

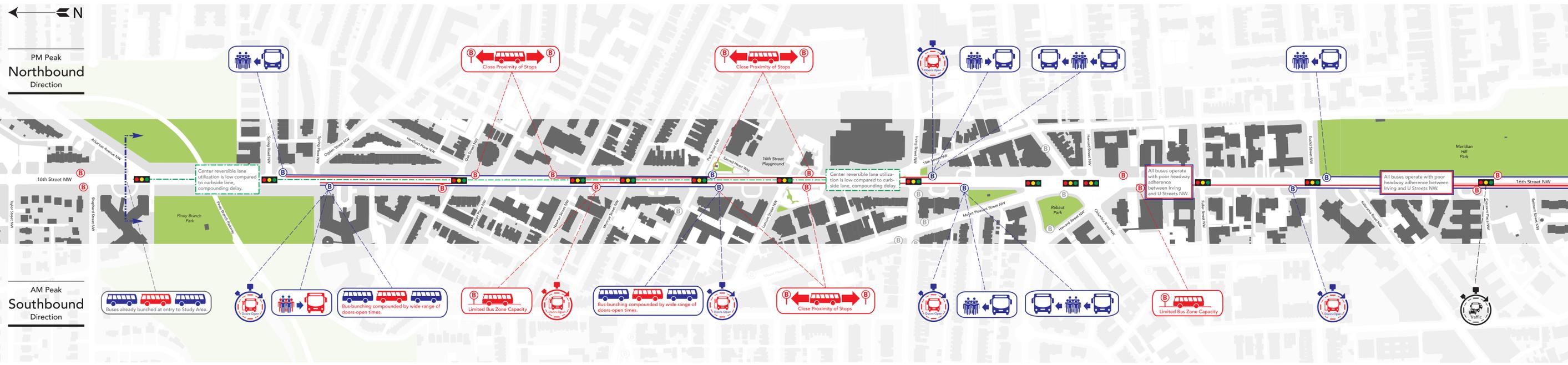
16TH STREET NW TRANSIT PRIORITY



EXISTING CONDITIONS

TRANSIT OPERATIONS

PART I. NORTHERN STUDY AREA



MAP NOT TO SCALE - Source: DCOR 2014, 2007, 2015

LEGEND

- Curbside Operational Issue
- Reversible Lane
- Signalized Intersection
- SECTIONS WITH SLOW MOVEMENT OR QUEUES**
- All Traffic
- Metrobus S1, S2, S4 only
- Metrobus S9 only
- METROBUS STOPS**
- B** On 16th Street NW - Serving S1, S2, S4 only
- B** On 16th Street NW - Serving S1, S2, S4, and S9
- B** Off of 16th Street NW

- ICON'S COLOR**
- BLUE** Findings related to Metrobus S9
 - RED** Findings related to Metrobus S1, S2, and S4
 - BLUE + RED** Findings related to Metrobus S1, S2, S4, and S9

ICON	FINDING	CRITERIA
	Delays or operational issues caused by bus bunching.	Top three largest ranges of doors open times.
	Delays or operational issues caused by limited bus zone space available at far-side bus stop.	Proximity to intersection allows enough bus zone space for only one bus at a time.
	Delays or operational issues caused by close proximity of two bus stops.	Located within one block of another stop.
	Delays or operational issues caused by high boardings at stop.	An average of five or more boardings.
	Delays or operational issues caused by high alightings at stop.	An average of five or more alightings.

ICON	FINDING	CRITERIA
	Delays or operational issues caused by traffic congestion and/or intersection operation.	Level of Service D or worse.
	High bus-to-bus transfer activities at stop.	Monthly bus to bus transfers greater than 1500 passengers.
	Delays caused by high doors-open times.	Average doors open time of 20 seconds or greater.
NO ICON (Blue and red lines on maps)	Slow bus operations.	Average travel speed of less than 8.0 mph.
NO ICON (Call-out on maps)	Poor headway adherence.	Levels of service E and F per the Transit Capacity and Quality of Service Manual.

