



Update on the District's Bus Priority Projects

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TPB Regional Public Transportation Subcommittee

Agenda

- Bus Priority Program
 - Corridor ranking
 - Program development
 - Toolbox
- 14th Street NW
- Car Free Lanes
- H and I Street NW
- Other Upcoming Projects



BUS PRIORITY PROGRAM

Bus Priority Program

- Pre-COVID, almost as many District residents rode Metrobus as Metrorail
 - During spring 2020, bus ridership was 2 to 3 times higher than Metrorail ridership
- But buses are getting slower and ridership is falling

How do we get more bus lanes (and other bus priority improvements) in the District?

Where should they go and how can we do it faster?

How can the District and WMATA work together and what is our shared vision?

Bus Priority Program

Corridor
Projects

Tactical /
Pilot
Projects

Automated
Enforcement

Bus Lane
Policy

Transit
Signal
Priority /
Queue
Jumps

WMATA
Partnership

Fare
Collection /
All-door
Boarding

Public
Outreach

Data /
Reporting

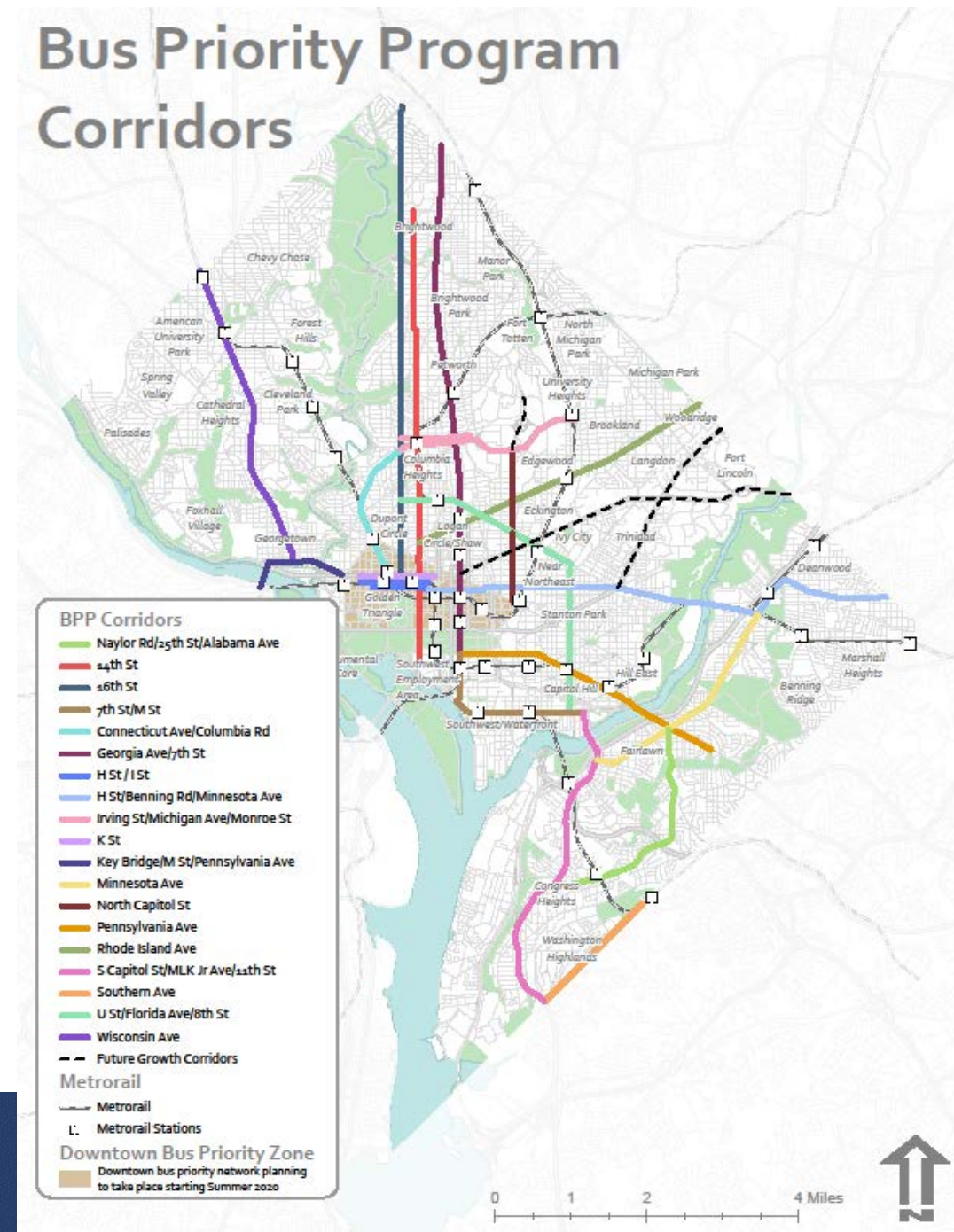
Bus Priority Program

Corridor Ranking

- Data-driven analysis of 17 bus priority corridors
- Help inform prioritization and selection of future projects
- Metrics:

Transit score
Passenger delay
Bus delay
Equity score
Vision Zero score
Land Use score

Bus Priority Program Corridors



Program Development

