

16TH STREET NW BUS LANES PROJECT



Public Meeting

July 27, 2017



Presentation Agenda

1. Project Overview
2. Roadway Layout Options
3. CAG Follow-Up
4. Your Feedback



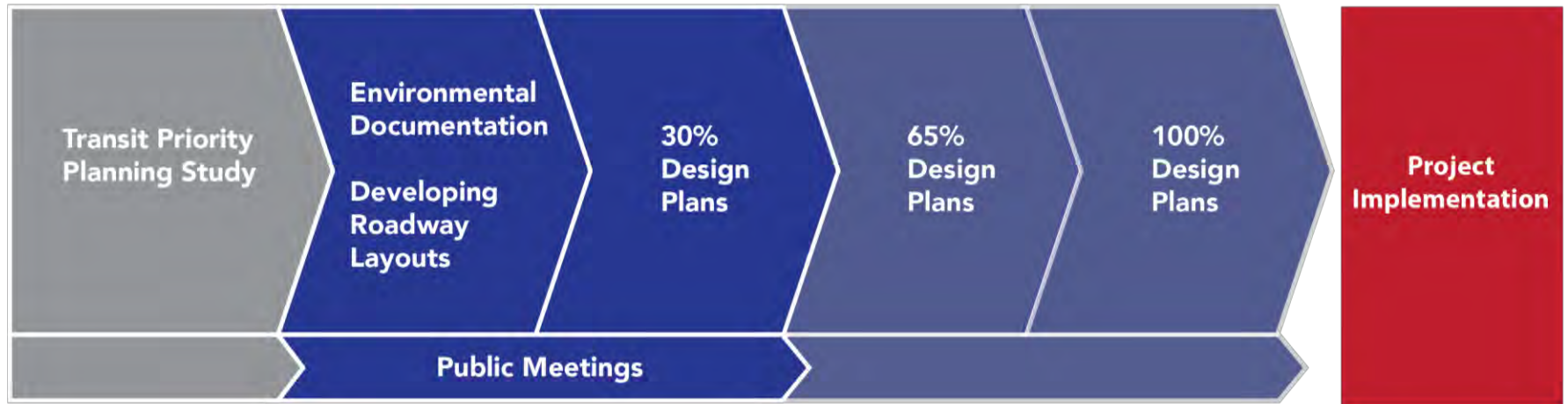


Project Overview

Goal: Improve the performance and reliability of bus routes on 16th Street NW between H Street NW and Arkansas Avenue.

Project Overview - Timeline

We are here



Planning Study Recommendations

Physical Improvements



Recommended Lane Configuration



Improved Bus Reliability

Transit Service Improvements

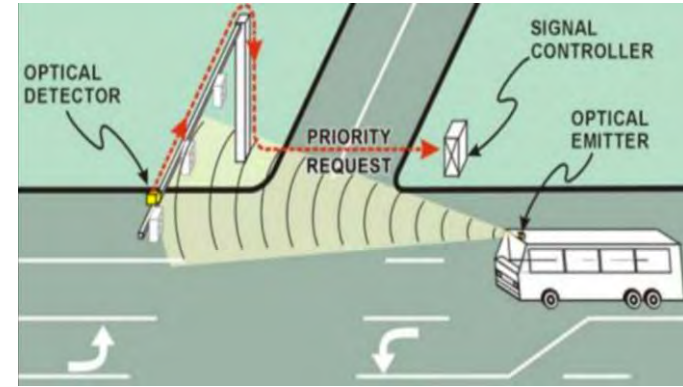


Off-Board Fare Payment

metrobus

Service Enhancements

Traffic Operations Improvements



Transit Signal Priority (TSP)



