

Bus Priority Program

Unreliable buses impact mobility + accessibility

Bus speeds are slowing

- Buses are slow and getting slower, a trend that began before the pandemic
- Slower buses impact people's access to jobs, schools, medical needs, and other destinations.
- Slower bus speeds cost WMATA \$30 million per year to maintain the same level of service.



Who Rides the Bus

- **50%** of DC Metrobus riders make under \$30,000/year
- **67%** live in zero-car households
- **79%** identify as people of color



Bus Priority Program

- Established by Mayor Muriel Bowser to improve bus speeds and reliability for bus riders across all eight wards.
- Projects have been prioritized based on transit performance (ridership + bus speeds) and equity metrics.
- Projects are funded for planning, design, and implementation.

Key Metrics

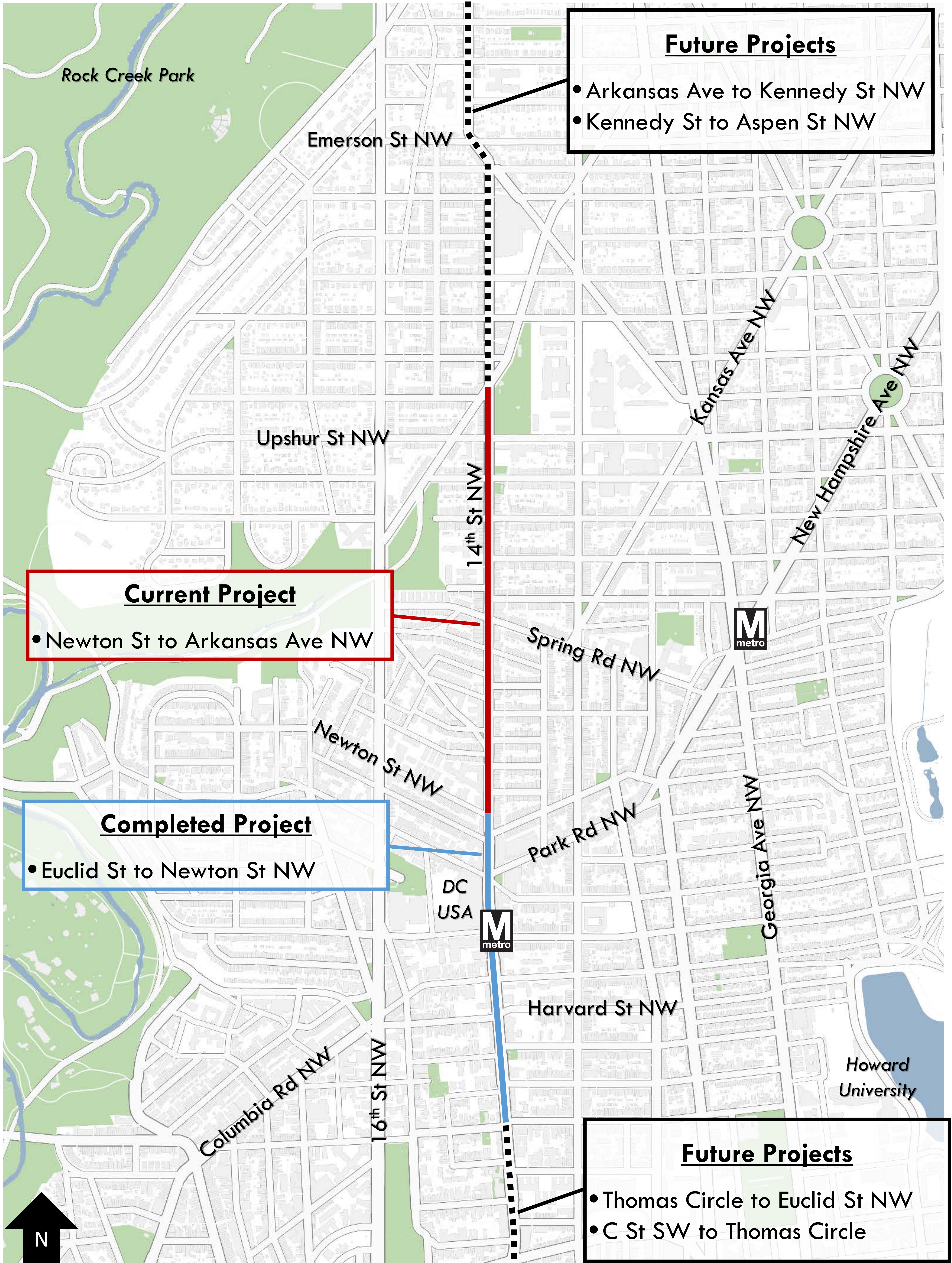
- Within 1/4 mile of a bus priority corridor:
 - 63% of District residents, including:
 - 67% of low-income households
 - 65% of persons with disabilities, and
 - 64% of people of color
 - 79% of jobs
- Only 30% of District residents live in a neighborhood easily accessible by Metrorail



