



COUNCIL OF THE DISTRICT OF COLUMBIA
JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE NW
WASHINGTON, DC 20004

JANESE LEWIS GEORGE

Ward 4 Councilmember
Chair of the Committee on
Facilities and Family Services

COMMITTEE MEMBER

Committee on Transportation and the Environment
Committee on Executive Administration and Labor
Committee on Public Works and Operations

July 15, 2024

WMATA Board of Directors
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Dear WMATA Board:

I am writing to you on behalf of Ward 4 residents, to bring our community's needs to your attention as you revise the Proposed 2025 Better Bus Network.

People who live and work in Ward 4 rely heavily on WMATA's bus network; not only are buses essential for our residents commuting to/from work, they also provide critical connections between neighbors and their community. Buses take us to doctors' appointments, connect residential neighborhoods with commercial centers, and move residents without access to cars throughout the city.

Since the Proposed 2025 Better Bus Network was released in early May, I have worked closely with my constituents to identify revisions necessary for maintaining or improving the level of transit service in our neighborhoods. During this process, I have heard residents consistently express concerns along two themes – the limits this proposal puts on their access to schools and to residential neighborhoods.

Access to Schools

Direct connections between the residential neighborhoods where our students live and the schools that they attend are uniquely important to the District, where so many of our students rely on public transportation to get to and from school. Although this is particularly impactful for our secondary school students, many of whom commute by themselves, these connections are also essential for parents of primary school students who use WMATA buses to take their children to/from school. As I engaged with my community, residents across Ward 4 expressed serious concerns about how the proposed network will affect their children's commute.

The Proposed 2025 Better Bus Network design seeks to make transfers between buses, and transfers between buses and other modes of transit (such as metro), an integral part

of the network. The Proposed Network also seeks to provide more consistent service throughout the week, at the expense of some rush hour service. However, parents expressed concerns about any changes that would require their children to make transfers during their commute to/from school, and about any reductions to rush hour service for routes serving schools. Particularly when commuting in the mornings, our children's safe and timely arrival often depends on having reliable and direct access to their schools.

I urge you to consider frequent and direct connections between neighborhoods and the schools that serve them as a top priority when revising the Proposed Better Bus Network design. In Ward 4, I am particularly concerned about students traveling to Coolidge High School, Ida B. Wells Middle School, Lafayette Elementary School, Deal Middle School, Jackson-Reed High School, Washington Latin PCS, Capital City PCS, and Paul PCS, as well as students traveling from the Crestwood, Shepherd Park, Lamond Riggs and Riggs Park, and South Manor Park neighborhoods.

Engaging with school communities will be essential to ensuring the redesign does not prevent our students from safely getting to and from school. **As you revise the Better Bus Network design, I also urge you to continue working with DCPS and DC Public Charter Schools, and to engage directly with parents and school community groups.**

Access to Residential Neighborhoods

One of the most pressing concerns I heard throughout the Ward is that in some communities, the Proposed Better Bus Network cuts off residential neighborhoods from directly accessing the routes and destinations their residents need to maintain their quality of life. Although there are good reasons for prioritizing bus service along major transit corridors, buses also provide critical access for people living in deeply residential neighborhoods. Many District residents, particularly those who intend to age in place, plan their living arrangements around access to public transit; for these residents, a seemingly minor change could be catastrophic to their ability to travel throughout the city. **When considering bus stop eliminations, and routing buses around residential neighborhoods, I urge you to be considerate of seniors, people with disabilities, and other residents who may not be able to accommodate having to walk farther to access their bus routes and who may have difficulty navigating transfers.**

Issues Identified with Specific Routes

The concerns described above were expressed to me by residents across Ward 4. In addition, several issues more specific to certain routes were repeatedly brought to my attention by residents in particular neighborhoods, and these also deserve focused attention from WMATA.

