

16TH STREET NW **BUS LANES PROJECT**



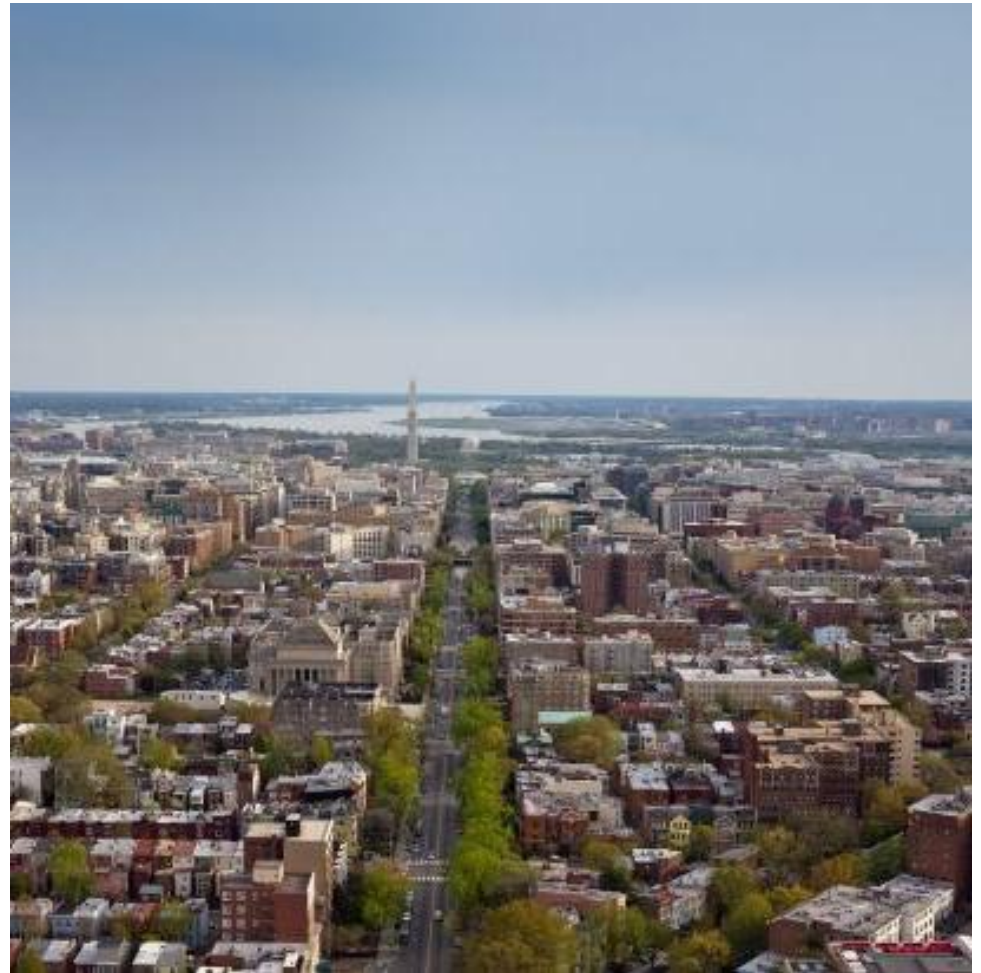
National Historic Preservation Act Section 106 Consulting Party Meeting #1

November 9, 2017



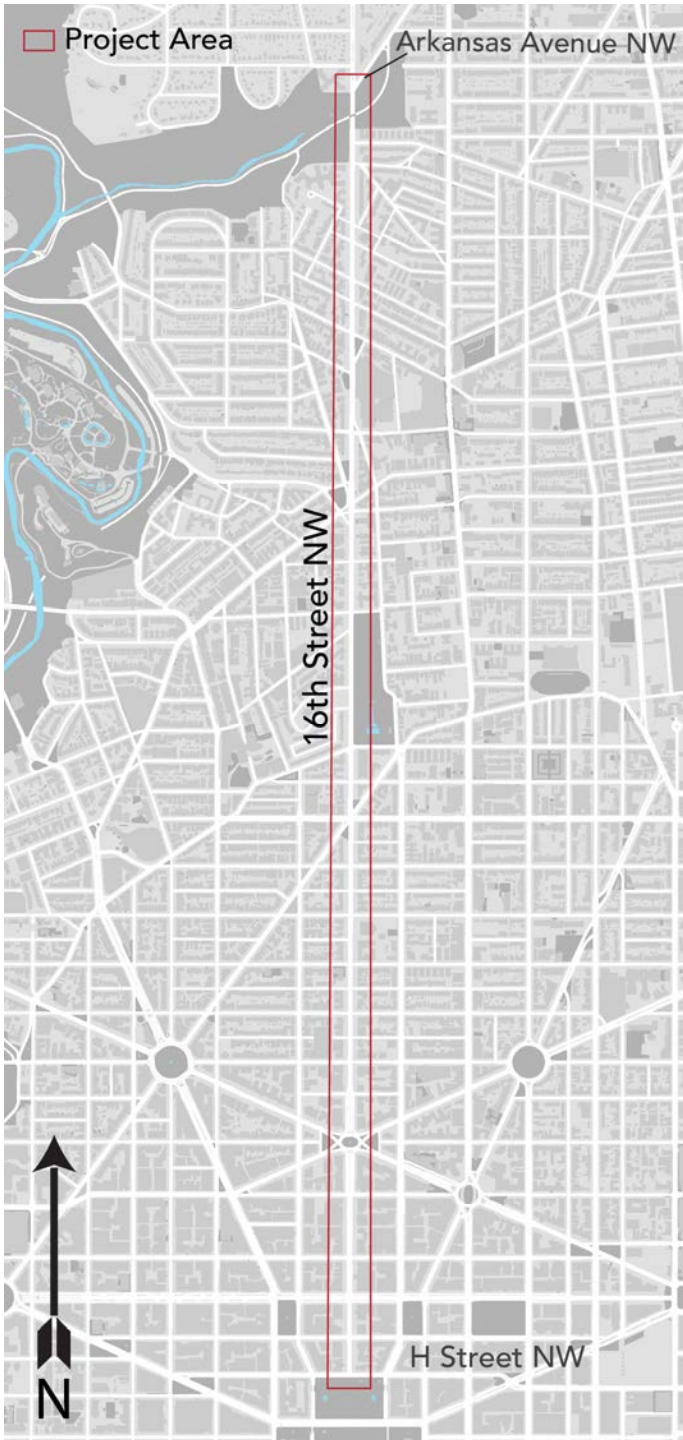
Presentation Agenda

1. Project Overview
2. Purpose and Need
3. Proposed Options
4. National Historic Preservation Act
Section 106 Process
5. Area of Potential Effect
6. Identification of Historic Properties
7. Consulting Party Role
8. Feedback



Project Overview

Goal: To improve the performance and reliability of bus routes along 16th Street NW between H Street NW and Arkansas Avenue NW.

