



Martin Luther King Jr. Ave. SE Bus Priority Project

September 14, 2021



WE ARE
WASHINGTON
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR

Using Webex – Audio & Video

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This meeting is being livestreamed to DDOT's Facebook page: [Facebook.com/DDOTDC](https://www.facebook.com/DDOTDC)

If you do not wish to have your voice recorded, please do not ask to speak. You may enter any questions or comments in the Q&A.

If you need technical support during this meeting please call: 202-309-3491

Audio/Muting

- Everyone is on mute, but we can unmute you during the Q&A and Comment period.
- To request to speak, you will need to use the **Raise Hand** feature.

Video

- Your video camera is off by default and you will not be able to share video.

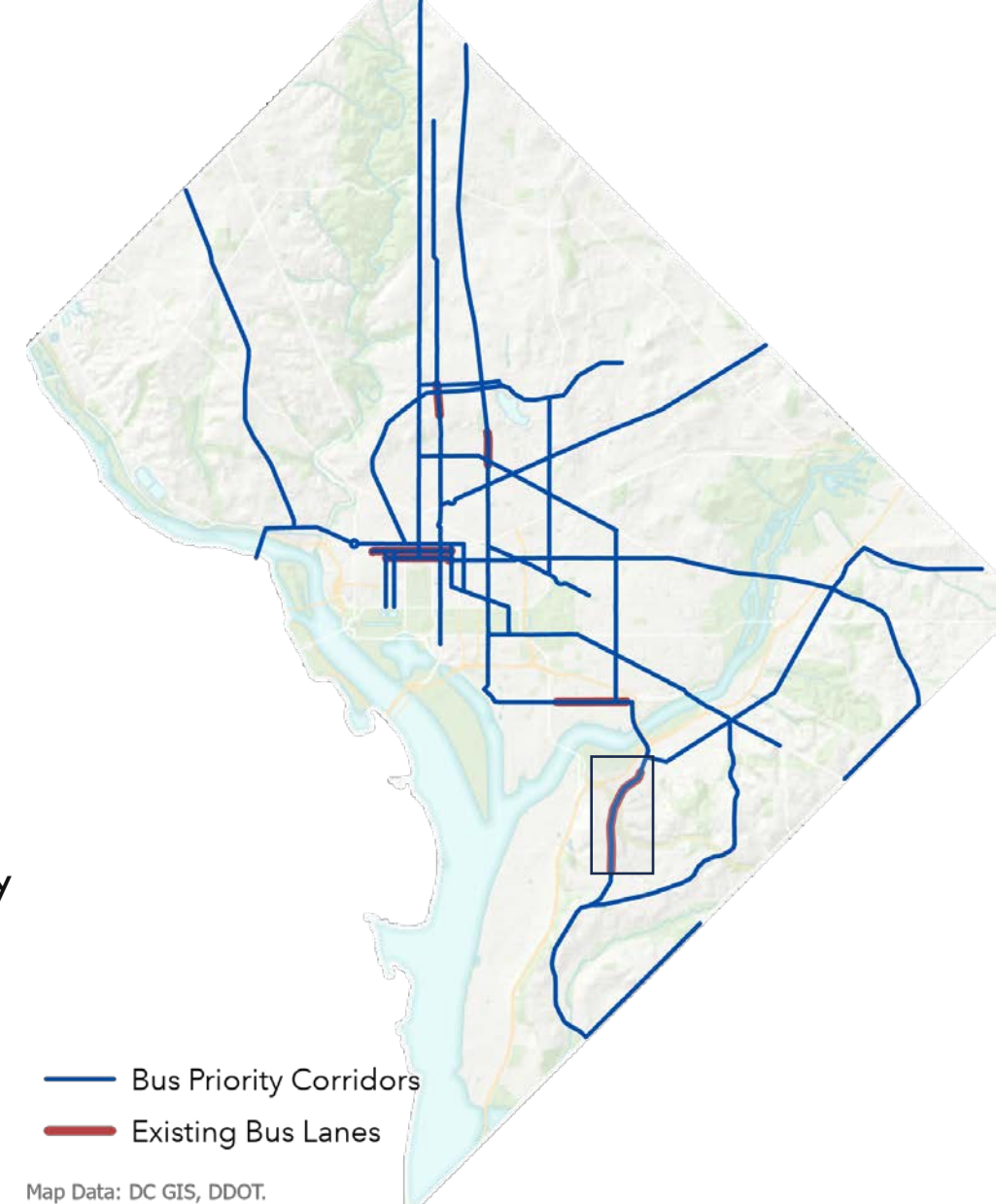
Agenda

- 1. Bus Priority Program**
- 2. Project Background**
- 3. Car Free Lanes Evaluation**
- 4. Alternatives**
- 5. Next Steps**
- 6. Comments and Questions**

Bus Priority Program

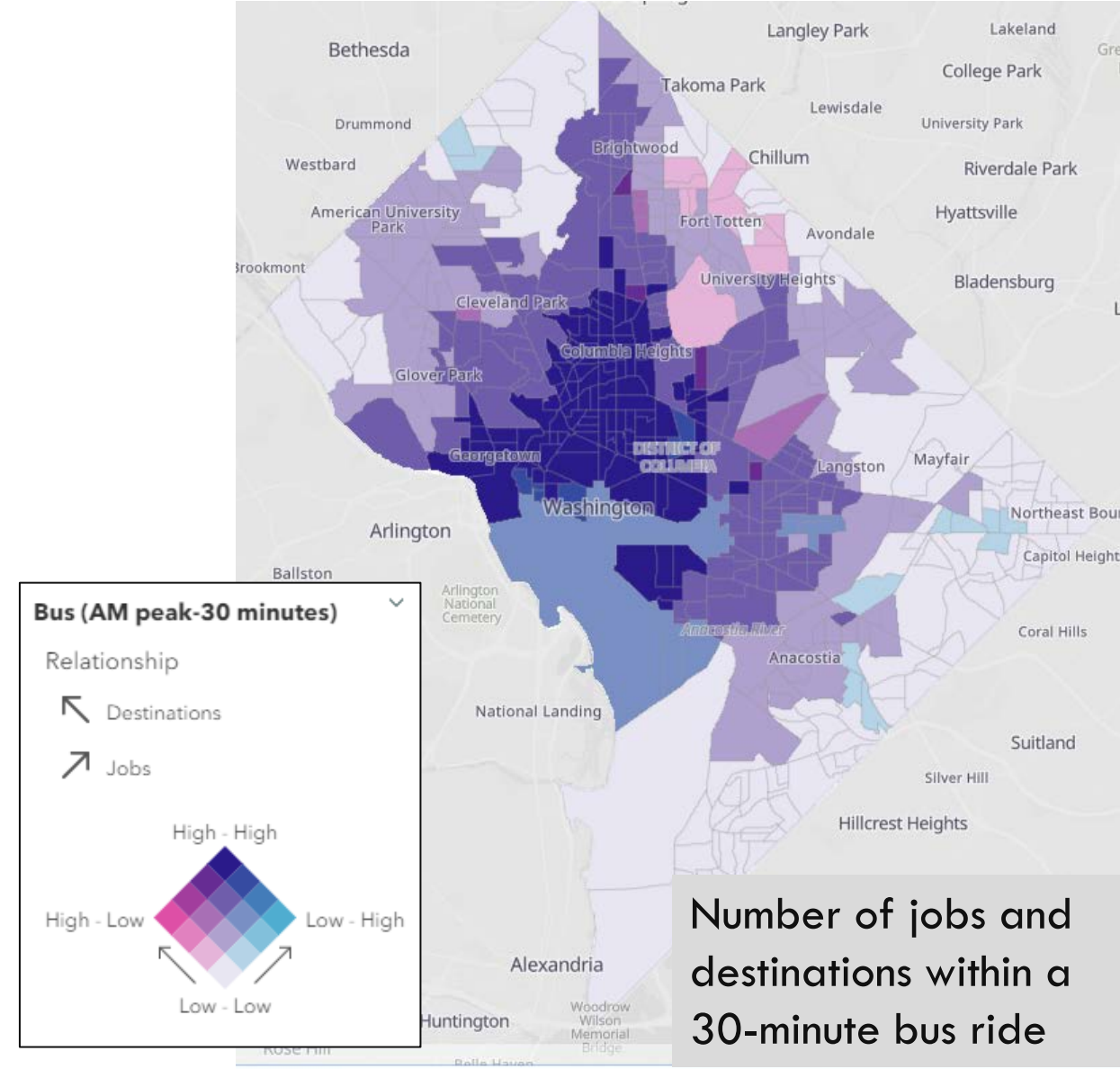
Bus Priority Program

- Corridors identified in moveDC (the District's long-range transportation plan), based on bus ridership.
- The Bus Priority Program works to improve bus speed and reliability in these corridors.
- Bus priority network spans approximately 70 miles across the District
 - Over 60% of District residents live within 1/4 mile of a bus priority corridor



