



**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B**

February 25, 2014

District Department of Transportation
Terry Bellamy, Director

Washington Metropolitan Area Transit Authority
Richard Sarles, General Manager

RE: Resolution on improvements to 16th Street bus corridor

Dear Director Bellamy,

At its regular meeting on February 17, 2014, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered improvements to 16th Street bus corridor. With 7 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (6-0-1):

WHEREAS the Dupont Circle Advisory Neighborhood Commission (ANC 2B) has received many comments from residents expressing concerns about the 16th Street NW bus lines (S1, S2, S4, S9), which have the most riders of any route in the District and region at more than 21,000 weekday riders;

WHEREAS the number of weekday bus riders has increased by 25% over five years and today buses carry more than half of all travelers in the corridor during rush hour.

WHEREAS most resident comments express concern about overcrowding and delayed commutes during peak periods;

WHEREAS WMATA and D.C. Department of Transportation (DDOT) conducted a comprehensive evaluation of improvements summarized in the Metrobus 16th Street NW Line Study published in 2009;

WHEREAS WMATA has implemented some of the study's recommendations, most notably the S9 limited-stop service in 2010, a short-turn peak-hour service after ANC 2B's urging in 2013, and moving toward hiring more street-level supervisors after more recent urging by individual ANC 2B commissioners.

WHEREAS DDOT followed up the 2009 report by conducting a 16th Street NW Safety and Mobility study completed in April 2013, which identified the best way to meet mobility and community needs as – peak-hour peak-direction transit lanes from Arkansas Avenue NW to H Street NW – and also recommended pedestrian safety improvements at several intersections;

WHEREAS the DDOT 2013 report estimated that implementing peak-hour dedicated bus lanes on 16th Street with current bus supplies would shorten transit riders' commute times by 30 percent and also increase allow buses to carry 10 percent more people (because they can be refilled quicker).

WHEREAS More study needs to be done by DDot including public outreach, and further analysis of the implementation and operation of the recommended peak-hour transit lane option;

BE IT RESOLVED that the Commission recommends the expedition of necessary studies and implementation of the outstanding recommendations in 2009 Metrobus 16th Street NW Safety & Mobility report to improve mobility, safety and transit service for 16th NW, and meet the growing demand for travel in the corridor. Specifically, the Commission recommends that DDOT and WMATA:

- 1) Expedite necessary studies, impact analyses, and modeling to assess and potentially implement the peak-period transit lanes
- 2) In the near-term, allocate new buses and higher capacity buses to the short-turn route during peak hour to reduce severe overcrowding;
- 3) Continue to hire, train, and deploy additional supervisors to improve performance;
- 4) Implement signal prioritization and recommended traffic operations improvements such as queue jumps.

5) Implement recommended pedestrian safety improvements, in consultation with the District's Pedestrian Advisory Council.

Commissioners Kishan Putta (kishan.putta@dupontcircleanc.net), Noah Smith (noah.smith@dupontcircleanc.net), and Will Stephens (will.stephens@dupontcircleanc.net) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "William F. Stephens". The signature is written in a cursive style with a long horizontal stroke at the end.

Will Stephens
Chairman