

PROJECT GOALS & BENEFITS

Project Goals:

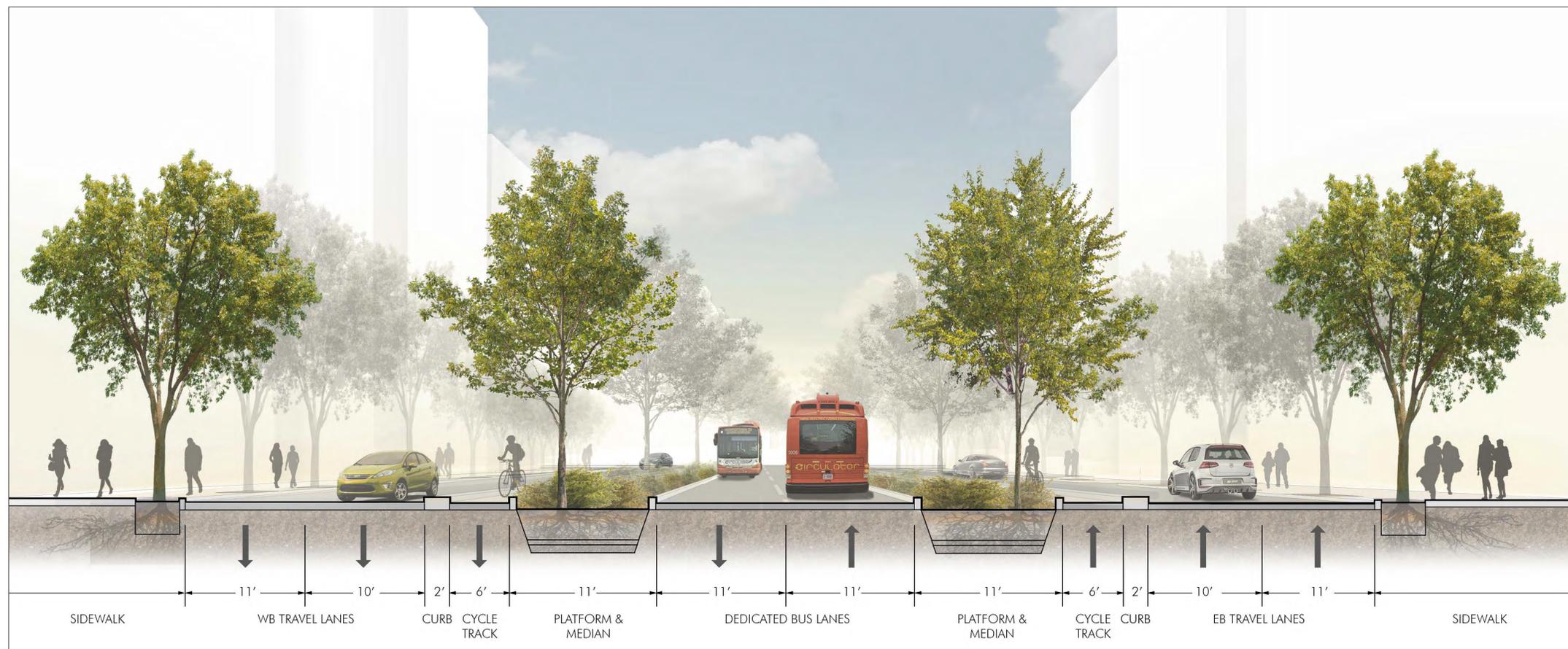
By focusing on dedicated and protected space for transit riders and cyclists, we are making it easier, faster, and more reliable for more people to get safely to and through downtown DC.

- People in buses, on foot, and on bikes make up the majority of current – and future – K Street travelers.
- Protected bike and transit lanes can move the highest volume of people safely through the corridor.

Benefits of Median-Separated & Center-Running Bus Lanes:

- Eliminates conflicts (turns, curbside uses, alleys/garages)
- Protection from traffic-related delays
- Self-enforcing