- Mapping out the project delivery process for different project types
 - Large scale
 - Medium scale / tactical
 - Small scale / operational

What are our sticking points? Where could we streamline?

- Roles and responsibilities
 - DDOT
 - WMATA
 - Other stakeholders

Toolbox

- Help identify bus priority treatments to improve bus service and deliver projects faster
 - **Build on existing agency thinking**
- Advance treatments consistent with the operating conditions in the District
 - **District-specific**
- Communicate with and educate the public
 - **Agency-facing & public-facing version**

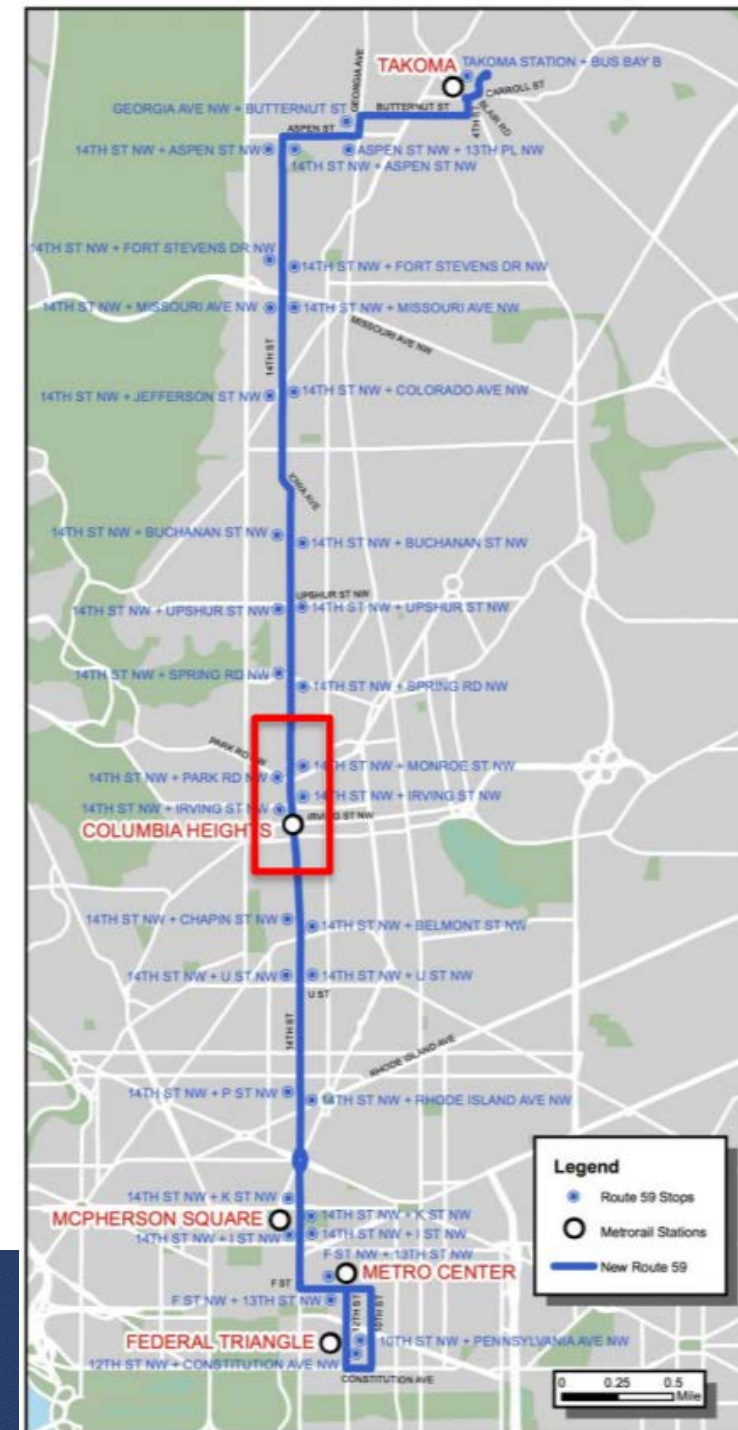
PROBLEM	1	2	3	4	5	6	7	8	9	10	11	12
BUS OPERATIONS TOOLS												
Stop Relocation												
Stop Consolidation												
Route Design												
TRAFFIC CONTROL TOOLS												
Movement Restriction Exemption												
Turn Restrictions												
Yield to Bus												
Passive Traffic Signal Timing Adjustments												
Phase Reservice												
Reverse Queue Jump												
Transit Signal Priority												
Transit Signal Faces												
Bus-Only Signal Phase												
Queue Jumps												
Pre-Signals												
Traffic Signal Installed for Buses Only												
Signal Phase Modification												
INFRASTRUCTURE TOOLS												
Speed Hump Modifications												
Bus Stop Lengthening												

