

# 16TH STREET NW *TRANSIT PRIORITY*



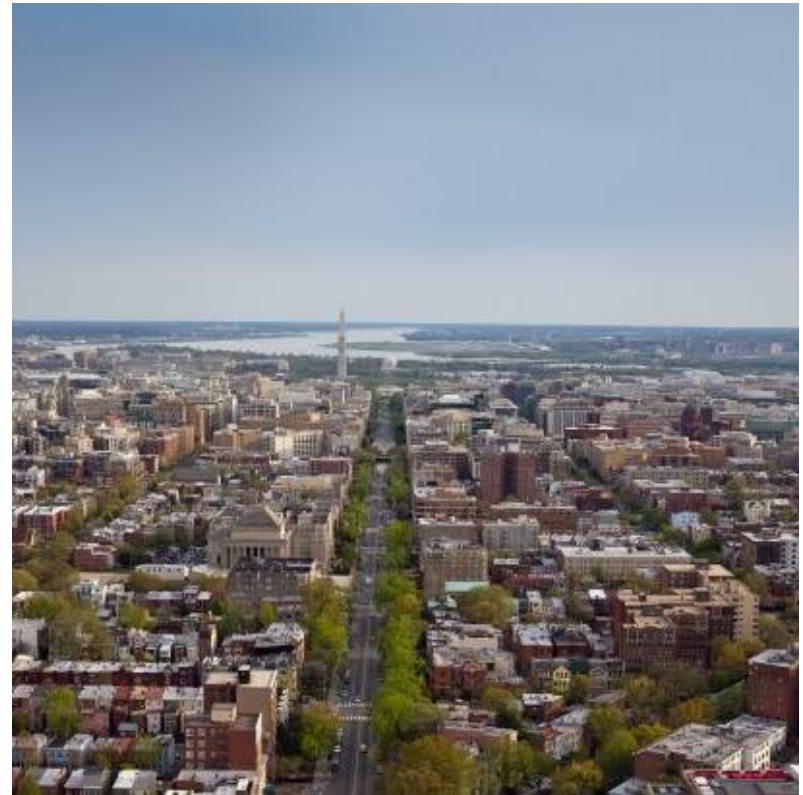
## Citizens Advisory Group Public Meeting #5

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**



District Department of Transportation

# Completion of the Final Plan

- Beginning in 2015, DDOT led the year long 16<sup>th</sup> Street NW Transit Priority Planning Study to address the bus delays on 16<sup>th</sup> St. NW.
- The final plan was completed in April 2016.
- The final plan is on DDOT's website:

<http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>



# 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 5<sup>th</sup> lane in the Dupont Circle area of 16<sup>th</sup> Street NW, bus stop consolidation, and pedestrian crossings.



# Addressing Community Concern

## (Adding 5<sup>th</sup> Lane)



- DDOT received public comments that expressed concern about adding a 5<sup>th</sup> 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<sup>th</sup> 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 16<sup>th</sup> 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

# 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 16<sup>th</sup> 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](mailto:spring.worth@dc.gov)  
Phone: (202) 673-1736