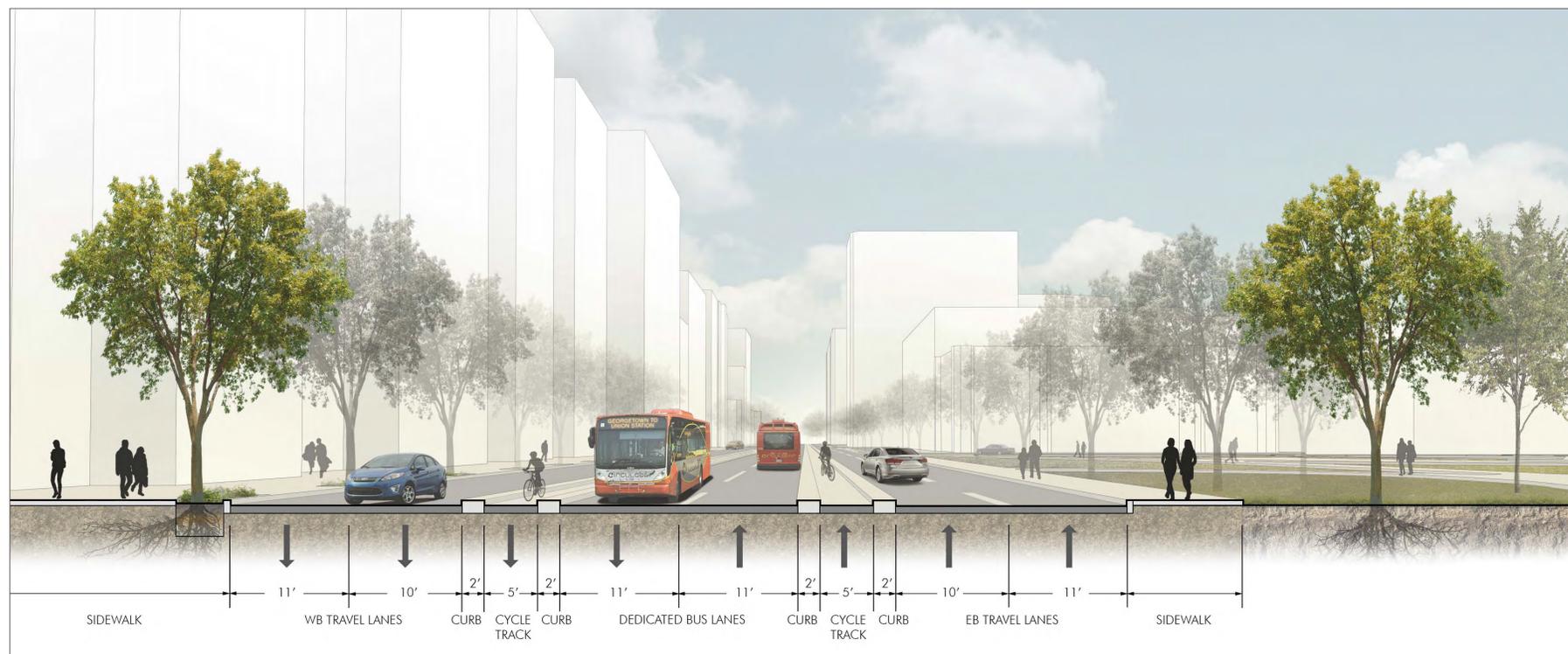
Improved reliability and travel time savings of 30% or more



