



Appendix B:

Public Hearing Oral Testimony

Public Hearing
Speakers' Transcript
Hearing No. 659 – Arlington, VA
June 12, 2024

Einar Olson – Arlington, VA

Good evening uh my name's Einar Olson; that's spelled E-I-N-A-R O-L-S-E-N. I live along Langston Boulevard in North Arlington, about one mile east of the East Falls Church Metro Station. I use the 3Y bus to access the Constitution Avenue area in Washington DC. This route is critical for a lot of federal employees: it serves the State Department, National Academy of Sciences, Federal Reserve Board, Office of Personnel Management, Department of the Interior, and General Services Administration. So, this is a very popular route in the morning for those going to work in the locations along Constitution Avenue.

The ART 55 bus, uh, which is being proposed as a substitute for 3Y which is proposed to be eliminated is not a good option or substitute. First of all, it's a poorer service, it's definitely not as dependable in keeping schedules. Um, using the 55 also requires a transfer at the Rosslyn Metro station and then riding to Farragut West, and then having a 15-to-20-minute walk downhill to, towards the Constitution Avenue area. The result would be about a 30-minute increase in commute if your office is right on Constitution Avenue.

So, a suggestion I have is maybe just reduce the number of 3Y buses. At one time they ran over ten buses in the morning; I believe it's down to six now. Maybe, uh reduce it further focusing on the most popular times each morning as a substitute. Thank you very much.

Michaela Platzer – ANC 3/4G – Chair

My name is Michaela Platzer, I chair the Advisory Neighborhood Commission, Bus Transit Working Group, ANC 3/4G. I'm here to testify on behalf of the Working Group and express the concerns of many in the broader DC Chevy Chase community located in DC Wards 3 and 4, in upper Northwest DC. This is a community where bus riders once often used Metrobus when service was convenient and frequent.

The proposed Better Bus Network Redesign plan further reduces our already limited Metrobus options and will make it even more difficult for residents to opt for Metrobus transit, something we obviously want. Simply put, this plan starves us of bus service, expanding the already existing bus desert even further. It also means that a significant number of residents where I live, view public transport as "simply not good for them." It's a direct quote from our listserv. If WMATA goes forward with this plan, not only will potential riders in our area abandon the Metrobus because it's been eliminated, potential transit users in DC Chevy Chase, will also be less likely to use Metrorail; they'll simply drive. A strong community is one that has good access to public transit and uses it.

Public Hearing
Speakers' Transcript
Hearing No. 659 – Arlington, VA
June 12, 2024

Our Working Group fully supports WMATA in its efforts to make Metrobus access fast, frequent, reliable and easy to understand as stated on the Discovery Hub's website. These are great goals and our Working Group would like to work with WMATA and DDOT to achieve them. So, my question is, why exclude us? The Better Bus overhaul isn't going to allow my neighborhood to contribute to that effort, and it probably will mean the District will fall well short of several of its goals, including the Mayor's goal of the use of public transit up to 50% of all commuter trips in all Wards by 2032, which by the way is less than a decade away.

Now, what I'd like to do really quickly is just give you a little bit of information about our community, since we're well outside of my community. First, a quarter or more of the residents in Ward Three and Four live in households with no vehicles available to them according to the Census Bureau data from the American Community service. Thus, the need for buses is real. The same survey shows that more than one-fifth of residents in Wards 3 and 4 ride public transportation to get to work, considerably below the 50% goal for all commuters. Most significantly more than a fifth of residents in Wards 3 and 4 are 60 or older. This means bus service can often be a better option than driving a single occupancy vehicle for me and for many of my neighbors. Isolating a growing senior population in their homes is a bad choice for everyone.

Now I'd like to point out some of the potential effects of the May 2024 Revised Better Bus Network redesign on DC Chevy Chase. The 2024 Better Bus Network overhaul would once again widen our bus desert, by reducing, changing, and removing bus stops for the three Metrobus lines currently serving portions of DC Chevy Chase. The three lines most immediate to our neighborhoods are the E4, M4, and L2 slated to become the C83, C85, and C81, and the D70 respectfully.

First the proposal would permanently cancel the E6 route with no replacement in the Better Bus Redesign. The E6 operated for decades between Friendship Heights and the Knollwood Life Plan Community on Oregon Ave. Northwest. This change permanently eliminates direct Metrobus access from the neighborhoods of Barnaby Woods and Hawthorne to the Chevy Chase civic and commercial core, and the Friendship Heights commercial core with its many medical offices and the Friendship Heights Metro stop. In the years prior to the pandemic the E6 averaged about 400 riders per day during the week. Weekend service was terminated years ago never to be reconsidered or returned.

In 2019 WMATA reported an annual ridership for that line of nearly 86,400 passengers. If this plan goes forward as currently proposed we will lose the E6 line forever without a thought by WMATA on how we might be able to maintain our community's direct bus access to the Connecticut Avenue civic and commercial core, along with the Friendship

Public Hearing
Speakers' Transcript
Hearing No. 659 – Arlington, VA
June 12, 2024

Heights Metro Station and other Metrobuses such as the current 31, 33 Route to be changed to the D82 travelling down Wisconsin Avenue to Franklin Square.

WMATA's proposal to replace the E4 route by the C83, a route that had a total ridership of 940,000 passengers in 2023, would negatively affect us in three ways: loss of weekend service; less frequency, with wait times for the bus increased to 30-minute only service at all times, instead of the more desirable ten- to fifteen-minute headways, making the route less useful for riders; a longer walk to catch the bus for many of us, by moving a segment of the E4 to Military Road, which means some riders will have to walk about a mile or at least several blocks more to catch the bus on Military Road from Western Avenue, say, instead of the somewhat closer stops on McKinley Street.

WMATA's proposal to replace the M4 in our section of Chevy Chase by line C85, which had a ridership of more than 200,000 passengers last year, would negatively affect us in three significant ways: increased wait time to thirty-minute only service at all times during the week, and still no weekend service at all times; eliminating the more frequent intervals of every fifteen minutes that accommodated students and commuters during rush hour. The C85 would not restore any of the current segments of the discontinued E6 route that had once offered service on Oregon Avenue, Western Avenue, Broad Branch Road, McKinley Street, returning to Western Avenue, terminating at Friendship Heights. No weekend service on the C85 combined with the elimination of E4 weekend service in the new C83 route means the residents of DC, I'm almost done, DC Chevy Chase would lose all weekend service, isolating us from public transit from Friday night to Monday morning.

Bottom line the proposed replacement bus lines for the current E4 and M4 routes offer less than optimal bus transit service to riders with a frequency of 15 minutes or less. Nor do we have daily service anymore, which taken together makes bus transit an unpopular choice for most area residents. As I asked earlier why exclude us from bus transit and why not offer some improvements on these routes as promised by the Better Bus Network vision?

On a more positive note, the L2 to be replaced by D70 on Connecticut Ave. appears to allow for a quicker trip to Dupont Circle and K St., notwithstanding traffic-related delays. Because this major artery often congested at peak travel times, WMATA should be considering a bus lane or other options to expedite the bus. We're asking them instead of starving our neighborhood to bus transit and expanding the bus desert, local neighborhood bus routes that also serve riders who live in a single-family home like ours should be kept in place for the public good and to feed the larger bus routes. The cost can be offset by the most heavily traveled routes like the L2, or they have readily used 30 lines that carry more than 1,000,000 passengers every year.

Public Hearing
Speakers' Transcript
Hearing No. 659 – Arlington, VA
June 12, 2024

Surely WMATA recognizes that neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut Avenue, Wisconsin Avenue and offer our residents access to bus stops such as Tenley and, until 2020, Friendship Heights via the E6. These routes should be preserved as they are in essential part of this of the District's multimodal transportation system and they meet WMATA's Better Bus objective of improved frequency, better connections and maybe one day, for us, longer operating hours.

Thank you for your time and kind consideration this afternoon and thank you so much for letting me go well over my time I appreciate it, but I got it all out.

Public Hearing
Speakers' Transcript
Hearing No. 660- Virtual
June 18, 2024

1. John Axne – District of Columbia

Good morning. Thanks for allowing me to be part of this discussion. I'm a frequent Metro train customer, and ride the 96 bus to get to doctor's offices and stuff downtown, but I appreciate taking input from the public on the bus service in DC.

I live here along a stretch of 18th Street Southeast between East Capitol and Independence Avenue and since the increase of buses here – which I'm all for – the issue is 18th Street stretch between East Capitol Street and Independence Avenue: it has several speed humps along it and is not really intended for a bus route. We're... a lot of the the residents here have complained why it's not continuing down 17th Street, where there's no speed humps. Part of the DDOT's regulations in terms of criteria for, for bus routes state that, you know, that streets must not be a primary bus route or truck route for speed humps, you know, having a street speed hump.

It's a residential street and with the bus service going overnight 24/7 and the B2 route having the CNG buses when they decelerate right by everybody's homes,, it's causing a lot of noise and traffic, it sounds like this over and over every five minutes there are houses and it's penetrating your home, you can't... you hear it in your backyard, several residents can't sleep, they're have put cotton in their ears at night, so something that, something you might have overlooked is the, the effect of noise on residents in this neighborhood, or neighborhoods around DC and something should be taken accounted for, especially for streets that have speed humps like this.

I've actually come up 18th Street to get into Capitol Street and I can't even exit without it two buses trying to turn down this small residential street, strip here, so there's several solutions that might be considered: either 17th Street overnight, continuing, have the buses go down there instead of 18th Street, or converting and getting more electric buses down 18th Street, but we've seen this increase and many times the B2 buses are back-to-back, the second bus is empty and we're wondering why is all this traffic coming down... So is that...can everybody hear me okay?

But,that's basically my testimony on the noise pollution that some of these buses are causing on some of these residential streets with speed humps, and if there could be a solution to go down 17th Street would be more a lot more efficient.

2. Ann Mladinov – District of Columbia – ANC 3A05

My name is Ann Mladinov, you got that pronunciation beautifully. I live in the District of Columbia. I'm ANC Commissioner in 3A05, Cathedral Heights, but I'm speaking as an individual today because our meeting is tonight. Thank you very much for the opportunity to comment. My background is transportation planning, so I appreciate all the work required to put together proposal of this magnitude and take into account the thousands of comments.

Since the preliminary map a year ago, the new maps respond to a lot of our requests. We know the purpose of Better Bus is to provide more effective, efficient, reliable bus service to carry more people in the future and that's very positive. We have to make more trips by transit to meet energy and climate change goals. Our focus is on trying to make Better Bus better.

My area is just west of the intersection of Massachusetts Avenue and Wisconsin. We are highly dependent on buses for our transit service, because the nearest Metrorail station is a 20-minute walk. The buses currently serving my ANC are the 31 and 33 on Wisconsin Avenue and N2, N4 and N6 on Massachusetts Avenue, D2 from interior of Glover Park to Dupont Circle and 96 from Tenleytown to Woodley Park onto Union Station and Capitol Heights.

I'm concerned that the Wisconsin Avenue line would shift to ending at Franklin Square, and no longer get people to Federal Triangle, Archives, or the National Mall. That is a major loss for many of our commuters and people heading to the mall and museum area.

The proposed C55 would continue bus service from Tenleytown to Woodley Park on Woodley Road, but the C55 would not get to Union Station or Capitol Hill and beyond - it would terminate in LeDroit Park at Howard University Hospital, so we're pursuing that with our constituents to get their comments.

The revised Network map would link parts of Glover Park and Dupont Circle, but no bus would serve interior Glover Park. The preliminary network map maintained bus service to west Glover Park around Stoddard Elementary School now served by the D2, but 20 blocks would be left without service in an area with higher density than any other part of Ward 3, lower household income, high portions of people with disabilities, and the highest transit propensity of the entire Ward according to your market assessment. And it is hilly, it's not practical to ask seniors and anyone with packages or children to walk half a mile to a bus stop. D buses previously ran every six or seven minutes in morning peak and they were full. We're still getting back to that but we need good bus service or people will not use it.

Public Hearing
Speakers' Transcript
Hearing No. 660- Virtual
June 18, 2024

The replacement D96 route would combine part of the D2 with the N2 and -4 but it would only run every 20 minutes in morning peak, half the current frequency, and Glover Park would be in the middle of a long route starting in Bethesda. By the time the bus got to Glover Park there is concern whether there would be room for more passengers.

Another loop in my area would also lose service in the revised map, that's the Idaho Avenue - Cathedral Avenue loop currently on the N2 and N6 have similar concerns there and I'm submitting written testimony to cover that.

I also want to mention the Circulator briefly. The revised Network map was developed before the district decided to stop operating the DC Circulator. WMATA now is planning separate meetings on how to incorporate those routes in the Better Bus plan. It is not acceptable that plans for refiguring such a major share of DC bus service would be made without public comment. I urge the board to open a review in the fall with the Circulator. Thank you.

