

16TH STREET NW ***BUS LANES PROJECT***



Design Phase

**Welcome to the
Public Meeting**



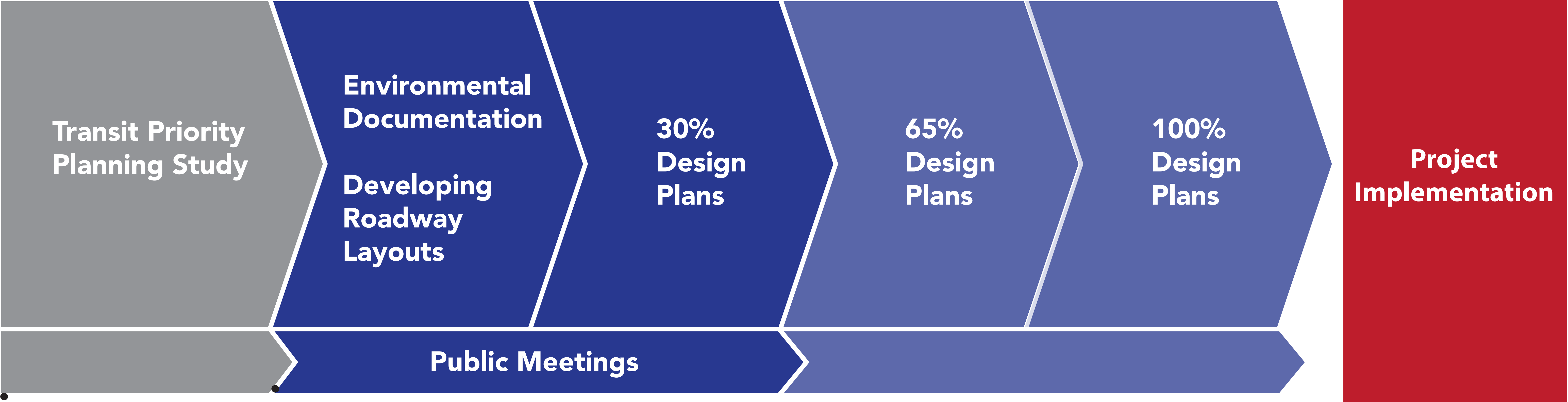
16TH STREET NW BUS LANES PROJECT



Design Phase

Project Process

We are here



The Planning Study

The Planning Study recommended the following:

Physical Improvements

Recommended Lane Configuration

Transit Service Improvements

Off-Board Fare Payment

metrobus

Service Enhancements

Traffic Operations Improvements

Transit Signal Priority (TSP)

Pedestrian Safety Improvements

Design Phase 1

The first phase in design will accomplish the following:

DRAFT

Developing Design Concepts

Public Engagement

Environmental Documentation

ADA Improvements

16TH STREET NW BUS LANES PROJECT



BUS STOP CONSOLIDATION

CONSOLIDATED STOPS &
IMPROVEMENTS TO THE
CLOSEST ADJACENT STOPS

Consolidated Stop: Newton Street

Closest Adjacent Stop

Park Road: 2.9 minute walk (2 blocks)

Park Road Stop Improvements

- » Install second shelter at Park Road and expand bus stop area
- » Install shelter at Oak Street

Newton Street



Park Road

Consolidated Stop: Lamont Street

Closest Adjacent Stop

Irving Street: 2.5 minute walk (1 block)
(distance to new Irving Street stop)

Lamont Stop Improvements

- » Relocate Irving Street stop to facilitate transfers to Columbia Heights Metro Station
- » Install second shelter at Irving Street and expand bus stop area
- » Install second shelter at Park Road

Lamont Street



Irving Street

Consolidated Stop: V Street

Closest Adjacent Stop

U Street: 3.1 minute walk (2 blocks)

U Street Stop Improvements

- » Relocate Crescent Place stop to just south of intersection and install a shelter
- » Install second shelter at U Street and relocate street furniture



V Street



U Street

Consolidated Stop: Newton Street

Closest Adjacent Stop

Oak Street: 1.8 minute walk (1 block)

Oak Street Stop Improvements

- » Install shelter at Oak Street and expand bus stop area
- » Install second shelter at Park Road and expand bus stop area



Oak Street



Newton Street

Consolidated Stop: Lamont Street

Closest Adjacent Stop

Park Road: 2.3 minute walk (1 block)

Park Road Stop Improvements

- » Install second shelter at Park Road. Relocate street furniture and expand bus stop area
- » Improve pedestrian crossing at Sacred Heart Way
- » Install second shelter at Irving Street



Park Road



Lamont Street

Consolidated Stop: V Street

Closest Adjacent Stop

U Street: 2.7 minute walk (1.5 blocks)

U Street Stop Improvements

- » Install second shelter at U Street
- » Install shelter at Crescent Place



V Street



U Street

Consolidated Stop: Q Street

Closest Adjacent Stop

P Street: 2.6 minute walk (2 blocks)

P Street Stop Improvements

- » Install second shelter at P Street



Q Street



P Street

Consolidated Stop: L Street

Closest Adjacent Stop

M Street: 3.2 minute walk (1 block)

L Street Stop Improvements

- » Install second shelter at M Street and relocate street furniture
- » Install second shelter at I Street



M Street



L Street

LEGEND



Bus stop
proposed for
consolidation



Closest
adjacent bus
stop



NOT TO SCALE

16TH STREET NW

BUS LANES PROJECT

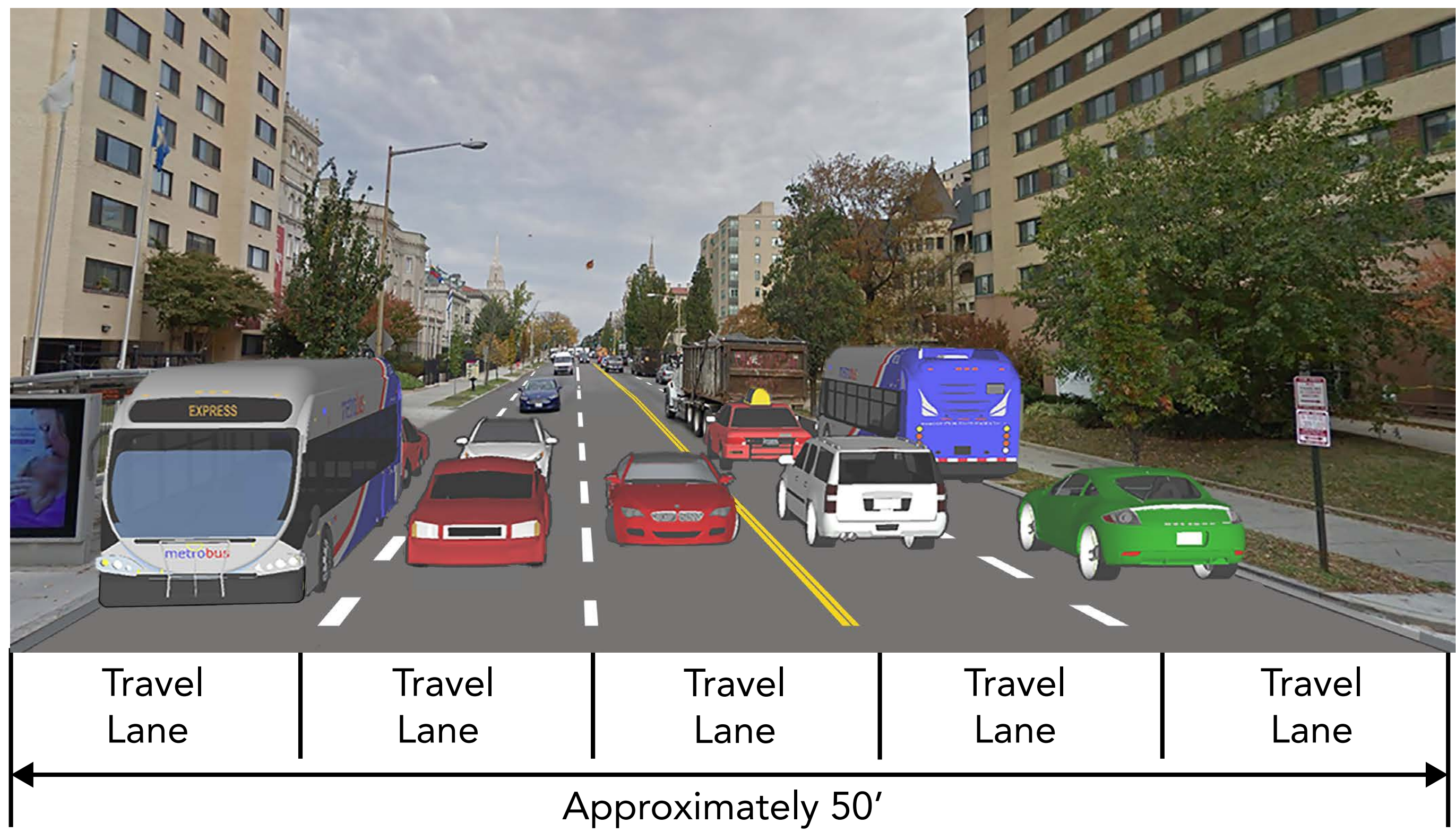


Design Phase

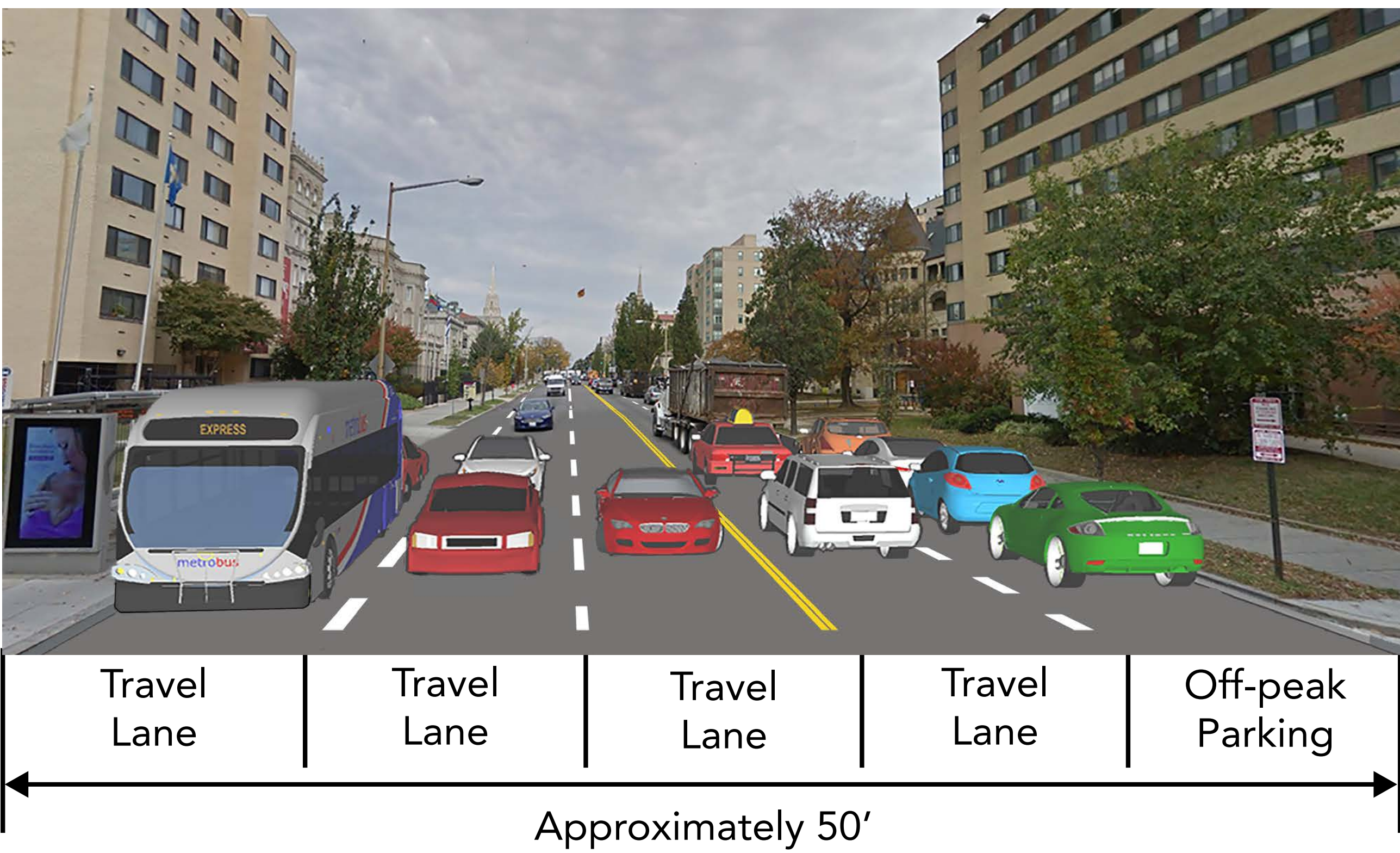
Option 1

No-Build Option for comparison to other scenarios
No changes to roadway geometry, traffic patterns, lane configurations, or historic views
No improvement to transit operations or amenities

