envisions dropping the frequency and hours south of Wheaton. In the visionary network this was a high frequency, 24/7 route. While that may not be realistic, all service from Aspen Hill should extend to Bethesda, offering a reasonable replacement for the L8.	M22 Olney - Bethesda (Metrobus)	L8, 34	M22
7/15/2024	Public Coordinate	Where it Stops	I am a resident of Berwyn Heights, and this route will be an improvement to the current R12 metro access by going through the neighborhood instead of just on Edmonston. I support this proposed route!	P14 Greenbelt - Deanwood (Metrobus)	R12	P14
7/15/2024	Public Coordinate	Where it Stops	Please do not change current L2 route. I take the L2 from the Calvert st. stop in Adam's Morgan to Farragut square and back every day. The portion of the route that goes through Adam's Morgan is where I see many riders get on and off and is very important to the route. Thank you.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Stops	It is my understanding that part of the Connecticut Avenue redesign will include WMATA bus stop consolidation. While I support consolidating bus stops to save time, a special exception should be made for part of the D70. Because this route exactly follows the Red Line from Van Ness station through Farragut North station, the small stop spacing should be maintained. This is to serve two purposes. First, it incentivizes passengers traveling from the north to downtown to transfer to the higher capacity Metrorail at their nearest station. This saves capacity for passengers looking to make local trips. Second, because Connecticut Avenue is not bikeable and there are no plans to make it so, there will be increased demand for local transit compared to other corridors, which the bus route should continue to serve.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Stops	To avoid a double-backing deviation, please send buses to Providence Community Center. Seniors and kids would benefit having a bus every 30 minutes to/from Vienna/Dunn Loring.	F50 George Mason - Ballston (Metrobus)	30	F50
7/15/2024	Public Coordinate	Where it Goes	The elimination of the 23 route leaves much of Arlandria without a way to get to get north or south. Local DASH bus only runs East-West; one additional route runs only in rush hour on M-F. Even when the route was on S. Glebe road, at least users could walk there. I could see an argument for reducing the line, but complete elimination of this busy route makes zero sense.	2025 Proposed Network	23	
7/15/2024	Public Coordinate	Where it Stops	Too many stops on Hawaii. Every block!!! Lose at least one of these.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	On P1X North & South bound trips it should stop at the west side of the College Park Metro Station. The College Park Metro Stop has the same Metro (Yellow&Green) & MARC train service as Greenbelt. Its ridiculous that one has to get down at RT 1 at and essentially walk 7 blocks or 2600 feet to the west side of the college park metro park station. The only reason that we do not have a stop at that location is that the local neighbors do not want bus service on their street. Requesting that P1X: Have the P1X traveling on RT1 turn onto Calvert RD or Guilford RD and stop at the College Park Metro Station Kiss & Ride or Bus Stop See: https://www.google.com/maps/place/College+Park+U+of+MD+Metrorail/@38.978349,-76.9300275,20z/data=!4m6!3m5!1s0x89b7c6b78f6d5c75:0x4d5b2a0721b27a5b!8m2!3d38.978349!4d-76.929078!16s%2Fg%2F11g6wfw0nc!5m1!1e2?entry=ttu	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Where it Goes	I agree with that say where this stops doesn't help with getting downtown or down to the mall. What are we suppose to do? Have to transfer to another bus? That doesn't sound efficient at all.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	How Often it Comes	Very concerned about the loss of frequency, especially for the Rosslyn-Georgetown segment. With the Circulator going away, there will be long wait times. Consider adding a more frequent smaller bus route that goes between Rosslyn in Virginia and Foggy Bottom in DC.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	Where it Stops	Please move the Connecticut Ave & 18th Street northbound stop to be north of N Street. This helps provide access closer to Dupont Circle/P Street while still allowing the bus to go through the tunnel, saving time while minimizing inconvenience for those trying to reach the circle.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	How Often it Comes	More frequent service on the bus to Georgetown University is desperately needed! It's so frustrating to have to wait half an hour for the G2	D92 Georgetown - Union Station (Metrobus)	G2	D92
7/15/2024	Public Coordinate	How Often it Comes	Thank you for adding 30 minute weekend and late night service!! Desperately needed.	C71 Fort Totten - Union Station (Metrobus)	30	C71
7/15/2024	Public Coordinate	Where it Goes	More service to Claremont is great. Please make sure the schedule is coordinated with the start and end times for Wakefield High School. This will be much more useful than ART 75 for students.	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Where it Goes	Please go UNDER the circle! It's so much faster! It is true that this means northbound buses would go a long while without stopping, but you can alleviate this issue by moving the northbound 18th Street stop to the north side of N Street, and moving the S Street stop to the north side of R Street (there will still be the Florida Ave stop right nearby). Actually, this is exactly where the southbound under-the-circle buses already stop! So just mirror that stopping pattern.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Stops	Please consider adding a stop near the current stop at Benton St.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	How Often it Comes	Suggest frequency be high instead of medium. This is a popular route.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/15/2024	Public Coordinate	How Often it Comes	More frequent please to better connect NW (AdMo) to Georgetown with routes coming from there.	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Goes	Really bad bus access in this area, long walks or infrequent busses to get to metro. Would be great for an additional line on Ray rd. connecting this part of Chillum to Takoma/Hyattsville	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	If you extended this line up to 8th ST SE, you'd improve transportation in heavily-congested Navy Yard and facilitate transfers to the bus lines which run on 8th.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/15/2024	Public Coordinate	Where it Stops	Too many stops	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Goes	This stretch of Florida Avenue NW should have a bus route. A route stretching from Georgetown up Florida Ave and then along U Street would connect the dense housing here to new neighborhoods not accessible by Metrorail.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Stops	The existing 42/43 bus lines that travel from dense neighborhoods such as Columbia Heights, DuPont Circle, Adams Morgan, and Mount Pleasant travel to key federal worksites such as the Department of State and Department of the Interior, as well as several other offices in Foggy Bottom. Currently, the 42/43 routes are packed with riders traveling to these destinations during the workday. Eliminating the Foggy Bottom portion of these proposed routes would be disastrous for transit accessibility for workplaces that are already poorly served by transit in the city. Please reconsider this route and extend the D70 and D74 buses to the Foggy Bottom/Virginia Avenue stretch of the 42/43 route.	D72 Van Ness - Lafayette Square (Metrobus)		D70, D74, D72
7/15/2024	Public Coordinate	Something Else	I am shocked that WMATA would cut off the entire eastern end of Capitol Hill by eliminating the 96. Thousands of riders including school students, commuters and retirees. Please reconsider. This is a major equity fail.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Goes	One of the main perks of having two bus routes (31 and 33) service most of the same route was having two different termini in downtown DC. In combining both routes into one, you essentially create an extra headache for regular commuters whose commute has been slashed. Additionally, having the 31 and 33 in coordination means that riders can hop on either bus farther along the route, which reduces overcrowdedness. In having one route instead, I anticipate the buses will be much more packed and service will be subject to more delays.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 33	D82
7/15/2024	Public Coordinate	Where it Stops	why doesn't the 92 stop here...	C57 U St Station - Capitol Heights (Metrobus)	92	C57
7/15/2024	Public Coordinate	How Often it Comes	Decrease in total frequency on Columbia Pike to metrorail is not acceptable. Goes from 9 busses per hour to 7, almost a 30% reduction!	A40 Skyline City - National Landing (Metrobus)		A40
7/15/2024	Public Coordinate	Something Else	G8 spends *a lot* of time navigating from chinatown/metro center over to farragut square, when there are ample connections linking the two. Good to reinvest that time/buses into service feeding into downtown.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/15/2024	Public Coordinate	Where it Stops	For northbound buses, add a stop just north of R Street (just like what southbound buses have), to provide access closer to Dupont Circle while still allowing the bus to use the tunnel and save time. You can compensate for the addition of this stop by eliminating the northbound stop at S Street.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Stops	If the C8 bus stop on Adelphi changes, then could a bus stop and bus route be added to the north end of the National Archives on Metzertott Road between University Boulevard and Adelphi Road?	2025 Proposed Network	C8	
7/15/2024	Public Coordinate	Something Else	Ilf you're thinking about having a traffic light at 30th Place and Military, how about just moving the one at 30th Street to 30th Place? (No need to have lights at two consecutive intersections.)	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/15/2024	Public Coordinate	Where it Goes	The quicker connection between Skyline and Culmore is super useful. The 28A deviation to Columbia Pike can certainly get annoying.	F66 Culmore - Pentagon (Metrobus)	28A	F66
7/15/2024	Public Coordinate	Where it Goes	the D2 is the lifeblood of Glover Park. Students, families, and working professionals all rely on D2 to get into the city. It is an essential service for this neighborhood.	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Goes	Thank you for avoiding all of this traffic nightmare around Mount Vernon!	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/15/2024	Public Coordinate	Where it Goes	This feels like a deviation just to be a deviation. The FFX Connector 401/402 already serve Gallows Rd with 20 mins or better service.	F50 George Mason - Ballston (Metrobus)	20	F50
7/15/2024	Public Coordinate	Where it Goes	The D2 route needs to be kept the same. I know so many people in glover park that will have to move out of the neighborhood or will have their commute to work increased by 30+ minutes if this one bus route is changed. In a neighborhood that already experiences a public transit deficit, it would be ill-advised for WMATA to change the route here. If anything, the D2 should come more frequently.	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Goes	Please extend the C53 to Woodley Park overnight when the C51 ends.	2025 Proposed Network		C53
7/15/2024	Public Coordinate	Where it Stops	This stop should be up at the corner of Massachusetts Ave - there's more space for a stop there.	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/15/2024	Public Coordinate	How Often it Comes	The current scheduled frequency of the 52/54 is good, but those busses will often come within a few minutes of each other, leaving 15-20 minute periods without a bus, instead of alternating busses every 10 minutes. If busses are actually running on 14th Street every 10 minutes or less, that would be a dramatic improvement! (Also there should be bus lanes but that feels like a big ask.)	2025 Proposed Network		D52, D54
7/15/2024	Public Coordinate	Something Else	Please increase A11 (current 10A) bus frequency from low (every 30 minutes) to medium (every 20 minutes) due to many folks in Arlandria and Del Ray. Offer Night Owl service every hour for A11.	A11 Pentagon - Huntington (Metrobus)	10A, 20, 30	A11
7/15/2024	Public Coordinate	Where it Stops	This is NOT a useful connection to Union Station - it takes forever to wend your way through the parking garage and station, and you can tell that people won't use it as a Union Station connection by how infrequently X2 riders get off/on here. This route should go in front of Union Station instead.	C51 Woodley Park - Anacostia (Metrobus)	X2	C51
7/15/2024	Public Coordinate	Where it Stops	Maintain this A11 stop for ease to transfer to Columbia Pike buses by passengers from Pentagon City Mall.	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Where it Goes	Cross town trips are difficult. Consider extending the new route across the bridge to Woodley Park metro, or even all the way to Tenley where the 96 used to go	2025 Proposed Network	96	C53
7/15/2024	Public Coordinate	Where it Goes	Westway is not as wide a street as Southway (where the bus currently runs). Is this portion of road wide enough for the bus to fit between the parked cars and the oncoming traffic?	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/15/2024	Public Coordinate	Where it Stops	The P11 Needs to stop in front of the Hospital ER & Admissions. I live in CP and we have a lot of seniors who cannot drive and need service to this Local Hospital.	P11 Greencastle - Hyattsville Crossing (Metrobus)		P11
7/15/2024	Public Coordinate	Where it Stops	The Problem with the X2 is it stops too often near the trolley. It would make sense to delete some of the stops and let people transfer to the trolley	D22 Chinatown - Minnesota Ave Station (Metrobus)	X2	D22

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	DASH is planning on reducing its 104 service to once per hour, and WMATA is planning on eliminating the 22A service to Parkfairfax. These buses are the *only* buses with service to Pentagon, the closest Metro stop. If both plans go through, Parkfairfax residents (including people like myself who rely heavily on these buses) will only have reasonable Metro access between 7am-10:30am and 3pm-6pm — a total of six buses to/from Pentagon *for the entire day*. The 22A is "underutilized" is because it comes infrequently and immediately after the 104, so there are few riders left to take it. Please coordinate with DASH to ensure *at least* "every 30 minutes or better" service to either Pentagon or Pentagon City; the ~4,000 people who live here need and pay for transit access!	2025 Proposed Network	22A, 30	
7/15/2024	Public Coordinate	Where it Goes	Why is this route so meandering, and why is there so little bus routes in Anacostia? This would be better served to stay on main roads and people can walk a couple blocks to a more convo ent route, and to increase service to these routes.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/15/2024	Public Coordinate	How Often it Comes	Will the C61 run often enough to be better than both the H2 and H4 combined? Cross-town trips are awful, especially with the current hospital loop, and won't keep up with needs for new McMillan development	2025 Proposed Network	H2, H4	C61
7/15/2024	Public Coordinate	Where it Stops	This should be Merrilee Dr + Home Depot because Home Depot has been here forever.	F50 George Mason - Ballston (Metrobus)		F50
7/15/2024	Public Coordinate	Where it Goes	So many of us from AdMo commute to Foggy Bottom for work. The federal government is also revwing up in person work again. Please keep a bus route that goes there directly.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Where it Goes	A lot of residents in Mt. Pleasant, Columbia Heights, and Adams Morgan rely on the 42/43 to get to Foggy Bottom and the Kennedy Center. Having the bus route end at Farragut is unacceptable.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Something Else	I agree with another comment that we need more benches/shelters for users. Currently people sit on residents walls or steps which causes access issues.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/15/2024	Public Coordinate	Where it Goes	Eliminating the D2 completely isolates glover park and also makes it much more difficult for duke ellington students who come from all over the DMV to get to school. I	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Something Else	The Woodley Park/AdMo - McPherson Sq circulator has been super convenient and popular because it connects AdMo to Columbia Heights and the 14th Street Corridor. Since the circulator is going to be cut, it would be great to have a WMATA bus line that replaces it.	2025 Proposed Network		
7/15/2024	Public Coordinate	Something Else	Can we get timed transfers from eastbound F60 trips to the F24 to reach Vienna Metro?	F60 Fair Oaks - Ballston (Metrobus)		F24, F60
7/15/2024	Public Coordinate	How Often it Comes	As other commenters have noted regarding the M70, elimination of the J1 will make it all the more important that M22 frequency is maintained south of Wheaton. This was a high-frequency, 24/7 route in the visionary plan! It at least deserves medium frequency over the full route.	M22 Olney - Bethesda (Metrobus)	J1	M70, M22
7/15/2024	Public Coordinate	How Often it Comes	A cross town route is a necessity for Mt Pleasant. Since the C61 proposed route does not stop on Park Rd, this D72 route will be used enough to justify more regular service. An alternative solution would be to route C61 on Park Rd, which many Mt. Pleasant residents would be very grateful for!	D72 Van Ness - Lafayette Square (Metrobus)		C61, D72
7/15/2024	Public Coordinate	Where it Goes	This new routing through Mosaic is way better than the existing 1C alignment. Really like this! The extension itself to Dunn Loring is good too.	F62 Dunn Loring - Rosslyn (Metrobus)	1C	F62
7/15/2024	Public Coordinate	Where it Stops	Frequent 42/43 user. I do not enjoy that I can't get to Foggy Bottom directly from AdMo/Mt Pleasant, as that's a route I use more than I expect. I would have to get off at Farragut and find another way down.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	How Often it Comes	Agree with many commenters - every 20 minutes is not sufficient for this route, not just on weekday mornings and evenings, but really at all times. This is a key connector for service workers who travel from MD to downtown DC and work early and late hours in addition to 9-5 office commuters.	D62 Silver Spring - Franklin Square (Metrobus)	20	D62
