



DDOT Bus Priority Program: Quick Build Projects

TPB RPTS Meeting

February 28, 2023



WE ARE WASHINGTON
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR

Bus Priority Vision

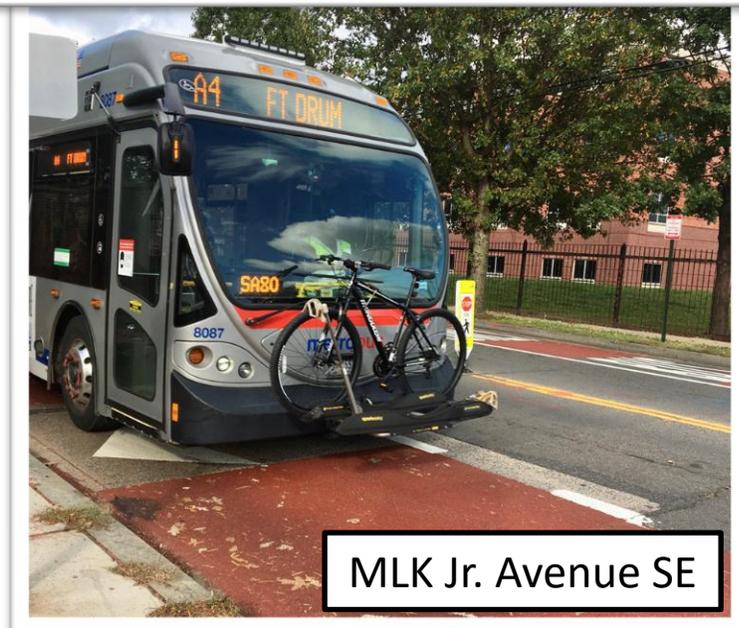
- Improve bus speeds and reliability for riders across all eight wards of the District
- Faster and more reliable transit provides better access to more jobs and opportunity
- Almost half of District Metrobus riders make under \$30,000 per year and two thirds live in zero-car households*
- Improve the entire rider experience



**2018 WMATA Metrobus rider survey*

What's on the Ground

- 13.3 lane-miles of red bus lanes...and counting!
- Transit signal priority and queue jumps at over 200 intersections