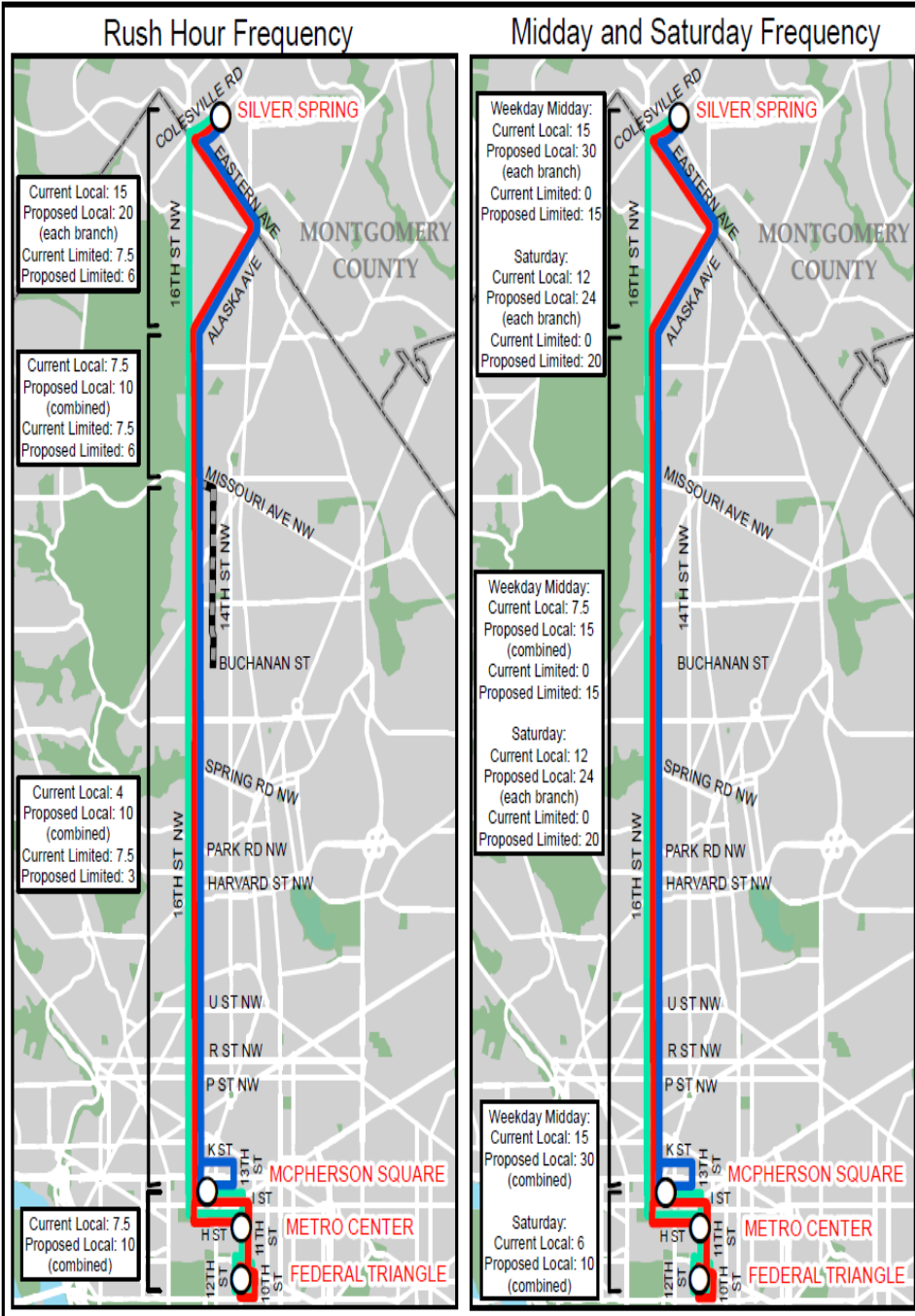


# WMATA'S STATE OF GOOD OPERATIONS (SOGO)

# 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 16<sup>th</sup> 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.

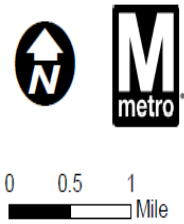
# 16th Street Bus Routes- S2, S4, S9



**S2, S4**  
16th Street Line

**S9**  
16th Street  
Limited Line

Proposed  
Frequency  
Modifications



# NEXT STEPS



District Department of Transportation

# Implementing Phase 1

## 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 (Secord 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 (Secord 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



# Stay Connected

Spring Worth, Project Manager (Design & Implementation)

[spring.worth@dc.gov](mailto:spring.worth@dc.gov)

Megan Kanagy, Project Manager (Planning) Outreach

[megan.kanagy@dc.gov](mailto:megan.kanagy@dc.gov)

Project Website

[bit.ly/16thStreetBus](http://bit.ly/16thStreetBus)

