

PROJECT OVERVIEW

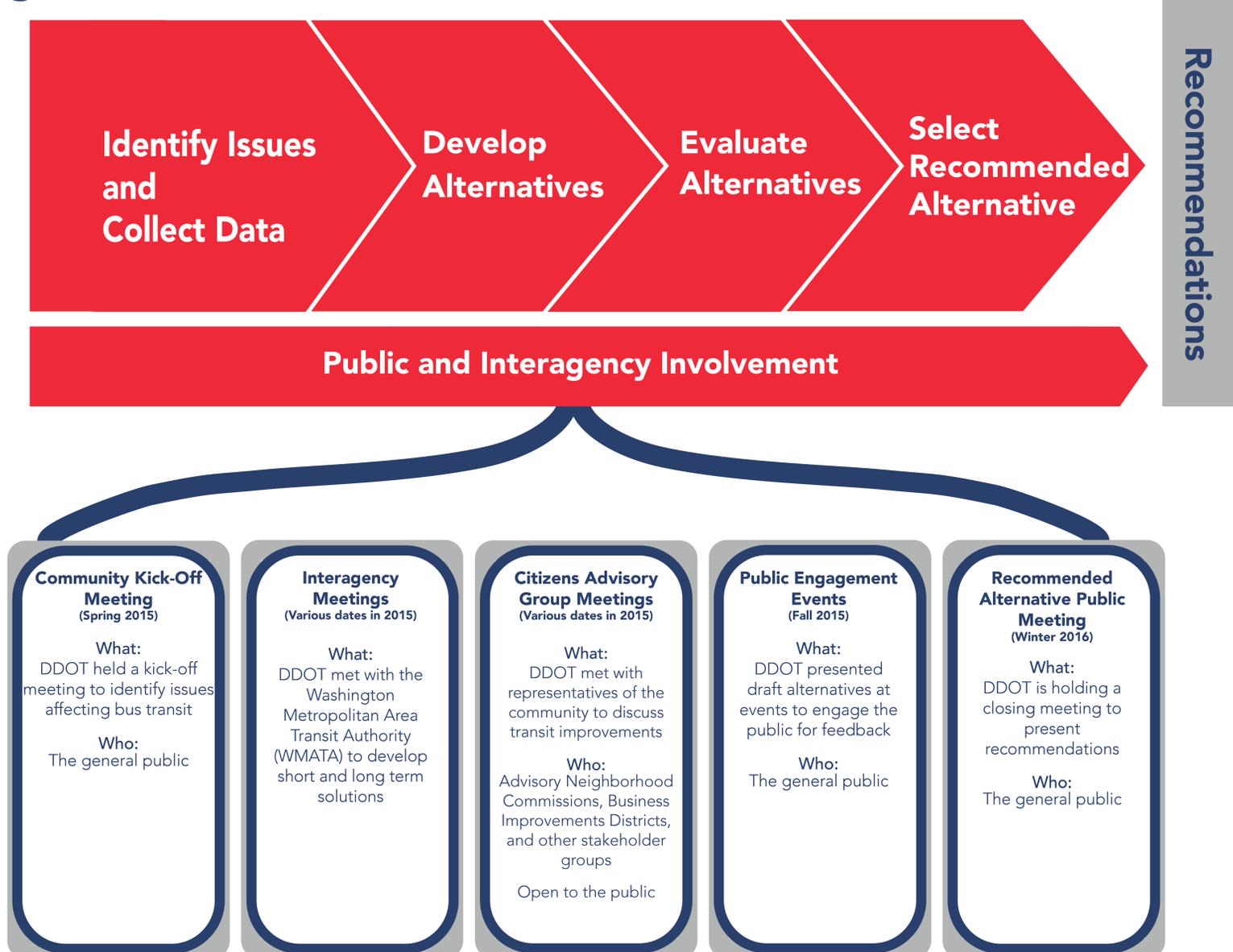
Goals of the Study:

- Improve travel for persons using public transit;
- Develop alternatives based on public and stakeholder input; and
- Evaluate alternatives in terms of their benefits to transit users, possible impacts on users of other transportation modes, and safety.

