



CLEVELAND PARK
COMMUNITY ASSOCIATION

*PO Box 11444
Washington, DC 20008*

June 18, 2023

VIA ELECTRONIC MAIL

Board of Directors
Washington Metropolitan Area Transit Authority

Dear Directors,

I write in regard to the proposed reforms for the DC public bus network, on behalf of the Cleveland Park Community Association, a non-profit, membership organization, founded in 1911, composed of Cleveland Park residents, and committed to protecting and promoting the vibrancy, diversity, and tree-lined, historic character of our neighborhood.

CPCA is generally supportive of the effort to expand public bus access, as a meaningful effort to enhance public transportation and enable and promote its use, and we applaud and appreciate WMATA's efforts. We have some concerns regarding certain route adjustments, particularly the proposed elimination of the 96 bus, as explained briefly below, and we support the Advisory Neighborhood Commission 3C resolution regarding maintaining the 96 and other bus routes important to our neighborhood.

The 96 route is the only option for crossing DC at that latitude (through Woodley Park and Adams Morgan) and connecting upper Northwest DC to those neighborhoods, the U Street and 14th Street corridor/Logan Circle area, and beyond. It is an essential commuting route for many public school students and for workers in Upper Northwest, as well as being a highly convenient route enabling residents of Upper Northwest to patronize the restaurants, night spots, theater district and other cultural venues along its route, much of which is not service by metro, and would otherwise require two more transfers.

Alternatives such as splitting the route into two at a point east of 14th St seem viable if needed to address underlying concerns we understand WMATA has expressed regarding delays due to the length of the current route. However, we note that the current proposal includes routes as long or longer. Regardless, eliminating the route would remove a unique, important connector among numerous neighborhoods that would otherwise be practically isolated from one another via public transportation, undercutting reliance on public transportation among them, inconsistent with basic goals of sustainability for the District.

Relatedly, we are also quite concerned about the prospect of redirecting greater bus flow to Porter St, as seems to be the plan in eliminating the 96 and H2. Porter has one lane of traffic each way and is

relatively narrow west of Connecticut Avenue, with limited cross streets between 34th Street/Reno Road and Connecticut. It is not wide enough to serve as such a major bus corridor (every time a bus stops, all traffic behind it must as well). Substantial traffic jams would occur with more frequent bus schedules along it, as well as greater traffic on local neighborhood streets as drivers try to find a faster route across town as they approach traffic jams predictably several blocks long due up to 34th Street due to the lack of outlets. Porter is also a route for fire and other emergency vehicles, making jams along it of concern from that perspective as well.

We appreciate WMATA's commitment to enhancing and rationalizing the DC public bus system. We trust that the Board will appreciate in light of the consequences briefly explained herein that eliminating the 96 and redirecting more buses to Porter Street are not consistent with the goals of increasing the system's efficiency, accessibility or utilization.

Thank you for your attention and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Barlow Weiner". The signature is stylized with a large, sweeping initial "J" and "W".

John Barlow Weiner
President