3. Tony Codinas – District of Columbia

Hello, I'm Tony Codinas. I'm a resident of Washington DC in the neighborhood of Bloomingdale, and I welcome the opportunity to testify.

My concern is the bus line C55 as proposed going along First Street Northwest. First Street Northwest is the only viable bike route in, through Bloomingdale and connecting to the new Reservoir Park up on First Street. All the other north/south bike routes in the neighborhood are impractical... impracticable. North Capital Street is not a bike-friendly Street at all – it's a highway. Second Street goes from Florida Avenue to the south to.. and doesn't connect with, the north on, on the Reservoir Park. And First Street, as it currently is it's already a shared road between bikes and cars. It's a narrow street and it's difficult to imagine also have, sharing the road, in addition of with the multiple cars, the ambulances is going to the hospital, in addition sharing the road with busses.

I'm a biker, my family is car-free, we rely on bikes, and we rely on public transportation to move around the city. We welcome a lot of the proposals in this plan, but taking away the only viable bike street in my neighborhood would be a huge impact to my livelihood, to my ability to commute, to my ability to be safe in the street. This is my particular concern and my foremost concern, my ability to bike on First Street, sharing the road with busses on the C55 line, and cars.

Other neighbors though, have a lot more concerns. There is people whose houses are fragile on First Street; they are very close to the road. The vibrations of buses that exceed the weight limit on First Street Northwest, have, these neighbors have a lot of concerns that their houses are going to suffer structural damage. Also, the noise and the particle pollution from buses on a narrow Street like First Street, it's a huge concern.

Public Hearing
Speakers' Transcript
Hearing No. 660- Virtual
June 18, 2024

I strongly, I strongly ask the WMATA and the and the project team to reconsider this route, and to consider other alternatives like North Capital Street which is already a street with high density of cars, it can accommodate buses and it, it would not impact cyclist, pedestrians, and the community as the current proposed C55 route would along First Street. Thank you.

4. Ash Upreti – District of Columbia

Hi, I'm, I'm Ash Upreti, thanks for, for having me this morning. I am also a resident of Bloomingdale and I'm here to oppose the proposed C55 route, as I think it would damage our comparatively fragile road and thereby structurally damage our historic four-story homes.

First Street Northwest has a history of sinkholes, and flooding, and was subject to a multi-year project by DC Water to try and address those issues. During that project DC Water froze the ground from V Street to just south of Michigan Avenue, and the ground following that is thawing and still shifting as evidenced by buckling that can be seen probably most prominently at the intersection of First and V Street. On top of that ground shifting, the homes are actually taller than most homes, being mostly four-story , some three-story kind of homes and they've experienced, numerous neighbors have experienced cracks in their homes, and in their retaining walls as a result of that road movement.

Because of all this, there is a through truck capacity limitation of 1¼ tons posted on the corner of First Street and Rhode Island, and that for context, that equates to around the size of a a large pickup truck. Buses are much heavier than that and running them continuously down this narrow street will exacerbate the already existing ground movement and damage our historic homes.

As Tony mentioned, First Street was a so the only main viable north-south bike route through the neighborhood. As evidenced by the, the couple of, there's at least two Capital Bike Share stations along First Street, along that proposed route. And running buses down it would endanger cyclists. It's a very pedestrian friendly street, which is part of the character of the neighborhood, and we have a lot of young children, with elderly folks, with people walking their dogs; having to navigate around buses is not something that the community wants.

And an added aspect to think about is, is the, the McMillan Reservoir that's being, district that's being built. The accessible entrance to that is on North Capital Street, not on First Street, and so running the bus down First Street would deny folks who need that accessibility access to the route. Rerouting it through, down North Capital would make much more sense and is what the community by and large wants.

Public Hearing
Speakers' Transcript
Hearing No. 660- Virtual
June 18, 2024

Despite the, those descriptions of community outreach that we heard at the, at the outset of this meeting, I will note that the Bloomingdale Community Association just found out about the proposed C55 route last week. There was no engagement with the association by this agency or, or others. I'm not speaking here on behalf of of that Association, but I will say there's a unanimous vote against the route last night.

Given the timelines for ANC votes, for other things that may not actually line up with the July 15th deadline, I strongly encourage WMATA to extend that deadline to allow proper community engagement on some of these niche. unique issues um that impact us. Though we may be broadly supportive of a overhaul, comprehensive kind of, look at DC's public transportation, the First Street corridor is one with you... *(requested to wrap up comments/past time allowed)* Thank you.

1. Rajan Sedalia

Hi there. My name is Rajan Sedalia, and my focus is going to be on the proposed elimination of the V4, which is east of the river. My main concern is that, if the V4 is eliminated, it will require riders to take two buses to cross the river west. Currently the V4 goes directly to Potomac, the Orange Line, Potomac Avenue station and Navy Yard Green Line. Those are very common routes most of us travel into DC and then out of DC.

So, the, the need for the central part of Wards 7 and 8, that pocket is great, because there is a four mile difference between Minnesota Avenue Station and Anacostia Station, and under the new proposals you are asking, a good chunk of, of that population to go north and backwards if they're, if they're wanting to go into DC downtown etc. To go north and backwards, backwards, transfer to a train and then go, head, head west or travel all the way down to Anacostia station and then head, head west. And you can Google this, you know, traveling between Minnesota and Anacostia by bus, it is slower than...it's about, you know, thirty-plus minutes. It's four miles. It's slower than taking the train into Metro, into L'Enfant, and then heading back, back East.

So again, V4 elimination is my main concern, because it's either going to force the central part of East of the River population to go north and backwards and into DC, or all the way down to Anacostia, and, and then onwards DC, or take two buses to cross the river. That is just not very realistic as far as it, for folks that need to be at certain places at certain times. That's pretty much it. Thank you.

2. Ethan Abelman

Hi there. This is Ethan Abelman from DC, and I've already commented on a lot of specific routes using the online tool, so today I just wanted to comment more generally on the bus system's relationship to Metrorail. I live in LeDroit Park without a car, and I'm under a ten-minute walk to the Shaw Metro station. Why then do I use the bus more than the train? Because buses are usually more direct and more convenient than Metrorail for where I want to go. Metrorail often requires an out of the way downtown transfer, and it doesn't help that it's also pricier.

In reviewing proposed routes and talking to bus planners, it sounds like WMATA wants to streamline its resources to better connect riders with Metro stations. This is laudable in theory, but in practice, proposed service changes can deprioritize routes serving areas with Metro station coverage in favor of forcing transfers to rail.

In browsing comments on the proposed network, I've seen this pattern play out several times. Neighborhoods like Capitol Hill, Navy Yard, Petworth, Takoma, further east on

Rhode Island Ave., they're lamenting a lack of prioritization and routes terminating at Metro stations.

Don't get me wrong, Metrorail is a critical part of why I decided to live here, and it's incredibly important for me. But look at ridership. The biggest ridership you have on all of your routes, the highest ridership routes you have all serve a lot of Metro stations. Take the 52 and 54, which serves right here, that I believe last time I looked at your client performance report is your highest ridership line.

If you are in Columbia Heights and you go downtown, you don't take Metro, you take 52, 54. So, for areas like, so for, for areas like this, where there's a lot of car free residents, if you're wondering if you're wondering why there's so much ridership, that's why. And as you prioritize investments, I'd appreciate if you kept this in mind. Thanks so much.

3. Alex Mendelson

Hello, my name is Alex Mendelson, and I'm representing myself. I'm a high school student in Arlington County and Metrobus is vital in helping me and my peers within my community. I'm here today to talk about the proposed 2025 bus network as part of the Better Bus Network Redesign. I'm an enthusiastic supporter of the proposed redesign, but I would like to highlight a few areas that might further improve bus service in Virginia.

First, I want to discuss the A27 route or 7A, which is the 7A. Many people in the Community have expressed concern regarding peak period capacity under the new proposal of thirty-minute frequencies. To address this issue, I suggest WMATA add a short turn at Southern Towers to provide fifteen-minute frequencies between Southern Towers and the Pentagon during rush hour, or adjust the A 29 routes to serve N. Fairlington.

Second, I want to focus on weekend service in the Shirlington area. In order to prevent long wait times when Arlington Transit Route 72 is not running, routes A12 and A71 need to have adequately spaced-out trips between Ballston and Shirlington. Another concern here is about, about access to Shirlington, is on weekend evenings. Service on routes A27, A71 and F66 all end at 8:00 PM. on weekends, resulting in a drastic decrease in service at that time. WMATA might want to consider extending weekend service hours on these three routes to preserve access to Shirlington on weekend evenings, especially on Saturday.

Third, I want to discuss the frequency of routes A11, A71, A76, and F66. They all decrease from thirty-minute headways on Saturday to sixty-minute headways on Sunday. Hourly buses are very, very difficult to plan around, so I would like WMATA to consider improving

Sunday frequency on these routes to provide more consistent service across the weekend.

Fourth, I want to look into the frequency of route F50. Well, I'm thrilled to see an increase in frequency on weekdays, this route also needs better service on weekends. To do this, I propose terminating F50 at Dunn Loring station instead of Vienna on weekends. And use the recovered service hours to increase the weekend, weekend frequency to every thirty minutes. Fairfax Connector Route 672 will provide thirty-minute frequencies on the same route as the F50, as the discontinued F50 service under this proposal, so time at a timed transfer can ensure service is maintained.

5th I want to talk about some minor routing ideas for A71 and F29. I proposed that the A71 go through the North Fairlington neighborhood instead of Quaker Lanes access the South Fairlington neighborhood, which will increase connectivity. Also, the F29 could utilize the Edsall Rd. Interstate exit to access Interstate 395 instead of using Little River Turnpike. This change will speed up the route and increase reliability by allowing it to increase, thereby allowing it to access the express lanes faster.

Last but not least, I want to encourage WMATA to pursue more aggressive stop consolidation efforts. This project is a great opportunity to increase stop spacing and the efficiency of bus routes to match that of world class systems in Europe and Asia. This could also coincide with an expansion of the Courtesy Stop program to persons with disabilities during all hours of the day on select routes. Thank you for the opportunity to speak today, and I hope you take my ideas into consideration.

4. Douglas Stallworth

Good afternoon. My name is Douglas Stallworth, I'm a retired WMATA and DDOT transportation planner. OK, as part of the proposed Better Bus 2025 program I would like to testify in support of service improvements on the Metrobus U St.-Garfield Line, Routes 90-92.

In March 2011, a WMATA priority corridor study of the 90s line was completed and recommended implementation of a new limited-stop bus, a MetroExtra Route 99 as part of, of as part of this line. The service was proposed to operate and cost as follows: a bidirectional, two-way limited-stop service with eighteen stops between Anacostia and the Dupont Circle Metro station. Initially, it would be weekday- only rush hour service operating only between 6-9 a.m. and 3:30, and, and 3:30 a.m. every fifteen minutes. Cost would be \$1.2 million annually, and the benefits associated with this proposed service included time savings of fifteen to twenty percent over the, over the local service, serves high-ridership bus stops along the 90s line and connects with five Metrorail stations. It

provides Anacostia residents with faster and more reliable crosstown bus service to existing employment opportunities in Northeast and Northwest Washington. It serves new development projects along the U Street, Florida Ave. at Union Market, Bloomingdale, Eckington and 8th St. on Capitol Hill. It allows DC students to arrive at schools along the route on, on time, due to the faster limited-stop bus service. It provides a direct bus connection between the U Street corridor and Dupont Circle. And it provides, it would provide a faster crosstown transfer connection to the radial limited-stop routes currently operating on 16th Street, the S9, 14th Street, the 59, Georgia Ave./7th St., 79 and H Street, X9.

After the study was completed implementation of the service was endorsed by Ward 1 council member, Nadeau and ANC1B. If additional funding is not currently available to implement this service as part of the Better Bus network, the current service on the 90s line could be modified to include a limited-stop component with existing resources. Thank you for the opportunity to comment on the proposed Better Bus network.

5. Wade Henderson

Good afternoon. My name is Wade Henderson. I'm a long-time resident of the Bloomingdale neighborhood in Washington. I've lived in my home for forty-six years. I'm here to express my concern and in fact, opposition, to the proposed C55 bus route, which goes from Tenleytown, culminates in Bloomingdale on Bryant St. Northwest. I have in fact, I oppose this project for several reasons and will in fact, unless it's changed, encourage my fellow Bloomingdale residents to do the same.

Now this is one of two public hearings that have been held in Washington, DC. As I understand it, the first was at the Rhode Island Metro station last week, although that was billed largely as a meet and greet. This is the only public hearing, to my knowledge that's been held in Washington.

The Bloomingdale neighborhood, which is directly impacted by the proposed changes, with C55, has not been addressed, either by way of the Bloomingdale Civic Association or by way of our ANC, and there is a real concern that the transparency which is required for a project of this magnitude has not been satisfied. While I appreciate what has been done today, and your staff has been wonderful, but the truth is, this does not constitute meaningful transparency and I would encourage you to go back and revisit this question and make it a point to visit the Bloomingdale Civic Association and the local ANC to hear our concerns.