The District's Commitment

Expedited delivery of 51 bus
priority projects

Mayor Bowser's FY22 budget

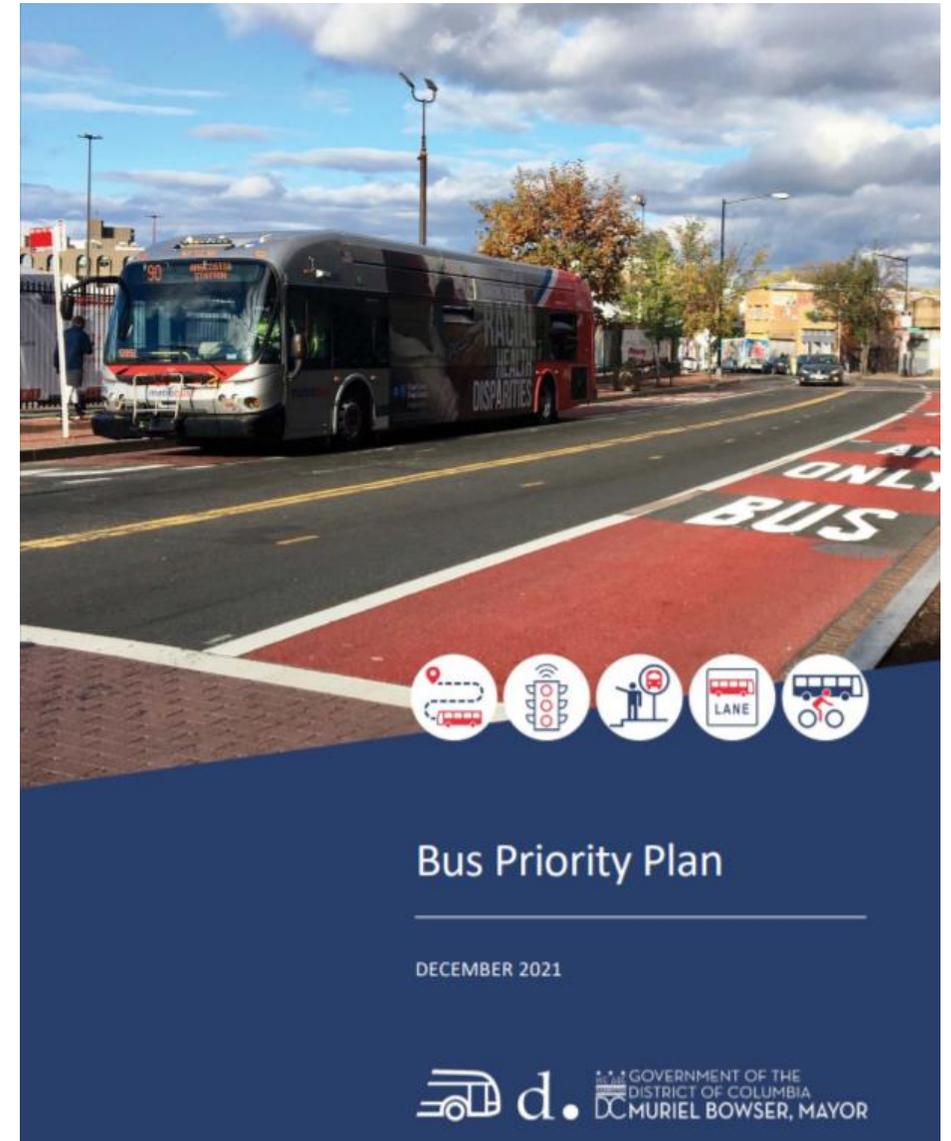
25 lane-miles of bus lanes by
2025

moveDC strategy

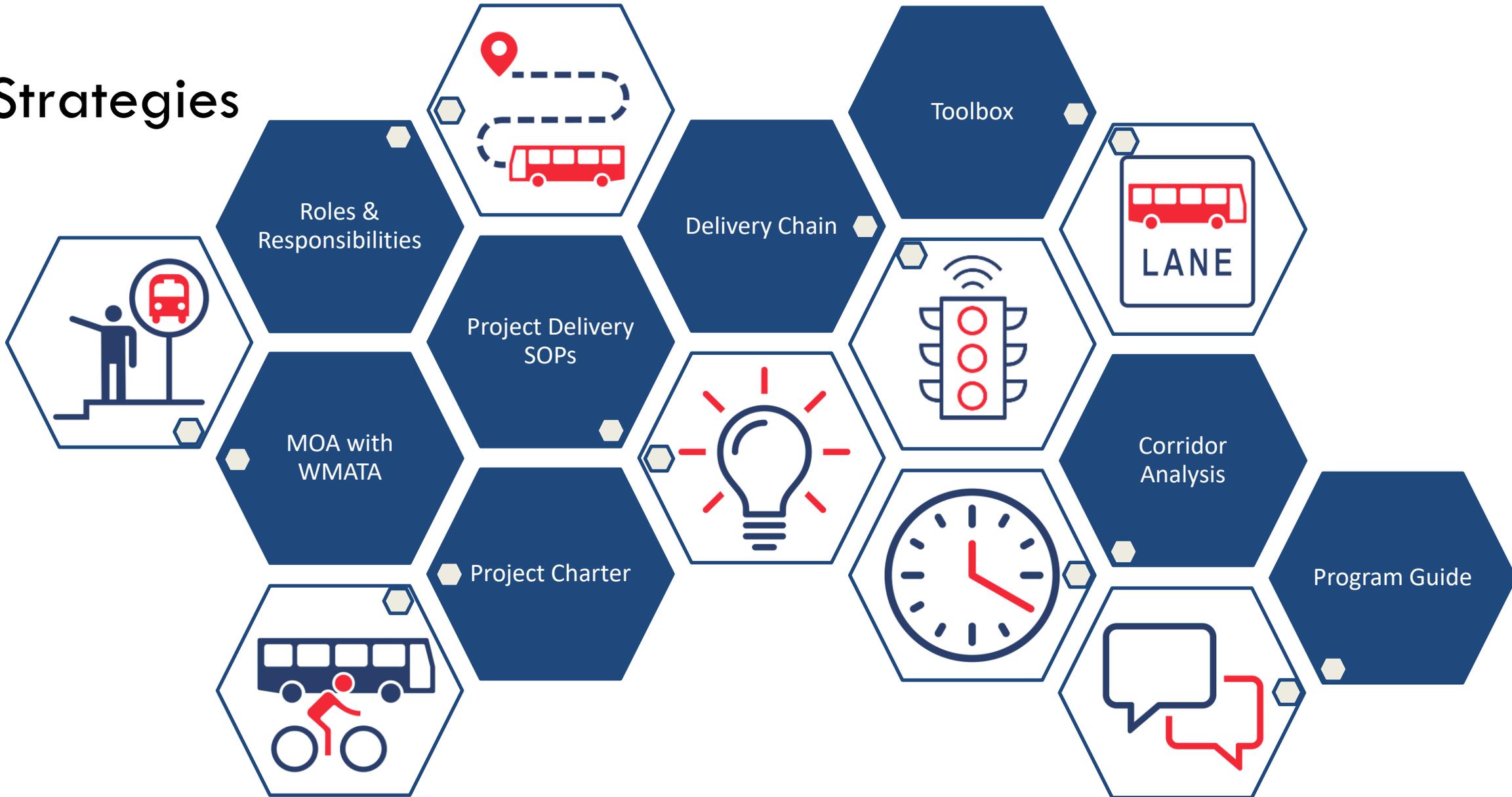


Bus Priority Plan

- Released in December 2021
- Outlines DDOT's vision for bus priority and the importance of transit to District residents, workers, and visitors
- Provides an overview of the bus priority corridor network and project pipeline, which is DDOT's plan for delivery of up to 51 bus priority projects
 - Projects generally delivered in 2-3 years
 - Ramping up to 7-8 projects delivered per year



