



GOVERNMENT OF THE DISTRICT OF COLUMBIA ADVISORY NEIGHBORHOOD COMMISSION 5F

RESOLUTION ON RHODE ISLAND AVENUE NE BETTER BUS PROPOSALS AND SAFETY IMPROVEMENTS

Sponsor: Commissioner Bishop-Henchman
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WHEREAS, the 2021 Update to the DDOT's [Bus Priority Plan](#) designates Rhode Island Avenue as part of the District's bus priority network for future action; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) has released an initial draft of a Better Bus Study that aims to develop a new bus network that better serves communities and coordinate with investments such as bus lanes and transit signal priority, the first re-envisioning of the Metrobus network since its creation in 1973, and recommends expanded and reconfigured service on Rhode Island Avenue including a reconfigured G8 as the "DC214" and reconfigured P6 as the "DC302"; and

WHEREAS, WMATA states that the plan aims to fix inadequacies identified by rider feedback about the existing system: that bus service is adequate but not excellent; that fast, frequent, and reliable service are the top priorities; and that racial and economic inequities in walk distance and wait times should be addressed; and

WHEREAS, world-class bus service on Rhode Island Avenue is essential for to access jobs, attend schools, reach essential services including healthcare facilities, and patronize local businesses; and

WHEREAS, despite its importance, the Rhode Island Avenue bus corridor was given an "F" rating in the [2019 Metrobus Report Card](#), with the G8 bus on this corridor had only 63% adherence to headways, 61% adherence to bus schedule, and serve 45 bus stops in 9 miles; and

WHEREAS, the low performance metrics for the buses on Rhode Island Avenue result in passenger delays, crowding, and overall poor service; and

WHEREAS, most portions of Rhode Island Avenue have no parking or standing anytime in all curbside lanes; and

WHEREAS, a series of bus studies in 2014 recommended limited-stop frequent bus service running the length of Rhode Island Avenue from downtown to the Maryland line, which was introduced (Route G9) in March 2017, later expanded to all-day service with the provision of a dedicated bus lane, and then suspended with the COVID-19 pandemic in March 2020 and has not been reinstated; and

- WHEREAS, this bus priority corridor fills a critical east-west gap in Metrorail service, and heavy travel demand on North Capitol Street, Florida Avenue, and Rhode Island Avenue indicates a strong need for investments in fast, frequent, and reliable transit service along these corridors; and
- WHEREAS, from 2021 to 2022 in Ward 5, Rhode Island Avenue had 491 crashes or on average one every 36 hours, and these crashes continue this year including the tragic pedestrian death of James Tarrants in February 2023, after which a Vision Zero site visit recommended several action items; and
- WHEREAS, ANC 5F previously adopted ANC5F-25-015, calling for more frequent service on the G8 (including restoring G9 limited-stop service) and D8 routes to connect Eckington and Edgewood residents to neighboring communities, local amenities, schools, and jobs; for WMATA and DDOT to advance priority bus service and infrastructure improvements such as bus lanes and signal priority on the key corridors of North Capitol Street, New York Avenue, and Rhode Island Avenue; and for \$50 million to overhaul and re-envisioning New York Avenue and Rhode Island Avenue to establish new and prioritized bus service, improve reliability, and improve pedestrian, cyclist, and motorist safety; and
- WHEREAS, Councilmember Parker’s Ward 5 Better Bus Task Force [released a report](#) on May 25, the key relevant points of which are: (1) endorsing WMATA’s proposal for reconfigured Rhode Island Avenue frequent and express service to downtown; (2) requesting WMATA include an express companion route on the street or service standards resembling that; (3) extend another high frequency route west of Rhode Island Avenue; (4) ensure the Trinidad and Edgewood communities do not lose connecting service to grocery stores and Washington Hospital Center and Union Station/downtown; (5) recommending that the proposed DC302 bus not operate on Rhode Island Avenue to avoid congestion and that any limited stop DC214 bus not serve the Washington Place loop to serve Rhode Island Avenue metro station to speed up service; and (6) that WMATA add bus shelters and eliminate the bus-to-rail transfer penalty; and
- THEREFORE, BE IT RESOLVED that ANC 5F agrees with the recommendations of the Ward 5 Better Bus Task Force and states to WMATA that ANC 5F:
- (1) endorses the Better Bus plan reconfigured high-frequency and limited-stop service on Rhode Island Avenue to connect Eckington and Edgewood residents to neighboring communities, local amenities, schools, and jobs, either through the proposed DC214, a restored G9 route, or a service with standard bus stop spacing of no more than 4 per mile and restructured DC214 service on Rhode Island Avenue;
 - (2) requests that the Better Bus plan extend another high frequency route west of Rhode Island Avenue to Shaw or U Street;
 - (3) suggests that only routes starting or ending at Rhode Island Avenue metro station serve the time-consuming Washington Place

- loop, with through routes serving the station via an improved ramp and stairs from Rhode Island Avenue at the train tracks;
- (4) requests that the proposed DC302 route not operate on Rhode Island Avenue to avoid congestion, and not serve Rhode Island Avenue metro station but rather connect in a timed transfer with the DC214 route, and that DC302 operate on 4th Street NE south of Rhode Island Avenue as the current P6 route does and not 2nd/3rd Street until further south;
- (5) insists that the Trinidad and Edgewood neighborhoods have service connecting them to Union Station/downtown, Washington Hospital Center, and grocery stores, with such a route serving stops served now by the G8 route that would not be covered by the DC214; and
- (6) agrees that that WMATA and should ensure the installation of bus shelters and eliminate the rail-to-bus transfer penalty;

BE IT FURTHER RESOLVED that ANC 5F requests that DDOT advance priority bus service and infrastructure improvements for Rhode Island Avenue, including (1) implementing bus lanes and signal priority on Rhode Island Avenue, including with intermediate steps such as not adding back general 24/7 travel lanes after the conclusion of DC Water construction, (2) as an intermediate step toward bus lanes implementing 24/7 parking along Rhode Island Avenue to improve pedestrian safety and reduce road speeds, and (3) adding a crosswalk west of the railroad tracks as discussed in the Vision Zero site visit at the site of Mr. Tarrant's death and where intense pedestrian-oriented development is occurring now and in the near future; and

BE IT FURTHER RESOLVED that the sponsor is directed to transmit a copy of this resolution to WMATA, DDOT, and other appropriate recipients; and

BE IT FURTHER RESOLVED that ANC 5F commissioners are authorized to represent themselves as speaking on behalf of the 5F Commission in advocating for the aforementioned; and

BE IT FURTHER RESOLVED that this resolution will take effect immediately upon passage.

This resolution came before ANC 5F at a duly noticed public meeting on June 27, 2023.
ANC 5F is composed of 7 Commissioners, so that 4 Commissioners constitute a quorum.
With 6 Commissioners present, ANC 5F voted 5 Yea, 1 Nay, and 0 Abstain.

Attest:



 Chair, ANC 5F



 Secretary, ANC 5F