Transportation Equity

- DDOT is committed to elevating and advancing **transportation equity** to ensure public investments in transportation justly benefit all residents, visitors and commuters.
- Investing in transit facilities will improve equity in accessibility of where residents need to go.
- Faster and more reliable transit provides better access to more jobs and opportunity.
- Almost half of District Metrobus riders make under \$30,000 per year and two thirds live in zero-car households.



moveDC 2021 Update Snapshot

Value of Bus Priority

1. I spend more time at home with loved ones.



2. I spend less time waiting for the bus.



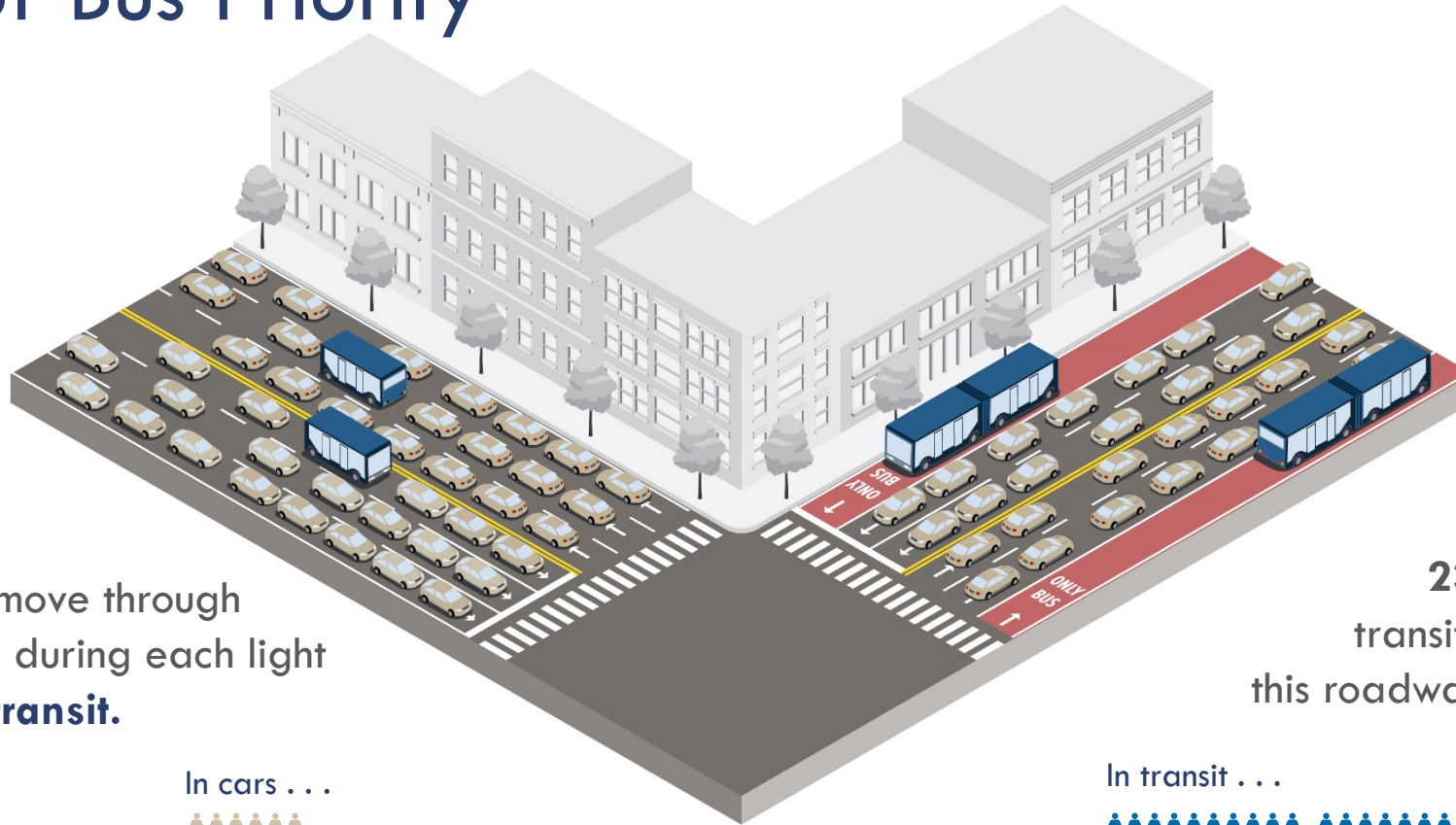
3. I can travel farther and reach more destinations.



4. Emergency vehicles can respond to emergencies without delay.

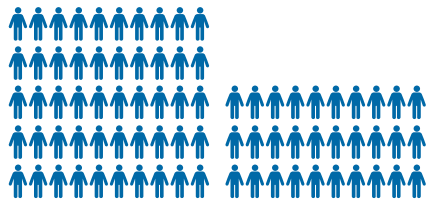


Value of Bus Priority



126 people move through this roadway during each light cycle. **80 in transit.**

In transit . . .

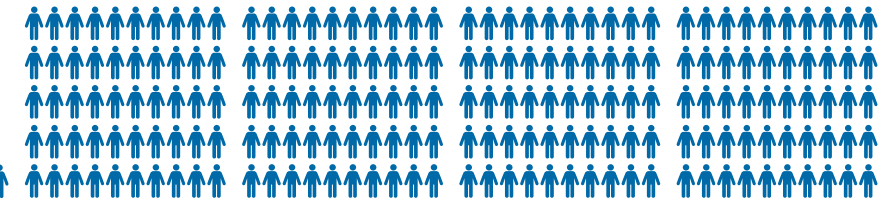


In cars . . .



235 people on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**

In transit . . .



In cars . . .

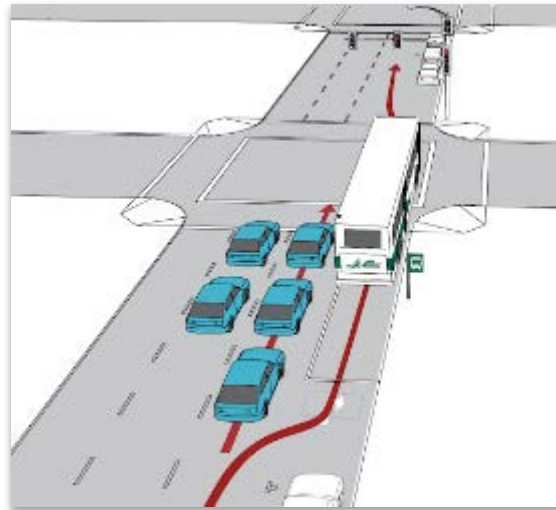


Bus Priority Toolbox

Examples of DDOT's 20+ ways to make riding the bus better:



