

To: ANC 2F

Fr: Businesses and residents- 14th Street NW and Rhode Island Avenue

Re: Removal of Bus Shelter and Bus Stop in front of 1336 14th St Street NW

DT: April 6, 2016

We appear before the CDC to once again request that you ask the full ANC to send letters supporting the removal of the bus shelter in front of 1336 14th St NW to DDOT and for the removal of the bus stop itself to WMATA. According to our discussions with Councilmember Evans' staff, the bus shelter is a DDOT installation and WMATA only considers bus stop adjustments once a year (July-October) because they must often go through federal regulatory approvals.

A number of years ago, when the previous business owner and neighbors requested the removal of the bus shelter and stop, both the CDC and the ANC voted to support this effort. WMATA turned down the request.

This section of lower 14th Street in our neighborhood has 4 bus stops in 6 blocks, covering 1580 linear feet. The distance between these stops measures from 484 feet to 559 feet. But, according to WMATA's 2009 Development of Guidelines for the Design and Placement of Transit Stops for WMATA, ("WMATA Guidelines") available online and the latest WMATA study that addresses placement of bus stops, the recommended number of stops per mile is 4 to 5. Here we have 4 stops in less than 1/3 of a mile, three of which have bus shelters.

The WMATA Guidelines clearly state:

"closely spaced stops are also likely to result in a longer ride for customers if demand for boarding and alighting is sprinkled across many stops because the number of times it takes the bus to decelerate, come to a complete stop, and then accelerate and re-merge into traffic is increased...fewer stops benefits passengers not only by reducing the time it takes for them to make the trip, but by making the service more reliable and predictable.

From an operational point of view, a bus stop consolidation effort that provides running time and cost savings to a transit agency should be sought out, as long as the convenience to the public rider isn't not greatly jeopardized. It is of great significance for any transit agency to provide a dependable and valuable service to the public, and a well-intended, planned bus stop consolidation process has the potential to improve upon this provide bus service, while minimizing any adverse impacts."

The WMATA Guidelines analyzed the 14th Street routes, served by Lines 52, 53, and 54, from Military Road to Scott Circle. The length of the route is approximately 10.84 miles with an average run time of 44.28 minutes. On average, there are 7.38 bus stops per mile, almost double the recommended number of stops. By going to 4 bus stops per mile the annual cost savings to WMATA would be between \$285,000 and \$855,000, depending on the number of buses running on the line at any one time. In the complete run, almost 11 miles long, there is no other concentration of bus stops as there is between Q and N Streets on the west side of 14th Street.

Ridership wouldn't suffer, nor will riders be asked to shoulder an undue burden by walking an average of 500 feet to another sheltered bus stop.

We hope that you can support our call to eliminate both the bus shelter and the bus stop at 14th and Rhode Island Avenue.

Below is the graphic representation of the four bus stops that are spread out over 1580 linear feet along the 14th Street corridor.