Public Hearing
Speakers' Transcript
Hearing No. 661 – Columbia Heights, DC
June 20, 2024

Now, there is also a substantive issue; so this is process and this substance. From a substance standpoint, the use of First Street. NW as your main vehicle both for ingress and egress into that part of the city is both by, or a, a problem for public safety, it devalues the interest of our homes, and it affects the character of the community.

But let me say, I don't know if you're aware of it, but at McMillan Reservoir, there is a new development taking place and they have just dedicated a park, Reservoir Park on Saturday. There will be thousands of new residents in that community, in an area that is already stressed for a lack of adequate parking, we have a parking on both sides of our street. A bus route coming up and down First St. simultaneously will cost us many significant parking spaces that we can't afford to give up. And the absence of meaningful efforts to address the calming needs for the community at various corners there've been lots of accidents, I encourage you to take this into account.

Madame Chair, I'm going to ask for a brief extension of time and I'll wrap up my comments if that's ok...

OK, so, let me say that the addition of thousands of new residents in that part of town, with an already congested and narrow First Street, is a woefully inadequate plan for the nature of the problem that exists. And so, I have to say, I encourage you to revisit this.

In addition, we have a weight requirement on First St. NW. It is either been waived or ignored to accommodate the massive trucks going to the project at McMillan Reservoir. We understand that, but the truth is a bus will add significantly to the weight requirement of the street, First St. NW and is in violation of city requirements. So, we encourage you to take a look at that.

Now thirdly, the Water Department has drilled a major access to storm drains under First Street, it runs from Michigan Avenue to Rhode Island Avenue It has already had a deleterious effect on the homes on 1st St. and their value; our homes are over a hundred years old, my home is a hundred and twenty years old. The major traffic that goes up and down the. Street has brought damage to the home that is uncompensated, and we have to address those issues. All of that comes into play, the pedestrian impact, and the impact of persons with disabilities is going to be significant.

Now there is an alternative route that I'd encourage you to consider. Rather than turning up First St. go to North Capitol Street, make a left turn at North Capitol, go to Michigan Avenue, make a left turn at Michigan Avenue, and go to Fourth St. NW and come down Fourth St. on the same route that the G2 bus, which is being eliminated, would accommodate. That is an easy way to address at least one aspect of the problem, so I encourage you to consider all these factors, but I had said I asked for...

I would simply say under the current circumstance, I would encourage you to rethink this. The truth is there has not been sufficient substance given to the considerations which I've outlined this afternoon, and until that's done, I and my neighbors are going to have to formally oppose this process and encourage our City Council members, Zachary Parker, our ANC representative Kevin Rapp, and Kenyan McDuffie, the At-Large Council Member who lives just across the street from the McMillan Project, encourage, all of them to do what can to persuade your board to reconsider this proposal.

6. Barbara Silberstein

My name is Barbara Silberstein, I'm here to discuss the elimination of 42 and 43 bus. For many of us that live up in the 16th Street corridor, and work down in the Foggy Bottom area, the S1 bus was our bus. When that was eliminated during COVID, it impacted many of us because we no longer had a direct route to get from the Foggy Bottom area up through 16th Street.

Many of us then started taking the 42 and 43, which we understand now is going to be eliminated. When the S1 bus stopped, it meant many of us had to take two buses, the 42 and 43 up to here, and then, like the S9 or S2, further up 16th Street. This added twenty to thirty minutes to my commute during rush hour because when you have to change to a second bus, even though the bus schedule says the buses run every five minutes, they don't, they get compressed during rush hour traffic, so often times five buses go by in a minute and then you have to wait seventeen to twenty minutes. So, it's become a much longer commute for many of us who come and live up this way and work down there.

I understand, now, that there's going to be, in order to get from the Foggy Bottom area up to Columbia Heights, you're going to have to take a bus and then transfer, I think around Farragut West and then take another bus. Having to do that just adds a lot, so there's no longer a direct way to get from that part of town up to here.

I know the Mayor wants government workers back in the office, but if there's no transportation, we can't get to work and I don't understand why it now takes me 90 minutes to go four miles, which is what my commute is now having to take two buses.

I'm a huge public transportation fan. I think it's, it's a great equalizer for cities, when everybody takes public transportation, and to have now elimination of key bus routes makes it worse, it doesn't make it better. Thank you.

7. Cheryl Cort

Good afternoon, my name is Cheryl Cort, I'm with the Coalition for Smarter Growth. We work in the Washington DC region promoting inclusive, transit-oriented, walkable communities, and we're here to express our support for this effort by WMATA to rationalize service and make the most of limited resources, to, to add midday service, and rebalance bus stops, so that we can speed service, while also, we ask that we be careful to address access concerns of people who are seniors or people with disabilities.

We appreciate that that that WMATA has been responsive to input. I know, actually, a route that I was concerned about that was revised, related to input that you received you received from the community, including myself. And, we and then, we just want to say that we ask that WMATA and the board really continue to support working with partners like DC's Bus Priority Program, which is really delivering a lot of important improvements, and to encourage, and then also Montgomery County's BRT program, and to continue to work with local governments to improve running way improvements, and, and, and passenger facilities along, along with the, the improvements in in the bus service. So, thank you.

8. Patrick Host

Hello, my name is Patrick Host; I live at 14th and Randolph Northwest. I'm here today to urge you to preserve the bus 59 route. Ever since that's been instituted within the last couple of years, it's become an essential bus route for people up and down the 14th Street corridor. Not only does it allow us to get downtown fast, but it also allows us to get uptown towards Takoma in a good pace as well. I remember the days when we didn't have the 59 route, and, we were stuck taking 52 and 54, which are perfectly serviceable, but they are inferior to the 59 route.

Lastly, I would like to encourage Metro to institute all, all-door boarding faster than it is. I remember last year they announced that they were going to do all-door boarding, and I've seen the new bus, new fare machines trickle in on some of the buses. But it seems like the agency does not have the urgency, or the interest, to accelerate all-door boarding. This would improve headways and service along critical bus lines and basically every bus line. I really hope the agency would take this into consideration and to give this your full attention and forethought to get this done. Thank you.

9. Oris Rintala

Hi, my name is Oris Rintala. So, I lived in DC two years ago for five years, and I moved away and then I just came back a month ago. So, and I am an avid rider of the Metro and

Public Hearing
Speakers' Transcript
Hearing No. 661 – Columbia Heights, DC
June 20, 2024

bus before, and then coming back have my unlimited pass and all that good stuff, so I started riding.

So, I was very surprised, and a bit concerned of some of the change some changes that I saw, since two years ago. So, one of them I noticed was the buses, so I guess these are newer buses, and there are no windows to open. There's just there, the bus driver has a little window next to the driver's seat, and then I think there's a hatch up on the top. So, I was really surprised because I know before, if something happened with the air conditioning, you know, you could always open the windows. Now, if something goes down, then there is no way to cool the bus or anything like that. So, I was really surprised about that.

So, so the next thing I wanted, that was very new to me was, were the security, the special police that they have in the metros now. So that was new, and I understand and I actually spoke to one of the police officers there and he explained that it's only been like, since a year ago that they, they, they brought these special police in so. But my question is,, and and it's great that they have this now, because my understanding is that they're just, I guess things were happening in the Metro and they needed additional people walking and, and addressing these, these things that were happening in the Metro, so, so that was great to see that.

However, I was very curious about the new gates that have come up in certain areas of the Metro; higher gates. However, I was a bit confused because people are still jumping those. So, I don't know what the purpose or reason for those are. I don't know, but people are still going through. So, yah even though it states that it'll be, you know, people will be prosecuted if they break, break those but, I don't know what, what the purpose of it is, and again I'm, I'm new coming back, so just trying to catch up with all these new things that are happening.

So, the other thing that I would love to see is, or you know for consideration, some of the bus stops do not have those written out schedules. That is so helpful, because, if your phone dies, you don't have anything to go by to, you know, to look at and especially if it's really hot, like now, we're, you know, we're in the summer. So, it's just very helpful, because I've also, if, if somebody could go around and actually, you know, see these are posted, but also because there's the plastic, some people have vandalized them and they are... you can't even see it, they're scratched out you can't even see it. So, it's not, it's not helpful if you're just if you're arriving and you don't have anything to go by. So, just considering even people that don't have phones or, you know, just in general.

But, and again I know that what I have read about Metro, they're very also focused on the customer experience. So, as residents that are, you know, riding the buses or the metros,

it's that's super important for me. I come from a hospitality background, so customer service is always key, and I know, you know, Metro has always said even the the little saying that says, you know, "If you see something, say something." However, and in the past I have seen something and said something, but then nothing is done. So, I know people are limited because they're afraid of consequences and things that may happen, but then what is the solution for this? Because then people don't say something and when I was new to DC it seemed a lot of people were afraid to say something. So, I would say something, but then they would respond, you know, the management will respond as well, we really can't do anything. And that was it.

10. Therese Hammett

I've never done this before, I'm no good at this type of stuff, but I'm doing this because I feel like I need to say something...

Anyway, I work at the National Archives in College Park, that's called Archives II, that's extension from Archives I, where I worked before, and they moved out there. That building was built and opened October of '93 on free land from Maryland University. And when they got free land, they were promised good public transportation. They are now getting ready to give us zero public transportation.

They have the bus, we had two buses up till 2016, we had the one called the R3 and the R3 was, they tried to eliminate for a long time, but they finally did in 2016. So, we were left with the C8 bus that comes from, what used to be called White Flint, now it's North Bethesda, and goes to College Park. And it's very long route, is my understanding it's like over an hour or so. That's part of the reason for why it gets so badly off schedule and, and very various things.

But something that's happened since I came back, I was off the bus for all the time, the main time that was closed from COVID, so it was about two years for me. So I came back March of '22; that's when they started bringing more people back from teleworking and some of the teleworking has continued more than was ever allowed before, but I don't I don't think it's, it's nowhere near like some other, I'm going to use it as an example, the FDA is also on our bus route and they have 100% remote, quite a bit because of, they actually got rid of people's desks and everything to make it really, you know, that they were going to do it that way. But anyway, so they don't need the bus anymore. So, I'm not speaking for them. They're on New Hampshire Avenue. Their part is being cut out, too.

They, they keep grouping us kind of together because both places they have to turn in off the road to service, so they have to, we have like a circle in front of the building and they have to go past the guard, show their ID at the gate thing, and go up and turn around and

come back out. So, anyway, it's, it's similar to FDA, but they, like I said, they have other things that they have, a shuttle, they run to five Metro stations and they run between 6:00 AM and 9:00 PM. So, they they're kind of covered. We're not, we don't, we have, we have a shuttle. Our shuttle connects, I just have to finish a little bit, our, our shuttle connects the two buildings from downtown to College Park, and it's 45 minutes regular traffic. They have to come through DC. There's protests or all kinds of any event things they can have problems. They're not meant for getting people back and forth in place of our good public transportation.

... I can do it in just one sentence because this I've run past the people in there, he told me what I need to suggest pretty much. After I went round and round and round, he said the best you can do is just suggest that you need coverage to the Archives II building on Adelphi road from College Park or Greenbelt Station, because that train from Baltimore that people get, comes in there and that's the main request I want to make.

11. Squirrel Walsh

Hello, my name is Squirrel Walsh, and I am also an employee at the National Archives. A coincidence, yes. And so actually, it's a thing, I just moved here two months ago from central New Jersey where I was forced to drive a car every day. And one of the reasons why I chose this job is specifically because I wanted to take transit. But as my colleague has previously mentioned, the C8 is being eliminated entirely, and it's a one-mile bike ride, walk, whatever kind of thing, that it's not accessible anymore to any of us to do that, and I would be forced to drive every day from here.

I live in this neighborhood. I chose to move to this neighborhood because of the transit, and I think I might not have taken this job honestly, and I don't have a choice. I have to come in every day. I'm part of the new team that's exploded, that digitizes things, and they don't let us take the documents home with us. So, therefore, I have to come in every day, and actually go and do it.

Some of it, what I'm concerned about this route and your choice to eliminate it is because of things that I've observed in terms of the accurate accounting. I'm not sure exactly how you determine what routes have enough ridership to be worth running, which is a legitimate part of, of doing this work, but some of it, I think that there may be an inaccurate count as to how many people are actually going to and from the National Archives every day. And some of that is because the bus stops at the bus station in College Park and the bus driver often gets off to go to the bathroom or take a break, and we all get on without necessarily, like, tipping our cards or it doesn't always read correctly. So, I suspect that they're inaccurate numbers as to what the actual readership, ridership is of that line.

So, that's all I have to say. Please bring back the C8, or I will be forced to drive every day and that kind of sucks. Thanks.