Bus lanes
Reduce congestion delay



Queue jumps
Buses get to the front of the line

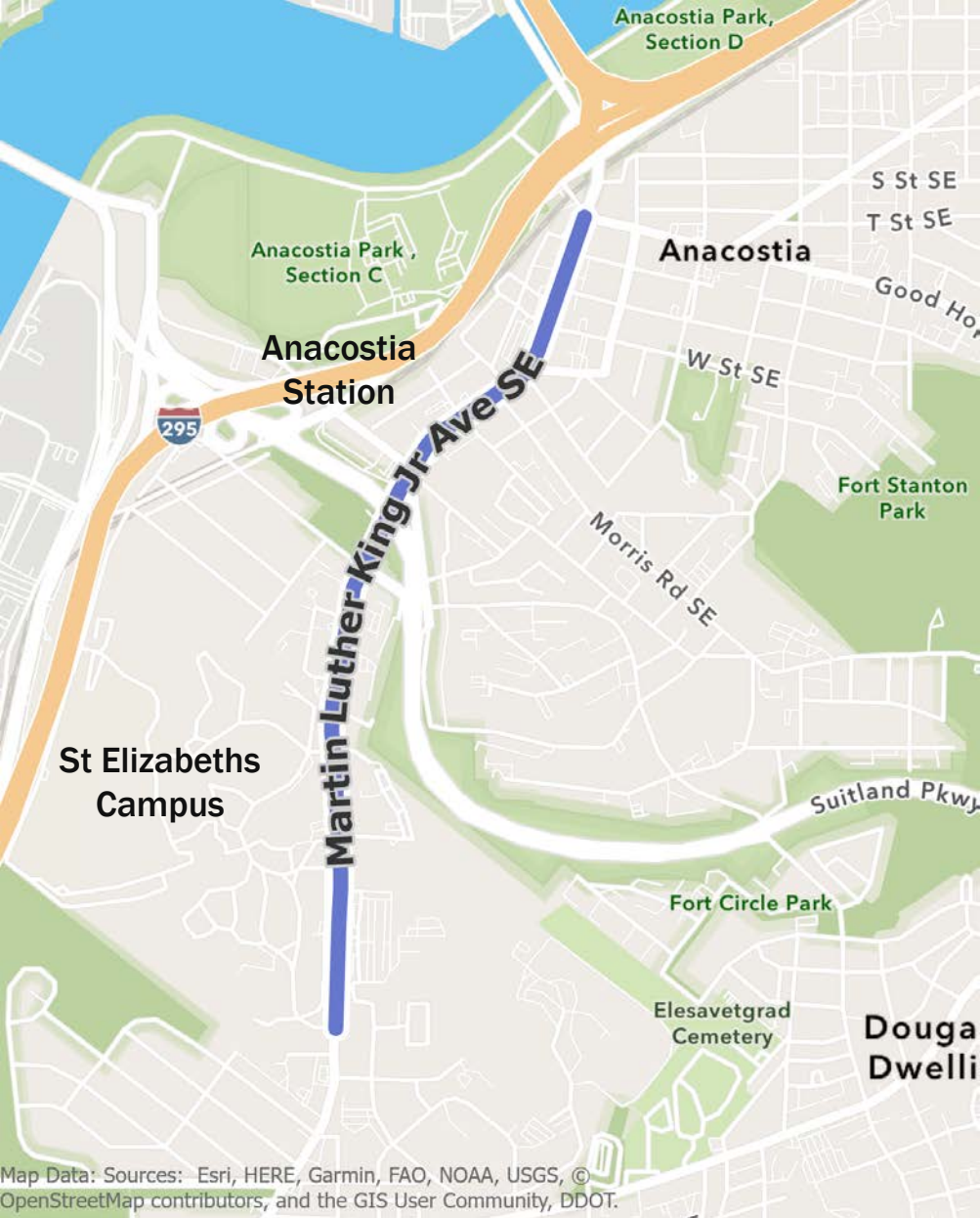


Bulb-outs
Buses board from the travel lane and provide more space for passengers to wait



Transit signal priority
Give buses more green time

Project Background



Project Purpose

- Evaluate Car Free Lanes project
- Solicit feedback from public
- Identify ways to improve transit and safety on Martin Luther King Ave SE from Good Hope Rd to St Elizabeths Campus

Car Free Lanes

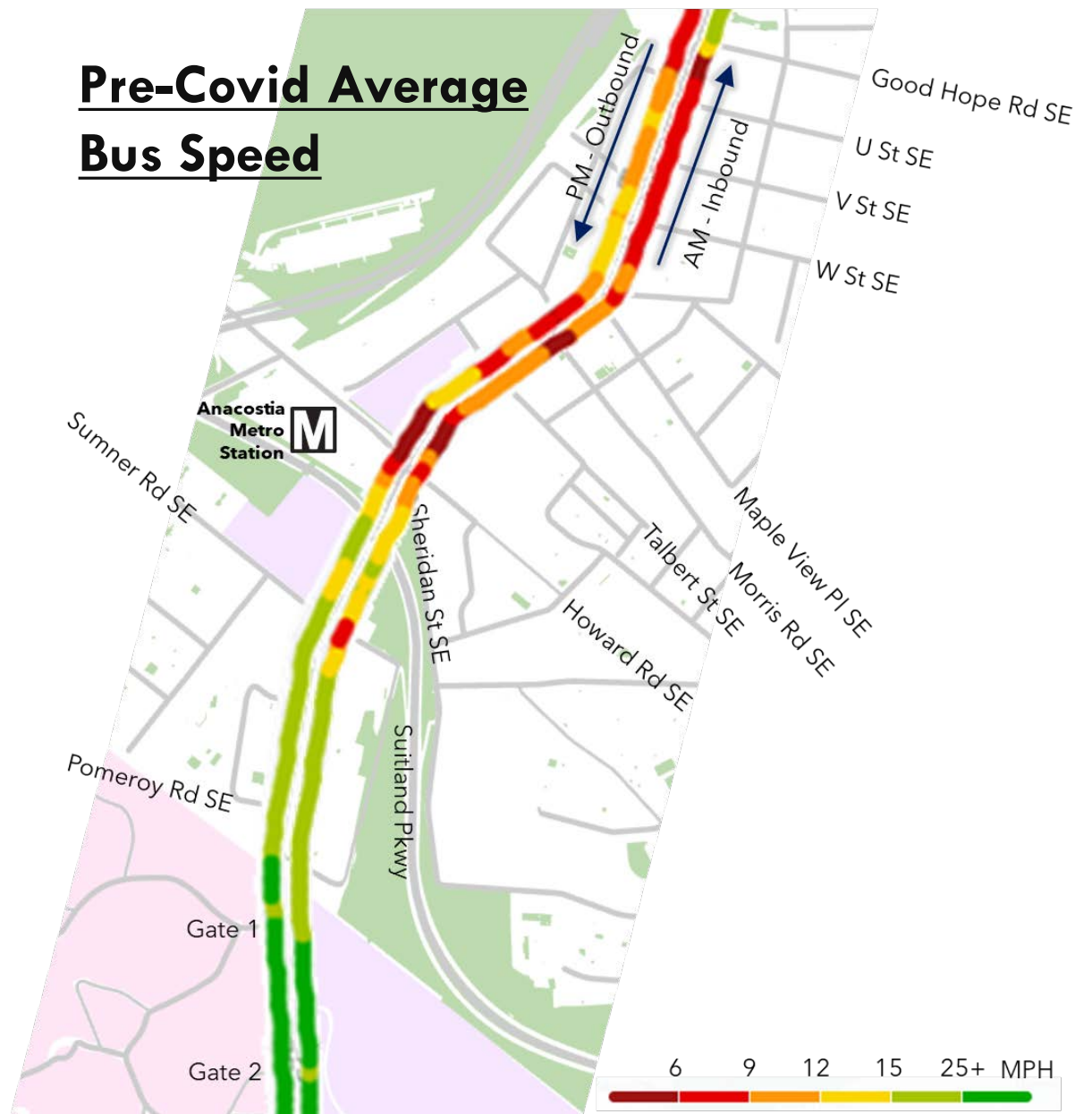
- Red bus lane limits: W St SE to St Elizabeths Campus
- Construction complete: November 2020
- Hours of Operation:
 - Inbound (north): 7 to 9:30 AM
 - Outbound (south): 4 to 6:30 PM
- Pre-Covid Ridership: 6,500 to 10,000/day
- Highest passenger and bus delay in District
- Buses every 5 minutes and 14 bus lines
- One-year pilot

Car Free Lanes

- March 2019 – Covid Pandemic begins
- April 2020 – Design begins on Car Free Lanes across the District.
- July 2020 – Notice of Intent and press release issued, flyers to businesses, postcards on windshields
- August 2020 – Canvass riders and hang posters, additional press release, begin construction
- November 2020 – Construction complete

Car Free Lanes Evaluation

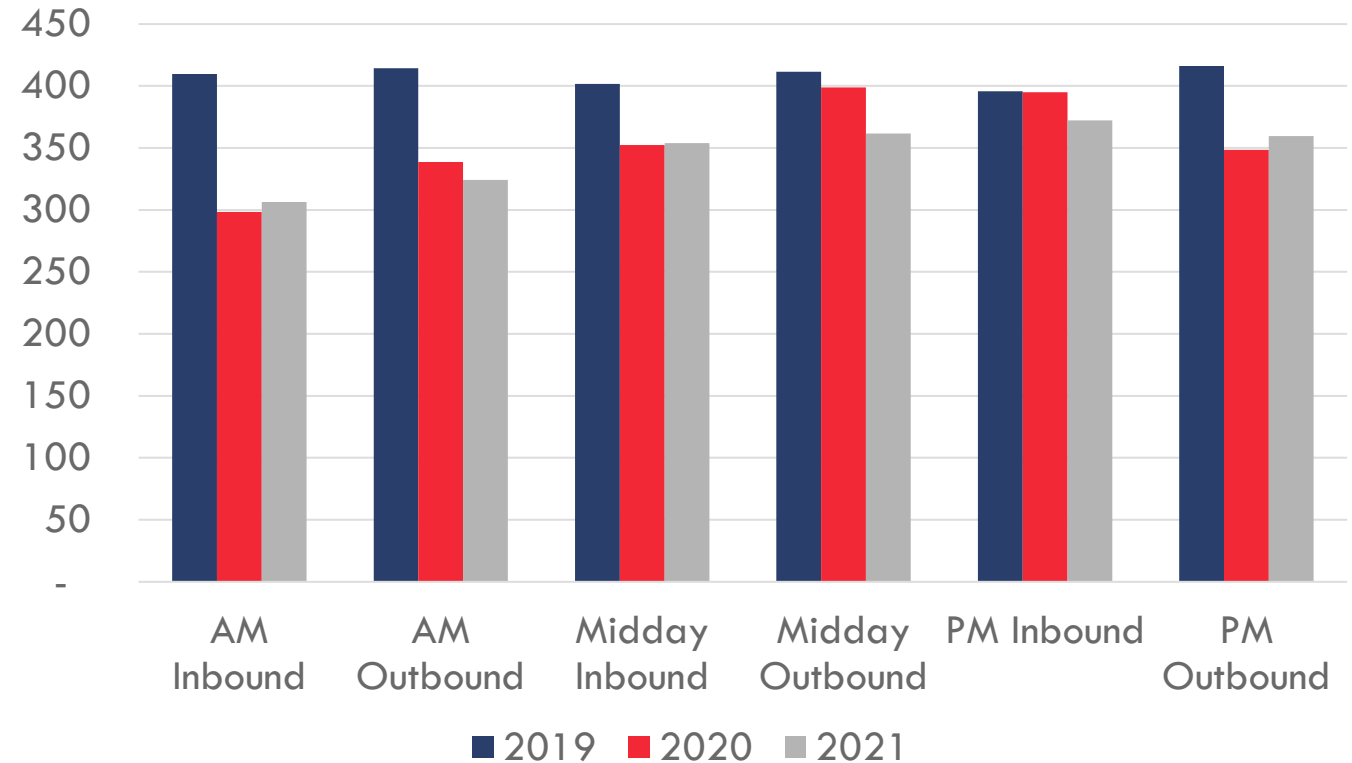
- In the AM rush, District buses are 20% faster than pre-Covid. On MLK, they are 40% faster.
- Midday and evening inbound buses are now the slowest on MLK.
- Bus speed is slowest north of Anacostia Metro Station.
- Bus speeds are relatively high south of St Elizabeths Campus
- Ridership and passenger delay on this segment is the highest in the District.