Peak - North of U Street NW

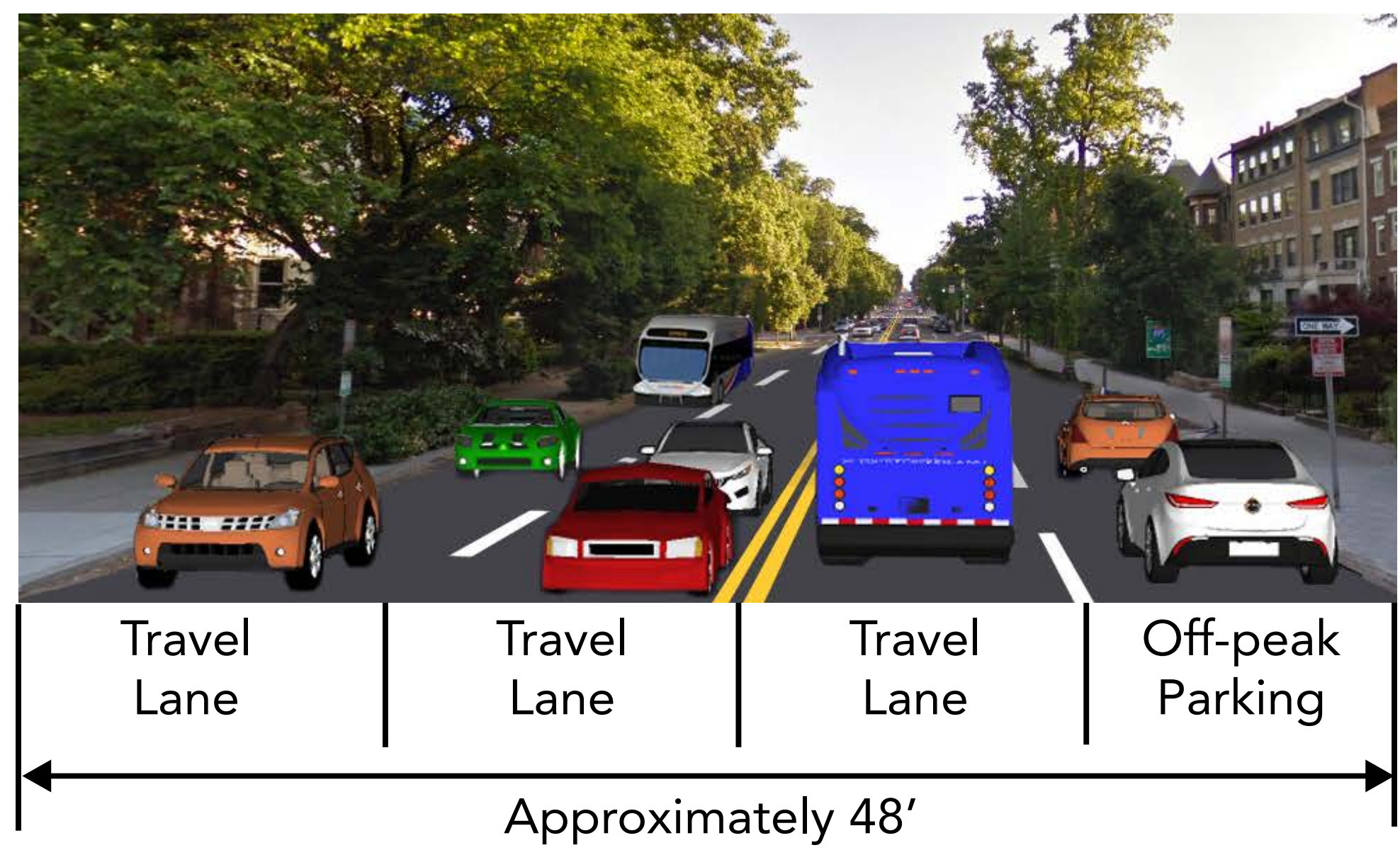


Midday - North of U Street NW

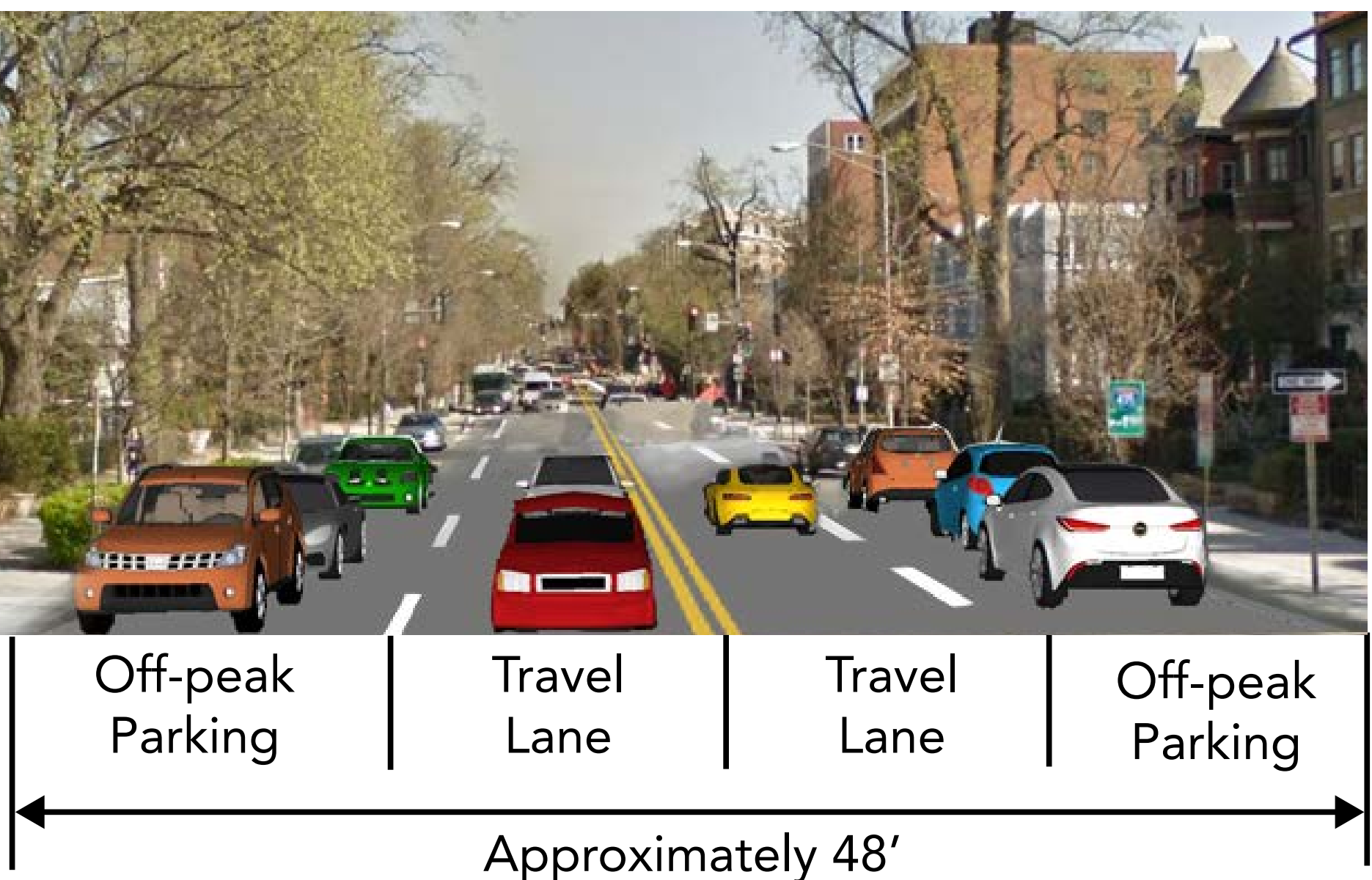


Block between Euclid Street NW and Fuller Street NW shown looking north

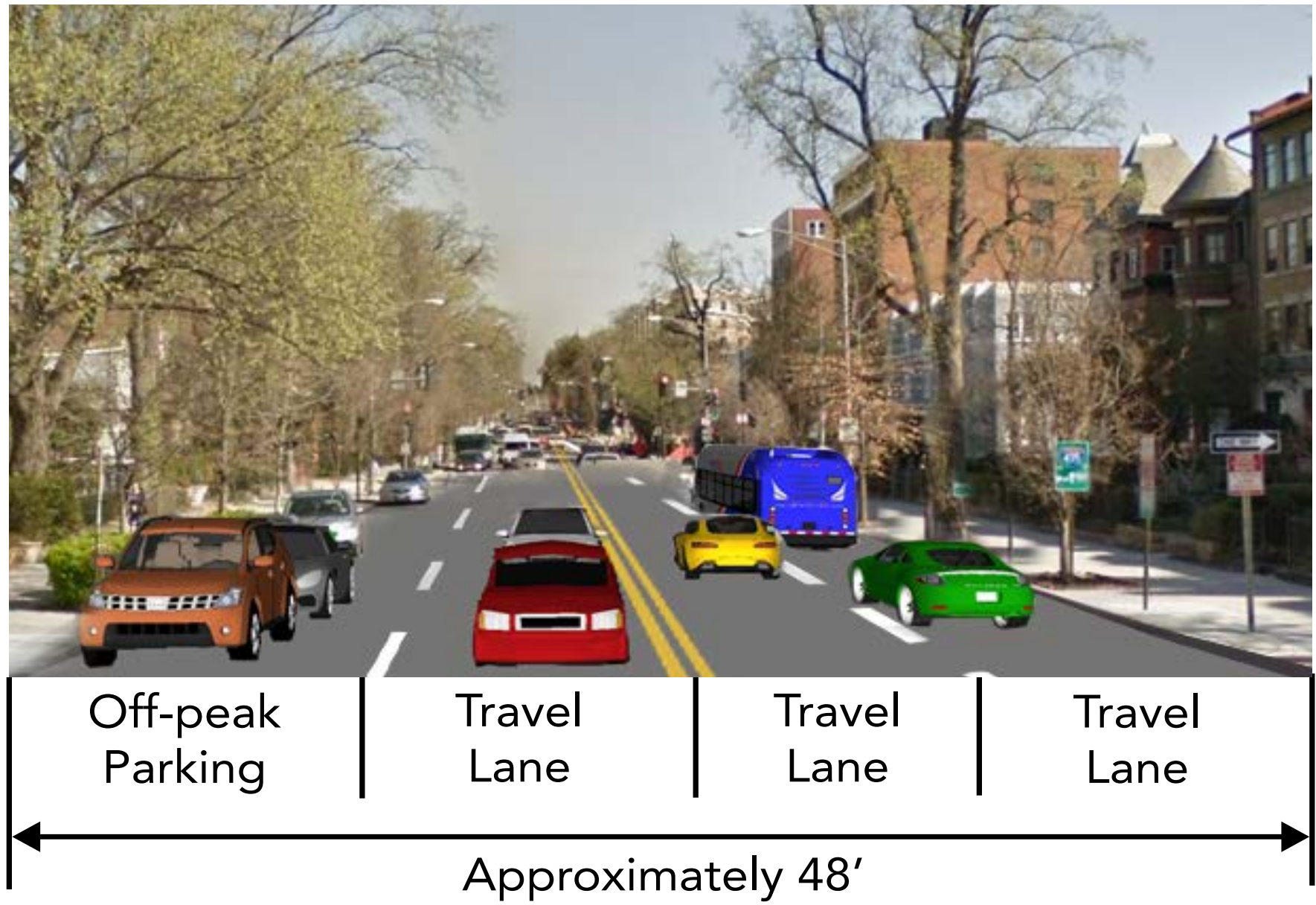
AM Peak - South of U Street NW



Midday - South of U Street NW



PM Peak - South of U Street NW



Block between Swann Street NW and T Street NW shown looking north

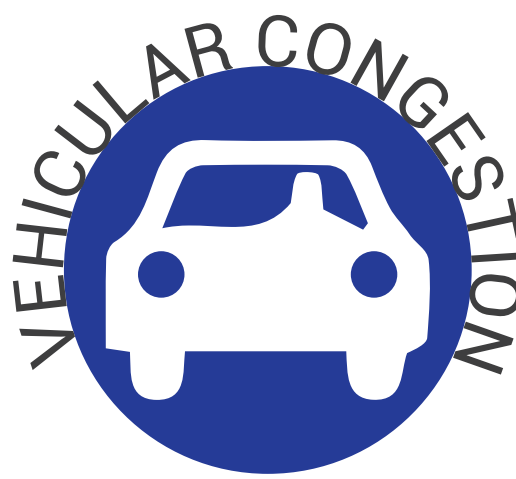
Quick Facts



No bus lanes.
Bus service will continue to have reliability issues.



No change to pedestrian and ADA facilities.



Travel lanes will not change, though congestion is projected to increase as the region grows. Final traffic analysis pending.



No change to existing conditions.



No change to the current historic view.



No additional costs.

