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Consider moving the bus stop at Mount Pleasant and Irving from the north side to the south side of the intersection

Resolved, ANC1D advises the Washington Metropolitan Area Transit Authority (WMATA) and the District Department of Transportation (DDOT) to determine the feasibility of moving the bus stop on southbound Mount Pleasant Street at Irving Street from the north side (approach) to the south side (departure) of the intersection.

Why: Pedestrian safety considerations should be paramount, and favor a bus stop on the far side of an intersection, rather than the approach side. Bus passengers getting off the bus and wanting the cross the street will, when the stop is located on the approach side of an intersection, naturally do so by stepping in front of the bus. This entails not only the hazard of the bus possibly starting forward, should the driver fail to see the pedestrian, but the problem that the pedestrian is concealed from oncoming traffic by the bus, and may abruptly appear in the street in front of passing cars.

Contrast this with behavior on the departure side of the intersection, where bus passengers will naturally set about crossing the street behind the bus, where there is no hazard from the bus itself, and where they are in clear view of oncoming traffic.

Bus stop location on the far side of an intersection also eases the merging of the bus into the traffic lane, as traffic stops when the light changes. On the approach side, the bus is impeded by traffic from reentering the traffic lane, and may be blocked by stopped cars while the light is red.

According to District regulations, having the bus stop on the far side of the intersection allows its length to be reduced by 45 feet, thus providing space for two additional curbside parking spaces.

Passed by 5 to 1 vote at the legally noticed, public meeting of ANC1D on March 15, 2011, with a quorum present. Voting "yes": Commissioners McKay, Scott, Romero-Castillo, Phelan, Edwards. Voting "no": Commissioner Terrell.