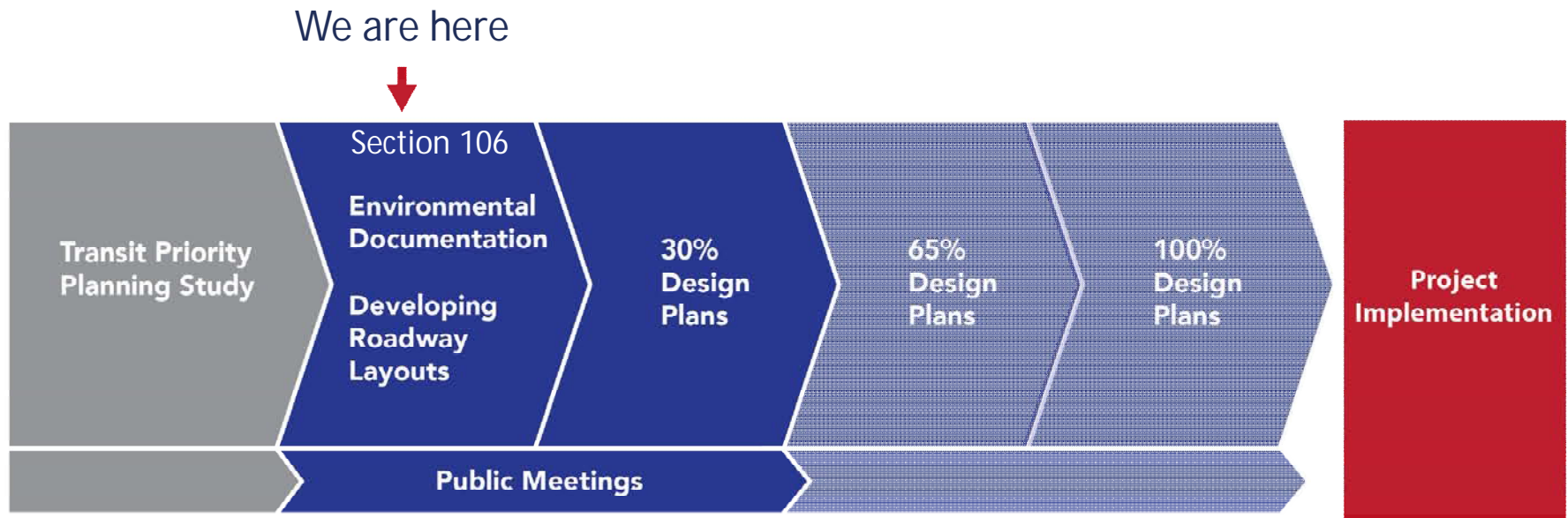


Project Overview

- Bus routes along 16th Street currently serve more than 20,000 riders each weekday.
- More than half of travelers along 16th Street during rush hour are bus riders.
- Bus lines suffer from reliability issues and overcrowding, resulting in bus bunching, pass-bys, and slow travel speeds.



Project Overview - Timeline



Purpose and Need

The purpose of the Proposed Action is to improve transit **performance** and **reliability** along with pedestrian crossings, bus stops, and sidewalks along 16th Street NW between H Street NW and Arkansas Avenue NW.

16th Street is a multimodal corridor and the purpose of the project is to **move more people** through the corridor quickly to meet the existing and long-term regional mobility and local accessibility needs for residents and the traveling public within the project area.

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Proposed Options

Proposed Options

Option 1 – No-Build/Existing Conditions

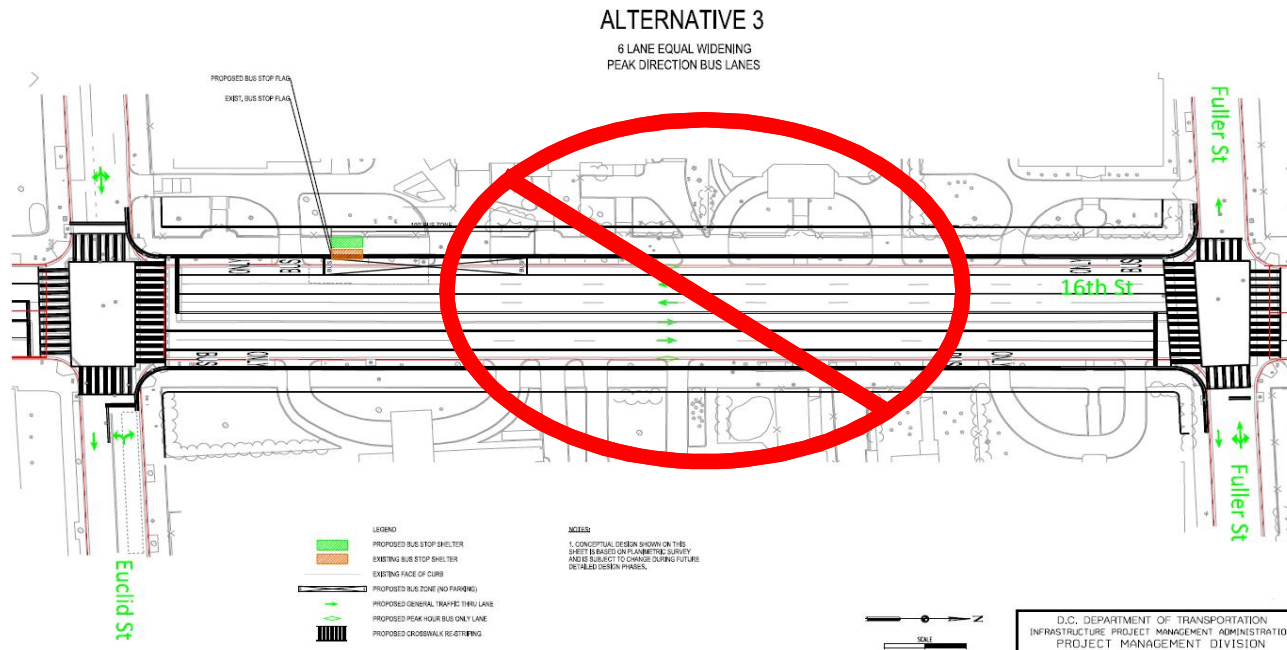
Option 2 – Full Length, Peak Period, Bus Lanes (with reversible lane)