Residents of Lamond Riggs and Riggs Park strongly oppose the proposed discontinuation of E4 (proposed as the C83) service in their neighborhoods. Although

the proposed new P32 service would serve the Lamond Riggs and Riggs Park community, this bus would connect them directly with Hyattsville, and residents would need to transfer to the C83 in order to travel crosstown. Residents have made it clear that they do not have a strong need to be directly connected with Hyattsville, but they do need direct access to Friendship Heights and the Ward 4 neighborhoods served in-between; this connection is essential for Lamond Riggs and Riggs Park residents to access employment, medical services, commercial corridors, and other community centers.

Residents of Lamond Riggs, Riggs Park, and Takoma also strongly oppose the proposed discontinuation of the K2 route between the Takoma and Fort Totten Metro stations. The elimination of this route without a proposed alternative will isolate residents living between these neighborhoods, limiting their access to our transit network. The K2 also runs nearby several schools and childhood development centers, including Briya PCS, Capital City PCS, DC Bilingual PCS, Friendship PCS – Ideal Academy, Sela PCS, Washington Latin PCS, and 2 New Heights Child Development Center; eliminating this route without an alternative will hurt access for students and parents commuting to/from school.

Residents in Takoma, Manor Park, Brightwood, Brightwood Park, and Petworth strongly oppose the proposed discontinuation of the 63 route. The 63 route serves as a crucial connection between these neighborhoods and our downtown core. Although the proposed new D46 would replace the 63 service in these communities, the proposed route would terminate at the Georgia Ave-Petworth station and require riders to transfer. It is essential that residents in these Ward 4 communities maintain their access to a direct connection downtown for their daily commute.

Residents in Petworth, 16th Street Heights, Brightwood Park, Brightwood, and Takoma strongly oppose the proposed discontinuation of the 59 route. 14th street is a major transit corridor for the District, and a route providing limited-stop services – like the 59 – is essential for commuters traveling to/from downtown during rush hour. This need is felt particularly strongly in the Ward 4 neighborhoods along 14th street, where residents live farther from downtown and have a longer commute.

Finally, **residents in Barnaby Woods and Chevy Chase strongly oppose the lack of bus service in their neighborhoods.** Since the discontinuation of the E6 in 2021, residents in Barnaby Woods and Chevy Chase – particularly those living at Knollwood Retirement Home, have repeatedly requested that WMATA reinstate service between their neighborhoods and Friendship Heights. The proposed new C85 line would still require residents to transfer at Tenleytown in order to access medical offices at Friendship Heights, and still does not provide ANY weekend service. The proposed new C85 provides no transit access for students and parents to reach Lafayette Elementary School and Lafayette-Pointer Park; it also only proposes trips every 30 minutes during rush hour, which would make it challenging for students to rely on that route for transportation to Deal Middle School or Jackson-Reed High School. Additionally, the proposed new C83 route

(replacing the E4) removes service from McKinley Street, and would not provide weekend service, further isolating residents in Chevy Chase and Barnaby Woods from our transit network.

Please give each of these concerns the consideration they deserve. The Metrobus network is a lifeline for residents in Ward 4 and we must get the changes to service right for them. Any proposal that does not get riders to the places where they fulfill essential needs at the times required will never be considered a Better Bus. I look forward to working with you to revise the proposals to serve the people who need the buses most.

Sincerely,



Janeese Lewis George
Ward 4 Councilmember

CC: Charles Allen, Ward 6 Councilmember, Chair of the Committee on Transportation and the Environment

Valerie Santos, Principal Director and Chair, WMATA

Paul Smedberg, Principal Director, WMATA

Joe McAndrew, Principal Director, WMATA

Sarah Kline, Principal Director, WMATA

Dr. Tracy Hadden Loh, Principal Director, WMATA

Matt Letourneau, Principal Director, WMATA

Don Drummer, Principal Director, WMATA

Kamilah Martin-Proctor, Principal Director, WMATA

Spring Worth, Alternate Director, WMATA

Canek Aguirre, Alternate Director, WMATA

Michael Goldman, Alternate Director, WMATA

April Rai, Alternate Director, WMATA

Walter L. Alcorn, Alternate Director, WMATA

Thomas Graham, Alternate Director, WMATA

Dr. Bryna Helfer, Alternate Director, WMATA

Attachments – Letters shared with Councilmember Lewis George:

- ANC3/4G Resolution
- Letter from the Ward 4 Mini Commission on Aging



Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G

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3/4G-06 - Peter Gosselin, Vice Chair 3/4G-07 - Zachary Ferguson, Treasurer

**ANC 3/4G Resolution Regarding
WMATA’s Proposed 2025 Better Bus Network on
Proposed Changes to the E4, M4, L2 Routes and
Reinstating the E6 Route
June 24, 2024**

BACKGROUND & RATIONALE

1. Metrobus service once crossed the heart of the DC Chevy Chase Community (ANC 3/4G); however, bus service has dwindled over the decades, and it will be further reduced under the proposed 2025 Better Bus Network overhaul.
2. DC Chevy Chase has fewer bus lines, less frequent service, shorter hours, and fewer direct connections than in the past, which is counter to various pledges advanced by the Mayor, including Age-Friendly DC, Move DC, VisionZero, and Sustainable DC 2.0.
3. Once approved, WMATA will begin implementing the new network of bus routes in summer 2025.
4. WMATA is asking for feedback from the public on the proposed 2025 Better Bus Network between May 13, 2024 and no later than 5:00 p.m. on July 15, 2024.
5. WMATA is collecting public comments during this period through virtual or in-person events, public hearings, Discovery Day Pop-Up Events, and on WMATA’s Better Bus website.¹ WMATA’s Board of Directors will review the public’s feedback on the 2025 Better Bus proposal and use it in the decision-making process.

6. WMATA’s bus overhaul will further erode bus service for many residents in Wards 3 and 4, and this will cause the greatest hardship for those who live in households with no vehicles available to them, those 60 or older, and those who use Metrorail/bus to get to work, representing 20% or more of our residents in each category.²

WMATA’s Proposed 2025 Better Bus Changes to the Current E4 and M4

1. WMATA’s plan for the E4 and M4 will scale back or eliminate Metrobus transit for many residents of ANC 3/4G, expanding our bus desert even further, in both space and time. In the areas west of Rock Creek Park, ANC 3/4G is the area most adversely affected by the changes

¹ WMATA, Better Bus, <https://betterbus.wmata.com/> and Share Your Input by an interactive map, taking a survey, providing written comments, uploading a document, or attending a public hearing at <https://betterbus.wmata.com/share>.

² DC Data Analysis & Visualization, OP Demographic Data Hub, District of Columbia Profiles Ward 3 and 4, Key Indicators, [OP Demographic Data HUB \(dc.gov\)](https://data.dc.gov/), from U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates.

proposed in this plan. Most other ANC's in Rock Creek West would see little to no reduction in service.

2. On June 12, 2023, ANC 3/4G's approved a resolution **opposing** the changes in WMATA's Visionary Network proposal to both the M4 and E4 bus routes and demanded the restoration of the E6 route.³

3. WMATA's 2025 Better Bus Network overhaul undercuts the goals established by Mayor Bowser in the city's Multimodal Long-Range Transportation Plan, the Bus Priority Plan, and the Sustainable DC 2.0 Plan, which aim to offer **ALL** District residents, families, school children, commuters, remote workers, and seniors convenient, safe, reliable, and nearby bus service.⁴

4.. DC's *Sustainable DC 2.0* plan seeks to increase use of public transit to 50% of all commuter trips in **ALL** wards by 2032.⁵

5. ANC 3/4G has no Metrorail service and is therefore totally dependent on buses for public transit. Our area needs more routes, greater frequencies, and better connections to the region, which are the main goals of the Proposed 2025 Better Bus Network plan.

6. Metrobus service provides critical and needed transit in our community, for our families, students, seniors, commuters, and remote workers who may need bus service outside the traditional rush hours.

7. The city's plan to build affordable housing on the civic core will likely increase the demand for public transit in our neighborhood.

