

# 16<sup>th</sup> STREET NW BUS LANES PROJECT



## 16<sup>th</sup> Street NW Bus Lanes Project – Presentation Script

### Online Open House

Slide 1 – Introduction – 0:00 – 0:27

Welcome to the online public meeting for the 16<sup>th</sup> Street NW Bus Lanes Project. My name is Spring Worth. I am the District Department of Transportation's Project Manager for the 16<sup>th</sup> Street NW Bus Lanes Project. This presentation will serve as a project update.

Slide 2 – Presentation Agenda – 0:27 – 1:05

This is the agenda for the presentation. Many of you may be very familiar with the project, but we'd like to begin by providing a project overview and update. We then will discuss the following: the proposed roadway design layout for the 16<sup>th</sup> Street corridor, bus operations, left turn restrictions, parking restrictions, and the final proposed bus stop consolidation list. Lastly, we will discuss the project schedule.

As always, we welcome your feedback.

Slide 3 – Project Overview – 1:05 – 1:40

What are we trying to accomplish on 16<sup>th</sup> Street?

The purpose of the project is to improve performance and reliability of bus routes along 16<sup>th</sup> Street NW between H Street NW and Arkansas Avenue NW. As seen in the map, the project begins at Arkansas Avenue and extends 2.7 miles south to H Street, just north of the White House.

Slide 4 – Public & Stakeholder Feedback – 1:40 – 2:47

From the Planning Study to now, we have held several public engagement events that have included bus riders, historic stakeholders, and community stakeholders.

Last June, we held a Citizens Advisory Group meeting that was open to the public. At that meeting we discussed the changes from the Planning Study's Preferred Alternative.

Following the June meeting, in July we held a public meeting where we presented five roadway design layout options for the 16<sup>th</sup> Street corridor and gathered input on those options.

Following that meeting, we held an online open house that included a narrated version of the July public meeting presentation and an opportunity for listeners to provide feedback.

In September, we held a bus rider engagement event where we presented the 5 roadway design layout options and gathered feedback from bus riders.

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Slide 5 – Planning Study Recommendation (2016) – 2:47 – 4:13

Now we'd like to provide an overview of where we are with implementing the project. This table is from the Planning Study that was completed in the spring of 2016. This table shows the implementation phasing for the 16<sup>th</sup> Street Project. We are currently in phase 2 of the project.

We are working on completing the design for the 16<sup>th</sup> Street corridor and we plan to complete the design for the corridor in 2019 and implement it in 2020.

We have already implemented Transit Signal Priority (TSP) for 33 intersections along 16<sup>th</sup> Street. DDOT is collaborating with WMATA on TSP evaluation and optimization.

WMATA has increased the S9 limited stop service and has upgraded to low floor and articulated buses.

DDOT is currently conducting a study for the 14<sup>th</sup> Street corridor to help with bus performance.

DDOT is working on automated enforcement and is working with WMATA and the region on off-board fare payment.

We have conducted public meetings and engagement events from the onset of the project and we will continue to do so.

Slide 6 – Proposed Design Layout – 4:13 – 6:07

This slide shows the proposed roadway layout design for the 16<sup>th</sup> Street corridor. The diagram on the left shows what the 16<sup>th</sup> Street corridor will look like during the peak periods when the project is implemented. The bolded black line shows where the peak period, peak direction bus lane will be, the gray dash line shows where the reversible lane will be, and the black dotted arrow is where the all-day bus lane will be.

During the AM rush period, the bus lane will be between Arkansas Avenue and Irving Street, Fuller Street to U Street and M to Eye Street.

During the PM rush period, the bus lane will be on 16<sup>th</sup> Street between Eye Street and M Street, P to U Street, and Irving to Arkansas Avenue. There will be no extension of the reversible lane. The reversible lane will remain between Arkansas Avenue and Irving Street. By not extending the reversible lane, the navigation for motorists will remain similar to what it is today.

The all-day bus lane southbound from Irving Street Fuller Street.

DDOT can design this bus lane layout by 2019 and implement it in 2020. DDOT plans to add additional queue jumps, improve the bus stops throughout the corridor, make pedestrian improvements, and continue to use TSP. We will share examples of each of these during this presentation.