TYPICAL SECTIONS



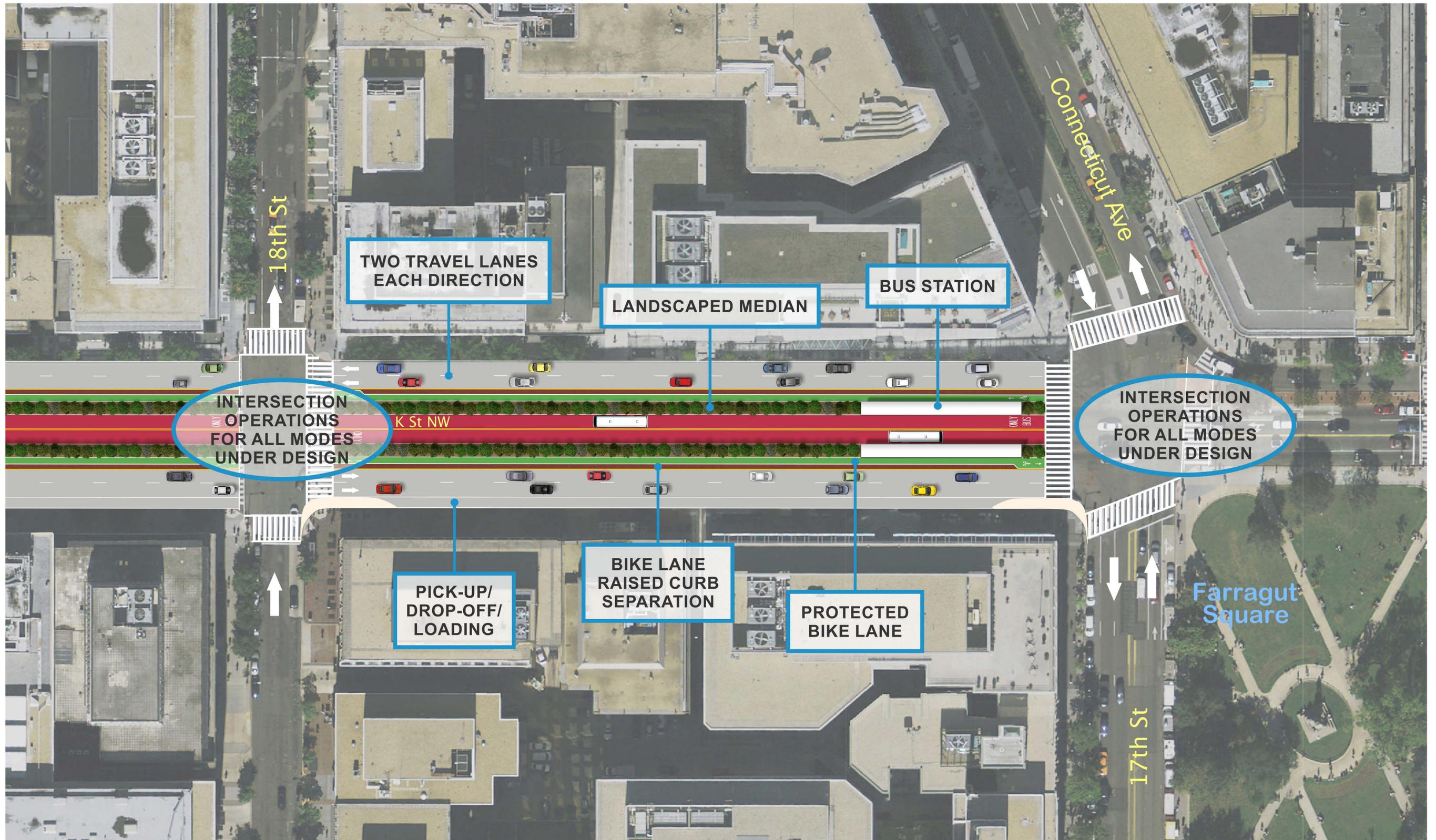
**21st Street NW
to 17th Street NW
Looking east**



**Franklin &
McPherson
Square
Looking east**

Dimensions are preliminary and subject to change.