# Metrobus 16<sup>th</sup> Street Service Proposal

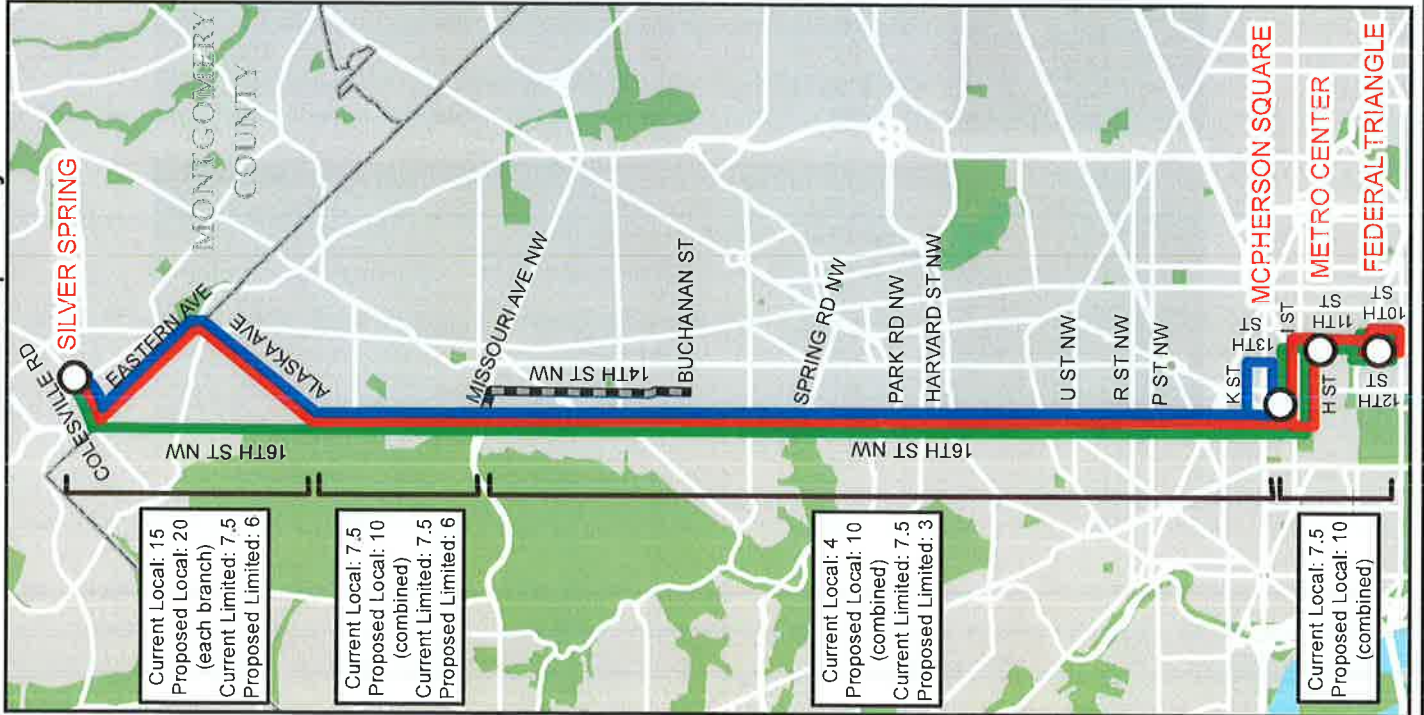
- These proposed changes were recommended by DDOT's 16th Street NW Transit Priority Planning Study (April 2016)
  - To better match the demand for limited stop service on 16th Street.
  - To alleviate overcrowding in the corridor by increasing the number of S9 trips, which have a faster travel time than 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.

Weekday Rush Hour Frequencies (minutes)				
	Existing Combined S2/S4	Proposed Combined S2/S4	Existing S9	Proposed S9
Silver Spring	7.5	10	7.5	6
Eastern / Alaska	7.5	20	7.5	6
16 <sup>th</sup> / Kalmia	15	20	n/a	n/a
16 <sup>th</sup> / Colorado	4	10	7.5	3
Federal Triangle	7.5	10	n/a	n/a