7/15/2024	Public Coordinate	Something Else	As this area has built up over the last few years, it has been harder and harder to find parking. But there is no good transit route to get here from farther north in Northeast DC (Brookland area). It is a long hike crossing busy roads to get to the metro station, which is not ideal when trying to carry food or items bought at the new shops. I find it very strange there is no bus service from the north planned for such a dense area where so many people are already coming from the north.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Stops	At least with the old G2 the people of this area can get to Giant on P-Street without too much walking or having to transfer buses.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	Where it Goes	Not sure how I feel about this bus no longer reaching Union Station, where the red line connection is incredibly useful.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Stops	It is important to keep the C8 bus stop at the National Archives so employees can get to work and researchers can access materials at the National Archives for their research.	2025 Proposed Network	C8	
7/15/2024	Public Coordinate	Where it Stops	It looks like the bus will no longer go to Fort Totten from 6th and Nicholson. This makes the assumption that I can walk several streets over to cat the bus on Chillum Place to get to Fort Totten and that anyone who lives near the Chillum Place stops can walk several streets over from Nicholson Street on the return to Riggs Park. WMATA shows no consideration for people who cannot walk several blocks just to get to a bus stop.	P32 Fort Totten - College Park (Metrobus)		P32
7/15/2024	Public Coordinate	How Often it Comes	This route is wholly inexplicable. It only runs during rush hour. I'm sure you've done studies, but are you sure there are that many 9-5 workers taking the bus from Carver-Langston to Nats Park? Although there are a few office buildings in Navy Yard (DOD, DOT, contractors), the majority of the traffic to and from Navy Yard seems to be residential or entertainment-focused, which this route won't serve because it's rush hour only. If the route at least included Union Station, people who rely on the X8 could use it.	C43 Carver Langston - Navy Yard (Metrobus)	X8	C43
7/15/2024	Public Coordinate	Something Else	The turning movements at this intersection are terrible for overall traffic safety, slow buses down, and I have to imagine are a huge headache for operators. The left from 18th to Florida is the worst but the right turn from U to 18th isn't great either. Please consider alternative routing through Adams Morgan to avoid this.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Something Else	This new A70 bus to Tysons Corner is a great idea to access places not before visited by Metrobus	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/15/2024	Public Coordinate	How Often it Comes	Good to see a version of the 96 still existing. It's a great bus. I agree with others that a little more frequency would help. As-is, it's a route I only use when it happens the bus is coming soon. At every 20 mins, it'd be something I could just count on using.	C55 Tenleytown - LeDroit Park (Metrobus)	96, 20	C55
7/15/2024	Public Coordinate	Where it Goes	Shady grove is a key RideOn hub for access to Germantown (Maryland's 3rd largest "city") and Clarksburg. Truncating the M10 at Montgomery College forces a one-stop metro transfer or third bus on this critical corridor. The dense, walkable "transit village" of King Farm also loses connectivity with this cut. Yes, MCDOT's Viers Mill BRT Flash may eventually supplement or replace the M10 all the way to Shady Grove, but that's still years away and it's critical that we maintain service today.	M10 Montgomery College-Rockville - Wheaton (Metrobus)		M10
7/15/2024	Public Coordinate	Something Else	The C85 and D96 are absurdly long routes and no substitute or improvement on the N2 and N4 service which serves people working in and around Farragut Square or trying to transfer to the red, silver, orange, and blue lines. A lack of bus service for the large apartment buildings along Cathedral/Idaho Ave is a major oversight. If the NATO Summit was an example of what's to come, with a lack of WMATA communication on closed/relocated bus stops, having to take the red line from Farragut Square up to Tenleytown to catch the bus back to Cathedral Ave, my 3 mile commute doubled from 45 to 90 minutes.	C85 Barnaby Woods - Foggy Bottom (Metrobus)	90, N2, N4	C85, D96
7/15/2024	Public Coordinate	Where it Goes	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.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	Where it Stops	How can there not be late night and early morning bus service to the airport? Not everyone can afford a sky-high, price-gouging Uber when the Metro isn't running ...	2025 Proposed Network		

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Something Else	I like the D52 - especially that it goes all the way to waterfront station and up 14th st very frequently	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/15/2024	Public Coordinate	Where it Stops	Not enough stops between P and U streets. If this is now the only 16th Street bus that goes south of Franklin Park, the number of stops are too few. Also, consider adding back the stop on Q Street and 16th north bound as it services the JCC.	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	Something Else	As a resident of Mt. Pleasant I value the stops in the neighborhood and frequency of the current H2/3/4 and 42/43 routes. With the elimination of the yellow line service to Mt. Pleasant, they're important for offering alternatives for residents of the neighborhood to get around the city, and the frequent stops in the neighborhood allow me to get the bus more efficiently and feel safe taking transit home later in the evening. Without these nearby buses, I would not walk further for alternatives, so WMATA may lose my transit fare.	2025 Proposed Network		D72, C61
7/15/2024	Public Coordinate	How Often it Comes	I want more frequent service for the 83 line in order to get into DC quicker as getting to the metro requires walking and taking another bus. This should reduce vehicle traffic on rt1 as the rt1 corridor will be more connected through transit.	2025 Proposed Network	83	P1X, P10
7/15/2024	Public Coordinate	Where it Stops	The gap in the bus map around Lincoln Park is a serious access problem. There is no longer a direct connection to Union Station, which is problematic for residents with mobility limitations, and risks decreasing use of the transit system as a whole. The 96 meets a critical need in the neighborhood.	2025 Proposed Network	96	
7/15/2024	Public Coordinate	Where it Stops	This existing bus stop should be preserved. This stop is very busy due to high population density, and many shops, restaurants, and nightlife.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	Where it Goes	We need a dedicated route to dupont circle. We can get to Bethesda or Potomac Park by using the 33 or 31. Leave the d2 alone	D96 Bethesda - Potomac Park (Metrobus)	33, D2, 33	D96
7/15/2024	Public Coordinate	How Often it Comes	Agree with other comments about timing - the 42/43 are usually packed by the time it gets to Ontario and Columbia. As it is, riders have to wait long stretches when traffic is backed up, or find alternatives like biking, starting to walk, or cabs.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Where it Stops	River Terrace needs a stop at 34th NE or Anacostia Avenue. There are sufficient ridership numbers. If another stop has to be eliminated the stop at Minnesota Avenue and Benning Road should be eliminated to allow for a stop at River Terrace. There is already a stop at the Minnesota Avenue station for the proposed route.	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/15/2024	Public Coordinate	Where it Stops	This is an important stop, please, please, please do not remove it. It is especially important for pick up from DC Bilingual. If you cannot have it at the existing location please have it by Riggs and 1st Place. The next stops in in either direction is way too far from the Elementary School with lots of young children. Buses play an important role in getting to and from school.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
7/15/2024	Public Coordinate	Where it Stops	There is greater density along Stanton Road versus Pomeroy. The bus could be routed along Stanton instead of Pomeroy and still end up in the same place.	C25 Anacostia - Skyland (Metrobus)		C25
7/15/2024	Public Coordinate	Where it Goes	This new route won't take me where I need to go for work. I regularly ride the G2 from home to the office (4th Street NW).	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	How Often it Comes	Going underneath Dupont Circle is such an efficiency gain currently that I completely avoid taking the 42 bus if able. This route needs to run more frequently given it goes under, not around Dupont Circle.	D72 Van Ness - Lafayette Square (Metrobus)	42	D72
7/15/2024	Public Coordinate	How Often it Comes	I agree with others that the D82 would definitely need a rush hour / express option with reducing the 31 and 33 line to just one. This express route could, for example, skip the Porter and Rodman stop after stopping at Newark. For me personally, my walk home would get a bit longer, but it would be nice to have an express bus option during rush hour to at least have a chance to get home without a 20 -30 min delay and an overcrowded bus that constantly stops, having a hard time moving forward in heavy traffic. Aside from the express option, I think most stops should be kept, thinking of people who cannot walk that far (anymore). After having surgery last year, I was quite happy to have a bus stop relatively close to my house.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 20, 33	D82
7/15/2024	Public Coordinate	Something Else	On the weekends M52 should retain its full route or truncate some service to Burtonsville - the current Z6 and Z8 connections on Saturday and Sunday are too vital to eliminate, at least through Briggs Chaney from Silver Spring.	2025 Proposed Network	Z6, Z8	M52
7/15/2024	Public Coordinate	Where it Goes	I live near Gerogetown University and work at Howard University, this is my current stop! The new route would require at least a 35-minute walk and would significantly cut me off from my current access to my work.	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Stops	I wish there was a simple way to route D82 with frequent service every 10 minutes at a bus stop at the Foggy Bottom Metro station.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	Where it Stops	A stop needs to be added at the east of intersection with New Hampshire Avenue. That intersection is very wide! If you stop at the East-West Hwy and New Hampshire Ave stop, one needs to cross New Hampshire Ave which is deadly and the stop at East West and Kentland Ave is a long three block walk from the intersection that has a plaza and access to the existing K6 (future M62) to White Oak. Please this it is very dangerous not to have a stop on the east of the very busy New Hampshire Avenue intersection along this route.	P30 Silver Spring - New Carrollton (Metrobus)	K6	P30, M62
7/15/2024	Public Coordinate	Where it Goes	I think it's great that the people who live in Buzzards Point will finally get some kind of transportation. So many large apartment and condo buildings have been built/are being built in that area without close access to any public transportation. However, I don't understand why this route goes to Independence/Washington? I'm sure anyone who is near that intersection will just go to Federal Center SW if they just want a metro stop or L'Enfant Plaza if they want the green line (the walk to L'Enfant is much less daunting from the east than from the west). If you skipped that part of the route, and just stuck with 4th/6th street to M, you'd have a much more efficient route (or you could use 8th and thereby get Eastern Market as part of the route. The Eastern Market area lacks a direct connection to Nats Park).	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/15/2024	Public Coordinate	Where it Stops	This is an important stop, please, please, please do not remove it. It is especially important in the mornings for drop off to DC Bilingual because the rock creek intersection is dangerous and many times drivers DO NOT obey the crossing guard. If you cannot have it at the existing location please have it by the vehicular entrance to the school. The next stop on 1st Place is way too far from the Elementary School with lots of young children and to for persons going to Mary's Center. Buses play an important role in getting to and from school.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
7/15/2024	Public Coordinate	Where it Goes	I take the 42/43 to Kennedy Center from Adams Morgan every week in the summer, and it's the most convenient way for me to get to Foggy Bottom/West End. Please don't stop this service!	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Something Else	Do not have this bus go up and down 1st St NW! As someone who lives here, we just walk down to Rhode Island Ave NW or over to N. Capitol St NW to catch the bus - easy peasy and doesn't clog up 1st St NW even more!	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Where it Stops	Make sure there are stops at the hospital, thank you!	2025 Proposed Network		C85, D94
7/15/2024	Public Coordinate	Where it Goes	Please do not route up Connecticut/avoid Adams Morgan. I rely on this bus everyday to access the Dupont Circle and Golden Triangle area. The current L2 bus is much more reliable and less crowded than the 42/43 buses and I fear the better bus network does not adequately account for the crowding currently on those routes/will not be addressed by the new D72/74.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Goes	Please don't remove this valuable public transit option that connects LeDroit/Bloomingdale to Logan/Georgetown. There are no viable alternatives to the G2 that connects these neighborhoods.	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	Where it Stops	The Tenley Circle stop is very crucial for American University students and needs to stay!! Not only is it right across from the law school, but the shuttle from the undergrad campus stops in Tenley Circle. This stop not only prevents the Albemarle St stop from further overcrowding but is uniquely placed to serve a very large population of AU students at both the undergrad and graduate levels.	D82 Friendship Heights - Franklin Square (Metrobus)		D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Stops	I would not like the southbound 14th and L St NW stop removed, a lot of people get off here so removing it would cause a lot more crowding at the 14th and K St NW stop. The traffic light usually catches it anyway to why not just keep it a stop?	2025 Proposed Network		D54, D52
7/15/2024	Public Coordinate	Something Else	The current bus stops have very little shelter or seating available for them, which is bad considering how popular this route is.	2025 Proposed Network		
7/15/2024	Public Coordinate	How Often it Comes	The proposal to discontinue the M4, which hundreds of students use every school day to get to/from Deal Wilson, would be a huge disservice to our neighborhood. That route is frequently packed with kids on the way to / from school, and running a different route with far less frequency isn't going to keep up with demand (which will lead to more traffic, a lot of kids who are late to school, and/or kids who have to start their days 30 minutes earlier). Keep the M4 and its frequency please!	2025 Proposed Network	M4, 30	C85
7/15/2024	Public Coordinate	Where it Stops	Can we consolidate stops in this area? In my opinion, the N Thomas St stop should be eliminated, along with one of the stops near Glebe Rd.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
7/15/2024	Public Coordinate	How Often it Comes	I see all of the comments about this route needing to run more frequently, and I don't disagree. But I have lived on 6th street for over a decade, and I am not sure that this street, and the identified stops, can support these routes at all. This street has been used as a detour for the 30s in recent years, and that hasn't been as bad as expected. But it is a one lane road and I am not sure that it is the best choice for a main bus route. There also doesn't seem to be room at some of the proposed stops (such as 6th and Independence and 6th and Constitution) for a bus stop, which might be required if this is a busier route.	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/15/2024	Public Coordinate	How Often it Comes	This service must continue on weekends. I see women coming to clean houses who use the E4, and residents need to be able to get to events and shopping on the weekends.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/15/2024	Public Coordinate	Where it Goes	This neighborhood is currently so underserved with bus options, and changing the route from connecting SW to downtown DC (as the 74 does now) will be hugely detrimental to this neighborhood. This neighborhood comprises significant low income housing, and the 74 is a lifeline for folks commuting to work and other spaces. Please do not disconnect SW DC from downtown.	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
7/15/2024	Public Coordinate	Where it Stops	Please do not consolidate the 33 stop here (FORT DR NW + NEBRASKA AVE NW - 1002470) - this stop is critical for Washington College of Law students to attend school!	2025 Proposed Network	33, 33	D90
7/15/2024	Public Coordinate	Something Else	Could schedules with F62, A76, and ART 45 coordinate for spaced out departures from Rosslyn?	F62 Dunn Loring - Rosslyn (Metrobus)		A76, F62
7/15/2024	Public Coordinate	Where it Goes	While I like that the M22 reorients the L8 to serve MoCo activity hubs at Bethesda and Wheaton, even the revised visionary map extended the D70 up to Bethesda providing a critical single-transfer service from the M22 and M70 into Northwest DC.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L8	M70, D70, M22
7/15/2024	Public Coordinate	Where it Stops	A lot of commuting folks will miss out on these stops. I work restaurant evening hours and these stops skipping over means a longer walk at night back to my home	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	Where it Goes	Cutting off these final downtown stops of the G8 would completely isolate Bloomingdale and Ledroit Park from downtown. This line is many peoples only way to work during the week and would be very well used on the weekends if it came more often.	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34
7/15/2024	Public Coordinate	Where it Goes	Please extend to Woodley Park to improve options to travel to the Red Line or Green Line (U St)	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Goes	Please do not eliminate the only bus (f8) that goes from West Hyattsville to downtown Hyattsville! This is the only way to get from one section of the neighborhood to the other.	2025 Proposed Network	F8	
7/15/2024	Public Coordinate	Where it Goes	Access to Foggy Bottom is needed. There aren't many good options right now, and under the proposed network, it will get much much much worse.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	I like that the C51 would run on H Street and connect to more happening neighborhoods. It still serves Union Station (the bus terminal section), and it's a one-seat ride. So many people on the X2/X9 need to transfer to the Metro.	2025 Proposed Network		C51