Neighborhood Impact: Permanent Elimination of the E6 Line

1. The E6 was the only direct bus option for the neighborhoods of Barnaby Woods, Hawthorne, and segments of the DC Chevy Chase to Lafayette Elementary School, Broad Branch Market, the Connecticut Avenue commercial/civic core, the Friendship Heights commercial core, and the Friendship Heights Metro stop.

2. WMATA suspended and later discontinued the E6 bus route during the Covid-19 health emergency,⁶ along with several other lines in Northwest DC, such as D1 (Glover Park-Franklin Square Line), L1 (Connecticut Avenue), H3 (Tenleytown-AU Station to-Brookland-CUA), and

³ [ANC 3/4G Resolution Regarding WMATA's Draft Visionary Better Bus Network](#) – Proposed Changes to the M4 and E4 Routes and Reinstating the E6 Route, June 12, 2023.

⁴ Mayor Muriel Bowser, [Age-Friendly DC](#), [Bus Priority Plan](#), [Vision Zero DC](#), [Move DC](#), and [Sustainable DC 2.0 Plan](#) .

⁵ Ibid, p. 122.

⁶ In the case of the E6, WMATA canceled the route despite strong community opposition without following the public notice and input process of previous years when it proposed the E6 for elimination—at least four or five times in the past decade.

the 37 (Wisconsin Avenue Limited), all routes that WMATA sought to eliminate for many years.

3. WMATA extended route M4 to the Knollwood Life Plan Community at 6200 Oregon Avenue NW, thereby partially replacing segments, but not all, of the E6 line, eliminating direct access to Connecticut Avenue and Wisconsin Avenue at Friendship Heights (see discussion of the M4 proposed replacement route below).

Neighborhood Impact: Reduction in Service on Current E4 by Proposed C83

1. The E4 (Military Road-Crosstown Line) presently operates on part of Military Road, on 30th Place, and then along McKinley Street, with stops at the Connecticut Avenue commercial strip across from the CVS and turning onto Western Avenue before terminating at the Friendship Heights Metro station.

2. WMATA proposes eliminating the bus stops on McKinley Street and moving the C83 replacement route to Military Road, further isolating large segments of ANC 3/4G from Metrobus access.

3. Although the proposed adjustments to the E4 route passes through a densely populated area, once it reaches Connecticut Avenue, this segment of ANC 3/4G is already served by the L2 Connecticut Avenue bus line, whereas those living in the northern and eastern parts of ANC 3/4G have little bus service, and WMATA's proposed move would compound this inequity, effectively making bus transit a less viable option for them.

4. Changing the E4/C83 route to Military Road east of Connecticut would require passengers transferring between the E4/C83 and the M4 replacement lines to do so at the dangerous intersection of Nebraska Avenue and Military Road. There are no bus shelters for the lines currently stopping at this intersection. In addition, WMATA has announced no plans to work with DDOT to improve pedestrian safety at this dangerous intersection. It is an accident waiting to happen.

5. WMATA's 2025 Better Bus overhaul would eliminate E4 **weekend** service with the replacement C83 bus route, further isolating some residents in ANC 3/4G from public transit options.

6. The proposed C83 bus line would reduce frequency to only 30-minute service at all times instead of the current and more frequent 15-20 minute headway, making the route less available and useful for riders.

7. WMATA proposes the elimination of stops along McKinley Street. The 600-foot spacing between stops ought not to be a blanket rule that applies to every situation. For example, bus lines on major thoroughfares could be spaced farther apart than east-west crosstown routes that serve neighborhoods. Chevy Chase has an inordinately high proportion of seniors, and so having a bus stop at nearly every corner along the eastern stretch of McKinley makes sense for such a

population. It is not clear that eliminating bus stops will reduce travel times significantly on the local bus routes.

