



# Advisory Neighborhood Commission 2A

*“Serving the Foggy Bottom and West End communities of Washington, D.C.”*

May 22, 2018

Mr. Jim Hamre  
Director, Office for Metrobus Planning, Scheduling, and Customer Facilities  
Washington Metropolitan Area Transit Authority  
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Washington, DC 20001  
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Mr. Steve Strauss  
Deputy Associate Director, Transit Delivery Division  
District Department of Transportation  
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## **RE: Proposed Changes to Metrobus Routes 42, 43, L1, L2, and H1**

Dear Mr. Hamre and Mr. Strauss,

At its regular meeting on May 16, 2018, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With seven of seven commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (7-0-0), after a motion made by Commissioner Kennedy and seconded by Commissioner Schrefer, to adopt the following resolution:

Among the potential service change proposals circulated on April 30<sup>th</sup>, 2018 by the Washington Metropolitan Area Transit Authority (“WMATA” or “Metro”) which pertain to ANC 2A’s coverage area, the Commission takes the following positions:

- In the first series of three proposals, the ANC strongly supports Proposal C, which would “[c]onvert some Route 42 buses to Route H1 buses [...and operate] Route H1 all day.” This would implement a key recommendation of a 2013 Metrobus study conducted on the Crosstown H-Line, which sought to make the H1 an all-day service on account of the route’s popularity and stellar productivity. Dupont Circle ANC 2B passed a resolution in support of all-day service on the H1 last year, and passed an additional resolution in support of a combination of Proposals B and C in May of 2018.

Implementing all-day service on the H1 would provide for the creation of a critical missing transit link between Foggy Bottom and the West End, Dupont Circle, Adams Morgan, Mt. Pleasant, Columbia Heights, Washington Hospital Center, and Brookland – service which is currently



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provided only in the peak direction during rush hours. These areas collectively contain a critical mass of residents, jobs, shopping, tourist attractions, and other activities; since the corridor is not well-served by existing Metrorail alignments, added bus service has the potential to be a significant, positive supplement to the overall transit network.

- In the second series of three proposals, ANC 2A strongly opposes Proposal A, which would “[c]onvert all Route L1 buses to Route L2 buses.” The Commission sees no basis for reducing peak direction, rush-hour bus service to and from the West End, Foggy Bottom, and the Northwest Rectangle federal employment core – the last of which is a dense employment center not particularly close to nearby Metrorail stations.

The critical difference between the L1 and L2 routes is that – where the two routes diverge – the L1 goes through areas that are a significant walk from Metrorail stations and are otherwise ill-served by connections on other WMATA rail or bus services (such as the Northwest Rectangle and the eastern portion of Sheridan-Kalorama).

Whereas the L2 duplicates Red Line service south of Dupont Circle over a short stretch to Farragut Square – and other bus routes between Dupont Circle and Woodley Park – the L1 runs a unique route that provides local service over the long distance on Connecticut Avenue between the aforementioned rail stations. South of Dupont Circle, the route connects to the West End and Foggy Bottom before terminating in the Northwest Rectangle. The benefits of a marginal increase in L2 service frequency south of Dupont Circle are questionable given that the Red Line provides significantly faster and much more frequent service over the same short distance.

Over the past six years, WMATA has proposed or implemented reductions to most rush-hour bus routes serving the Northwest Rectangle, including the S1, N4, and P1. Rather than continue to erode service, ANC 2A encourages Metro to work with DDOT and consider strategic investments in the L1 and other rush-hour routes that would establish them as more reliable option for commuters. Converting deadhead trips in the opposite direction of peak travel to revenue service, for instance, could be a low-cost way of building ridership and creating a more diverse constituency for these services.

Commissioners Patrick Kennedy ([2A01@anc.dc.gov](mailto:2A01@anc.dc.gov)) and William Kennedy Smith ([2A04@anc.dc.gov](mailto:2A04@anc.dc.gov)) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.



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Sincerely,

William Kennedy Smith, MD  
Chairperson

CC: Regina Sullivan, Office of Government Relations and Policy, WMATA  
Ann Chisholm, Office of Government Relations and Policy, WMATA  
Raka Choudhury, Citywide Transportation Planner, DDOT  
Sarina Loy, Councilmember Jack Evans' Office  
Joe Florio, Councilmember Jack Evans' Office