Strategies



Building Capacity to Deliver

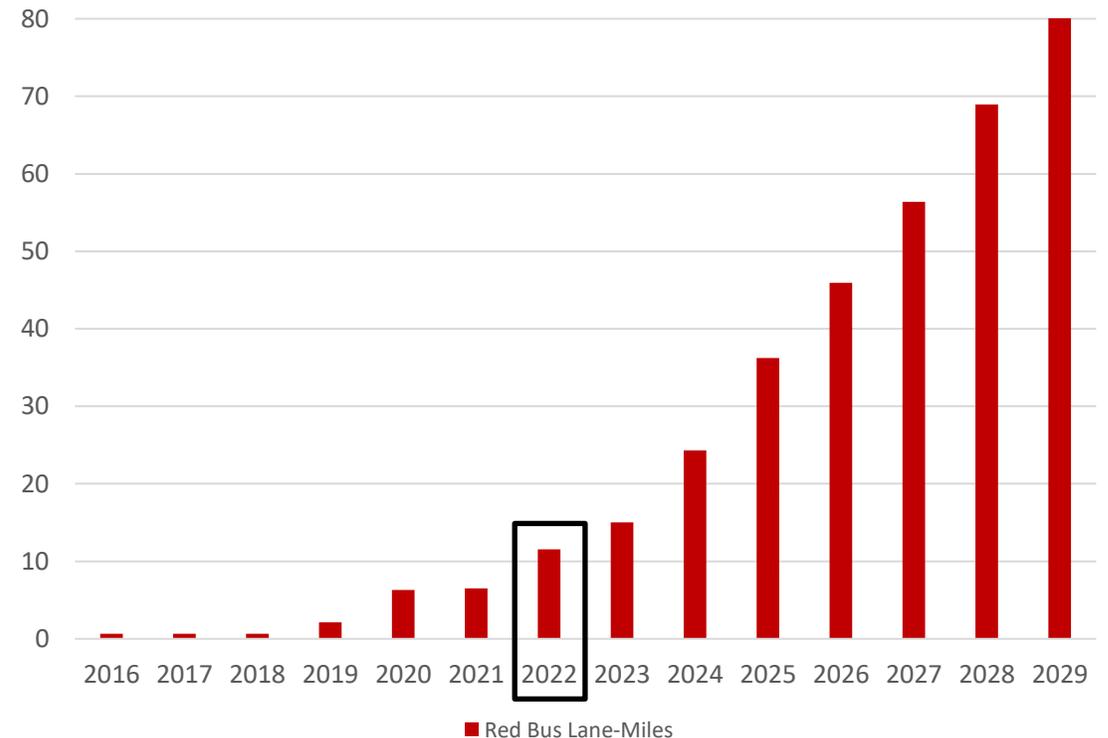


Program Growth

	Dedicated Staff	Dedicated Funding* (in 6-year CIP)
FY 2019	1	\$0
FY 2021	4	Approx. \$2.8M
FY 2023	27	Approx. \$100M

*Does not include funding for K Street Transitway or 16th Street NW

Projected Cumulative Constructed Bus Lane Mileage



1 Year After Plan Release

3

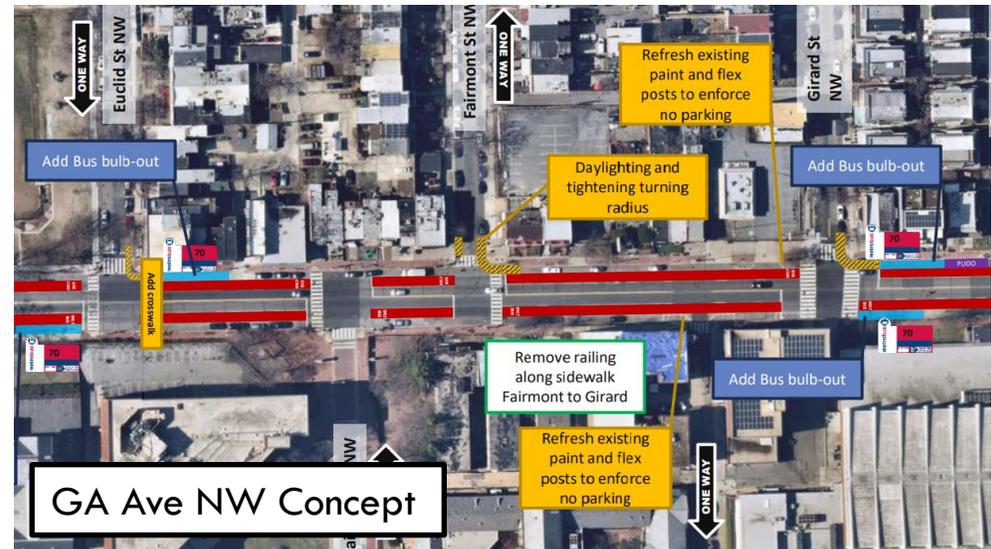
- Projects (of 51) delivered or under construction

18

- Projects in planning or design (5 led by other teams)

5

- Projects to kick off planning in early 2023



Bike & Vision Zero Coordination

Many bus priority corridors overlap with DDOT's bike priority and Vision Zero high-injury networks

Shared Wins

- Include multimodal safety or bike lane improvements as part of bus priority projects

Leveraging Resources

- Incorporate bus priority elements into projects led by other teams



Existing



Proposed



Pennsylvania Avenue SE (led by the DDOT Active Transportation Branch)

- Includes peak-hour peak-direction bus lanes, protected bike lanes, and shared stops