7/15/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	20	D96
7/15/2024	Public Coordinate	Something Else	Ditto to what the other person said - this is a nice solution to the G8 and P6 issues, making them both better	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8, P6	D34
7/15/2024	Public Coordinate	How Often it Comes	The proposed frequency of the bus would not be enough and it eliminates too many stops in Glover Park.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	Where it Goes	While I do not like losing all bus service on Rock Creek Church Rd. I overall love this route and find it far more useful to connect all the way to Dupont and downtown rather than the current (H8) terminus in Mt. Pleasant.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	H8	D74
7/15/2024	Public Coordinate	Something Else	Can we get timed transfers here to connect from the F60 to Vienna Metro?	F24 Vienna - King St Station (Metrobus)		F24, F60
7/15/2024	Public Coordinate	How Often it Comes	Huge support for 30 minute weekend frequencies. This will make a big difference for me!	F62 Dunn Loring - Rosslyn (Metrobus)	30	F62
7/15/2024	Public Coordinate	Something Else	BUS LANES are needed on M Street in Georgetown!	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	Where it Goes	Irving Street leading up to 14th Street is extremely congested. Often I can walk the block faster than it would be to sit in traffic. Please work with DDOT to implement bus lanes here—and with MPD to ensure that they are enforced vigorously.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Really like this connection to this segment of Jones Branch Dr	F64 George Mason - McLean (Metrobus)		F64
7/15/2024	Public Coordinate	Where it Stops	Bloomingdale needs a line to go downtown!!! The proposed changes (specifically, eliminating the G8) are making the metro issues worse, not better.	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34
7/15/2024	Public Coordinate	Something Else	This one route isn't enough to serve this area. You should also have a route that goes to downtown like the 74 does. And certainly more frequent service on both routes. There's SO MUCH construction down here - the roads in this neighborhood definitely can't handle everyone driving or ubering, and it's not especially safe to walk to the metro.	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
7/15/2024	Public Coordinate	Where it Goes	Love the connection to Columbia Heights and Petworth! This trip is hard to make by bus currently and it doesn't make sense to take rail. This will make my trips so much easier!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	Please keep the 96. That is the only bus that comes in this area and is a critical connection to NW area. Not just the cathedral area, but also Adam's Morgan area. Removing this bus would easily add 30-45 minutes to a trip from Lincoln park to Adam's Morgan. Removing this route also isolated areas that are already not well connected	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	Agree with others that bypassing the transit center would be smart. Transfers to F20 can be maintained to Wilson Blvd, the only sacrifice is a direct connection to the F26, which is worth making for the time save in my opinion.	F60 Fair Oaks - Ballston (Metrobus)		F26, F60, F20
7/15/2024	Public Coordinate	Where it Stops	Agreed--it seems like a weird detour. We desperately need something to connect us to the west side (it's wild how much more disconnected I am from everything except things accessible by the green line--just by moving less than a mile up from columbia heights to petworth :) If this route is approved, it would be great not to have it make 1000 stops (otherwise it won't save time from the hassle that is getting to the red line and then going to DuPont).	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Stops	I think it is important that the new S9 equivalent stop here as well as the non-express version. It his is a really big pickup stop after work and the S2 skips the stop half the time as it's full by the time it reaches this area. Increased frequency is needed on both lines at peak rush hour	D6X Silver Spring - Federal Triangle (Metrobus)	S2, S9	D6X
7/15/2024	Public Coordinate	Where it Goes	I live in the neighborhood and think this bus route is a great addition for a neighborhood that already has limited accessibility to other parts of DC. Increased access to Adams Morgan and Woodley Park is great! Whether or not it comes down 1st St doesn't bother me (there is plenty of parking in the neighborhood and bus drivers are focused on safety) but I think it would also still be a great route going to North Cap.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Where it Stops	Needs to continue on to Farragut at least, if not further west. The G8 currently has LOTS of passengers in the morning rush that continue all the way to Farragut Square.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/15/2024	Public Coordinate	Where it Goes	Originally I was thinking that I like the connection to Union Station. Which I do. Still, as a former resident of LeDroit Park, the G2 was a critical lifeline for me to be able to reach Dupont Circle and Georgetown, especially due to the lack of other alternatives for that route. Whereas I guess Union Station can be reached on the proposed "C51" as well as the K Street Circulator (although I heard the Circulator might be going away?!) Whatever you end up doing, the buses need to come more often, because this is a key route through the heart of the city.	D92 Georgetown - Union Station (Metrobus)	G2	D92
7/15/2024	Public Coordinate	Where it Goes	Can this bus line terminate at Friendship Heights? This would allow students at MacArthur to take a direct bus either home (in palisades and Wesley heights) or to the metro? It would also serve a poorly served AU Park.	D94 Sibley Hospital - Chinatown (Metrobus)		D94
7/15/2024	Public Coordinate	Where it Goes	WMATA should consider that DC residents use the bus for trips outside of work commutes and to go other places besides downtown. While the Adams Morgan diversion may add a few minutes for folks wanting a one seat ride to Farrgut Square without transferring to the Red Line, the diversion meets an important need in helping transit dependent residents like myself living in the large apartment buildings up and down the Connecticut corridor get to medical appointments, meet everyday retail needs, dining and entertainment in Adams Morgan and adjacent neighborhoods efficiently and economically, and vice versa. A transfer to an even less frequent and unreliable bus route in the 96 successor C55 just adds more inconvenience and makes a larger portion of the city inaccessible. To compensate for the loss of the diversion, the route should go further south and west into Foggy Bottom and/or the National Mall. There is no point reverting to the L1 routing to shave a few minutes off a trip that will still be faster to make by switching to the Red Line.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96	C55, D70
7/15/2024	Public Coordinate	How Often it Comes	The current scheduled frequency of the D90/D92 is good, but those busses will often come within a few minutes of each other, leaving 15-20 minute periods without a bus, instead of alternating busses every 10 minutes. If busses are actually running on the U Street corridor every 10 minutes or less, that would be a dramatic improvement!	2025 Proposed Network		C51, C53, C55
7/15/2024	Public Coordinate	Something Else	The name change is unnecessary and confusing. Please just keep calling it the 33.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	How Often it Comes	The current K6 schedule is not predictable, many mornings the buses are late, most times two buses are right behind the other. Other times the buses come and are full and the driver doesn't stop and you have no idea when the next bus will actually show up.	M62 White Oak Medical Center - Fort Totten (Metrobus)	K6	M62
7/15/2024	Public Coordinate	Where it Goes	It's critical to keep the L2 running through Adams Morgan! It does two different things: It helps people travel between Adams Morgan and upper Connecticut Ave, and helps provide more frequency between Adams Morgan and Farragut Square. The proposal to just run it straight down Connecticut Ave (skipping Adams Morgan) doesn't make much sense, given that if people want to go quickly in that direction, there's already the better alternative of taking the Red Line. Please keep the L2 for access to/from Adams Morgan!	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Goes	Right now, there's no good way to get between Columbia Heights/Petworth and the West End. Metrorail goes way out of the way, as you first have to go east to be under 7th Street (the curve from Columbia Heights to U Street to Shaw), then go alllll the way down to L'Enfant Plaza, then go back north and back west on Blue/Orange/Silver, then walk from Foggy Bottom. It's faster to drive. Please make a convenient transit connection. I like the intention with this line (connecting the 42 to the H8) and just think it could be made even better by having the southern end go to Foggy Bottom, ideally via the West End instead of Farragut Square.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)	42, H8	D74
7/15/2024	Public Coordinate	Where it Stops	Agree with comments in this neighborhood. At a minimum, please keep service along Martha Custis. Should DASH Transit ever go back to charging fares, I suspect MetroBus ridership would see a shift. Ideally, those of us w/o cars and with friends w/o cars would have options for getting closer to and near the Parkfairfax area.	A71 Ballston - King St Station (Metrobus)		A71
7/15/2024	Public Coordinate	Where it Goes	Please consider routing buses through Adams Morgan using 19th instead of 18th! It is only one block off the commercial corridor, and would be closer to the densest residential core of the neighborhood, as well as serving the school directly. The route could continue on Columbia Road and then resume it's current routing.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Goes	I love how the proposed route connects Dupont/AdMo with Columbia Heights/Petworth. However, I can't help but wonder if going this far east (and then south) will lead the line to be unreliable and delayed? Would it be better to terminate it at Brookland, or even Petworth, rather than going to RI Ave?	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	How Often it Comes	Please consider upping the frequency of this bus!! Brookland's bus system is extremely hit or miss, even just as a connection point to the metro, and makes it feel extremely to live in this neighborhood without a car. I would use this bus a lot more if it ran more frequently/if I could rely on it to get me where I needed with more timeliness.	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/15/2024	Public Coordinate	How Often it Comes	This seems like a mistake, the proposed D72 route in this area is listed as High Frequency (12 mins or better) on the Map Library on this same website, but is only listed as Medium Frequency (20 mins or better) in this interactive map. At least one of the Adams Morgan routes should be High Frequency.	2025 Proposed Network	20	D72
7/15/2024	Public Coordinate	How Often it Comes	It shows that the C83 bus does not run at all on the weekends. This elimination of a bus service and not an improvement.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/15/2024	Public Coordinate	Something Else	Most mornings especially during school the bus is late and on top of that the buses are FULL and the driver doesn't stop. The app shows the potential crowding but how do you know if the bus is full and if the driver will stop?!? Many mornings I am late due to waiting on the bus and it being full and the driver not stopping or late. If persons new the bus wont be stopping they could make other arrangements for transport.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
7/15/2024	Public Coordinate	Where it Stops	Keep this stop for ease of access to Amazon 2nd HQs and Pentagon City apartments.	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Something Else	The 74 bus is a lifeline for senior citizens. Please don't remove our access up 7th Street	D14 Union Station - Buzzard Point (Metrobus)	74, D14	D14
7/15/2024	Public Coordinate	How Often it Comes	The 33 gets extremely crowded at rush hour, sometimes passing by stops. Eliminating the 31 will make this problem worse. Please consider having this line be more frequent, especially during rush hour.	D82 Friendship Heights - Franklin Square (Metrobus)	31, 33, 33	D82

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Stops	It's illogical to have the most frequent service on the least needed, and most difficult to access route (e.g. the stairs at Lamont & Walbridge & Adams Mill). There's a park on one side of Adams Mill, so there isn't anyone living in walking distance of the West side of Adams Mill. In contrast Park Rd and Mt Pleasant Street have people living on both sides and even businesses, so it should have more frequent service. Having faster buses without serving passengers isn't actually an improvement.	C61 Tenleytown - Brookland (Metrobus)		C61
7/15/2024	Public Coordinate	Where it Goes	The route on Pontiac Street will slow it down, the school causes traffic james during commute hours....	2025 Proposed Network		P14
7/15/2024	Public Coordinate	Where it Stops	Move the northbound S Street stop to be at the north side of R Street. Then have the buses run under the circle. This helps speed up the journey (via running under the circle) while still providing access to the Dupont Circle area (via having a stop at R Street).	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	How Often it Comes	Emphasizing frequency is so important! Good luck to all of you and your work improving this needed climate solution!	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Goes	Need to keep the D6 route as is! My only way to get to work in downtown DC. Don't know how I can survive without it.	2025 Proposed Network	D6	D24
7/15/2024	Public Coordinate	Where it Stops	Please move the B2 back to 14th st NE southbound. This service is now WAY too far east - i and many others rely on this bus on Hill East to move us north/south, walking to this bus stop now will take me a long time and i will no longer be able to move north/south on Capital Hill and north to NY Avenue when the north side bus moves even further east. Please keep the b2 running on 14th st NE and 15th ST NE and do not move it to the east	C41 West Hyattsville - Anacostia (Metrobus)	B2	C41
7/15/2024	Public Coordinate	Something Else	WMATA does not plan to serve *any* of the nearly FIFTEEN THOUSAND people who live between King Street and Mt. Vernon Ave. DASH and WMATA must coordinate to get reasonable transit access to these areas, especially given that they are not at all drivable.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	This segment of Tysons One Place gets super crowded during weekends and big mall events (like Black Friday). I recommend that there be an alternate route between Tysons and McLean just in case.	F64 George Mason - McLean (Metrobus)		F64
7/15/2024	Public Coordinate	Where it Stops	Running around the circle = not caring about bus riders' time. Run under the circle and save 10 minutes.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	How Often it Comes	+1 to other comments about how the S2 and S9 buses get super packed and often drive by because they can't fit more passengers. Need to come more often during rush hour so that I'm not waiting for a bus to have room! Maybe bigger buses as well? Not sure what else would fix this.	D62 Silver Spring - Franklin Square (Metrobus)	S2, S9	D62
7/15/2024	Public Coordinate	Something Else	Losing 3Y would have a huge impact on many commuters in this area. There is no other direct option into DC and alternate routes take significantly longer. The proposed map provides no comparable alternative for the many riders who use this route daily.	2025 Proposed Network	3Y	
7/15/2024	Public Coordinate	How Often it Comes	In order to offer a reasonable alternate commute, this route frequency must be increased. Georgetown traffic consistently slows the route down and either an express option that goes around the neighborhood (which wouldn't help Georgetown commuters) or increased headways are crucial!	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	How Often it Comes	Need six minute peak frequencies to come soon. (NVTC funding)	A40 Skyline City - National Landing (Metrobus)		A40
7/15/2024	Public Coordinate	Where it Stops	Maintain this A11 stop for ease to transfer to Columbia Pike buses by passengers from Pentagon City apartments	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Where it Goes	I think WAMATA needs to extend this bus to its normal geographic end point at RI Ave with Connecticut Ave. This is where RI Ave actually stops. Not everyone wants to have to switch buses or get on the metro at Rhode Island Metro Station. (Where it Goes)	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	How Often it Comes	The 42/43/L2 is extremely beneficial for those commuting from Adams Morgan / Kalorama. Without a Metro, the bus is vital for easy access to downtown. We cannot eliminate stops and reduce frequency.	2025 Proposed Network		D74, D72, D70
7/15/2024	Public Coordinate	Where it Stops	Need to preserve this bus stop. It is across the street from the Clarendon Metro station.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	Something Else	Can this route be renamed to start with an "A" instead of "F". This route doesn't spend much time in Fairfax.	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Where it Stops	This stop serves the North Hills neighborhood and has much more space to stand or sit (compared to Colesville x Leighton, which is very narrow). It already has a bench. I highly recommend keeping it. I would be amenable to eliminating it on the Z2 line only because it is much less frequent anyway.	2025 Proposed Network	Z2	M52
7/15/2024	Public Coordinate	Where it Goes	While was thrilled with the Visionary network's plan to reorient the L8 with high-frequency, 24/7 service between Wheaton and Bethesda, at the time it was supplemented with a lower-frequency MD341 all the way up Connecticut to Aspen hill. That corridor is now without any bus service at all (even RideOn) and the M22 south of Wheaton has far more limited service. WMATA should consider restoring the M341 route up Connecticut from the Visionary plan (this preferred option would also restore frequency to Kensington that was lost in the latest revision). Or if necessary, you could shift the M22 up Connecticut to Aspen Hill and instead extend the M20 up Georgia to Aspen Hill (and Olney?). While M22 would lose the Wheaton connection, University Blvd is already well served by the RideOn 34 and, more recently, the extended RideOn 4.	M22 Olney - Bethesda (Metrobus)	L8, 34	M20, M22