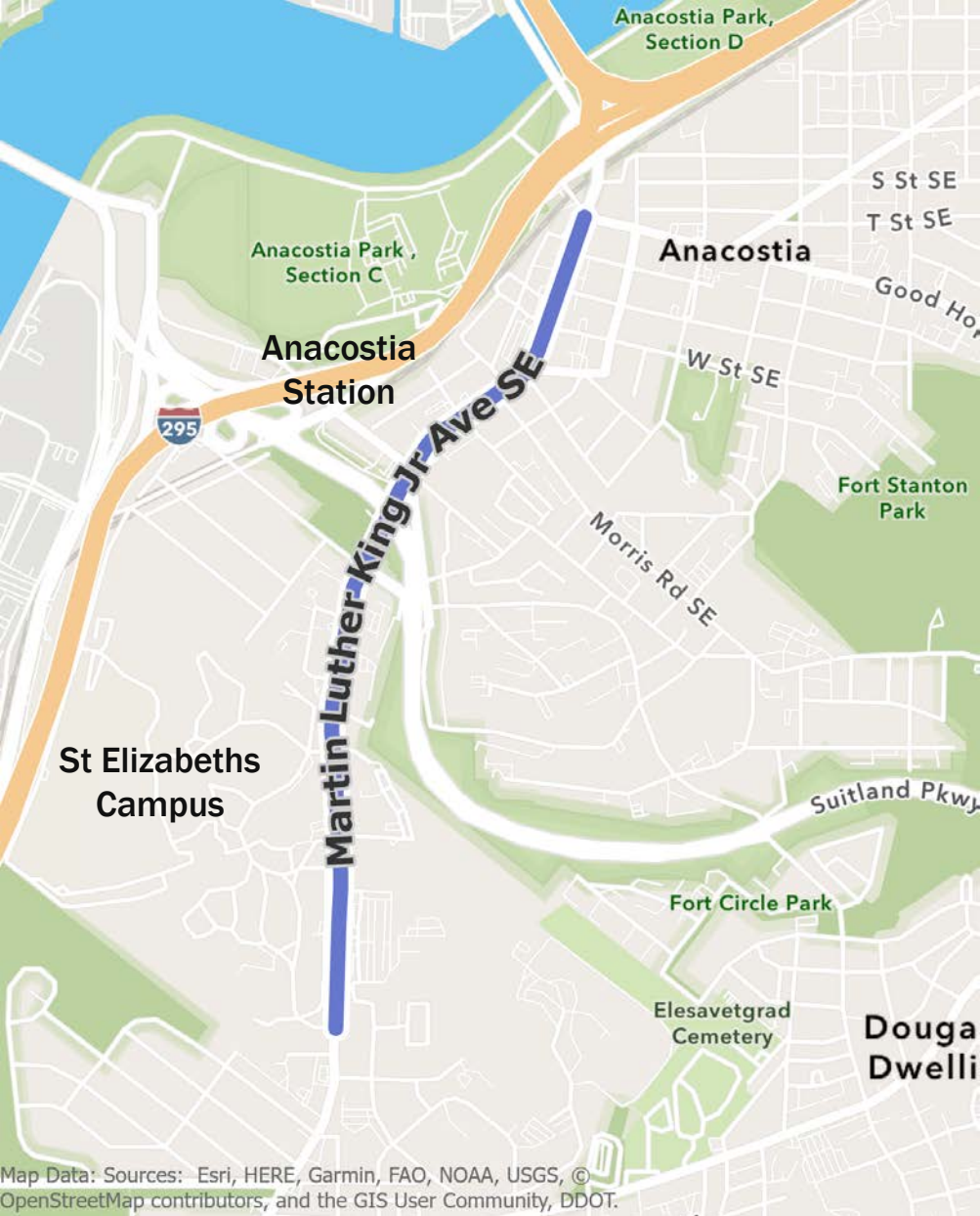
Car Free Lanes Congestion

- Congestion is down across District, including MLK Jr. Ave SE, especially in the AM
- PM Outbound travel has slowed since implementing the bus lanes, but it is about the same as midday.

Median car travel time (seconds)



Note: Data is from June of each year, prior to the end of the school year.



MLK Jr Ave SE Bus Priority

- January 2021 – Advance notification letter to ANC's
- April 2021 – Canvass riders and hang posters.
- June 2021 – Present at ANC 8A monthly meeting and table at Anacostia Monthly Meeting
- July 2021 – Conduct survey of businesses in corridor

Project Area Demographics

- Population: 6,429
- Jobs: 1,905
- People of Color: 6,111 (95%)
- Low Income Population: 3,450 (54%)
- Disabled Population: 915 (14%)
- Households: 2,340
- Zero Car Households: 1,109 (47%)



