



## COUNCIL OF THE DISTRICT OF COLUMBIA

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**ZACHARY PARKER**  
COUNCILMEMBER, WARD 5

**COMMITTEE MEMBER**  
Facilities and Family Services  
Health  
Hospital and Health Equity  
Housing  
Transportation and the Environment

July 15, 2024

Allison Davis  
Vice President, Planning  
Washington Metropolitan Area Transit Authority  
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Peter Cafiero,  
Managing Director, Inter-Modal Planning  
Washington Metropolitan Area Transit Authority  
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Vice President Davis and Managing Director Cafiero,

Thank you and your team for soliciting community feedback on the Washington Metropolitan Area Transit Authority's Proposed 2025 Bus Network. I am honored to present the attached recommendations from a task force of Ward 5 bus riders that previously submitted recommendations on the visionary network released in 2024. As was the case last year, recommendations are based on careful consideration of the proposed network as well as feedback my office has received from constituents:

- 1. Maintain 12-minute headways on the proposed D30 route (80 replacement) and consider consolidating stops on North Capitol Street to speed up service.**
- 2. Add express service on Rhode Island Avenue to facilitate swift trips to and from downtown.**
- 3. Modify the C71 route to more directly serve shelter and migrant residents on New York Avenue.**
- 4. Establish corridor-length service on South Dakota Avenue, which is undergoing a safety study that could facilitate bus travel along the corridor.**
- 5. Modify the 24/7 network so that the C41 serves Ivy City, a nightlife destination, between midnight and 4 AM.**
- 6. Consider medium frequency service on the proposed C57 route, which will provide an excellent new option for residents of Carver-Langston and Trinidad to travel to points east and west.**

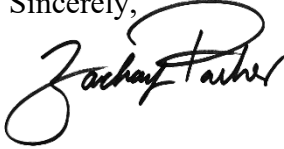
Improving the frequency and reliability of bus service in Ward 5 and across the District is one of my top transportation priorities. Compared to all residents of WMATA's service area, Metrobus

customers are particularly likely to be a person of color, low income, a non-English speaker, or carless.

Riding the bus is one of the safest and cleanest ways for District residents to get around, and it is also accessible to most residents. I firmly believe that the District will only succeed in reaching its goals of eliminating traffic deaths and injuries or securing carbon neutrality if we build and fund a world-class bus system—and the network redesign is a critical step on that journey.

I urge you to embrace the recommendations below from the Ward 5 Bus Network Task Force. I look forward to working with you, the WMATA Board, Mayor Bowser, and my Council colleagues to ensure that we invest more in bus service and bus priority in Ward 5. Please contact my Communications Director, Melissa Littlepage, at [mlittlepage@dccouncil.gov](mailto:mlittlepage@dccouncil.gov) and my Deputy Chief of Staff, Conor Shaw, at [cshaw@dccouncil.gov](mailto:cshaw@dccouncil.gov) regarding any questions about the attached recommendations.

Sincerely,

A handwritten signature in black ink that reads "Zachary Parker". The signature is written in a cursive, flowing style with a large initial "Z".

Zachary Parker  
Ward 5 Councilmember

cc: Ms. Valerie Santos, Chair and Principal Director, WMATA Board of Directors  
Dr. Tracy Hadden Loh, Principal Director, WMATA Board of Directors  
Ms. Spring Worth, Alternate Director, WMATA Board of Directors  
Ms. Ann Chisholm, WMATA Government Relations Officer – District of Columbia

**Recommendations of the Ward 5 Bus Network Redesign Task Force**  
**Regarding the Proposed 2025 Bus Network**

Thank you for the opportunity to provide feedback on WMATA’s proposed 2025 network. We appreciate the care and thought that went into this proposal, including WMATA’s consideration of comments provided by this task force to the visionary network. While our comments focus on adjustments that we hope your team will consider, **we wanted to first note support for several elements of WMATA’s latest proposal, including your plans to:**

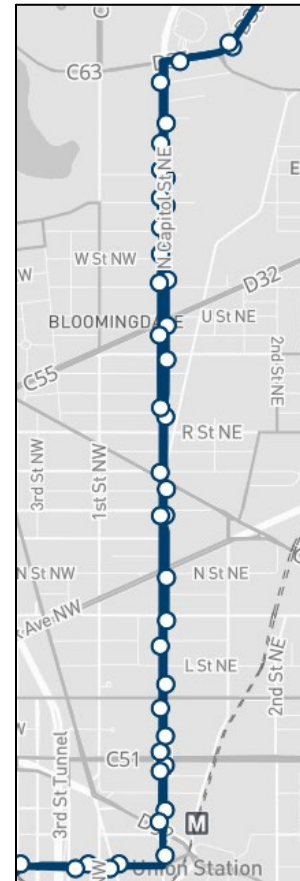
- Enhance bus service in Fort Lincoln, especially the connection to Colmar Manor, which has an affordable grocery store that is critical for local residents, especially seniors;
- Embrace our recommendation to adjust the routing of bus service through the Washington Hospital, Children’s Hospital, and VA Hospital campus to improve transfers and service to Michigan Avenue residents;
- Maintain critical bus service for Trinidad; and
- Establish D74 service, which would provide a new service along 12th and 10th Streets NE as well as a cross-town connection to Petworth and Columbia Heights.

