Martin Luther King Jr. Ave SE Bus Priority

Presentation to ANC 8A/8C

June 2021
Today’s Meeting

- Bus Priority Program Overview
- Corridor Overview
- Bus Lane Update
- Solicit Feedback and Ideas
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 ¼ mile of a bus priority corridor
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.**

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

- Good Hope Rd SE to St Elizabeths Campus (1.2 miles)
- Historic commercial and retail development in north
- Residential to the south and then major employment at St Elizabeths
- Over 600 combined housing units under development at Barry Farms, Reunion Square, and 2442 MLK Jr Ave SE

Community
- Frederick Douglass Community Center
- Barry Farm Recreation Center
- Anacostia Recreation Center

Education
- Anacostia High School
- Thurgood Marshall Charter High School
- Friendship Public Charter School
- Ketcham Elementary School

Government District
- Department of Housing and Community Development
- Department of For-Hire Vehicles
- Human Services Department
- Department of Homeland Security

District
- Department of Homeland Security

Shopping
- Go Hope Market
- Namsa Market
- Fresh Food Factory

Medical
- Anacostia Health Center
- Max Robinson Center
- Children's National Anacostia

Map Data: Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, D.C.O.T.
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: 2,350
- Zero and One Car Households: 2,011 (86%)
Roadway Geometry

- Bus Lanes between W St. SE and Redwood St. SE
- Speed Limit
  - 25 mph between Good Hope Rd. and Eaton St. SE
  - 30 mph between Eaton St. SE and Redwood St. SE
- 40’ wide: ~10 ft per lane
- 119 On-street parking spaces
  - 45 Restricted at AM Rush
  - 19 Full Time
  - 55 Restricted at PM Rush

Parking on MLK
Transit Infrastructure

Bus Routes

- 90, 92
- A2, A4, A6, A7, A8, A9
- B2
- P6
- V2
- W2, W3, W6, W8
- CH-US (DC Circulator)
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/day
- Highest passenger and bus delay in District
- One-year pilot
Pre-Covid Bus Speed

- Bus speed is slowest north of the Metro Station and in the morning rush.
- Bus speeds are relatively high south of St Elizabeths Campus
- Ridership and passenger delay on this segment is the highest in the bus priority network.
Car Free Lanes Evaluation Method

- Traffic has changed dramatically during Covid, so traditional "before and after" analysis doesn't provide an apples-to-apples comparison.
- Trends on “comparable corridors” were used as a basis of comparison.
Bus Travel Time

- Buses travelling 3-15% faster compared to District trends
- Bus speeds improved most south of Metro Station
- Greatest performance increases in outbound direction
- Reliability improved most improved in outbound direction and south of Metro Station

Note: change is July 2020 to Feb 2021
Vehicle Travel Time

- Median travel time is fastest when bus lanes are in operation.
- Median travel time increased on the corridor at a similar rate to other corridors in District
- 95th Percentile travel time decreased greatly on MLK and other corridors in the District.

Note: change is May 2020 to Feb 2021
Safety

- Crashes within 200 ft of the corridor
- Highest crash intersections
  - Good Hope Rd. SE
  - Stanton Rd./Sumner Rd. SE
  - Howard Rd./Sheridan Rd. SE
  - W St. SE

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Field Observations

- Need for bus priority improvements is higher north of Suitland Pkwy.
- 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
- Slower buses when bus lanes are not in operation.
Timeline

Spring 2021
• Existing conditions and needs assessment
• Public engagement

Summer 2021
• Develop concept alternatives
• Public engagement

Fall 2021
• Select recommended concept
• Begin design
• Public engagement

2022
• Design
• Notice of Intent

2023
• Complete design
• Construction
Provide comments:

For example:

- What is working well that shouldn’t change?
- What feels unsafe or inconvenient?
- What would you like to be able to do differently in the future?
- What do we not know that can inform our plans?

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ddot.dc.gov/page/bus-priority
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