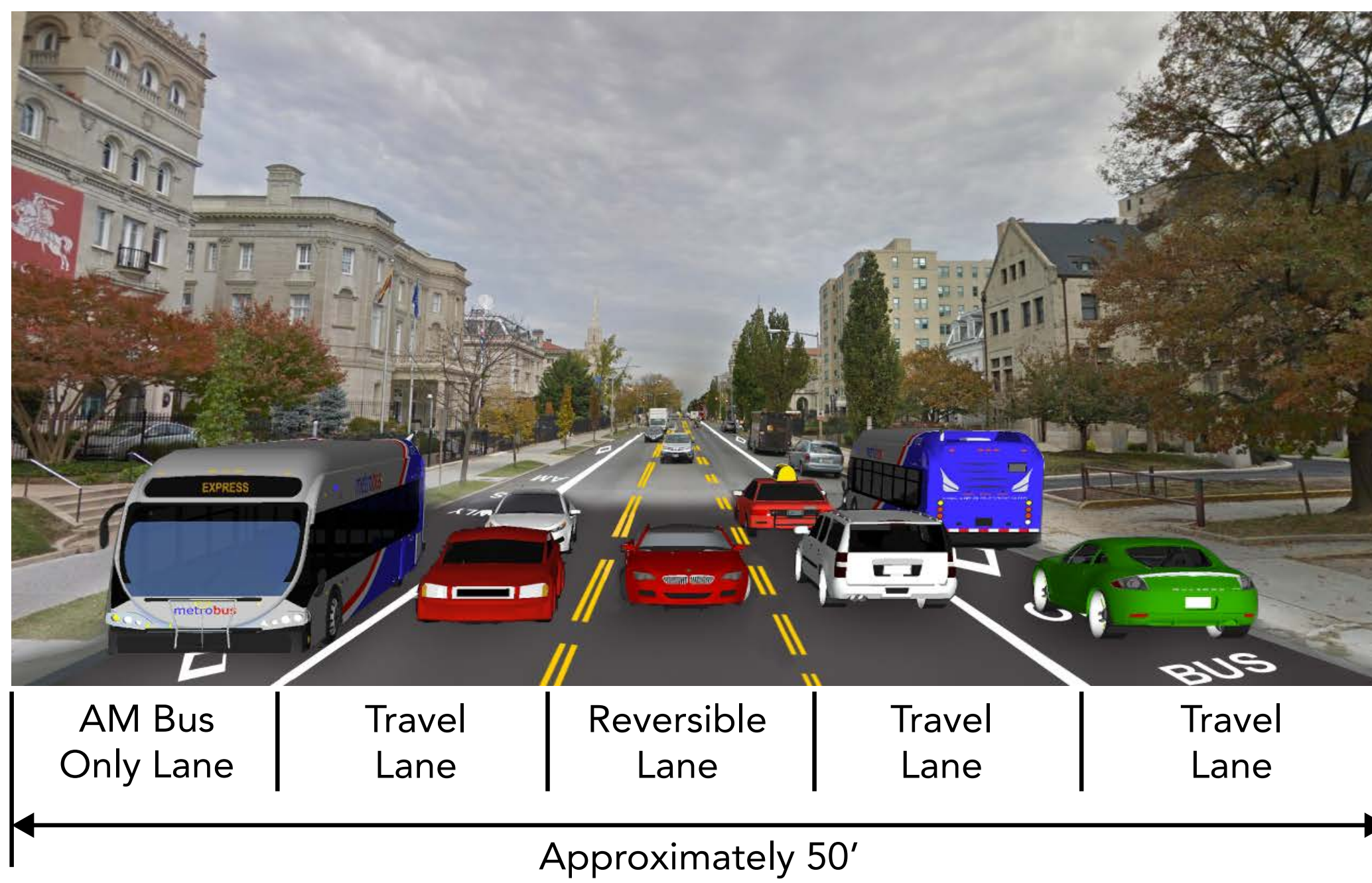
16TH STREET NW BUS LANES PROJECT



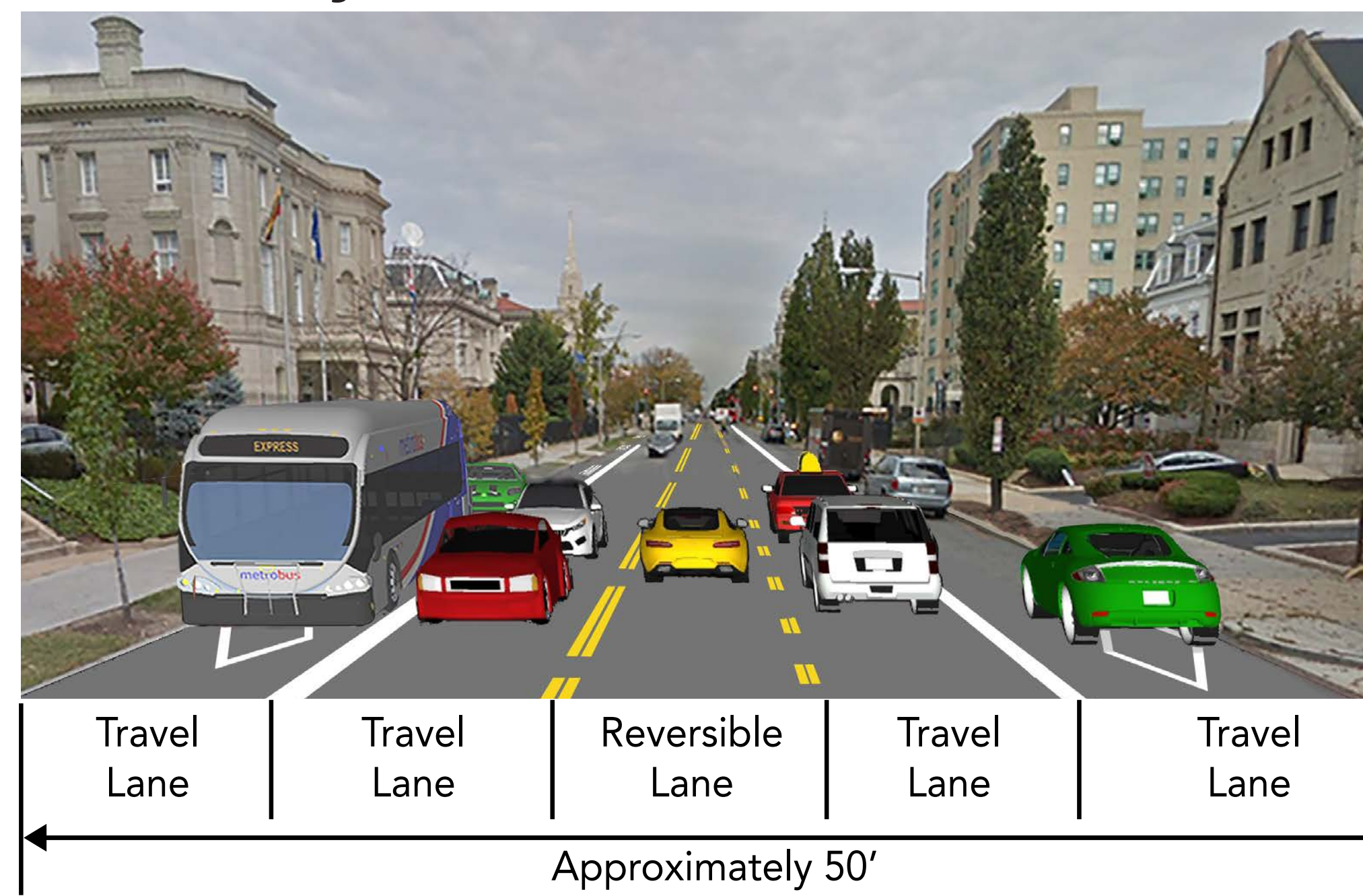
Option 2

Full-Length, Peak Period, Peak Direction Bus Lanes
(except between U Street and P Street in the PM Peak)
Reversible Lane from Arkansas Avenue NW to P Street NW