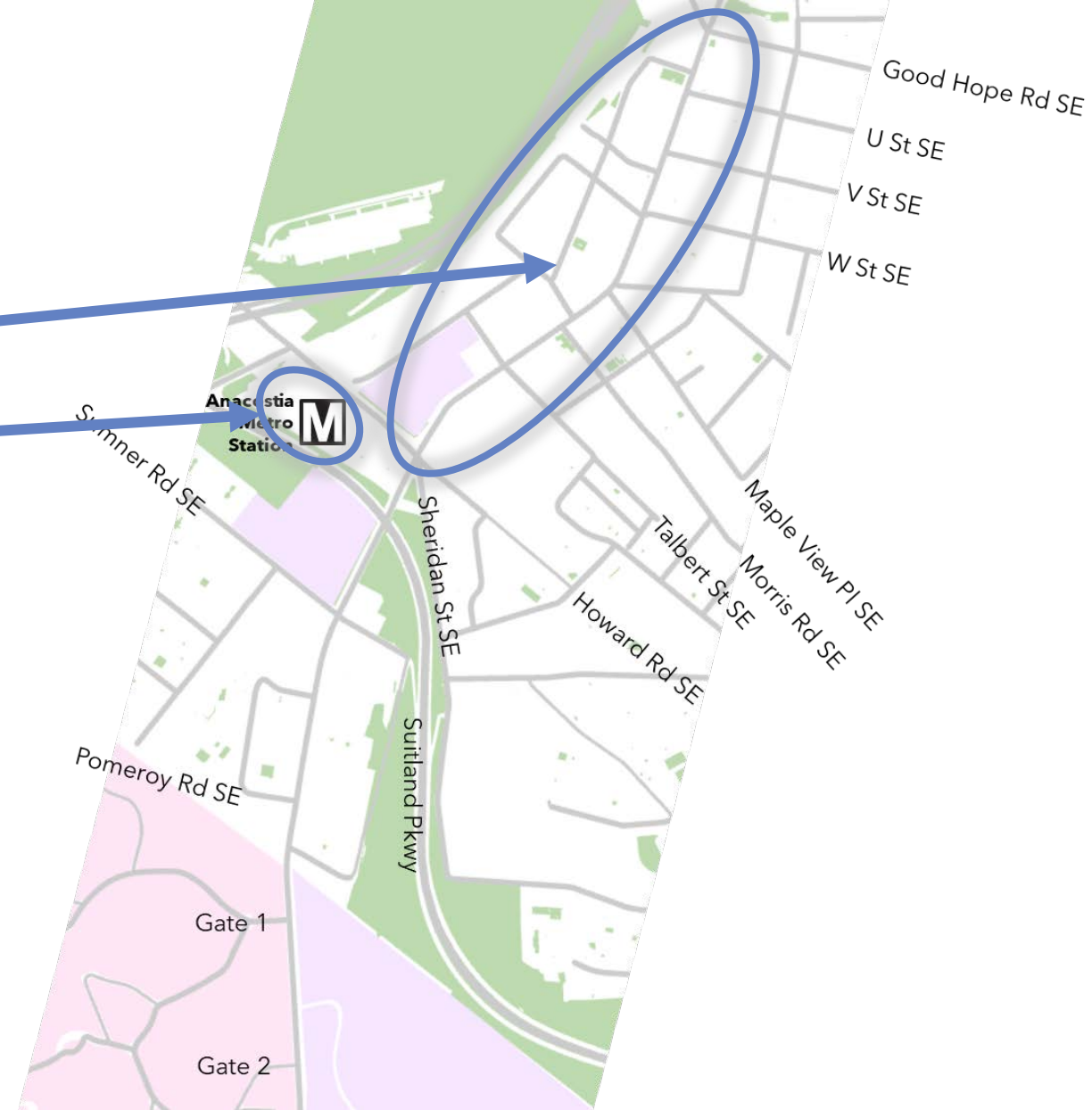
Project Location

- Historic commercial and retail development in north
- Residential to the south and major employment at St Elizabeths Campus
- Over 600 combined housing units under development at Barry Farms, Reunion Square, and 2442 MLK Jr Ave SE



Field Observations

- Need for bus priority improvements is higher north of Howard Rd SE.
- Anacostia Metro Station
 - Heavy ridership results in delay
 - Bus access/egress to/from MLK Jr. Ave. SE is slow
- Increased enforcement of bus lane restrictions is needed to maximize its benefits



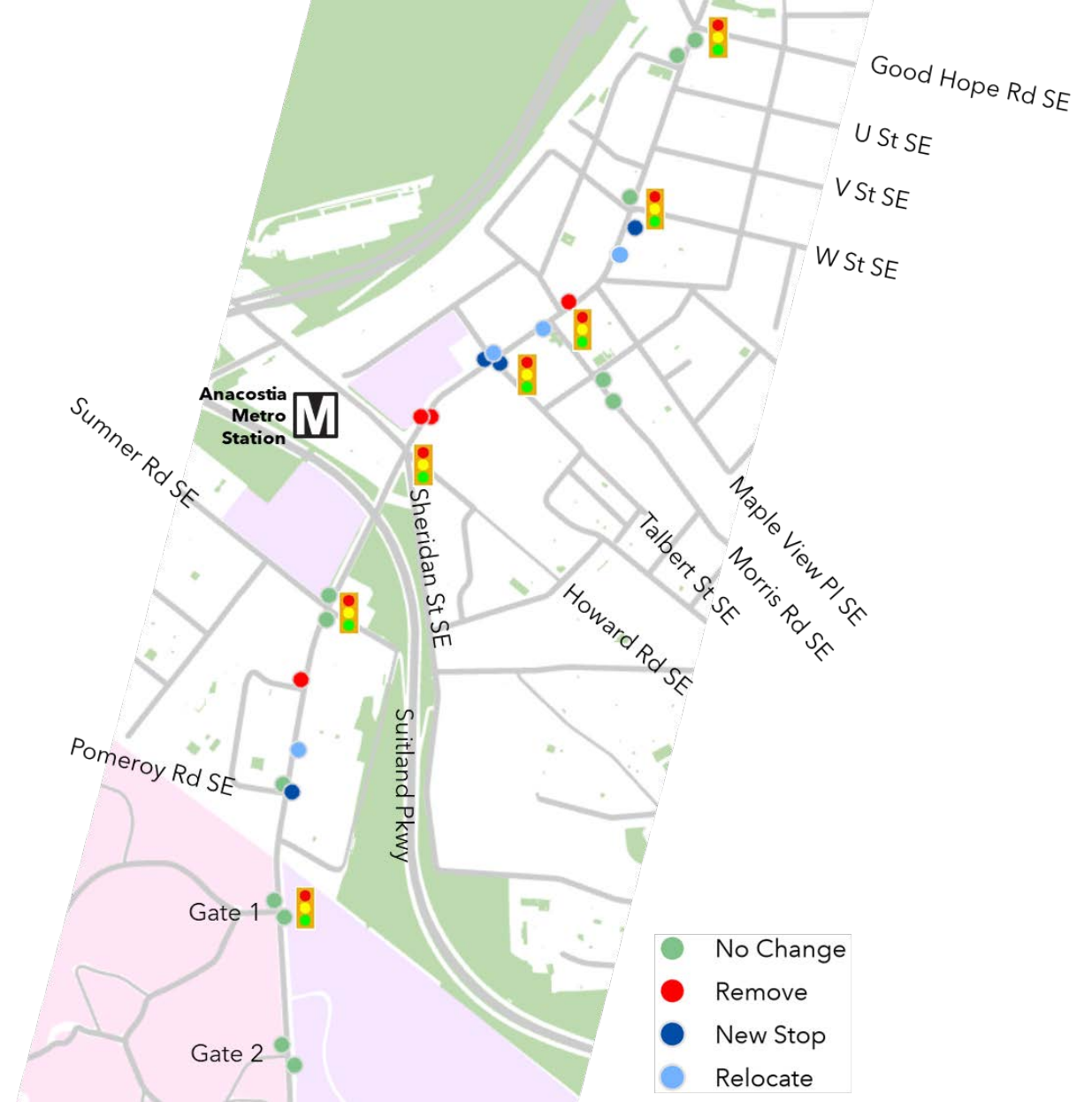
Proposed Alternatives

Alternative Summary

	Alternative 1	Alternative 2	Construction Date
Bus Stop Rebalancing	X	X	2021-2023
Pedestrian Mobility Improvements	X	X	2021-2023
Transit Signal Priority	X	X	2021
Anacostia Metro Station Access Improvements	X	X	2023
Queue Jump	X		2023
Bus bulb-outs, curb extensions	X		2023
Bus lane expansion		X	2023

Bus stop rebalancing

- Locating stops at signalized crosswalks is safer
- Farside stops allow buses to get through intersection faster (10-15 seconds) and allow transit signal priority (10-15 more seconds)
- Reducing the number of stops also reduces travel time by about 10 seconds.



Pedestrian Mobility

- Upgrade curb ramps to improve access
- Side-street curb bump outs to reduce pedestrian crossing distance
- Evaluate potential pedestrian signals at bus stops
- Evaluate opportunities for more bus stop amenities; two out of 16 bus stops have shelters

Curb Ramp



Pedestrian Signal (example)



Transit Signal Priority (TSP) – 2021

- Talbert St and Morris Rd is proposed for TSP
- 5-15 seconds time saving per bus
- Implementation in 2021

