

Government of the District of Columbia Advisory Neighborhood Commission 4B



[DRAFT] RESOLUTION #4B-24-1102 **Supporting Georgia Avenue, NW, Bus Priority Project** **Adopted November 25, 2024**

Advisory Neighborhood Commission 4B (Commission) takes note of the following:

- The Georgia Avenue, NW, corridor is a critical transit route, with the 70 and 79 buses among [the highest ridership Metrobus routes](#) in the entire system. [Half of all people traveling on Georgia Avenue, NW, rely on buses for their daily commute](#), and bus riders along this corridor are [predominantly people of color \(87%\), majority low-income \(53%\), and a significant portion come from households with zero cars \(65%\)](#). These buses provide essential transportation links for neighbors, connecting them to key job centers and enhancing mobility within neighborhoods.
- Despite efforts to improve service, buses along Georgia Avenue, NW, continue to experience frequent delays due to traffic congestion, with [average bus speeds getting slower since 2020](#). This results in [inconsistent and unreliable trip times](#), making it difficult for riders to rely on the bus as a dependable mode of transportation. For example, the same 8:00 a.m. commute from Fern Street, NW, to Barry Place, NW, can [range from 23-46 minutes](#). The lack of reliable bus service limits access to job opportunities and mobility within the community. High-quality, [dependable bus service is essential to increasing ridership](#) and ensuring residents can access critical resources and employment centers.
- Georgia Avenue, NW, is one of the most dangerous road segments in the District, with [3,154 crashes per mile since 2010](#) (map by [Zach Ammerman](#)), and it is [“the most dangerous road in Northwest Washington’s Ward 4.”](#) Due to dangerous conditions and “notable safety concerns”, Georgia Avenue, NW, has been designated a [Vision Zero high-crash corridor](#). Data indicates that [most people are traveling to Georgia Avenue, NW, and not through the street](#), but that due to design focused on commuter traffic the street is underutilized other than peak commuting times and the safety, mobility, and accessibility of the corridor is compromised.

- In the spring of 2022, the District Department of Transportation proposed a bus priority project on Georgia Avenue, NW, aimed at improving bus operations and safety between Barry Place, NW, and Kansas Avenue, NW. The Department planned additional improvements from Kansas Avenue, NW, to Missouri Avenue, NW, and from Missouri Avenue, NW, to Eastern Avenue, NW. One year later, in the spring of 2023, the Department expanded the project's scope to cover the entire 4.5-mile Georgia Avenue, NW, corridor from Barry Place, NW, to Eastern Avenue, NW. This proposal is known as the [Georgia Avenue, NW, Bus Priority Project](#).
- The District Department of Transportation hosted a series of open houses and pop-up events in September and October 2023 to discuss a [high-level concept](#) for the Georgia Avenue, NW, Bus Priority Project. Commissioners across the area, including from Advisory Neighborhood Commission 4B, attended these events and provided feedback. In addition, the Department hosted a series of open houses and pop-up events in October 2024 to discuss a [refined concept](#) and collect additional feedback and considerations on the proposal. The Commission's Vision Zero Committee received a presentation and engaged in detailed discussion with the Department about this refined concept at the Committee's November 20, 2024, meeting.
- The District Department of Transportation's refined concept would enhance bus reliability, reduce travel times, and improve safety. The concept includes offset bus lanes wherever possible, which will significantly reduce bus delays and improve overall service efficiency. The refined concept also includes bus stop optimization, designed to prioritize bus transit and improve the flow of traffic, ultimately reducing delays for bus riders along the corridor. In addition, the refined concept incorporates Vision Zero infrastructure to address safety concerns along the corridor, including [bus bulb-outs, curb extensions, centerline hardening, pedestrian refuge islands, and ADA ramps at crossings](#). Some of these measures, like bus bulb-outs and curb extensions, have already been implemented along the corridor and have already shown significant improvements in accessibility, safety, and bus reliability. These improvements not only enhance mobility for all users but also create a safer and more reliable transit environment.
- Advisory Neighborhood Commission 4B has long supported dedicated bus lanes along Georgia Avenue, NW. [Resolution 4B-19-0504](#), Supporting Implementation of Bus Only Lanes along Georgia Avenue Northwest (May 20, 2019) (urging "the Council of the District of Columbia and the District Department of Transportation to act expeditiously to build high-quality bus service along Georgia Avenue Northwest"). In addition, the Commission and Commissioners frequently support traffic safety infrastructure along the Georgia Avenue, NW, corridor and more broadly as one of the Commission's top priorities. See

