



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

March 17, 2013

Washington Metropolitan Area Transit Authority  
BoardofDirectors@wmata.com

District Department of Transportation  
Terry Bellamy, Director

Re: New 16th Street Rush Hour Bus Route

Dear Board of Directors and Director Bellamy,

At its regular meeting on March 13, 2013 the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With six of the eight Commissioners present, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (5-0) with 1 abstention:

WHEREAS the Dupont Circle Advisory Neighborhood Commission (the Commission) has received many comments from residents expressing concerns about the 16th Street bus lines (S1, S2, S4, S9), which have the most riders of any route in the District;

WHEREAS most resident comments concerned morning rush hour crowding issues and delayed commutes, though several residents also had other concerns;

WHEREAS the Commission held two community meetings in January 2013 and February 2013 between residents and the bus planners of the Washington Metropolitan Area Transit Administration (WMATA) and invited other ANCs bordering 16th Street;

WHEREAS WMATA, at the February 20 community meeting, proposed two options for creating a new morning-rush-hour-only route to address the morning rush hour crowding issues and has spent several weeks testing different options and has now proposed a final plan.

AND WHEREAS this plan is meant to be a first step toward broader solutions for commuters along 16th Street;

BE IT RESOLVED that the Commission supports WMATA’s and DDOT’s efforts to address the crowding issues with the following specific recommendations:

1. WMATA, in deciding which route option to implement should carefully weigh community input, should notify the public and the Commission before implementation,

and should make clear to the public that the chosen route will be monitored closely – and could be updated and expanded in the future as determined by analysis of ridership and schedule data.

2. To minimize disruption, any layover parking spaces created by the Department of Transportation on U Street, V Street, or Euclid Street for buses serving the chosen morning rush hour route option, should only prohibit residential parking during the hours that the route is in operation (morning rush hour).

BE IT FURTHER RESOLVED that the Commission also recommends WMATA confirm its plans to implement a headway initiative to regulate the flow of 16th street buses next year, as stated at the February 20 community meeting.

The Commission also recommends that, next year, WMATA address other resident concerns with 16th Street buses including:

1. More and larger (60-footer articulated) S1 buses and rush hour Federal Triangle buses;
2. Consider resuming a route with a destination closer to the National Archives and/or Penn Quarter.
3. Consider lowering the volume of announcements made by bus speakers at stops.
4. The Commission also recommends that, as WMATA's Northern and Western garages (which serve routes in NW DC) are both over 75 years old, the city should make it a priority to replace these garages with modern facilities capable of fully accommodating larger (articulated) and newer buses that will improve service city-wide.

Therefore, the ANC supports Metro's service plan as proposed tonight (March 13, 2013).

Commissioners Kishan Putta (kishan.putta@dupontcircleanc.net), Mike Feldstein (mike.feldstein@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 flourish extending to the right.

Will Stephens, Chair