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## Slide 7 – Bus Stop Improvements – 6:07 – 7:41

We are making bus stop improvements throughout the 16<sup>th</sup> Street corridor. This slide features an example of a bus stop improvement that we are proposing for the northbound bus stop on 16<sup>th</sup> Street at Irving.

Right now when passengers get on an off of the bus at this stop, they step into dirt. And when it's been raining, they step into mud. This is particularly an issue for riders who have mobility constraints- for example riders in wheelchairs. To improve the landing area in front of the bus, we plan to install concrete along the sidewalk for bus riders to have a flat, clear surface when getting on and off the bus. We also will improve the adjacent curb ramps.

In addition to adding the clear surface, we also plan to extend the bus zone at this stop. Right now, many of the bus zones on 16<sup>th</sup> Street are not long enough for the buses to fully pull over to the curb. As a result, the buses stick out into traffic which oftentimes causes side swipe collisions with vehicles. So to deal with this issue, we are expanding the bus zones so that the bus can fully pull over to the curb and passengers can safely get on and off of the bus.

We also are planning to install an additional bus shelter at this stop which will enhance the bus rider experience.

## Slide 8 – Bus Operations – 7:41 – 8:36

To improve bus operations along the 16<sup>th</sup> Street corridor, we will be installing queue jumps. Currently we have a queue jump at the northbound intersection on 16<sup>th</sup> Street at U Street. The queue jump gives priority to buses at the intersection—it gives the bus the green light (so to speak) before the vehicles. We are planning to add additional queue jumps at the northbound intersection at Harvard Street NW and southbound at M Street NW.

Since 2016, Transit Signal Priority has been operating at all 33 signalized intersections on 16<sup>th</sup> Street.

DDOT is working with WMATA and regional partners on all-door boarding and off-board fare payment.

## Slide 9 – Transit Time Savings – 8:36 – 10:07

This slide shows the transit time savings table from the Planning Study. This table is an estimate for how much time we can expect to save with each improvement we're proposing for the corridor. The far left column lists the improvement, the middle column provides the estimated savings in minutes, and the far right column shows the alternatives from the Planning Study that included the improvement.

Next to each improvement are stars. The blue star is next to improvements that are included in the design layout option that DDOT will implement in 2020. The improvements include: bus stop removal/consolidation, bus lanes, queue jumps, intersection reconfiguration at the Harvard/Columbia/Mt. Pleasant St. NW intersection, and midday parking removal.

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The red star is next to the fleet mix upgrade with low-floor and articulated buses which have already been updated.

The yellow star is next to off-board fare payment, SmarTrip card top-off, and all-door boarding that is still under consideration.

The green star is next to the S1 converted to limited stop service, which is no longer under consideration.

## Slide 10 – Transit Time Savings – 10:07 – 11:25

Based on the transit time savings information provided on the previous slide, the Planning Study's Preferred Alternative estimated approximately 4-6 minutes of time savings during the AM peak period in the southbound direction and approximately 5-6 minutes of time savings during the PM peak period in the northbound direction. The proposed design layout that DDOT is planning to implement in 2020 has a time savings of approximately 2-3 minutes during the AM peak period in the southbound direction and 2-3 minutes in the PM peak period in the northbound direction.

The Planning Study Preferred Alternative time savings calculation included all of the listed improvements while the Proposed Design Layout Option primarily includes infrastructure improvements. The variation in transit time savings will depend on the specific bus route. It's important to note that the Transit Signal Priority has not been included in these transit time savings, since it only applies to buses running behind schedule.

## Slide 11 – Proposed Design Layout – 11:25 – 11:52

This slide shows a rendering of what the street will look like with the proposed design layout. The rendering shows the cameras that will be used for enforcement, signage that will indicate when the bus lane is in operation, and the red horizontal striping currently proposed for the peak period bus lane.

## Slide 12 – Left-Turn Restrictions Northbound (Changes from Existing) – 11:52 – 13:42

To keep all the vehicles and buses moving along 16<sup>th</sup> Street, DDOT is proposing left turn restrictions. We will go through each of the proposed left turn restrictions. We also will provide an option for alternative routing. However, it is VERY important to note, that the alternative routing will be largely dependent on the motorist's specific origin (where the trip begins) and destination (where the trip ends).