At the same time, there are areas for further refinement. Below, we highlight a few areas in which increased service is merited; however, we also suggest modifications to proposed routes that would benefit our community without requiring additional investments:

**1. Maintain 12-minute headways on the proposed D30 route (80 replacement) and consider consolidating stops on North Capitol Street to speed up service.**

The existing 80-bus is a cornerstone of WMATA’s bus service in Ward 5, including along the North Capitol Street corridor. Unfortunately, WMATA’s proposed replacement route—the D30—features a reduction in service frequency from 5 buses per hour to 4 buses per hour. We think that this decision is short sighted. North Capitol Street is one of several corridors that is slated to benefit from DDOT’s bus priority program in the coming years. Additional trips can be expected from residents traveling to the new recreation center and future development at the Reservoir District—not to mention the many new apartment buildings coming online on the portion of North Capitol Street south of Florida Avenue.

In addition, we believe that there is an opportunity for WMATA to take immediate steps to speed up service on the corridor by considering opportunities to consolidate bus stops. In several locations along North Capitol Street, stops are bunched close together or are located in places that expose buses to traffic delays that could be avoided.



*Proposed D30 bus stops*

**2. Add express service on Rhode Island Avenue to facilitate swift trips to and from downtown.**

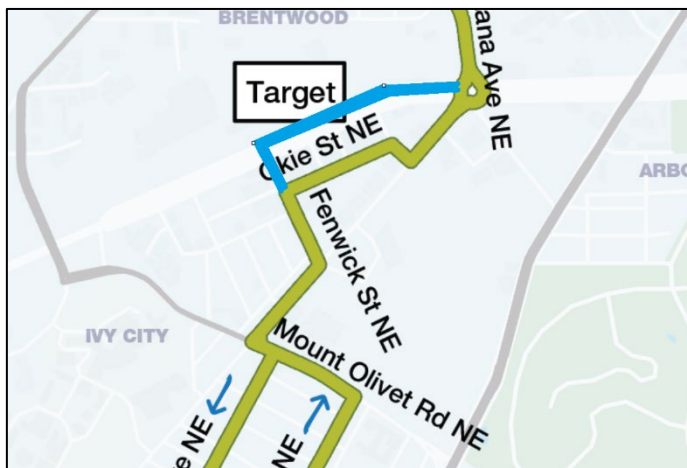
Frequent and reliable bus service on Rhode Island Avenue continues to be a top priority for Ward 5 residents. Before the pandemic, WMATA recognized that need by introducing the G9 MetroExtra service in 2017, which provided limited stop continuous service between Eastern Avenue and Franklin Square.

While we celebrate WMATA’s proposed D32 service, which represents a huge step in the right direction, there continues to be an opportunity to add an express companion route to make the trip from downtown to Rhode Island Avenue’s commercial centers a faster trip. Rhode Island Avenue is also on DDOT’s work plan for bus priority improvements. The case for dedicated bus lanes on the corridor would be enhanced by more frequent service and accompanying higher ridership.

For those reasons, we request that WMATA **consider extending the P1X farther west to the Shaw-Howard University Station or adding a D3X service that provides an express companion to the proposed D32.** We applaud and appreciate the proposal to have the D32 skip the Rhode Island Avenue Metrorail stop—at least until the District Department of Transportation resolves significant bus access issues at that station.

**3. Modify the C71 route to more directly serve shelter and migrant residents on New York Avenue.**

WMATA’s proposed C71 route addresses some of the need to serve the New York Avenue corridor; however, the route alignment fails to directly serve some of the District’s most vulnerable individuals—including residents of the New York Avenue Men's Shelter at 1355 New York Avenue N.E. and migrants housed by the District at several hotels along the New York Avenue corridor. These individuals are exceedingly unlikely to have access to a personal vehicle and therefore are more dependent on public transportation. A small adjustment to the C71 route (depicted in blue below) would provide service directly to those who need it most.