7/15/2024	Public Coordinate	Where it Goes	River Terrace would be better serviced by a connection to Stadium-Armory where there are 3 lines rather than to Minnesota Avenue where there is only 1 line. I have lived in this neighborhood for 10 years and always take the metro into the city but have to backtrack to Minnesota Ave first, it makes no sense. A connection to stadium armory is more in line with the direction of most travelers and would be much more convenient for riders.	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	How Often it Comes	Agree with other commenters - needs to come much more frequently than every 20 minutes	D62 Silver Spring - Franklin Square (Metrobus)	20	D62
7/15/2024	Public Coordinate	Where it Stops	There should be a stop near the Rosemont Center for all the parents and children and teachers who go there every day. These are people with strollers for very young children!	C61 Tenleytown - Brookland (Metrobus)		C61
7/15/2024	Public Coordinate	Where it Goes	Having on service north of Military Road on weekends results in no bus access for thousands of residents.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/15/2024	Public Coordinate	Where it Goes	I am concerned about how long this route is. I fear traffic along any point of the route will disrupt punctuality that bus riders rely on.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Stops	A stop serving the River Terrace neighborhood would connect the neighborhood to Stadium Armory Station. Many residents choose to walk across the Capitol Street bridge to access that station because it is served by three different lines! It could even be a one way stop with no eastbound service.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Something Else	I like the access this route provides and I don't support the belief that buses (especially one every 30 minutes) will make this neighborhood less safe.	2025 Proposed Network	30	C55
7/15/2024	Public Coordinate	Where it Goes	I agree with the comments that stopping at McPherson Square is insufficient. This bus should go further - at least to Farragut Square or thereabouts. Someone pointed out that this bus could run on the bus lane on H Street NW rather than K Street, which could help keep it moving. This is an essential link between downtown, Penn Quarter, and Capitol Hill for many of us. I also support greater frequency.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Stops	Keep this stop for ease of access to Whole Foods and Pentagon City apartments.	A11 Pentagon - Huntington (Metrobus)		A11

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	How Often it Comes	If you expect commuters to use the bus to get to work, it needs to come more than every 30 minutes.	P20 Greenbelt - New Carrollton (Metrobus)	30	P20
7/15/2024	Public Coordinate	Where it Goes	P20 Needs to be extended all the way to RT1 / Baltimore Avenue intersection. Tons of NASA staff live in College Park. Several bus stops on Greenbelt Rd exist in College Park. Its silly not to extend the route a little bit.	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/15/2024	Public Coordinate	Where it Stops	There should be a stop next to the Rosemont Center for all the parents and children who go there! Don't eliminate this stop.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Where it Stops	The D2 is the only public transportation option from Glover Park to Metro. Students, working people, seniors, and anyone without a car relies on this route. SAVE THE D2!	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Stops	Surprised to see the Fenton & Thayer F4 stops proposed for elimination. These are the most direct stops for the Safeway and high-density residential housing.	2025 Proposed Network	F4	P30
7/15/2024	Public Coordinate	How Often it Comes	The E2 and F6 are important stops here to get to the metro from a large number of residents and the North Michigan Park Recreation Center. Improved frequency would significantly improve access to the metro from this historic neighborhood.	2025 Proposed Network	E2, F6	P35
7/15/2024	Public Coordinate	How Often it Comes	If you are stopping the D2 service to Dupont our neighborhood needs more frequent bus service to Dupont Circle and downtown. I work in the Golden triangle and take the bus two to three times a week to get to work. If the buses are only running every ~20 minutes or so I will likely just have to start driving into work.	2025 Proposed Network	D2	C85, D96
7/15/2024	Public Coordinate	Where it Goes	The 96 is a vital connection between SE & NW, please maintain it and maintain the stops around Lincoln Park	2025 Proposed Network	96	
7/15/2024	Public Coordinate	Where it Goes	This route should service the Hill East and River Terrace neighborhoods with an intervening stop At Stadium Armory Station.	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	Where it Goes	The D36 should continue all the way to Foggy Bottom or farther west along K street. There's no other fully cross-town route in this area and with the Circulator going away, this will be a major issue for folks in Mt. Vernon Triangle.	2025 Proposed Network		D36
7/15/2024	Public Coordinate	Where it Stops	P20 should stop at existing Stop Stop ID: 3002294 Bus stop	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/15/2024	Public Coordinate	Where it Stops	What's with the weird routing SB on Randolph but NB on Stuart? Is it just because the stop is in one direction? Clarify where the SB stop is and the rationale for this routing, please.	A70 Tysons Corner Center - Potomac Yard (Metrobus)		A70
7/15/2024	Public Coordinate	Where it Goes	Eliminating the N2, which was the easiest way for residents of Spring Valley to get downtown using public transportation, will make people in the neighborhood much more likely to drive/use ubers, and much less likely to use public transportation.	D96 Bethesda - Potomac Park (Metrobus)	N2	D96
7/15/2024	Public Coordinate	Something Else	Need replacement for p6	2025 Proposed Network	P6	
7/15/2024	Public Coordinate	How Often it Comes	Please increase the frequency of the proposed F66 during rush hour or provide additional options to commute between South Fairlington and downtown Washington, D.C. Under the proposed changes, the new A71 is a much worse commuting option for anyone going downtown because it goes to King St. instead of the Pentagon. Furthermore, the reduced frequency of the new A27 compared to the current 7A would make walking to North Fairlington a much worse fallback option. Despite these unhelpful changes, the proposed F66 wouldn't come any more frequently at rush hour than the current 22F. We need the F66 to come more frequently to compensate--it will be hard to rely on a bus that comes every 30 minutes without other good options.	2025 Proposed Network	7A, 30	F66
7/15/2024	Public Coordinate	Where it Goes	I don't see a good replacement for the 42/43, which connects many communities in Ward 1 to downtown, allowing them to affordably and safely access both jobs and the many leisure attractions that our city has to offer, including the Kennedy Center. Providing bus access to the Kennedy Center is particularly essential given that the area around the Kennedy Center is dangerous for pedestrians (with several highly trafficked and high-speed intersections). It also opens up the arts for communities that might otherwise not have access.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	Where it Stops	Please make sure it goes UNDER Dupont Circle rather than around it; going around the circle wastes a ton of time.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Stops	There needs to be a stop to allow NASA employees to use public transit to work.	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/15/2024	Public Coordinate	Where it Goes	Agree with the other comments here. Foggy Bottom is basically a transit desert under the proposed map. Not only is it an important employment hub, it's also important for their to be some way to access the Lincoln Memorial and National Mall via transit, which is difficult now and event more difficult with the proposed elimination of the 42/43 service. The Mall is a huge destination both for tourists and locals. Also, a lot of transit system redesigns these days are focused on creating a "frequent grid" of services; it seems strange that this one changes what was a north/south service and instead sends it eastward; the S2/S9 bus already does that. There needs to be a route that goes over here.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Goes	Please extend this further to maintain the current D6 route! I use it frequently to get across town and having to transfer would be both inconvenient and add significant time to my trip.	D24 McPherson Square - Deanwood (Metrobus)	D6	D24
7/15/2024	Public Coordinate	Where it Goes	The C53 should be extended to the Woodley Park MetroraIl station. For just a few more minutes of operator time per route, the route's utility will drastically increase. A direct Metro connection, rather than a 10-minute walk, will induce many more trips. I understand one possible reason WMATA may want to keep terminating the C53 at Duke Ellington is because they own a facility (the former streetcar loop). However, I'm confident that bus layover operations can be improved to a point where WMATA can at least send every other C53 to the Woodley Park Metro station, especially since the WP-AM DC Circulator route, which already parks its buses here, will no longer be in commission.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Goes	Fine, this is basically the P6. I'd recommend that you don't run it right along the waterfront because the traffic is unbearable there and the buses get stuck in traffic. Of course, if you had reasonable bus service to the wharf maybe traffic wouldn't be as bad, since not everyone wants to do the dark, lonely and daunting late-night walk to L'Enfant Plaza, but your new bus plan doesn't offer increased service to the wharf, so that's a missed opportunity.	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/15/2024	Public Coordinate	Where it Goes	Want to still have a direct connection between Waterfront/Navy Yard and Eastern Market	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/15/2024	Public Coordinate	Where it Stops	I would cut down the D22 stops to places where it crosses other routes like the D8, or a trolley stop on H St.	D22 Chinatown - Minnesota Ave Station (Metrobus)	D8	D22
7/15/2024	Public Coordinate	Where it Stops	It is a very long stretch between 35th and 36th if there is no stop between on the northbound route.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	Where it Stops	While I understand we can't get in the habit of adding too many stops to what should be an express route, the gap in coverage for the D4X between Columbia Road and the Georgia Ave station skips a very dense area with other commercial destinations, which will soon have the new Park Morton public housing redevelopment come online. It would be good if the express bus on Georgia serviced this area with one stop.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	How Often it Comes	Please consider every 5 minutes in peak morning rush (7:30-9:30 AM)	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	Where it Goes	How can you trade more service on Connective Anvue with eliminating service to people who live between Western Avenue and McKinley Street? Walking the extra distance to Military Road puts bus access out of reach for many seniors.	C83 Friendship Heights - Fort Totten (Metrobus)		C83
7/15/2024	Public Coordinate	Where it Goes	Connection between Waterfront/Navy Yard should be more direct and more frequent (especially if the Circulator service is going to be discontinued)	D14 Union Station - Buzzard Point (Metrobus)	D14	D14
7/15/2024	Public Coordinate	How Often it Comes	It would be useful to have an all day service for this bus. Every 15-20 minutes during rush hour and every 30-45 minutes during non-rush hour would be a huge improvement to this route.	A49 Culmore - Metro Center (Metrobus)		A49
7/15/2024	Public Coordinate	How Often it Comes	Make this all day service, especially if circulator service goes away	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/15/2024	Public Coordinate	Where it Goes	Can we get rid of this loop. Adds unnecessary time	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Where it Stops	The bus stops almost every block along Florida Avenue. I thought the whole point of this exercise was to make the buses faster! The 90/92 already takes 2x as long as an Uber or bike. With this many stops it doesn't make any improvements :(	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Stops	On P1X North & South bound trips it should stop at the west side of the College Park Metro Station. The College Park Metro Stop has the same Metro (Yellow&Green) & MARC train service as Greenbelt. Its ridiculous that one has to get down at RT 1 at and essentially walk 7 blocks or 2600 feet to the west side of the college park metro park station. The only reason that we do not have a stop at that location is that the local neighbors do not want bus service on their street. Requesting that P1X: Have the P1X traveling on RT1 turn onto Calvert RD or Guilford RD and stop at the College Park Metro Station Kiss & Ride or Bus Stop See: https://www.google.com/maps/place/College+Park+U+of+MD+Metrorail/@38.978349,-76.9300275,20z/data=!4m6!3m5!1s0x89b7c6b78f6d5c75:0x4d5b2a0721b27a5b!8m2!3d38.978349!4d-76.929078!16s%2Fg%2F11g6wfw0nc!5m1!1e2?entry=ttu	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Where it Stops	D96 is obviously anti-senior, anti-disabled, anti-shopper, as the proposed route leaves central Glover Park without bus service. Planners clearly ignore the topography that puts virtually all GP residents a very steep hill and several blocks farther from any proposed bus stop. This plan is cruel, agist, unconscionable and unacceptable. The bus needs to run THROUGH Glover Park, not around it.	2025 Proposed Network		D96
7/15/2024	Public Coordinate	Where it Stops	On P1X North & South bound trips it should stop at the west side of the College Park Metro Station. The College Park Metro Stop has the same Metro (Yellow & Green) & MARC train service as Greenbelt. Its ridiculous that one has to get down at RT 1 at and essentially walk 7 blocks or 2600 feet to the west side of the college park metro park station. The only reason that we do not have a stop at that location is that the local neighbors do not want bus service on their street. Requesting that P1X: Have the P1X traveling on RT1 turn onto Calvert RD or Guilford RD and stop at the College Park Metro Station Kiss & Ride or Bus Stop	P10 Rhode Island Ave Station - College Park (Metrobus)		P1X, P10
7/15/2024	Public Coordinate	Where it Goes	Echoing others here -- it would be great to have a line that connects adams morgan/u st to georgetown. my current commute requires three buses and takes over an hour most mornings. It's faster to do the 2.5 mile walk...	2025 Proposed Network		
7/15/2024	Public Coordinate	How Often it Comes	Disappointed that this isn't getting more frequent service. Regularly see folks waiting at the eastbound stop near the Roost, and I've also taken this to theatre events downtown and to jury duty. The bus route is also extremely useful for carrying heavy groceries home from Eastern Market (Yes and Trader Joes) or from Safeway for residents EOTR.	2025 Proposed Network		D12, D1X
7/15/2024	Public Coordinate	Where it Stops	Please consolidate WB stops on Leesburg Pike	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Something Else	The transfer from the D34 to the Rhode Island Avenue bus should be as easy as possible	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/15/2024	Public Coordinate	Where it Stops	D32 trips should not go into the bus loop unless that trip ends there	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/15/2024	Public Coordinate	Where it Goes	Also, The proposed P10 route is excluding all of the North College Park Areas (NCPA). NCPA is the most populous area in College Park MD excluding the actual University. Also, a major senior housing complex, several shopping centers, and our most recent affordable housing / workforce housing complex that is part of a State of MD & City of College Park Housing effort to build housing equity into College Park. It is located to the north of University Blvd & Greenbelt Road along Route 1 or Baltimore Avenue. I think its important to have the P10 on the North Bound segment travel up Baltimore Avenue & turn east onto Edgewood Road turn back onto to Rhode Island Avenue southbound and then return back to southbound on Rt 1 Baltimore Avenue to the College Park Metro Stop & Hyattsville Metro.	P10 Rhode Island Ave Station - College Park (Metrobus)		P10
7/15/2024	Public Coordinate	How Often it Comes	My children attend Deal and Jackson-Reed. The dedicated busses at drop off and pickup are often completely full of students who rely on this service. Eliminating the dedicated busses and altering the routes frequency as appears to be the case is going to make a mess for a lot of kids who will have to wait longer for busses in the morning (when being late already means long lines for metal detectors) and going home. I would think that adult passengers will also be dismayed if they end up on a bus suddenly full of rowdy children. These busses only run a few times a day and make a world of difference for kids who use them. Why remove this service?	C81 Sibley Hospital - Fort Totten (Metrobus)		C81
7/15/2024	Public Coordinate	Something Else	Must have direct servie from upper Chevy Chase neighborhoods to Sibley Hospital.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/15/2024	Public Coordinate	Where it Goes	I love the idea for this route in general! It would be a great new east-west connection between neighborhoods that otherwise aren't well connected. In this particular spot, though, why not just run it on New Hampshire Ave for these couple blocks, and save a minute or two of time?	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	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.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/15/2024	Public Coordinate	Where it Goes	Please consider routing buses through Adams Morgan using 19th instead of 18th! It is only one block off the commercial corridor, and would be closer to the densest residential core of the neighborhood, as well as serving the school directly. The route could continue on Columbia Road and then resume it's current routing.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Something Else	Don't kill the 59! It should be run more often not go away. We need more express busses, not fewer. If the bus isn't better, people will continue to drive too often	D54 Takoma - Metro Center (Metrobus)		D54
7/15/2024	Public Coordinate	Where it Goes	Better Bus is excluding the entire Glover Park population. Smaller busses are needed to weave through the residential side streets and will be overcrowded with 25 minute head ways. What a nightmare!	D96 Bethesda - Potomac Park (Metrobus)		D96