SAMPLE BLOCK LAYOUT

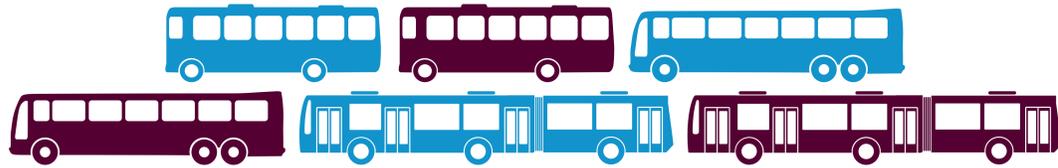


BUS BENEFITS

Moves More People



SIDEWALK 9,000/HR



**DEDICATED TRANSIT LANES
4,000-8,000/HR**

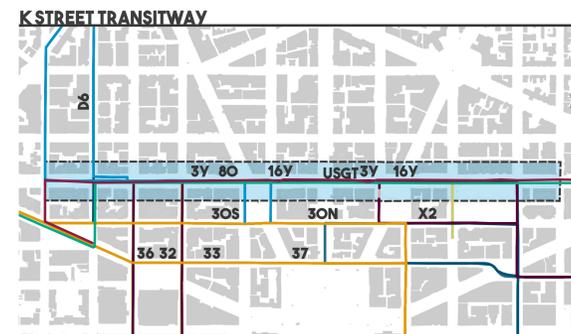
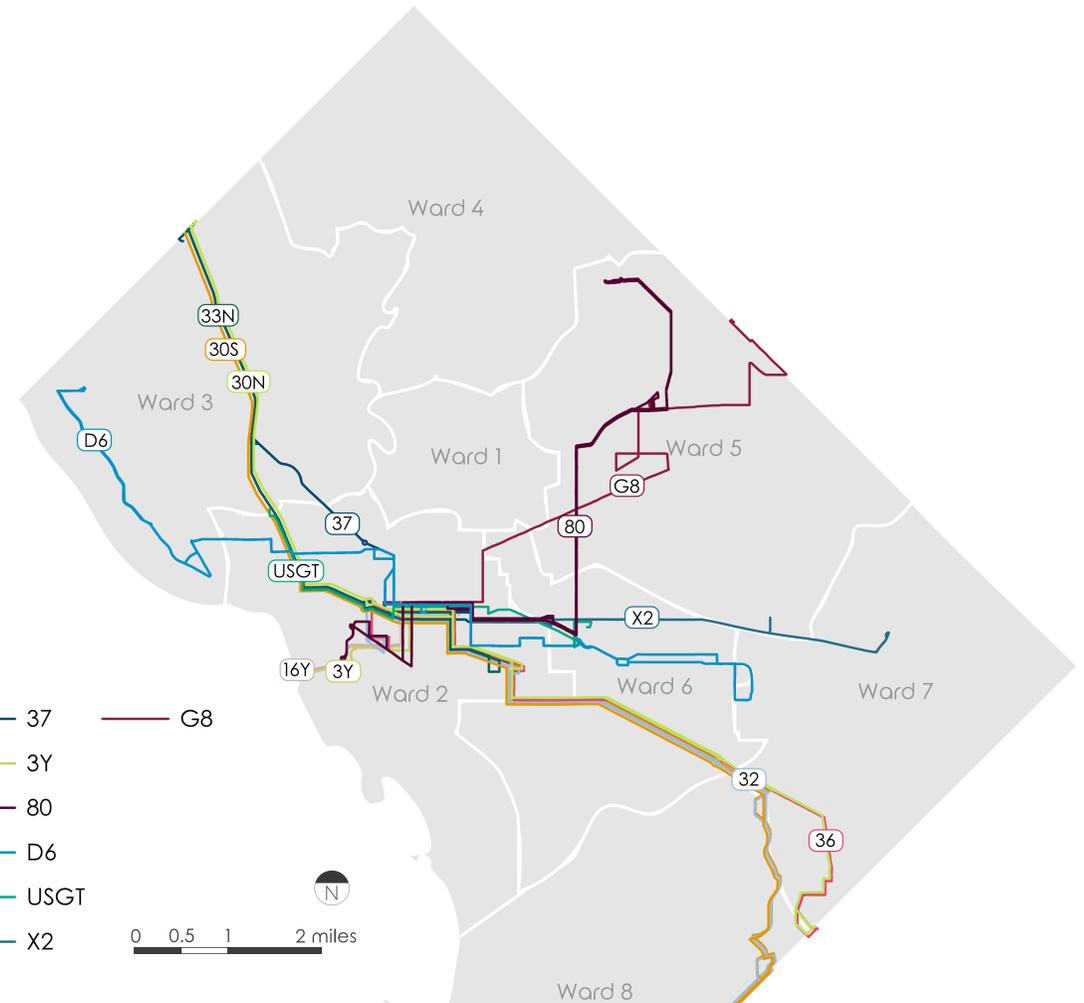


**TWO-WAY PROTECTED BIKEWAY
7,500/HR**



**PRIVATE MOTOR VEHICLES
600-1,600/HR**

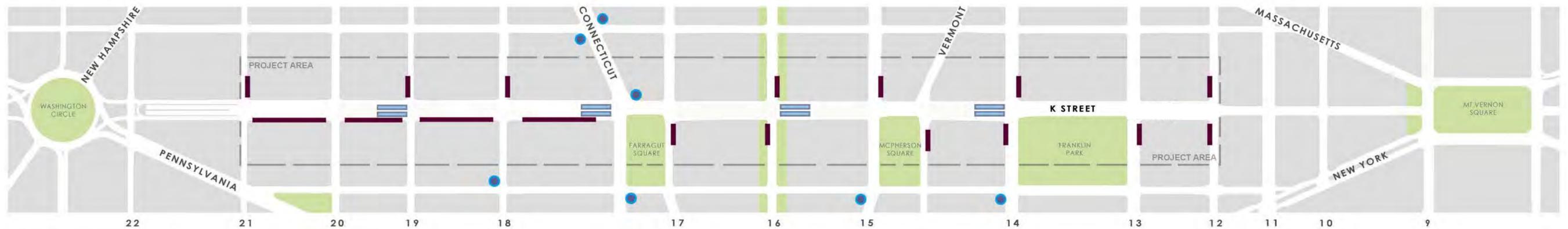
*Graphic source: National Association of City Transportation Officials



Current conditions of downtown

The transitway is designed to have 13+ bus routes with **55 buses/hour per direction** in peak period.

