



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS • CLEVELAND PARK
MASSACHUSETTS AVENUE HEIGHTS
McLEAN GARDENS • WOODLEY PARK

Single Member District Commissioners

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04-Beau Finley; 05-Sauleh Siddiqui; 06-Adam Hoyt
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ANC3C Resolution 2022-CONSENT
Regarding ANC 3C Support of Reinstating the L1 Bus Line by Including Funds in the Washington Metropolitan Area Transit Authority Budget for Fiscal Year 2023

WHEREAS, the L1 Bus Line provides two-way peak-direction rush hour service on weekdays, which is already a reduction from its previous service;

WHEREAS, the L1 Bus Line begins at the Potomac Park apartments at 18th and C Streets, jogs to Constitution Avenue via 18th and 20th Streets, turns right on 23rd Street, proceeds through Foggy Bottom and the campus of the George Washington University until Washington Circle, switches to New Hampshire Avenue, turns north onto 20th Street to avoid Dupont Circle, reaches Connecticut Avenue by way of Massachusetts Avenue and Florida Avenue, and terminates at Chevy Chase Circle, just south of Western Avenue and the Maryland state line;

WHEREAS, while there is some shared routing between portions of the L1 and L2 bus lines, without the L1 there is no direct bus service from upper Northwest neighborhoods to Foggy Bottom, where a number of government and non-governmental organizations have offices, and between the Connecticut Ave corridor and George Washington University, Hospital, and Medical Offices, which is important for ANC 3C residents to access work, school, and medical care;

WHEREAS a large number of School without Walls HS students need and utilize the L1 bus as it is a direct and quick route from most Ward 3 neighborhoods to School without Walls HS;

WHEREAS, soon after the start of the first COVID-19 stay-at-home orders, the suspension of route L1 was announced by WMATA with no consultation period effective immediately, beginning on March 16, 2020;

WHEREAS, in the confusion and uncertainty surrounding the unprecedented COVID-19 related stay-at-home orders in March 2020, commuters who had previously relied on the L1 bus were not told whether the L1 route suspension was permanent or if it would resume once the city returned to the workplace;

WHEREAS, many commuters assumed L1 service would resume post-lockdown as was the plan for several other temporarily suspended commuter bus lines in the city, and this lack of information resulted in a lack of organized outcry to retain the L1 while the pandemic has ground on and many Federal workers remain on maximum telework;

WHEREAS, WMATA has still not clarified whether it intends to bring back the L1 commuter bus line when the majority of workplaces resume in-person operations;

WHEREAS, permanent suspension of the L1 bus forces reduced public transit use by residents and significant inconvenience, particularly in light of ongoing construction on the Red Line metro, as well as safety and environmental dangers resulting from additional cars on the street enabling commuters to get to work absent the L1 bus;

WHEREAS, the impending redesign of Connecticut Avenue NW will add protected bicycle lanes and eliminate peak-hour travel lanes, and thus increase the need for bus capacity.

WHEREAS, the Washington District of Columbia Department of Transportation (DDOT) has set an objective to reach zero fatalities and serious injuries to travelers using the city's transportation infrastructure by the year 2024 through more effective use of data, education, enforcement, and engineering in its Vision Zero initiative;

WHEREAS, Connecticut Avenue is identified as a Vision Zero high crash corridor¹;

WHEREAS, scientific researchers have quantified that car trips result in four times as many pedestrian injuries, five-times more cyclist injuries, and five-times as many fatal and severe injuries compared to buses²;

WHEREAS, Mayor Muriel Bowser committed the District of Columbia to become carbon-neutral by 2050 at the Inaugural North American Climate Summit in 2017, by reducing emissions from transportation and making our streets safer and more accessible;

WHEREAS, approximately 28% of United States Greenhouse Gas Emissions come from the Transportation Sector, 59% of which are from light-duty vehicles³;

WHEREAS, shifting away from passenger vehicle use to alternative modes of transportation such as walking, biking, and public transit, will reduce GHG emissions by more than 1 million MTCO_{2e} per year by 2050⁴;

WHEREAS, the Sustainable DC 2.0 plan targets reducing commuter trips made by car to 25% by the year 2032;

THEREFORE BE IT RESOLVED, ANC 3C urges the Washington Metropolitan Area Transit Authority to reinstate the L1 Bus Line by Including Funds in the Budget for Fiscal Year 2023;

BE IT FURTHER RESOLVED, ANC 3C authorizes the Chair and the Commissioner from 3C05 to represent the Commission on this matter.

Attested by

¹ DC Vision Zero Plan. Available at:

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf

² Morency, P., Strauss, J., Pépin, F., Tessier, F., & Grondines, J. (2018). Traveling by bus instead of car on urban major roads: safety benefits for vehicle occupants, pedestrians, and cyclists. *Journal of urban health*, 95(2), 196-207.

³ Data from 2018 from the EPA: <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

⁴ Retrieved from: <https://storymaps.arcgis.com/stories/034104405ef9462f8e02a49f2bd84fd9>

Beau Finley

Beau Finley
Chair, on January 19, 2022

This resolution was approved by voice vote on January 19, 2022, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.