Option 3 – Widen Roadway

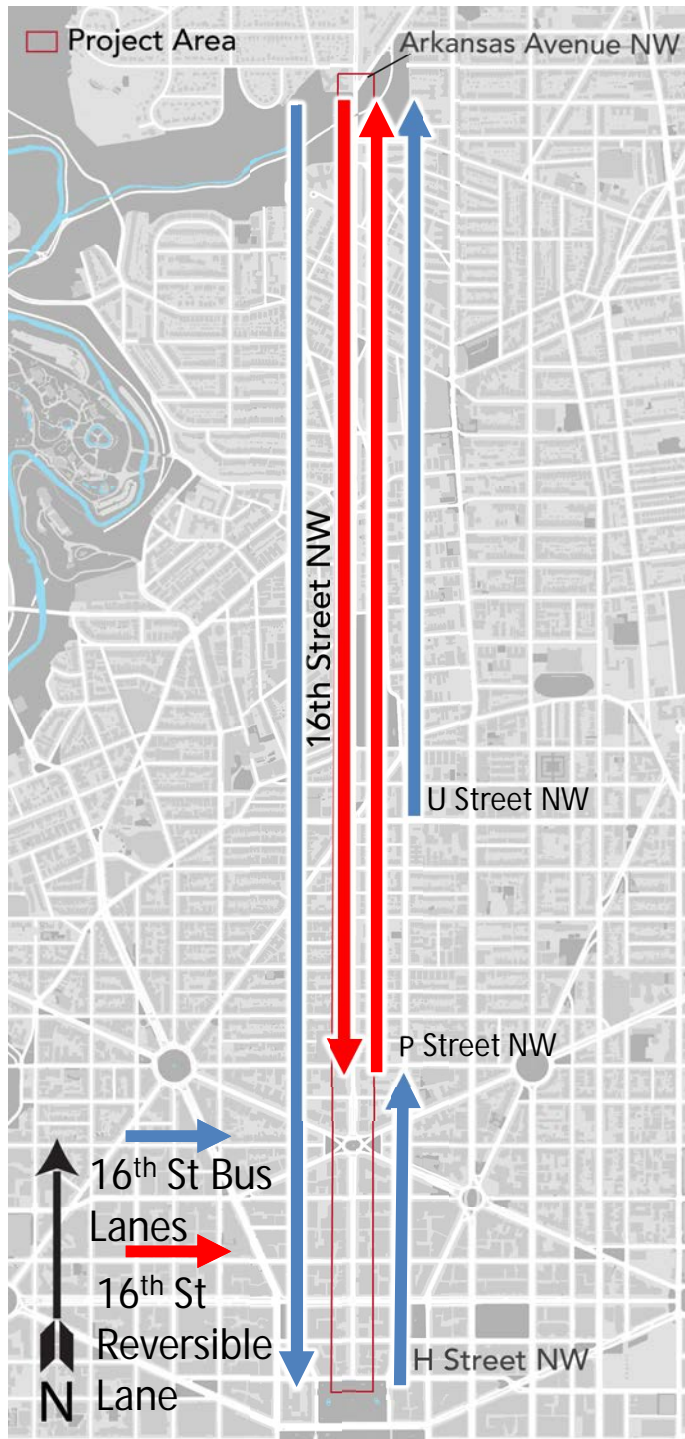
Option 4 – Full Length Bus Lanes, No Reversible Lane

Option 5 – Bus Lanes and Reversible Lane - Arkansas Avenue NW to U Street NW

Option 3 – Widen Roadway

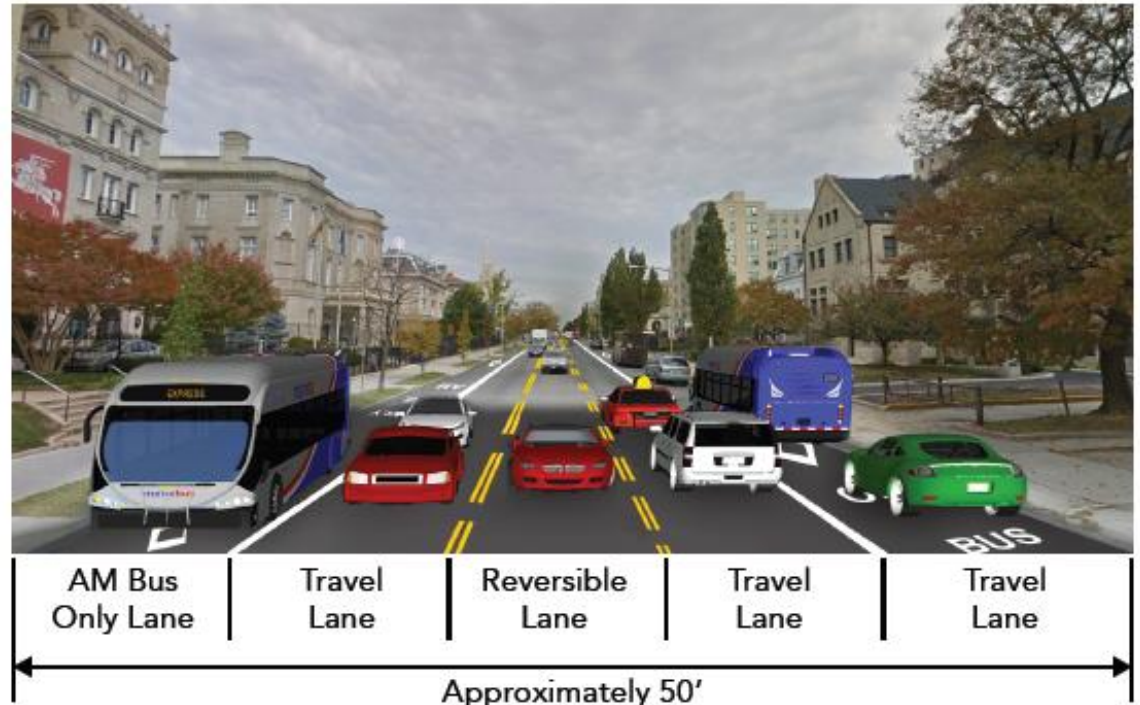


- Cost is estimated to be approximately \$65 million.
- Substantial impacts to parks, sidewalks, and public space.
- Substantial impacts to historic and cultural resources.