PROJECT AREA AND MILESTONE SCHEDULE



-  METRO STATIONS
-  TRANSITWAY STOPS
-  EVALUATE CURBSIDE USES FOR LOADING ZONES



CYCLE TRACK DESIGN



Intersection Treatments



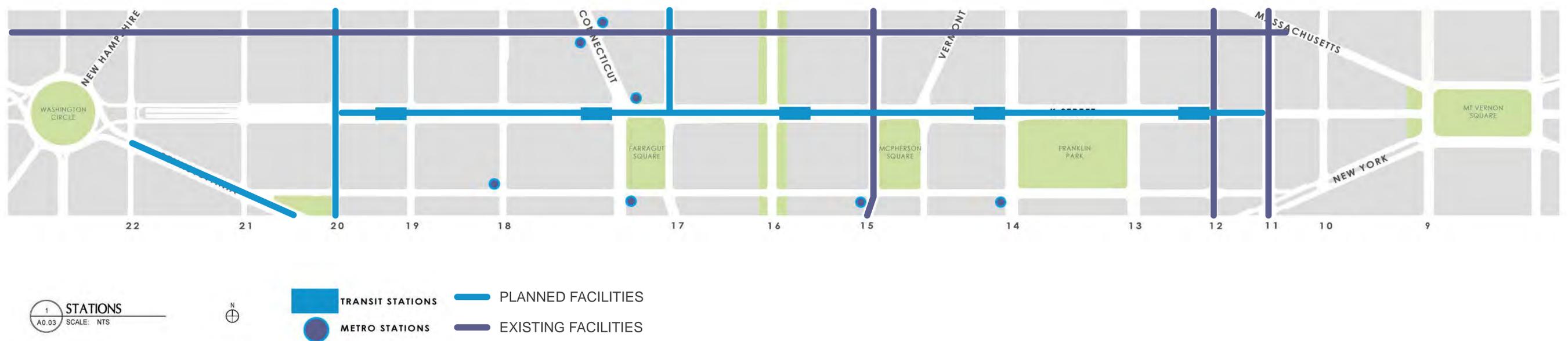
Bike Lane Separator - 15th and W



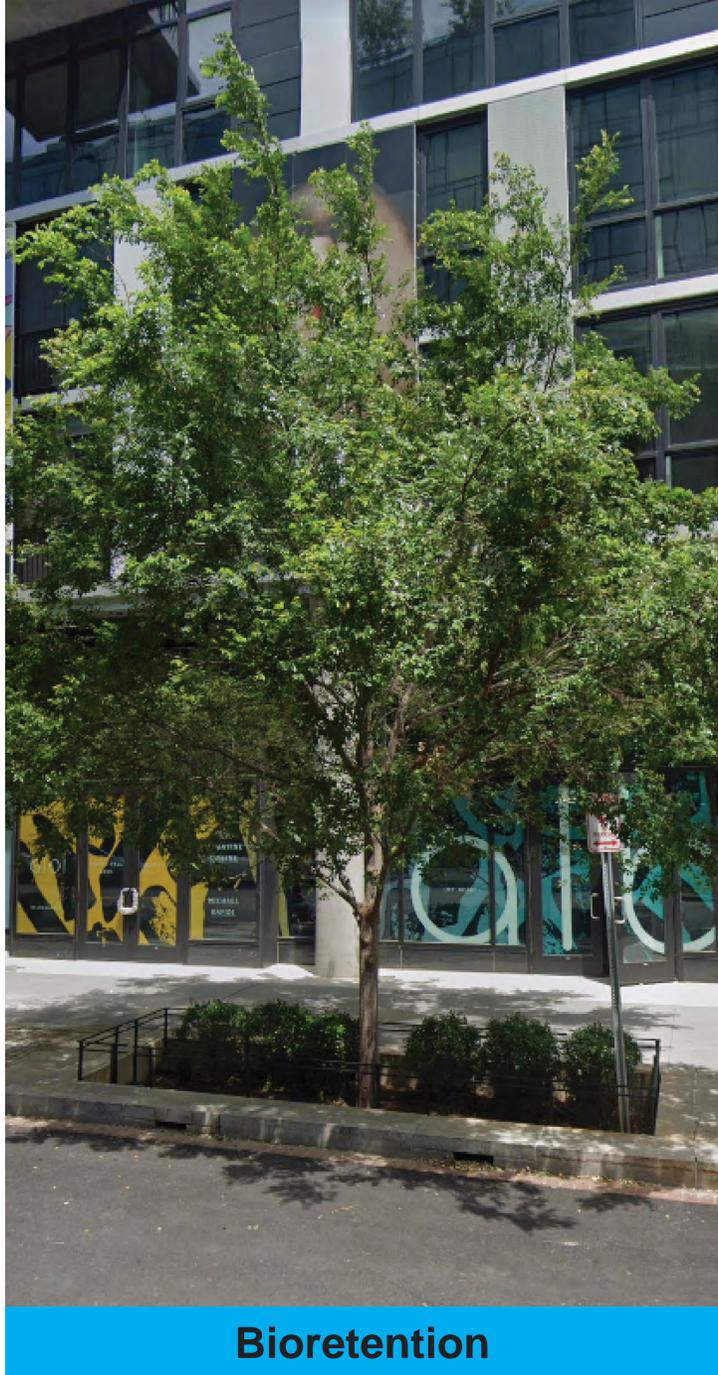
Intersection Treatments

Benefits of the center-running alignment:

- No conflicts with right-turning vehicles, pedestrians spilling into the bicycle lane or curbside loading, deliveries, and pick-up/drop off.
- No need for separate bike signal phase.
- Congruity of design with bus lanes.



ELEMENTS OF URBAN DESIGN AND STORMWATER MANAGEMENT



