

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3F
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RESOLUTION REGARDING EXPANDED AND IMPROVED BUS SERVICE ON CONNECTICUT AVENUE

WHEREAS, The Connecticut Avenue corridor has higher density than Wisconsin Avenue from Upton Street to Western—six times the population; and

WHEREAS, Connecticut Avenue from Upton Street to Western Avenue has larger populations of seniors and low-income tenants than Wisconsin Avenue, and

WHEREAS, Connecticut Avenue from Upton Street to Western Avenue has a higher concentration of health services, recreation and schools compared to Wisconsin Avenue, and

WHEREAS, a large portion of the Connecticut Avenue corridor has been identified by MoveDC as an area of the greatest transportation need.¹

WHEREAS, the Connecticut Avenue Safety and Multimodal Redesign has not proposed any plan in the current iteration to get vehicles off the road which undercuts Vision Zero and impedes our ability to meet the District’s important climate goals; and

WHEREAS, in the District of Columbia fewer than 65% of households own a car², making improved transit a consequential matter of equity; and

WHEREAS, The City’s Multimodal Long-Range Transportation Plan, Move DC, points out that transit’s usefulness and attractiveness to the public is determined by high-frequency service [defined as no more than a 5 minute wait for rail and no more than a 10 minute wait for buses] so that the system can be relied upon to get users to work and to appointments on time; and

WHEREAS, WMATA has promised to transition to a 100% zero-emission bus fleet by 2042, which would improve air quality for all residents as well as comply with the DC Climate Commitment Amendment Act³ and

¹ <https://movedc.dc.gov/pages/mapping-transportation-needs>; <https://arcg.is/0Cnq4X>

²Forbes: <https://www.forbes.com/advisor/car-insurance/car-ownership-statistics/>

³ Climate Commitment Amendment Act of 2022: <https://code.dccouncil.gov/us/dc/council/laws/24-176>

WHEREAS, transitioning to electric buses is projected to save the District hundreds of millions of dollars in both operational and fuel costs⁴; and

WHEREAS, Connecticut Avenue needs more frequent and more reliable bus service and an increasingly electrified bus fleet; and

NOTING, in Boston the MTA created a six-month pilot program of painted pop-up bus lanes in parked car lanes during rush hour to test out dedicated bus lanes and doing similarly on Connecticut Avenue would allow DDOT to test the concept before construction.⁵

THEREFORE BE IT RESOLVED, that ANC 3F calls on DDOT to work with WMATA on the Connecticut Avenue Safety and Multimodal Redesign to prioritize bus service with an emphasis on increased frequency and reliability, and

1. ANC 3F urges WMATA to move more rapidly to electrify its bus fleet, and
2. ANC 3F urges WMATA to increase the frequency of the bus service on Connecticut Avenue, and
3. DDOT and WMATA shall report to ANCs the results and impact on Better Bus service.

BE IT FURTHER RESOLVED, that Commissioner Carlson is authorized to speak on behalf of ANC 3F regarding this matter.

ANC 3F [approved/disapproved] this resolution at its meeting on July 16, 2024, which was properly noticed and at which a quorum was present, by a vote of 6 in favor, 0 opposed, and 0 abstaining.



Courtney Carlson
Chair, ANC 3F

⁴ The Sierra Club estimates that if half of Metro's fleet were electric, resulting savings would be at least \$350 million over a 15-yr period. https://www.sierraclub.org/sites/default/files/pressroom/WMATAREport_Web.pdf

⁵ <https://www.boston.gov/departments/transportation/summer-street-multimodal-corridor-improvements>