generally Advisory Neighborhood Commission 4B, Annual Report 2023 (Nov. 27, 2023) (“The Commission strongly supports Vision Zero efforts to ensure zero fatalities and serious injuries to users of the District’s transportation systems and has consistently acted to further the government’s own stated goals.”). See, e.g., [Resolution 4B-24-0404](#), Providing Feedback on District Department of Transportation Proposal for Intersection of Georgia Avenue, Alaska Avenue, and Kalmia Road, NW (NOI 24-821-TESD) (Apr. 29, 2024); [Letter](#) from Commissioner Erin Palmer (4B02) to National Park Service, “Landscape and Accessibility Improvements Project at Battleground National Cemetery” (Aug. 21, 2024). The Commission continues to support bus infrastructure and believes that installation of bus infrastructure can and will contribute to both bus reliability and safety improvements along Georgia Avenue, NW.

RESOLVED:

- That Advisory Neighborhood Commission 4B expresses strong support for the District Department of Transportation’s October 2024 [refined concept](#) for the [Georgia Avenue, NW, Bus Priority Project](#) and urges prompt installation.
- That Advisory Neighborhood Commission 4B similarly expresses strong support for pedestrian infrastructure that is part of the [Georgia Avenue, NW, Bus Priority Project](#), including new pedestrian refuge islands and new ADA ramps (e.g., Whittier Place, NW), which have been needed and requested for years, and encourages additional consideration of pedestrian safety infrastructure such as raised crosswalks and curb extensions along the Georgia Avenue, NW, corridor wherever possible.
- That Advisory Neighborhood Commission 4B expresses support for the District Department of Transportation’s stop optimization efforts and reduction in travel lanes that are part of the Georgia Avenue, NW, Bus Priority Project and designed for traffic calming and traffic flow optimization to better serve the half of neighbors who travel by bus on Georgia Avenue, NW.
- That Advisory Neighborhood Commission 4B urges the District Department of Transportation to consider the following design refinements to improve the project within the Commission’s area:
 - relocation of the northbound 70/79 bus stop (currently North of Blair Road, NW) to South of the intersection with Kalmia Road, NW, to better serve the retail node anchored by Target and the school at that location;
 - relocation of the proposed bus stops for the northbound 70/79 at Aspen Street, NW, to the North side of Butternut Street, NW, and the bus stop for the 54/59 at Aspen Street, NW, and 13th Place

NW, to the East side of Georgia Avenue, NW, on Butternut Street, NW, to improve transfers between lines and improve access from The Parks at Walter Reed to the Takoma Metrorail Station; and

- relocation of the proposed 70/79 bus stops at Georgia Avenue, NW, and Sheridan Street, NW (both directions), to the North side of Piney Branch Road, NW (such as the proposed consolidated stop at Underwood Street, NW) to better serve the retail node anchored by the Safeway.
- That Advisory Neighborhood Commission 4B recommends to the Montgomery County Department of Transportation that they consider extending bus priority lanes North of Eastern Avenue, NW, to enable the benefits of the District's Georgia Avenue, NW, Bus Priority Project to extend to the end of the 70/79 at Silver Spring Metrorail Station and encourages the agency to coordinate with the Washington Metropolitan Area Transportation Agency and the District Department of Transportation for the above proposed stop relocation at Georgia Avenue, NW, and Blair Road, NW.

FURTHER RESOLVED:

That the Commission designates Commissioner Erin Palmer, ANC 4B02, Commissioner Kevin Gilligan, ANC 4B05, Commissioner Evan Yeats, ANC 4B04, and Commissioner Alison Brooks, ANC 4B08, to represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, in the event the designated representative Commissioners cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matters relating to this Resolution.

FURTHER RESOLVED:

That, consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

ADOPTED by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of _ members was present) on November 25, 2024, by a vote of _ yes, _ no, _ abstentions.