

16TH STREET NW BUS LANES PROJECT



16th Street NW Bus Lanes Project
Online Public Meeting Presentation
August 4 – September 8, 2017

Slide 1: Welcome Slide

Welcome and thank you for participating in the District Department of Transportation's 16th Street Northwest Bus Lanes Project – Design Phase public meeting. This is the narrated presentation for the first public meeting of the design process. The meeting was held on July 27th, 2017, from 6 to 8 p.m.

Slide 2: Presentation Agenda

The presentation agenda is as follows: first we will discuss a brief overview of the project and its purpose. Then we will discuss a project update, including frequently asked questions from the previous Citizen's Advisory Group meeting in June 2017. We will go over the roadway layout options on which the Department would like your input. Finally, we will discuss how you can provide your feedback on these roadway options, as well as upcoming opportunities for participation.

Slide 3: Project Overview

The project focuses on 16th Street Northwest in the District of Columbia from Arkansas Avenue to H Street Northwest (2.7 miles). The goal of this to improve the performance and reliability of bus routes along the 16th Street Northwest Corridor.

Slide 4: Project Overview - Timeline

The graphic on this slide shows the project's process in getting to implementation. In April 2016, we completed the Planning Study final report. This report can be found on the project website (16StreetNWbuslanes.com). The link is in the resources page of this website. Currently we are in Phase 1 of the design process, which will involve public engagement, development of roadway layouts, environmental documentation, and will culminate in thirty percent design plans. After this, a new process will be initiated to bring the designs to sixty-five percent, then one-hundred percent design to be carried into full project implementation.

During this phase of the project, and with what we know from the engineering survey, we will design and present roadway layout options, complete environmental documentation consistent with the National Environmental Policy Act, and develop thirty-percent design plans that

include ADA improvements. Built into each of these steps will be an opportunity for the public to participate and provide feedback.

Slide 5: Frequently Asked Questions from the Citizens Advisory Group Meeting

We recently held a Citizen’s Advisory Group meeting in June of 2017, which was open to the public. A large number of citizens turned out with the primary comments being about bus stop consolidation and the function of bus lanes along with other questions. A full list of these questions and responses will be available on the 16th Street Northwest Bus Lanes Project website.

Slide 6: Bus Lanes (Who will be allowed in the lane?)

Clarification was requested on who would be allowed to use the bus lanes and how they would be enforced. The District current bus lane policy permits Metrobus, tour buses, charter buses, taxis, and school buses in the lane as well as bicycles and emergency vehicles.

Slide 7: Bus Lane Enforcement

The lanes will have clear pavement markings and signs. DDOT will develop a public awareness campaign leading up to the implementation and coordinate with law enforcement and public works upon implementation of the bus lanes. Other methods, such as camera enforcement, from other cities are also being investigated for their effectiveness.

Slide 8: Bus Stop Consolidation (which stops are proposed to be consolidated?)

We’d like to provide clarification on bus stop consolidation. First, the stops that have been identified for consolidation are as follows, in the southbound direction (heading to downtown) are Newton Street, Lamont Street, and V Street NW. In the northbound direction (heading to Silver Spring), the stops are L Street, Q Street, V Street, Lamont Street, and Newton Street.

Slide 9: Bus Stop Consolidation (What are the benefits and impacts)

These stops were identified in the planning study for consolidation because of their proximity to other stops and ridership relative to other stops along S-line bus routes. Also, based on ridership.

Slide 10: Consolidation

Questions were raised about why we are proposing to consolidate these stops and the benefits and impacts of this consolidation. First, bus stop consolidation will help meet the project’s goal of improving the speed and reliability of bus service for the corridor. Stop consolidation means faster, more reliable service. Second, the nearly 20,000 average daily riders during the week will experience a travel time savings with these consolidated stops. However, we know that there are impacts. Riders at the stops identified for consolidation would have to walk an extra one to three minutes to reach the next stop. The maximum walking distance would be an added 610 feet from the current stop.

