



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

Chevy Chase, Barnaby Woods, Hawthorne
5601 Connecticut Avenue N.W. P.O. Box 6252 Washington, D.C. 20015
3G@anc.dc.gov | <http://www.anc3g.org> | YouTube: ANC3G |

COMMISSIONERS

3/4G-01 - Lisa R. Gore, Chair 3/4G-02 - Bruce Sherman, Secretary
3/4G-03 - James Nash 3/4G-04 - Michael Zeldin 3/4G-05 - Peter Lynch
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://opendatahub.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.

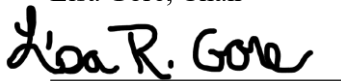
BE IT FURTHER RESOLVED, the ANC asks WMATA to work with DDOT to establish bus priority or bus lanes on Connecticut Avenue as part of DDOT's redesign of Connecticut Avenue.

FURTHER RESOLVED:

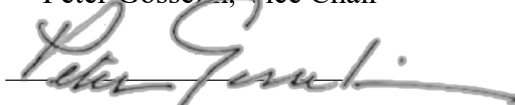
That the Commission designates Commissioner James Nash, ANC 3/4G-03, to represent the Commission in all matters related to this Resolution.

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

Handwritten signature of Lisa R. Gore in black ink, written over a horizontal line.

Peter Gosselin, Vice Chair

Handwritten signature of Peter Gosselin in black ink, written over a horizontal line.