Bike & Vision Zero Coordination

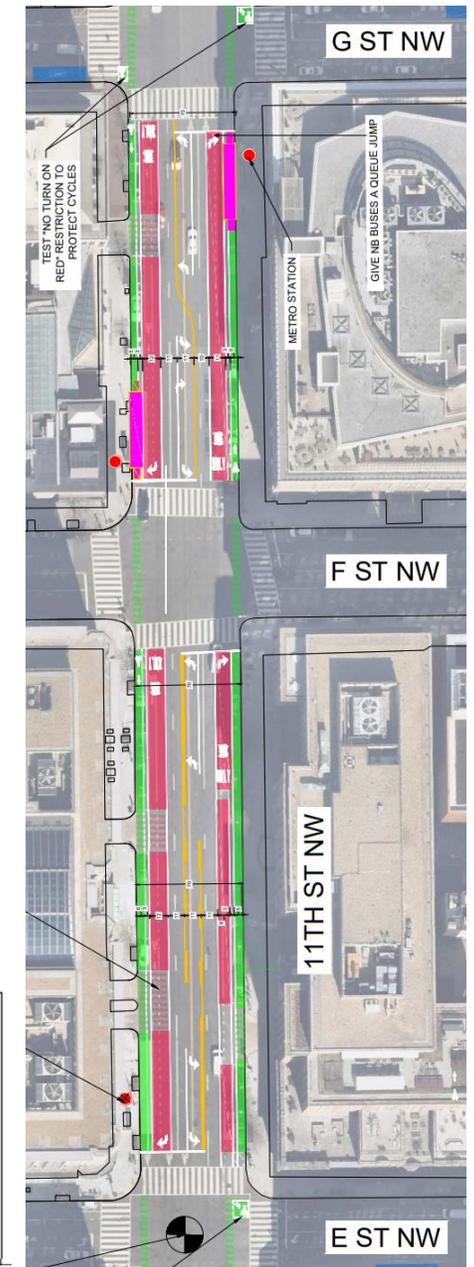
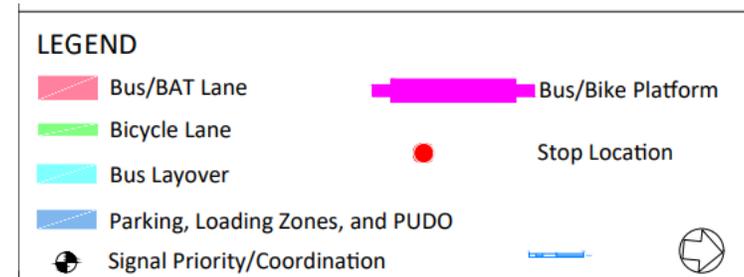
Minnesota Avenue SE

- Goal: implement a safety road diet while maintaining bus speeds and reliability
- Includes protected bike lanes, bus islands/bus bulb-outs, median refuges, intersection reconfigurations for safety, and a future peak-hour bus lane segment