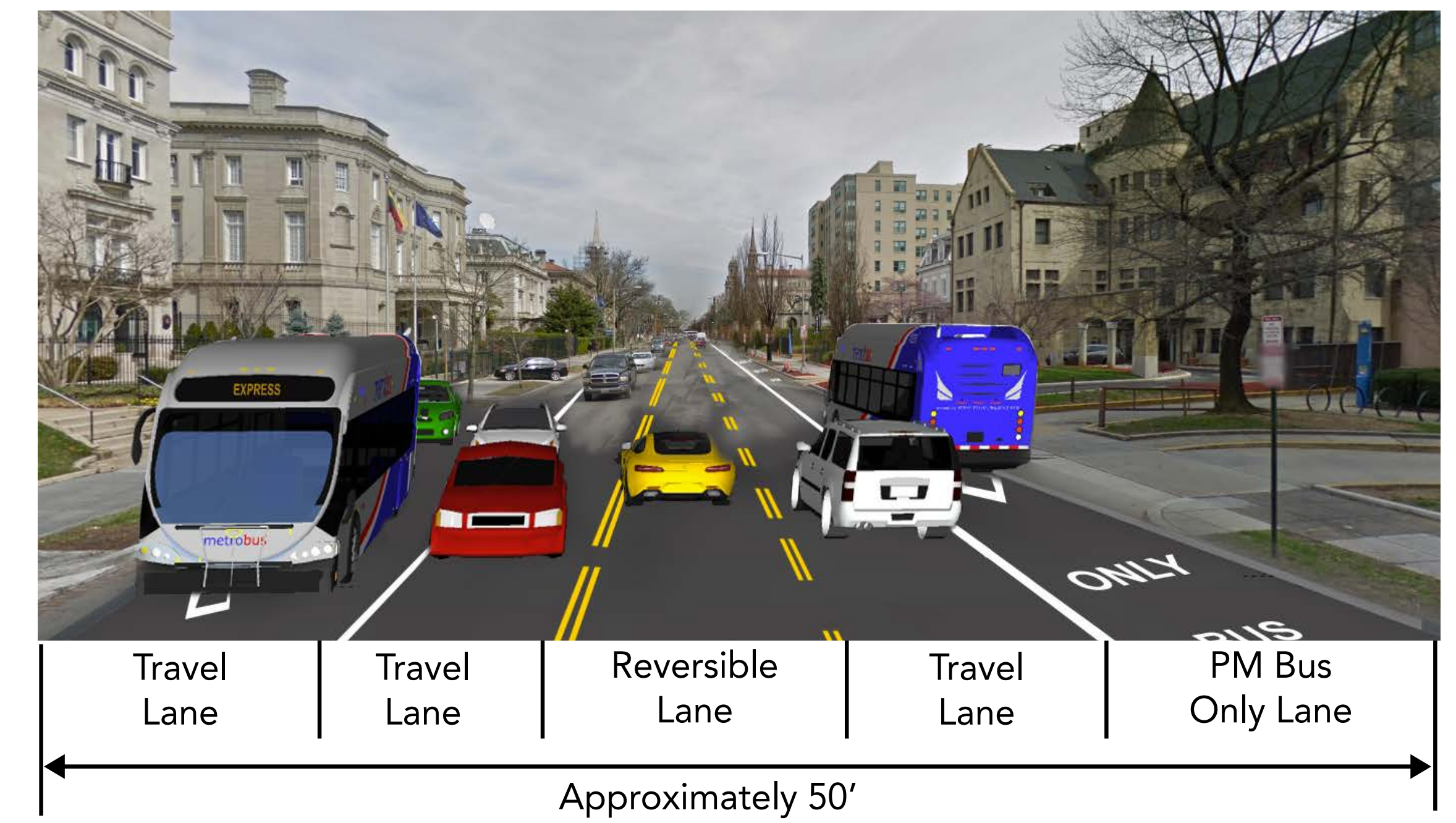
AM Peak - North of U Street NW



Midday - North of U Street NW

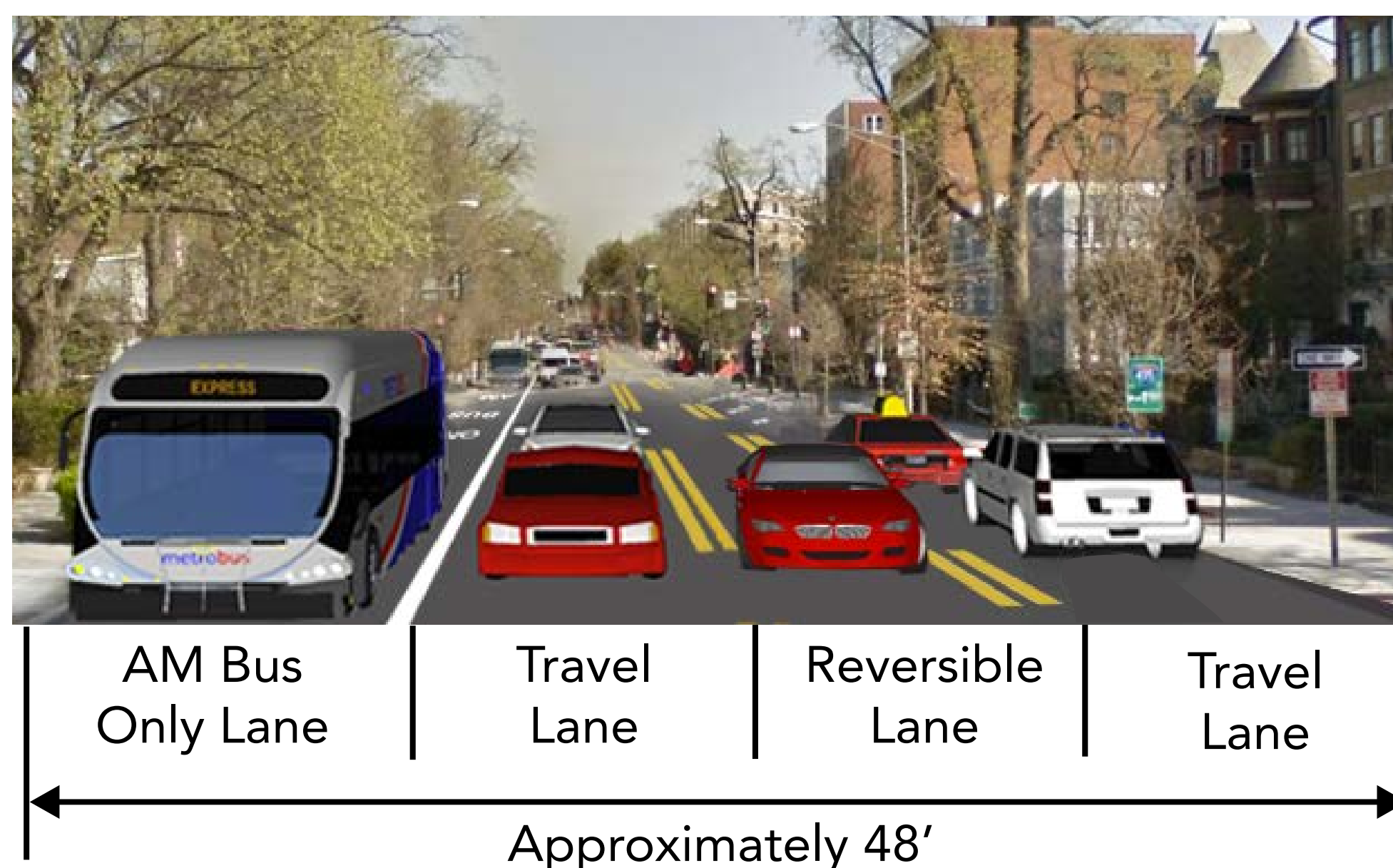


PM Peak - North of U Street NW

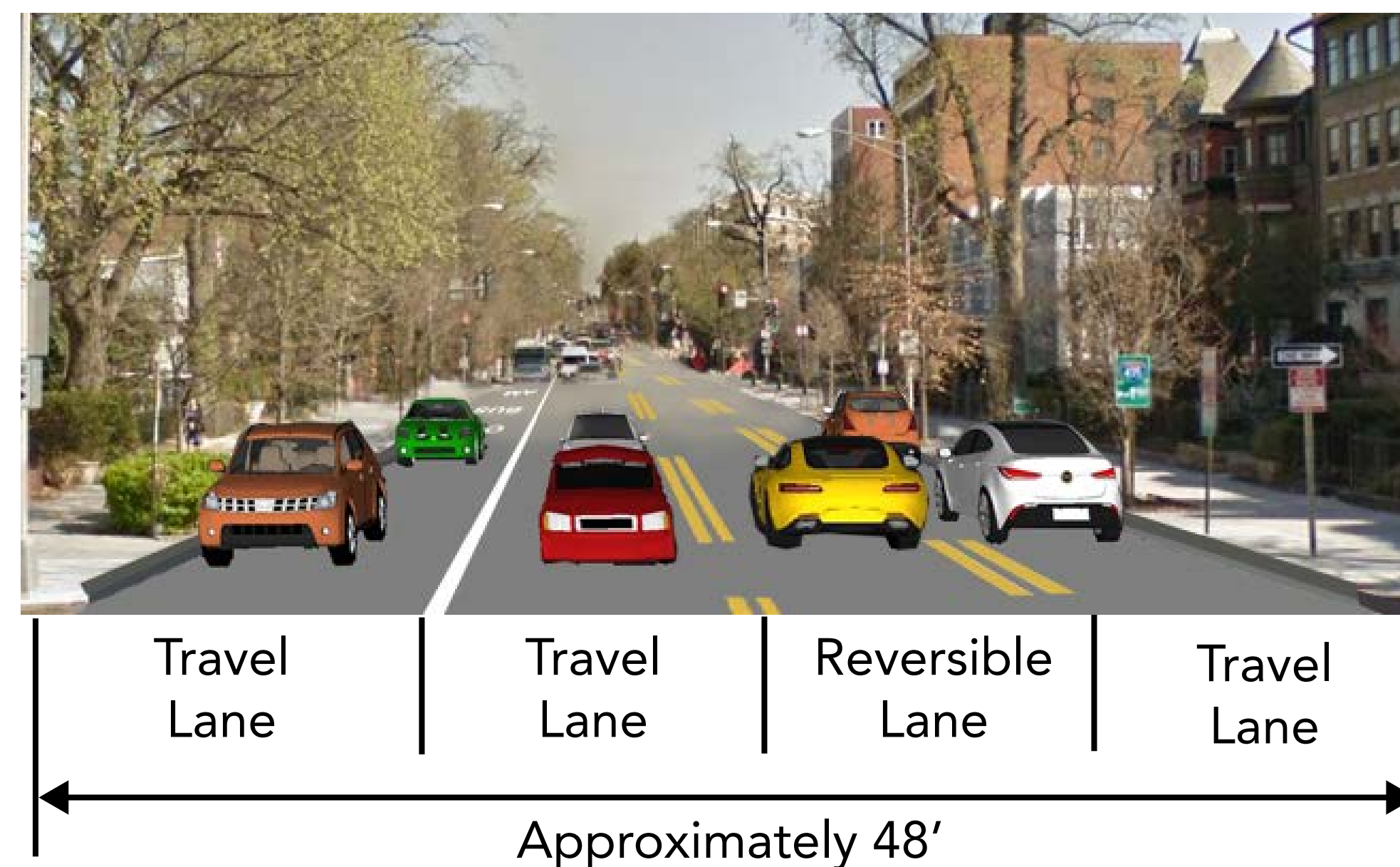


Block between Euclid Street NW and Fuller Street NW shown looking north

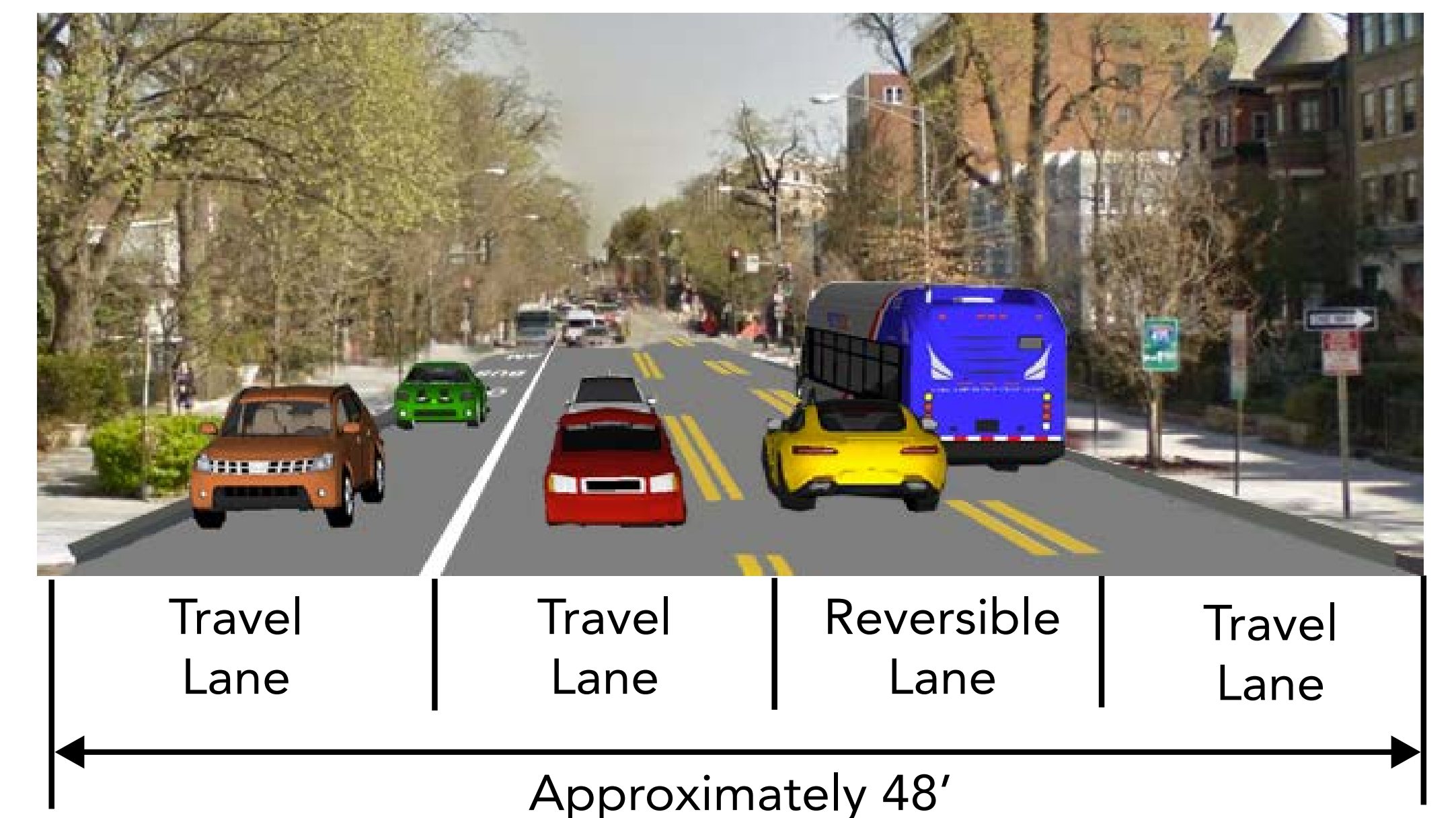
AM Peak - South of U Street NW



Midday - South of U Street NW



PM Peak - South of U Street NW



Block between Swann Street NW and T Street NW shown looking north

Quick Facts



Faster and more reliable bus service. Full-length, southbound AM peak bus lane from Arkansas Avenue to H Street NW. Northbound PM peak bus lane from H Street to P Street and U Street to Arkansas Avenue NW.



ADA upgrades of ramps, sidewalks, and crossings.



Potential increase to northbound travel times in the AM peak and southbound in the PM peak. Final traffic analysis pending.



Removal of curbside parking spaces.

- AM Peak: 70-95 spaces
- Midday: 75-100 spaces (majority of spaces removed between Columbia Road and U Street NW)
- PM Peak: 25-50 spaces

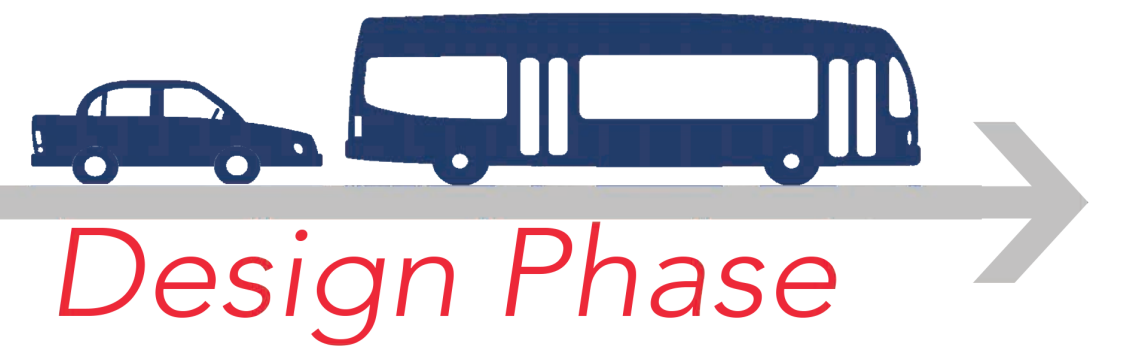


Extent of impacts depends on lane control signage option (see Overhead Lane Control Signage - Option 2 board)



The approximate cost is between \$18.8 - \$21.7 million dollars

16TH STREET NW BUS LANES PROJECT



OVERHEAD LANE CONTROL SIGNAGE - OPTION 2

Overhead lane control signs are required by the Manual of Uniform Traffic Control Devices (MUTCD) with a reversible lane for safety purposes.

Option 2A



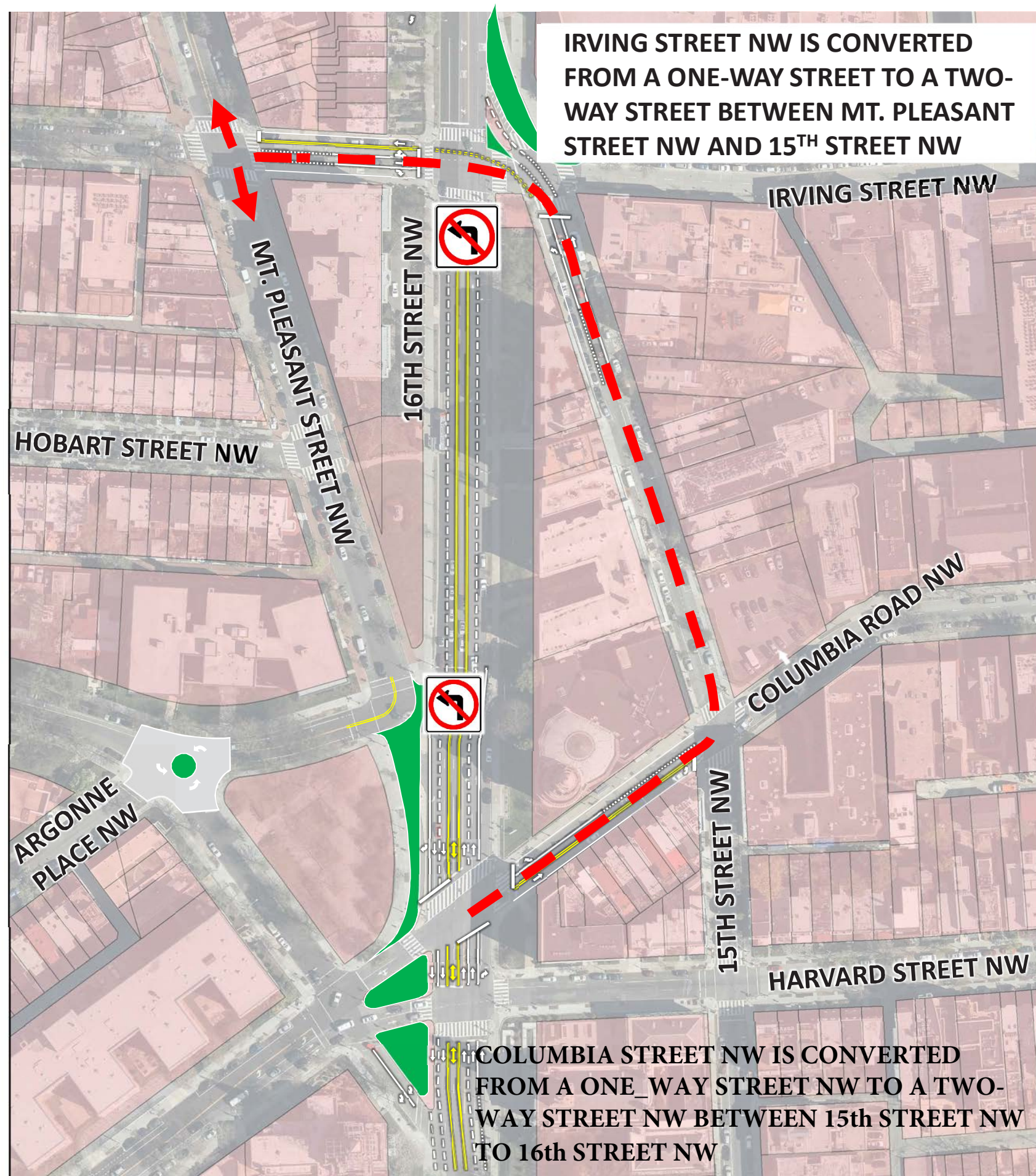
Overhead lane control signage at the intersections of Mt. Pleasant Street/Columbia Road/Harvard Street and P Street NW

Option 2B



Overhead lane control signage at every block for the entire corridor

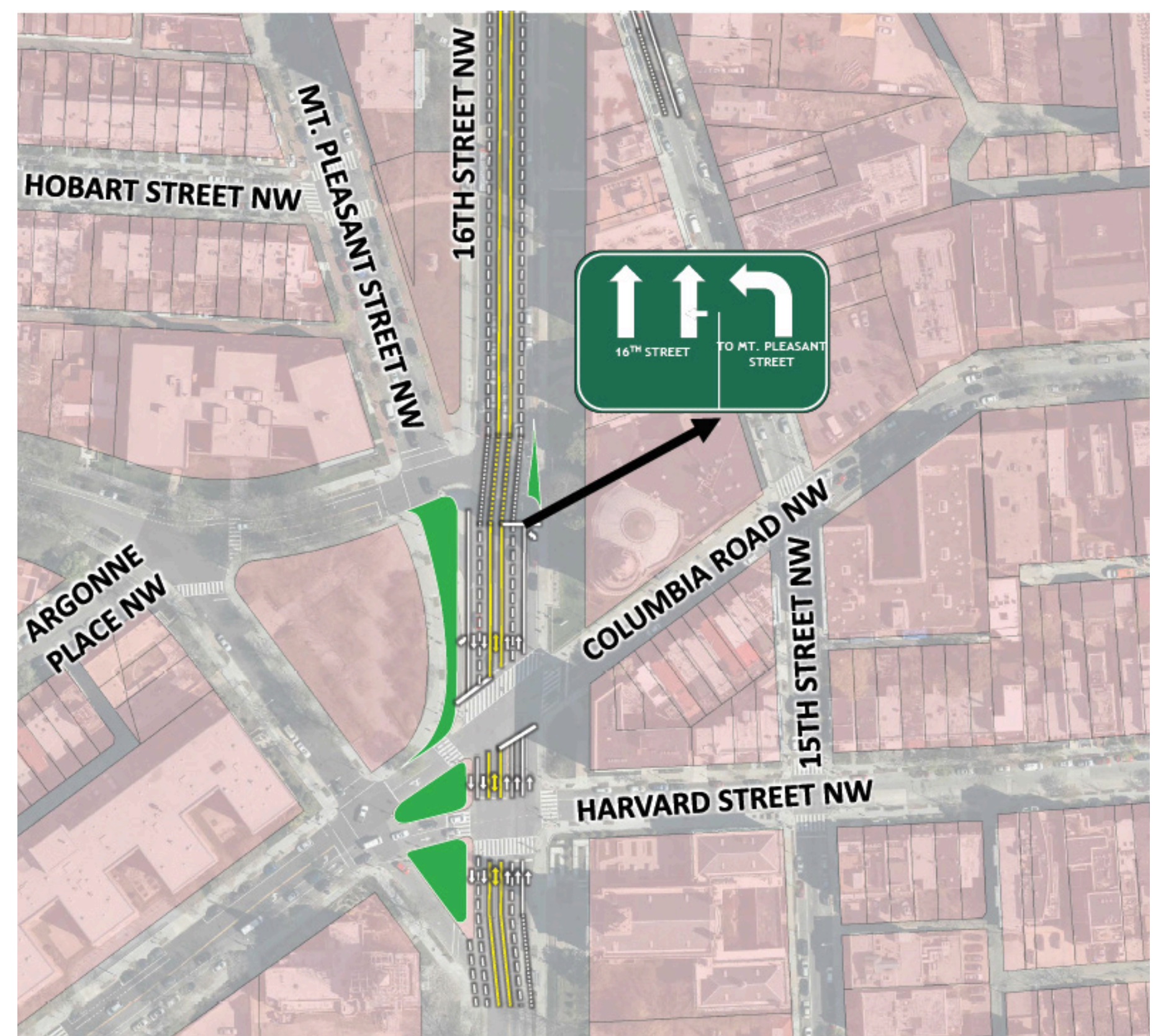
Option 2C



No overhead lane control signage at the intersection of Mt. Pleasant Street/Columbia Road/Harvard Street.