Option 2 Full Length, Peak Period Bus Lanes (with reversible lane)

AM Peak - North of U Street NW

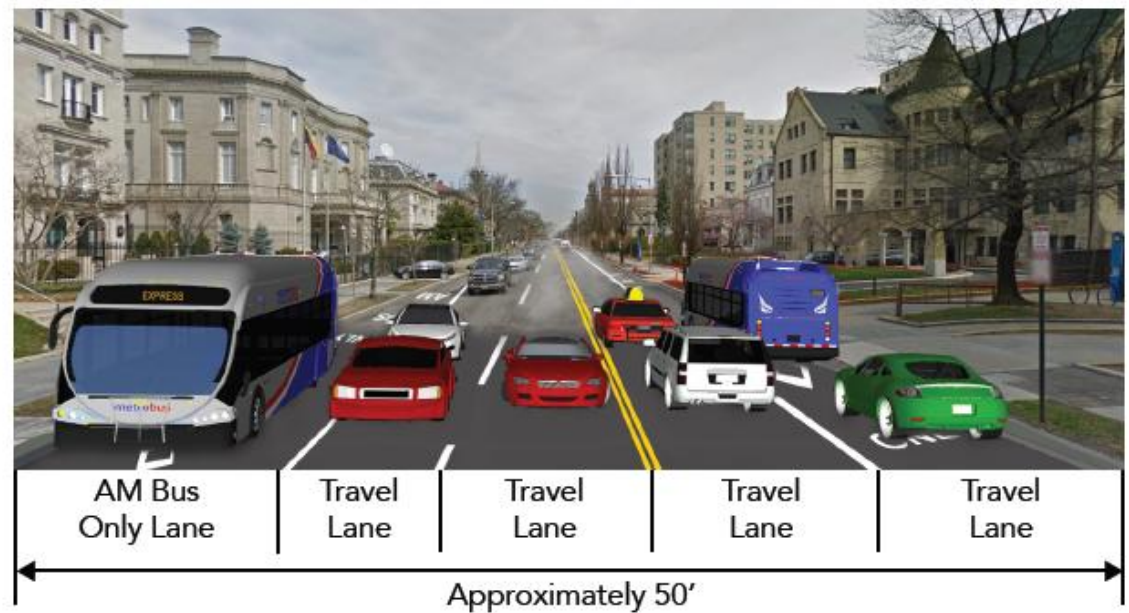


Block Between Euclid Street NW and Fuller Street NW
shown looking north

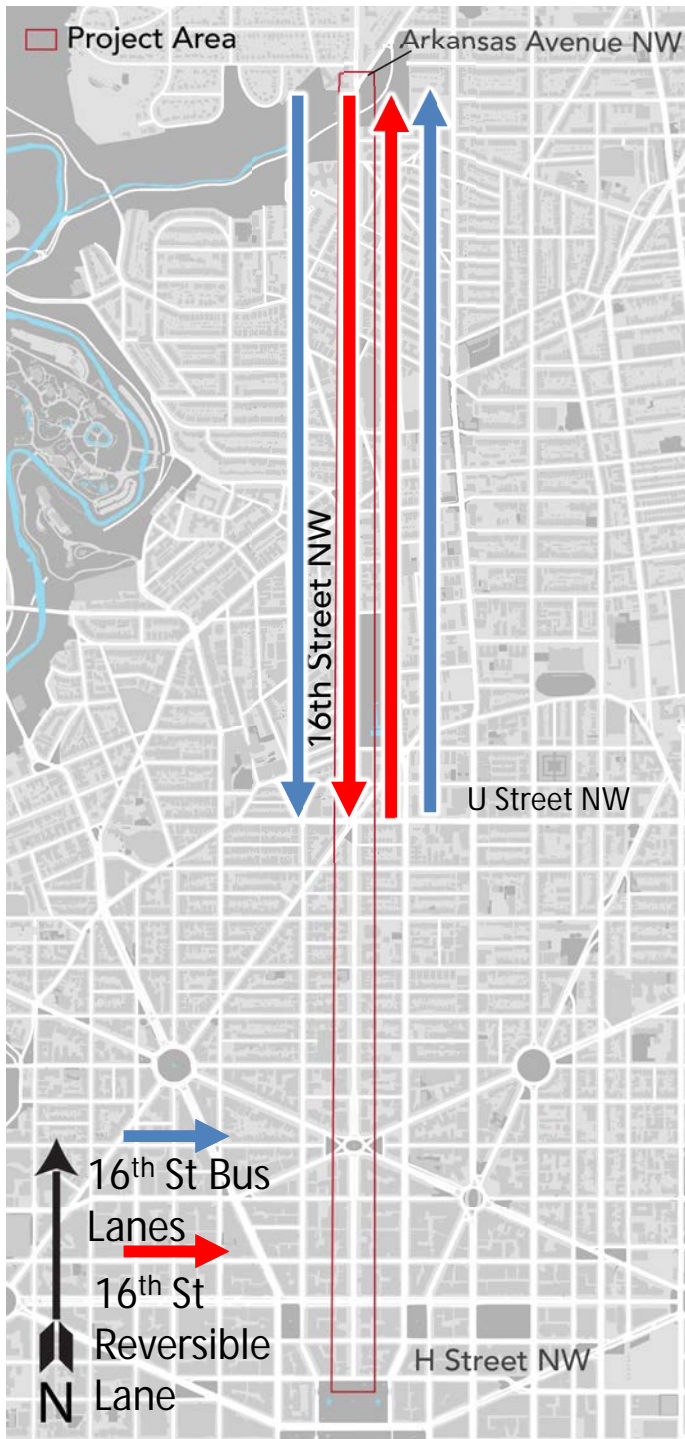


Option 4 Full-Length Bus Lanes (no reversible lane)

