Citizens Advisory Group
Public Meeting #5

September 22, 2016
Agenda

1. Welcome
2. Final Plan Overview & Progress since the last public meeting in January 2016
3. Design contract scope & timeline
4. Public Outreach
5. WMATA’s State Of Good Operations (SOGO) Update
6. Next Steps
FINAL PLAN OVERVIEW & PROGRESS SINCE THE JANUARY PUBLIC MEETING
Completion of the Final Plan

- Beginning in 2015, DDOT led the year long 16th Street NW Transit Priority Planning Study to address the bus delays on 16th St. NW.

- The final plan was completed in April 2016.

- The final plan is on DDOT’s website:
Final Plan Outcomes

The recommended outcomes from the Study included the following improvements:

• Physical
• Transit Service
• Traffic Operations
Community Concerns

- DDOT received a lot community feedback via email, letters and phone calls.

- There was major support of the bus lane.

- The main concerns were adding a 5th lane in the Dupont Circle area of 16th Street NW, bus stop consolidation, and pedestrian crossings.
Addressing Community Concern  
(Adding 5\textsuperscript{th} Lane)

- DDOT received public comments that expressed concern about adding a 5\textsuperscript{th} lane in the Dupont Circle area due to the roadway width.

- During the design phase we will do a survey of the entire corridor and additional traffic modeling in the Dupont Circle area of 16\textsuperscript{th} Street to figure out the best solution to the lane configuration.
Addressing Community Concern (bus stop consolidation and pedestrian crossings)

- DDOT received a lot of concerns about consolidating bus stops along 16th St. NW and ensuring safe pedestrian crossings.

- DDOT will continue to address these concerns during the design phase of the project.
Progress Since Completion of the Final Plan

• DDOT secured federal funds from the Department of Transportation Federal Highway Administration (FHWA).

• DDOT sent out a Request for Qualifications to engineering consulting firms.

• DDOT interviewed three firms and will hire a firm this fall.
Design Contract Scope & Timeline

Within 6 months of hire date, the consultant firm will complete the following:

• Additional traffic modeling of the Dupont Circle area of 16th Street to figure out the lane configuration.
• Air quality analysis to meet the National Environmental Protection Act’s requirements.
• Physical survey of the roadway.
• Design plans that will be a visual of the proposed roadway configuration with the bus lane and improved bus stops.
• New project website.
PUBLIC ENGAGEMENT
Public Involvement

• Come to the public meetings! We need your feedback.

• We will have two meetings during the first phase of the design project.

• Contact the Project Manager, Spring Worth, with any questions or concerns. Email: spring.worth@dc.gov
  Phone: (202) 673-1736
WMATA’S STATE OF GOOD OPERATIONS (SOGO)
SOGO Service Change Proposal

• Convert some local S2, S4 service to limited-stop S9 service on weekdays and Saturdays.
  – Local service will still be provided all the way to Federal Triangle.

• To better match the demand for limited stop service on 16th Street.

• To alleviate overcrowding in the corridor by increasing the number of S9 trips, which have a faster travel time than local S2 and S4 trips, allowing for a net gain in number of trips.

• To make route network easier to understand.
16th Street Bus Routes - S2, S4, S9
NEXT STEPS
# Implementing Phase 1

## Phase 1: <18 months

### 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 DPM)
- Southbound reversible lane extended to 7-10 am
- Current parking restrictions northbound between L and M Streets to prohibit PM peak parking
- Adjust street sweeping time restrictions on side streets (coordinate with DPM)

### Design
- New lane markings & signage (bus lanes, reversible lane, addition of 8th lane through Dupont Circle neighborhood and Corrington)
- Pedestrian safety improvements (Seared Heart Place, Adams Avenue, crosswalk at Mt. Pleasant Street) and adding ADA ramps
- Bus stop and zone improvements (bus stop consolidation, fer-side bus stop expansion, relocation of Spring Place stop, upgrade bus stops to WMATA zone lengths, assess improvements, siting of off-board fare collection)

### Transit Signal Priority
- Implement all planned locations (99 only, schedule-based)

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

### Systems Planning (Staffing, organizational needs, funding, regulatory structure, equipment needs, etc.)
- Automated enforcement (coordinate with MPD)
- Off-board fare collection and all-door boarding

### Fleet Mix
- Upgrade with low-floor and articulated buses

## Phase 2: 2 - 4 years

### Construction & Implementation

**New lane markings & signage (bus lanes, reversible lane, addition of 8th lane through Dupont Circle neighborhood and Corrington)
- Pedestrian safety improvements (Seared Heart Place, Adams Avenue, crosswalk at Mt. Pleasant Street) and adding ADA ramps
- Bus stop and zone improvements (bus stop consolidation, fer-side bus stop expansion, relocation of Spring Place stop, upgrade bus stops to WMATA zone lengths, assess improvements, siting of off-board fare collection)

### Transit Signal Priority
- Procure equipment for headway-based system for 31/32/34 buses

### Service Changes
- Simplify patterns
- Implement headway-based service
- Reduce local service (alter increases in limited stop service)

### Automated Enforcement
- Begin automated enforcement
- Begin off-board fare collection and all-door boarding

## Phase 3: 4+ years

### Conduct Studies for Parallel Corridors
- 14th Street NW Transit Priority
- North-South Interim Bus Improvements

### 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

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**DOOT is lead**

**WMATA is lead**

**DOOT / WMATA are co-leads**
Stay Connected

Spring Worth, Project Manager (Design & Implementation)
spring.worth@dc.gov

Megan Kanagy, Project Manager (Planning) Outreach
megan.kanagy@dc.gov

Project Website
bit.ly/16thStreetBus
Metrobus 16th Street Service Proposal

- These proposed changes were recommended by DDOT’s 16th Street NW Transit Priority Planning Study (April 2016)
  - To better match the demand for limited stop service on 16th Street.
  - To alleviate overcrowding in the corridor by increasing the number of S9 trips, which have a faster travel time than local S2 and S4 trips, allowing for a net gain in number of trips.
  - To make route network easier to understand.

- Some local S2, S4 service would be converted to limited-stop S9 service on weekdays and Saturdays.
- Sunday S4 trips would all be extended to Federal Triangle. Sunday S2, S4 service would change from every 21 minutes to every 23 minutes, for a combined frequency of 12 minutes.

<table>
<thead>
<tr>
<th>Weekday Rush Hour Frequencies (minutes)</th>
<th>Existing Combined S2/S4</th>
<th>Proposed Combined S2/S4</th>
<th>Existing S9</th>
<th>Proposed S9</th>
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<tr>
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<tr>
<th>Saturday Frequencies (minutes)</th>
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Rush Hour Frequency

Current Local: 15
Proposed Local: 20
(each branch)
Current Limited: 7.5
Proposed Limited: 6

Midday and Saturday Frequency

Weekday Midday:
Current Local: 15
Proposed Local: 30
(each branch)
Current Limited: 0
Proposed Limited: 15

Saturday:
Current Local: 12
Proposed Local: 24
(each branch)
Current Limited: 0
Proposed Limited: 20

Legend

- Metrorail Stations
- Proposed to be discontinued S2
- Route S2
- Route S4
- Route S9
- Roads

0 0.5 1 Mile

16th Street Line

S9
16th Street Limited Line

Proposed Frequency Modifications