Typical Traffic Signal



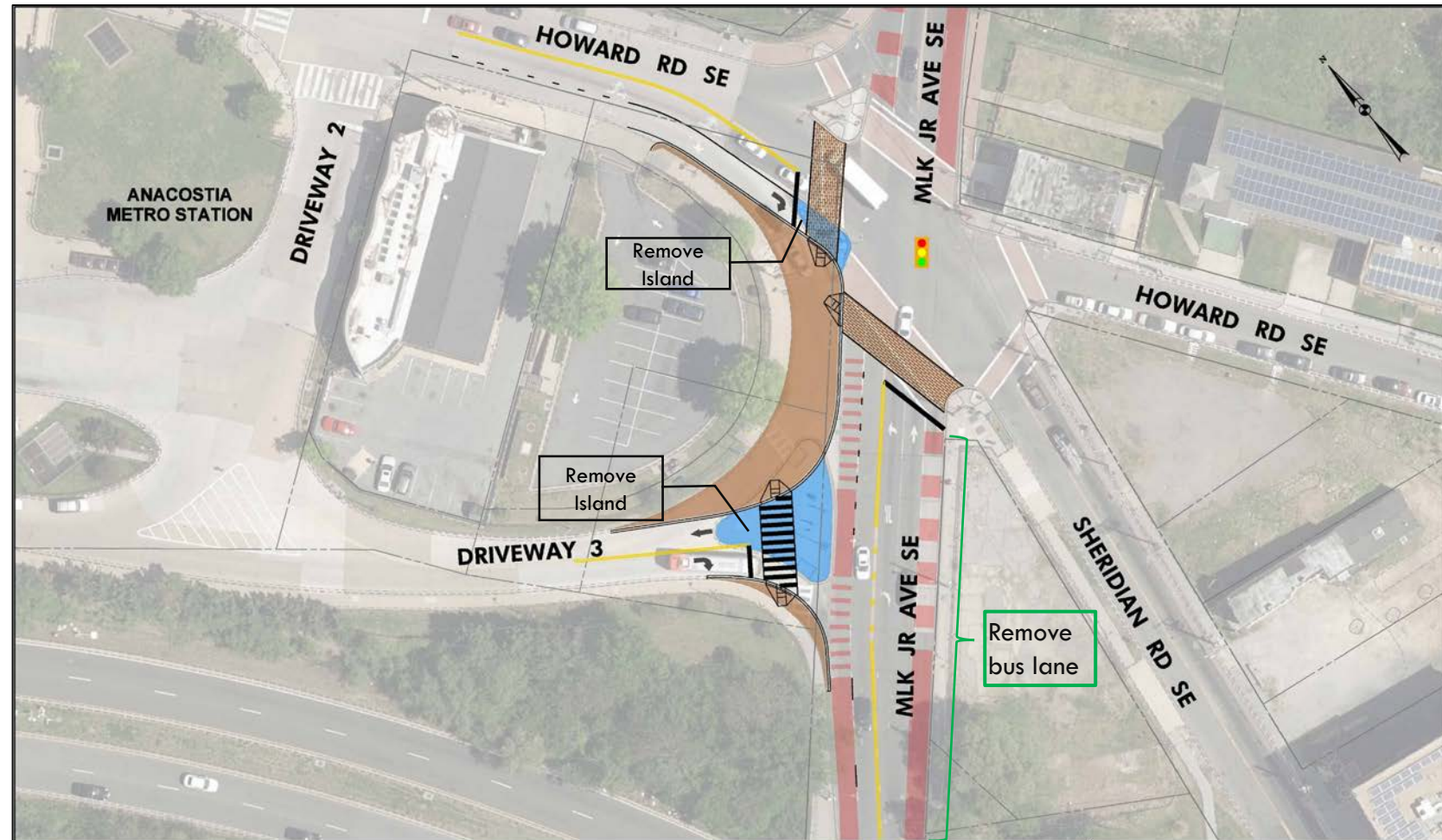
Extra Green Time with TSP



Anacostia Metro Station Access

MLK Ave Improvements

- Modify driveway to allow left turns from NB MLK Jr Ave SE
- Remove NB Bus Lane from Howard Rd SE approach



LEGEND

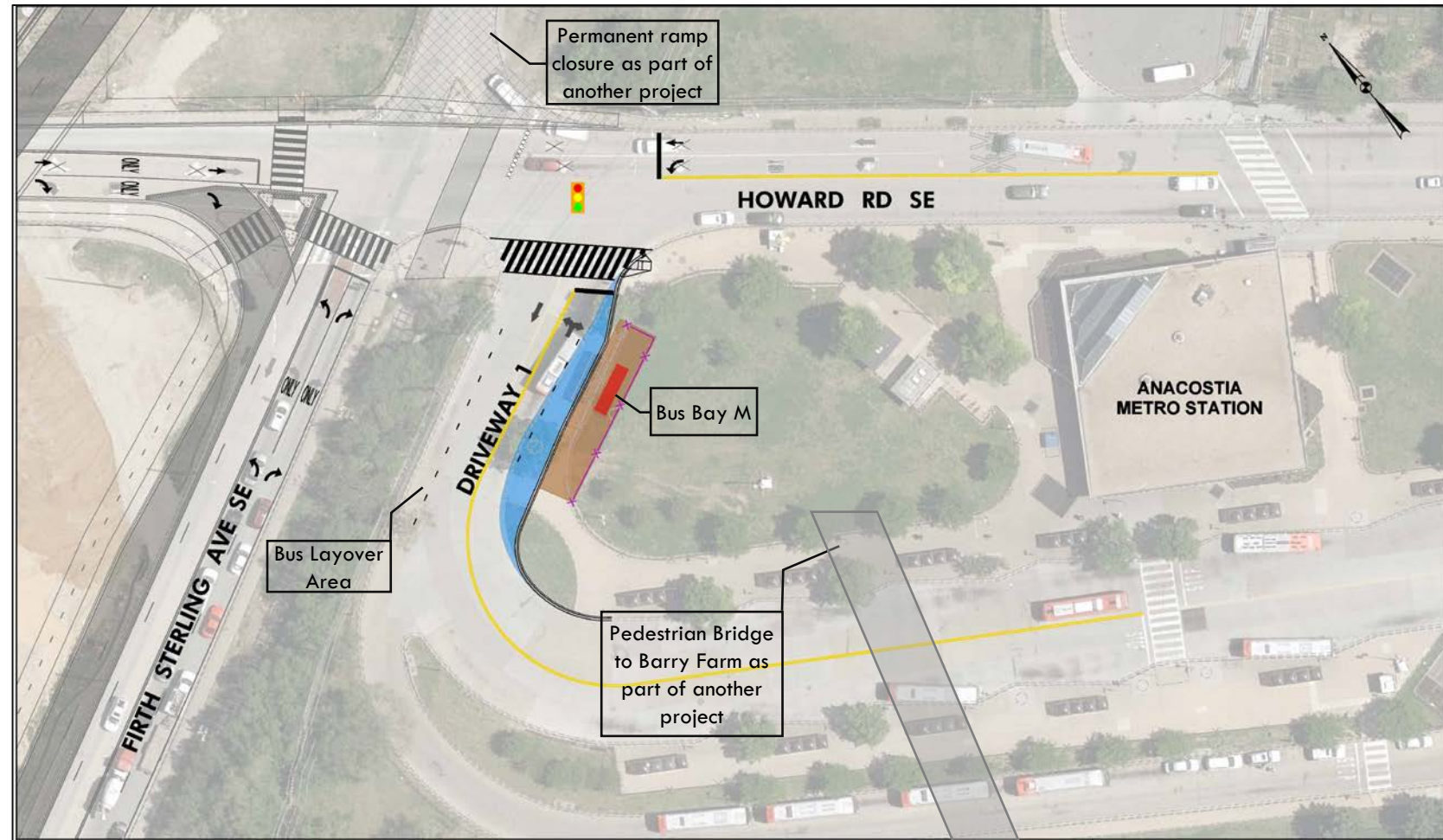
- PROPOSED SIDEWALK IMPROVEMENT
- PROPOSED PAVEMENT
- EXISTING BUS LANE

- PROPOSED TRAFFIC SIGNAL MODIFICATION
- EXISTING RIGHT OF WAY
- PROPERTY LINE

Anacostia Metro Station Access

Howard Road Improvements

- Signalize Bus Driveway 1
- Reconfigure driveway to increase bus capacity
- Howard Road Ramp to I-295 is being removed as part of another project
- Pedestrian Bridge to Barry Farm as part of another project