Bus Priority Network

14th Street NW

Newton Street to Arkansas Avenue NW



Future Projects

- Arkansas Ave to Kennedy St NW
- Kennedy St to Aspen St NW

Current Project

- Newton St to Arkansas Ave NW

Completed Project

- Euclid St to Newton St NW

Future Projects

- Thomas Circle to Euclid St NW
- C St SW to Thomas Circle

14th Street NW

Newton Street to Arkansas Avenue NW

Existing Conditions + Project Goals

+ High bus passenger volumes

- Routes 52, 54, and 59 combined carried nearly 12,800 riders per weekday in June 2023.
- The routes combined make 14th Street NW one of the busiest surface transit corridors in the District.

+ Heavy bicycle volumes

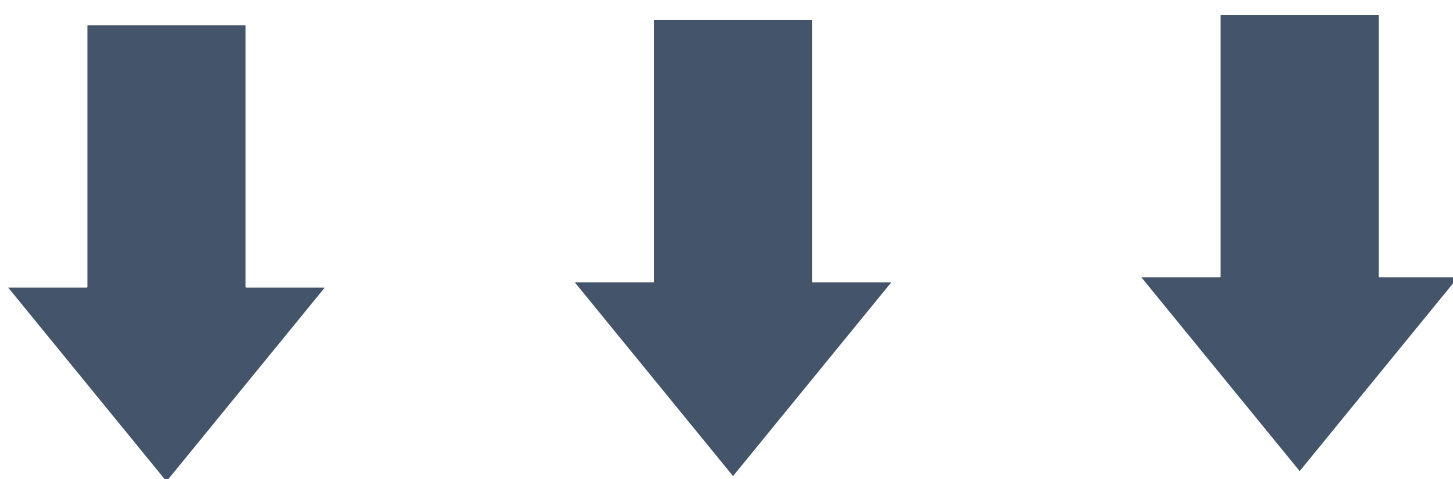
- As many as 68 people per hour utilize the bike lanes on 14th Street NW.

+ Slow bus speeds

- Bus speeds average **less than 7mph** along portions of the project corridor, especially during peak hours.
- Slow speeds and delays mean longer trips, longer waits, and less reliability.

+ Dangerous pedestrian & bicycle conditions

- The 2022 Vision Zero Update identifies 14th Street NW as a Tier 2 Vision Zero corridor.
 - Tier 2 corridors represent the highest priority corridors for safety improvements within their Wards.



