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

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**ANC 3/4G Resolution
To Urge WMATA to Preserve
Critical Bus Service for Chevy Chase**

Background and Rationale

The Washington Metropolitan Area Transit Authority faces a \$750 million budget [deficit](#) in the coming fiscal year, 2025, which begins on July 1, 2024, and that it is legally required to submit a balanced budget each year.

WMATA has indicated that, barring significant additional resources from District of Columbia, Maryland, and Virginia governments, it will have no choice but to implement a host of cost-cutting measures. Proposed for possible elimination within ANC 3/4G are the M4 bus line and the L2 bus route between Chevy Chase Circle and Duke Ellington Bridge.

DC and Maryland governments have indicated a willingness to provide WMATA with fresh financial assistance, and the Virginia state government is studying the same. There is therefore room for optimism WMATA can stave off deep service cuts. Nothing is certain at this point, however.

As contingency planning, WMATA is seeking citizen input on proposed changes to specific Metro bus lines. Chevy Chase residents are responding individually through WMATA's online survey and written testimony. At the same time, ANC 3/4G is called upon to weigh in as the collective neighborhood voice, notwithstanding the lack of corresponding "great weight" in this case.

Dropping the entire M4 bus line and the L2 bus route between Chevy Chase Circle and Duke Ellington Bridge would leave Chevy Chase a transportation desert. It would critically compound the lack of local transportation options following the elimination of the E6 bus line during Covid. Chevy Chase would be left with only one bus line, the E4.

The M4 is a daily, Monday through Friday, vital conduit to local schools as well as a feeder line to Metro rail at Tenley Town. Hundreds of children depend on the M4 to get to Alice Deal Middle School and

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Jackson-Reed High School. Scores of working adults ride the M4 to Tenley and from there to points downtown and across the DMV. Seniors throughout the neighborhood and resident at the Knollwood Retirement Community have no readily accessible bus line other than the M4 to get to grocery stores, pharmacies, and doctors' appointments. Indeed, the M4 was a second-best alternative to the previously cancelled E6, which took seniors directly to Friendship Heights, which they can now only access by transfer at Tenley.

The L2 is equally critical for Chevy Chase neighbors living in homes as well as apartment and condominium buildings along the relatively densely populated Connecticut Avenue corridor. The L2 provides a direct route down Connecticut to nearby Vann Ness, Cleveland Park, and Woodley Park neighborhoods and the myriad shops and professional office buildings along the way. Like the M4, the L2 is a feeder for Metro rail.

Forcing all current Chevy Chase bus users onto one single line, the E4, would instantly overwhelm that line. It simply lacks adequate capacity for the daily flow of neighborhood commuters. They would quickly find the arrangement unworkable and seek alternative transportation. Inevitably, that would mean increased use of cars, which would in turn further depress the use of Metro rail and weaken its sustainability.

WMATA has long been committed to avoiding creating pockets of the DMV with no public transportation options whatsoever. Chevy Chase has neared this situation with the elimination of the E6 bus line. Eliminating the M4 and abolishing L2 service to our neighborhood would leave many of our residents stranded. WMATA cannot allow this to happen even under severe budgetary constraints.

Resolution

ANC 3/4G calls on the Washington Metropolitan Area Transit Authority to preserve the M4 bus line and L2 bus route from Chevy Chase Circle to the Duke Ellington Bridge to provide the bare minimum level of service that Chevy Chase residents need to get to school, to work, and to myriad shops and venues for food, pharmaceuticals, and medical services.

APPROVED at a regular public meeting, notice of which was properly given and at which a quorum of .. members was present on March 4, 2024 by a vote of .. yes, .. no, and .. abstentions.

Lisa Gore, Chair

Bruce Sherman, Secretary