Objectives of the Study:

- Improve transit service reliability and travel times by identifying and addressing sources of potential issues (e.g., traffic congestion, signal timing, passenger boarding delays, bus capacity, number and location of bus stops, and/or parking enforcement);
- Prioritize transit while maintaining operations for those traveling by other modes;
- Improve passenger comfort and safety (e.g., overcrowding, street crossings, and bus stop amenities);
- Accommodate current unmet passenger demand for public transit service; and
- Develop an implementation plan that includes cost estimates.

Planning Process



RECOMMENDED ALTERNATIVE

IMPROVEMENT	RECOMMENDED ALTERNATIVE
PHYSICAL IMPROVEMENTS	
Bus stop consolidation: - 3 southbound locations (Newton, Lamont, and V Streets) - 5 northbound locations (L, Q, V, Lamont, and Newton Streets)	✓
Far-side bus stop expansion: 2 southbound locations (Harvard and M Streets)	✓
Relocate southbound Spring Place bus stop north to Spring Road to improve pedestrian safety	✓
Upgrade stops to WMATA zone lengths	✓
Bus lanes	Full length, extended peak period peak direction: 7:00 am - 10:00 am southbound 4:00 pm - 7:30 pm northbound
Extension of center reversible lane from Arkansas Avenue to K Street	✓
Install fifth lane W Street to O Street and K Street to H Street	✓
Intersection reconfiguration at Harvard/Columbia/Mount Pleasant	Future Project
TRANSIT SERVICE IMPROVEMENTS (Any service changes would require a future public involvement process led by WMATA)	
Headway-based service	✓
Increase limited stop service (may include converting some local bus trips to limited stops)	✓
Transition to simpler patterns	✓
Running and recovery time added to schedule	✓
Fleet mix upgraded with low-floor and articulated buses	✓
Off-board fare payment	All buses, all stops
All-door boarding	All buses, all stops
TRAFFIC OPERATIONS IMPROVEMENTS	
Transit signal priority (TSP) at 18 locations configured for headway-based service	✓
Peak period parking restrictions extended to 7:00 - 10:00 am (from 9:30 am) and 4:00 - 7:30 pm (from 6:30 pm). No parking from Arkansas Avenue to M Street during AM and PM peak periods.	✓
Pedestrian safety improvements, including at Arkansas Avenue, Sacred Heart Way, and Mount Pleasant Street	✓
Bus stop amenity and access improvements	✓
Automated enforcement	Enforcement of driving and parking in bus lanes
PM peak period southbound left turn restriction at W Street	✓

QUICK STATS

BUS ROUTE	TRAVEL TIME CHANGES
S1/S2/S4	5.9 min savings (Both AM Peak Southbound and PM Peak Northbound)
S9	3.7 min savings (AM Peak Southbound) 4.6 min savings (PM Peak Northbound)

GENERAL VEHICLES	TRAVEL TIME CHANGES
AM Peak Period	Remains the same (Southbound) Lengthens by 1.5 min (Northbound)
PM Peak Period	Lengthens by 1.9 min (Southbound) Lengthens by 2.0 min (Northbound)

WHAT WE HEARD FROM YOU



Identify Issues and Collect Data

Kick Off Meeting: March 2015

DDOT introduced the study to the public. The participants' feedback at this meeting helped identify key issues.

What We Heard

Key Issues:

- Bus overcrowding
- Bus bunching
- Bus passing by stop
- Overcrowded stops in Columbia Heights and U Street

Citizens Advisory Group (CAG) Meeting #1: May 2015

DDOT presented a summary of the feedback obtained from the public during and subsequent to the Kick-off Meeting, findings to date including field assessments, and introduced the on-board data.

What We Heard

- Address congestion
- Examine AM/PM separately
- Share transit data analysis

CAG Meeting #2: August 2015

DDOT provided an update on the transit data analysis and the existing traffic conditions. Major sources of delay were discussed.