LEGEND

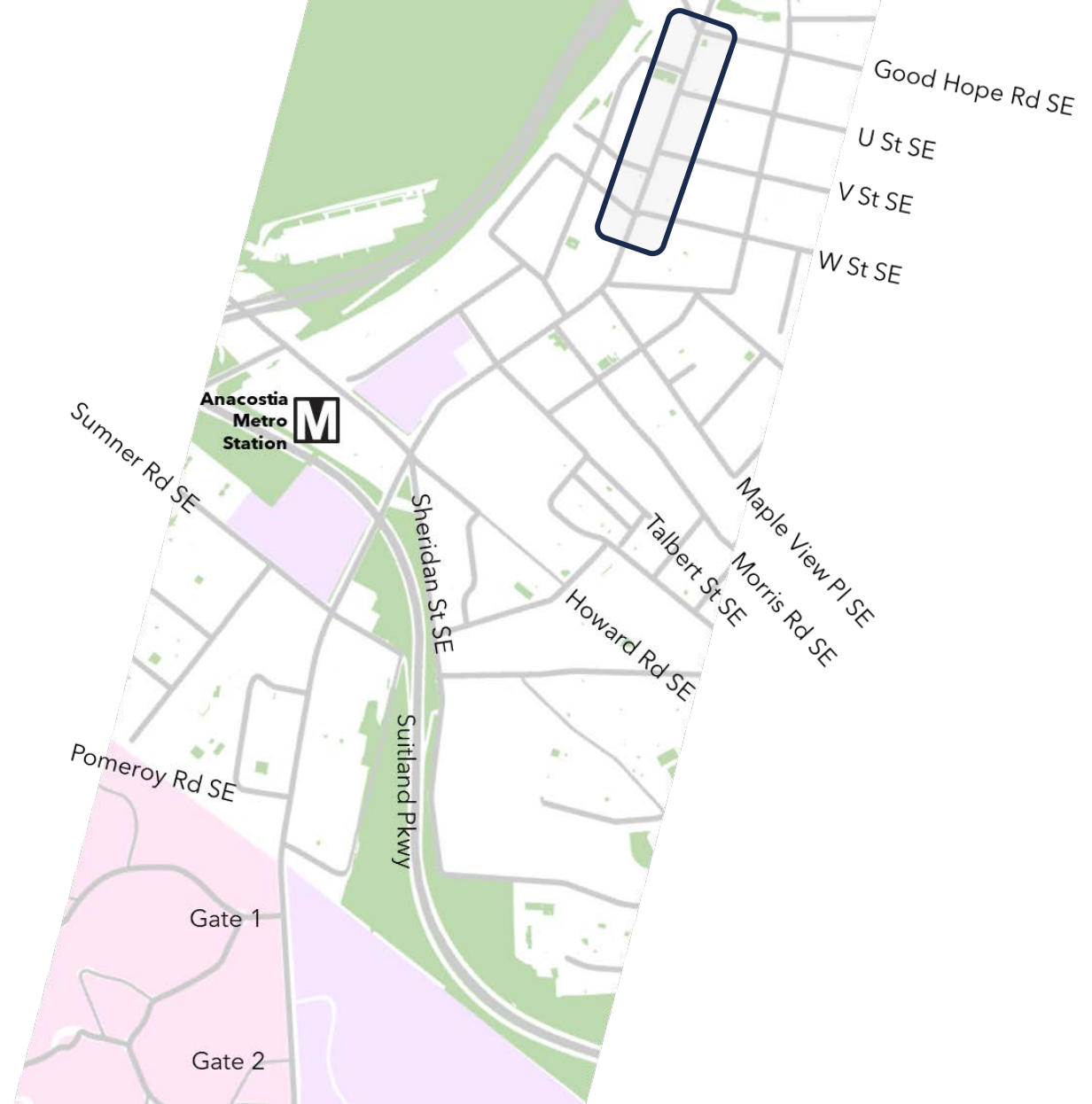
- PROPOSED SIDEWALK IMPROVEMENT
- PROPOSED PAVEMENT
- RELOCATED BUS SHELTER

- UNDER CONSTRUCTION SOUTH CAPITOL PHASE I PROJECT
- RAMP TO BE CLOSED UNDER SOUTH CAPITOL PHASE I PROJECT

PROPOSED TRAFFIC SIGNAL MODIFICATION




Alternative 1 & 2 Comparison North of W St SE

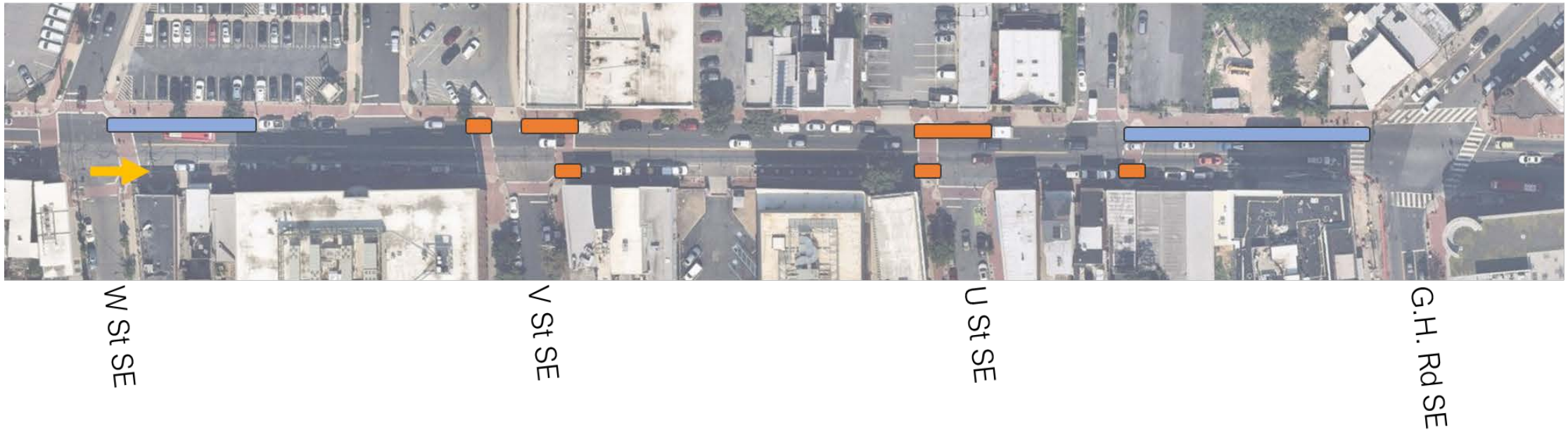
- The distinction between the two alternatives are primarily north of W St SE.
- **Alternative 1** would provide full-time parking as well as:
 - Curb extensions in parking lane to shorten crosswalks
 - Bus Bulb-outs to expand bus boarding area and expedite service
- **Alternative 2** would extend bus lanes to Good Hope Rd and make them peak hour, bi-directional.



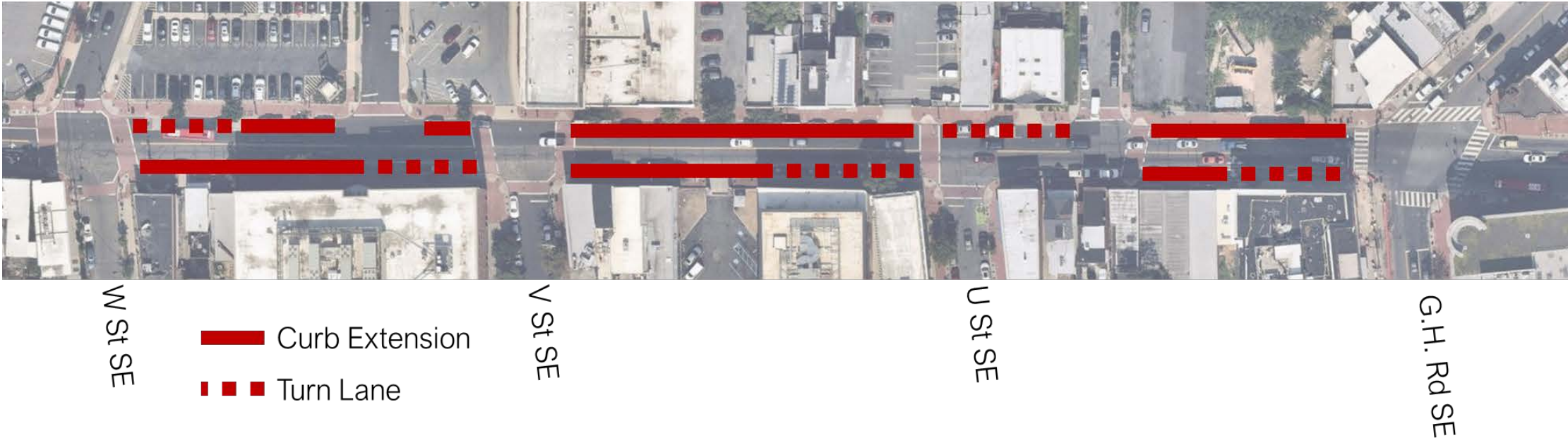
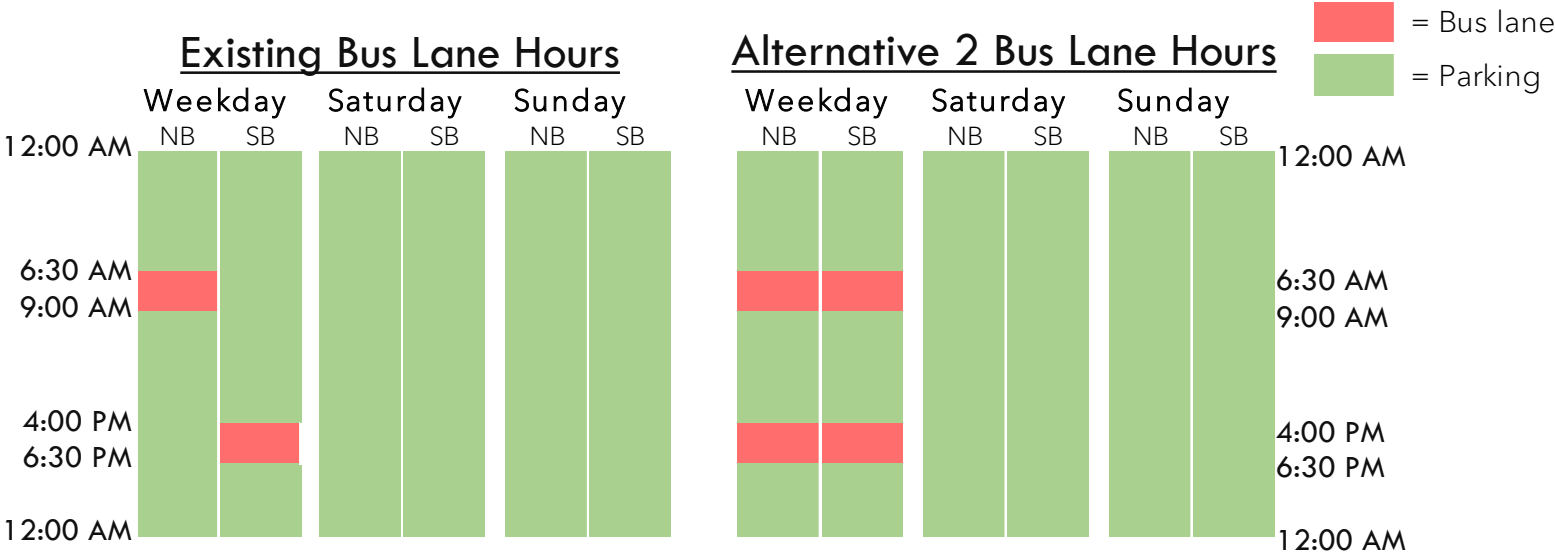
Alternative 1