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	These two newly segmented d6 routes are horrible! I use the d6 to commute from Cap Hill all the way to georgetown bottom on a daily basis and now i'll have to switch buses? I might as well just get a car! Please stop making transit in DC worse, the bus is the only good thing about this city.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/15/2024	Public Coordinate	Where it Goes	Please have the C41 Route continue down 17th St. SE instead of turning temporarily onto 18th St. SE. 17th St. SE is much better equipped for bus traffic as it does not have stop signs at each intersection or speed bumps. The buses that drive down the speed bumps on 18th St. SE add unnecessary noise and traffic to a residential street.	C41 West Hyattsville - Anacostia (Metrobus)		C41
7/15/2024	Public Coordinate	Where it Stops	There are many Mt Pleasant residents that utilize the crosstown route every day, including myself. Eliminating stops on Park Rd would increase the walk to a crosstown stop by 10+ minutes for people who live in this area.	C61 Tenleytown - Brookland (Metrobus)		C61
7/15/2024	Public Coordinate	Where it Goes	Please make sure that the bus still goes to the State Department/Kennedy Center. They're both impossible to get to on public transit without this bus, there is no parking anywhere, and they're in busy neighborhoods where it can be dangerous to ride your bike. Why would you isolate this neighborhood even further?	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Something Else	Are there no direct routes to the Kennedy center from NW? This seems like an oversight	D12 Kennedy Center - Southern Ave Station (Metrobus)	D12	D12
7/15/2024	Public Coordinate	How Often it Comes	This proposed route needs to be as frequent as the 38B and even more frequent. Too often I have waited for the 38B on M St longer than I felt was necessary after 6 PM or on weekends for such a crucial corridor in and out of DC. This proposed route, being longer than the 38B, will have greater ridership, but must also be something commuters can rely on outside of the regular 9-5 weekday schedule.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	38B	A58
7/15/2024	Public Coordinate	Something Else	Please bring the C59 to the 2025 network. It would be incredibly useful.	2025 Proposed Network		
7/15/2024	Public Coordinate	Something Else	These new routes completely cut out bus service through more than a 1/2 square mile of Capitol Hill with no decent replacement for the 96 bus.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/15/2024	Public Coordinate	Where it Goes	Love the express route!	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Where it Stops	Reduce stops for faster service!	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/15/2024	Public Coordinate	How Often it Comes	Increased frequency is really needed here at morning rush hour. Half of the buses skip this stop in the mornings, and the S9 also has to skip U st very often. The buses end up bunching in packs of 3 or 5 most weekday mornings, leaving long wait times inbetween	D62 Silver Spring - Franklin Square (Metrobus)	S9	D62
7/15/2024	Public Coordinate	How Often it Comes	The 42/43 are always packed. We could really use more frequent service than every 20 minutes.	2025 Proposed Network	20	D72
7/15/2024	Public Coordinate	How Often it Comes	The express bus on Georgia is hugely helpful and helps limit traffic from the bus, please keep it!	2025 Proposed Network		D4X
7/15/2024	Public Coordinate	Where it Stops	Add a D2X stop here so it complements the Trolley	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/15/2024	Public Coordinate	How Often it Comes	Would be nice if there are a few non rush-hour services, like after 9am or after 7pm for those who might have different working hours. Would also like to see more frequency as the buses are often quite full now.	F28 Kings Park - Pentagon (Metrobus)		F28
7/15/2024	Public Coordinate	Where it Goes	The proposed D34 is much more direct going down Eckington Place and NY Avenue and keeps the best parts of the P6. Please implement	D34 West Hyattsville - Metro Center (Metrobus)	D34	D34
7/15/2024	Public Coordinate	Where it Stops	Maintain A11 stop at Riverhouse apartments due to passengers boarding from Pentagon City Mall	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	How Often it Comes	Please consider making this route more frequent, this is a highly used bus route and since Georgetown has limited options for people using public transportation, it's important that people have ease of going for one place to the next. This route services both university students and residents, please change the frequency according to the use and needed service that the route provides.	2025 Proposed Network		D92
7/15/2024	Public Coordinate	Something Else	Another route continuing down H st between Union station and Rosslyn might be needed if the circulator bites the dust.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	How Often it Comes	Please do not reduce the frequency of this route. The altered stops seem fine, but MANY people rely on this route to Dupont given we live in an area without Metro access. Currently the D2 comes nearly every 10 mins during rush hour and many people ride it. Reducing frequency while adding many more stops and length to the route will make the bus less reliable for those of us who rely on it to commute. PLEASE do not reduce frequency.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Something Else	The G2 is heavily frequented, and it is inconvenient to no longer be able to move East/West along P Street as it is a busy corridor, especially through Logan/Dupont circles	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	Where it Goes	One of the buses that serves the Georgia/7th corridor should connect down to SW. I don't think it makes sense for 14th to be the only point of connectivity between SW and uptown.	D4X Silver Spring - Archives via 7th Street Limited (Metrobus)		D4X
7/15/2024	Public Coordinate	How Often it Comes	There is only one route that services this area, and it is not at all reliable, especially outside of rush hour periods. It takes at least 30 minutes to walk to the Brookland Metro, and yet, that is often STILL faster than waiting for a bus.	2025 Proposed Network	30	
7/15/2024	Public Coordinate	Where it Stops	A lot of people use the stop here. Maybe keep it because it's a long way to walk back from the next proposed stop at campus Dr	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Something Else	Yes, we need service on Wisconsin Avenue north of East West Highway. I use it to get to Trader Joe's.	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/15/2024	Public Coordinate	Where it Stops	The bus is stopping every 2 blocks along this stretch of E Capitol Street. Consider spacing to 3-4 blocks instead.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Goes	The G8 is the only bus route that connects Bloomingdale to downtown. Many, many Bloomingdale residents take the G8 to connect them to the Shaw Metro and to their offices downtown. The suggested replacement routes do not adequately substitute probably the MOST popular route in this neighborhood. It would seriously interrupt my commute to my downtown office.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8	D32
7/15/2024	Public Coordinate	How Often it Comes	This route should come much faster than every 20 minutes- it connects so many neighborhoods and to the Mall for increased accessibility to tourists. It also connects those of us living on 11th st to more metro stops and more commerce areas.	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	11, 20	D44
7/15/2024	Public Coordinate	Where it Goes	Not having this route go further east will limit its usefulness for those connecting from the Glover Park/Georgetown area, which does not have very many options for public transportation as it is.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	Something Else	A bit concerned about access to Vienna, with service on the 1A being reduced here now, and removed entirely in the visionary network. Maybe a new route should be added here for connectivity.	2025 Proposed Network	1A	

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	How Often it Comes	If the circulator along M St is going to be discontinued, please increase the frequency on this route so that M St will still have service every ten minutes	C11 L'Enfant Plaza - National Harbor (Metrobus)	C11	C11
7/15/2024	Public Coordinate	Where it Goes	Ideally DDOT could install a left-turn arrow here and it would cut down that triangle cutover that is hard for the bus to maneuver and save 5 minutes!	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
7/15/2024	Public Coordinate	Where it Stops	I've thought the Blaine and Kenilworth stop is unnecessary and eliminating it would increase the route's efficiency	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	Where it Goes	This Kennedy Center buses (42, sometimes 43 now) also serve Georgetown for me (10-min walk up the parkway) - there's no other way to get from NW (14th and 16th St) corridors reliably to KC or Foggy Bottom or Georgetown. Seems shortsighted to not service this entire area.	2025 Proposed Network	42, 43	D72
7/15/2024	Public Coordinate	How Often it Comes	I don't think you should include Audi Field on your map of this route, because it's not going to help with access to Audi Field since it stops at 10PM. Soccer games start at 7:30; by the time folks have gone to the bathroom and slowly filed out of the stadium, it's after 10PM. If the route ran until 11 PM, fans could take it, and if it ran until midnight on weekends, it might be helpful for staff (check with Audi Field – I know they run shuttles to Navy Yard for their staff (but not fans) late after the games.	D14 Union Station - Buzzard Point (Metrobus)	D14, 11	D14
7/15/2024	Public Coordinate	Where it Goes	Direct connection between Skyline City and Shirlington is incredibly useful. Well done!	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Where it Goes	This bus should not go to Lafayette square. AdMo residents can take advantage of the D6X/2 for that. Instead, we need a route to the State Department and Kennedy Center. Please continue the 42/43 route at the south.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	How Often it Comes	There's a big need for increased frequency of the S2/D62 — it's crowded at all times of day, and I've seen standing room only late at night many times when adding unreliability to infrequent timing means people are waiting a long time to get home	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Where it Goes	Would love a route that connected Woodley Park or AdMo to Georgetown.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Goes	The S2 and S9 were so much more reliable during the 15th street reroute. Turning on K is terrible in the afternoon, creates huge crowding at M Street and major delays.	D6X Silver Spring - Federal Triangle (Metrobus)	S2, S9	D6X
7/15/2024	Public Coordinate	Where it Goes	Like the extension to Fair Oaks!	F60 Fair Oaks - Ballston (Metrobus)		F60
7/15/2024	Public Coordinate	Where it Goes	Big fan of having a bus route that can get me from AdMo to Petworth. Currently I have to walk from Columbia Heights to reach, or bike. Appreciate this particular new route. HOWEVER the roads between 16th St and Georgia Rd are all incredibly slow and congested. I worry this bus will be VERY slow.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Really like adding service in central Vienna. Existing Fairfax Connector service is lacking, especially on the weekends. Please make sure schedules are coordinated to provide 15 minute frequencies here during rush hour, and 30 minute frequencies here on weekends.	F64 George Mason - McLean (Metrobus)	30	F64
7/15/2024	Public Coordinate	How Often it Comes	The frequency of 30 min is not really acceptable. One of the reasons I stopped using Metro to commute. The train is very fast to downtown. But then you have to wait 40min plus to do the last mile.	P10 Rhode Island Ave Station - College Park (Metrobus)	30	P10
7/15/2024	Public Coordinate	Where it Goes	On North & South bound trips it should stop at the west side of the College Park Metro Station. The College Park Metro Stop has the same Metro (Yellow&Green) & MARC train service as Greenbelt. Its ridiculous that one has to get down at RT 1 at and essentially walk 7 blocks or 2600 feet to the west side of the college park metro park station. The only reason that we do not have a stop at that location is that the local neighbors do not want bus service on their street. Requesting that P1X: Have the P1X traveling on RT1 turn onto Calvert RD or Guilford RD and stop at the College Park Metro Station Kiss & Ride or Bus Stop	P10 Rhode Island Ave Station - College Park (Metrobus)		P1X, P10
7/15/2024	Public Coordinate	Where it Stops	Having stops every single block, even on U Street, is excessive and will only hurt service.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	How Often it Comes	Agree that this route should be more frequent	C57 U St Station - Capitol Heights (Metrobus)		C57
7/15/2024	Public Coordinate	Something Else	Please, please, keep an express bus going down 14th. The 52 and 54 are always packed to the gills and slow, and so many people commute using this bus to get to work downtown. With it and the circulator (my current most used route) going down 14th being removed, it will cripple commutes	2025 Proposed Network	52, 54	D52,D54
7/15/2024	Public Coordinate	Where it Stops	The stop at 33rd and Blaine could be eliminated because it is close to the 33rd and Ames stop as well as the Blaine and Anacostia stop. This elimination would increase efficiency	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	Where it Goes	I think WAMATA needs to extend this bus to its normal geographic end point at RI Ave with Connecticut Ave. This is where RI Ave actually stops. Not everyone wants to have to switch buses or get on the metro at Rhode Island Metro Station.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Where it Goes	You need to extend the route to do the loop around the Discovery District. This a major job hub currently and will continue to grow in the future. Just extend the route past the College Park Metro station.	M44 Glenmont - College Park (Metrobus)		M44
7/15/2024	Public Coordinate	How Often it Comes	The city loves to talk about electrification and reducing emissions and traffic, yet doesn't provide adequate transit to a huge laboratory (and most of SE DC)? My partner works at NRL and has to own a car even though he'd much rather take a bus or transit. There is no sidewalk along the road from the other stop. This is the reason we own his car. When I heard "BetterBus" I had assumed that they'd increase the direct route to NRL and the water plant, not get rid of those stops completely! PLEASE re-evaluate.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/15/2024	Public Coordinate	How Often it Comes	This route (96) is huge for nightlife and local businesses, passing through U street and Adams Morgan. I'd expect to see "20m or better" frequency.	2025 Proposed Network	96	C55
7/15/2024	Public Coordinate	How Often it Comes	More frequent service is needed on the 42/43 corridor!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Risdents of Chevy Chase DC need service north of COMMunticut Avenue that the L8 currently provides. We need asccess to the Chevy Chase MD Library, the Chevy Chase Lake area, and Kensington.	M22 Olney - Bethesda (Metrobus)	L8	M22
7/15/2024	Public Coordinate	Where it Stops	This is not a suitable replacement for the 96 bus.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/15/2024	Public Coordinate	Where it Goes	I like sending this to Union Station!	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Stops	There needs to be a south bound bus stop at the Columbia Heights station. Why in the world would you eliminate that???	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/15/2024	Public Coordinate	Something Else	The new route names are very very confusing! Please just keep calling this the 42/43. The plan says the 42/43 becomes the D70/72/74... and then the 70 becomes the D42. What!? This would only confuse the heck out of people.	D72 Van Ness - Lafayette Square (Metrobus)	70	D72

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7/15/2024	Public Coordinate	Where it Stops	Only having a single stop on Colombia Rd between 18th and Connecticut severely disrupts the ease of access to this line of buses. Keep at Biltmore and 19th.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Something Else	I want the 42/43 bus to continue going to the Kennedy Center	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Where it Goes	If the circulator route is eliminated, consider extending this route further west (to Waterfront or the Wharf) to replicate some of the lost connections	C43 Carver Langston - Navy Yard (Metrobus)		C43
7/15/2024	Public Coordinate	Where it Goes	The current G12 stop at Ridge Rd. and 12 Ct. on the southbound side (#3002654) is perfect at its current location--it serves a populated community that lives on Ridge Rd. and uses Metrobus often. In my son's case, this stop is crucial to him getting to the Greenbelt Metro station early in the morning (6:45am). The proposed P21 route eliminates Ridge Rd. entirely between Southway and Westway, and makes people living on that section of Ridge Rd. walk to bus stops that are very much less convenient, as well as less safe. The request here is that you keep the G12 as it is. Rename it to P21 if need be, but keep the route the same. The same logic applies to the current G12 bus stop across the street (north side, #3002653). No need to change these!	P21 Greenbelt - New Carrollton (Metrobus)	G12	P21
7/15/2024	Public Coordinate	Where it Goes	One of these routes could easily split onto W. Glebe road and serve Arlandrians. Having two routes on a section of road that has barely any residential units, commercial places of interest, or physical bus stops is redundant and not helpful.	2025 Proposed Network		A70, A12
7/15/2024	Public Coordinate	Where it Goes	As a resident of Edgewood, who frequently uses the G8 to connect to the green line in Shaw and to get downtown, the proposed route through Eckington and then on NY Ave would be much worse for me and my family. I urge WMATA to reconsider eliminating the current G8 route (down Rhode Island and then 9th street NW).	D34 West Hyattsville - Metro Center (Metrobus)	D34, G8	D34
7/15/2024	Public Coordinate	Where it Goes	NRL is already underserved to public transit, now you are going to make people's routes 30+ minutes longer by meandering through the neighborhood? Even if the line is currently underserved, it's because it's not frequent enough and direct enough from the metro. NRL deserves better, and it would help retain and attract talent. Don't get rid of this vital resource.	C27 Bellevue - Naylor Rd Station (Metrobus)	C27	C27