What We Heard

- Consider testing improvements separately to identify most effective alternative
- Clarify the definition of congestion and slow traffic
- Include more parking enforcement on 16th Street

Develop Alternatives

CAG Meeting # 3: September 2015

DDOT presented the three draft alternatives and reviewed the study progress.

Public Engagement Events: October 2015

DDOT presented the three draft alternatives to the public at four events held at high ridership locations throughout the corridor.

What We Heard

Supported Improvements:

- Bus lanes
- All-door boarding
- Parking enforcement
- Off-board fare collection

Concern Expressed:

- Truncation of S1 route
- Removal of midday parking
- Bus stop consolidation
- Deadhead service on Arkansas Avenue



Evaluate Alternatives

CAG Meeting #4: December 2015

DDOT provided a progress update, presented the findings from modeling the three draft alternatives, and explained the Draft Preferred Alternative.

What We Heard

- Concerns regarding the narrowing of lanes, truncation of the S2/S4 routes, bus stop consolidation, and enforcement of left turn restrictions.
- Support for bus lanes, all-door boarding, and off-board fare collection.

PLAN FOR IMPLEMENTATION

PHASE 1 <18 months

PHASE 2 2 - 4 years

PHASE 3 4+ years

Public Engagement

- » Biannual CAG meetings, email updates, coordination with WMATA public participation process for service changes, additional meetings for design process

Short-Term Traffic Operations Improvements

- » Peak period parking restrictions extended to 7-10 am and 4-7:30 pm (Coordinate with DPW)
- » Southbound reversible lane extended to 7-10 am
- » Correct parking restrictions northbound between L and M Streets to prohibit PM peak parking
- » Adjust street sweeping time restrictions on side streets (Coordinate with DPW)

Design

- » New lane markings & signage (**bus lanes**, reversible lane, addition of 5th lane through Dupont Circle neighborhood and Downtown)
- » Pedestrian safety improvements (Sacred Heart Place, Arkansas Avenue, crosswalk at Mt. Pleasant Street) and missing ADA ramps
- » Bus stop and zone improvements (bus stop consolidation, far-side bus stop expansion, relocation of Spring Place stop, upgrade bus stops to WMATA zone lengths, access improvements, siting of off-board fare kiosks)

Construction & Implementation

- » New lane markings & signage (**bus lanes**, reversible lane, addition of 5th lane through Dupont Circle neighborhood and Downtown)
- » Pedestrian safety improvements (Sacred Heart Place, Arkansas Avenue, crosswalk at Mt. Pleasant Street) and missing ADA ramps
- » Bus stop and zone improvements (far-side bus stop expansion, relocation of Spring Place stop, upgrade bus stops to WMATA zone lengths, access improvements, siting of off-board fare kiosks)

Consolidate Bus Stops

Transit Signal Priority

- » Implement all planned locations (S9 only, schedule-based)

Transit Signal Priority

- » Procure equipment for headway-based system for S1/S2/S4 buses

Transit Signal Priority

- » Implement headway-based system for all planned locations (all routes)

Service Planning

- » Add running and recovery time to schedule
- » Develop headway service
- » Increase limited stop service
- » Develop simpler patterns
- » Conduct WMATA public participation

Service Changes

- » Simplify patterns
- » Implement headway-based service
- » Reduce local service (after increase in limited stop service)

Systems Planning (staffing, organizational needs, funding, regulatory structure, equipment needs, etc.)

- » Automated enforcement (Coordinate with MPD)
- » Off-board fare collection and all-door boarding

Begin Automated Enforcement

Begin Off-Board Fare Collection and All-Door Boarding

Fleet Mix

- » Upgrade with low-floor and articulated buses

Conduct Studies for Parallel Corridors

- » 14th Street NW Transit Priority
- » North-South Interim Bus Improvements

DDOT is lead

WMATA is lead

DDOT / WMATA are co-leads

Additional Capacity

- » Identify additional garage capacity to enable use of additional articulated buses
- » Identify need and opportunity to add more bus trips in peak periods