Remove the left-turn lane at the intersection of Mt. Pleasant Street and 16th Street and reroute traffic from northbound 16th Street, make a right-turn at Columbia Road NW, make a left-turn at 15th Street NW, and make a left-turn at Irving Street NW. Irving Street would be converted from a one-way street to a two-way street.

Option 2D



No overhead lane control signage at the intersection of Mt. Pleasant Street/Columbia Road/Harvard Street.

Relocate the left-turn lane from the existing location to the right-turn lane.

16TH STREET NW

BUS LANES PROJECT



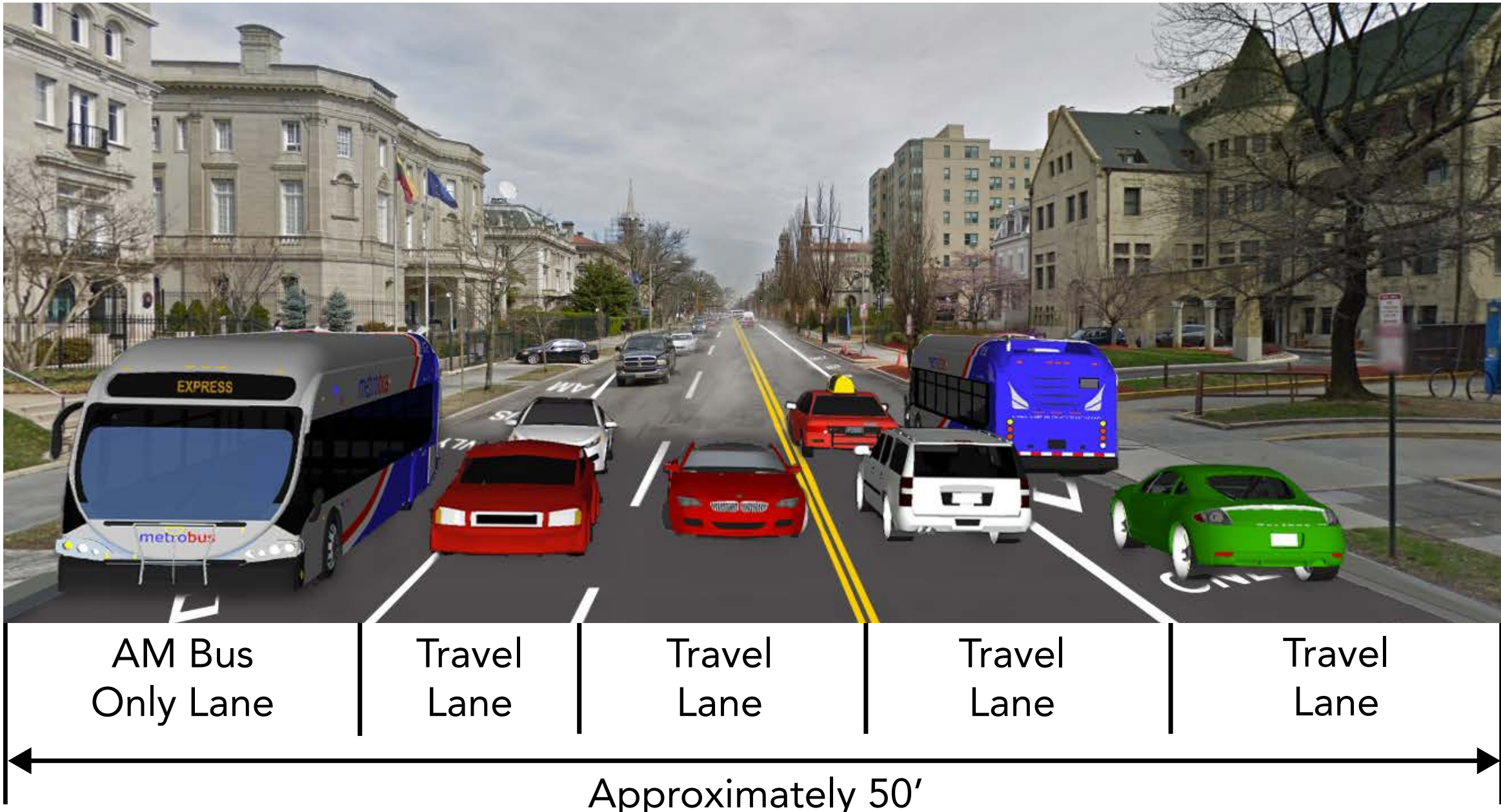
Design Phase

Option 4

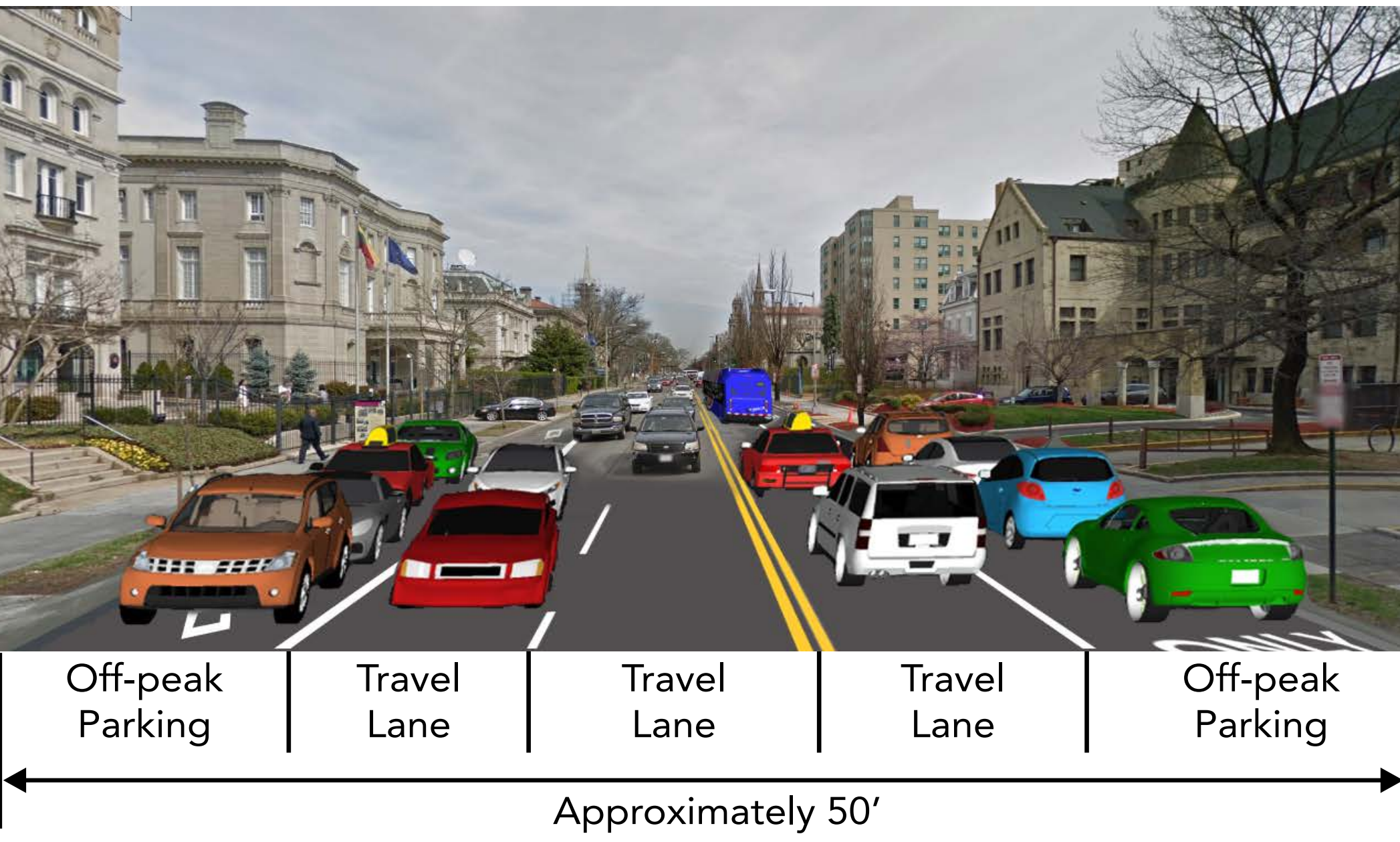
Full Length, Peak Period, Peak Direction Bus Lanes
No Reversible Lane

(Removal of existing reversible lane from Arkansas Avenue to Irving Street NW)