7/15/2024	Public Coordinate	Where it Goes	Disappointed in the proposed discontinuation of route 3Y, especially the Virginia-DC portion of the route. While the stretch of Langston Blvd from East Falls Church to Rosslyn is already serviced by ART 55, the connection between Rosslyn and DC via Memorial Bridge is a big time saver. A58's route between DC and VA via Key Bridge and M Street will take significantly longer due to the heavy traffic there. If A58 is implemented as planned, I strongly recommend adding a route between DC and VA that doesn't go through M Street and the Key Bridge.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	3Y	A58
7/15/2024	Public Coordinate	How Often it Comes	Please increase the frequency! Especially in the mornings the buses are often way overpacked and leave many people waiting for the next one. I would sometimes have to wait for several buses to go by before there was room for me to get on and it was worse for people further down the route.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/15/2024	Public Coordinate	Where it Goes	I use the L8 route to get to Kaiser in Kensington.	M22 Olney - Bethesda (Metrobus)	L8	M22
7/15/2024	Public Coordinate	Where it Stops	A stop needs to be added at the west of intersection with New Hampshire Avenue. That intersection is very wide! If you stop at the East-West Hwy and Fairview Stop, one needs to cross New Hampshire Ave which is deadly and the stop at Ethan Allen and Elm is a long block from the intersection that has a plaza and access to the existing K6 (future M62) to Fort Totten. This is a major transfer point and persons often are requesting to be let off at the corner at an unofficial stop. Please this it is very dangerous not to have a stop on the west of the very busy New Hampshire Avenue intersection along this route.	P30 Silver Spring - New Carrollton (Metrobus)	K6	P30, M62
7/15/2024	Public Coordinate	Something Else	This bus does not serve the inner parts of Glover Park. as a resident of color who does not have a vehicle I find this change to be deeply concerning for my ability to reach essential connections to metro as well as work on a daily basis. the increased intervals between buses will make it nearly impossible for me to use this bus to commute.	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	Where it Goes	I'm shocked to see the suggestion to eliminate (what is now) the G8 line west of 11 The G8 is absolutely VITAL for connecting the Bloomingdale/Ledroit Park neighborhoods to downtown (and even past Farragut). This is crucial not only for work but also to get to the silver line. The line needs to continue to go all the way to Farragut (and more often!) or will leave a densely populated area of isolated from their work and much of downtown.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, G8, 11	D32
7/15/2024	Public Coordinate	Where it Goes	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.	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Goes	If the 31 is going away, then you really need to route the 42/43 to go through the West End and Foggy Bottom, to provide a frequent north-south connection in this area.	D82 Friendship Heights - Franklin Square (Metrobus)	31	D82
7/15/2024	Public Coordinate	Where it Goes	I am also incredibly disappointed by the elimination of the H4 and 42/43 routes. Children AND commuters (like myself!) use those routes daily to get to school and work, and removing them altogether leaves the majority of Mt Pleasant unable to easily access downtown or Columbia Heights and beyond. This will pave undue stress on parents/children, and negatively impact commuters who have already been impacted by the truncating of the yellow line and the inconsistency of the H2/H4 timing!	2025 Proposed Network	H4	D72,C61
7/15/2024	Public Coordinate	Where it Stops	There are no good options for a westbound C83 stop at Nebraska and Military. The intersection is dangerous for pedestrians with many turning cars. Perhaps the most dangerous crossing is the eastern side of Nebraska. Cars going north on Nebraska turning onto Military do not love to stop for pedestrians. Consider moving this stop on the northeast corner to be on the other side of Nebraska (northwest corner, across from the other stop). That would reduce the number of people crossing the dangerous turn lane. That also minimizes the number of crossing for someone who does not care which Metro station they go to (C85 Tenley or C83 Friendship) or who are transferring between the C85 and the C83. The sidewalk space is also wider on that side (the sidewalk is narrow with minimal or no tree box space at the currently proposed stop location). However, moving the bus stop to the other side may create more traffic backups into the intersection. I suggest taking particular care when deciding how to place this stop.	C83 Friendship Heights - Fort Totten (Metrobus)		C85, C83
7/15/2024	Public Coordinate	Where it Goes	These roads are already full of buses, including THEBUS and the UMS Shuttle. The residential roads will become too congested with the addition of another full sized bus.	2025 Proposed Network		P14
7/15/2024	Public Coordinate	Where it Goes	Removing a direct connection between JBAB/NRL/Blue plains and Metro service will make it almost impossible for thousands of commuters to get to work on public transit. Replacing the A4 W5 commuter routes with the C21 and C27 neighborhood bus service will lengthen trips and wait times not only for commuters but also for the neighborhoods these buses are intended to serve.	C27 Bellevue - Naylor Rd Station (Metrobus)	A4, C21, C27, W5	C21, C27
7/15/2024	Public Coordinate	How Often it Comes	In terms of frequency, cutting the H4 without a reasonable alternative is unacceptable for the commuters who work in the larger DMV area but choose to live in DC. Neither the H2 or H4 actually come "every 12 minutes or better" - we're lucky if they come twice an hour. Decreasing frequency is BAD for workers, parents, and the thousands of children who access schools this way.	2025 Proposed Network	H2, H4	C61
7/15/2024	Public Coordinate	How Often it Comes	During the workweek, the busses on this route should come closer to every 8-10 minutes, not 12-20 minutes as they often aren't on time now. For example, today there were three L2 buses arriving at basically the same time, but they were all supposed to be 10 minutes apart.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70

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7/15/2024	Public Coordinate	Something Else	Please do not cut the 96! It's a main line to connect families East of Eastern Market to the Capitol, Union Station, through downtown and to NW. The Eastern side of the city lacks basic services, like medical, dental, broad retail, and families rely on this line for work, healthcare, and shopping beyond groceries. Please keep this line!	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	Please KEEP THE D2!!!! It is one of the only routes out of glover park and will make my commute (along with all my neighbors) simply untenable -- I will have to drive or move	2025 Proposed Network		D96
7/15/2024	Public Coordinate	Where it Goes	Wish this route would go to Rosslyn to pick up passengers to/from North Arlington. With the proposed elimination of 3Y, passengers from North Arlington will be forced to take A58 into DC via the Key Bridge and M Street. Heavy traffic there will add 35-45 minutes to the journey. If modifying this route isn't a possibility, please consider offering a similar Memorial Bridge connection to/from DC for North Arlington passengers.	A49 Culmore - Metro Center (Metrobus)	3Y	A49, A58
7/15/2024	Public Coordinate	Where it Goes	It's essential that the D2 remains in Glover Park! It's the only direct route for Glover Park residents, and changing the route would make it extremely difficult for residents to get to work and to use public transportation at all!	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Goes	The improved connectivity and all day availability of this route is great.	F66 Culmore - Pentagon (Metrobus)		F66
7/15/2024	Public Coordinate	Where it Goes	Please keep the d6 as one route! I use it to get across the city and it will be extremely inconvenient to have to transfer. It is my most used bus line because of the route and when I ride it I notice that most of the riders are on it for past when the proposal would split the lines. This would make all of my trips significantly longer and more frustrating, especially in the summer.	D94 Sibley Hospital - Chinatown (Metrobus)	D6	D94
7/15/2024	Public Coordinate	Something Else	Seeing as many neighborhood children rely on the 59 express to get to DCI in the morning and coming home in the evening, please consider keeping the 59 express, even if just during weekdays at morning and evening rush hours.	D54 Takoma - Metro Center (Metrobus)	59	D54
7/15/2024	Public Coordinate	How Often it Comes	Frequency of the bus will be a huge issue as this route runs a much lengthier route than the current d2. as a resident of color who does not have a vehicle I find this change to be deeply concerning for my ability to reach essential medical services	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	Where it Goes	Like the new service here.	2025 Proposed Network		A76
7/15/2024	Public Coordinate	How Often it Comes	the G2 should run more frequently than every 30 minutes	2025 Proposed Network	G2, 30	D92
7/15/2024	Public Coordinate	Something Else	It's really disappointing to see plans to cut the 59 express bus service from 14th Street, especially with the 14th Street Circulator route also potentially getting cut. The 54 and 52 busses are very often overcrowded. The 59 bus is useful for making longer trips down 14th such as commuting to work.	2025 Proposed Network	52, 54, 59	D54, D52
7/15/2024	Public Coordinate	How Often it Comes	The new D24 could work as a replacement for the d6 but only if you have increased frequency. 30 minutes is not sufficient especially when you take into account all of the routes your moving/eliminating which will result in increased riders on this route.	D24 McPherson Square - Deanwood (Metrobus)	D6, 30	D24
7/15/2024	Public Coordinate	Where it Goes	It would be much better if there was a route connecting River terrace to Stadium Armory station instead of Minnesota avenues station	C33 River Terrace - Deanwood (Metrobus)		C33
7/15/2024	Public Coordinate	Where it Goes	It is about time that Woodley Park gets a direct bus route that connects it with U St. This route is faster for people than coming all the way into downtown and then transferring at Gallery Place. However, frequency should be improved. 20-minute frequencies are not great. And much travel on the C51 may actually be during off-peak hours for leisure activities, where frequencies may be reduced to up to 30 minutes. This should be solved by extending every other C53 route to the Woodley Park Metrorail station.	C51 Woodley Park - Anacostia (Metrobus)	30	C53, C51
7/15/2024	Public Coordinate	How Often it Comes	Why is the D54 going to run every 24 minutes on weekend nights instead of 20? 14th Street connects to Black and LGBTQ+ nightlife in DC. The D54 will be the only late night bus route on 14th Street after the Circulator gets eliminated. If anything, the frequency should be increased to replace the Circulator.	2025 Proposed Network	24	D54
7/15/2024	Public Coordinate	Where it Stops	please add a stop on O street to go south bound, many people use this to commute and the stops seem far apart. The location is a well trafficked, crux location.	2025 Proposed Network		D82
7/15/2024	Public Coordinate	Where it Goes	Would it perhaps be better to route it across Harvard Street, which is much less congested than Irving Street? You still get the Green Line connection at Petworth.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Eliminating the 96 and any stops south of Independence does not take into consideration the significant development at Reservation 13. It also cuts off visitors to the DC Jail complex.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/15/2024	Public Coordinate	Where it Goes	Please bring C59 connection to U St into the 2025 network!	2025 Proposed Network		
7/15/2024	Public Coordinate	How Often it Comes	I was recently told by a bus driver that this stop is no longer in service. Please do not remove this stop, so many people use it!	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/15/2024	Public Coordinate	Where it Stops	Many people I know rely on the 96 to get from Northwest to Capitol Hill, for work and for socializing. Please keep the current 96 route.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/15/2024	Public Coordinate	Where it Goes	I like that the D52 goes to Waterfront instead of L'Enfant. There needs to be more accessibility for riders to get off at Waterfront trying to access the Wharf.	2025 Proposed Network		D52
7/15/2024	Public Coordinate	How Often it Comes	Wait, the D72 that's replacing the H2/H4 runs rush hours ONLY? This section of Mt. Pleasant is a much busier corridor since it runs along Mt. Pleasant Road. There's also a good number of bus riders from Mt. Pleasant/Columbia Heights to Van Ness for UDC, which doesn't follow a rush hour schedule.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	How Often it Comes	Bloomingdale residents would be more likely to use the bus to go downtown in the evenings and on the weekends if it came more often.	D32 Chinatown - Fort Lincoln (Metrobus)	D32	D32
7/15/2024	Public Coordinate	How Often it Comes	I agree with other comment that the frequency of twice an hour is insufficient. The greater and more reliable the frequency the greater the ridership. Also you need more reliable fare machines on buses. Over 50% of the rides I take are free because the machine is not working.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	How Often it Comes	There's a big need for increased frequency in morning rush hour	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	How Often it Comes	Hello, my son is a rising 6th grader going to Deal Middle school next year and will be dependent on the Nebraska - Utah route to get home from school. We are relieved to see that at least limited service will be maintained next year but have heard WMATA is considering outright cancellation down the road. DC does not have school buses so there's really no public transportation alternative and we hope the service will be maintained indefinitely with sufficient frequency for the many students who depend on it.	2025 Proposed Network		C85
7/15/2024	Public Coordinate	Where it Goes	This A12 route is a big improvement of its original route via Richmond Highway. Going via Del Ray and Arlandria like the current 10B is the best route.	A12 Ballston-MU - Hunting Point (Metrobus)	10B, A12	A12
7/15/2024	Public Coordinate	How Often it Comes	These two bus routes aren't frequent enough for it to be a useful connector to the nearby metro stops for a part of the city that doesn't have adequate access to the metro.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/15/2024	Public Coordinate	Where it Goes	There are often traffic backups along Pontiac Street at the Berwyn Heights Elementary School as school opens and lets out. Buses will likely be delayed several times per day with this traffic back up at the school.	2025 Proposed Network		P14
7/15/2024	Public Coordinate	Where it Goes	I wish that this area had a bus that ran to Union Market and Noma station along florida avenue. This is our nearest metro but is over a 25 minute walk from here.	D36 Washington Hospital Center - Franklin Square (Metrobus)		D36
7/15/2024	Public Coordinate	Where it Goes	96 is the only public transportation that connects Hill east with the north part of Capitol Hill without having to take the metro to metro center and change lines. Please don't get rid of its service to this part of the Hill - it will completely undermine our ability to get to Union Station as well. It's heavily used each day. it's needed.	2025 Proposed Network	96	

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	Echoing everybody's concerns: the 42/43 is a lifeline for federal government employees and GWU students/faculty. The bus is packed during rush hour with people going all the way to Foggy Bottom.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Where it Goes	This route would be a lot more useful if it made it to the shopping area (Target/Safeway, etc.) on East-West Highway by Hyattsville Crossing	2025 Proposed Network		C41
7/15/2024	Public Coordinate	Where it Goes	It would be so helpful to have a bus route that goes from 16th street on New Hampshire down to Dupont and Foggy.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Stops	I commute from Mt. Pleasant to the Kennedy Center everyday and you are removing the one bus route that makes my commute easy and simple. Under your new plan, there is no direct connection to the Kennedy Center from that part of NW DC instead forcing all of us to transfer buses (which will certainly be a nightmare given bus transfers now never go well because buses are rarely on time). This feels like a poorly thought out decision and I think many of us would agree that you need to reinstate the extension of this route all the way to the Kennedy Center.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Where it Stops	The D34 (replacing the P6) should include a stop at the Rhode Island Metro station still. That is a huge commuting stop for the neighborhood and passing it to go all the way to Brookland Metro is going to add to commute times and isolate an already underserved community in Eckington.	2025 Proposed Network	D34, P6	D34
7/15/2024	Public Coordinate	How Often it Comes	D6 needs to come more often. This is constantly full for commuter periods.	2025 Proposed Network	D6	D24
7/15/2024	Public Coordinate	Something Else	Dedicated bus lane on Georgia Ave would make the buses faster and keep pedestrians and bike riders safer. I would love to see this!	2025 Proposed Network		
7/15/2024	Public Coordinate	How Often it Comes	Late night and weekend frequency is such an improvement!	P33 Brookland - Hyattsville Crossing (Metrobus)		P33
7/15/2024	Public Coordinate	Where it Stops	Currently the C8 bus route goes from the College Park metro station to the National Archives on Adelphi Road. If the C8 bus route changes, then could a bus come from the Hyattsville Crossing metro station to the National Archives on Adelphi Road?	2025 Proposed Network	C8	
7/15/2024	Public Coordinate	How Often it Comes	Extremely disappointing to see the 80 downgraded to every 20 minutes, it's already very often running quite behind.	D30 Fort Totten - Federal Triangle via N Capitol St (Metrobus)	80, 20	D30
7/15/2024	Public Coordinate	Where it Goes	This route cuts people in the Riggs Park Community out of places they want to go in DC. I do not have any daily or weekly commuting needs that involve going from Riggs Park to College Park, MD. I need to go to places along the current E4 line that are in DC such as North Capitol and Riggs Road. This route cuts off at Fort Totten and requires transfer to another bus to be able to use public transportation within my DC community. A bus ride of a few minutes from the Riggs Park neighborhood to North Capitol Street and Riggs Road, NE will now take at least an hour having to take 2 buses to get to the same location that the current E4 bus serves as it should. Walking and biking are not options for me and many others in Riggs Park.	P32 Fort Totten - College Park (Metrobus)	E4	P32