Source: King County

14TH STREET NW

14th Street NW: Protected Bus / Bike Lanes

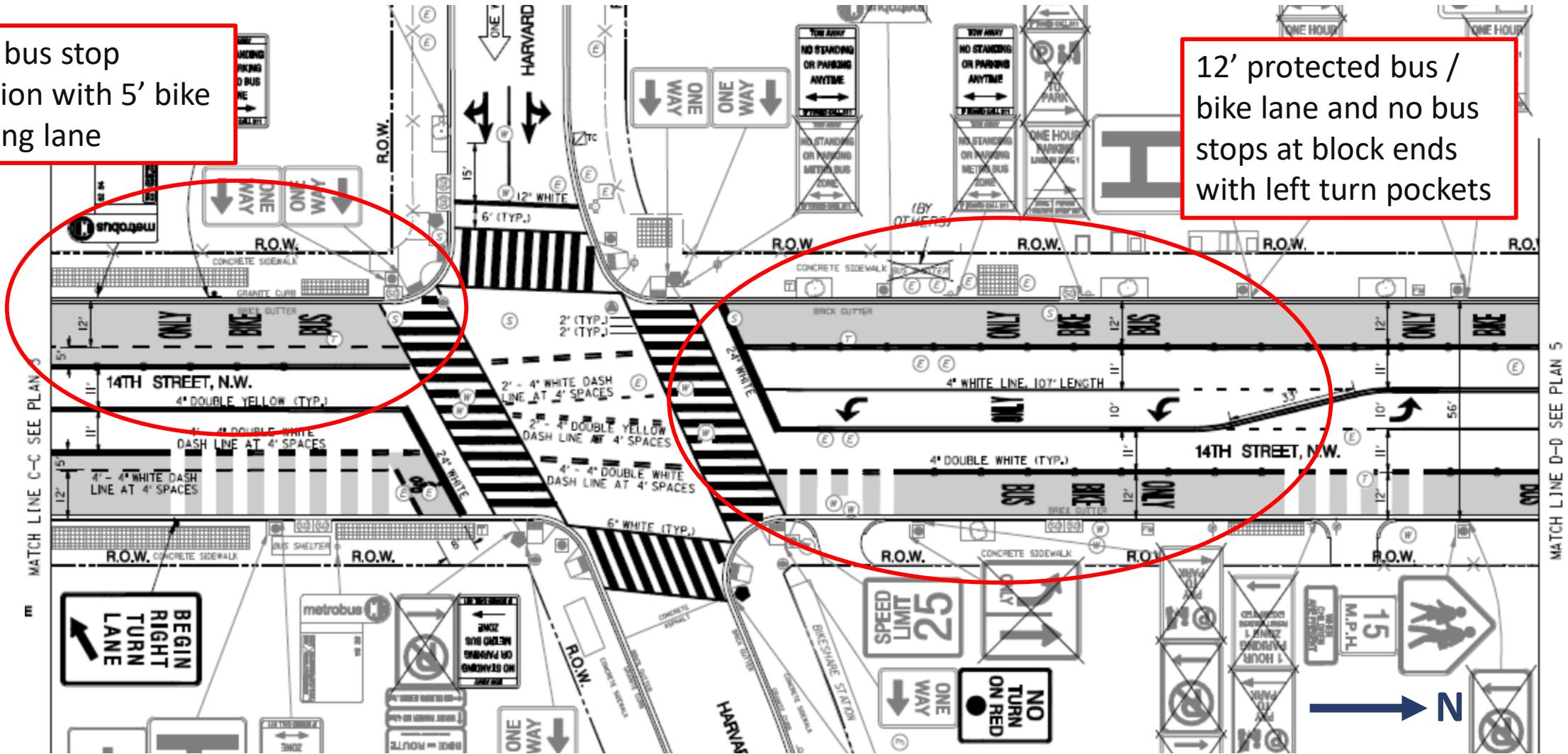
- Project is currently under construction
- Bus speeds as low as 3.6 mph in the peak
- Over 15,000 riders along the corridor
- Existing unprotected bike lanes
- Improvements
 - Protected bus / bike lanes
 - Bus stop consolidation
 - Left turn pocket to get turners out of the way of through buses
 - Pick-up / drop-off zone
- 1 year demonstration period