12. Jake Goodman

Good evening. My name is Jake Goodman. I'm on the board of the Action Committee for Transit, and I am also a UN Sustainable Development Solutions Network, Local Pathways Fellow. And part of my fellowship is to ensure that transit service gets better all throughout this this metro area that I have called home for all my life, pretty much. I was born here in DC, but raised in Rockville, MD and I live not too far from the Q2 and Q4 routes. Currently, in the current plans, from what I've seen, it almost looks like the like there's no sign for improvements to the Q4 or Q2 or Q6 routes. And, it is very disturbing, to say the least, that it might almost seem like I'm, correct me if I'm wrong, but it almost looks like they're going to be eliminated, but you know, people rely on these routes and especially now with the with the Red Line, with the constant Red Line construction every summer, whether it's on one side or the other, we need, you know, we need more efficient bus service down Viers Mill Road, down, Rockville Pike, you know down and....

You know, and while the County Council is doing a good job, is trying to implement its Flash BRT in the RideOn, which is not really a BRT in the sense, because you don't have really dedicated bus right-of--way lanes, which is what you really need to have, full dedicated bus lanes to have a BRT. And that's what really things like that should be. And, you need to have more of this because the Metrobus network doesn't really do a good job in terms of coverage in Montgomery County, and RideOn does not make up for it.

Now, as someone who has been, you know, searching for jobs, you know, in a policy-related field who recently just graduated grad school and is looking for jobs in the DC area, and I'm trying to, you know, ideally work downtown and I can't, and I don't have enough money to move downtown yet. You know, I'm, you know, I'm stuck at home and living in the suburbs with my parents and I'm... and I want to be able to have good mobility to get around, I can't drive, I have a rare vision impairment and I, you know, I speak for all individuals with disabilities here that are probably in the same predicament that, you know, we need to have more effective ways of getting people around.

Yes, we're talking about a better bus network, but it's not really better if we're planning on eliminating routes, we're changing up things. We need to keep the current routes and add new ones and enhance the te current ones.

Twelve-minute frequencies might be acceptable in some areas, but it's not enough; we need to have same frequency as the rails. We need to have also a better rail network, I mean come, and this 24-hour service on some bus lines in DC, needs to be extended to

Maryland and Virginia, because there are people who go out late at night and we've seen drunk driving incidents after drunk driving incidents, and there are certainly a lot of people who would benefit from transportation late at night, rather than having to rely on an overly expensive Uber or something like that. Thank you.

13. Megan Gibbons

Hi. Thanks very much for holding this hearing. I love Metro, and I have taken Metro trains to work now for thirty years. And I, I grew up here actually. I remember when the Metro started, when the Red Line started actually. But, during the pandemic, the E6 line was put on suspension and then disappeared. There was no public hearing about it, so you got no input from the people who depend on the E6, and it was a packed bus, it was packed full of commuters.

Now, since the pandemic, I have driven an hour each way to work. This isn't just about my story, though. Bus service should be available to everyone in DC. Connecting residents to public transportation is an equity issue. It's an older neighborhood that I live in, and many people can't drive after a certain age. I live a mile-and-a-quarter from the metro station, to the Red Line. So, I'm in good shape, but that's a lot, right? In the winter time or when it's raining, or if you have an elderly person, or you have a child with you.. I, I can't do that every time I'm going somewhere. And residents of Ward 3 and 4 depend on, on bus transit just as much as people of in other Wards. Nearly a quarter of Ward 3 residents and about a fifth of Ward 4 residents live in households with no vehicle available to them.

So, the Better Bus network would expand kind of this bus desert that is evolving in Chevy Chase, DC. The E4, the M4 and the L2 are all problematic right now. According to the input from the Better Bus network.

I'm going to jump to the E6 because that's my biggest concern. The E6 reroutes several, the E6 serves vulnerable people from seniors to elementary school children. Public school children rely on the E6 to transport them to Lafayette Elementary School, what we used to be called Wilson, now called Jackson-Reed High School, and Blessed Sacrament High School. Employees that work at several assisted living facilities in that area, also cannot get to work. Knollwood military community is there, Ingleside at Rock Creek and Sunrise Assisted Living right on Connecticut Ave. All of those people have trouble getting to their jobs, and there was no public hearing, so nobody got the chance to stand up and say, I depend on this route to get to my job.

Had it not been for the pandemic, WMATA could not have accomplished this de facto elimination of E6 service without notifying the public and holding a hearing to elicit the

public's view as required by its Compact. Although the Compact does not explicitly address a public health emergency, this should not provide WMATA of refuge from its obligations to the public. Public participation, the public participation requirement is an essential safeguard against service changes that do not meet the public's needs because they were made without the benefit of public input, which is exactly what our community has experienced with the defunding of the E6. I only...I have no more time.

14. Melissa Dilber

Thank you so much. So, my name is Melissa Dilber and I've been in Washington, DC for almost twenty years. I'm sort of a tried-and-true love story with public transit here in DC. I planned my wedding around public, the accessible areas, my children's, the hospital where they were born, where they go to their pediatrician, based on the bus lines near where I live. My oldest, who's now ten, led his school class on a field trip to the auto show at the Convention Center, and he was the only one that knew how to take the train and wasn't afraid and could lead this other group class. We plan our summers and our, our summer activities around where we can go for free. Days off of school my kids and I have a little challenge, sometimes we try to get to as many DC public libraries as we can in one day doing bus, walk, or train, no cars. So, it's truly in the fabric of our lives and we sort of like share that with our communities.

My entire world is centered around a bit of a triangle, I live in Mount Pleasant, I work at the Department of State, shout out to my fellow DOS'er here in the room, so Foggy Bottom, Potomac Park and my kids' school. My parents, who are childcare providers for me, and our other activities are in, like, Wisconsin Ave. near sort of Sidwell and the cathedral. Like I said, that's my whole world, It's that triangle. Every day, every weekend, evenings, weekends, summers.

The 42, 43 became my entire world, especially when the H1, L1, S1 buses were removed during the pandemic, to get to and from work. When the 42,43 expanded to Potomac Park and the Kennedy Center, life just exploded and got so much better for me. We became Kennedy Center subscribers; we're there all the time. I no longer have to have an extra twenty to forty minutes waiting to transfer at K St. or somewhere else, I'm not waiting for the S1 or the 80 bus, it made everything so smooth and then the H buses, the crosstown buses, to get to Hearst Rec pool, or to the cathedral, where I sing in a choir, or to my parents' house when they're, like, letting my kids sleep over. Like I said to my whole world.

So the change of the 42 to the now-shortened route and the limited edition, in addition to the already sort of gone routes that serve Potomac Park and the Kennedy Center area, are a huge loss for me for my children, for my colleagues.

We've got a community member at work at the Department of State of about four thousand employees, and we have a little section where us fellow bicycle commuters and public transit commuters are actively chatting and trying to support each other and reach out to Metro about how we can continue to talk about the needs for that.

I will also say from the federal government employee perspective, we are now under a sort of return-to-work mandate. I know bureaucracies move really slowly, so part of my worry is, is this new plan, looking at 2020 to 2023 data and not the '24 and onward, "we've got to go back into the office data." Thank you.

15. John May

I'm a resident of First St. Northwest, and I'm here in opposition, to I think they're calling it C55. My concerns are that the weight of buses going up and down First Street over time, will do damage to houses that are well over, most of them are over a hundred years old. We also see FedEx trucks, UPS trucks that right now are blocking the traffic. So, we're going to see a UPS truck and we're going to see a bus waiting for the UPS to make their deliveries, OK.

McMillan is being done right now. We don't really, really know what the impact of traffic's going to be over there, OK? So. Oh, naturally, emergency vehicles still use First Street, so we can see FedEx Trucks, emergency vehicles and Metrobuses. And then, of course, the people who drive who live in that neighborhood.

So, like I said, I'm here just to express opposition for that, and I can see that there's potential damage to the houses that's along First Street, given the vibration that buses cause. We've already seen that happen with dump trucks, where the vibration has impacted it. When they were doing the water project, they took film, they came around and took pictures inside, so that if damage was done, we would all have it documented. Some people, some people had to put in, some houses, like one or two houses. I think they had to buy, because of the damage that was done during the, during the construction. So, I don't know how y'all would cover that, perhaps a surety bond that would ensure that people, if they get damaged to their house, they can be compensated. OK.

16. York Chow

Hi, I'm York. My husband and I live around the corner. We live right next to the Columbia Heights Metro station. We moved here roughly about a year ago. My husband teaches at George Washington University. We, and we moved to that location primarily because of the 42,43. It makes it very easy for him to get to work, and it it's something that we rely on. We normally take it to go to destinations like Adams Morgan, Dupont Circle. We just

kind of revolve around that line so frequently Monday through Sunday and to see that it is, and he's also in the arts, and so he regularly also goes to the Kennedy Center, he just performed there last weekend, and very proud of him, and it's one of those things where any, the idea that those any line that could be running around there would be cut around Farragut North of the Farragut crossing area, it would be a huge detriment to our lives. I just want to really emphasize that we have, we like, just resigned our lease, and so it was just like one of those things was like, oh, wow, if this really impacts... we're going to try to have to like finagle a few things, but....

And so, and the other thing that I wanted to note was that we also because we're on Irving and 14th St. we also rely a lot on the 52, 54, 59 right, and the 59, the idea of that express route being closed on, on not being discontinued on 14th Street is also a hindrance, especially since the Circulators are scheduled to end in May 2025. And so, the idea of not having a Circulator run down 14th Street, and not having an express bus run down 14th Street anymore will be a big problem. I think that this might have been, may have not been released in the same timing that the Circulator decision was made, and so we are just, it just, like... imagine my commute on the 52, 54 in the morning just to be a lot worse, and a lot more rough. That's it, I yield my time.

17. Cosimos Cendo

Hello. My primary concern right now is the elimination of the W5 bus route, which serves Southwest DC. I'm currently an employee of Naval Research Laboratory and myself and many other employees use that bus route to commute from Anacostia station to NRL; it also services certain entrances to Bolling Air Force Base and DC Water.

In the current proposed network, that route would be replaced with the C27 route, which departs from Congress Heights Metro Station and moves up, and up along sort of the DC-Maryland border along that way. Using that route to commute to Naval Research Lab and DC Water would take a significant, significantly more time than the current route, which only takes about fifteen minutes from the station, and would make commuting unreasonable for many employees, and that's not to mention that the current C27 proposed route doesn't even have a stop at NRL. It does have a stop at DC Water, which is good but not NRL, so we would, myself and the employees I've talked to would very much like to see W5-like service to retain in that area, especially the way the route it takes along South Capitol Street makes it very short commute time from the Anacostia Metro station. And that's the only concern I had the raise here. Thank you.

18. Aysha Cohen

Hi, my name is Aysha Cohen, and I work at UMD College Park, and as the Sustainable Transportation Coordinator there, I just wanted to give a shout out to our commuters that are commuting from very far away, from Laurel, Silver Spring, Gaithersburg, Washington DC, into College Park, there's 55,000 of them.

I was a bit concerned from what I'm seeing so far, and perhaps I'm reading it wrong, but there aren't that many routes that are serving those populations of commuters. Especially with MDOT saying that they're cutting our very last commuter bus, going to I think it's Fredericksburg, and also the Yellow line has been unceremoniously cut. I hope that WMATA comes to our campus to talk with our faculty, staff and students and international students that have to get to different parts of our campus, not only to go to home, but also to go to our research facilities at odd hours. Our shuttle bus service of twenty-one routes can only go so far given funding constraints, so we're really looking to you guys for help.

And, just lastly, as a resident of Washington, DC here in Columbia Heights, I wanted to say that, and as an urban planner, I often hear folks complaining about topography and bus stops and from what I can see it's not a.. I'm not sure if it's a consideration, the amount of slope that people have to climb to get to their destination might prioritize the frequency or placement of your stops and routes to make sure that that hill is accessible. Also, please I think a little bit more about the crosstown between the West End, all the way to Union Station and NOMA.

And lastly, I am hoping that this visionary network or the short-term can help prioritize those of us coming from denser areas like Columbia Heights and other neighborhoods into more nature areas like Rock Creek Park, Scotts Run, Roosevelt Island, Glen Carlyn Run, or park, Cleveland Park, etc. to trails.

And with the last thirty seconds remaining. I wanted to say that I don't think it's in your scope, but please consider some more treatments for our bus shelters. They're a bit sterilized now with Clear Channel, I think restricting what can be done. But it would be great to see if we could have some more shade for shelters and seating. And also some creative placemaking elements so we could get to know our fellow commuters with some books, benches, plants, etc. And very lastly, thank you for this public comment period. Bye.