7/15/2024	Public Coordinate	Something Else	I am seriously shocked by the removal of the 96. Not only does it get me and my spouse to U Street for concerts, AdMo to meet our adult kids who live that way for dinner, it's the easiest way to go full across town. For years our kids even took it to see friends in NW. This is a terrible decision and a major blow to those of us who love riding the bus. Way to fail, WMATA!	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Goes	Love this more direct route up Old Georgetown vs. getting stuck in Wisconsin Avenue traffic!	M70 Montgomery Mall - Silver Spring (Metrobus)		M70
7/15/2024	Public Coordinate	Where it Goes	I am a senior citizen in Glover Park. This elimination of the D2 route through our neighborhood means that those of us who are seniors (there are many) in the neighborhood will now need to walk through winter weather almost half a mile to Tunlaw road. I feel that this is age and income discriminatory. Beyond 40th Street there are several rent control apartment buildings and cooperatives with large elderly populations that depend on public transportation. Why are you doing this to the seniors in our neighborhood?	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Where it Goes	I absolutely LOVE the idea of connecting Adams Morgan with Petworth. Although I have to wonder... is the route so long (going all the way to Rhode Island Ave/Brentwood) that it would suffer from serious unreliability?	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	How Often it Comes	I am concerned that the busses from Wisconsin Ave to DuPont circle and beyond will not be very frequent-	2025 Proposed Network		D92, D94, D96
7/15/2024	Public Coordinate	Where it Goes	I would consider sending this route further east and routing it up Georgia Avenue instead of 11th Street. Areas east of Georgia would benefit from the connectivity to Mt Pleasant and Dupont, but the walk to 11th is a bit too far and requires navigating some hills. The turns from Columbia/Irving and Georgia are likely faster for operations.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Stops	Move this northbound stop to be north of N Street, and then have the bus run under the circle. Just like how it works for southbound under-the-circle buses.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Would it be worth it to keep the A71 on Quincy instead of Randolph to reduce turns and speed up the route?	2025 Proposed Network		A71
7/15/2024	Public Coordinate	How Often it Comes	Colesville Rd. is a high traffic route and needs buses more often than every 20 minutes.	2025 Proposed Network	20	M52
7/15/2024	Public Coordinate	Where it Stops	Getting rid of the 31 and making only one bus go down the Wisconsin corridor is ridiculous and is going to harm so many commuters.	D12 Kennedy Center - Southern Ave Station (Metrobus)	31, D12	D12
7/15/2024	Public Coordinate	Where it Goes	Please extend this route to the bus bays at stadium armory. This neighbor is losing needed east-west connectivity between Pennsylvania Ave and H st	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Goes	We really need a replacement for the Dupont Circle-Rosslyn Circulator since DDOT is eliminating it.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	Lincoln Park will have no transit routes nearby without the 96.	D24 McPherson Square - Deanwood (Metrobus)		D24
7/15/2024	Public Coordinate	Where it Stops	There needs to be a South bound bus stop at the Columbia Heights Metro rail station. Why in the world would you eliminate that? Also, this is a convenient transfer point from the East bound crosstown buses.	D54 Takoma - Metro Center (Metrobus)		D54
7/15/2024	Public Coordinate	How Often it Comes	I love the rush hour frequency and would like to see improved weekend frequency if possible!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	How Often it Comes	I think this would be a wonderful change! More children would have access in this location, which is no less safe than the collector streets. Also, not many people live north of Military Road which is very low density—the E4 seldom stops along McKinley Street compared the high demand stops near the commercial areas and apartments. I fully support this change and I live along the current route. The senior citizens in northern sections of Chevy Chase already have exclusive access to Metro Access shuttles and this would be for the greater good for our neighborhood as a whole.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/15/2024	Public Coordinate	Where it Goes	I love that this route allows for direct to farragut/dupont from above calvert. But if this means eliminating the L2, that's hard (personally, I'll use this new route more...but I think for others -- who live in AM, it's a hardship). I'll also agree with another commenter that it feels like the "in between" stops are a key benefit. Stops like this one --CT & Cathedral)	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70

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7/15/2024	Public Coordinate	Where it Stops	This stop is unnecessarily close to the stop just to the east, and is no longer a transfer point since buses were re-routed from 11th to Vermont.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	How Often it Comes	I wish this bus would come more often than every 30 minutes because I use this route often to meet with my girlfriend.	D92 Georgetown - Union Station (Metrobus)	30	D92
7/15/2024	Public Coordinate	Where it Goes	Absolutely terrific routing change here! The H2/4 loop-de-loop through the hospital complex takes like 10 minutes. This is a much better route to get folks in and out and across town.	C61 Tenleytown - Brookland (Metrobus)		C61
7/15/2024	Public Coordinate	How Often it Comes	This looks like a great route! I would for sure use it frequently and would make getting from here to NOMA/Union Market/U Street much easier. Please increase the frequency! I know this will be a very popular route.	C57 U St Station - Capitol Heights (Metrobus)		C57
7/15/2024	Public Coordinate	Where it Goes	I strongly agree that this route (or a complimentary route) would be made much more useful by providing access to West end and Foggy Bottom. I live by the Georgia Ave metro station and there's currently *NO* good transit option from my neighborhood to West End, where I have to go for a lot of medical appointments. It is one of the few trips within DC that I sometimes capitulate and end up driving!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	Removing the route from Bloomingdale to Georgetown completely gets rid of the only way residents further east have to get between a neighborhood already limited in public transit access (Georgetown) and one that other new proposed routes will limit access to the west side from (Bloomingdale). Why would you want to get rid of the one route that connects the three major hospitals in the area?	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Where it Stops	Keep this bus stop for ease of access to Target and Harris Teeters.	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Where it Goes	We need a route to get from U Street neighborhood to Cleveland Park and UDC area. Currently there is no way to get up here from around 14th + U without transferring.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Stops	The Stops along Woodley are an important service to the multiple schools in the area as well as to commuters seeking access to the Metro. Thank you for restoring them to the C55 (old 96) route and please keep them in the final.	C55 Tenleytown - LeDroit Park (Metrobus)	96	C55
7/15/2024	Public Coordinate	Where it Goes	Cutting off State Department from Admo and Mt Pleasant will have a HUGE impact on the workforce commuters. Without any public transport option, this will just increase congestion as people switch to cars + ubers.	2025 Proposed Network		D72
7/15/2024	Public Coordinate	Where it Goes	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.	D24 McPherson Square - Deanwood (Metrobus)	96	D24
7/15/2024	Public Coordinate	Where it Goes	The D22 needs to run further west than Chinatown. With the replacement for the 80 running on E Street and the loss of the Georgetown/Union Station circulator, cutting the D22 off at Chinatown severely limits east-west access for those near H Street. I can see that the new X9 goes further west, but this only benefits those near those stops -- there are many, many riders at the non-X9 stops who go all the way to McPherson/Farragut/Foggy Bottom!	D22 Chinatown - Minnesota Ave Station (Metrobus)	80, X9	D22
7/15/2024	Public Coordinate	Something Else	cutting the 96 (E. Cap and Massachusetts) is leaving a large swath of the Hill without bus service. Lincoln Park is a major hub - why would you cut service that runs to Union Station?	2025 Proposed Network	96	
7/15/2024	Public Coordinate	Where it Stops	It would be helpful if this route went through Shaw/Upper Logan Circle area since it's difficult to get to Union Station from there	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Goes	The proposed P1X route is excluding all of the North College Park Areas (NCPA). NCPA is the most populous area in Colleg Park MD excluding the actual University. Also, a major senior housing complex, several shopping centers, and our most recent affordable housing / workforce housing complex that is part of a State of MD & City of College Park Housing effort to build housing equity into College Park. It is located to the north of University Blvd & Greenbelt Road along Route 1 or Baltimore Avenue. I think its important to have the P1X on the North Bound segment travel up Baltimore Avenue & turn east onto Edgewood Road turn back onto to Rhode Island Avenue southbound and then off to the Greenbelt Metro Station.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	Where it Goes	A one seat ride from H St NE to U St NW? Hell yeah!	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	Where it Goes	The route should go right to the front of the Laurel MARC station.	P12 Greenbelt - Laurel (Metrobus)	P12	P12
7/15/2024	Public Coordinate	Where it Stops	This bus stops on a route where there are no places to place bus shelters and requires crossing over an active bike lane. This is incredibly dangerous for both pedestrians and bicyclists. This also will create traffic issues as vehicles can not over take stopped buses	D96 Bethesda - Potomac Park (Metrobus)		D96
7/15/2024	Public Coordinate	How Often it Comes	Having the D32 and D74 only scheduled every 20 minutes is so inconvenient for people trying to commute into the city.	D32 Chinatown - Fort Lincoln (Metrobus)	D32, 20	D74, D32
7/15/2024	Public Coordinate	How Often it Comes	Do not go this way during Rush hour times. Continue directly to Pentagon via express lanes during Rush Hour.	A27 Van Dorn St Station - Pentagon (Metrobus)		A27
7/15/2024	Public Coordinate	Where it Stops	We need a more central stop to downtown College Park City Hall & Trader Joes. This is a critical area for a stop. A stop should be in front of Trader Joes, so people shop without using a car or having to walk to far with a lot of groceries. Also in front of City Hall would be great.	P1X Rhode Island Ave Station - Greenbelt (Metrobus)		P1X
7/15/2024	Public Coordinate	How Often it Comes	This needs to be part of the "every 12 minutes" network. Critical line	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Stops	I'm all for less stops and express routes but just pay attention to where these stops are being removed. Also I'm in agreement that if you're eliminating one route like the 31 then you need to have more frequency from this D82 line. But I agree that it would be nice to have a faster express route that take you to the Metro without having to go to through Georgetown. Also a route that takes you to the woodley park metro from glover park would be godsend!	D82 Friendship Heights - Franklin Square (Metrobus)	31	D82
7/15/2024	Public Coordinate	Where it Goes	Love that this stays on Mass Ave instead of going to Farragut! This will make my trips to Mt Vernon Triangle so much easier!	D90 Tenleytown - Convention Center (Metrobus)		D90
7/15/2024	Public Coordinate	Something Else	Combining the H2/H4 is very helpful, as is making it a high frequency service. Please consider steps to have buses leave the Tenleytown terminus either on time or at least in sync with their reported schedules on the WMATA site. It's impossible to use the existing H2/H4, as well as the 96, because so often the bus that says it will be arriving in 2 minutes has not actually begun its EB route.	C61 Tenleytown - Brookland (Metrobus)	96	C61
7/15/2024	Public Coordinate	Where it Goes	It would be great to have a route that goes to the Lincoln Memorial, as that's a big destination for tourists and also a key access point to the National Mall, which is an important park for local residents too. I realize that the data you're looking at are probably about population and employment, so please keep in mind that parks will not show up in that data—but that doesn't mean that they are not important to serve!	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Something Else	Keep the old route numbers	D72 Van Ness - Lafayette Square (Metrobus)		D72

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Something Else	I agree with the comment next to this one. The D70 is very confusing! Flipping the 40 series and the 70 series makes no sense, unless the goal is just to confuse people. Please take advantage of the existing numbering scheme. You can rename the L2 to be the 40, since it runs in between the 33 and 42/43 (and it's good for it to start with a 4 since it shares part of its route with the 40/42).	D70 Chevy Chase Circle - Farragut Square (Metrobus)	33, 70, L2, 33	D70
7/15/2024	Public Coordinate	Where it Goes	It's critical to keep service to Foggy Bottom! But please use a more direct route than the current circuitous one. For example, after Dupont Circle, the bus could go straight down 19th Street. This would save a lot of time.	D72 Van Ness - Lafayette Square (Metrobus)		D72
7/15/2024	Public Coordinate	Where it Goes	Minor change, but could this route move over to Javier Rd instead of Williams Dr to get closer to all the doctors offices here?	F62 Dunn Loring - Rosslyn (Metrobus)		F62
7/15/2024	Public Coordinate	Where it Goes	The 32 and 36 buses are essential for anyone on Capitol Hill to get to downtown and beyond.	2025 Proposed Network	32, 36, 32, 36	D1X, D12
7/15/2024	Public Coordinate	Where it Stops	I do not understand why the replacement D2 route is being made much longer with reduced service. The route will be rendered unusable. Please do not make these changes.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Where it Stops	Why was this stop before the circle removed? it's hard to cross over the circle as a pedestrian (a lot of accidents happen here). Running over to the stop on 16th isn't as safe and often times, the bus have to wait a while on Colesville before making the left onto 16th anyways	D6X Silver Spring - Federal Triangle (Metrobus)		D6X
7/15/2024	Public Coordinate	Where it Goes	Great to get a one-seat ride between these popular locations. Longer routes make WMATA a truly regional transit system.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)		A58
7/15/2024	Public Coordinate	Where it Goes	Having another east to west would be nice here. It's difficult/ time consuming to get to most NW neighborhoods from Petworth or further east unless you're very close to red line. Also enables easier access to rock Creek by public transportation	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	L seems a bit too small for buses to turn on. Use I st instead and put stops around this loop so bus service can be maintained	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/15/2024	Public Coordinate	Where it Stops	Critical that P12 stop in front of the Laurel MARC Station. If you want intermodal connectivity its critical that the bus also stop here.	P12 Greenbelt - Laurel (Metrobus)	P12	P12
7/15/2024	Public Coordinate	Where it Goes	I live in Adams Morgan and take the L2 both up and down Connecticut ALL the time. Losing this will be a big loss!	2025 Proposed Network	L2	D70
7/15/2024	Public Coordinate	Something Else	For planning purposes, this should be considered as part of the same neighborhood as Brookland, not lumped with the rest of Woodridge south of Rhode Island. For someone who is walking or riding a bike, there's almost no reason to go south of Rhode Island from here, but the local schools and shops and metro stops are all in Brookland.	2025 Proposed Network		D34
7/15/2024	Public Coordinate	Where it Goes	The route should go to Metro Center (at a minimum) in both directions. Similar to other comments	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/15/2024	Public Coordinate	How Often it Comes	I chose to live in this neighborhood because of the trusted access to the 2A bus from Ballston-East FC-Dunn Loring. Before COVID this had been running up to every 15-20 minutes -- please aim for something more frequent than every 30 because there's no easy alternative from here in walking distance.	F50 George Mason - Ballston (Metrobus)	2A, 30	F50
7/15/2024	Public Coordinate	Where it Stops	Where are the southbound stops on the proposed new route - there have to be downtown stops especially close to metro center (and more since what was the S2 will no longer be routed south of Franklin Park.	D6X Silver Spring - Federal Triangle (Metrobus)	S2	D6X
7/15/2024	Public Coordinate	Where it Stops	Please reconsider maintaining some of the stops along the route.	M62 White Oak Medical Center - Fort Totten (Metrobus)		M62
7/15/2024	Public Coordinate	How Often it Comes	Our family relies on this bus to get to school, grocery stores, and many other essential trips. The route is great - we use to travel west to Wisconsin as well as east to Adams Morgan and 14th/U St. However, the frequency is much too slow. Even with the current schedule, it's frequently late, making it unreliable for anything scheduled like school or work commuting. On the weekend it's even worse. Given the importance of this cross town route, I would strongly urge for it to be a higher frequency route. Every 15 minutes would make it substantially more usable.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Where it Goes	As someone who goes from Adams Morgan to Cleveland Park frequently, the loss of the L2 service to AdMo will be a loss	2025 Proposed Network	L2	D70
7/15/2024	Public Coordinate	Something Else	Potomac Ave metro is the closest metro for many East of the River, but there's absolutely nothing for people unless they're close to PA Ave. Eliminating V4 is going to be devastating.	C31 Navy Yard - Capitol Heights (Metrobus)	V4	C31
7/15/2024	Public Coordinate	Where it Stops	The D8 needs to continue on H St, H St was designed for buses, why not use H St instead of K St and making union Station train takers walk multiple blocks with their luggage.	C71 Fort Totten - Union Station (Metrobus)	D8	C71
7/15/2024	Public Coordinate	How Often it Comes	This proposed route combines three bus routes, it should come more frequently than every 30 minutes, especially as it has been extended.	C71 Fort Totten - Union Station (Metrobus)	30	C71