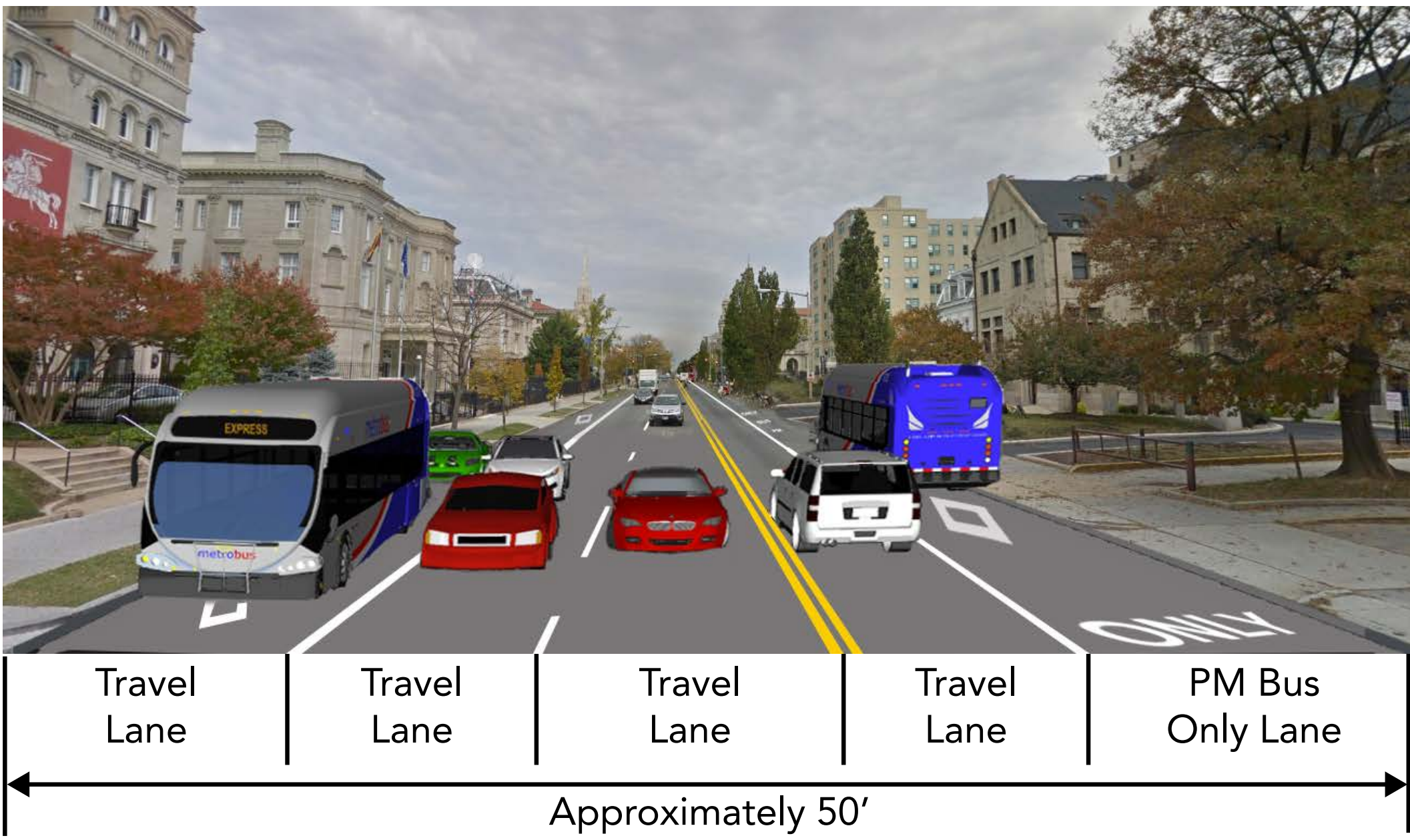
AM Peak - North of U Street NW



Midday - North of U Street NW

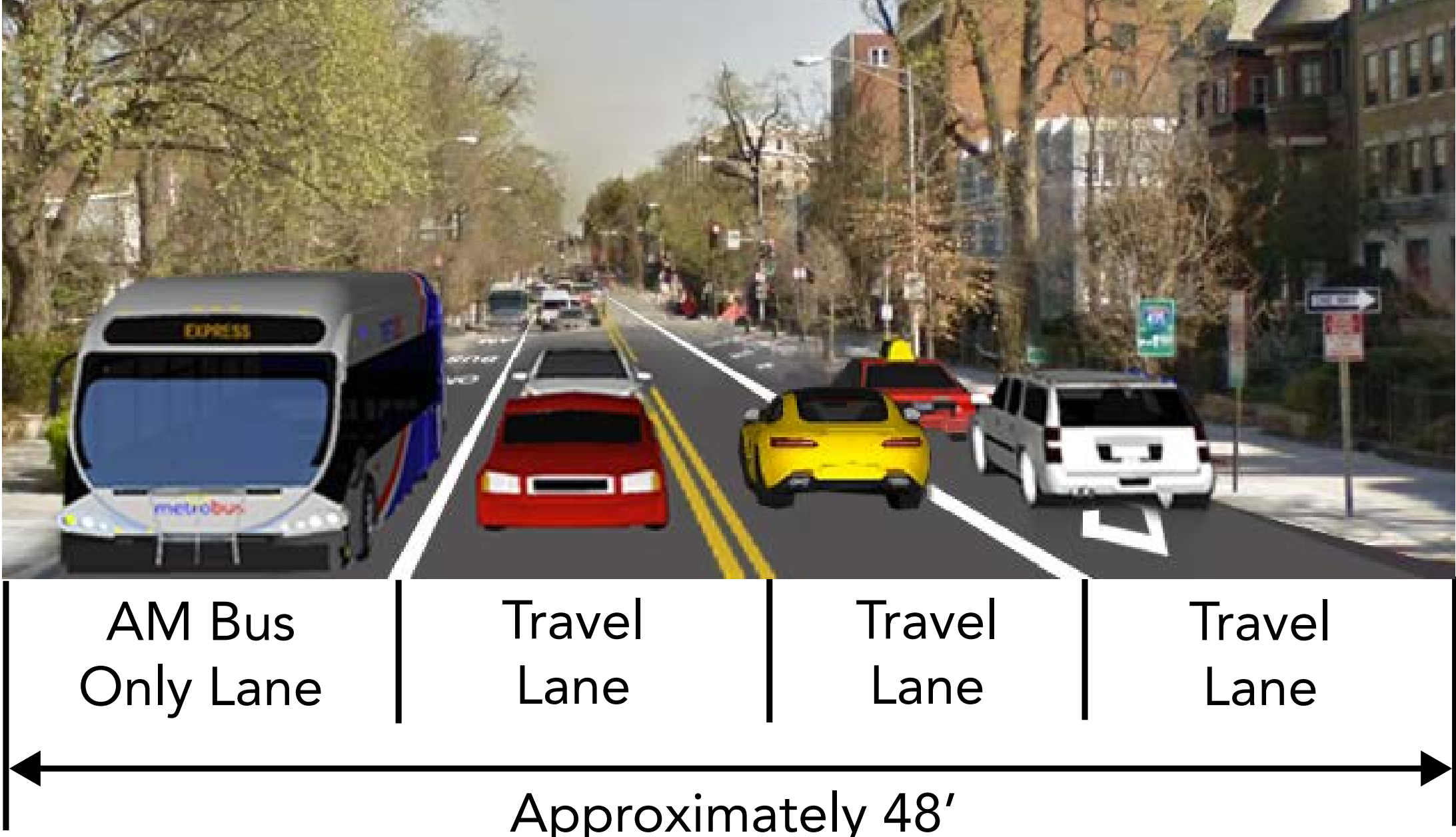


PM Peak - North of U Street NW

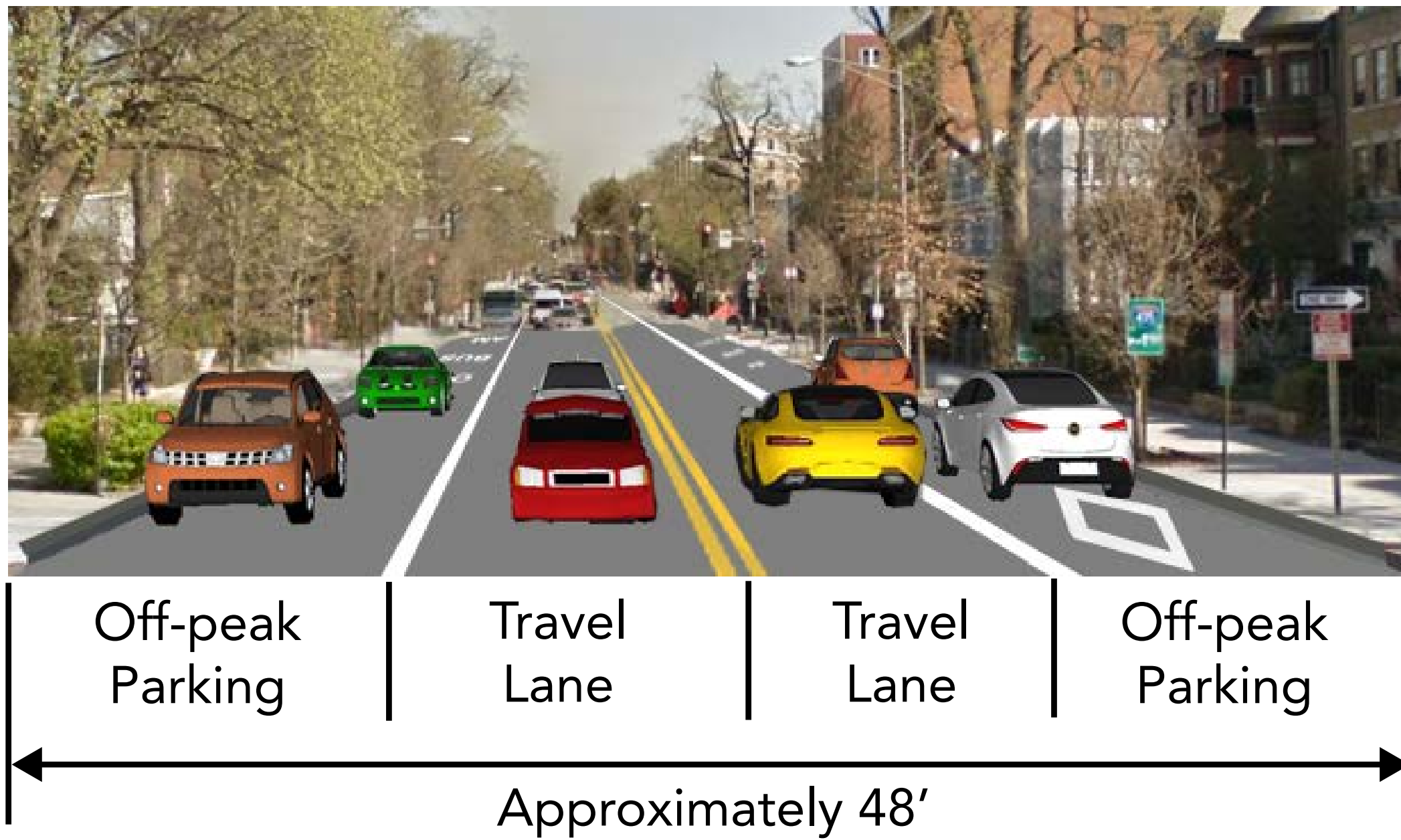


Block between Euclid Street NW and Fuller Street NW looking north

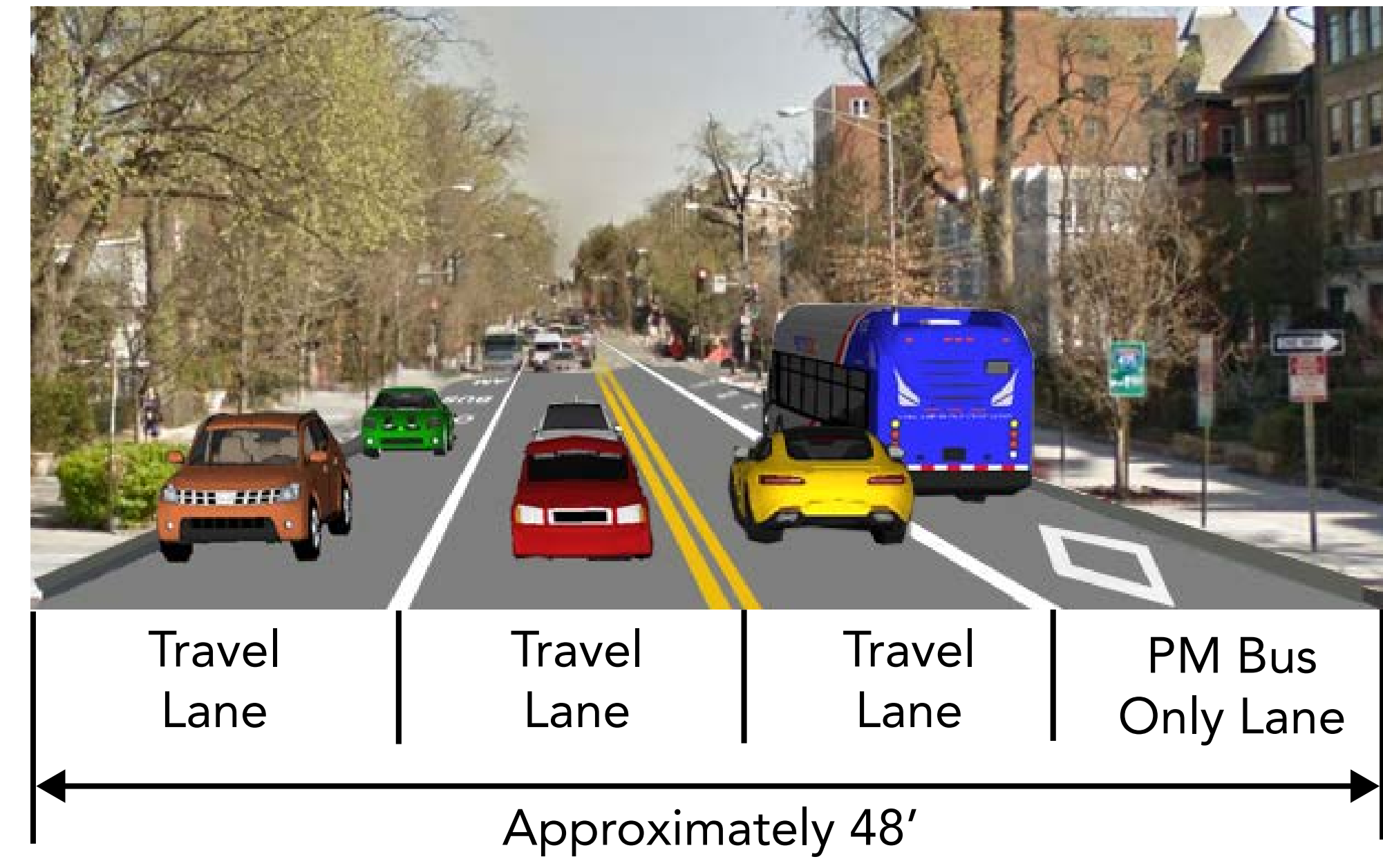
AM Peak - South of U Street NW



Midday - South of U Street NW



PM Peak - South of U Street NW



Block between Swann Street NW and T Street NW shown looking north

Quick Facts



Faster and more reliable bus service. Full-length, peak period, peak direction bus lanes.



ADA upgrades of ramps, sidewalks, and crossings.



With no reversible lane in the peak period, peak direction, and the repurposing of the general purpose lane to a bus lane, travel times will increase. Final traffic analysis pending.



Removal of curbside parking spaces.

- AM Peak: 70-95 spaces
- Midday: 0 spaces
- PM Peak: 25-50 spaces



No overhead lane control needed.