19. Nicolas Montano

I just want to thank you guys for holding this public comment period, I really appreciate it. I am here, also, I similarly work at the Department of State like several other people here. And I just also wanted to advocate for, kind of, the utility of the 42-43 bus line that really serves as a lifeline. I have so many friends and colleagues, especially at the working level, you know, young people, freshly right out of college, people that have been working at these organizations for years that live in Adams Morgan, Mount Pleasant, Columbia Heights, Kalorama, that depend on these bus lines to get to work and it's not just the State Department, it's the White House, it's the Federal Reserve, it's GW, it's so, so, so many, the GAO is also over there. So, I know that these buses are absolutely a life line for so many of these people in these communities, they're completely packed every single morning.

We recently went to a show at the Kennedy Center, it was packed at 9:30 because of all of the staff that's cleaning there late at night. So, it's people of all different backgrounds of all different socioeconomic needs of the line, the 42 and 43. And right now, it seems like the current plan with that area is kind of being left out a little bit, especially from these areas. Clearly there's a Metro line here in Columbia Heights, but in Adams Morgan, Kalorama, it's not as Metro-accessible. So, the 42, 43 is really important for us. That's really all I have to say, thank you.

20. Runal Patel

Hi. I want to commend WMATA for the improvements and the massive undertaking you're doing in this Better Bus initiative where you're trying to do more with less resources. Like a lot of people who have already spoken today, I work for the Department of State so you can probably guess I'm here to discuss the 42-43.

The main reason I moved to where I currently live in Adams Morgan last year, is because of that bus route, looking at the best way to commute to and from work. The new proposed route obviously stops at H Street, so it leaves that entire Foggy Bottom area, where there's a lot of federal agencies, not just State, without a direct bus line.

You know, I would note that these buses, usually commuting hours are standing room only, sometimes the buses are so full, they have to skip the stops. Driving and parking in the neighborhood is not an option. I know some other people here said I'm going to have to drive, it's going to suck, we, there's no place to drive, there's no place to park there, like we're screwed basically.

I would also note that a lot of times there are tourists on the bus too, who come up from the Mall and use that to, to access downtown DC. So that's another, I guess advantage of that route. But, I think you've heard from a lot of us of how much that would impact our lives, those of us who live in this neighborhood and commute down to that area every day. So, I would ask you to just, you know the city is adding the, the bus lane in Columbia Heights or on Columbia Road and trying to make it a better, easier accessible route. And I would hope that you would, you know, consider the 42 and 43 and how much that adds to those of us who live in this community and our daily commutes. Thanks very much.

21. Dan Hayes

Good evening. I'm Dan Hayes and I'm a resident here in Columbia Heights. Just wanted to say that our ANC 1A transportation group met last night and went through all the proposed routes in this area, and I thought that our chair was going to be here; he was unavoidably detained. He's going to be submitting our comments in writing,

But I did want to speak to all of this. We talked a lot about the route that is replacing the 42 - 43. And one of the suggestions we are making is, instead of having it end up going down Connecticut Ave. and going to L'Enfant Plaza area or to Farragut, that instead go turn around to Dupont Circle and go down New Hampshire Avenue, go through the traffic circle at Washington Circle, which then would help going to GW, and continue down to the Kennedy Center. Which sort of would help make up for the some of that area that was removed by the old S1, and also that might be being impacted as trying to get down to that area, because we noted, noticed that the route that it now is showing going down Connecticut is duplicated, is actually triplicated by lots of other routes, and that that route isn't being covered by anyone and would get also a direction to the Kennedy Center from the north, which is now being eliminated.

So, just things to consider, but you'll be getting something from our committee on a variety of routes that are going through this area. But hopefully this will help some of you as well.

22. Bruno Patel

Hello in fairness, I did think that this was the other thing, so I did not really have comments planned, but... some things I was thinking about as I was leaving the Discovery network was, I think the 90 and 92 replacements, the C something, whatever, I feel like they should probably both end at Woodley Park Metro instead of making people cross the bridge. I know that the Calvert Street bus loop was formerly a trolley loop and, you know, obviously serves great utility to bus drivers in being a rest stop. But it seems to probably offer way more connections to connect over to Metrorail.

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Hearing No. 661 – Columbia Heights, DC
June 20, 2024

I also, speaking of that same corridor, corridor along Florida and U, I think that's probably one of the more useful circumferential routes we have in DC. There's obviously, I think, a lack of transit going east-west especially north of downtown. And so, one you know good way to get around without having to go through downtown seems to be using that bus and it's one that I use personally as a resident of NOMA, trying to get to other parts of the city. And so, I've, I've long thought that, you know, there could be some utility in having an express bus a 90 or C1, whatever it is, X bus to speed up trips along that route. I think that would be something that could be useful.

I think another thing is, I've, you know, been following DC budget hearings, I know that the Circulator is being cut. I think it'd be really great to replace Circulator service, especially the Georgetown to Union Station route. I think that's like 50% of all circulator rides. It's an important route and I would think that's a good place for WMATA to step in, obviously funding dependent.

Let's see, what else? I don't. Yeah, I think let's see. 14th Street express buses, I think that was cut. I think there could be some utility in that, especially just generally with express buses, I think that's a good thing. So that might be something worthwhile to bring back.

And then generally, I don't love the naming scheme. I do think the crosstown versus downtown thing in DC is kind of interesting, and I appreciate the effort that's gone in, especially with the work that's going on with PG county to replace, or to coordinate the routes, and I think that's a great initiative generally across, across the region. But you know, when I look at bus routes, when I filled out the survey for bus nomenclature, one of the things that I thought was most important is it'd be useful to designate in some way the corridor the bus runs on and or the frequency, whether it's 24/7, whatever. And so in a world in which, like the 90-92 is called, the FL1 or something to designate that it runs on Florida, or a bus that runs on U as a U, etcetera, that could be useful. Great. Thanks.

1. David White – District of Columbia

Hello, thank you for this opportunity. My name's David White and I am a resident on Cathedral Avenue Northwest, and I just wanted to talk about the C85 proposed bus line, the C85. My neighbors and I feel like it will adversely affect hundreds of people here along Cathedral Avenue, specifically from the blocks 3800 through 4300. And the route of the C85 going north from Cathedral onto 39th Street will endanger, we think, children arriving and departing from the elementary school the Annunciation Elementary School.

We are in the process of collecting names and sign offs from residents in the many, many buildings in our neighborhood, specifically the Marlin Condominium, Idaho Terrace which is at 3051 Idaho, the Warwick, which is at 305- also 3051, it's actually across the street, Idaho, and the Westchester Buildings, which are across the street. All of us depend on the buses to go to work and for employees of our buildings to come into our area every day. We also use the buses on a regular basis to go to doctor appointments and such.

And the proposed frequency of the C85 is just unacceptable, so we are vigorously opposing the C85 bus route as proposed and we would like to have the N2, the N4 and the N6 lines preserved as they are now. Thank you.

2. Cal Simone – District of Columbia

So, my name is Cal Simone, I am, been the long-term resident of Ward 3 in Rock Creek West, Chevy Chase. I'm a co-chair now of the ANC 3/4G Transportation Committee, and a member of its Bus Transit Working Group. I've been riding the bus since 1961, when I was 10 years old, when the buses were operated by DC Transit.

My first comment is a general one, it seems like your plan is to get people, mainly to get people to and from Metro stations, as if the buses are mainly there to serve the rail system. However, this does not take into account the many people who take their trips using buses only.

Now for my comments pertaining particular road, routes and I'm going to lean heavily on the E4. Still seems even despite a lot of feedback from last year, you still want to move the service off of McKinley Street, east of Connecticut Avenue to Military Road. A number of residents don't like the idea of buses making a turn at the intersection of Connecticut and McKinley, which would make the intersection more dangerous for, for pedestrians. And so, for multiple reasons please do not eliminate McKinley Street Service east of Connecticut Avenue. I have ideas for alternate routings that would avoid 30th Place, if that's the issue, but still maintain the current service on McKinley.

Also, you propose to eliminate stops along the McKinley Street, the 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. Chevy Chase has an inordinately high proportion of seniors, many of whom have to get to medical appointments in Friendship Heights; there are several buildings tall buildings with lots of medical offices. So, having a bus stop at at at the corners they're at makes makes sense, and the the, the buses have to stop at the stop signs anyway, so I can't imagine that it could add more than a minute or two.

One of my suggestions is to run a community bus line that meanders through the streets of Chevy Chase, Barnaby Woods, and Hawthorne, not just a main street like Military Road or Western Avenue, that would take us to our civic core area on Connecticut and McKinley and the Friendship Heights Metro.

The other one I want to talk about is the L8, right. In the proposed plan there would be no easy way to get from the District to Kensington and Wheaton. In the proposed plan it would involve three buses, possibly including a transfer Connecticut Avenue and East-West Highway, not the safest place to cross, and lengthen the trip from, to more than an hour one way. If you happen to live close enough to Military Road instead of McKinley Street.

The M4, there's no service down Nebraska Avenue well that actually that doesn't apply anymore.

Okay, last thing is RideOn's plan does not appear to have been updating to reflect your latest plan, they still show last year's visionary scheme with the routing and numbering scheme in last year's plan.

And I just hope that you all become more responsive to the details, because the devil's are in the details. Unlike many transit systems around the country who have go through painstaking measures to try t,o to integrate the feedback they get. I'll stop there, and thank you very much for allowing me to speak.

3. Mike Litt

Hi, my name is Mike Litt. I am a car-free Metro rider, and the chair of the Sierra Club DC Chapter's Sustainable Transportation Committee. We commend WMATAs commitment to a more frequent, well-connected and faster bus service which is critical to having a climate smart and healthy transportation system here in the DMV. The proposed network, which uses existing resources, is a good step in that direction. Ultimately, dedicated funding will be needed to operate Metro, implement the Visionary Network after the

proposed network, and expand on the Visionary Network to fully meet the needs of our region.

I'll recap our recommendations which are detailed in my written testimony, starting with high frequency service. Metro is continuing to move in the right direction with service improvements by planning to eventually provide at least 30-minute frequency throughout the day for most routes. As MoveDC explains, transit's usefulness and attractiveness to the public, is determined by high-frequency service defined as no more than a five-minute wait for Rail and no more than 10 minutes for buses. This tracks with WMATAs Better Bus Network survey, which found that shorter wait times and on time arrivals are among the most important factors for current and potential customers.

Sierra Club therefore encourages Metro to work towards systemwide high frequency service. Frequency is also a matter of equity, for example, according to the DOE's "Keep Cool DC" story map, some populations, like people of color, and households with limited English proficiency, suffer more impacts of heat than others. Higher-frequency bus service is an important way to mitigate heat exposure and those impacts.

Next, we found potential discrepancies in recent and past materials that suggest the projected increases in trips, and cuts to GHG emissions, with the Visionary Network might have changed since last year, we therefore seek clarification on those projections. I've detailed the potential discrepancies in my written testimony.

And finally, coupled with reducing vehicle miles traveled, it is also essential that improved service on the Better Bus network is delivered by zero emission electric buses in order to comply with DC's climate law, meet WMATAs own sustainability goals. and improve air quality for District residents. We applaud your progress in the past year toward transitioning to a zero-emission bus fleet and urge WMATA to move more rapidly to electrify its bus fleet.

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

4. James Nash – District of Columbia

Good afternoon. My name is James Nash and I am the commissioner for ANC 3/4G Single Member District 3, and thank you for allowing me to testify today. And I come before you speaking for myself, and for the Bus Transit Working Group of our ANC's Transportation Committee.

Public Hearing
Speakers' Transcript
Hearing No. 662 – Virtual
June 24, 2024

This evening our ANC will take up a resolution that goes along with most of my testimony before you today, and I believe our ANC will approve this resolution, but because they have not yet done so, I want to say that I am right now speaking for myself and our Transportation Committee's Working Group.

Okay, well, we reject WMATA's Better Bus changes to our bus service in the strongest possible terms, and here is why. Our ANC is already a bus desert, WMATA killed the E6 without ever holding hearings on the matter, or officially declaring the line is dead. And this was wrong, both procedurally and substantively. Our ANC has passed numerous resolutions demanding the return of the E6. WMATA has ignored our resolutions, has not responded to them, and it continues to ignore us to this day. The E6 is not even mentioned in the so-called Better Bus plan. The consequence of losing the E6 was to leave large parts of our ANC without bus service, especially on weekends. The E6 served Hawthorne and Barnaby Woods; the M4 is only a partial replacement.

Our ANC is without Metro service; therefore, we are totally dependent on bus service for our public transit. Large areas in the north and east of our ANC have little or no bus service, and what is so unacceptable about WMATA's Better Bus plan, is that it would expand this bus desert in both space and time. It would expand the bus desert in space because it would move the E4/C83 four blocks farther south to Military. Now, not only the Northern and Eastern parts of our ANC are without bus service, but the central part as well.

The C83 would run along Connecticut Avenue, but Connecticut Avenue already has bus service. So, to those who have more will be given, and to those who have not even the little they have, will be taken away, to quote the Bible.