14th Street NW: Protected Bus / Bike Lanes

New bus stop location with 5' bike passing lane

12' protected bus / bike lane and no bus stops at block ends with left turn pockets



CAR FREE LANES

Overview

- Car Free Lanes to support the District's reopening and COVID-19 response
 - DDOT is advancing three quick-build bus priority pilot projects
 - Selected from DDOT's list of bus priority corridors
 - Require minimal design
 - Help address current and future WMATA and Circulator needs
 - Improve efficiency
 - Reduce crowding
 - Lanes can be used by buses and bikes
 - Performance monitoring following installation



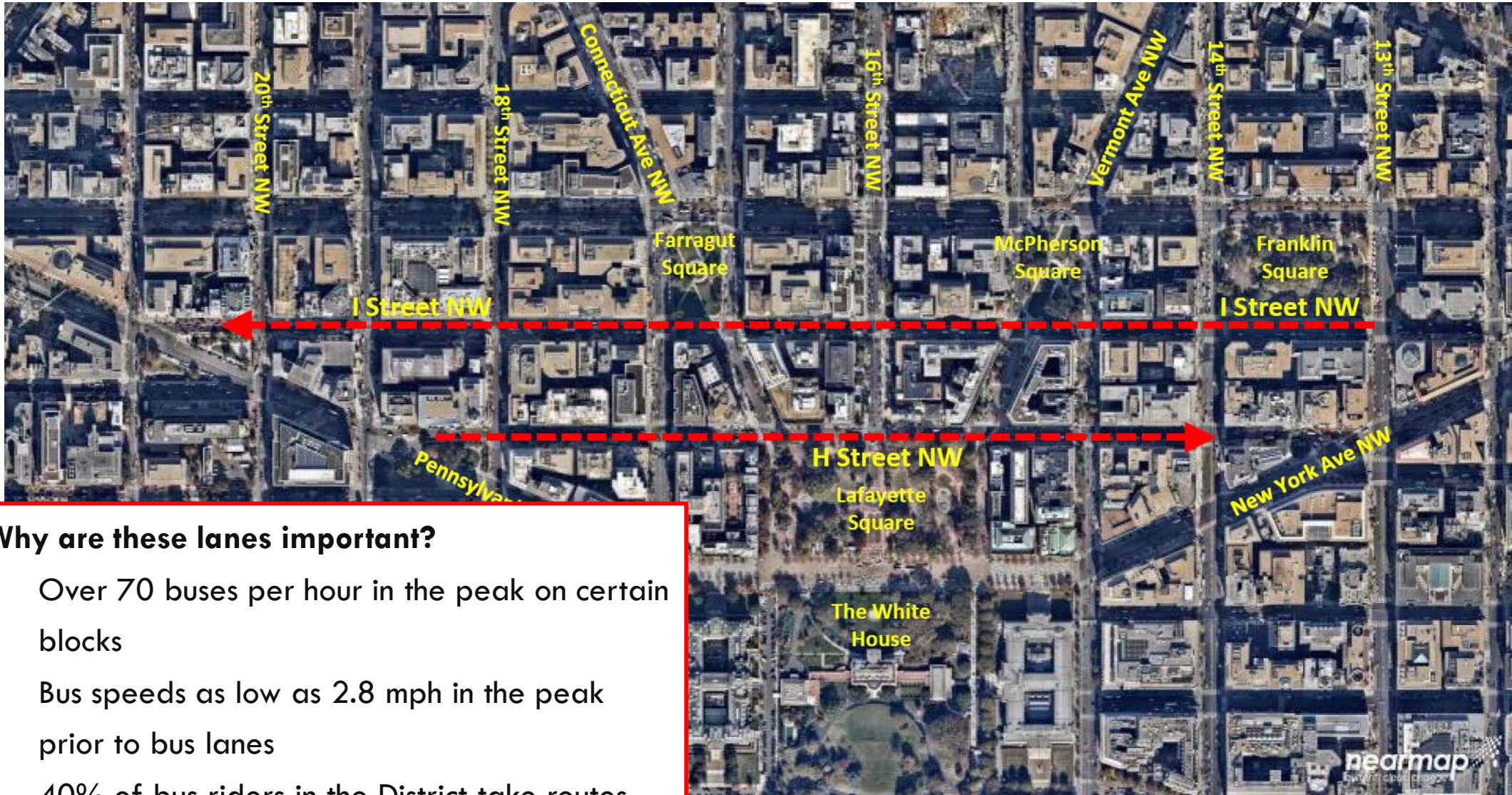
Locations

- 7th Street NW
 - Massachusetts to Pennsylvania Avenue NW