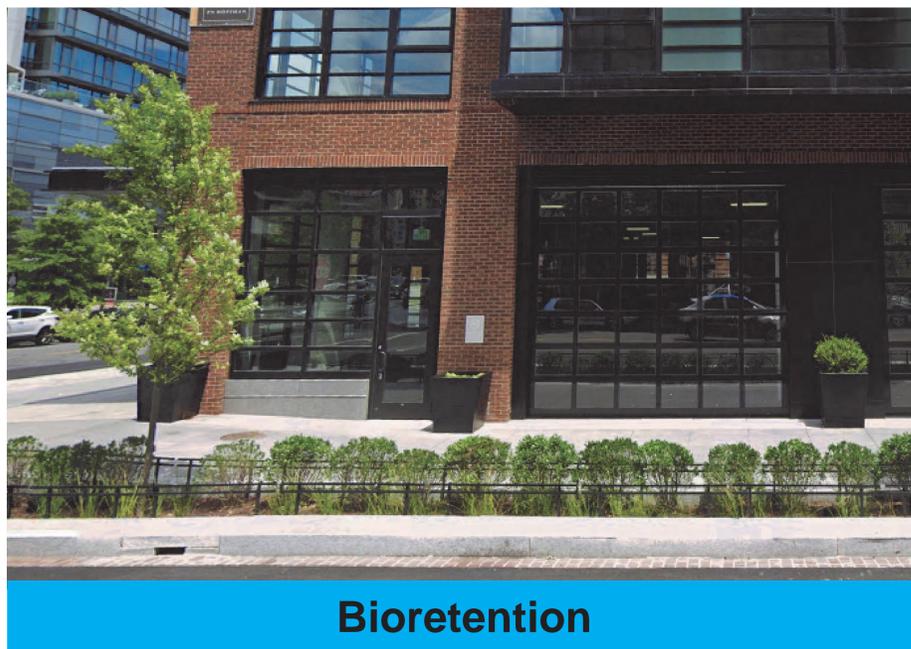
Bioretention



Enhanced Sidewalks



Landscaped Median



Bioretention



Expanded Tree Wells

GIVE US YOUR FEEDBACK

BICYCLE FACILITY USAGE

Use green dot for where you would enter the facility, use orange for where you would exit.



WHAT MODE DO YOU CURRENTLY USE TO TRAVEL ALONG K STREET?

Use X DOT FOR PRIMARY, USE X DOT FOR SECONDARY

WALK

BIKE

BUS

AUTO

OTHER
(PLEASE DESCRIBE)

STATION DESIGN

Goals:

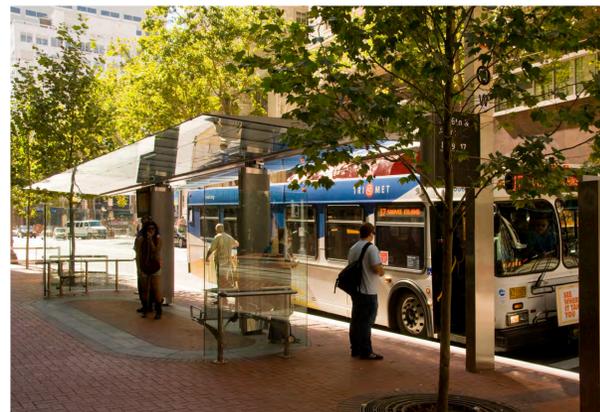
Fast and easy boarding, enhanced passenger safety and comfort, sense of place

Station Features:

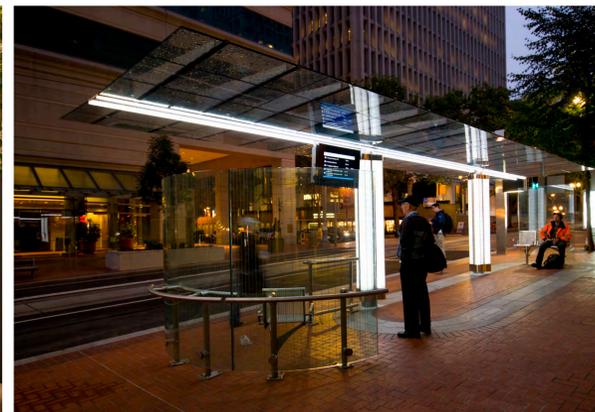
- Enhanced Shelters
- Placemaking – Landscape, furnishings, materials
- Passenger Safety – Transparency, Visibility, Lighting
- Clear signage for wayfinding and real-time bus arrivals
- Accessibility – Near-Level Boarding, Seating



Enhanced Shelters, Passenger Safety, Accessibility



Enhanced Shelters, Passenger Safety, Placemaking



Enhanced Shelters, Passenger Safety, Placemaking, Real Time Arrival Signs



Clear Signage



Accessibility, Bike Safety

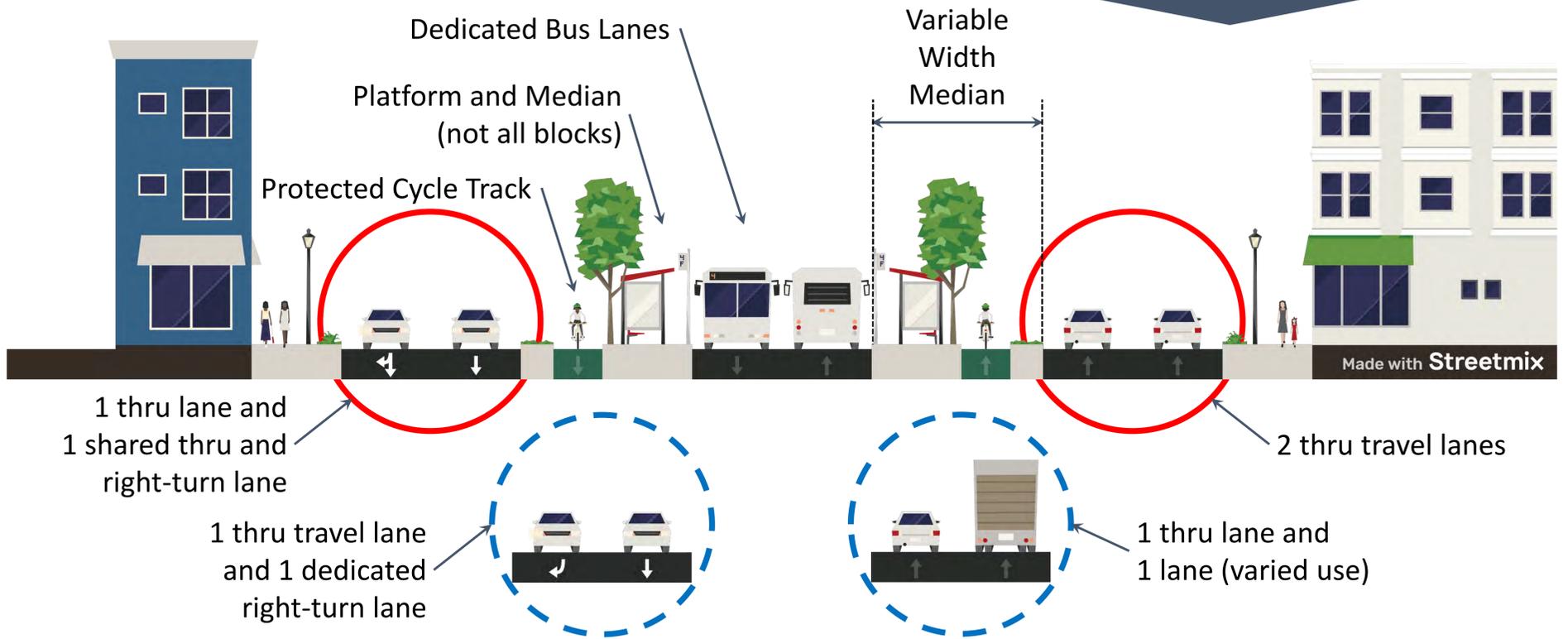
These photos are examples of bus transit station and wayfinding design from the District, the region, and beyond. DDOT will work closely with stakeholders to ensure that station and shelter design can be feasibly constructed and maintained and align with the unique character of the corridor.

