



## COUNCIL OF THE DISTRICT OF COLUMBIA

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### ZACHARY PARKER

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Chair of the Subcommittee  
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### COMMITTEE MEMBER

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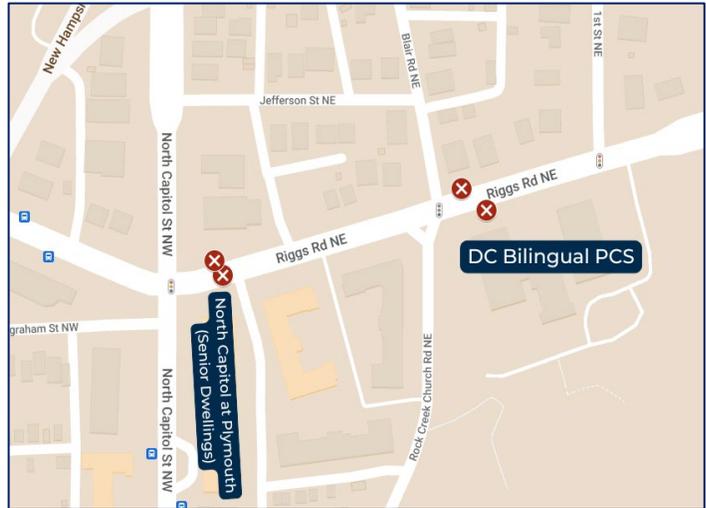
Vice President Davis and Managing Director Cafiero,

WMATA undertook a tremendous task in overhauling the District's bus network for the first time in 50 years, and I am grateful to see these efforts move forward in the 2025 Network which recently received preliminary approval from the WMATA Board of Directors. There is much to celebrate in the changes that the network will bring to Ward 5 neighbors with increased access to the Fort Lincoln community, restoration of a route along Rhode Island Ave to downtown, and more efficient transfers. However, I have concerns with some of the changes that will present significant challenges to Ward 5 neighbors, and I would like to propose options for mitigation.

First, I want to share concerns about proposed bus stop consolidations in Ward 5. While I am generally supportive of bus stop consolidation and know that it will speed up bus service and make routes more efficient, there are three areas where removals are currently proposed that I believe will present significant hardship for Ward 5 bus users:

- **Riggs Rd + North Capitol St/Riggs Rd + Rock Creek Church Rd/Riggs Rd + Blair Rd NE:** These stops are used heavily by families and staff going to and from DC Bilingual on Riggs Rd NE. By removing them, families will be forced to disembark on

the other side of North Capitol St and then cross several busy lanes of traffic to get to the school. This seems to be a dangerous proposal especially for children who can be difficult to see over the front of a vehicle. Furthermore, seniors residing in the North Capitol at Plymouth building who take bus routes along Riggs Rd will face a similar fate. My office recommends retaining at least the Riggs Rd and Rock Creek Church/Blair Rd stops. This would still allow for the removal of Riggs Rd + North Capitol St NE stops.



- **Bladensburg Rd + Central Ave NE/Bladensburg Rd + Earl PI NE/Bladensburg Rd + Banneker Dr NE:** These stops are all right in front of some of the most populated senior buildings in Ward 5.



Removing them will force many senior residents to walk longer distances to catch the bus, and many of them use walkers, wheelchairs, and other mobility devices. My office recommends retaining at least one of these stops closer to the buildings.

- **Todd PI NE + 4th St NE:** This stop is heavily used by residents of the Shalom House, which offers housing for adults transitioning from homelessness to independent living. Its removal means the closest stops will be several blocks to the west and north - between 750 and 850 feet away, more than WMATA's proposed 660 feet for stop distances. Elimination will also not speed up service as this stop is on the current P6 (proposed D34) route, which is a neighborhood route and not a high frequency/main corridor route. My office recommends retaining this stop.



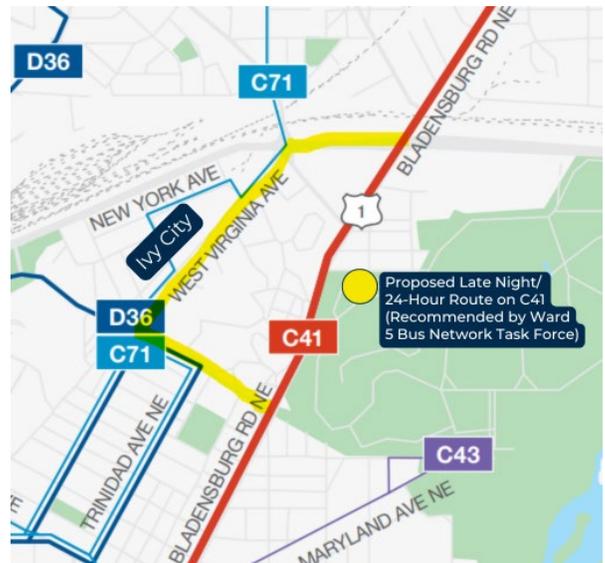
With regards to new routes and changes to existing routes, I want to flag two areas of concern:

- **The proposed D34 route in the 2025 Bus Network does not offer After Midnight Service.**

The current G8 route, which the D34 will replace, **does** offer After Midnight Service. This is critical for Ward 5 neighbors in the Brookland and Woodridge neighborhoods who work late and have no other public transportation options near them. Removing After Midnight Service from this route means Brookland and Woodridge neighbors will experience a jarring decrease in public transportation access in the new 2025 Network. My office recommends maintaining current After Midnight Service for the forthcoming D34.



- While WMATA's Proposed 2025 Bus Network did incorporate recommendations from my Ward 5 Bus Network Task Force (sent in 2023), this final 2025 Bus Network does not include any recommendations from the task force's 2024 work. While I know there are many changes to weigh and consider, **I want to reiterate the request for Late Night/24-hour Service on the forthcoming C41 line to reroute from Bladensburg Rd NE over to West Virginia Ave NE via Mt Olivet Rd NE to support important nightlife and business activity in Ivy City**, especially as the 2025 Network consolidates and removes stops from Bladensburg Rd NE between Mt Olivet Rd NE and R St NE.

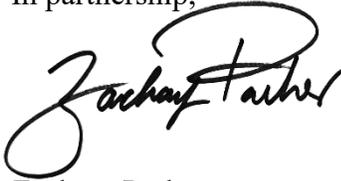


I again want to reiterate my gratitude for the immense effort that has gone into the Better Bus Network Redesign and appreciate your consideration of the above concerns as priorities for Ward 5 neighbors. I am looking forward to my upcoming meeting with WMATA representatives to discuss these and other priorities as shared with my office by neighbors. We remain committed to

seeing Ward 5 become more connected, accessible, and vibrant through the expansion and increased efficiency of public transportation.

Thank you again for your efforts, partnership, and attention to these requests. If you have any questions, please don't hesitate to be in touch at [zparker@dccouncil.gov](mailto:zparker@dccouncil.gov) and 202-724-8028.

In partnership,

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  
Councilmember, Ward 5  
Council of the District of Columbia

Cc: Charles Allen  
Councilmember, Ward 6  
Chair, Committee on Transportation and the Environment  
[callen@dccouncil.gov](mailto:callen@dccouncil.gov)