Neighborhood Impact: Less Frequent Service on M4 by Proposed C85 and C81

1. WMATA's plan proposes replacing the M4 (Nebraska Avenue Line) with a roughly comparable Line C85 and Line C81.
2. The C85, if it replaces the M4, would be the last bus route to travel through parts of Barnaby Woods and Hawthorne, which is often used by DC Chevy Chase residents for bus transit to/from Deal Middle School and Jackson-Reed High School, and it accommodates many weekday commuters on their way to/from the Tenleytown-AU Metro station.
3. The proposed Route C85 route from Knollwood to Tenleytown Metro Station would run through Chevy Chase neighborhoods less frequently during the week at 30-minute intervals **at all times** (6 am to 10 pm), **eliminating** the more frequent intervals of every 15 minutes that accommodated school children and commuters during rush hour.
4. The proposed C85 would offer a **new** Metrobus connection from Barnaby Woods, Hawthorne, and DC Chevy Chase with a transfer at Tenleytown Metro to the American University, Medstar Georgetown University Hospital, Glover Park, Georgetown, Hardy Recreation Center, McArthur High School, the West End neighborhood, and Foggy Bottom-GWU, though the hours would be limited to weekday only morning rush and afternoon rush from 6:00 am-10:00 am and 2:00 pm-7:00 pm at 30 minute intervals only.
5. During non-rush hours Metrobus service on C85 would terminate at Tenleytown Metro.
6. The proposed C85 replacement line would run on weekdays only, thus offering no Metrobus service on **weekends** for residents of Hawthorne, Barnaby Woods, and other DC Chevy Chase neighborhoods, resulting in a total bus desert in these neighborhoods from Friday evening to Monday morning.
7. The M4/C85 cannot be viewed as a replacement route for the discontinued E6 because it leaves out Oregon Avenue, Western Avenue, Broad Branch Road, including Lafayette Elementary School, Broad Branch Market, Broad Branch Children's House, McKinley Street, the commercial corridors at Connecticut Avenue and Friendship Heights or the Friendship Heights Metro station.
8. The Better Bus Plan would add a new Line C81, which would be an identical route with the eastern portion of Line C83 (E4), from Fort Totten, until Military Road reaches Nebraska Avenue, where it would turn south (after bypassing the Tenleytown Metro station by staying on Nebraska Avenue) to follow the remainder of the current M4 route to Sibley Hospital.

9. The C81 line would run similar to current frequencies—one trip between 5:30-6:00 am on all days, then every 30 minutes (weekdays) but every 20 minutes (all day and early evenings on weekends), then every 30 minutes from 9 pm to around 12 am, on all days. This would provide weekend service south of Military Road to Tenleytown, American University, and Sibley Hospital. However, the C81 route is too far for a large segment of ANC 3/4G to use as a viable transit option.

10. The proposed Better Bus Plan would have a portion of Nebraska Avenue from Military Road to Tenleytown with two lines running on it (C85 and C81), plus a third line (C87) during rush hours. As in the 2023 Better Bus plan, Military Road and Nebraska would become a place to transfer. This intersection is hazardous for pedestrians and is not a safe place to locate a major bus transfer point.

11. None of the proposed crosstown buses in ANC 3/4G (C85, C81, and C87) would offer direct Metrobus access to the ANC's civic and commercial core at Connecticut Avenue for residents of Hawthorne, Barnaby Woods, and DC Chevy Chase. The C85 also does not offer a direct connection to Foggy Bottom from several of our neighborhoods though it would allow riders to reach McArthur High School or medical facilities in Georgetown or Foggy Bottom by Metrobus from Tenleytown-AU Metro.

Neighborhood Impact: Current L2 Replaced by Proposed D70, the Last Bus With Weekend Service in DC Chevy Chase

1. WMATA's proposed D70, the replacement line for the current L2 route, would leave the existing bus route mostly unchanged, except it would no longer cross the Calvert Street Bridge to Adams Morgan.

2. The proposed D70 would travel straight down Connecticut Avenue, but it is unclear if the D70 route would go around Dupont Circle or through the Dupont Circle underpass.

3. Some bus riders like the L2/D70 change because it could speed the trip to/from the downtown business district depending on traffic flow for riders to/from Chevy Chase Circle, while others have expressed a preference to transit through Adams Morgan.