- MLK Jr. Avenue SE
 - W Street SE to St. Elizabeth's East Campus
- M Street SE
 - 10th Street SE to South Capitol



H & I STREET NW

H & I Street NW: Bus Lanes



Why are these lanes important?

- Over 70 buses per hour in the peak on certain blocks
- Bus speeds as low as 2.8 mph in the peak prior to bus lanes
- 40% of bus riders in the District take routes that use H, I, or K Street NW

H & I Street NW: Pilot to Permanent

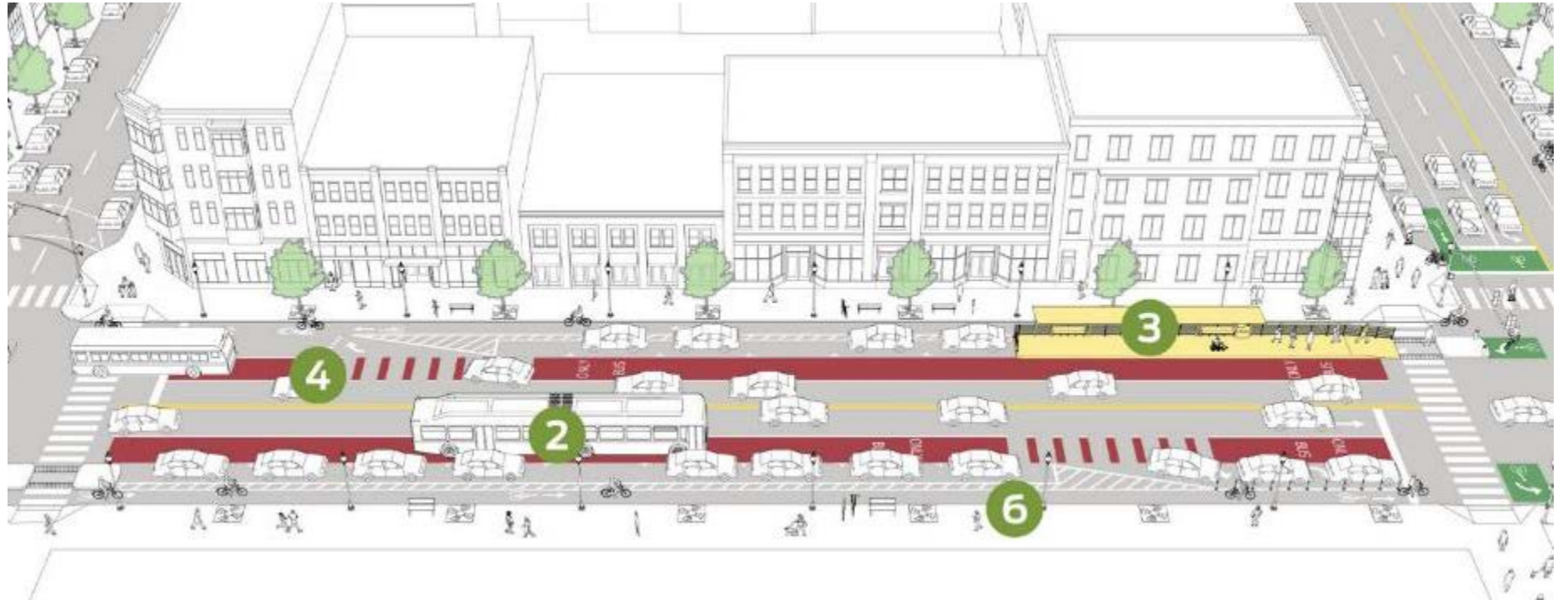
- Pilot period: June – September 2019
 - Bus lanes in AM and PM peak periods only
 - Inexpensive materials
 - Quick design process (6 months from planning to construction)
- Made permanent in November 2019
 - 7am – 7pm
 - Relocated or added loading zones across the street