The approximate cost is between \$14.9 - \$17.2 million dollars

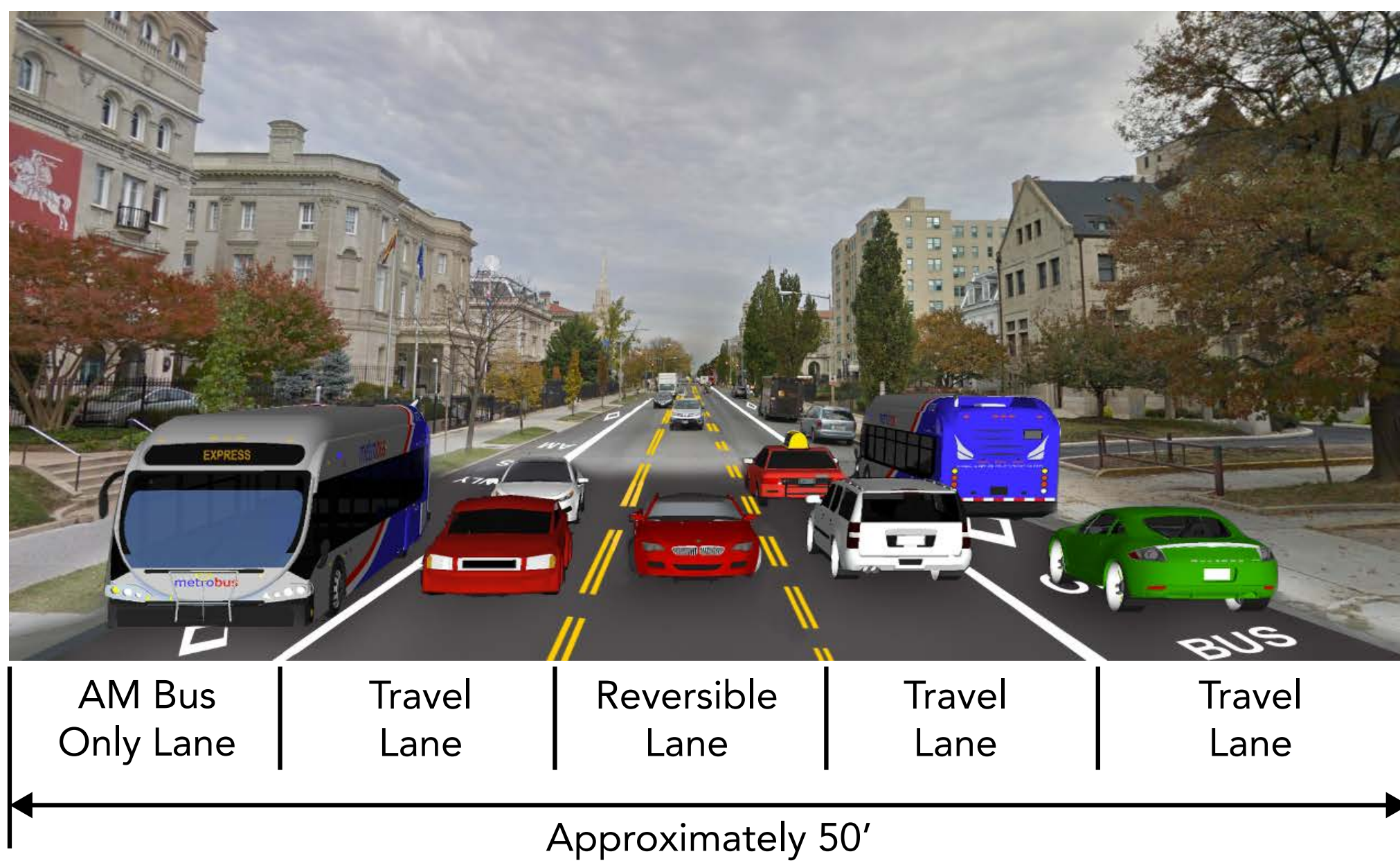
16TH STREET NW BUS LANES PROJECT



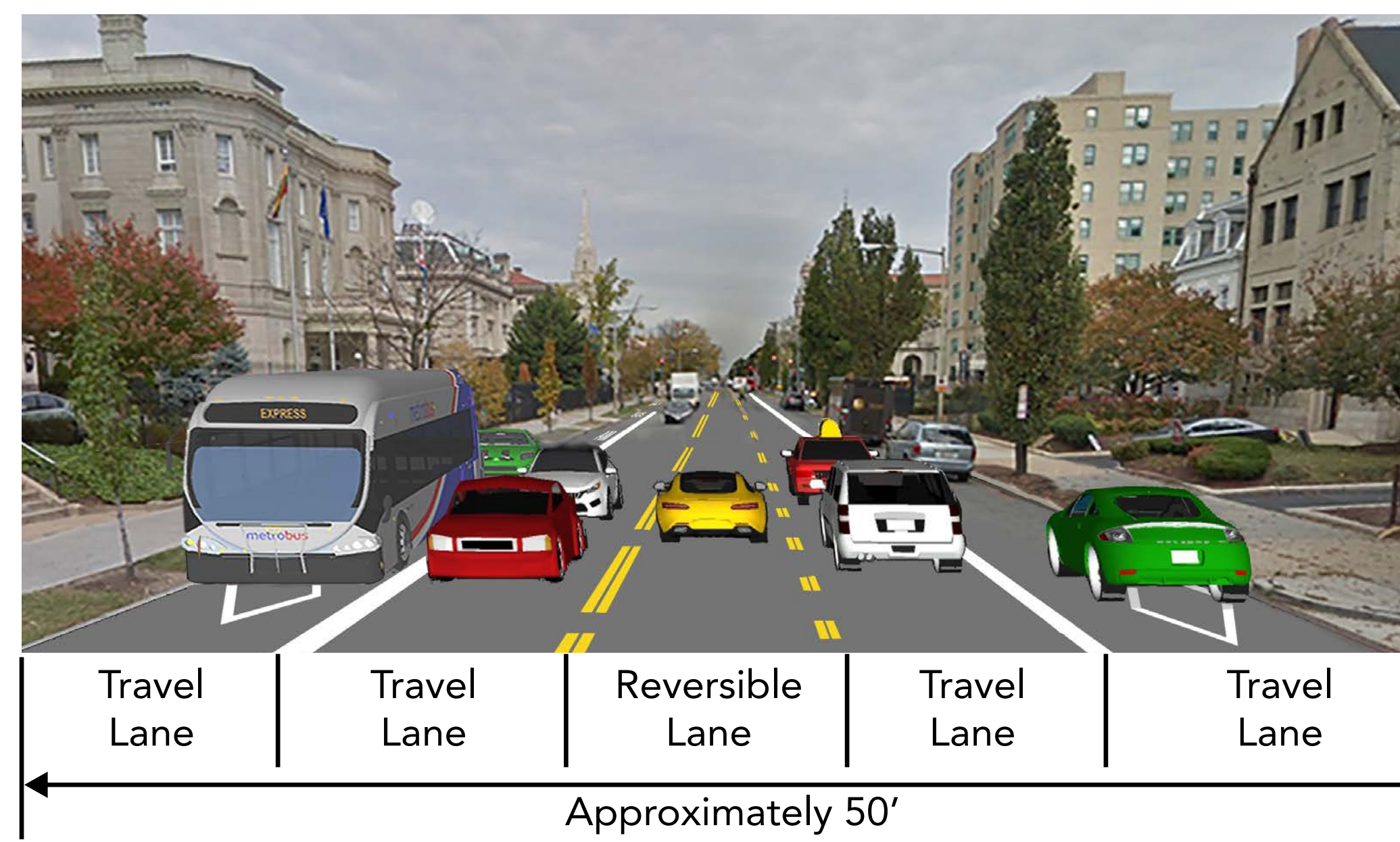
Option 5

Peak Period, Peak Direction Bus Lanes and Reversible Lane
from Arkansas Avenue NW to U St NW