Residents in the heart of Chevy Chase and Barnaby Woods would no longer have direct access to the civic core - Friendship Heights – to go to their public library, community center. And, by the way, do you know WMATA, are you living in a shoe box, the city is spending millions to build us a new library and a new community center, and you're taking away our access to get there by public transit, that makes no sense to me, at all. Moreover, we learned from our neighbors when we asked for community feedback on this plan, that the new C83 route will create two new dangerous left turns on Connecticut Avenue, one at McKinley and one at Military.

And finally, I'm running out of time because five minutes is not enough for me to tell you all that's wrong with Better Bus for our area. But, you're going to expand the bus desert in time as well, because now you're going to eliminate the E4 weekend service, so this means the only people with weekend service in our entire ANC, that has no Metro, the only place you can get weekend service will be along Connecticut Avenue, and that is just unacceptable.

And I want to challenge the people wearing the green visors who look only at ridership, we pay taxes here, and it is taxes that support bus service. And you are antagonizing us because you know now the next time there's a hearing and your budgets up on the chopping block, maybe some of our people are going to say sure cut WMATAs spending you've cut our bus service, why should we pay taxes for bus service that we no longer get, okay? So stop it, stop cutting our bus service and give us back the E6; this is not better for us.

5. Roxanne Wallace – District of Columbia

Hello, my name is Roxanne Wallace, and I am a long-term resident of the Bloomingdale neighborhood in the District. I am also a regular bus rider using the G2 and G8 lines on a daily basis. Within the past two weeks I have learned of the proposed C55 route within WMATAs Better Bus Network Plan. I do not support this routing down First Street Northwest.

As a resident who lives on First Street, I am immensely familiar with the challenges of my street, and a bus route would further complicate this situation. My street happens to be a popular commuting route to 395; we have our own rush hour traffic both AM and PM. First Street also happens to be the main pedestrian thoroughfare of Bloomingdale; a large number of young families with strollers, and many dog walkers, traverse and cross back and forth on First Street every day.

As long as I have been a resident, we have fought for traffic calming measures on our street. Besides complicating our traffic situation, I see the addition of a bus line as a safety concern, too. First Street is not a street meant for buses. The G2, G8 and 80 lines, just one block away on North Capitol, have served our neighborhood adequately. I would ask WMATA to preserve these routes as much as possible, not bring a new unwanted line through the neighborhood. And I was also, I would also let you know that the Bloomingdale Civic Association unanimously voted no support of this plan just last week. Thank you.

6. Dale Brown – District of Columbia

My name's Dale Brown, I'm in the Cathedral Heights area, and I wanted to call about the N2, N4, and N6, presently to become the D96. And basically, what this does is completely isolate our area; we will have no bus service. I moved here, where I live, so I would be near several bus routes – the N2 and the N4, which is four blocks away.

Currently. I'll be honest, I am not...it is very hard using buses, rather than driving. but it's totally possible. Currently, I'm able to get to Friendship Heights where my medical appointments are, to Dupont Circle where much of my social life is. I can get pretty much everywhere using the N2 and N6, even though I have to wait a while.

With the new service I'll have to walk several blocks, and it appears to be as frequent or less frequent, I kind of couldn't figure it out, than the current 30 line. So, I would have to say that number one, you're isolating our area and causing it to have no buses, and I also want to point out that we have several apartment buildings: Cathedral, sorry, the Westchester, the Towers, the Idaho Avenue one, the Cathedral Moors, there's around six big apartments all of which are filled with seniors who use the bus, so that's my basic point.

The other point I would like to raise involves people who I know who are struggling with whether or not to give up driving. One point I never hear raised in this entire discussion is the many people who have to decide when to give up their car keys. Well, you know what, you can't give up your car keys if there is no other alternative to driving. Right now, I believe our road service is compromised by the very poor public transit access currently in DC, which the Better Bus Network appears to be making worse.

So, my basic point is number one, please we want our N2, N4 and N6 or a bus service in this area, and number two, to think about the impact of public transit on traffic safety. Thank you.

7. Cindy Axne

Hi my name is Cindy Axne, I live in Capitol Hill East pretty close to Stadium-Armory.

I don't know the names of the new buses, so bear with me as I call them B2 and 96. Just so you know the city has increased the frequency of, and started overnight bus routes running through our residential street, which is a very small four-block section between East Capitol and Independence, or East Capitol and Massachusetts, depending on the bus. They remove it from 17th Street and run it down one block to get to Stadium-Armory, and so that's what we're dealing with here.

And so, what's happened is that through your new approach, you've increased these two overnight bus routes and increased the numbers of buses, even though there are a limited amount of people getting on and off the buses from our neighborhood. Most folks are using it as a jumping off point for Stadium-Armory.

The Bus Priority Plan Corridor Analysis states our area is not a top ten corridor, nor a top twenty segment of the Bus Priority Plan, however WMATA massively increased the

number of buses coming through at all times. The 96 route bus in increased to four times per hour, and runs till 2:30 in the morning, the B2 increased by 17% to 112 buses per day during the week, and by 22% to over a 100 buses running on Sundays. The B2 now goes by every 5.45 minutes, I'm sorry the B2 and the 96 combined, go by now every four-and-a-half minutes, folks. There are sometimes during the day when the B2 goes seven times per hour and the 96 comes by four times, that's 11 buses per hour driving by our homes. Our neighbors, and us can no longer sleep because the buses are waking us up at night.

We are woken up, we have a neighbor whose girlfriend no longer comes over, his long-term girlfriend, because she can't sleep here. Our next-door neighbor puts cotton balls in, and she gets woken up overnight. I've now be, started to get high blood pressure as a result of this which is a determination by being woken up multiple times over and it affects menopausal women more greatly.

So, what's happening here is we've got these buses that have now increased, they're running 24/7, they're running in some cases almost every five minutes, and yet the DDOT and WMATA's policies don't align. You're running down 18th Street Southeast with speed humps, and that's what's causing massive amounts of noise from your compressed natural gas Excelsior XN40 buses, that make a unique penetrating sound when they're breaking over these speed humps. DDOT actually states that they will generate noise cushions when traversed by large trucks or buses by having those speed humps, and they say don't put them on bus routes, but you've increased the numbers of buses running down a street that shouldn't even have a bus route because of the speed humps. And now it's overnight and with those compressed gases goes off wakes everybody up, and we have families whose children can't sleep, everybody's losing sleep here, because you essentially are using this small stretch of one residential street for the turnaround for 96, and for a tiny little stretch of 18th Street instead of keeping it on 17th Street, basically, I think, to, to put people slightly closer to Stadium Armory but nobody's getting on the buses from this neighborhood for the most part

I take public transportation, so does my husband, so all of our neighbors; it's just too much. And it's now causing health problems by waking us up overnight. I have tried to address this with City Council members and with WMATA; nobody is calling me back. I'm now starting to work through our new, what should be our new Council Member. But this is now turning into a noise issue; the NIH has said that that is a health standard problem and to be honest you already have a City Councilwoman going after this noise issues in other parts of the city, and we have these now because of WMATA here on the Capitol Hill East side.

8. Adriana Radulescu

My name is Adriana Radulescu. I live in Ward 3 in Glover Park, and I wanted to speak about the D2, soon or proposed to be combined into a D96, I believe. And the issue that we have here, and we had for many years since WMATA is working into taking any transportation from us, is that we are far away from Metro, we're in a triangulation with Dupont Circle and Tenleytown. The only access into this neighborhood is by bus. And we had two buses D2 and D1, D1 just disappeared during the pandemic without any fanfare or any notes. And now the D2 which is running a 20-minute run from Dupont Circle to the end of the neighborhood by the Stoddard public school is going to be combined in a route that goes from Department of State through Dupont Circle, through Friendship Heights, through everything to Bethesda Metro. So, a twenty-minutes ride is going to be a ninety-minutes ride in, with a twenty- to thirty-minutes frequency. That means there is no bus. This is not public transportation, it's a joke.

And one of the reasons WMATA had when they took off all the many 30 buses that were running on Wisconsin Avenue, was that the long, the routes were too long, and they were not efficient, and we had to break them into 32 and 31, and this and that. Now you're taking a short route bus that is relatively efficient and all the neighborhood is using, and making it an enormously long line that makes everybody unhappy. So, I would really please reconsider this because it's just stupid. And it doesn't, it's not more convenient, it's not more direct, and it's definitely more reliable.

And my other point is the 33 and 31 which are running as they are running, they are not consistent, now 31 is proposed to be taking out of this, and 33 supposedly increased. But 33 is not going anymore to the Federal Triangle, it's going to stop somewhere at Farragut Square, so you're shortening this line as well and doing us a big disservice. We're left with two buses, barely. The D2 will be completely useless to our neighborhood. So, really, please look again at that map and listen to all the people who live along the route that are unhappy about what you're doing, Cathedral Heights and Barnaby Woods, whatever it's called, I don't even know this neighborhood and you want us to be all connected.

So, please listen to all the comments that were given to you, the ANC, and our Ward member and reconsider this D2 situation. Thank you.

9. James Manning

Good afternoon. My name is James Manning, I'm a District resident, and while it might be a little out of scope, I do want to bring up the issue of the trip planner because it has been highlighted in this process as a means for people to see where they can get from point A to point B during the new alignment of routes. I have put in multiple tickets or

multiple requests, to the customer service department but the issue remains that when you put in a Metro station and you put in Union Station Metro, that may get you the Metro stop you want to begin your trip but if you end up at another location, or another Metro stop that you're going to or from, the name configuration does not hold true for every single stop.

So, if you're on a mobile phone and you're trying to get from your bus to a Metro station, you may be getting the neighborhood in which you're in, so whether it's Friendship Heights station, you may get the neighborhood and you may be a five-minute walk from the station. So, if you're trying to get from your bus to the station and into the train and make the train on time depending on the hour of the day, it can be very complicated very frustrating.

So, I would ask that during this process that the consultants, or the team that is working to reconfigure this tool, make sure that each and every naming convention holds true throughout each and every station, and the same for the bus bays, because those are uniquely identified in the trip planner depending on which bus bay you leave from or, or get on the bus from. It may seem small, but it makes a huge difference day after day after day when you're trying to take an inefficient route and you happen to go to different routes on different occasions or on different days and I know I did not say that very eloquently, but I appreciate your time and thank you.

10. Barbara Altman

Hi, this is Barbara Altman... Is this my opportunity to share? Barbara Altman. I'm calling about the N buses: N2, 4, and 6. I only learned, we only learned in my building that the proposal is to eliminate those buses, that there would be no bus on Cathedral Avenue, in this very densely populated area. And there are a lot of elderly people here, there are a lot of people who work in this neighborhood, they will have no transportation.

I don't understand what the thinking is, but I certainly hope this will be reconsidered. It would affect this entire community. It would, people would be left without transportation that need transportation, and it's inconceivable to me, and we only just learned about it, so it's really causing a lot of distress. So, I hope it will be reconsidered thank you.

11. Andrew Baer

Thank you to the board for hearing our comments. My name is Andrew Baer. I'm a resident of ANC 4E02, and I'd like to speak on the proposal for route D74 which goes crosstown across Upshur Street to Brookland. In the original proposal, the route was to start at Rhode Island Avenue and continue up over, up across Taylor Street, up Second Street, across Upshur Street, to continue on to 14th Street, and terminate at the Colorado

terminal. The redesign has it going down Georgia Avenue into Columbia Heights, and to downtown across many served corridors.

I feel like this is a missed opportunity to serve the transit-starved areas of Uptown of Uptown Petworth, and 16th Street Heights, who currently have excellent North-South Transit, but little east-west transit, apart from driving across Rock Creek Parkway or traveling down to Columbia Heights to take the Irving Street crosstown.

I hope this proposal will be reconsidered to provide more east-west transit to uptown residents, especially along the growing corridor of uptown 14th Street, which has got a zoning reapproval, so we'll be seeing a lot of development there in the future. Thank you.

12. Greg Fuller

This is Greg Fuller from ANC 5E in Bloomingdale. Like to submit comments about route C55, that's newly proposing a bus route on First Street Northwest, between Bryant Street and Rhode Island Avenue. Many residents in the Bloomingdale community are outraged about this route for several reasons, including the lack of representation, and knowledge shared with us by our community representatives.

Further this route is proposing two lanes of buses on First Street Northwest, which is not wide enough to handle those buses. The First Street also has a weight restriction that those buses would be in violation of.

And we would like to very much have WMATA engage with the community at an upcoming July 8th meeting that the ANC has called specially, in order to get better visibility to the residents of Bloomingdale about this new bus, given that there have not been any signage posted on First Street, or explicit attempt to engage individuals that may not be aware of it, outside of the online activities that WMATA has posted.

We believe that the bus on First Street poses safety concerns to the pedestrians, cyclists, and drivers in this neighborhood. We also believe that the bus is likely to cause damages to the homes on this street, and we also believe that the bus will have an adverse impact to the residents.