Now that the bus lanes are permanent, how do we make them operate better?



H & I Street NW: Bus Operational Improvements

- Heavy right turn volumes and parking garages
 - Over 200 vehicles per hour at two locations
 - Garages close to intersection
- How to address?
 - Offset bus lane design
 - Traffic control officers

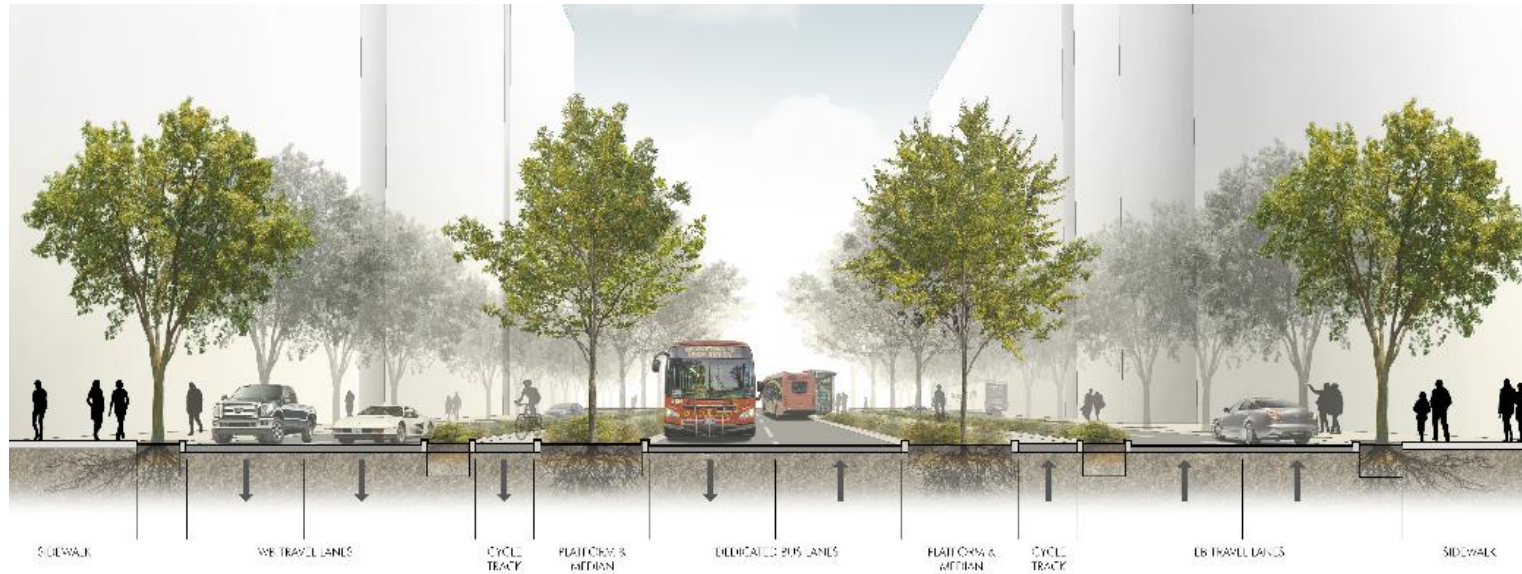


Offset Bus Lanes (source: NACTO)