4. Existing L2 offers a transfer bus stop to/from the M4 at the intersection of Connecticut Avenue and Nebraska, which the proposed D70 would retain, allowing bus riders to travel to some sections of Chevy Chase DC, Barnaby Woods, and Hawthorne on weekdays only.

5. The proposed D70 would operate at about the same frequency as the existing L2 (30 minutes early morning and late evening, 20 minutes mid-day and mid-evening, and 12-20 minutes in rush hours).

6. The proposed D70 line for the current L2 would be the **only** bus route to offer ANC 3/4G residents with **weekend service**. The neighborhoods of Hawthorne, Barnaby Woods, and most of Chevy Chase DC would lose **ALL** bus transit options on weekends.

The Future of Chevy Chase DC Bus Service

1. The DC government covers most of the cost to operate the current bus lines that serve ANC 3/4G—the E4, L2, and M4 bus routes because they are exclusively within the District. Most residents of ANC 3/4G are tax-payers. They pay for and deserve public transit.

2. To avoid unjust neighborhood bus deserts, local neighborhood bus routes, despite lower ridership numbers compared with other routes that travel on high-density corridors, should be kept in place for the public good.

3. Neighborhood buses feed into the main bus routes that travel on major city arteries like Connecticut and Wisconsin Avenues and offer our residents access to Red line Metro stops such as Tenleytown and until 2020 Friendship Heights. Routes E4 and M4 should be preserved and the E6 restored, as they are an essential part of the District’s multi-modal transportation system.

4. Bus transit is now more important than ever. It is becoming a necessity as the city puts Connecticut Avenue on a “car diet” due to the reduction to two lanes on this major roadway during rush hour.

5. Due to likely rush hour congestion when Connecticut Avenue loses rush hour travel lanes, buses should be given priority over single occupancy vehicles on Connecticut Avenue at peak travel times. Such a move would reduce traffic congestion as drivers opt for bus transit from single occupancy vehicles and dedicated bus priority could help to lessen harmful emissions from cars.

RESOLVED:

BE IT RESOLVED, The ANC views WMATA’s proposed “2025 Better Bus Network” plans for the E4, E6 and M4 as a proposal that strays from WMATA’s core mission—to provide improved bus service, frequency, and connections to **ALL** who need it.

BE IT FURTHER RESOLVED, ANC 3/4G opposes the changes to the existing E4 and M4 lines of the bus network overhaul because it would deprive many more residents of ANC 3/4G of needed bus transit options, particularly those residing in Hawthorne, Barnaby Woods, and the northern, central and eastern portions of our ANC.

BE IT FURTHER RESOLVED, ANC 3/4G requests WMATA to alter its proposed Better Bus network overhaul so as to reduce, rather than expand, the inequitable existing bus desert in the northern, central, and eastern portion of our ANC.

BE IT FURTHER RESOLVED, the ANC calls on WMATA to retain the current E4 routing, its current frequency of service, and its weekend service.

BE IT FURTHER RESOLVED, the ANC requests WMATA maintain the current weekday frequency of service offered by the M4.

BE IT FURTHER RESOLVED, the ANC requests WMATA reinstate the E6 route from Knollwood, stopping in front of Lafayette Elementary School on Broad Branch Road, traveling to and through the ANC's civic and commercial core on Connecticut Avenue, terminating at Friendship Heights Metro.

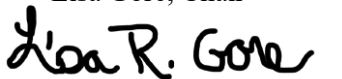
BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

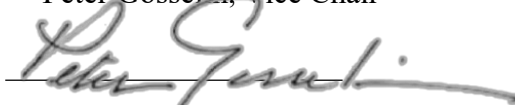
That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of 6 members was present on June 24, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair


Lisa R. Gore

Peter Gosselin, Vice Chair


Peter Gosselin

Subject: Re: Follow Up - My Concerns for Councilmember Lewis-George for WMATA from the June 27, 2024 Ward 4 WMATA Townhall Meeting on Behalf of the Affected Residents...