K Street NW Transitway Options for Traffic Operations

Option 1 Variation* Option 2 Variation*

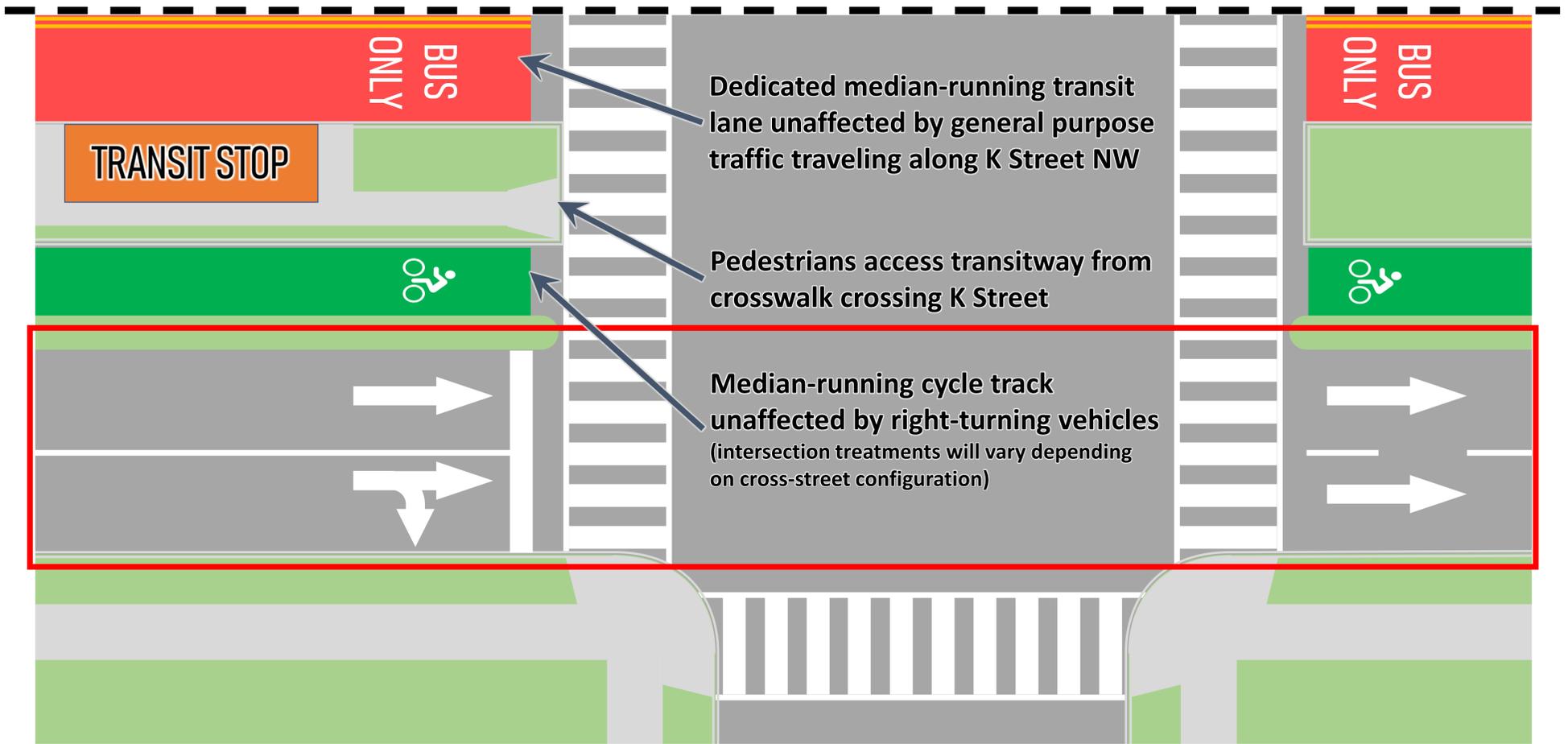
*All other design elements remain the same between Option 1 and Option 2

DDOT is using a traffic simulation model to test two different options for the K Street NW general traffic travel lanes. The final design may include one of these options or a hybrid of the two.



K Street NW Transitway Typical Intersection Configuration

The graphic below illustrates a typical configuration of the transitway in one direction of travel along K Street NW. Identical features would be provided for the opposite direction of travel.



Option 1 Variation* Option 2 Variation*

*All other design elements remain the same between Option 1 and Option 2