7/15/2024	Public Coordinate	How Often it Comes	I forgot to mention this in my other comments, but if the city is getting rid of the circulator, WMATA needs to make up for that with increased frequency on 14th Street.	2025 Proposed Network		D52,D54
7/15/2024	Public Coordinate	Something Else	Please keep an express route on 14th Street. Service on the 59 would noticeably increase when DC ends the Circulator in May 2025.	2025 Proposed Network	59	
7/15/2024	Public Coordinate	Where it Stops	The G2 route is great, don't change it! Just have it come more often and we will use it more!	C55 Tenleytown - LeDroit Park (Metrobus)	G2	C55
7/15/2024	Public Coordinate	Where it Goes	I really like the former G2 being routed south here.	2025 Proposed Network	G2	D92
7/15/2024	Public Coordinate	Where it Goes	The D2 is the only consistent and reliable mode of transportation in Glover Park. It connects corners of our neighborhood with DuPont Circle, a heart of DC that open up transportation to the rest of the city and Maryland by way of the Red Line. Additionally, several residents I know personally will add 30-45 minutes onto their already hour-long daily commute to work if the D2 line were to be removed or replaces. Please keep the D2 the same.	2025 Proposed Network	D2	D96
7/15/2024	Public Coordinate	Where it Stops	I concur with the other comment. It is extremely easy to miss the 38B-31/33 connection at this intersection, and eliminating this stop makes it even harder to hustle down the street in time.	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	Where it Stops	M44 Needs to stop at the Hospital. A lot of people are going to work here. Major job hub.	M44 Glenmont - College Park (Metrobus)		M44
7/15/2024	Public Coordinate	Where it Stops	Not sure how I will get from Admo to Cleveland Park or the Zoo or Tenleytown with this bus redesign.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	How Often it Comes	Agreed it needs to run more frequently--especially given that the the other bus (63 or 64) is being eliminated. It is already sooooo painful to get from Petworth downtown. My colleagues who live in the burbs have better commutes than I do. It's about the same to walk as to take the very slow (because of frequency of busses and frequency of stops) bus--but I can't realistically walk to work most days (see heat, then rain, then cold) :(	D44 Fort Totten - Federal Triangle via 11 St NW (Metrobus)	63, 64, 11	D44
7/15/2024	Public Coordinate	How Often it Comes	I dont understand how a key route through the heart of dense, mixed-use neighborhoods can be so infrequent	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Something Else	Why would such a dense area go without a bus line? Route 96 buses are perpetually full. What sense is there in dissolving this much needed bus line?	2025 Proposed Network	96	
7/15/2024	Public Coordinate	Where it Stops	If you send the buses to the State Department/Kennedy Center/GWU, perhaps you could have it go via New Hampshire Ave to save time. It's much less congested than Connecticut Ave, and much more direct.	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74

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7/15/2024	Public Coordinate	Where it Stops	This 33 stop is critical to accessing major points of Georgetown - please do not cut!	2025 Proposed Network	33, 33	D82
7/15/2024	Public Coordinate	Something Else	Really need a bus to BWI. I used it nearly every time I took a trip from BWI and there were always at least 5-10 people on board, sometimes as many as half a bus full.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Stops	While SHA's Connecticut Avenue plan proposed limiting bus stops to marked crosswalks, that would leave huge gaps between stops like Saul and Washington. Instead SHA should consider marking and perhaps signaling the crosswalks at stops like Dresden to provide for easy access to essential stops.	M22 Olney - Bethesda (Metrobus)		M22
7/15/2024	Public Coordinate	How Often it Comes	During rush hour, I sometimes stand here for more than 30 minutes because northbound 31/33 buses are all so incredibly packed. Service is already spotty with 5+ buses sometimes coming at once and then nothing for an hour. Don't reduce the frequency!!!	2025 Proposed Network	30	D82
7/15/2024	Public Coordinate	Where it Goes	This bus is a terrible route because it eliminates service to Riggs Park and eliminates bus service on Saturdays and Sundays. The current E4 runs 7 days a week and not 5. Making a bus dessert on the weekend is not better service.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/15/2024	Public Coordinate	Where it Goes	I rely on this route to get to Adams Morgan, especially with the Circulator being phased out. If you have to cut the Adams Morgan triangle from this route, I would strongly urge you to make the 96 route replacement come more frequently. That route is great too, except that it's too slow and irregular to rely on.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	96	D70
7/15/2024	Public Coordinate	Where it Stops	Every day I commute from Adams Morgan to this stop that currently exists on the 96 bus. Getting rid of the current 96 route would severely impact my ability to get to work, and may lead to me relying less on the DC transit system, which I currently use instead of driving.	C51 Woodley Park - Anacostia (Metrobus)	96	C51
7/15/2024	Public Coordinate	Where it Goes	It appears that there will no longer be any bus service on P St . East of Wisconsin Ave towards DuPont circle. In the Georgetown and west end neighborhoods, There seem that no longer will there be buses between Qst and PA Ave which can be quite a distance to walk.	2025 Proposed Network		D92, D94, D96
7/15/2024	Public Coordinate	How Often it Comes	This is a major problem and a serious cut to existing service (after the 93 was already cut a few years ago). You know the 90/92 are heavily-used buses, since you've put the C53 on the 24-hour service roster. But you're cutting the frequency of the bus to every 20 minutes, when the 90/92 currently come roughly every 10 minutes or faster (except late at night). This absolutely should be a high-frequency line. Your C53 fact sheet even claims increased weekend frequency, when, in reality, you've halved the capacity and frequency of this route. Claiming that it is a high frequency line because it has part of the same route as other lines, is obviously disingenuous. That would only be true if the other buses had the same route, which they do not. Everyone would have to get off the 92 and wait for another bus route to meet your frequency claims!	C53 Duke Ellington Bridge - Congress Heights (Metrobus)	92, 20	C53
7/15/2024	Public Coordinate	Where it Stops	This bus does not have any service to the Riggs Park community and with the elimination of weekend service prevents people in Riggs Park getting to places they normally use the E4 bus for on the weekends.	C83 Friendship Heights - Fort Totten (Metrobus)	E4	C83
7/15/2024	Public Coordinate	Something Else	Please look into alternatives for this stop. I'm pretty sure the apartment complex owns the parking here, so reaching the curb is very difficult.	F62 Dunn Loring - Rosslyn (Metrobus)		F62
7/15/2024	Public Coordinate	Where it Goes	While I like that the M22 reorients the L8 to serve MoCo activity hubs at Bethesda and Wheaton, even the revised visionary map extended the D8X up to Bethesda providing a critical single-transfer service from the M22 and M70 into Northwest DC. While the low-frequency D96 still goes to Bethesda, the higher frequency and more direct D82 would be a better choice for access into Northwest DC.	D82 Friendship Heights - Franklin Square (Metrobus)	L8	D96, M70, D82, M22
7/15/2024	Public Coordinate	Where it Goes	You left a giant hole in Hill East with no access to transit. A bus on Mass Ave would help.	C51 Woodley Park - Anacostia (Metrobus)		C51
7/15/2024	Public Coordinate	How Often it Comes	The C85 must at least meet current rush hour frequency to be useful (15 minute headways). If WMATA sticks to 30-minute frequency, they MUST improve Tenleytown bus station management to quickly identify buses that will not be able to start their route on time due to bus or operator issues, must update BusETA to remove buses that will not run or accurately adjusted start time, and must provide a substitute bus or operator within 15 minutes if needed. A 1-hour wait for the next bus is unacceptable. Bus drivers MUST NOT leave 2-4 minutes early, as they currently do sometimes. Tenelytown bus loop is particularly bad at removing non-running buses from BusETA. With the new rush hour extension through heavy traffic, there is a higher likelihood a bus will get so off schedule it will not be available to start its next trip, even with the layover time. We already have problems with buses not reliably running every 15 minutes in the afternoon, causing crowding and delays. Unless WMATA significantly improves bus management, the 30-minute intervals will be untenable for regular commuters because of the stress and fear of the ~3% of trips where a bus in non-operational or an operator does not show so a bus does not run, resulting in a 1-hour wait.	C85 Barnaby Woods - Foggy Bottom (Metrobus)		C85
7/15/2024	Public Coordinate	How Often it Comes	From the perspective of a near Northeast/Stanton Park dweller who does not have a car and depends on buses to get around the city, this proposed network seems a massive step down from the current bus situation. Currently, there are 3 buses that go from my neighborhood to Union Station: the D6, 96 and, at certain times of day, the X8. Your plan reduces that to one bus, the D24. Although you have the D24 as a 15-minute headway at rush hour bus, as opposed to the D6's current 20 minute headway, the elimination of the other bus lines means that there will be considerably less service to Union Station overall. Already the D6 is so full on hot or rainy mornings that the drivers have to skip stops; I'm sure it will be much worse when the other lines are eliminated. Also, I rely on these buses to get home from Union Station when I've been traveling or going out with friends, and your reduced schedule will force me into unfortunately unsafe walks (or of course into rideshare vehicles, which is bad for traffic and the environment). Not to mention WMATA already cut the 97 route a few years ago, thereby limiting my friends who live east of Lincoln Park into cars or the 96 to Union Station, and now you're eliminating the 96.	D24 McPherson Square - Deanwood (Metrobus)	96, D6, 20	D24
7/15/2024	Public Coordinate	Where it Stops	Please don't get rid of the stop for North Hills. we rely on them to get to downtown Silver Spring	2025 Proposed Network		M52
7/15/2024	Public Coordinate	Where it Goes	Like the quicker connection to Tysons compared to 463 and 467!	F64 George Mason - McLean (Metrobus)		F64
7/15/2024	Public Coordinate	Where it Stops	Keep this stop for ease of access to Pentagon City Mall.	A11 Pentagon - Huntington (Metrobus)		A11
7/15/2024	Public Coordinate	Something Else	Echoing other neighbors' comments about opposition to the proposed changes to routes impacting Deal and Jackson-Reed students. Maintaining dedicated lines with stops in safe spaces, and schedules that ensure timely arrival to and departure from school, is critical to the success of our community and our children.	C61 Tenleytown - Brookland (Metrobus)		C61
7/15/2024	Public Coordinate	Something Else	Run it under the circle!!!	D74 Farragut Square - Rhode Island Ave Station (Metrobus)		D74
7/15/2024	Public Coordinate	Where it Goes	I'm going to miss having 52 access from l'enfant to waterfront, and from l'enfant directly to NW 14th st	2025 Proposed Network	52	D52
7/15/2024	Public Coordinate	Where it Goes	Like service on First St NW	2025 Proposed Network		C55
7/15/2024	Public Coordinate	Where it Goes	seems redundant to have both the D32 and D34 go to the same rough space and eliminate service that ends at Farragut or other more western parts of downtown. One should go to Chinatown and Metro Center, the other should go to Farragut.	D34 West Hyattsville - Metro Center (Metrobus)	D32, D34	D34, D32
7/15/2024	Public Coordinate	Where it Goes	Please bring back the S1 in both directions to provide access to the west of K street from 16th St. Note similar requests from other commenters.	D62 Silver Spring - Franklin Square (Metrobus)		D62
7/15/2024	Public Coordinate	Where it Goes	Losing the H1 was a hit, the KC extension was long, convoluted, and didn't get to GW hospital/campus at all. Now eliminating access entirely? Mt. Pleasant/Adams Morgan becoming further disconnected (especially with elimination of both Circulator route and L2) Unclear if this route will go under Dupont. If so, it must stop at Conn & R coming north, which if often bypasses even with stop request.	D72 Van Ness - Lafayette Square (Metrobus)	L2	D72

Created On	Forum	Category	Comment	Map Layer	Existing Routes	Proposed Routes
7/15/2024	Public Coordinate	Where it Goes	Please extend the route to McPherson Square like the 3Y route. Many people work in this area and would utilize the stop.	A58 Seven Corners Transit Center - Farragut Square (Metrobus)	3Y	A58
7/15/2024	Public Coordinate	Something Else	Since the Circulator is scheduled to be eliminated, it would be great to have a WMATA bus route replace the loop between Franklin Square and Woodley Park. It's the second busiest Circulator route.	2025 Proposed Network		
7/15/2024	Public Coordinate	How Often it Comes	P Street is a critical crosstown line. Once every half hour is AWFUL. More frequency is desperately needed. I think what you're forgetting is that the 90/92 are not a true east-west crosstown route, as they turn north up 18th Street. So when you're trying to get from Shaw to Dupont, this is the only option, and it's horribly infrequent.	D92 Georgetown - Union Station (Metrobus)		D92
7/15/2024	Public Coordinate	Where it Stops	Frequent L2 user. Don't want to lose this route as it's incredibly convenient for a neighborhood that's in between but fairly distanced from the Woodley Park and Columbia Heights metro stops.	D70 Chevy Chase Circle - Farragut Square (Metrobus)	L2	D70
7/15/2024	Public Coordinate	Where it Stops	Why has this stop been eliminated for the D8 route? Stopping on H St is more beneficial for direct access to Union Station. Waiting to go around the corner has caused me to almost miss Amtrak and buses. There needs to be a stop on H St for easier access to Union Station!	C71 Fort Totten - Union Station (Metrobus)	D8	C71
7/15/2024	Public Coordinate	Where it Goes	While the Purple Line will connect Montgomery County to University of Maryland in late 2027, the loss of the C2 will leave MoCo without a direct connection to UMD. WMATA should consider re-routing at least some runs of the M12 to serve UMD, even if it's a temporary measure until the Purple Line opens.	M12 North Bethesda - Hyattsville Crossing (Metrobus)	C2	M12
7/15/2024	Public Coordinate	Where it Stops	Please keep the shepherd street stop! I ride late at night and it feels safer to me to get off as close to my house as possible.	D52 14th Street & Colorado Street NW - Waterfront (Metrobus)		D52
7/15/2024	Public Coordinate	Something Else	This proposed new routing eliminates the bus that runs along Jefferson Street to West Hyattsville Metro Station. The existing bus line along this route is like a lifeblood for my entire household as we need a direct route to the West Hyattsville Metro Station for use with work and school commuting. Without it we will be forced to drive in a private vehicle everywhere.	2025 Proposed Network		
7/15/2024	Public Coordinate	Where it Goes	Please keep something to connect this neighborhood to the MetroBus system. Here's hoping whatever construction being done along the Shirlington Circle (Quaker Lane side) brings down the speed of those racing down the ramp leading to I-395 N. That would significantly improve bus driving times.	A71 Ballston - King St Station (Metrobus)		A71
7/15/2024	Public Coordinate	Where it Stops	You need to have a stop in front of the Seabrook MARC Commuter Rail Station	P20 Greenbelt - New Carrollton (Metrobus)		P20
7/15/2024	Public Coordinate	Where it Goes	I appreciate the D74 bus route along Upshur. It's a nice one-seat ride for businesses on this stretch to Columbia Heights and Adams Morgan.	2025 Proposed Network		D74
7/15/2024	Public Coordinate	Where it Goes	This needs to go to Woodley Park station, especially the overnight bus route. The demand will get much higher after the Circulator is cut.	2025 Proposed Network		C53
7/15/2024	Public Coordinate	Where it Goes	This route should not go all the way to Deanwood station. The current configuration of the U4 route has the buses turning back to Minnesota Avenue station. Sending the C33 route to Deanwood station will not increase efficiency and will duplicate service covered by the D24 Bus.	C33 River Terrace - Deanwood (Metrobus)	U4	C33, D24
7/15/2024	Public Coordinate	Where it Stops	Why are you getting rid of stops where people actually work and need to go!?!?	D82 Friendship Heights - Franklin Square (Metrobus)		D82
7/15/2024	Public Coordinate	How Often it Comes	It would really be helpful if this route came more frequently, especially during rush hour	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Something Else	The turning movements at this intersection are terrible for overall traffic safety, slow buses down, and I have to imagine are a huge headache for operators. The left from 18th to Florida is the worst but the right turn from U to 18th isn't great either. Please consider alternative routing through Adams Morgan to avoid this.	C53 Duke Ellington Bridge - Congress Heights (Metrobus)		C53
7/15/2024	Public Coordinate	Where it Stops	Agree that the route should keep going thru Adams Morgan. It's not that costly of a detour, time-wise, and is pretty much the only way for someone from Chevy Chase to efficiently get to AdMo.	D70 Chevy Chase Circle - Farragut Square (Metrobus)		D70
7/15/2024	Public Coordinate	Where it Stops	Getting rid of the D2 and the stops in Glover Park will make it harder for kids to get to Hardy - especially with diminished/less frequent buses on Wisconsin as well.	D96 Bethesda - Potomac Park (Metrobus)	D2	D96
7/15/2024	Public Coordinate	Where it Stops	Have the D2X stop here so people coming west can swap to the Trolley,	D2X Farragut Square - Capitol Heights (Metrobus)		D2X
7/15/2024	Public Coordinate	Where it Goes	Having this route to U St. and AdMo provides an extremely easy way for Bloomingdale residents to access neighborhoods that are currently at least a 15 minute walk to the nearest route. Even though this is not a super frequent route, it will still be nice to have to access the plethora of bars and restaurants that are simply not the same as those in the Bloomingdale neighborhood.	C55 Tenleytown - LeDroit Park (Metrobus)		C55
7/15/2024	Public Coordinate	Where it Goes	While I appreciate the Massachusetts Ave extension downtown, it does seem a bit unnecessary, and that those resources could be put to better use elsewhere in the system	D90 Tenleytown - Convention Center (Metrobus)		D90