

<p>1D01: Jon Stewart Vice Chairperson jonstewart.anc1d01@gmail.com</p>	<p style="text-align: center;">Mount Pleasant Advisory Neighborhood Commission</p>  <p style="text-align: center;">1380 Monroe St NW, #117 Washington DC 20010</p>	<p>1D04: Yasmin Romero-Latin Chairperson yasminkikiANC1D04@yahoo.com</p>
<p>1D02: Paul Karrer paulanc1d@gmail.com</p>		<p>1D05: Stuart Karaffa Treasurer stuart.k.anc@gmail.com</p>
<p>1D03: Jack McKay Secretary jack.mckay@verizon.net</p>		<p>Website: anc1d.org e-mail: anc1d@googlegroups.com</p>

On DDOT's options for the 16th Street bus lanes

Resolved, that ANC1D advises the District Department of Transportation (DDOT) of the following with regard to the 16th St NW Bus Lanes Project:

- * That Mount Pleasant remains strongly opposed to the elimination of the Newton St and Lamont St stops, per its resolution of April 25, 2016;
- * That before the end of the year, DDOT should share data with ANC 1D about the resulting service improvements, if any, from this summer's adjustment of the relative frequency of express buses (S9) versus local buses (S1, S2, S4);
- * That the use of overhead lane controls at the Mount Pleasant St/Harvard St/Columbia Rd intersection, expressed as options 2A and 5A in DDOT's current plans, are preferable to other proposed options for controlling traffic on the proposed reversible lane between Arkansas Avenue and U Street;
- * That it welcomes a reversible traffic lane between Arkansas Avenue and U Street;
- * That it strongly encourages DDOT to pursue a lane configuration that features both a reversible traffic lane between Arkansas Avenue and U Street (as in Options 2 and 5) and a dedicated rush hour bus lane between Arkansas Avenue and P Street for both the morning and evening rush hours (as in Option 4), or, if this is not feasible, to explain to the public why not, in clear, unambiguous, and detailed terms;
- * That DDOT should consider deploying Transit Signal Priority technology both on local buses (S1, S2, S4) and at intersections north of Arkansas Avenue.

Why: While most aspects of the 16th St Bus Lanes Project improve bus service for all, the elimination of local bus stops involves a stark, qualitative loss of service for local bus riders, generally more vulnerable residents, in exchange for a marginal improvement for commuters. This past summer's service adjustment already favored express bus riders over local bus riders, and we ask DDOT to update us about the effects of the service adjustment. Our stops exist due to street layout, locations of institutions, and residential density. Despite deviating from the national average for ideal distance between bus stops, these specific factors are not to be ignored.

A reversible middle lane for traffic between Arkansas Avenue and U Street makes sense. To control the reversible lane, the overhead signals as described in Options 2A and 5A are a good choice. However, the central component of this project is a dedicated rush hour bus lane. Why hasn't DDOT presented an option with both a reversible traffic lane and a full-length dedicated bus lane for both morning and evening rush hours? They do not seem mutually exclusive. We ask DDOT to provide a new option with both a reversible traffic lane and a full-length dedicated rush hour bus lane, or explain why such a configuration is infeasible.

Finally, Transit Signal Priority technology has now been deployed on the S9 express buses. Given that TSP tends to work best when traffic is not too congested, we ask DDOT to consider using TSP on local buses,

particularly at night when they are crowded and move slowly because of on-street parking. Late night bus service is important to service industry workers, who could use a few minutes shaved off their nightly commutes. We are also concerned about the prevalence of bus bunching at the Spring Street stop during the morning rush-hour. Further extending TSP along 16th Street could be a low-impact option to mitigate bus bunching.

Passed by 5 to 0 vote at the legally noticed, public meeting of ANC1D on September 26, 2017, with a quorum present. Voting "yes": Commissioners Stewart, Romero-Latin, Karrer, Karaffa, McKay. A quorum for this commission is three; five commissioners were present.