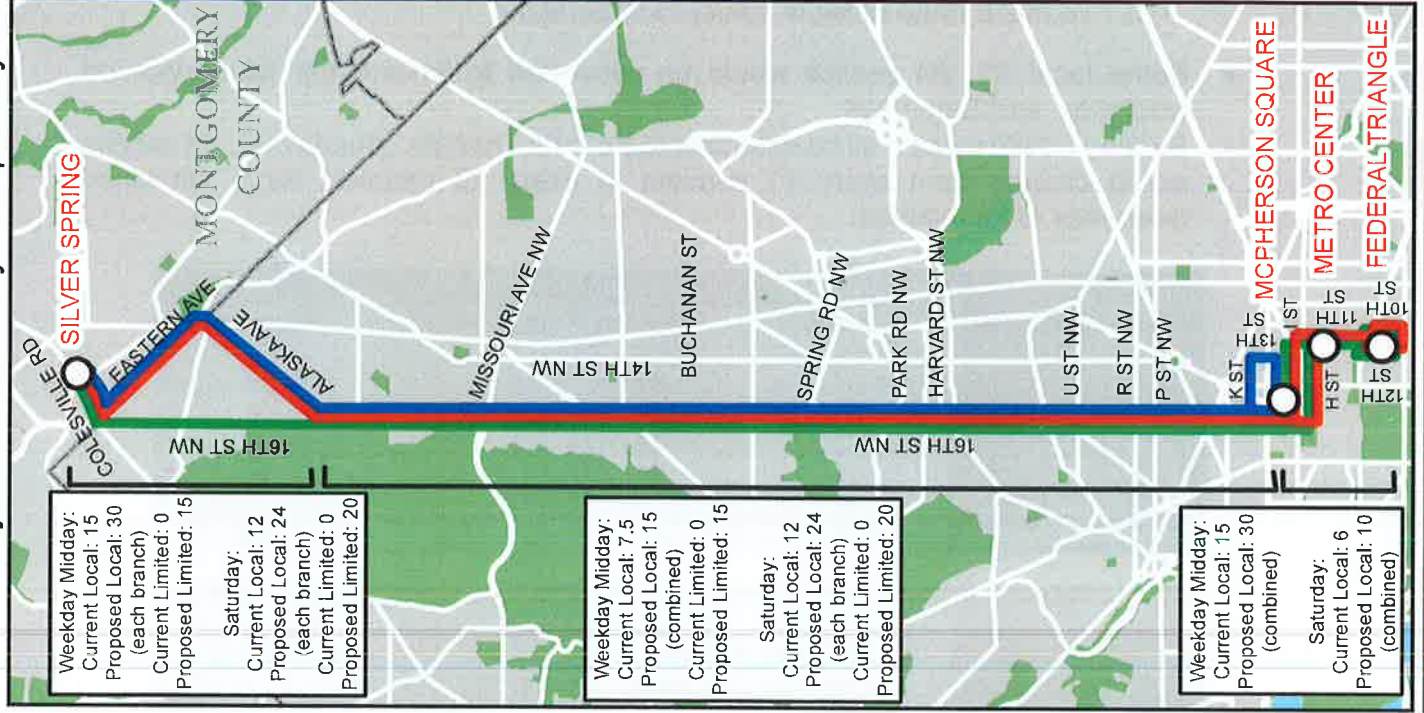
Weekday Midday Frequencies (minutes)				
	Existing Combined S2/S4	Proposed Combined S2/S4	Existing S9	Proposed S9
Silver Spring	7.5	15	n/a	15
Eastern / Alaska	15	30	n/a	15
16 <sup>th</sup> / Kalmia	15	30	n/a	n/a
16 <sup>th</sup> / Colorado	7.5	15	n/a	15
Federal Triangle	15	15	n/a	n/a

Saturday Frequencies (minutes)				
	Existing Combined S2/S4	Proposed Combined S2/S4	Existing S9	Proposed S9
Silver Spring	6	10	n/a	20
Eastern / Alaska	12	20	n/a	20
16 <sup>th</sup> / Kalmia	12	20	n/a	n/a
16 <sup>th</sup> / Colorado	6	10	n/a	20
Federal Triangle	6	10	n/a	n/a

## Rush Hour Frequency



## Midday and Saturday Frequency



**S2, S4**  
**16th Street Line**

**S9**  
**16th Street Limited Line**

**Proposed Frequency Modifications**