AM Peak - North of U Street NW

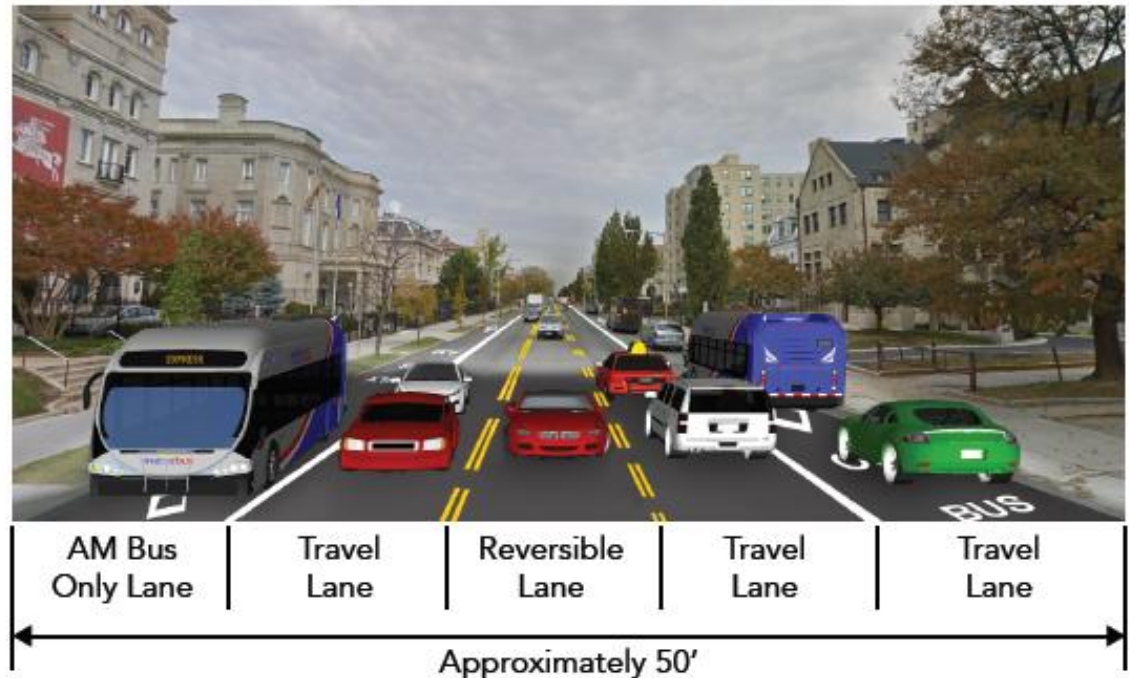


Block Between Euclid Street NW and Fuller Street NW shown looking north



Option 5 Bus Lanes & Reversible Lane (Arkansas Ave NW to U St NW)