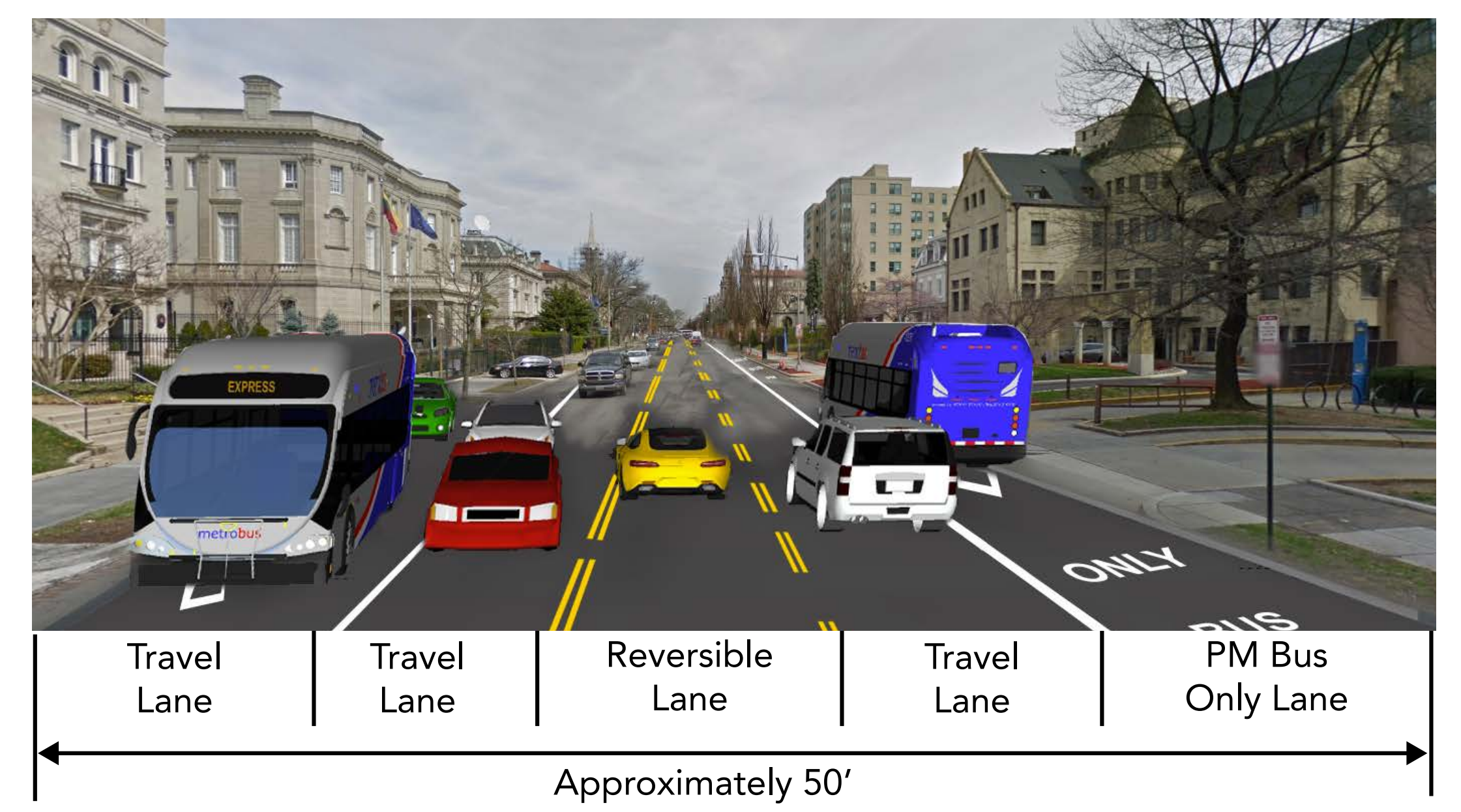
AM Peak - North of U Street NW



Midday - North of U Street NW

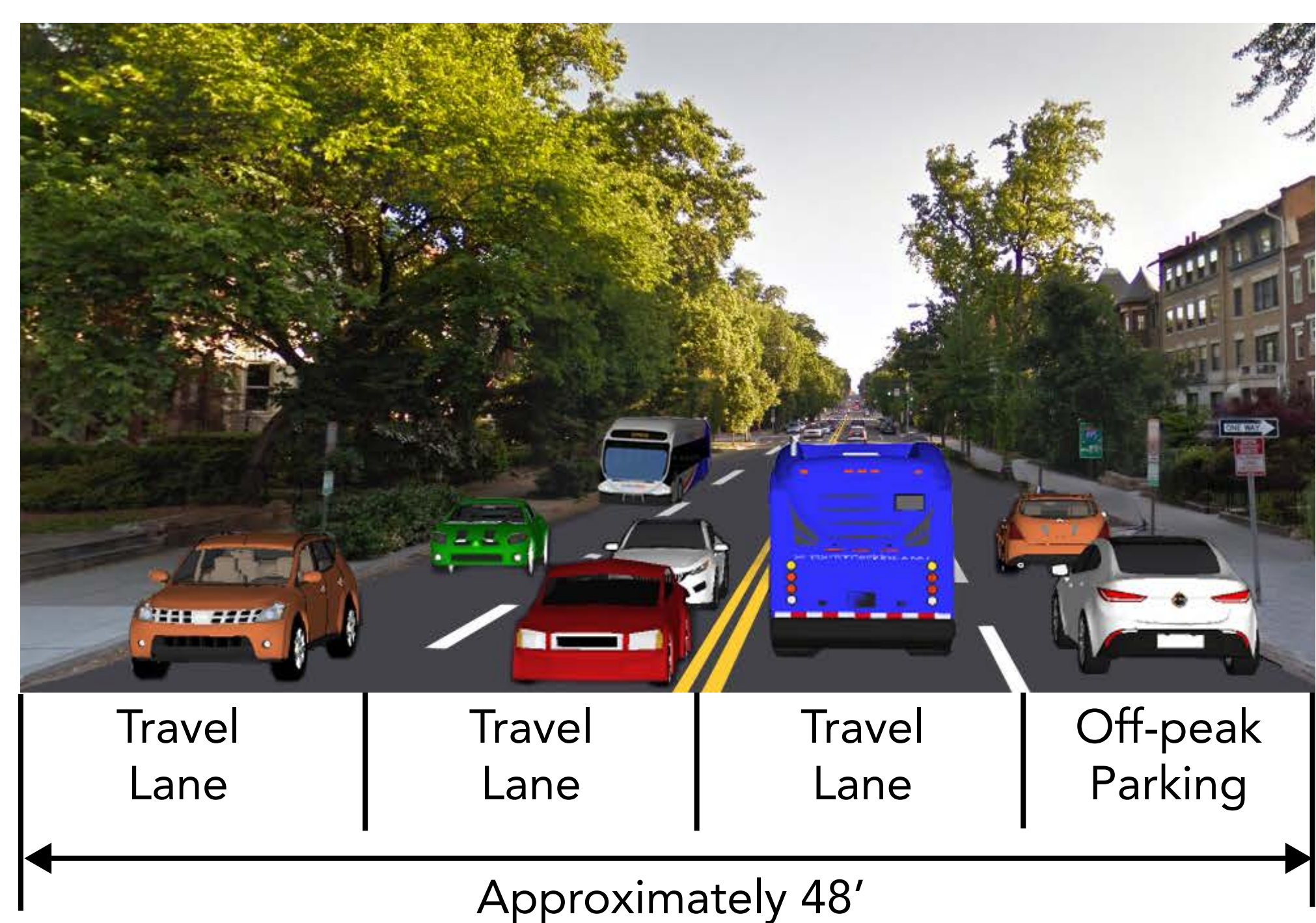


PM Peak - North of U Street NW

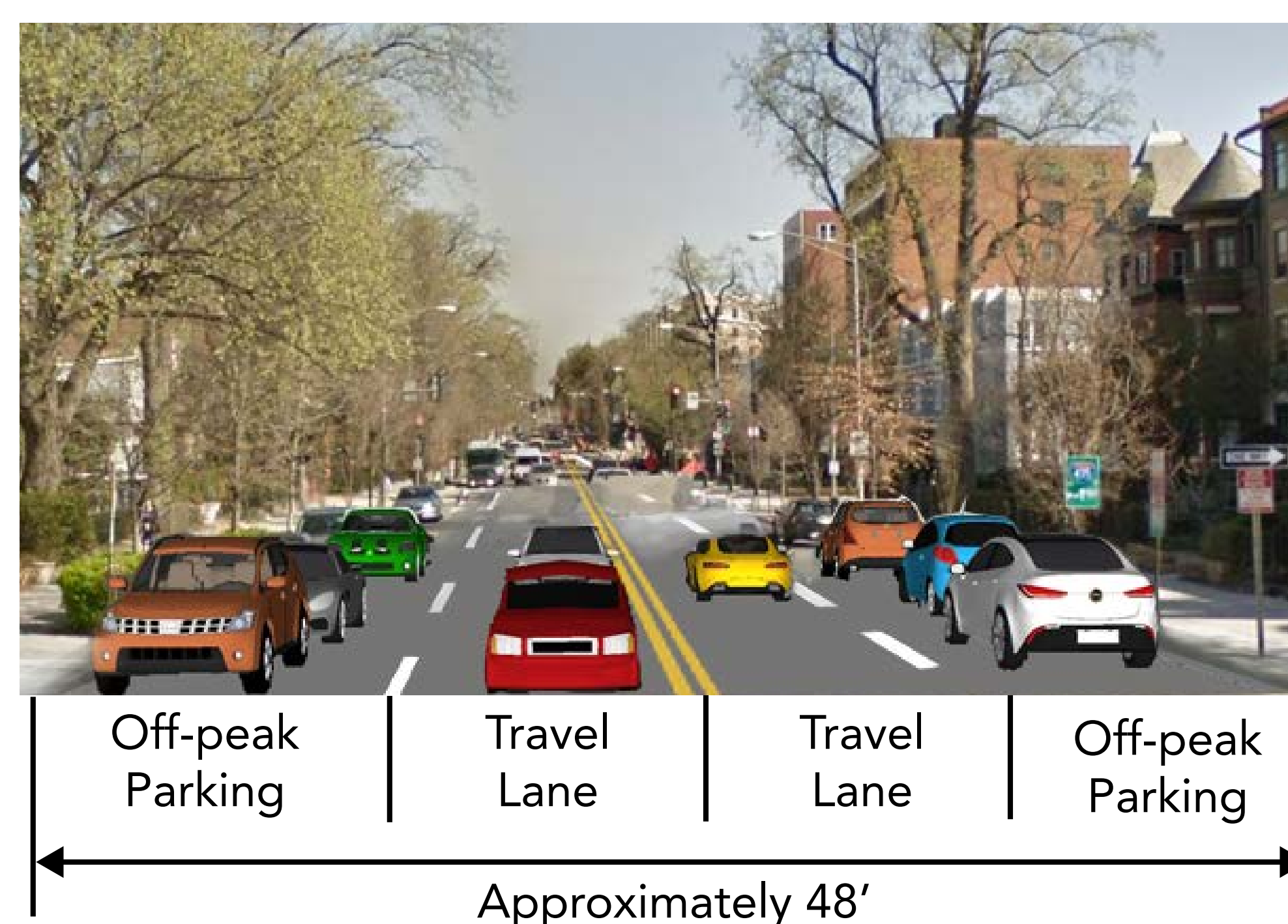


Block between Euclid Street NW and Fuller Street NW looking north

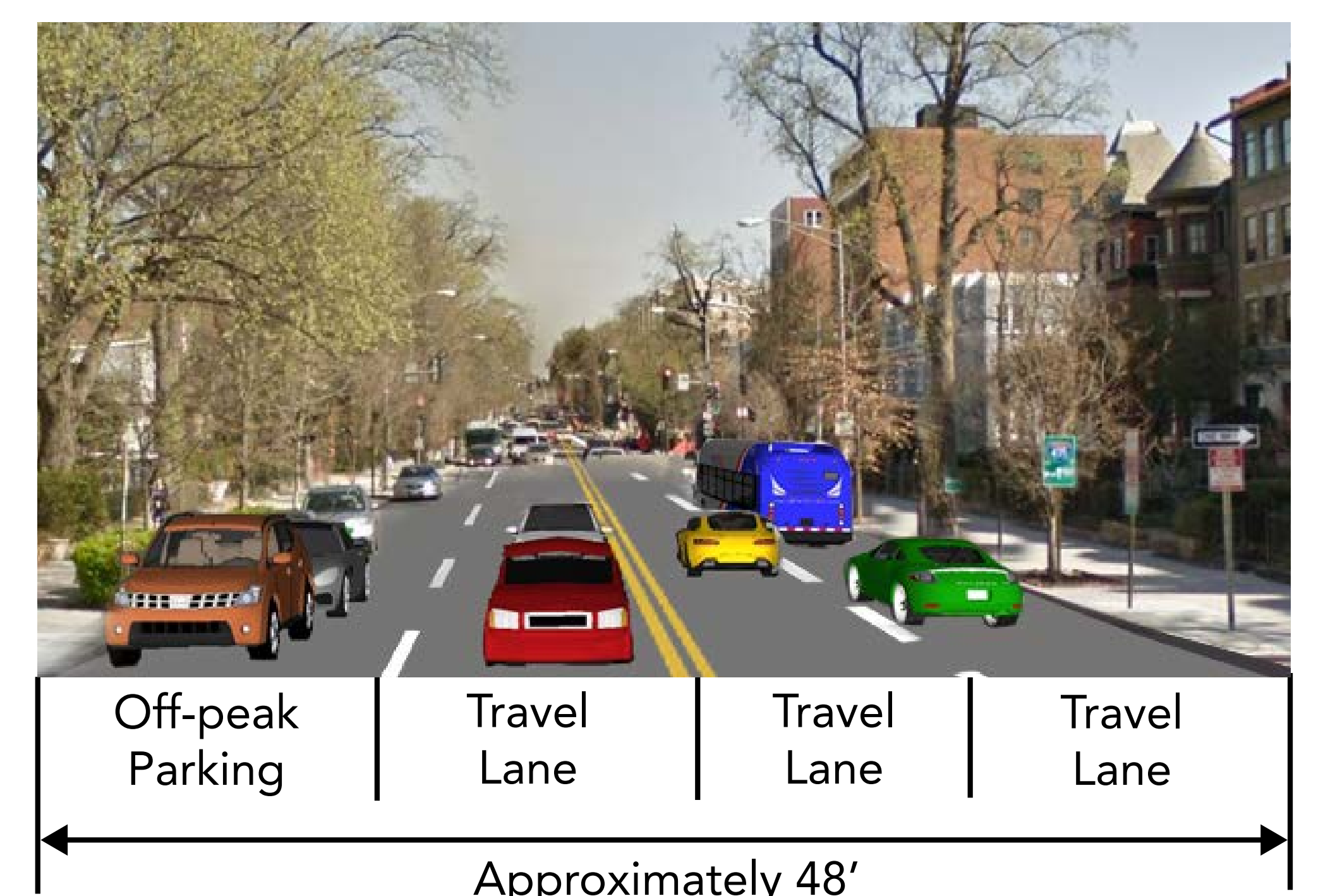
AM Peak- South of U Street NW



Midday - South of U Street NW



PM Peak- South of U Street NW



Block between Swann Street NW and T Street NW shown looking north

Quick Facts



Moderate improvements to bus service. Peak period, peak direction bus lanes and reversible lane from Arkansas Avenue NW to U Street NW.



ADA upgrades of ramps, sidewalks, and crossings.



Repurposes a general travel lane to bus-only lane during peak periods in the peak direction from Arkansas Avenue NW to U Street NW. Moderate impacts to vehicular congestion. Final traffic analysis pending.



Removal of curbside parking spaces.

- AM Peak: 10-25 spaces
- Midday: 60-85 spaces (majority of spaces removed between Columbia Road and U Street NW)
- PM Peak: 25-45 spaces

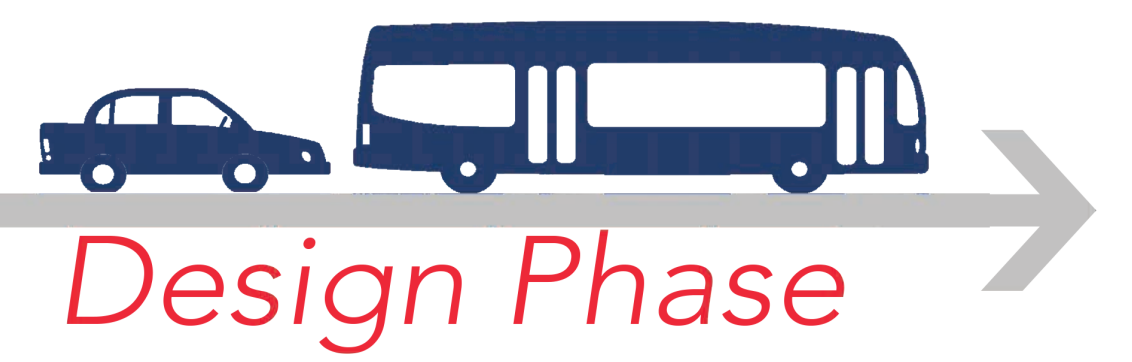


Extent of impacts depends on overhead lane control signage option - potential for no impacts (see Lane Control Signage - Option 5 board).



The approximate cost is between \$14.6 - \$16.9 million dollars

16TH STREET NW BUS LANES PROJECT



OVERHEAD LANE CONTROL SIGNAGE - OPTION 5

Overhead lane control signs are required by the Manual of Uniform Traffic Control Devices (MUTCD) with a reversible lane for safety purposes.

Option 5A



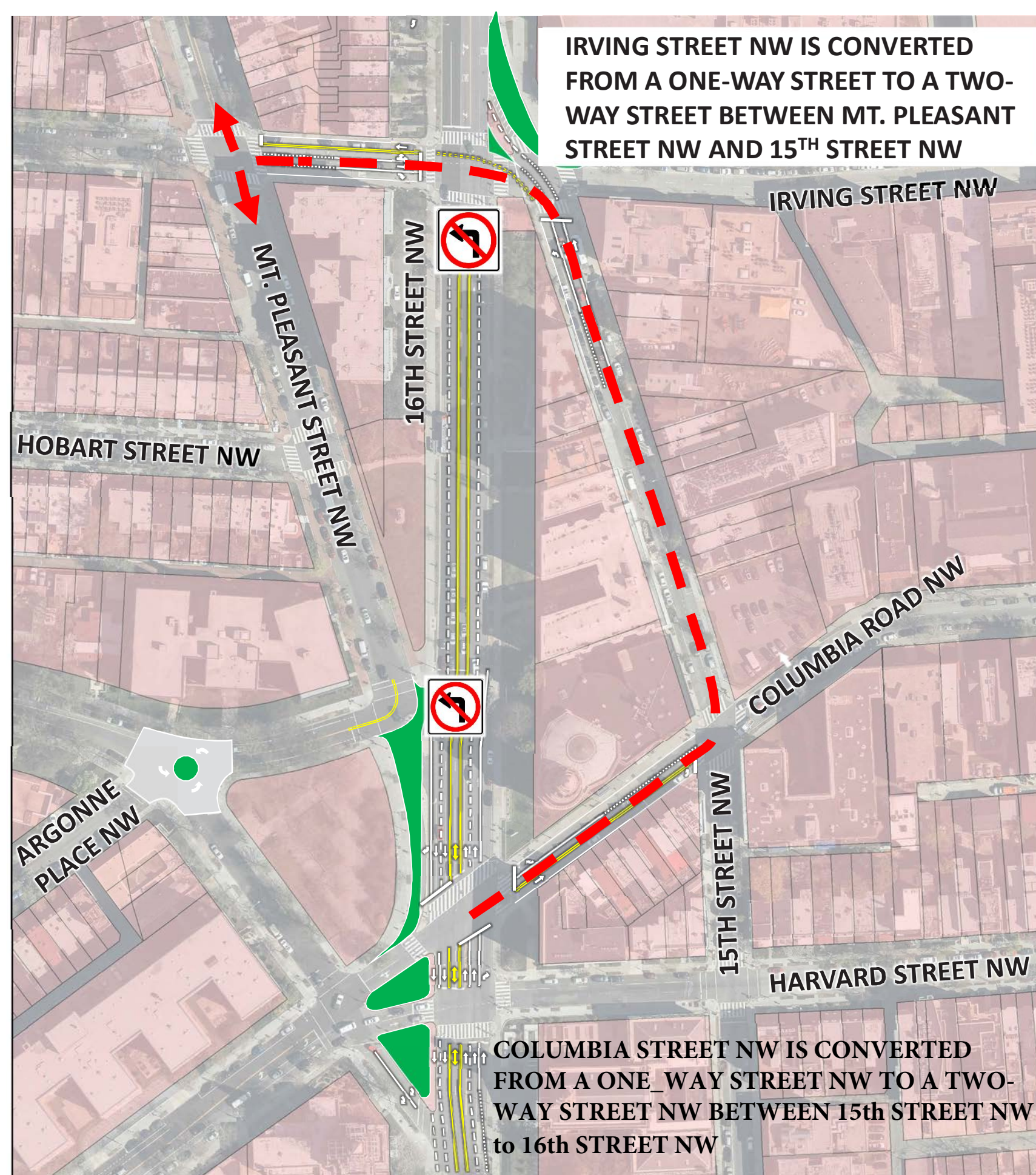
Overhead lane control signage at the intersections of Mt. Pleasant Street/Columbia Road/Harvard Street

Option 5B



Overhead lane control signage at every block from Arkansas Avenue to U Street NW

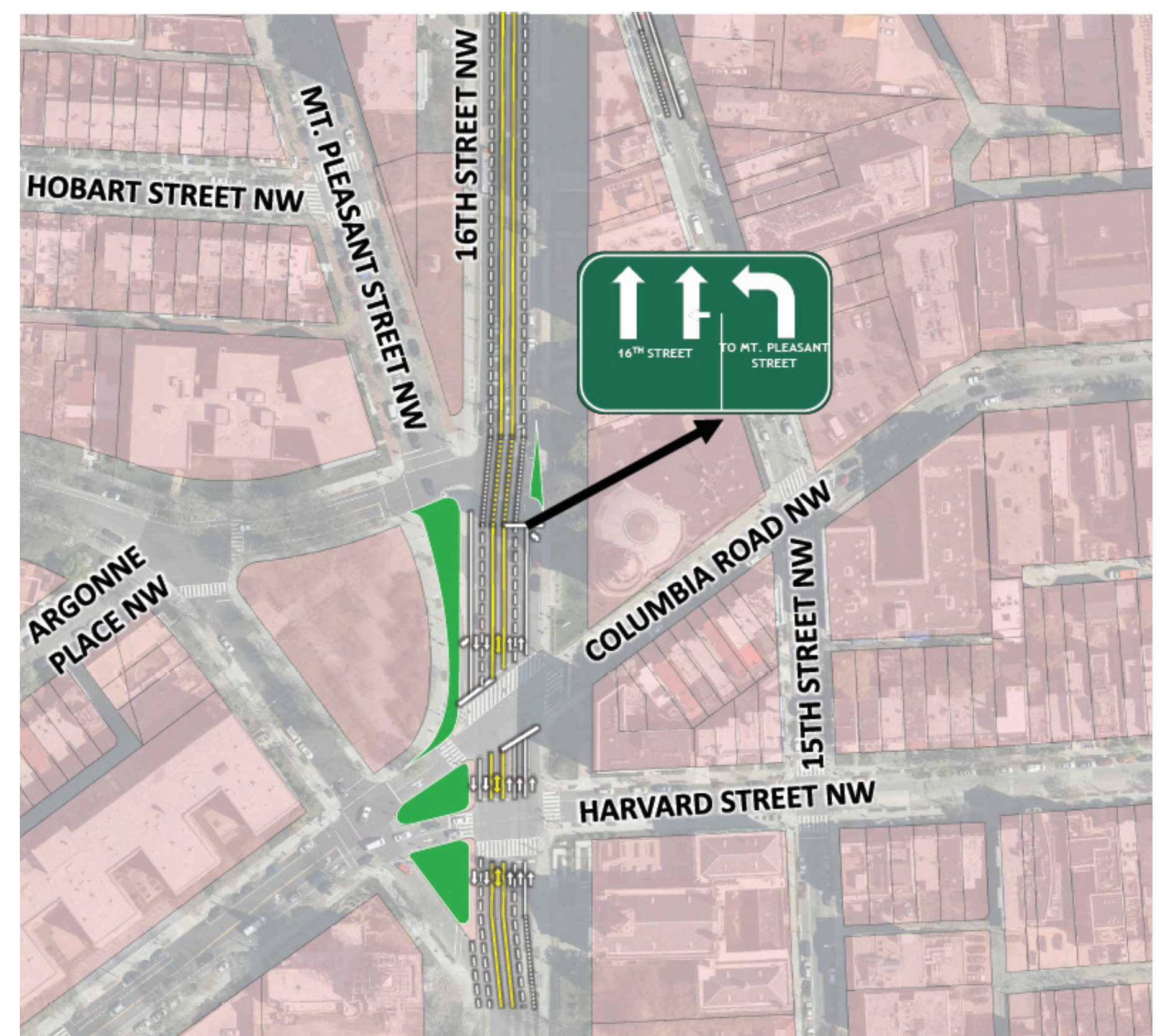
Option 5C



No overhead lane control signage at the intersection of Mt. Pleasant Street/Columbia Road/Harvard Street.

Remove the left-turn lane at the intersection of Mt. Pleasant Street and 16th Street and reroute traffic from northbound 16th Street, make a right-turn at Columbia Road NW, make a left-turn at 15th Street NW, and make a left-turn at Irving Street NW. Irving Street NW would be converted from a one-way street to a two-way street.

Option 5D



No overhead lane control signage at the intersection of Mt. Pleasant Street/Columbia Road/Harvard Street.

Relocate the left-turn lane from the existing location to the right-turn lane.