Project Goals

- Improve bus operations and increase the reliability of bus service.
- Improve safety for all roadway users, especially those most vulnerable to serious injury and fatalities.

14th Street NW

Newton Street to Arkansas Avenue NW

Fall 2022 Potential Design Concepts

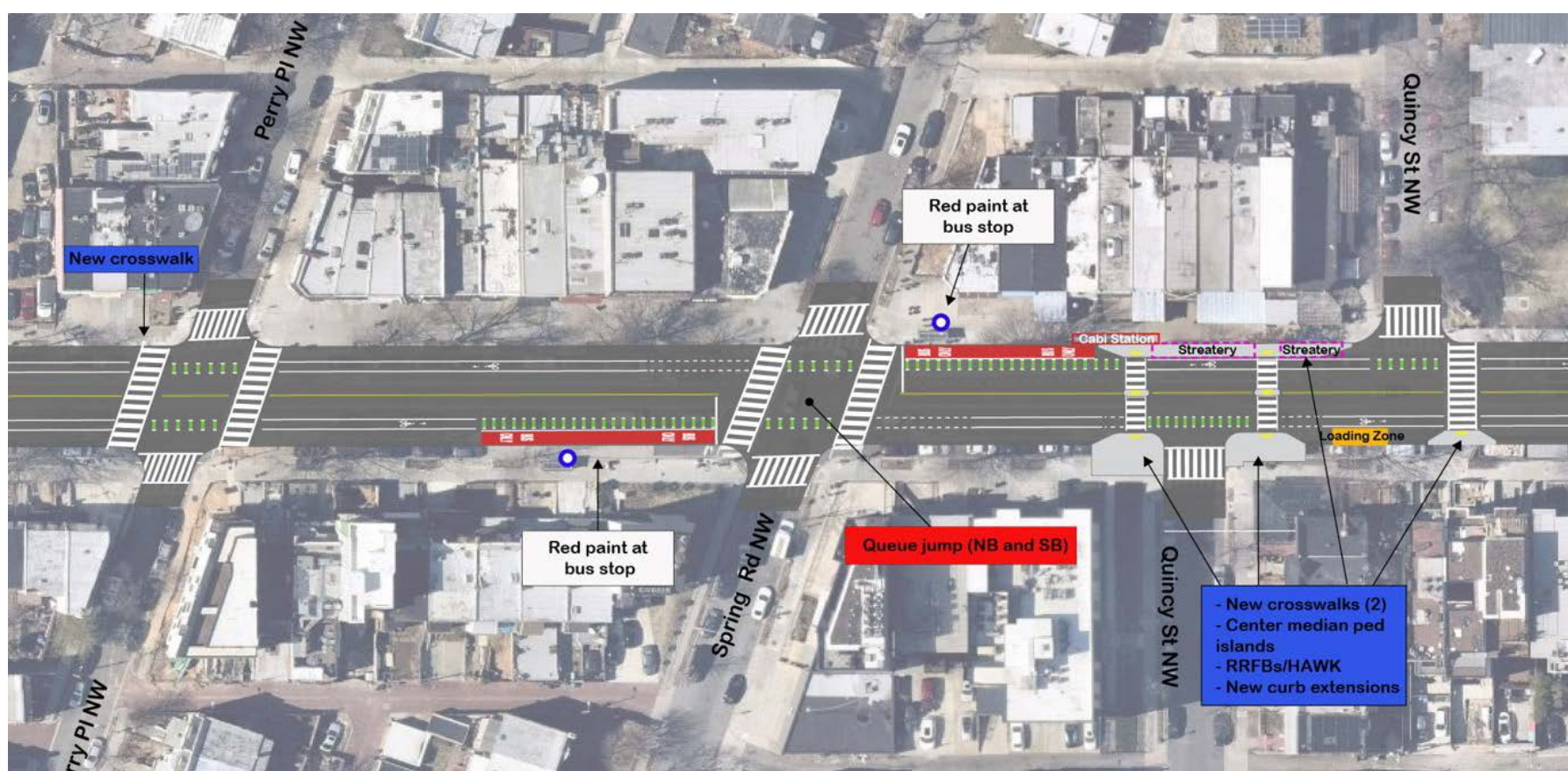
Concept 1: Shared Bus/Bike Stops



Concept 1 Sample Block Layout

- Maintains existing bike lanes
- Creates bus boarding platforms
- Similar to 14th Street – Thomas Circle to Florida Ave
- Bus stop rebalancing
- Traffic calming & safety improvements

