



ADVISORY NEIGHBORHOOD COMMISSION 6E
PO Box 93020 Brentwood Station, Washington, DC 20090

November 15, 2021

Everett Lott
Interim Director
District Department of Transportation
55 M Street SE
Washington, DC 20004

RE: Resolution Urging DDOT to Study and Design Bus Lanes for 7th Street NW between Massachusetts Avenue NW and Florida Avenue NW

Dear Interim Director Lott:

On November 2, 2021, at a duly noticed and regularly scheduled meeting of the Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) conducted virtually via videoconference and with a quorum of 6 out of 7 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 5 for, 1 against, and 0 abstentions:

On July 9, 2020, the District Department of Transportation (“DDOT”) published a [Notice of Intent \(“NOI”\)](#) to build Car Free Lanes on 7th Street NW between Pennsylvania Avenue NW and Massachusetts Avenue NW. The Car Free 7th Street NW project would restrict vehicle traffic on 7th Street NW and G Street NW between 7th Street NW and 8th Street NW to buses, bicycles, and delivery trucks. This project is part of DDOT’s Bus Priority program, the Bowser Administration’s initiative to enhance bus speed and reliability across all 8 Wards of the District. ANC 6E [submitted comments](#) in response to the NOI that encouraged DDOT to not only consider the section of 7th Street NW between Pennsylvania Avenue NW and Massachusetts Avenue NW, but to also consider options north of Massachusetts Avenue NW, including closing the gap in the 7th Street NW bike lane that exists between N Street NW and Massachusetts Avenue NW

In October 2020, [DDOT announced](#) that it would postpone the "implementation of 7th Street N.W. Car Free Lanes and continue to work collaboratively with stakeholders along the corridor to refine the concept."¹ It has now been over one year since DDOT suspended the 7th Street NW Car Free Lanes project and the ANC is unaware of any progress toward its implementation.

The 2021 Update to the moveDC Plan designates 7th Street NW between Pennsylvania Avenue NW and Florida Avenue NW as part of the District’s [Transit Priority Network](#), which it

¹ <https://enews.doward2.us/mail/util.cfm?gpiv=2100163248.630.78&gen=1>



defines as streets “where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers”. Among the interventions recommended for corridors on the Transit Priority Network include dedicated bus lanes, better bus stops, and/or special treatments at intersections.

7th Street NW corridor is a critical bus corridor for the 70, 74, and 79 MetroBus lines, which in 2019 carried 17,543 average weekday passengers.² These bus lines carry riders to and through ANC 6E to access jobs and school, reach essential services, and patronize local businesses. Despite its importance, the Georgia Avenue / 7th Street NW bus corridor was given an “F” rating in the [2019 MetroBus Report Card](#), a collaborative project between MetroHero and the Coalition for Sustainable Growth. Buses on this corridor had only 62% adherence to headways³, 52% adherence to bus schedule, and an average speed of 9.1 mph.⁴ The low performance metrics for the buses on 7th Street NW results in passenger delays, crowding, and overall poor service. Bus service on 7th Street NW experiences particular bottlenecks approaching and leaving the intersection with Rhode Island Avenue NW.

In response to a train derailment and identified safety issues, WMATA has removed all 7000-series rail cars from service, which has severely restricted MetroRail service District-wide. Service restrictions on MetroRail are expected to persist for some time. The Green and Yellow Lines, which run under the 7th Street NW corridor, are only running every 30 to 40 minutes with 6-car trains, which has led to delays, crowding, and transit riders seeking alternative commuting options. The timing of the MetroRail service disruptions, coinciding with the District’s reopening from the covid-19 pandemic, threatens to slow regional economic recovery and delay return to transit for DC commuters.

The current safety-related disruptions to MetroRail service below 7th Street NW and slow and off-schedule MetroBus service on 7th Street NW necessitate bold action to improve transit service. It is time for DDOT to move forward on implementation of the 7th Street NW Car Free lanes between Pennsylvania Avenue NW and Massachusetts Avenue NW. Furthermore, DDOT should design bus and bike lanes for lanes for 7th Street NW north of Massachusetts Avenue NW to Florida Avenue NW to further improve bus service and bicycle connectivity on this corridor.

BE IT FURTHER RESOLVED that ANC 6E requests that DDOT study and propose a design for bus lanes and other infrastructure that will improve transit service on 7th Street NW between Massachusetts Avenue NW and Florida Avenue NW.

ON BEHALF OF THE COMMISSION.

² <https://www.wmata.com/initiatives/ridership-portal/Bus-Data-Portal.cfm>

³ Headways are the spacing between two sequential bus arrivals.

⁴ Electric rental scooters are speed throttled to 10 mph.



Sincerely,

Rachelle Nigro

Rachelle Nigro,
Chair

CC: Charles Allen, Ward 6 Councilmember
Megan Kanagy, DDOT Bus Priority Program Manager
Spring Worth, DDOT Bus Priority Project Manager
Andrew DeFrank, DDOT Ward 6 Community Engagement Specialist