16TH STREET NW TRANSIT PRIORITY



EXISTING CONDITIONS

TRANSIT OPERATIONS

PART II. SOUTHERN STUDY AREA



MAP NOT TO SCALE - Source: DOTS 2014, DDOT 2015

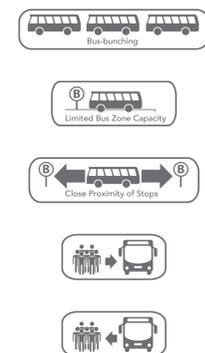
LEGEND

- Curbside Operational Issue
 - Reversible Lane
 - Signalized Intersection
- SECTIONS WITH SLOW MOVEMENT OR QUEUES**
- All Traffic
 - Metrobus S1, S2, S4 only
 - Metrobus S9 only
- METROBUS STOPS**
- B** On 16th Street NW - Serving S1, S2, S4 only
 - B** On 16th Street NW - Serving S1, S2, S4, and S9
 - B** Off of 16th Street NW

ICON'S COLOR

- BLUE** Findings related to Metrobus S9
- RED** Findings related to Metrobus S1, S2, and S4
- BLUE + RED** Findings related to Metrobus S1, S2, S4, and S9

ICON



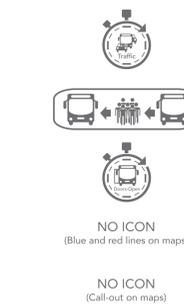
FINDING

- Delays or operational issues caused by bus bunching.
- Delays or operational issues caused by limited bus zone space available at far-side bus stop.
- Delays or operational issues caused by close proximity of two bus stops.
- Delays or operational issues caused by high boardings at stop.
- Delays or operational issues caused by high alightings at stop.

CRITERIA

- Top three largest ranges of doors open times.
- Proximity to intersection allows enough bus zone space for only one bus at a time.
- Located within one block of another stop.
- An average of five or more boardings.
- An average of five or more alightings.

ICON



FINDING

- Delays or operational issues caused by traffic congestion and/or intersection operation.
- High bus-to-bus transfer activities at stop.
- Delays caused by high doors-open times.
- Slow bus operations.
- Poor headway adherence.

CRITERIA

- Level of Service D or worse.
- Monthly bus to bus transfers greater than 1500 passengers.
- Average doors open time of 20 seconds or greater.
- Average travel speed of less than 8.0 mph.
- Levels of service E and F per the Transit Capacity and Quality of Service Manual.