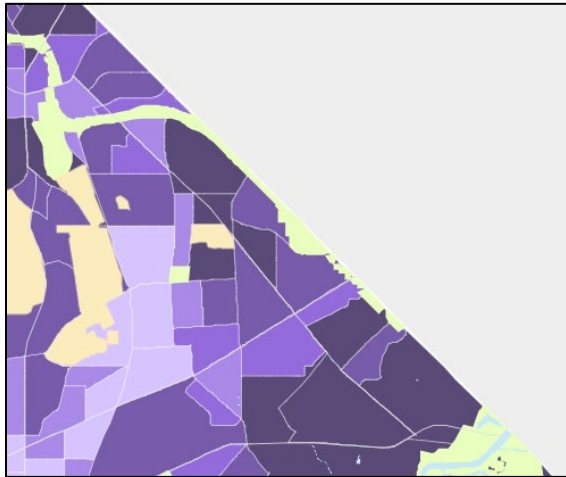


*Proposed C71 Modification*

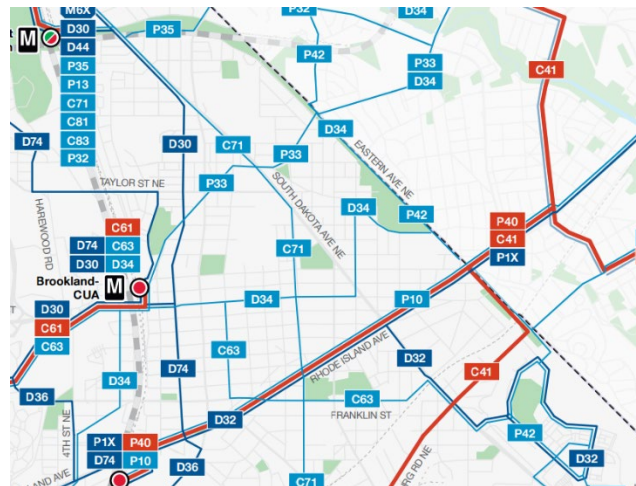
While we understand that more significant investments in bus service on the New York Avenue N.E. corridor may not be possible given current budget constraints, we hope that WMATA will embrace future opportunities to invest in service here—especially as the District moves forward to encouraging the construction of additional housing along this important—but transit deprived—corridor.

**4. Establish corridor-length service on South Dakota Avenue, which is undergoing a safety study that could facilitate bus travel along the corridor.**

The Task Force reiterates the need for corridor-length bus service on South Dakota Avenue N.E. between Fort Lincoln and Fort Totten to improve neighborhood connectivity in Ward 5. The District Department of Transportation (DDOT) has mapped areas of transportation need—and communities along South Dakota Avenue N.E. are among those that score the worst on this metric (i.e. they are shaded the darkest in the map below).<sup>1</sup> That means that these communities’ proximity to frequent transit, access to jobs and destination, and safety risks are among the worst in the District. Thanks to funding secured by Councilmember Parker, DDOT is currently in the process of conducting a short-term safety study of the corridor, which represents an important opportunity to address safety concerns and, potentially, improve access to bus facilities. We therefore encourage WMATA to reconsider the decision to omit a corridor-length bus line on South Dakota Avenue N.E.



*MoveDC Transportation Needs Map*



*Proposed Bus Network on South Dakota Avenue*

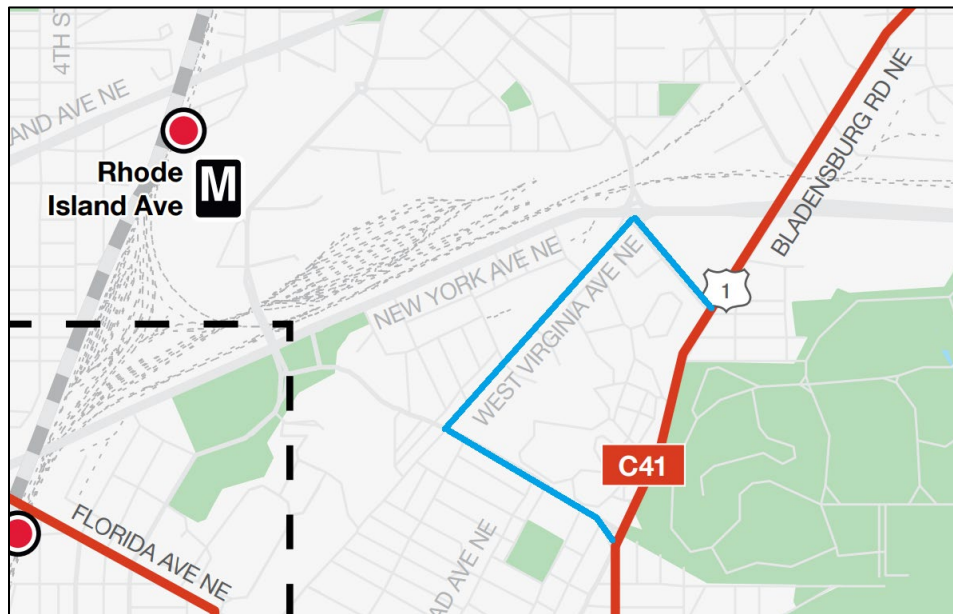
**5. Modify the 24/7 network so that the C41 serves Ivy City, a nightlife destination, between midnight and 4 AM.**