Pedestrian Safety Improvements

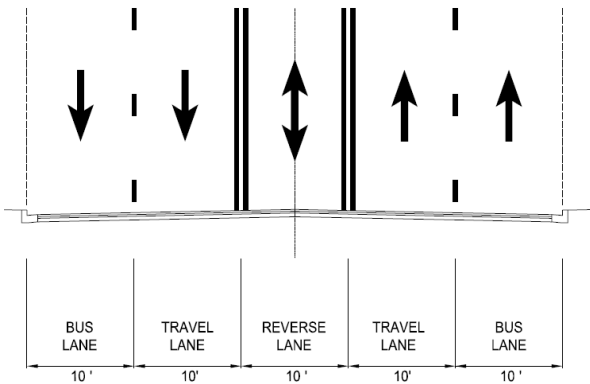
Changes from Planning Study



Engineering Survey



Mobile Payment



Typical Cross Section



Overhead Lane Control Signs



Off-Board Fare Payment

16TH STREET NW **BUS LANES PROJECT**



Design Phase

Roadway Layout Options

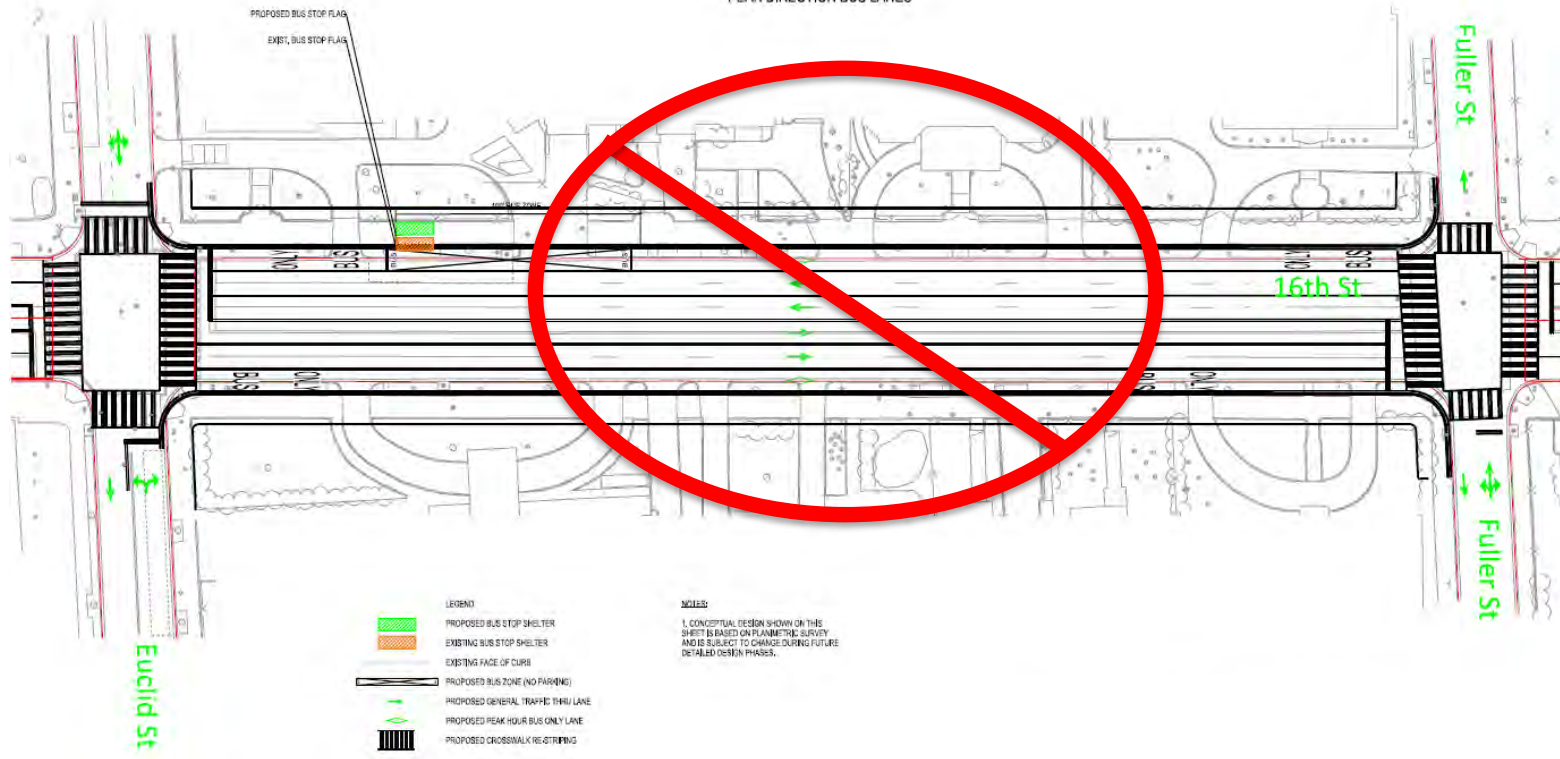
Option 1 – No Build

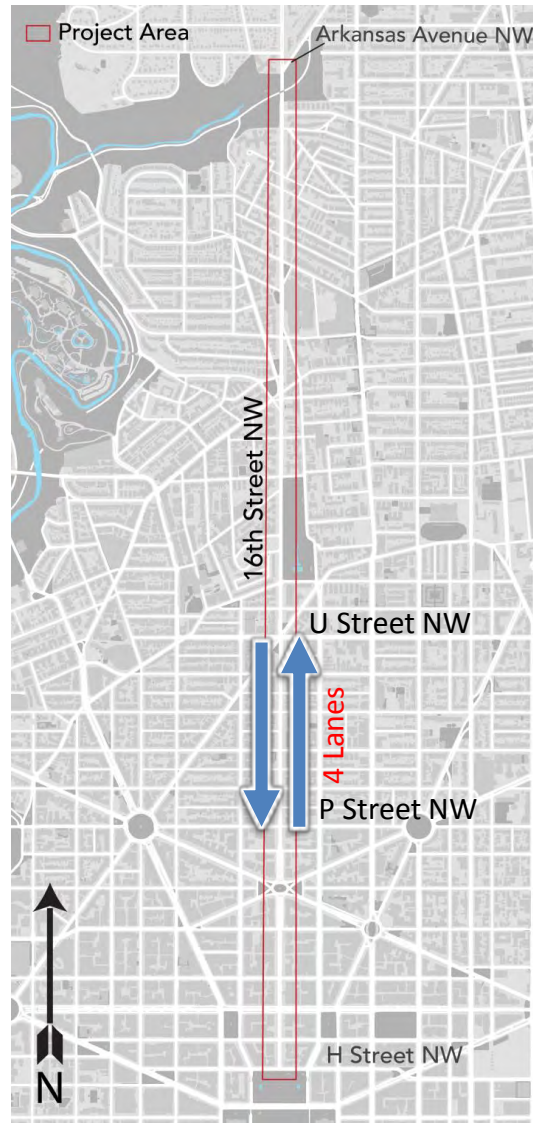


Option 3 – Widen Roadway

ALTERNATIVE 3

6 LANE EQUAL WIDENING
PEAK DIRECTION BUS LANES





What are the common elements in Options 2, 4, and 5?