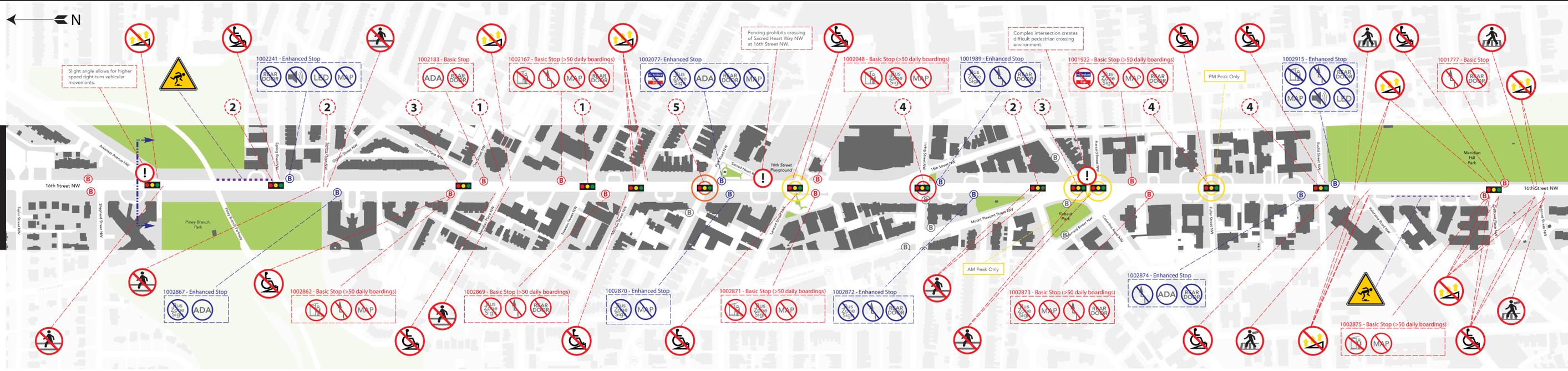
16TH STREET NW TRANSIT PRIORITY



EXISTING CONDITIONS

PEDESTRIAN SAFETY / ACCESS & BUS FACILITIES

PART I. NORTHERN STUDY AREA



MAP NOT TO SCALE | SOURCE: 2014, 2015, 2016, 2017

LEGEND		PEDESTRIANS		BUS FACILITIES	
	Sidewalk Section with Pedestrian Issue		Irregular sidewalk surface creates potential trip hazards for pedestrians.		No shelter available and stop meets WMATA's threshold for average daily boardings.
	Signalized Intersection		Missing one out of two ADA compliant ramps required per corner.		Missing or obstructed "No Parking - Metrobus Zone" sign(s).
	# Number of collisions Involving Pedestrians (2012-2014)		Missing both ADA compliant ramps required per corner.		Obstructed or improperly located "Metrobus Stop" sign.
METROBUS STOPS			Existing ramp missing truncated domes to be ADA compliant.		Obstructed or lack of paved rear-door access area.
	On 16th Street NW - Serving S1, S2, S4 only		Missing crosswalk markings.		Potential ADA-compliance issues with the landing and/or circulation areas at the bus stop.
	On 16th Street NW - Serving S1, S2, S4, and S9		Unsignalized high visibility crosswalk.		Insufficient bus zone clearance.
	Off of 16th Street NW				Missing bus schedule information.
SIGNALIZED INTERSECTIONS WITH HIGH PEDESTRIAN ACTIVITY (2012)					Missing bus route or system map.
	> 1,000 Pedestrians per Peak Hour				Missing or inoperable LED display.
	750 - 1,000 Pedestrians per Peak Hour				Missing or inoperable audio information.
	450 - 750 Pedestrians per Peak Hour				

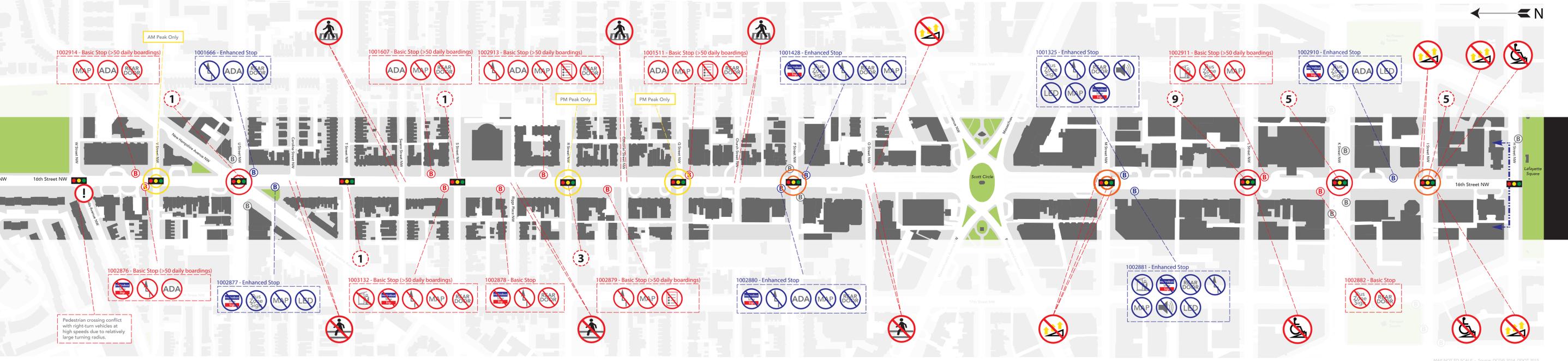
16TH STREET NW TRANSIT PRIORITY



EXISTING CONDITIONS

PEDESTRIAN SAFETY / ACCESS & BUS FACILITIES

PART II. SOUTHERN STUDY AREA



LEGEND

- Sidewalk Section with Pedestrian Issue
- Signalized Intersection
- Number of collisions Involving Pedestrians (2012-2014)
- METROBUS STOPS**
- On 16th Street NW - Serving S1, S2, S4 only
- On 16th Street NW - Serving S1, S2, S4, and S9
- Off of 16th Street NW
- SIGNALIZED INTERSECTIONS WITH HIGH PEDESTRIAN ACTIVITY (2012)**
- > 1,000 Pedestrians per Peak Hour
- 750 - 1,000 Pedestrians per Peak Hour
- 450 - 750 Pedestrians per Peak Hour

PEDESTRIANS

- Irregular sidewalk surface creates potential trip hazards for pedestrians.
- Missing one out of two ADA compliant ramps required per corner.
- Missing both ADA compliant ramps required per corner.
- Existing ramp missing truncated domes to be ADA compliant.
- Missing crosswalk markings.
- Unsignalized high visibility crosswalk.

BUS FACILITIES

- No shelter available and stop meets WMATA's threshold for average daily boardings.
- Missing or obstructed "No Parking - Metrobus Bus Zone" sign(s).
- Obstructed or improperly located "Metrobus Stop" sign.
- Obstructed or lack of paved rear-door access area.
- Potential ADA-compliance issues with the landing and/or circulation areas at the bus stop.
- Insufficient bus zone clearance.
- Missing bus schedule information.
- Missing bus route or system map.
- Missing or inoperable LED display.
- Missing or inoperable audio information.