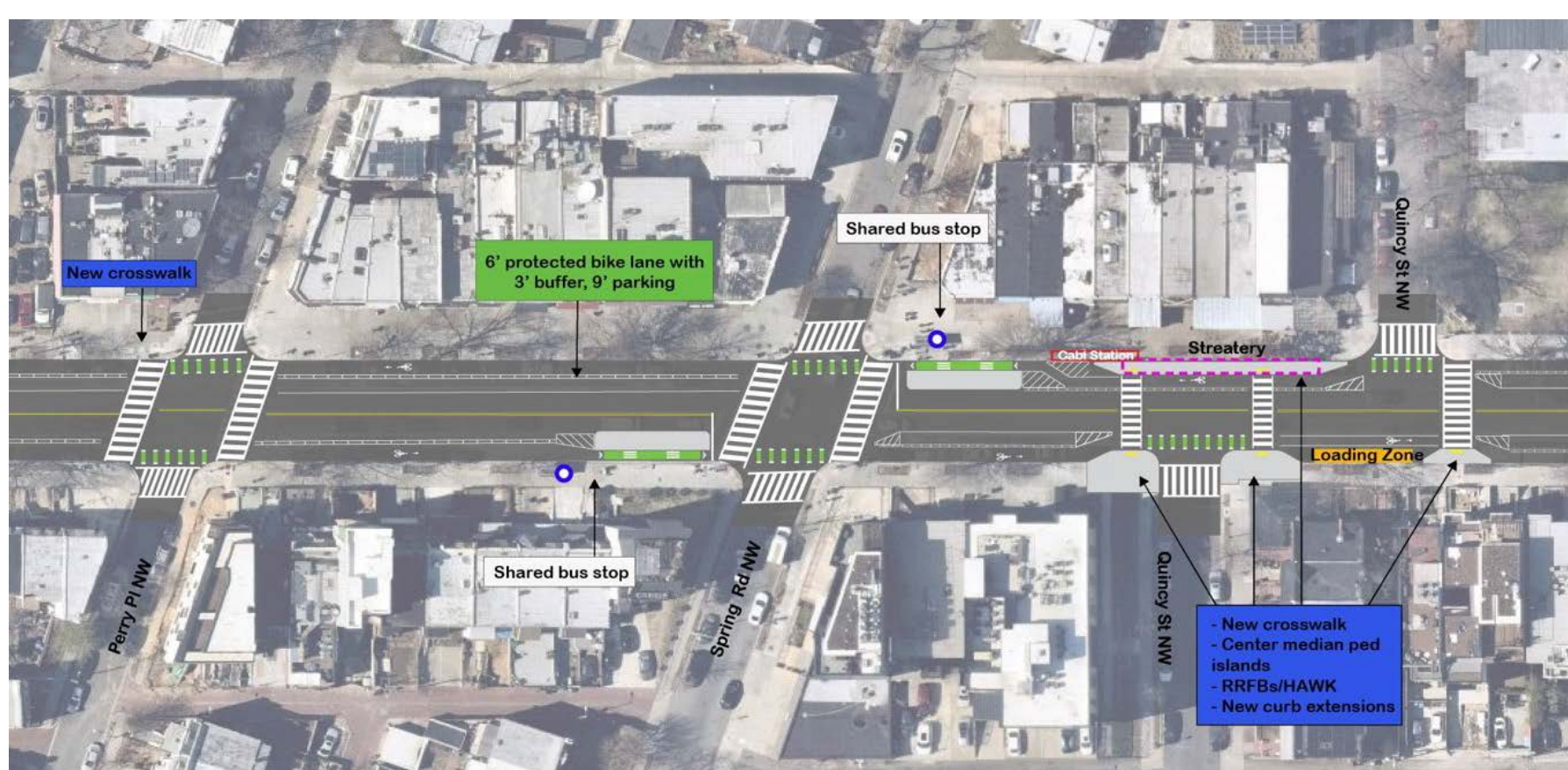
Concept 2: Red bus stops



Concept 2 Sample Block Layout

- Maintains existing bike lanes
- Creates bus boarding areas demarcated by red paint
- Bus stop rebalancing
- Traffic calming & safety improvements

