



Advisory Neighborhood Commission 1C

PO Box 21009, NW, Washington, DC 20009

www.anc1c.org

Representing Adams Morgan

Commissioners:

Julie Seiwell (1C01)

December 4, 2015

Hector Huevo (1C02)

Ted Guthrie (1C03)

Gabriela Mossi (1C04)

Alan Gambrell (1C05)

Billy Simpson (1C06)

Wilson Reynolds (1C07)

JonMarc Buffa (1C08)

Megan Kanagy, AICP, Transportation Planner
Policy, Planning & Sustainability Administration
District Department of Transportation
55 M Street SE, Suite 500
Washington, DC 20003

Re: 16th Street Transit Options

Dear Ms. Kanagy,

At a duly noticed public meeting held on December 2, 2015, with a quorum present, ANC1C approved the attached resolution by a vote of 6-1.

Sincerely,

Billy Simpson
Chair, Advisory Neighborhood Commission 1C

ANC1C RESOLUTION REGARDING 16th STREET TRANSIT OPTIONS
December 2, 2015

ANC1C supports the following recommendations, which appear to seek a balance in respecting various modes of transportation while promoting those options that hold the greatest promise for improving travel times for the greatest number of commuters:

- Bus Lanes: Physical Improvement. ANC1C supports peak hour bus lanes as 16th Street Transit Study data show these lanes can achieve a significant improvement in travel times.
- Off-Board Payment/All-Door Boarding: Transit Service Improvement. ANC1C supports off-board payment and all-door boarding as this option is among the top techniques that holds promise to increase travel time down the 16th Street corridor.
- Peak Hour Parking Restrictions: Traffic Operations Improvement. ANC1C supports expanding peak hour parking restrictions during both the morning rush hours (specifically, 7-10am) and evening rush hours (specifically, 4-7pm instead of the 4-7:30pm recommendation). Prohibiting vehicles from parking during peak hours will increase the available travel lanes and so significantly improve travel times for both buses and cars.
- Automated Parking Enforcement: Traffic Operations Improvement. ANC1C supports employing automated parking enforcement on buses combined with dedicated towing. Illegally parked cars substantially delay bus and vehicle travel.
- W Street Signage/Turn Lane: Traffic Operations Improvement. ANC1C supports improved signage and a turn lane separator to improve traffic flow at W Street southbound. This intersection is a perennially problem area because 16th St reduces from 3 to 2 southbound lanes. Traffic tends to back up as vehicles attempt to merge.
- Traffic Signal Technology: Traffic Operations Improvement. ANC1C supports technological improvements to optimize traffic signals, allowing buses to prolong signal changes in order to improve on-time performance.
- Mt. Pleasant/Adams Morgan Intersection: Physical Improvement. ANC1C supports reconfiguration of the intersection at Harvard, Columbia Road and Mt. Pleasant Street to enhance traffic flow and pedestrian and biker safety.

ANC1C opposes the following options out of concern that they would cause greater inconveniences for bus commuters, additional crowding at bus stops, and challenges for vehicle owners:

- Limited Service Stops/Truncated Service: Transit Service Improvement. ANC1C opposes limited service stops and truncated service for the S1, S2 and S4 lines as these routes are crucial to bus commuting to downtown areas.
- Truncated Service, S1 Line: Transit Service Improvement. ANC1C opposes reducing service on the S1 by making it a limited stop service akin to the S9. The S1 is the only western route servicing 16th Street and currently has an insufficient number of buses as compared to the S2 and S4. ANC1C calls on DDOT to increase S1 service, not degrade it by making it a limited stop service akin to the S9.
- Midday Parking Removal: Traffic Operations Improvement. ANC1C opposes removal of midday parking as 16th Street during non-rush hour is a vital parking zone for residents, retail operations, and delivery services.
- V Street Bus Stop Removal: Physical Improvement. ANC1C opposes removal of the V Street stop. The bus stop at V Street is a medium density bus stop. Removing it will harm our constituents and force people to walk longer distances to access the bus (especially people with limited mobility). Worse, the adjacent stops are already overcrowded so moving more people to those stops will make travel worse. U Street is a high density stop already.

ANC1C makes the following further recommendation:

- ANC1C recommends a DDOT review process/study, involving the community, to be conducted two years after implementation, to analyze the impact of changes undertaken and to make adjustments and recommendations for improvements. In particular, alternatives that prove to be problematic should be modified and/or abandoned as appropriate.