AM Peak - North of U Street NW

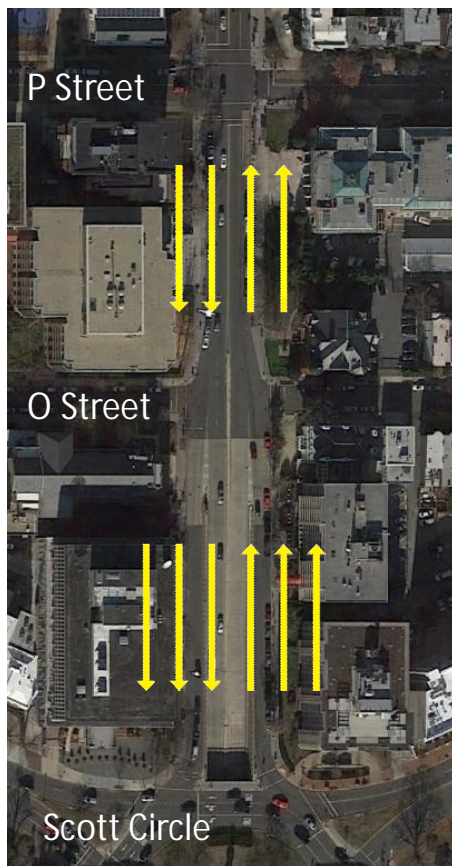


Block Between Euclid Street NW and Fuller Street NW
shown looking north

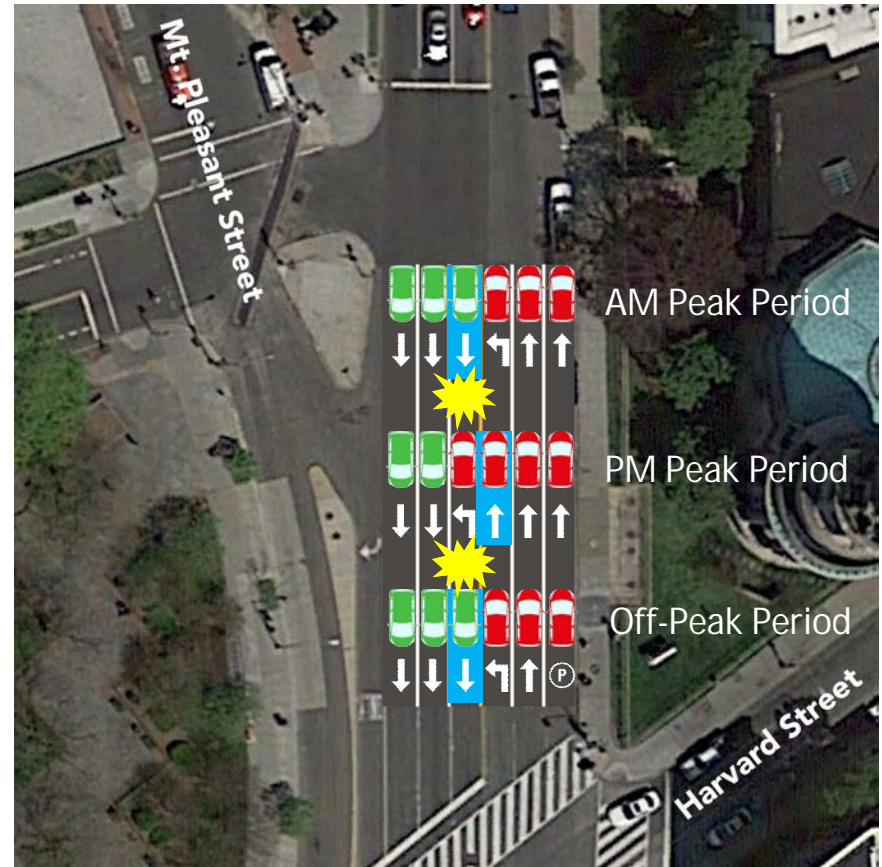
Options 2 and 5 Elements

- Reversible lane shifts – transition areas (Mt. Pleasant St NW & P St NW)
- Left-turn lane shifts (Mt. Pleasant St NW)

16th Street NW and P Street NW



16th Street NW and Mt. Pleasant Street NW

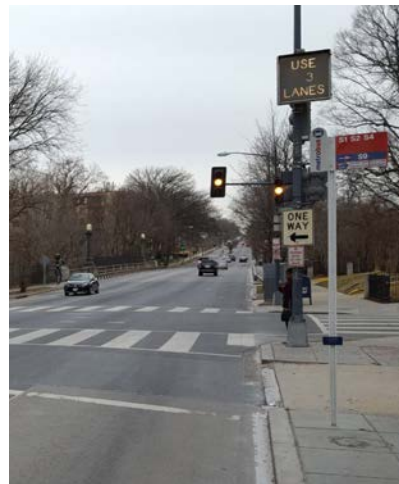


Manual of Uniform Traffic Control Devices (MUTCD) Requirements

*Connecticut Avenue
Six-Lane Roadway*



Existing Signing



MUTCD (Section 2B.26):

- "A Reversible Lane Control sign shall be mounted over the center of the lane that is being reversed and shall be perpendicular to the roadway alignment."
- "Reversing traffic flow may be controlled with pavement markings and Reversible Lane Control signs when there is no unusual or complex operations in the reversible lane pattern."

Options 2 and 5 Elements 8' Mast Arms with Proposed Signage (intersections with reversible lane)



Options 2 and 5 Elements

Overhead Lane Control Options Renderings

16th Street NW and Mt. Pleasant Street NW - Four Mast Arms Proposed (40' to 55')



16th Street NW and Mt. Pleasant Street NW – Four Span Wires Proposed (70'-80')



16th Street NW and Mt. Pleasant Street NW Options 2 and 5 (option without mast arms or span wire)



16th Street NW and Mt. Pleasant Street NW

Options 2 and 5

(option without mast arms or span wire)



Option 2 Elements

Overhead Lane Control Options Renderings

16th Street NW and P Street NW - Three Mast Arms Proposed (30')



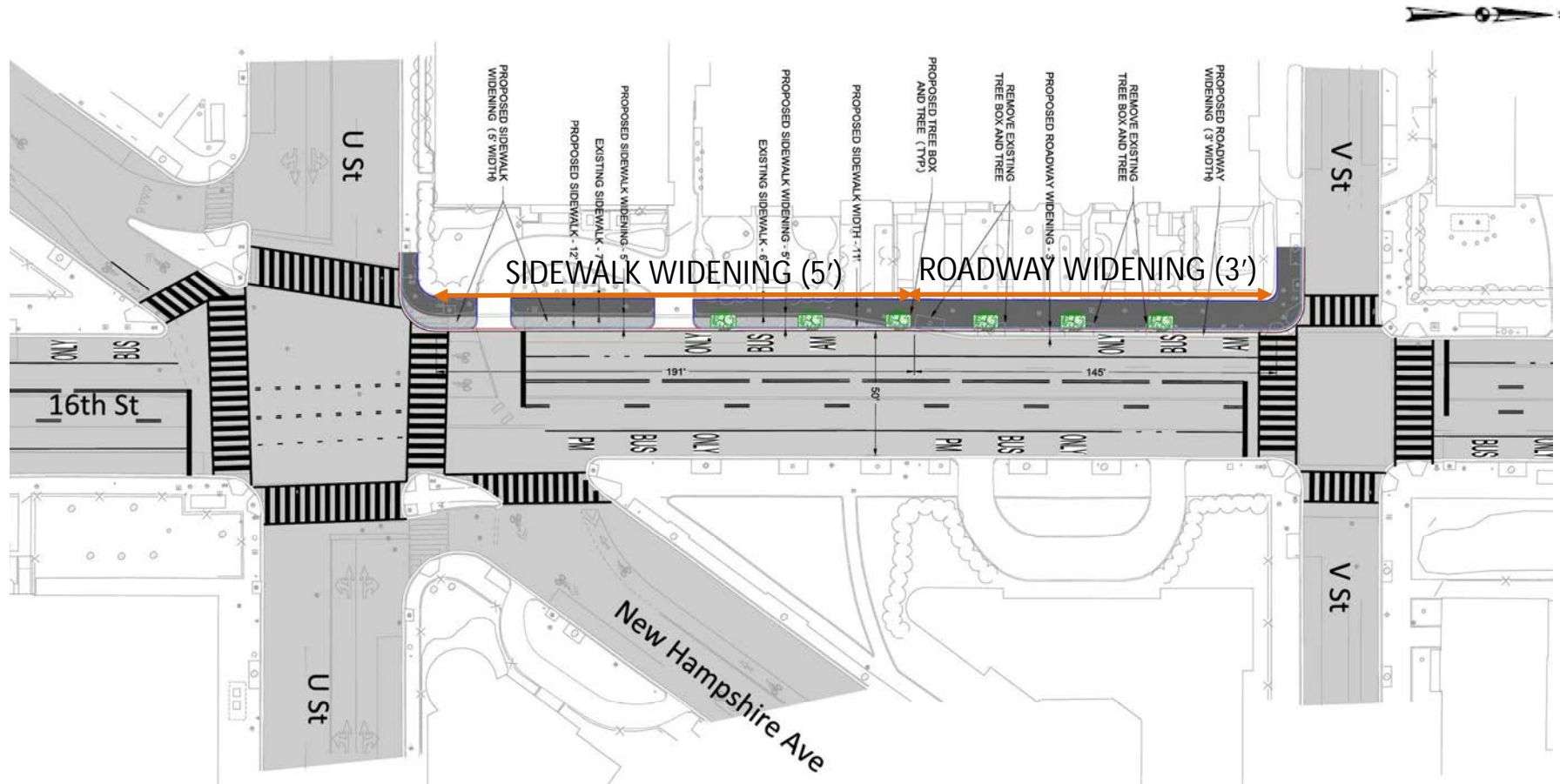
16th Street NW and P Street NW – Three Span Wires Proposed (55')