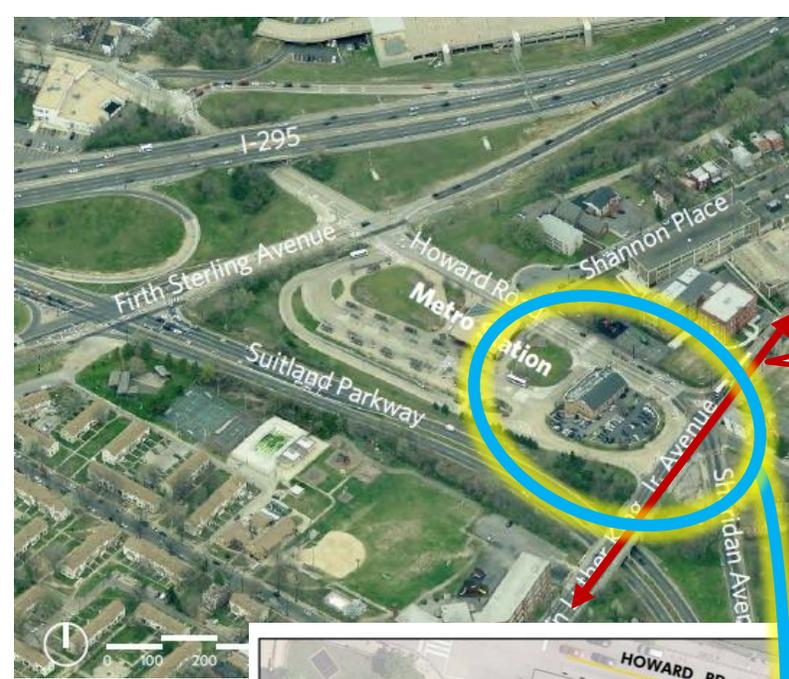
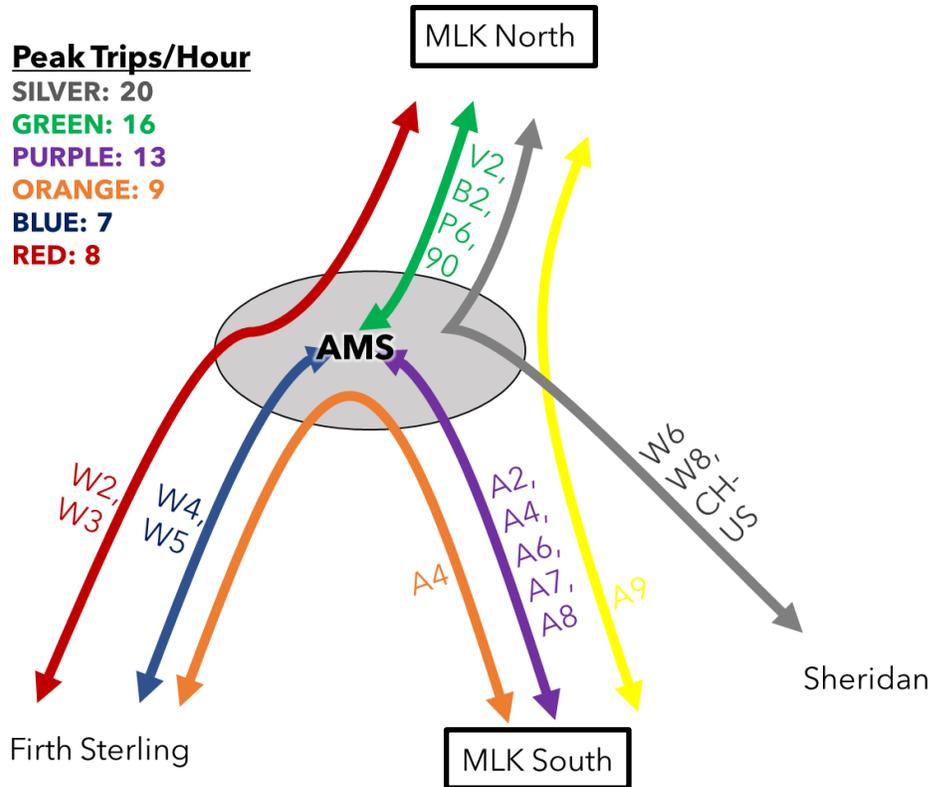
11th Street NW

- Goal: connect buses to the future K Street Transitway and upgrade existing unprotected bike lanes
- Includes full-time bus lanes, protected bike lanes, and bus stop improvements