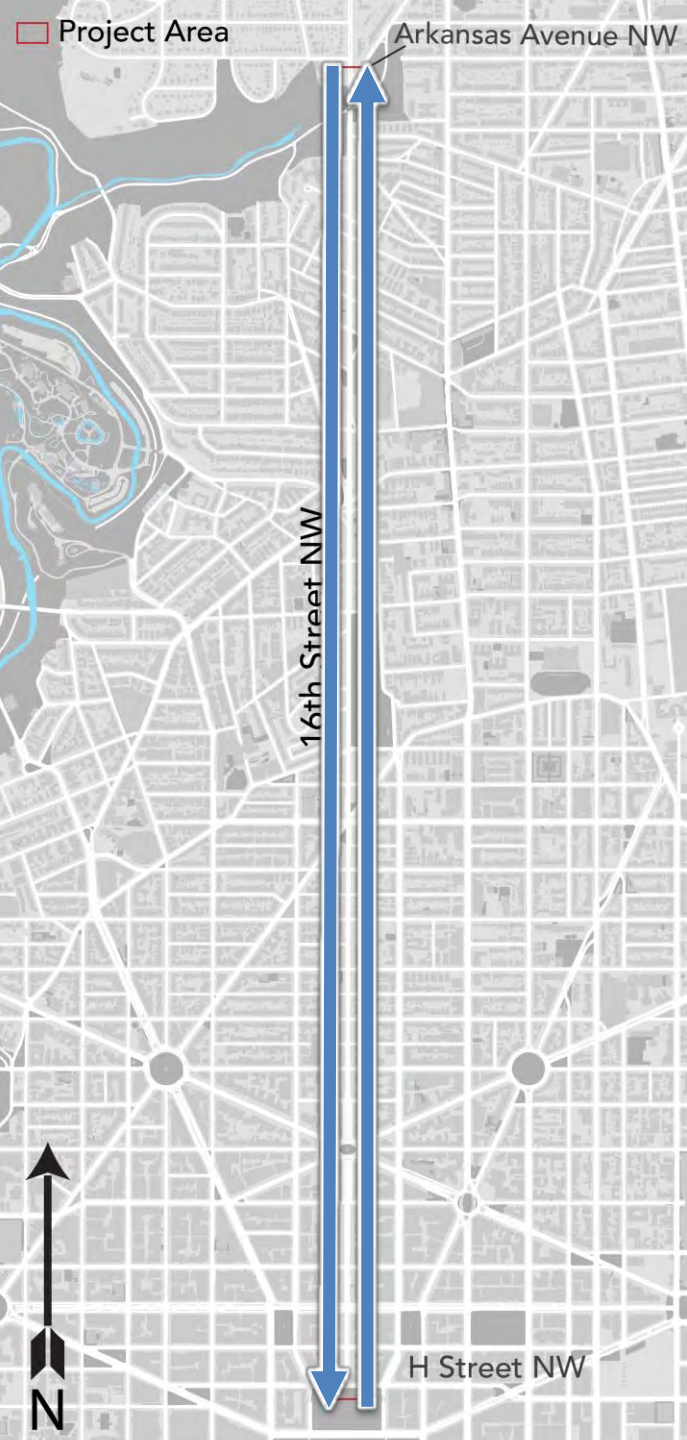


Option 2 – Full Length, Peak Period Bus Lanes

AM Peak - North of U Street NW

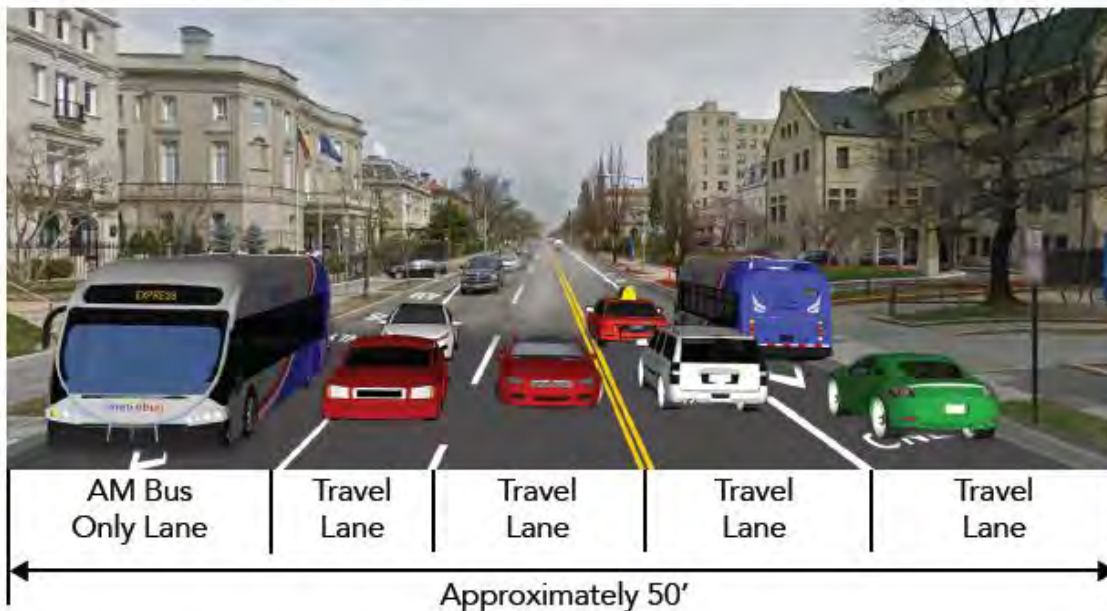


Block Between Euclid Street NW and Fuller Street NW
shown looking north

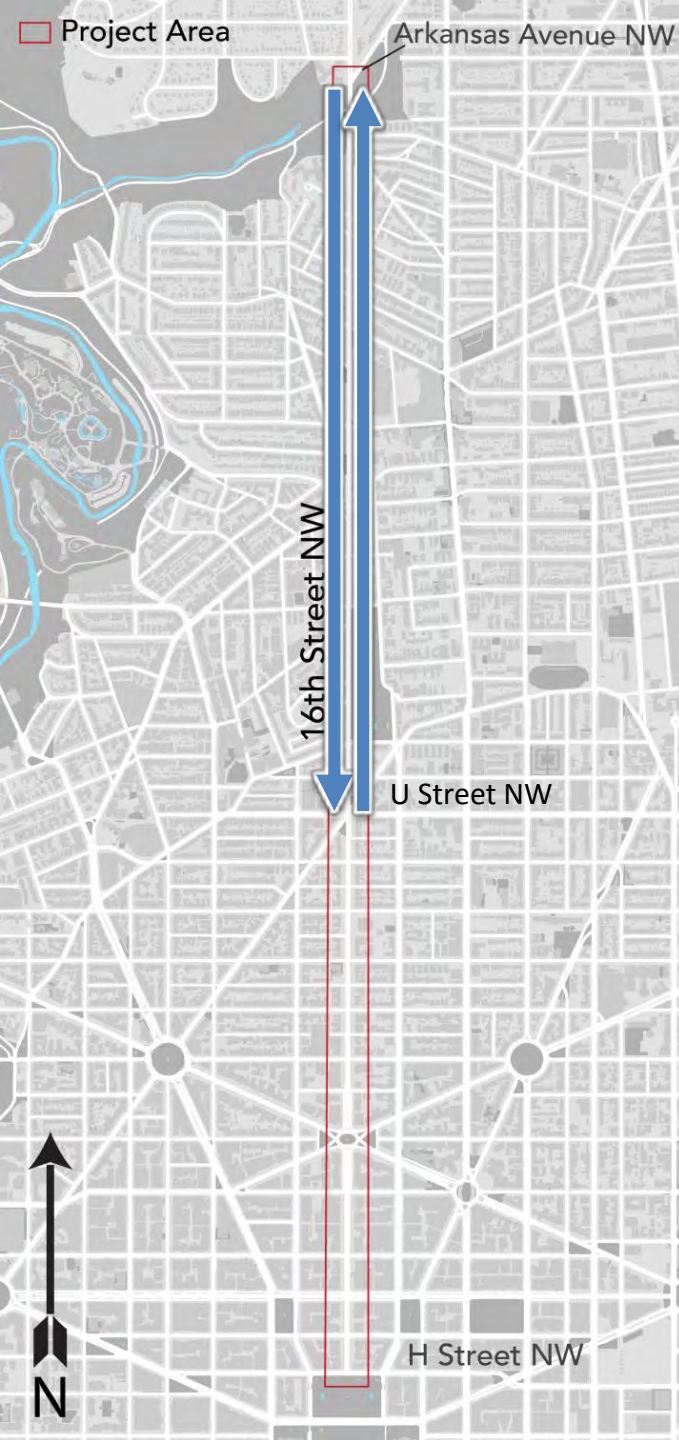


Option 4 – Full Length Bus Lanes, No Reversible Lane

AM Peak - North of U Street NW

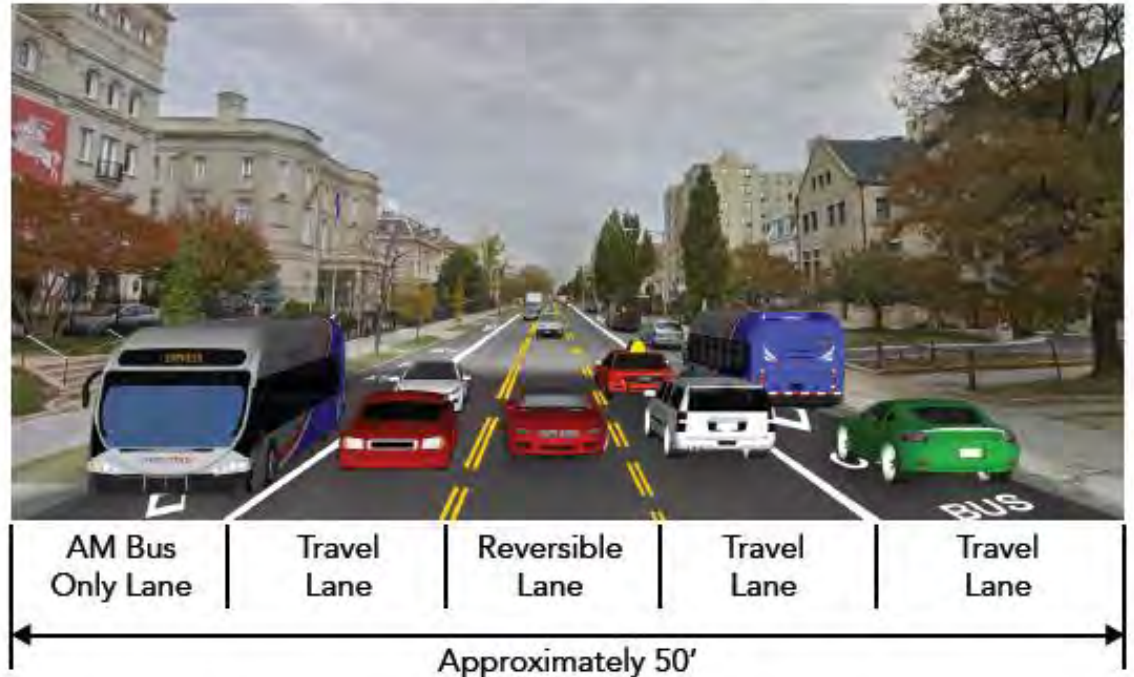


Block Between Euclid Street NW and Fuller Street NW shown looking north



Option 5 – Bus Lanes and Reversible Lane Arkansas Ave to U St NW

AM Peak - North of U Street NW



Block Between Euclid Street NW and Fuller Street NW
shown looking north

Options 2 and 5 with Lane Control Options

2A. Lane Controls at Mt. Pleasant Street NW & P Street NW

5A. Lane Controls at Mt. Pleasant Street NW



2B/5B. Lane controls for the entire reversible lane



Options 2 and 5

No Overhead Lane Controls at Mt. Pleasant Street NW



2C/5C: Restrict NB left-turn onto Mt. Pleasant Street



2D/5D: Displaced Left-Turn onto Mt. Pleasant Street

16TH STREET NW BUS LANES PROJECT



Design Phase

June 2017 CAG meeting

Follow-up

Bus Lanes

Who will be allowed in the lane?