- Bus lanes end at W St SE

-  Curb Extension
-  Bus Bulb-out
-  Queue Jump



Alternative 2



Bus Bulb-Outs (Alternative 1)

1. Application

- a) Useful on congested streets
- b) High volume stops where space is limited

2. Benefits

- a) Eliminates delay from bus re-entry
- b) Can reduce pedestrian crossing distance
- c) Can marginally increase travel speeds



Mockup of MLK Jr Ave SE SB Bus Bulb-Out at W St SE

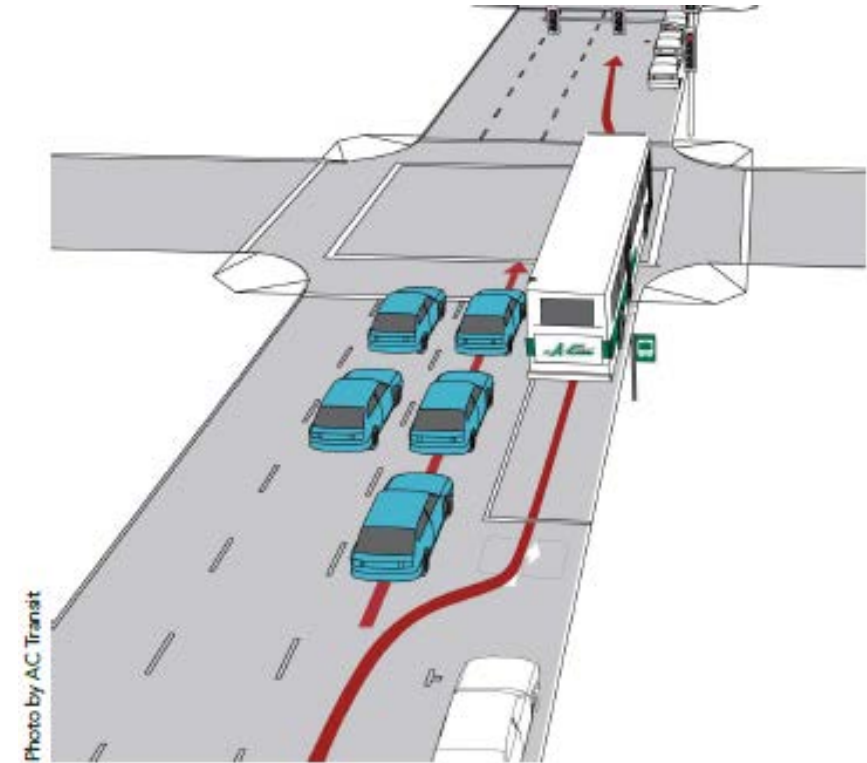
Queue Jumps (Alternative 1)

1. Application

- a) Locations where buses experience high signal delay
- b) Intersections with space and minimal right turns

2. Benefits

- a) Can reduce delay 2 to 7 seconds per intersection



Alternative 1 & 2 Comparison

- Transit Improvements – Alt 2 is better for transit overall, but Alt 1 provides 24/7 benefits
- Congestion – Both alternatives have minimal or no impact on traffic because they primarily repurpose parking space. Northbound bus lane removal at Howard Rd will increase capacity.
- Safety – The bus is the safest way to travel in city. Both options improve safety.

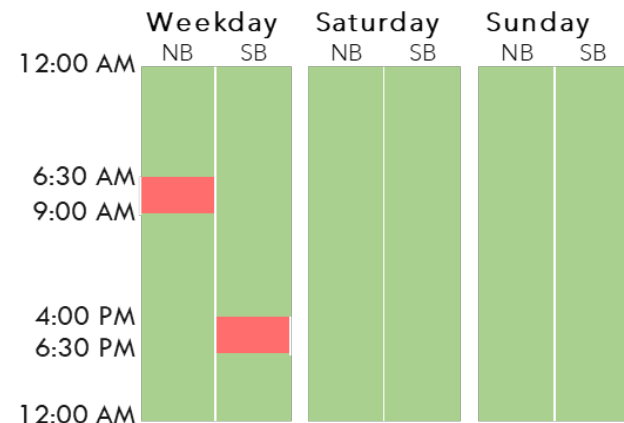
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Alternative 1 & 2 Comparison

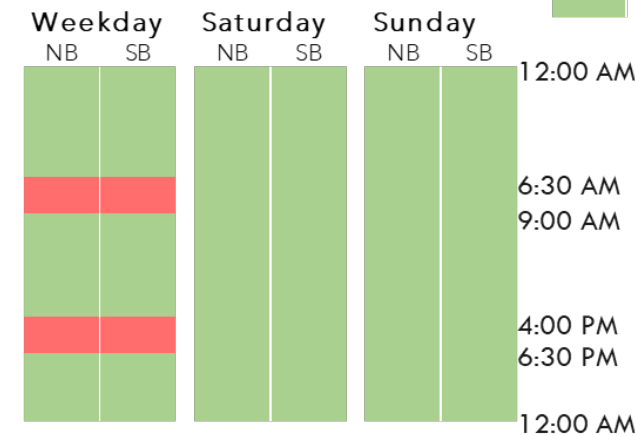
Parking

- Alternative 1 adds 4 or more spaces for 2.5 hours/day north of W Street.
- Alternative 2 would take away all parking on corridor for 5 hours each day.

Existing Bus Lane Hours



Alternative 2 Bus Lane Hours



= Bus lane
 = Parking



Timeline

Spring 2021

- Existing conditions and needs assessment
- **Public engagement**

Summer 2021

- Develop concept alternatives
- **Public engagement**

Fall 2021

- Select recommended concept
- Begin design
- Install TSP
- **Public engagement**

2022

- Design
- **Notice of Intent**

2023

- Complete design
- Construction

Title VI – rebrand.ly/MLKBusPriority-Comments

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Title VI Public Involvement Questionnaire

The District Department of Transportation is committed to providing all citizens, regardless of race, color, age, gender, or national origin, the opportunity to participate in and respond to transportation plans, programs, and activities that may affect their community. To help us make sure we are reaching our goal and maintaining compliance with Title VI of the Civil Rights Act of 1964 and all relevant federal and local nondiscrimination laws, we ask that you voluntarily complete the following information. DDOT's Title VI Coordinator will handle the information you provide with confidentiality. For more information regarding DDOT's Title VI Program, please contact DDOT's Transportation Equity and Inclusion Division at 202.671.2700 or ddot@dc.gov.

Project/Meeting Name & Date

☐ Martin Luther King Jr. Avenue SE Bus Priority Virtual Public Meeting, September 14, 2021

Was this meeting held at a convenient time?

☐ Yes

☐ No

Next

As a recipient of Federal assistance, DDOT must ensure that all of its programs, activities and public meetings are conducted in compliance with Title VI of the Civil Rights Act of 1964. This Act ensures nondiscrimination based on race, color or national origin. The Title VI Public Meeting Participant Questionnaire is used to help DDOT ensure that we are informing the public and conducting our meetings in a nondiscriminatory manner, in compliance with Title VI.

Project comments and/or concerns may also be submitted through this form. We appreciate anyone who is willing to complete the form.

Thank you for your participation.



Questions and Comments

Please provide comments by October 12

- Which option do you prefer? Or how would you change the options?
- Would you like to be included in future communications about the project?
- Tell us about your experience on MLK or tell us about another place you would like to see bus priority.



202.671.2376 *(leave a voicemail or request a call back)*



Kevin.Harrison@dc.gov



ddot.dc.gov/page/bus-priority

ddot.dc.gov/mlkbuspriority