Other Project Features

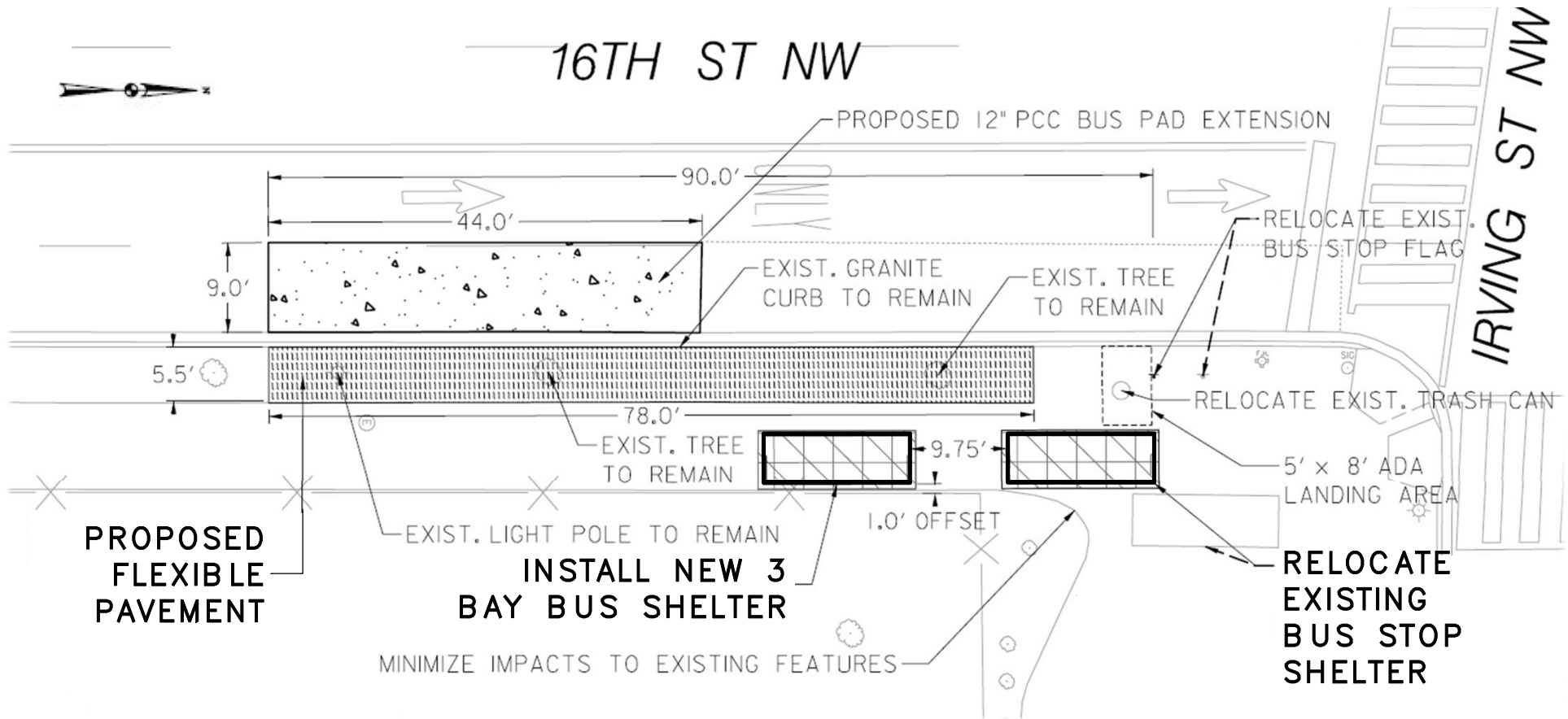
Restoring Original Cartway

16th St NW - U St NW & V St NW















Other Project Features

Bus Stop Improvements



*Conceptual Bus Stop Design Plan
Northbound 16th Street NW at Irving Street NW*

Options Comparison Matrix

	Option 1/ Option 3	Option 2	Option 4	Option 5
Full Length Bus Lanes				
Reversible Lane				
Overhead Lane Controls				
Bus Stop Improvements				
Restoring U St NW & V St NW				

 No bus lane between P St NW and U St NW in the northbound direction in the PM rush period.

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National Historic Preservation Act Section 106

National Historic Preservation Act

National Historic Preservation Act (NHPA)

- Section 106 of the NHPA and its implementing regulations (36 CFR Part 800) require federal agencies to consider the effects of their actions (“undertakings”) on historic properties.
- Historic properties are any buildings, structures, objects, sites (including archaeological sites), and districts listing in or eligible for listing in the National Register of Historic Places.

Section 106

- Consultation is the process of seeking, discussing, and considering the views of the stakeholders who are invited to participated in the process.
- Stakeholders, or Consulting Parties, include the State Historic Preservation Office, the Advisory Council on Historic Preservation, local elected representatives, other interested parties, and the public.
- The purpose of consultation is to identify historic properties, assess adverse effect, and resolve those adverse effects through avoidance, minimization, and/or mitigation strategies.

