



DC Proposed Better Bus Network 2025 – Ward 5 Scorecard

In Spring 2023, Councilmember Parker convened the Ward 5 Bus Network Task Force to develop and provide feedback to WMATA on their visionary bus network—a concept that required a 30% increase in dedicated funding. Now that they have released their proposed 2025 Bus Network, which makes adjustments to bus service without increased funding, we want to compare the current proposal with the Ward 5 Bus Network Task Force’s original recommendations. So, how did Ward 5 do in the latest proposal? Each recommendation will receive a score of GREAT, OKAY, or INCOMPLETE to indicate whether the 2025 Bus Network implements the recommendation.

RECOMMENDATION #1: Ensure that Rhode Island Avenue has frequent and express service downtown.

SCORE: OKAY

EXPLANATION: In 2017, WMATA introduced the G9 MetroExtra service which provided limited stop continuous service between Eastern Avenue. However, during the pandemic and since then, this service has been eliminated. The proposed 2025 Bus Network introduces the D32, which brings back continuous service from the Fort Lincoln neighborhood all the way to Chinatown along Rhode Island Ave, which is a significant improvement from current available bus service. However, the route is Medium Frequency (every 20 minutes or better), with service every 10 minutes between Rhode Island Ave and Chinatown during rush hour.

RECOMMENDATION #2: Ensure the Trinidad community does not lose service comparable to the D8.

SCORE: GREAT

EXPLANATION: WMATA’s visionary network eliminated service comparable to the current D8 route, which would have cut off Trinidad neighbors from grocery stores on H St NE and at Rhode Island Place, as well as from Washington Hospital Center which is a major employer and an important connection for residents seeking healthcare. The proposed 2025 Bus Network adds back in a route, the D36, which will sustain these vital connections for the Trinidad community.

RECOMMENDATION #3: Introduce bus service to New York Ave NE between Florida Ave and Bladensburg Rd.

SCORE: INCOMPLETE

EXPLANATION: New York Ave currently lacks bus service between Florida Ave and Bladensburg Rd, a serious equity issue for the many people facing housing insecurity along this stretch of the corridor. Bus service along this stretch of New York Ave would be

consistent with the District Office of Planning's draft New York Ave NE Vision Framework. The Proposed 2025 Bus Network does not include bus service on this section of the New York Ave corridor, and more investments are needed to expand bus service here and better connect Ward 5 neighbors.

RECOMMENDATION #4: Adjust the routing of proposed route DC103 through the Washington Hospital, Children's Hospital, and VA Hospital campus to improve transfers and service to Michigan Avenue residents.

SCORE: GREAT

EXPLANATION: We asked WMATA to consider flipping the routing of the DC103 (now the C61 in the Proposed 2025 Bus Network) through the hospital complex. Because this bus will approach the hospital complex along Michigan Avenue from the east and along Irving Street from the west, the residents along Michigan Avenue will enjoy much better access to this route. Transfers will also occur sooner, which would shorten trips for many. There are no residents on Irving Street or Michigan Avenue who would lose access to the C61 under this proposal; however, pedestrian access to Children's Hospital from 1st Street NW will likely need to be improved to accommodate this shift.

RECOMMENDATION #5: Restore service between Fort Lincoln and Colmar Manor.

SCORE: GREAT

EXPLANATION: During the pandemic, WMATA eliminated their B8 and B9 routes which provided critical service between the District community of Fort Lincoln and the Maryland community of Colmar Manor. Without restoration of similar routes, Fort Lincoln neighbors (many of them seniors) have lacked vital connections to the affordable grocery and other retail options in Colmar Manor. The proposed 2025 Bus Network route P42 restores this connection.

RECOMMENDATION #6: Invest in a bus transfer facility at Fort Lincoln

SCORE: INCOMPLETE

EXPLANATION: We have flagged this need for DDOT and will be working with them to ensure that District right of way is prepared to accommodate expanded bus service to Fort Lincoln. (Would be in the Visionary Draft, not the 2025 proposal)

RECOMMENDATION #7: Reduce unnecessary stops at the Rhode Island Ave-Brentwood Metro Station.

SCORE: OKAY

EXPLANATION: Introduced lines like the D32 providing continuous service downtown along Rhode Island Ave appear to stop at the Rhode Island Ave-Brentwood Metro Station; however, this concern could be mitigated if DDOT and WMATA work to deliver bus priority improvements at the approach to the station.

RECOMMENDATION #8: Consider adjustments to the routing of buses through Union Market.

SCORE: INCOMPLETE

EXPLANATION: Bus service is not being introduced to the interior of Union Market in the Proposed 2025 Network, a missed opportunity to expand access to this important Ward 5 destination.

RECOMMENDATION #9: Ensure that downtown bus transfers are efficient.

SCORE: GREAT

EXPLANATION: WMATA made adjustments to downtown routes to prioritize the use of H and I streets NW, which have bus lanes. Several routes serving Ward 5 will have more streamlined connections to downtown destinations, including the D30 (modified 80 service), D32, D34 (modified P6 service), D36 (modified XX service), C71 (modified XX service).

RECOMMENDATION #10 : Continue to coordinate with DDOT on bus priority in Ward 5 and other service enhancements.

SCORE: INCOMPLETE

EXPLANATION: DDOT is in the process of designing the first bus priority lanes in Ward 5 along Florida Avenue NW/NE. The concepts under consideration include 24/7 bus only lanes on most or all of the corridor between 9th Street NW and 1st Street NE. DDOT is also pursuing two bus priority spot improvement projects in Ward 5, and our office is encouraging them to expand those efforts to Rhode Island Avenue Station and Fort Lincoln.

NEXT STEPS:

Some preliminary reactions:

- Confirm that D32 stops at Rhode Island Avenue Station to permit transfers and that frequency of service between Rhode Island Avenue Station and Chinatown will be sufficient to meet demand during peak and off-peak hours.
- Celebrate and support proposed D74 service, which would provide a new service along 12th and 10th Streets NE as well as a cross-town connection to Petworth and Columbia Heights.
- Engage WMATA on frequency of proposed new C57 service, which provides a new option for residents of Trinidad and Carver Langston to access Union Market, Noma, and U Street NW.
- Reiterate significant equity imperative for bus service to be introduced on New York Avenue to serve migrant and shelter populations
- Concern about service reduction proposed on North Capitol Street, which will see 15 minute headways on the proposed D30 route instead of 12 minute headways on the existing 80 route.

Engage on your own with WMATA through their comment period, or with Councilmember Parker's office at the Ward 5 Bus Network Engagement Session on Monday, June 3 at 6:00 p.m.

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