OTHER UPCOMING PROJECTS

Other Upcoming Projects

- 16th Street NW: construction start late 2020
- K Street Transitway
 - Downtown Bus Priority Network
- Pennsylvania Avenue SE



Thank You!

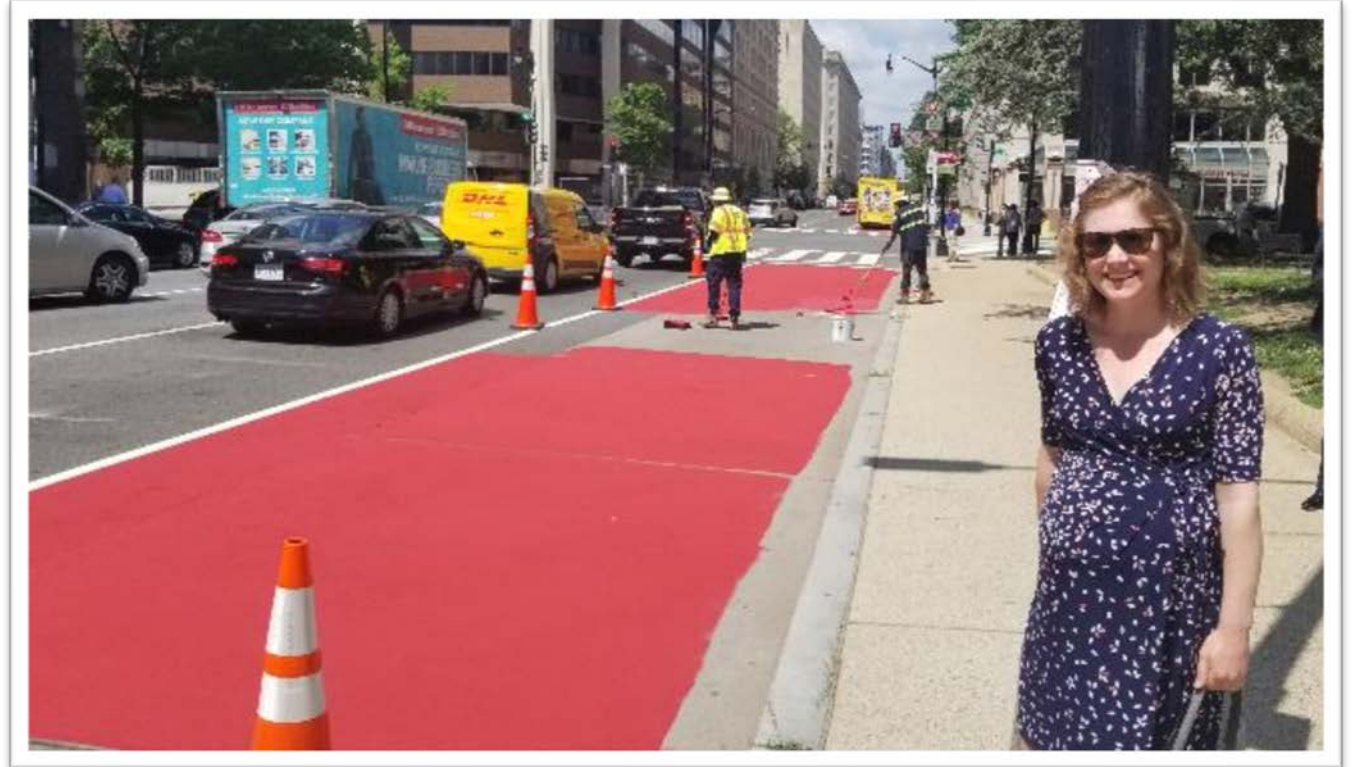
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ddot.dc.gov/page/bus-priority



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