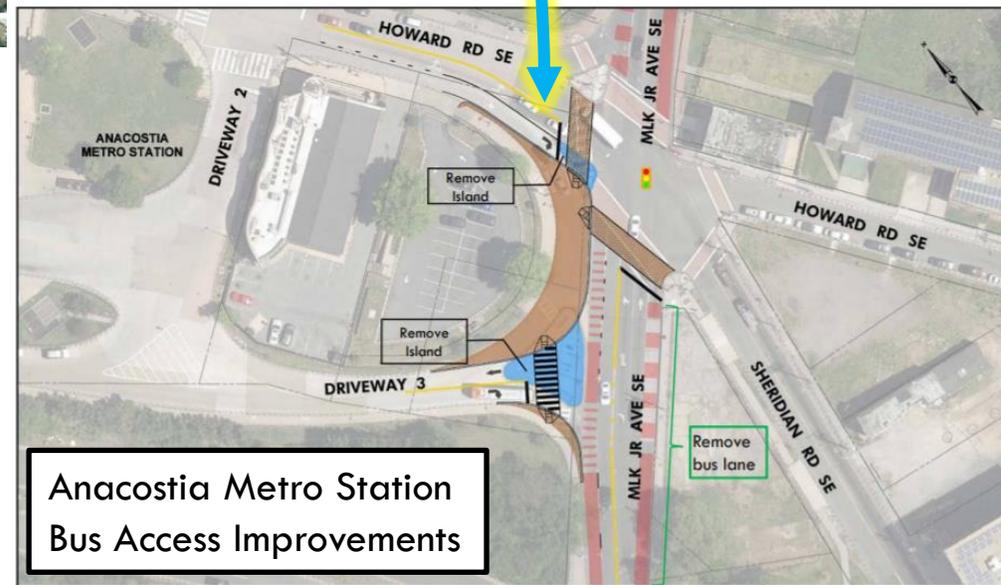
Thinking outside the Curb-to-Curb

The **MLK Jr. Ave SE** project includes reconfiguration of an entrance to the Anacostia Metro Station to improve bus travel times and reliability