We think that there are alternative options for increasing bus access to and around this community using roads that are already well-equipped to service bus routes, including North Capitol Street Northwest, just one block over. That would also increase the connectivity of the Better Bus Network, if there are north and southbound routes planned for and currently on North Capitol Street Northwest given that the C55 bus is one going to Tenleytown, you would really be able to traverse to multiple Metro points as well as

other bus access points, if it was moved over one street to North Capital Street is a suggestion, without impeding the pedestrians, cyclists, or others in the neighborhood. Thank you.

13. Aurelia Glenn

This is Aurelia Glenn. I live in Prince George's County. And I was wondering about the change in the system, the numbering system for existing lines. I'm not sure how that's going to eliminate confusion, especially for lines, I mean, if a line's been a B2 forever changing the name...I-I'm not sure how that's going to eliminate confusion.

Looking on the list of proposed lines, I don't know, seems like for bus lines across jurisdictions, if one goes to Prince George's County into Alexandria, how do you choose which one is it's, which one get starts with C-D, and which one starts with the other jurisdiction name.

I just think that the changes in naming are not the changes that are needed in the bus service. We need better signage, the signs didn't work on one bus this evening at the bus, at the train station Green Line train station. Bus sign said out of service, of course anyone catching that bus is going to be confused. But we're worried about changing, changing the names for existing bus routes? Seems like an exercise in confusion to me. Thank you.

14. Tony Colinas

Yes, I'm Tony, and I live in Washington, DC, the Bloomingdale neighborhood. Tony Colinas from Bloomingdale DC and I'm calling because I'm concerned about the C55 proposed bus line, that it's proposed to go on along First Street Northwest from Rhode Island to Bryant Street.

This is a street and, and that we are already sharing it with like, pedestrians, cyclists, cars, delivery trucks. Adding a bus lane would not ease traffic; the traffic that we have in the street is mostly commuter traffic from outside of the neighborhood that passes through the neighborhood to go to 395 in the south. And this bus lane would not help ease traffic, it would just further congest the street a street that it's too narrow to accommodate wide buses and in addition of all the other people using the street.

So, I would encourage WMATA to consider alternatives. There is an obvious one just one street on the East North Capital Street it's a wide street, many lines, many lanes of traffic and already equipped to have bus traffic there are already bus lanes going on there. So, that's my, my testimony. Thank you.

15. Angela Prentice

My name is Angela Prentice. I'm a resident of Bloomingdale. I'm also coming calling to provide testimony with regard to the C55, proposed 55 bus route that would go from Bryant Street to Rhode Island.

There are a number of issues that my neighbor Tony mentioned, but in addition we're also experiencing damage now from a DC Water project that recently concluded. My neighbors are having, I and my neighbors have doors that won't shut, cracked and walls, retaining walls in our homes. We're already fighting that battle, I and I have not seen anything that said the major tunnel that's going from Michigan to Rhode Island was designed to be able to handle the additional weight of the buses. That, that is my primary concern.

I think our neighbors in general are concerned because there's no notification to residents, which is why we're trying, to, like Tony before me, weigh in on the impacts of that now that we've recently been made aware.

We have property damage, we have safety concerns, there's financial impact since we're already spending money to make repairs. There's a major sinkhole right here at First and V street that we've been trying to get repaired that has not been.

So, the, the primary reason is that we don't, we don't feel that the bus information and we have enough to, enough time and information to analyze the impact and from the impacts that we are aware of, it would be, we feel ,fairly severe, giving that we're already dealing with damage to, to the roadway. And thanks for taking my testimony.

16. Lola Peres

OK, my, my name is Lola, L-O-L-A, my last name is Peres, P-E-R-E-S... okay. I just joined because I got a message from a neighbor that she urgently encouraged me to join. is the meeting in progress already I don't want to be redundant?... OK, well my neighborhood is Bloomingdale, and my testimony is in reference to the route that's been assigned to the C55 bus that's creating a new route, coming 2025. And, and, I, I basically want to say how, how strongly we oppose this route, not just myself but most of the neighbors on this route, because of the nature of the neighborhood and the nature of the street. It's already challenged with a number of issues and we were hard-pressed to understand how WMATA came to the conclusion that putting the bus from Rhode Island Avenue onto First Street, and not onto North Capitol Street, which is a large street with, with, with room for the buses. We feel that it'll be very detrimental if, if they go through with putting it on First Street.

We have issues with the trees, with the older houses being close to the road. We have bikes, bike riders, scooter riders in the street without bike lanes, we have pedestrians with children and pets. Buses eighteen hours a day every thirty minutes from 5:00 a.m. to midnight, would just add more complications to an already challenging street.

And we're hoping that WMATA gets enough input from residents like myself to reconsider the route and consider taking the bus from Rhode Island Avenue, in-, instead of making a left turn on First Street making a left turn on North Capitol Street, and then making a left turn on Michigan Avenue going to Fourth Street up to its final destination of W, because that route is really not close to houses, goes through a main road like Michigan and then Fourth Street goes through Howard University where there's no parking. Older residents here, younger residents could lose parking, valuable parking spaces as these homes don't all have their own parking, off-street parking.

And I can't reiterate enough how bad an idea bringing the bus in here will be. And that's my testimony I wasn't prepared, but I just got the information to call in so... Thank you.

17. Renee Peres

Hello, my name is Renee Peres. I am a resident of Bloomingdale... I live at... okay... as far as testimony, I'm not sure what folks have covered so far, but some of the big risks and impacts that the neighborhood, across the board, is concerned about – excessive weight and structural damage. Structural damage that has already been done to several historic properties which is well documented from the DC water tunnel project.

Traffic congestion, as we see it now, there really is no way that two buses could run along First Street without causing further traffic or incident or danger for pedestrians and bike riders. Adverse impacts to parking, which is already very limited, and going to be worse with McMillan. Accessible access to Reservoir District and historic district preservation. Those are all concerns from myself, but several other citizens.

18. Ash Uprati

My name's Ash Uprati, and I'm in Bloomingdale and I'm calling in on behalf of both my and my wife Catherine, I'm calling to oppose the planned route C55 down First Street Northwest for multi, multitude of reasons.

First, there are literally cracks in the street outside my house on First Street due to what I understand is, is a continual, continued movement of the ground after the water tunnel project. Buses driving along that route are likely to exacerbate any issues and causing potential structural damage to my house. I know my neighbors' houses and have already

had cracks from, from all this ground movement, and it doesn't make any sense to me to put heavy vehicles like buses on, on a, a narrow Street like that.

Second, it would ruin the character of the neighborhood. It is a narrow residential street where people walk their kids, their dogs, etc.. It is, has a, a very long line of old trees, creating a tree tunnel under which busses would not be able to fit without having to chop back a bunch of their branches, and wherever any stops were included, you would have to chop back the trees entirely, otherwise the buses would, or at least big chunks of them, to, to get to fit buses alongside the curb.

Parking is also another major issue in this neighborhood. We already have a lack of parking for a lot of folks who don't have rear parking spaces, and for any guests, or vendors, or anyone else kind of coming through during the day, and especially bad in the evening. And so, any removal of parking spaces down this residential area of Bloomingdale would, would be very, very detrimental, particularly to those who can't afford a house with, with its own parking spaces.

In addition to all this, I think there's a, a real thing of noise, and/or of particulate pollution in a narrow street, versus on a main artery, which has more air flow and, and the ability to spread any kind of pollutants, be they noise or, or particulates from tires, etc.

And I think overall, it just it's very clear to, to me and, and a lot of my neighbors, that North Capitol Street is already a major artery that can support bus traffic. It already does, and it's a block away. It makes no sense to, to me or to, to, to many of the folks here that you run you kind of ruin the character of this neighborhood instead of running them running the buses down a main artery which is which is just a block away.

So I I would appeal to WMATA to consider that alternative, and I thank you fo,r for giving me the time to speak.

19. Clarence Labor

So, Clarence Labor, long-term, or longtime resident of the Bloomingdale and as well as the LeDroit Park area, Howard University graduate. And while it's a rhetorical question, I wanted to find out is, if Howard University was aware that this bus route would now affect, the change of the bus route, affect how University students not having access to the outbound bus that they're used to have, or used to be in front of the dorms and have access to them, and now they would have to perhaps walk two to three blocks to get outbound bus?

And, and another rhetorical question per se, is that the police districts you'll be having a, a bus in the immediate intersection of Northeast and Northwest, the Third District and the Fifth District. And I know firsthand of the quagmire that causes when there's an incident on the close by district. I know buses go through different districts all the time, but I know that even North Capitol causes an issue with the Third District and the Fifth District. And I've had firsthand experience with their operators saying well whose responsibility is it, and it goes on for two three five minutes and without a police response.

I, I can beat to death all of the other issues with the road, the cracks, this, this sinkhole, at First and V and all that, but overall I don't think that, in, in being there was there's, there's a lack, or there was a lack of transparency where this conversation has been going on for months close to year, and some of us are just now finding out about it. We, we find out about so many other things and it's almost as this was going to be back doored and slipped and now we're having to fight this and we have you know leaders saying, hey we're hearing the same thing over and over and over, and yes you're hearing the same thing over and over because we never had a chance or a open forum to voice and we don't have a forum where everyone can see what everyone is saying, so we don't repeat ourselves, so we are repeating ourselves because we are just being made aware of this. And so, I hope that maybe we can have a more extended conversation about this, and a open and fair decision can be made with regards to the neighborhood.

And, and lastly I have not seen anything that says why do we need a change of this historical bus route, the G2. I've not seen that, and it would be nice to see why there's a need to change that. Thank you.

20. Amy Melrose

This is Amy Melrose, and I'm in Ward 1 and Adams Morgan, and I attended the Discovery Session last week and I was able to speak with a bunch of people in person and get a lot of answers to some of the questions that I had.

But, I still have a couple of concerns and kind of thoughts that I wanted to share verbally since I didn't present at that meeting. And a couple of them are, like, regarding efficiency. Like the S2 and the S9 right now, I, I heard that the I don't know the new bus numbers that you're going to change them to, so I'm just going to refer to them as I know them, that the S, that one of them will end at Franklin Square I believe, and one will be extended, and I wanted to give feedback that right now the S9 that goes to Franklin Square drops on K Street on the opposite side of the park from the Metro. And like, for instance, I was recovering from an ankle injury and I had to walk across the park to get to the McPherson Square Metro so I could get out to Virginia, and it was hot outside, and I had bags, and it's like, a long, you know, it's a pretty big park, so I was hoping that the bus could loop

Public Hearing
Speakers' Transcript
Hearing No. 662 – Virtual
June 24, 2024

around to, to where it used to go, to like I Street like to drop off at the park, and then if it needs to dock to wait, then it could then loop back around and wait on K Street where it now stops as the end of the line, so that it connects to the McPherson Square Metro. Because right now it's, I think it's doing a disservice by not going all the way to the Metro. So, since it's turning around anyway at the park to go back northbound, like whatever line is going to be doing that if it can go all the way to McPherson Square Metro, that's one suggestion or request I would have, And, so that you just cross the street to get on at 14th and I Street .I think it's I Street.

So, the other concern I have is about the Circulator route, the McPherson – Woodley Park route, which I use regularly, being discontinued in 2025 due to the budget cuts from the mayor's office. And, if that happens then the route that connects Woodley Park through Adams Morgan to Columbia Heights is going to be removed.

And I know that the new route from the Better Bus is going to do a better job connecting, like Adams Morgan and Mount Pleasant kind of area, to, to Cleveland Park, but my preference would be that there's still a connecting line that goes from Woodley Park across to Adams Morgan, and ideally, at least across from 18th and Columbia to the Woodley Park Metro. And I was told that the buses from the Metrobus are often too long to make that tight turn that the Circulator bus turns around in at Woodley Park, and that's why they dock on the other side of the bridge. But, if it's possible to maybe acquire some of those Circulator buses and make them into Metrobuses, or to get some shorter buses to make that turn, it's just like those 90 line buses that don't go all the way to the Metro, it would be really wonderful if at least those could extend to the Metro, even if it doesn't connect Woodley Park to Columbia Heights. I mean, it is walkable from 18th and Columbia to 16th and Columbia or, you know, a little bit further, but I mean, I'm sad to lose that route because that Circulator route is the one that connects Woodley Park to the Green line in Columbia Heights and then down to the Blue and Orange line and the Silver line, so it connects me to all of the lines that I need no matter where I'm going, to like northern Maryland, to Virginia, you know all of the different train lines.

And so, that if that route disappears, which I know you guys weren't aware of when you proposed all of this, but that's something I hope you'll take into account ,if that bus route and all of the Circulator bus routes which I think are wonderful, I'm really going to be very sad if they go, I know that's not exactly your department.