Section 106 Process



- Define the Undertaking
- Initiate Section 106
- Identify Consulting Parties
- Involve the Public

- Define the Area of Potential Effect
- Identify Historic Properties

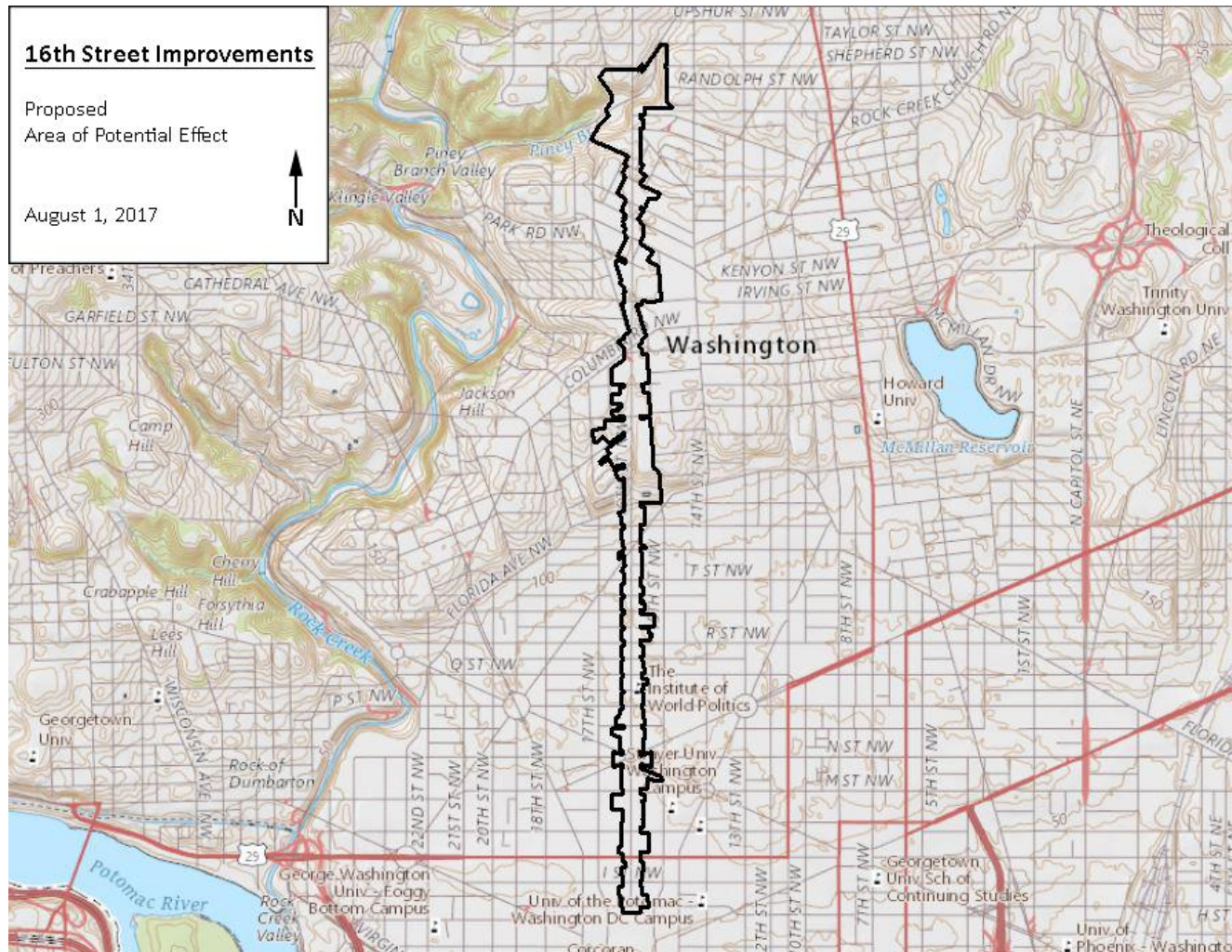
- Assess Effects on Historic Properties
- Apply Criteria of Adverse Effect

- Avoid, Minimize, and/or Mitigate Adverse Effects
- Create Resolution Document

Consulting Party Role

- Consulting Parties are:
 - DC State Historic Preservation Office (SHPO)
 - Advisory Council on Historic Preservation
 - Local government representatives
 - Neighborhood organizations
 - Other individuals/organizations with interest in the project or who have concerns about the project's effects on historic resources
- Roles of Consulting Parties:
 - Discuss views about the project and preferred alternative
 - Help consider the options and solutions to avoid, minimize, or mitigate adverse effects to historic properties
 - Discuss potential mitigation measures

Draft Area of Potential Effect (APE)



Identification of Historic Properties

- Pending and recently listed **National Register of Historic Places (NRHP)** properties or historic districts in D.C.
- **Properties determined eligible** for National Register listing
- **Potential archaeological resources** within the project limits
- **Properties greater than 45 years of age** that have not been previously evaluated for NRHP eligibility
- **Visual Impact Assessments** to identify and analyze potential effects from alternatives
- **Feedback** from SHPO and consulting parties

Identification of Historic Properties

Individual DC Landmarks

- St. John's Episcopal Church
- Carlton Hotel
- Russian Embassy (Mrs. George Pullman House)
- Daniel Webster Memorial
- Lt. Gen. Winfield Scott Statue
- Samuel Hahnemann Memorial
- Carnegie Institution of Washington, Administration Building
- Robert Woodward Simpson House
- Scottish Rite Temple
- Congressional Club
- Meridian Hill Park
- Meridian Mansions
- Park Tower
- Old French Embassy
- Pink Palace
- Warder-Totten House
- Embassy of Italy
- Embassy of Mexico

Individual DC Landmarks (con't.)

- Church of Jesus Christ LDS
- All Souls Unitarian Church
- National Baptist Memorial Church
- Francis Asbury Memorial
- Embassy Building No. 10
- Guglielmo Marconi Memorial
- Sacred Heart Church
- James Cardinal Gibbons Memorial

Historic Districts

- Sixteenth Street Historic District
- Lafayette Square Historic District
- Meridian Hill Historic District
- Mount Pleasant Historic District
- Rock Creek Park Historic District

We Need Your Feedback!

- Visit the display boards
- Share your comments or questions
- Share any other comments or questions you have
 - Comment period closes at 5 PM on December 11th
 - All comments can be submitted through:
<http://16thstbuslane106.questionpro.com>

Stay Involved



Project Website

- www.16thstreetnwbus.com



Twitter

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



Facebook

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

Section 106 Consulting Party Meeting #2 – Winter 2018

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