Existing bus lanes on MLK

Image from Greening America's Capitals Report

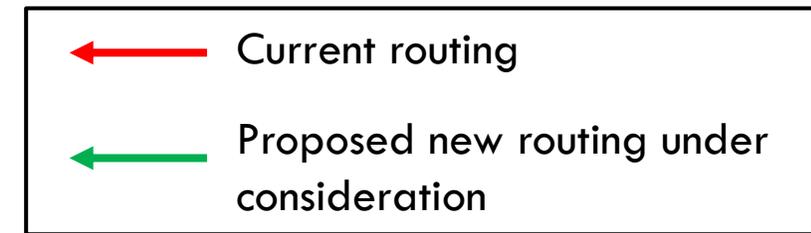
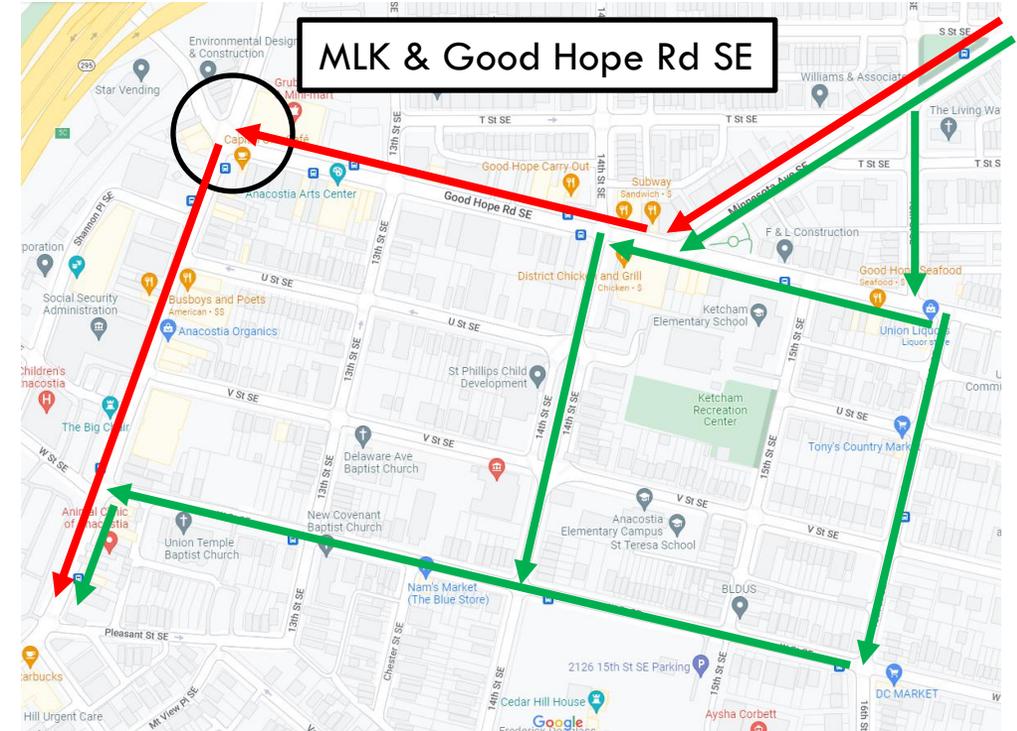
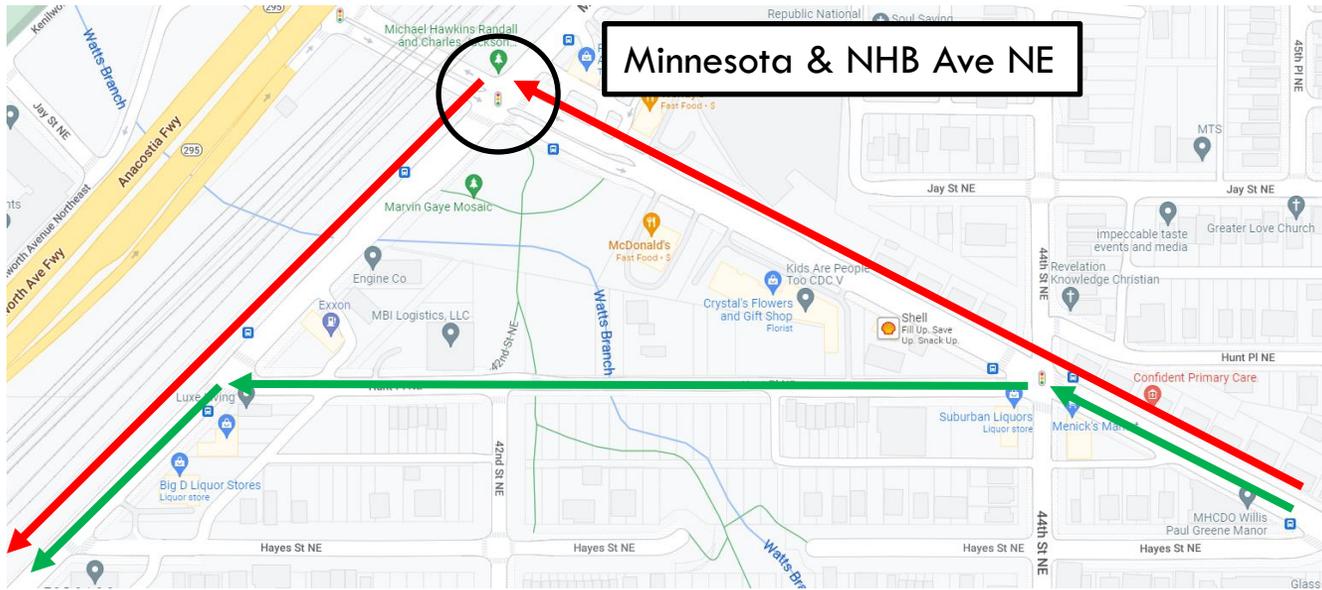


LEGEND

	PROPOSED SIDEWALK IMPROVEMENT		PROPOSED TRAFFIC SIGNAL MODIFICATION
	PROPOSED PAVEMENT		EXISTING RIGHT OF WAY
	EXISTING BUS LANE		PROPERTY LINE

Thinking outside the Curb-to-Curb

Two projects include proposed bus reroutes to avoid congested & constrained intersections



Thank you!

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