

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**ADVISORY NEIGHBORHOOD COMMISSION 3A**



June 6, 2025

District Department of Transportation  
Transportation Delivery Division  
250 M Street, S.E.  
Washington, D.C. 20003

Transmitted by email to [ddot@dc.gov](mailto:ddot@dc.gov)

**RE: DDOT Proposal “ANC 3A NOI# 25-123-CPD (WMATA Better Bus)” to allow  
buses to turn left from inbound Massachusetts Avenue onto Wisconsin Avenue during peak hours**

On April 28, DDOT issued a Notification of Intent NOI #25-123-CPD proposing to add “Except Buses” to the existing sign “No Left Turn 7-9:30 AM 4-6:30 PM Monday-Friday” which controls vehicles turning from eastbound (inbound) Massachusetts Avenue NW onto northbound (outbound) Wisconsin Avenue NW. The NOI states that the proposal will give further support to WMATA’s “Better Bus” network that will go into effect on June 29, 2025.

The proposed change would allow operation of the new “C85” Metrobus route that is planned to run every 30 minutes during weekday peak hours (5 buses in the morning, 5 buses in the afternoon).

The NOI was on the agenda for discussion at the ANC 3A public meeting on May 15, 2025, and the Commission deliberated on the proposal after taking public questions and comments.

The major issues raised in the discussion related to safety for pedestrians and others using the affected roadways, as well as potential congestion and the possibility that other buses such as tour buses rather than just Metrobuses could make left turns during peak hours at the intersection.

The ANC voted to share the following comments and recommendations:

- Nearby residents and ANC Commissioners have long been concerned about illegal turns at the intersections of Massachusetts and Wisconsin Avenue as well as the nearby intersection of Massachusetts and Cathedral Avenue. Any traffic movements that are not allowed and therefore are not expected create added safety risks for other vehicles and for pedestrians and bicyclists at that those locations.
- Pedestrians crossing Wisconsin Avenue on the north side of Massachusetts Avenue, either moving eastbound or westbound in the crosswalk, would be in the path of buses making a left turn from eastbound Massachusetts Avenue onto northbound Wisconsin Avenue. Because in recent years no left turns have been allowed during weekday peak hours at that intersection, pedestrians could be caught by surprise to have a bus turning across their line of movement across that crosswalk.

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**Advisory Neighborhood Commissioners (January 1, 2025-December 31, 2026)** [www.anc3a.org](http://www.anc3a.org)

3A01	3A02	3A03	3A04	3A05
Thaddeus Bradley-Lewis	Gracemary Allen	Isaac Bowers	Claire McCafferty	Ann Lane Mladinov

For buses approaching the intersection from Cathedral Avenue to make a left turn at Wisconsin Avenue, the driver does not have a clear line of sight to see pedestrians using that crosswalk, particularly if the pedestrians are starting from the triangular “island” formed by Massachusetts, Wisconsin, and Cathedral Avenue, on the northwest corner of the intersection of Massachusetts and Wisconsin.

- Reflecting comments we have received, the Commission urges DDOT to consider the potential for:
  - a) setting the pedestrian signal at the crosswalk on the north side of Massachusetts, in combination with the traffic signal, to allow a safe lead time for pedestrians to cross Wisconsin Avenue before eastbound vehicles would be allowed to proceed, including vehicles making a left turn onto northbound Wisconsin
  - b) adding a left turn signal for eastbound vehicle traffic on Massachusetts Avenue at Wisconsin Avenue, which could be set to limit the time that left turns would be allowed as a way to protect pedestrians using the crosswalk north on Wisconsin north of Massachusetts. This could also allow a leading left turn, so a left-turning bus could get through the intersection at the beginning of a cycle and not have to wait for westbound traffic to clear the intersection, while eastbound traffic proceeding straight through the intersection could be provided a longer green cycle.
  - c) limiting the left turn during weekday peak hours to Metrobuses only, by making the sign “EXCEPT METROBUSES.” This would avoid having a larger number of buses including buses, tour buses, charter buses or other private buses from making left turns from eastbound Massachusetts onto Wisconsin Avenue during weekday peak hours. With such limited queuing space on Massachusetts Avenue, particularly between Cathedral Avenue and Wisconsin Avenue, and considerable peak hour congestion in that area already, allowing and encouraging other vehicles to make a left turn onto northbound Wisconsin would create unwanted and unnecessary back-ups and increase safety risks caused by drivers getting into jams or trying to get around obstacles.
  - d) providing a bus signal override for Metrobuses approaching on eastbound Massachusetts Avenue that are making a left turn onto northbound Wisconsin

Because the proposed change is explicitly designed to make it possible to operate a new Metrobus route, the Commission urges DDOT to adopt a change in signs or signals that would address the need to support operation of that bus route, but not otherwise introduce significant changes in traffic movement at that highly important and already challenging intersection.

The ANC has been closely following the proposals for reconfiguring local Metrobus routes as part of WMATA’s Better Bus initiative and we understand that the WMATA planners did not find any other roadways available to get the C85 to the desired origins and destinations. It would be difficult to make effective connections between the points served by the C85, including schools, Metro stations, and neighborhoods, without using the affected portions of Massachusetts Avenue and Wisconsin Avenue. We intend to monitor how the Better Bus changes are working and continue to provide comments and recommendations to improve the effectiveness of the new services for the public.

Thank you for your consideration. Please do not hesitate to be in touch with any questions.

Sincerely,



Ann Lane Mladinov  
Secretary, ANC 3A,  
and Commissioner, ANC3A05

This resolution was approved by a vote of 5-0 at the duly-noticed public meeting of ANC 3A on May 15, 2025, at which a quorum was present. (Three of the five Commissioners make a quorum.) By this same vote, the Commission designated the Chair or Commissioner Mladinov to represent the ANC on this matter.