

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 3A



Resolution RE Department of Transportation (DDOT) Notices of Intent (NOI) NOI #-23-188-TDD and NOI #23-189-TOA

ANC 3A has reviewed DDOT's two NOIs issued by DDOT on August 24, 2023, held a special public meeting on the proposed notices on September 6, 2023, and gathered comments from constituents. The Commissioners are aware of and generally supportive of WMATA's desire to move bus stops to the "far side" of traffic signals wherever practical to improve the safety and also reduce unnecessary delays to bus service; however, we are strongly opposed to the proposal to move the bus stop on the east (northbound) side of Wisconsin Avenue NW at the intersection with Porter Street NW from its current location south of Porter Street to the proposed location immediately north of Porter Street and in front of the Crestview Condominium building at 3601 Wisconsin Avenue NW.

The proposed location will not only unduly impact the residents of the 88-unit Crestview Condominiums in reducing access to and enjoyment of their homes but will also raise additional safety concerns for residents and the general public. Many of the residences at the Crestview, particularly those at grade and on the first floor, would be substantially impacted by the noise, fumes and reduced air quality caused by idling buses at a bus stop in front of the building, as well as from the noise inherent when patrons are waiting at a bus transfer point. The building is set back from the sidewalk by only about 15 feet, and 20 apartments have balconies directly over the stop so they would be adversely affected for the same reasons. The residents along the south side of this same building are already severely impacted by similar noise and air pollution generated by the H2/H4 bus stop discussed below.

The proposed stop will eliminate four two-hour parking spaces routinely used by residents of the Crestview building. Although there are 88 homes in the Crestview, the building, which dates from 1978, has only 21 on-site parking spots available. In addition to the loss of those four parking spaces, the new location will result in the loss of a loading space used by the residents and visitors as well as for-hire drivers picking up and dropping off residents and guests to the building. The U.S. Postal Service, package carriers, Amazon, food vendors and pharmacies also use that space to make necessary deliveries to residents. When emergencies occur at the Crestview, the police and fire departments also use the space directly in front of the building to respond. Further, per the building's management, approximately a quarter of the residents are over 60 years of age, creating additional hardship for those residents who require a pick-up, drop-off, or parking space and have to go further away from their residences to meet those needs.

The proposed stop is in a narrow sidewalk space along Wisconsin Avenue which would not allow for the placement of a bench or construction of a shelter, should either WMATA or DDOT decide that shelters should be installed in the future. Residents of the building are legitimately concerned that transit patrons will feel forced to sit on the front steps of the apartment building or a bench near the vestibule of the building. Additionally, the building's vestibule is not secured and bus patrons will likely seek shelter in the outer lobby during the evening hours and when rainy, cold or other inclement weather occurs. The need for security upgrades and possibly staff to keep the building safe as well as accessible would place an unreasonable burden on the residents, as well as unnecessarily create an acrimonious relationship between the transit users and the residents and visitors to the Crestview.

Advisory Neighborhood Commissioners (January 1, 2023-December 31, 2024)

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3A01	3A02	3A03	3A04	3A05
Thaddeus Bradley-Lewis	Judy Havemann	Hans Miller	Jeremy Del Moral	Ann Lane Mladinov

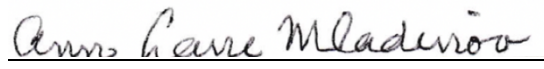
The proposed change also presents safety issues for vehicles coming and going from the Crestview's parking lot. The building has two narrow driveways that exit onto either Porter Street or Wisconsin Avenue. Currently the existing bus stop for westbound buses on the H3 and H4 routes is along the south side of the Crestview and buses on those routes using that stop routinely block that driveway. (Potentially the H2 route could also use the same bus stop if WMATA adopts a route change outlined in the Better Bus Initiative Preliminary Draft of a Visionary Network Map shared in April 2023.) The cement pad for the Porter Street stop completely covers that driveway. As a result, residents disproportionately have to rely on the Wisconsin Avenue exit to leave the property. That driveway is only about 50 feet north of the new bus stop that DDOT is proposing on Wisconsin north of Porter Street. The proposed new stop and the placement of a busy bus stop that close to the driveway would likely exacerbate residents' existing safety concerns, and make right turns out of the driveway onto Wisconsin difficult and left turns onto Wisconsin virtually impossible. With one exit already severely impacted by a bus stop, this additional bus stop would create even more significant safety and accessibility challenges at the Crestview.

As an alternative, we would propose that the bus stop be moved several bus lengths further north on Wisconsin Avenue, on the short block between Porter Street and Quebec Street, where it would be north of Porter Street but south of Quebec Street. At that location, a pre-existing concrete pad is already in place that until approximately eight years ago was a regular stop for the 30N, 30S, 31 and 33 Metrobus routes, but was removed to streamline the system by reducing the number of stops. The nearest structure to that location is a commercial office building whose driveway and parking exit onto Quebec Street, so the bus stop would not interfere with traffic using that driveway. Quebec Street is a small residential street that does not continue west of Wisconsin, so it is used very little for traffic entering or leaving Wisconsin, and is not a busy intersection. That location would allow WMATA to address its preference for locating the bus stop on the "far side" of Porter Street but without adding additional and undue burdens for the residents of a building already impacted by another busy bus stop.

The Commission is not taking a position on the proposed changes to bus stops at Upton Street and at Macomb Street and the associated parking changes. We hope DDOT will review all comments on the proposed changes and take them into consideration in deciding on a course of action.



 Chair



 Secretary

This resolution was approved by the Commission by a vote of 4 - 0 at a duly noticed special public meeting on September 6, 2023, at which a quorum was participating. (Three of the five Commissioners make a quorum.) By the same vote, the Commission designated the Chair or the Commissioner of ANC3A03 to represent the Commission on this matter