The Department and project team involved know that these are difficult decisions, but they are decisions that we have to face in order to improve bus service along the corridor. We have to

balance the reliability and travel time improvements for thousands of riders with the inconvenience of the hundreds that currently use these stops.

Slide 11: Bus Service Update

On June 25, 2017, additional S9 limited-stop service was added for peak period and Saturdays. Based on preliminary results, buses are now more reliable and the on-time performance has improved.

Slide 12: Roadway Layout Options

In achieving the recommendations of the planning study, and to accomplish the goal of the project, the study team had to adjust the recommended alternative for the actual roadway width and its constraints. The project team has developed 5 options for the public to consider. All of options include key elements from the planning study. A peak period, peak direction bus lane and improvements to bus stop facilities.

Slide 13: Option 1- No Build

Option one is the no build option, which is leave 16th as it is today. Everything you see in the street will stay as is and bus service will continue to have reliability issues. Traffic remains the same and congestion will likely increase as the District grows. No impacts to parking spaces, historic view or historical resources and a cost savings. Highest number of peak period bus riders will not receive travel time savings. No targeted effort to improve bus stops, bus zones, and roadway.

Slide 14: Option 2- Full length, peak period bus lanes (Except between U Street and P Street in the PM peak period)

Option two is a full-length bus lane in the southbound direction in the AM peak period from Arkansas Avenue to P Street and K Street to H Street. In the PM peak period the bus lane will be from K to H Street and Arkansas to U Street. Option 2 provides benefits to bus riders with faster, more reliable bus service. Largest impacts are with parking and historic view (depending on the lane control options). This option has a high cost.

Slide 15: Option 2A/2B – Lane Control Options

Lane Controls are very important for safety on the corridor and to ensure that drivers understand which lane to drive in.

2A has lane controls at Mt. Pleasant and P Street. 2B (the safest option) has lane controls at every block preventing confusion for drivers and meeting MUTCD standards.

Slide 16: Option 2 – No Overhead Lane Controls at Mt. Pleasant

The main purpose of Options 2C and 2D is to simplify the geometry and have a consistent reversible lane through the intersection. In order to accomplish this, you would need to remove the left turn lane from the existing location. 2C is rerouting left-turning traffic to Columbia Road and Irving Street. Option 2D (Displaced Left-Turn onto Mt. Pleasant Street) the left turn is relocated into a right-turning lane.

Slide 17: Option 3

DDOT explored widening the roadway as an option. DDOT has determined this is not a feasible option due to the impacts of the historical resources on the corridor and due an extreme high costs.

Slide 18: Option 4 (Full Length Bus Lanes, No Reversible Lane)

Option 4 removes the reversible lane; therefore no overhead lane controls are necessary (meaning no impacts to the historical views of the corridor).

Slide 19: Option 5 (Bus Lanes – Arkansas Avenue to U Street NW)

This option has the bus lane from Arkansas Avenue to U Street. All option shown in 2A, 2B, 2C, and 2D were also considered for this option to remove the need of overhead at the Mt. Pleasant intersection.

Slide 20: We need your feedback

Please visit the display boards and consider the options and please tell us what option you like best. Please share your comments or questions you have. Tell your friends and neighbors and stay involved.

Slide 21: Next Steps

As I mentioned previously we are currently working on developing the roadway layouts and environmental documentation. The next public meeting will be in September. After the environmental documentation is completed and a preferred alternative is determined, the 30% design plans will be completed.

Slide 22: Upcoming Public Meetings

Engagement Events – Two locations 16th Street and U Street and 16th Street and Irving Street. The online open house will be conducted from July 28th to September 1st,

Slide 23: Stay Involved.

The project website is www.16thstreetnwbus.com, please also see the twitter account at <https://twitter.com/16thStBusLanes> and the facebook account at www.facebook.com/16thstbuslanesdc. My contact information is also shown. My email is spring.worth@dc.gov and my number is 202-673-1736.