Let's now go through the left turn restrictions. The left-turn restrictions in the northbound direction from 16<sup>th</sup> Street include:

- Park Road will have an all-day left-turn restriction. A reroute option is to take a right-turn onto Pine Street/Sacred Heart Way and left-turn onto Park Road.
- Another northbound left-turn restriction is Riggs Place NW during the PM Peak Period. A reroute option will be to take an alternative route along 15<sup>th</sup> Street.

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- Another northbound left-turn restriction is R Street NW during the PM Peak Period. A reroute option will be to take an alternative route along 15<sup>th</sup> Street.
- Another northbound left-turn restriction is P Street during the AM and PM Peak Period. A reroute option will be to take an alternative route along 15<sup>th</sup> Street.

Slide 13 – Left-Turn Restrictions Southbound (Changes from Existing) – 13:42 – 14:55

The left-turn restrictions in the southbound direction from 16<sup>th</sup> Street include:

- Monroe Street NW during the AM Peak Period. A reroute option will be to take a right-turn onto Newton Street, left-turn onto Brown Street, and left-turn onto Monroe Street.
- Another southbound left-turn restriction is Irving Street NW during both the AM and PM Peak Period. The reroute option will be to take a left-turn at Harvard Street. Just to note, Harvard Street is a new left-turn being proposed and is not allowed today. We will discuss this in detail shortly.
- Another southbound left-turn restriction is Euclid Street NW during the AM Peak Period. The reroute option is to take a left-turn onto Harvard Street.
- Another southbound left-turn restriction is P Street during the PM Peak Period. A reroute option will be to take a left-turn onto Q Street.

Slide 14 – Proposed Design Layout – 14:55 – 15:40

As discussed in the previous slide, an additional left-turn lane is being added onto 16<sup>th</sup> Street to accommodate left-turns onto Harvard Street. The diagram on the left illustrates how the left-turn is being added. DDOT is planning to modify the concrete islands to accommodate the left turn from 16<sup>th</sup> Street onto Harvard.

The diagram on the right shows one of the pedestrian improvements for the corridor. For the 16<sup>th</sup> & Pine/Sacred Heart intersection, we're planning to add a curb extension to slow motorists down so pedestrians can safely cross the street.

Slide 15 – Parking Restrictions – 15:40 – 16:24

So what are we doing with parking on the corridor? Our plan is consistent with the Planning Study recommendation to remove all parking during the AM and PM peak periods. Today parking is permitted during the peak periods in the off-peak direction.

To help with traffic operations and bus performance on the corridor, we plan to remove approximately 23 parking spaces during the midday. Additionally, we anticipate removing 30 parking spaces with the expansion of the bus zones.

Overnight and weekend parking will continue to be permitted.

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Slide 16 – Midday Parking Restrictions – 16:24 – 17:35

Where will parking be restricted during the midday?

- The midday parking restrictions include the following locations in the southbound direction:
  - Spring Road to Oak Street. We're proposing to remove 2 parking spaces.
  - Oak Street to Newton Street. We're proposing to remove 5 parking spaces.
  - Euclid Street to Crescent Place. We're proposing to remove 3 parking spaces.
  - U Street to T Street. We're proposing to remove 4 parking spaces.
  - T Street to S Street. We're proposing to remove 1 parking space.
  - Q Street to P Street. We're proposing to remove 1 parking space.
- The midday parking restrictions include the following locations in the northbound direction:
  - U Street to T Street. We're proposing to remove 3 parking spaces.
  - S Street to R Street. We're proposing to remove 3 parking spaces.
  - P Street to O Street. We're proposing to remove 1 parking space.

Slide 17 – Bus Stop Consolidation – 17:35 – 18:54

Now we're going to talk about bus stop consolidation. But first, we'd like to provide some background on how we came up with our proposals for bus stop consolidation. DDOT sought the industry's guidance in helping us determine the bus stop spacing. As shown in the table below, the Transit Authority, WMATA, and the Transit Cooperative Research Program helped us to set-up the bus stop spacing standards.