Thanks to funding provided by the D.C. Council, the District now enjoys 24/7 bus service on several routes, and we are grateful that WMATA envisions continuing this important service in its Proposed 2025 Network. We noticed that in some parts of the city, WMATA is proposing overnight route modifications to ensure that the 24/7 routes provide sufficient coverage to critical destinations when other options are unavailable, and we think there is an opportunity to embrace that approach in Ward 5.

One of the proposed 24/7 routes, the C41, travels from Anacostia Metro Station to West Hyattsville Metro Station via Navy Yard, Capitol Hill, Carver Langston, and Fort Lincoln. We encourage WMATA to explore the possibility of routing this bus through Trinidad and Ivy City

<sup>1</sup> Available at <https://movedc.dc.gov/pages/mapping-transportation-needs#needsmap>.

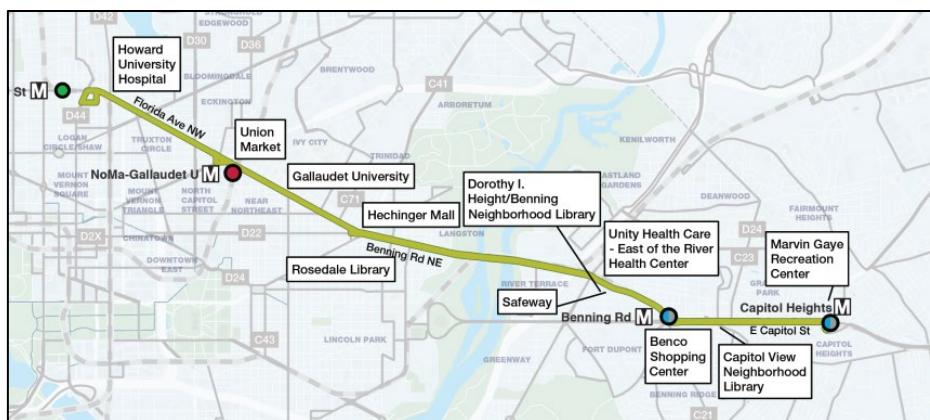
along Mt. Olivet Road, West Virginia Avenue, and Montana Avenue between the hours of midnight and 4 am to provide greater access to residents and businesses that are likely to need round-the-clock access.



*Proposed Midnight to 4am Routing of C41*

**6. Consider medium frequency service on the proposed C57 route, which will provide an excellent new option for residents of Carver-Langston and Trinidad to travel to points east and west.**

The Task Force embraces the proposed C57 route, which envisions important new service connecting Carver-Langston and Trinidad residents to destinations to the east and west. While we know WMATA’s network is budget-constrained, we encourage WMATA to consider making this route medium frequency instead of low frequency because we anticipate that it will be a well-used route—especially when DDOT’s bus priority projects are completed on Florida Avenue NW and NE.



*Proposed C57 Route*

Thank you again for the thoughtful work in a needed redesign of WMATA’s Bus Network. As Ward 5 neighbors, bus riders, and advocates, we are grateful for the opportunity to provide comprehensive feedback on the visionary draft. We look forward to the next iteration and the improvements ahead.

Signed,

Ward 5 Bus Network Task Force

*Members of the Ward 5 Bus Network Task Force, convened by Councilmember Parker*

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*Deputy Chief of Staff*  
*Office of Ward 5 Councilmember Parker*

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Sherri Alston, Queens Chapel

Irene Moore, North Capitol Street NE

Joe Bishop-Henchman, Eckington

Michael Sellner, Ivy City

Gloria Coles, Brookland

Samantha Trumbull, Woodridge

Stefanie Fuller, Fort Lincoln

Ruth von Fleckenstein, Brookland

Luke Gessler, Truxton Circle

Jeremiah Montague, Jr., President, Woodridge  
Civic Association

Geoffrey Hatchard, Trinidad

Cheryl Jacobs, Edgewood

Torrance Hucks, Bloomingdale

Huma Imtiaz, Bloomingdale