To Ward 4 Councilmember Lewis-George,

I am Jocelynn Johnson, Chairperson of the Ward 4 Mini Commission on Aging, and a senior, Ward 4 resident, I am writing to express the concerns I have from the June 27, 2024, Ward 4, WMATA Townhall meeting that was held at Coolidge High School whereby the new plans were presented to the residents of their new names for existing WMATA Bus Routes and the Bus Routes they also plan to cancel or end from the existing WMATA Bus Routes in Ward 4 and throughout DC.

I was very upset and concerned to hear expressed by the residents to include the senior residents and ANC Commissioners who expressed that this was the first time they had heard about these WMATA plans to be put in place soon, for renamed, WMATA Bus Routes as well as WMATA Bus Routes planned to be cancelled. Without a doubt, for the most part the attendees expressed concerns that should clearly UPSET Ward 4 Councilmember Lewis-George, who I hope is also extremely upset at hearing WMATA's plans because these plans negatively impact the daily lives of her residents from school children who ride these bus routes daily as well as to the senior residents who expressed the impact their changes will have on their everyday lives.

I am very concerned that Ms. George talked to be as shocked and surprised with hearing these announced changes to be put in place in 2025 by WMATA as we, the community was in suddenly hearing the drastic announcement, that, as most of the attendees stated during this meeting.

One of goals stated by WMATA for their better bus plans is to achieve equity in their bus line planning overall. Without our knowing how to properly define nor apply this equity - our questions can't be answered. We the Ward 4 community cannot or will not be able to figure out their route decision process. Moreover, I don't believe that WMATA can objectively defend their route decision process either. The residents who are WMATA's customers were suddenly told that they have now decided to disrupt and upset their lives--the transportation quality of their daily lives. To me this is a very BIG problem that appears to have just begun!

WMATA made decisions that will certainly change the lives of the Ward 4 community, that they/we most certainly should have been involved in. The WMATA representatives continued to reference how they want community involvement, yet these plans they presented to us at this meeting in the presence of our Ward 4 Councilmember Janesse Lewis-George demonstrate to all present that NOTHING could be further from the TRUTH!!

WMATA was not prepared by having pages of each existing Bus Route, now, as well as the new proposed Bus Route. WMATA was not prepared in having responses for the parents, to

address the concerns expressed by the disruption of the Bus Routes for the children who utilize Bus Routes to go to and from school on a daily basis. WMATA was not prepared to address the many detailed horror stories and concerns they heard from the DC senior residents who use the current Bus Routes daily, to function and travel daily, once these changes are put into effect that also include ending the particular used Bus Routes.

WMATA was not able to satisfactorily explain their absence in working with every ANC group in DC, not to mention in Ward 4, nor did they offer their evidence that they had indeed met with them all, to ensure that they did all they could do to ensure community involvement as they went through their process that brought them to this place of their presentation on June 27, 2024.

I am very disappointed that more objection was not expressed by Councilmember Lewis-Lewis, especially after she heard the objections that were raised by the DC residents and the senior residents who were extremely detailed in their objections to the plans laid out by WMATA.

Finally, while this is not a part of this WMATA discussion, as a DC and Ward 4 resident who uses both the buses and the subways from time to time, I want to express my disappointment in WMATA NOT putting in place, HIGHER petitions that would prevent subway riders from jumping across the entry gates--allowing them to ride the subways for FREE!!

Inasmuch as they took the expense to install higher petitions, COMMON SENSE should have driven their decision and force them to install the HIGHEST petitions available to achieve their mission of riders STEALING subway rides!

Now, after these new petitions have been installed at subway stations, we still hear riders talk about the riders being able to STILL ride the subways for FREE!!...they just hump higher! How stupid! It seems that since they made changes in this area to prevent this theft, the smart way would have been to install petitions as high as possible, while not making it uncomfortable for the legitimate customers easy to pass thru while paying.

Thank you for allowing me to express my WMATA concerns--especially from the June 27th meeting.

Jocelynn Johnson, Ward 4 resident since 1962 & Chairperson of the Ward 4 Mini Commission on Aging