The current bus stop spacing along 16<sup>th</sup> Street is approximately 7 bus stops per mile in the northbound direction and 6 bus stops per mile in the southbound direction. WMATA recommends bus stop spacing of 4-5 bus stops per mile. The Transit Cooperative Research Program Bus Rapid Transit guidelines for bus stop spacing for typical arterial streets is 1-4 bus stops per mile. With the proposed bus stop consolidation on 16<sup>th</sup> Street, the spacing will be close to meeting the industry standard of 5 bus stops per mile.

Slide 18 – Bus Stop Consolidation – 18:54 – 19:19

There are 6 bus stops that will be consolidated. Two southbound bus stops: Lamont Street NW and V Street NW and 4 northbound bus stops: L Street NW, Q Street NW, V Street NW, and Lamont Street NW.

Slide 19 – Bus Stop Consolidation – 19:19 – 20:00

Why was the Newton Street bus stop removed from the bus stop consolidation list?

- Over 70 percent of the comments received on bus stop consolidation were to maintain the Newton Street bus stop.
- Newton Street was removed from the bus stop consolidation list due to the direct connectivity to the Mt. Pleasant neighborhood. It is the nearest bus stop to serve the Stoddard Baptist

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Nursing Home, Bancroft Elementary School, and Thrive DC a nonprofit that serves the homeless community.

Slide 20 – Bus Stop Consolidation - Northbound – 20:00 – 21:25

Now we're going to go through in detail each of the bus stops that are proposed for consolidation and the improvements that DDOT will make to the adjacent stops.

We'll begin with the stops proposed for consolidation in the northbound direction.

- The bus stops proposed for removal in the northbound direction include Lamont Street, V Street, Q Street, and L Street.
- For the Lamont Street bus stop consolidation, the closest bus stop is Park Road. The walk time is approximately 2 minutes or 1 block. The Park Road bus stop improvements include installing a second shelter at Park Road, relocating the street furniture and expanding the bus zone area, improving the pedestrian crossing at Sacred Heart Way and installing a second shelter at Irving Street.
- For the V Street bus stop consolidation, the closest bus stop is U Street. The walk time is approximately 3 minutes or 1.5 blocks. The U Street bus stop improvements include the installation of a second bus shelter at U Street.

Slide 21 - Bus Stop Consolidation – Northbound - 21:25 – 22:13

- For the Q Street bus stop consolidation, the closest bus stop is P Street. The walk time is approximately 2.6 minutes/2 blocks. The improvements proposed at P Street bus stop include a second bus shelter at P Street.
- For the L Street bus stop consolidation, the closest bus stop is M Street. The walk time is approximately 3.2 minutes or 1 block. The improvements proposed at M Street include a second shelter at M Street and relocating the street furniture, and installing a second bus shelter at Eye Street.

Slide 22 – Bus Stop Consolidation – Southbound – 22:13 – 23:25

The bus stops proposed for removal in the southbound direction include Lamont Street and V Street.

- For the southbound Lamont Street bus stop consolidation, the closest bus stop is Irving Street. The walk time is approximately 2.5 minutes or 1 block. The Irving Street bus stop improvements include relocating the bus stop to better facilitate transfers to Columbia Heights metro station, installing a second bus shelter at Irving Street and expanding the bus zone area, also installing a second shelter at Park Road located directly north of Lamont Street.
- For the southbound V Street bus stop consolidation, the closest bus stop is U Street. The walk time is approximately 3.1 minutes or 2 blocks. The U Street bus stop improvements include relocating the Crescent Place stop to south of the intersection, installing a bus shelter and relocating street furniture.

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Slide 23 – Project Overview – Timeline – 23:25 – 24:06

- The project timeline is presented on this slide. As you can see, we are currently in the 30% design phase. In 2019, we plan to complete the 100% design plans with project implementation in 2020. This is consistent with the Planning Study timeline.
- DDOT is working in parallel with WMATA on implementing all-door boarding and off board fare payment. DDOT is partnering with Howard University on a camera enforcement study to assist in the development of a camera enforcement policy.

Slide 24 – Stay Involved – 24:06 – 24:31

- Please continue to stay involved. Shown on this slide are the links to the project website, twitter, and Facebook page. Also, my contact information is listed. If you have comments, please go to the website and submit your comments.

Thank you very much for your interest and participation in the 16<sup>th</sup> Street NW Bus Lanes Project Presentation.