And then the one other thing if I have time is... okay yeah, I I thought I had one more, oh yeah, the 42, 43 that they're not going to the Kennedy Center anymore. I go to the Kennedy Center pretty regularly. I've really enjoyed that bus route. I think it needs some rerouting, that if it could have a shorter route from where it goes from like Farragut, if it could just go across K Street and then down like New Hampshire, instead, that would be

great. I don't want to have to change to the D12 or whatever that new route is, I don't want have to change buses, but I think it could use a reroute. But if some of those buses, even if like one of the lines goes to Kennedy Center, it would be nice to still have a Kennedy Center option, even if it wasn't every line that went there. I'm going to be, you know, that's a long route but it does get me there for a very affordable rate, compared to like Uber, you know, which isn't, doesn't make it doable for me to go to the Kennedy Center regularly. So, I would really like a Kennedy Center route that would connect easily with, with Connecticut Avenue at least, you know, or to make sure that there is an option to easily get to the Kennedy Center, or that it connects to the Foggy Bottom, you know, shuttle there, that there's a way to get to the Kennedy Center.

Those are all my thoughts and I appreciate the time. Thank you so much.

21. Eric Skinner

Eric Skinner. Yeah, I'm against the bus route on First Street for a couple of blocks. It's already congested, the Mayor already added those stupid bike lanes, and those white posts at the end of the block, there's nowhere to park. There's nowhere for the cars when Uber stops in the middle of the street, you have to either wait or you have to go on the other lane and that causes an accident, and then they want to charge you for the accident that they cause, because they put those, put all this extra stuff up in one, one-lane streets which is ridiculous.

You have an overflux of people in the neighborhoods already, with the added apartments, they added this, they added that, and now they're going to add a bus route, that is ridiculous.

22. Yolanda Hawthorne

Hi, my name is Yolanda Hawthorne. I live at xx W Street Northwest for, I guess the past two decades. I'm totally against the bus route on First Street for various reasons. I'll turn in a written testimony if needed. Sorry but I'm driving. Look at this testimonial and if you have any questions you can reach me at... You just need my name then... it's Yolanda. I'm calling in because I'm totally against the bus route. Thank you.

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

1. Anna Socrates – Greenbelt, Maryland

My name is Anna Socrates and I have been a transit user since 2008, when I moved to the area. Bus service is very important to me. I choose not to own a car and I choose not to drive. I depend on transit to get me to work, to go shopping, to do activities, so bus service has always been very important to me. I chose the particular house I live in because there was a bus stop just outside and to the left, not very far.

The proposed, the proposed changes first did retain my bus service but cut out service for many of the people along my route who lived on the Westway corridor in Greenbelt. So, me and a few other people presented comments and advocated that this is a, this is a corridor that has a lot of apartment buildings, that goes by a synagogue, that people depend on instead of the proposed, the proposed route that would go down Southway.

And I understand that changes are being made, perhaps to increase efficiency and make sure that buses give more on time performance, but these changes to make it more efficient make it also less usable to people who depend on it. People that are elderly, people who are taking children to daycare, people who may be vision impaired. There are a lot of people who use the buses for many reasons.

Today I'm talking about a particular change that affects me: the, the G12 and the G14 the routes that I use. They've now decided to keep them on Crescent Road, because I was told, because they don't want the buses to have to make so many left turns. And my response to that is, I'm losing my stop because the driver doesn't want to make a left turn? I would hope that people who are driving for WMATA are able to make left turns because they make it far more intricate and tricky turn when they turn from Kenilworth Kenilworth Road to go on to Cherrywood to get to the Greenbelt Metro Station.

Again, these changes in stops and in routes affect people's lives. There wasn't anything wrong with the G12 and the G 14 so why was this change necessary? So, I guess I know I'm giving a lot of in the weeds detail, but the point I want to make is: the bus is a lifeline for so many people, so some of these changes that maybe eliminate stops or reroute things affect people who use the buses. Thank you for the opportunity to speak.

2. Bill Orleans – Greenbelt, Maryland

I'm surprised I've been called so quickly. I'm Bill Orleans, Greenbelt, Maryland. I appreciate being welcomed here. I'm not persuaded after the last three years or so of the Better Bus Initiative, that what will result is better bus service, I, I remain convinced in the five or six years ago since the whole Bus Transformation Project was initiated that both bus transformation considerations and better bus considerations have been considered

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

too closely by Metro staff, a very fine Metro staff let me assure them of that, and the consultants presumably also fine folks and too little contribution from actual bus riders. Such as details about whether or not a stop should be changed here, or whether moved, extended another 100 feet, or lost stops are, are crucial to bus ridership.

I am convinced also that all of this, either the visionary part of the program which is which certainly be better than we have now, or the more immediate improvements so-called that we'll see are all predicated on our resources, and resources includes the farebox revenue. And I remain convinced, along with others around the nation and around the world that at least bus should be fare-free, some of us also think rail should be fare free. And so predicated better bus service in the future on revenue, on resources based partly on fare revenue is a mistaken, is a mistake from my perspective.

I look forward to further discussions about Better Bus and, including whoever from Metro and the county will be coming to Greenbelt for the work session, scheduled, I think now, for July 8th. Those of you who are from Maryland and who represent the Washington Suburban Transit Commission, but have not been explicitly invited to that work session either members of the Commission or staff of the Commission, should also come to Greenbelt on that night. I think you'll have a better sense of what one local community's attitude is about what's about to happen. Thank you very much.

3. Aurelia Glenn – District Heights, Maryland

Good evening. Long time user of WMATA both bus and train in DC and Maryland. Actually, Better Bus Network we're talking about routes and so forth, if we're talking about things, the bus working better, we have to take into account the bus working better. I see the 4700 model bus out there with the good signage. That needs to be implemented across the system as much as possible, no matter what the buses, bus routes will be named because it has more visible signage. Also, because some of the bus signs and some of the routes don't work consistently.

I left here earlier to go home and change, to, you know, drop some stuff off. The D14 bus sign did not work. I had to ask the bus driver is this the D14? He said yeah, and I was wondering why it took so long for him to get down the street even though they're only like a couple stops beforehand. And I think that because every stop he had to stop, and people have, had to ask what bus this was.

Maybe that doesn't happen among some other bus lines but seems like with the D12, the D14, sometimes they're kind of negligent with the signage. Sometimes the sign's not working. One day a couple of weeks ago, sign came up, bus came up, said D12. I'm like, what? And if I was someone who was new to using the bus or just moved to the area I

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

would have been totally confused. Um, so you all need to get the new buses with better, more visible signage. Hopefully the signage works more consistently than what we have now.

Also, there is a problem with the farebox collection. A lot of times, I'd say about 20% of the time, farebox doesn't seem to work on the D14 line.

But, last but not least in terms of just total efficiency. You know the best way to make a bus network more efficient, is to increase the number of times that buses run period, everything else is a gimmick. And the more often buses run the more efficient bus lines will be. That's it.

4. Amber Woods – Accokeek, Maryland

Thank you. Hi, yes, my name is Amber Woods, and in Prince Georges County. I'm also a member on the Commission for Individuals with Disabilities. I'm grateful that we're having this listening session today, and what I would want to make sure is that, we can continue to keep getting more input for our individuals Prince George's County.

Where I live is an area where it's like 210, um, both sides are either the back roads and, of course, the highway, are quite dangerous, so they're not pedestrian friendly on either end.

The W14 is one of the major bus routes that allows me to be a MetroAccess rider. Some of you can't see, it but I am visually impaired, and also right now currently have balance issues right now.

So, my great concern is also cutting the, the line short, too. I just heard recently that they're even talking about cutting services with the W14 area, as well that, I think it's called Apple Forests, I might be wrong what the area is called, but can't think of the area. But when I heard it was being cut, I do know there is a individual that lives there who, none of her parents can really drive them to where they need to go, so it is a great concern.

Increase of persons who, I always think about future projections as the population keeps getting older, we're going to have to have more services reflecting on persons with disabilities, as well, age-related disabilities. So, I always keep thinking about grandfathering in, kind of scares me about talking about how that's sometimes to help the ridership that's currently there, but it's not really a good reflection of future ridership, so it's always a great concern for me.

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

Also, too, some of the things that if you're in Bowie and you want to get to Brandywine, currently that seems to be some problems. I also am part of a chapter for the blind and we had a Christmas party, and that was actually very strange to me. One of my members' comment was "I live in Bowie, but I can get to Dulles, but I can't get to Brandywine". There's always increasing concern. So, I'm just grateful that you are listening to some of our great concerns here today and I hope that together we can make it better. Thank you.

5. Denise Rush – Suitland, Maryland

Good afternoon, my name is Denise Rush and I'm representing the persons in PG County, but I am on the MetroAccess Board, vice chair, and vice chair of the National Federation for the Blind, Silgo Creek.

Today I want to talk about PG County disability community. We exist, but we don't get the service that other people get and it's not right. 210 going down Branch Ave. to Walmart, MetroAccess will pick me up in Suitland, Maryland and take me to Gaithersburg, but they won't take me to Clinton, on Saturday or Sunday. It doesn't run seven days a week. and I was told we were going to be included and I really just am concerned that 210 and Branch Avenue, now it's not in the vision right now. Will we be in the vision before I leave this earth?

It is a great concern to not be able to get around and be independent, and disabled persons would like to be independent, and be able to go where they want to go, and be picked up. But if the bus doesn't go down there, MetroAccess is not going to pick you up. And how many more years are we going to have to wait for that vision to come to the disability community? It's a great concern.

Also, you must not tell us, last time when I was here, you told me it was going to happen, and now a year later it hasn't happened. When are we going to get the vision? I appreciate it. Thank you.

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

6. Brian Nivens – Accokeek, Maryland

Hello, board. Yes, I would like to mention the lack thereof, of any Metro, around my area, Accokeek, Maryland, Simmons Acres neighborhood, in Accokeek Maryland.

Like, I, at one point, I really did desperately, did need MetroAccess, but the nearest bus stop to my, to my house was literally outside the neighborhood, which is like 2 1/2 miles away, which means MetroAccess is not possible.

And I was wondering if there's any additional, like any additional ways that we can work something out for those who are in my neighborhood, probably need MetroAccess, like MetroAccess, seriously, like literally. The key thing about the MetroAccess availability for my neighborhood, is, like I say, we're in the middle of nowhere, we're next to a military manufacturing plant for Beretta USA, literally a mile and a half away from a neighborhood.

So, I don't know if that has anything to do with it, or the fact that, that my area is declared, like, very low density, which means that people might not feel, or MetroAccess feels as though ridership isn't necessary in my neighborhood. But, I was just wondering if there's a way that we could actually increase some mass transit around my area. Thank you for hearing me.

7. Terese Hammett – Washington, DC

My name is Terese Hammett. I work at the National Archives on Adelphi Road and our bus is being discontinued from our area, so we will not have any bus at all. So, I spoke at the other meeting in DC, but I have a little bit different way to say.

So, we, we had a lot more people come back from telework on November and December. That was more mandatory, to do less telework so that was one increasing that was November and December. And then, right around that time they hired, just this one section I'm talking about, it doesn't include, I don't know, all over the building, other people, but twenty new employees that have to do digitizing, which means they have to work in the building; there's no way they can take it home. And they, I asked the supervisor today because I know him, did he believe that a lot of them were bus riders and he said he, he did, and he was aware that they had been talking about the issues, that we were losing our bus.

And then, the other thing I would say, during COVID they had to restrict the researchers, which is the outside public that's allowed to come there, and then they just gradually were doing, increasing and they made it so it was limited to 35 appointments, up 'til, I think they changed it about, somewhere around a year ago, they changed it to having more

Public Hearing
Speakers' Transcript
Hearing No. 663 – Suitland, Maryland
June 26, 2024

appointments, so that's increasing. So, they said, I just asked them roughly, they, they have like 100 appointments a day, instead of the 35. And they also are only more recently, trying to, they are taking walk-ins, also, which means they don't need appointments at all. And that also would bring more people in. And the people that come there, as researchers, are from around the country and out of the country also, foreign researchers. So, also, it helps them because they are going to be on public transportation and, so, that's the main thing. I'm hoping that everything is building back up.

And the final thing I would say is, I was on the C8 this morning, I was coming in a few hours late so I came in around 11:30, and the bus stop that is the only bus stop on Adelphi, for our bus stop is the neighborhood, for the neighborhood, and two girls got on there and I tried to tell them about this, but from what I could tell I wasn't sure if they understood me at all. They, just... the one girl was being really nice and kept nodding her head, the other girl just kind of didn't hear me or didn't pay attention.

But I really believe the neighborhood's going to be very short, because they will not have any other bus service if this part disappears, that includes us but includes this one major stop at the neighborhood that's right before our area.

So, anyway, so I'm still hoping that they can find a way to give us another bus, or a bus back similar to one we had back in 2016. We had a bus that was discontinued, that used to run from, it was rush hour only, and it ran from Prince George's, which has a different name; Prince Georges Station to Greenbelt Station, and just during rush hour, and even that would help us, just to have, to not have nothing. Thank you.