Metrobuses



Taxis



Emergency Vehicles



School Buses



Tour Buses



Bicycles

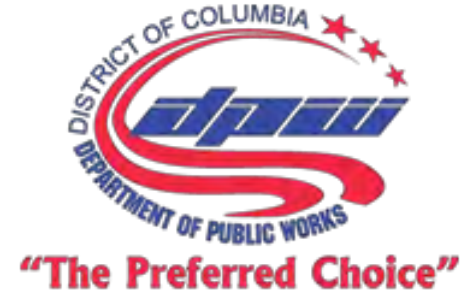
Bus Lane Enforcement



Camera Enforcement



Bus Lane Signs



Coordination with Department of Public Works



Bus Lane Pavement Markings



Coordination with Law Enforcement

Bus Service Update

Service changes have improved conditions

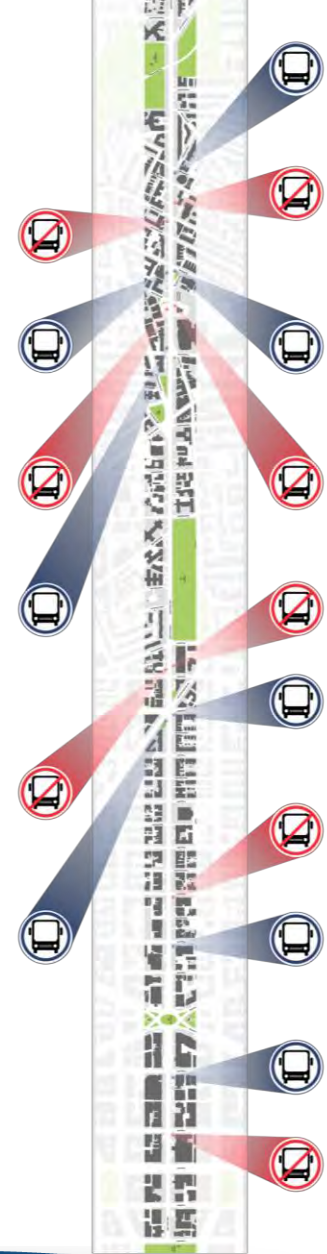
- Additional S9 limited-stop service in rush hours
- New S9 limited-stop service midday and Saturdays
- Buses are more reliable
- On-time performance has improved



Bus Stop Consolidation

What are the benefits and impacts?

- Benefit
 - Fewer stops means faster and more reliable service that will move more people
 - Saves thousands of riders up to 3 minutes per round trip
- Impact
 - Affected riders would need to walk, on average, an additional 1-3 minutes to the next stop



Bus Stop Consolidation



How were these stops were chosen?

- Proximity to other stops
 - 5 stops per mile to be consistent with WMATA standards
- Based on ridership



We need your feedback

- Visit the display boards; consider the options
- Tell us your preferences
- Share any other comments or questions you have

Upcoming Public Meetings

Engagement Events

Two Locations:

16th St/U St & 16thSt/Irving St

Tuesday, August 1, 2017

4:30 pm - 7:00 pm

Online Open House

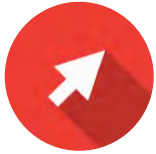
July 28 – September 1

16thStreetNWBus.com



- Comment period closes at 5pm on September 1st
- All comments can be submitted through the project [website](#), mail, or [e-mail](#).

Stay Involved



Project Website

- www.16thstreetnwbus.com



Twitter

- <https://twitter.com/16thStBusLanes>



Facebook

- <https://www.facebook.com/16thStBusLanesDC>

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