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## Sixteenth Street bus stop consolidation

Resolved, that Advisory Neighborhood Commission (ANC) 1D advises the District of Columbia Department of Transportation (DDOT) to take the following steps regarding bus stops on 16th Street NW:

- (1) Provide ANC 1D commissioners with internal traffic studies, external research reports, or other documentation that DDOT used to support the planned elimination of the bus stops on 16th Street NW at Newton Street and on 16th Street NW at Lamont Street,
- (2) Provide ANC 1D commissioners with internal traffic studies, external research reports, or other documentation that DDOT used to support the planned relocation of the bus stop at 16th Street and Irving Street NW, and
- (3) Work with the 1D ANC commissioners and neighborhood residents on a comprehensive solution to objections to eliminating and relocating bus stops on 16th Street.

**Why:** In reading the transit study on which DDOT based its bus stop elimination plan, this commission noted that DDOT failed to include any documentation to support eliminating or relocating bus stops on 16th Street. Therefore, this commission requests that DDOT provide any documentation that would support eliminating or relocated the bus stops.

Additionally, on April 25, 2016, previous commissioners of ANC 1D passed a resolution that advised DDOT to retain the (existing bus stops on 16th Street NW at Newton Street, and on 16th Street NW at Lamont Street. The rationale for this resolution still holds true today:

“This commission recognizes that the reasoning behind the proposed removal of these bus stops is to expedite bus travel, and hence encourage more bus use. However, because the people boarding buses at these stops would presumably simply walk to the Park Road bus stop and board there, it seems that there would be little net benefit to the pace of bus transit. It should be noted that this stretch of Park Road, from Spring Road to Irving Street, consists principally of large apartment houses, and has the highest density of residents everywhere along the 16th Street bus routes, so numerous bus stops along this area are warranted. Requiring these residents to walk an additional block or two to reach the closest bus stops is likely to discourage bus transit, an outcome contrary to the purpose of these bus transit improvements, which is essentially to encourage the use of buses in the city. Furthermore, some residents would be unable to walk that additional distance, and would be deterred from taking the bus altogether.”

*Passed by 5 to 0 vote at the legally noticed, public meeting of ANC1D on February 21, 2017, with a quorum present. Voting “yes”: Commissioners Stewart, Romero-Latin, Karaffa, Karrer, McKay. A quorum for this commission is three; five commissioners were present.*