Concept 3: Protected Bike Lanes/Shared Stops



Concept 3 Sample Block Layout

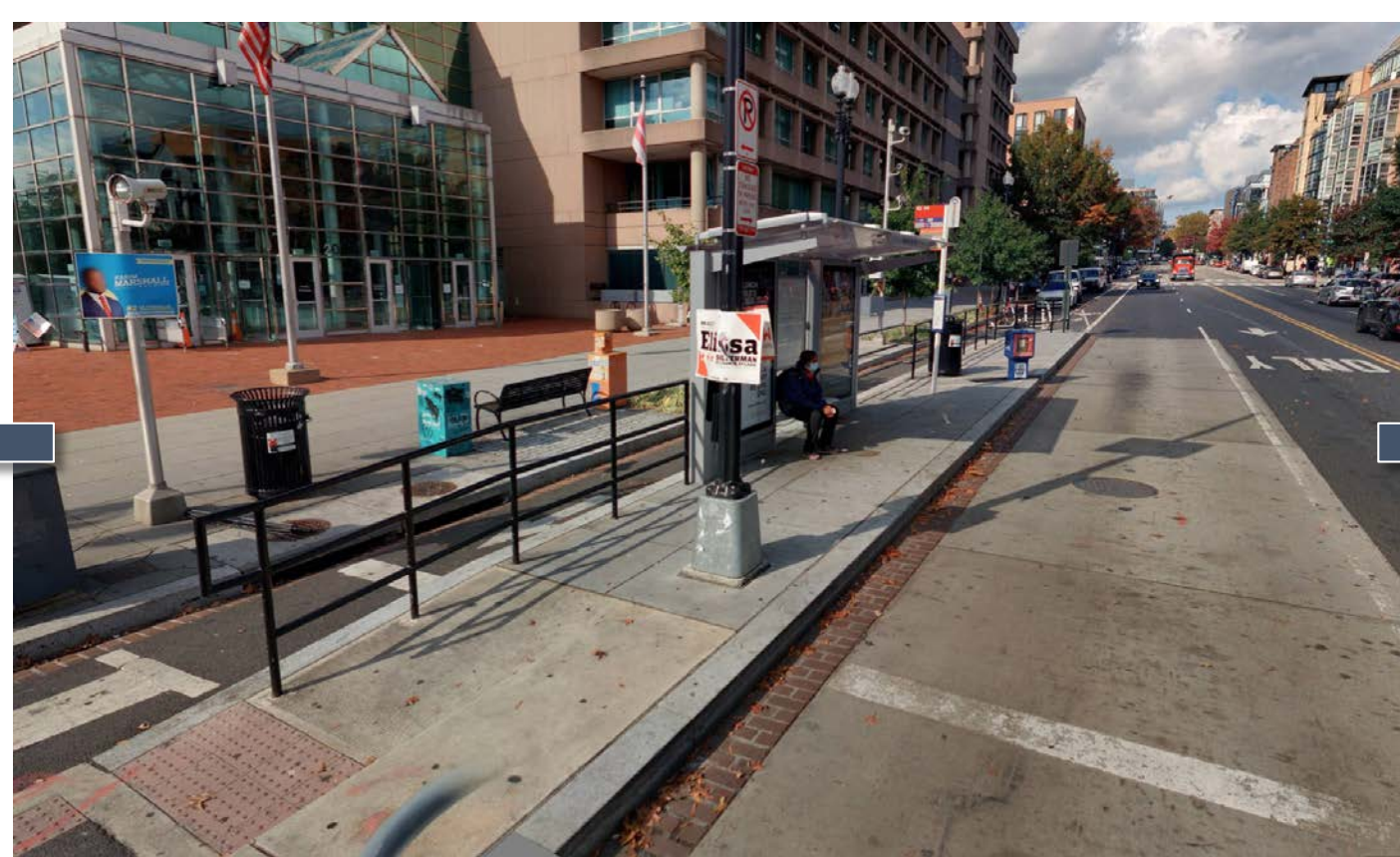
- Creates protected bike lane
- Creates bus boarding platforms
- Bus stop rebalancing
- Traffic calming & safety improvements

Concept 3 chosen as preferred concept based on:

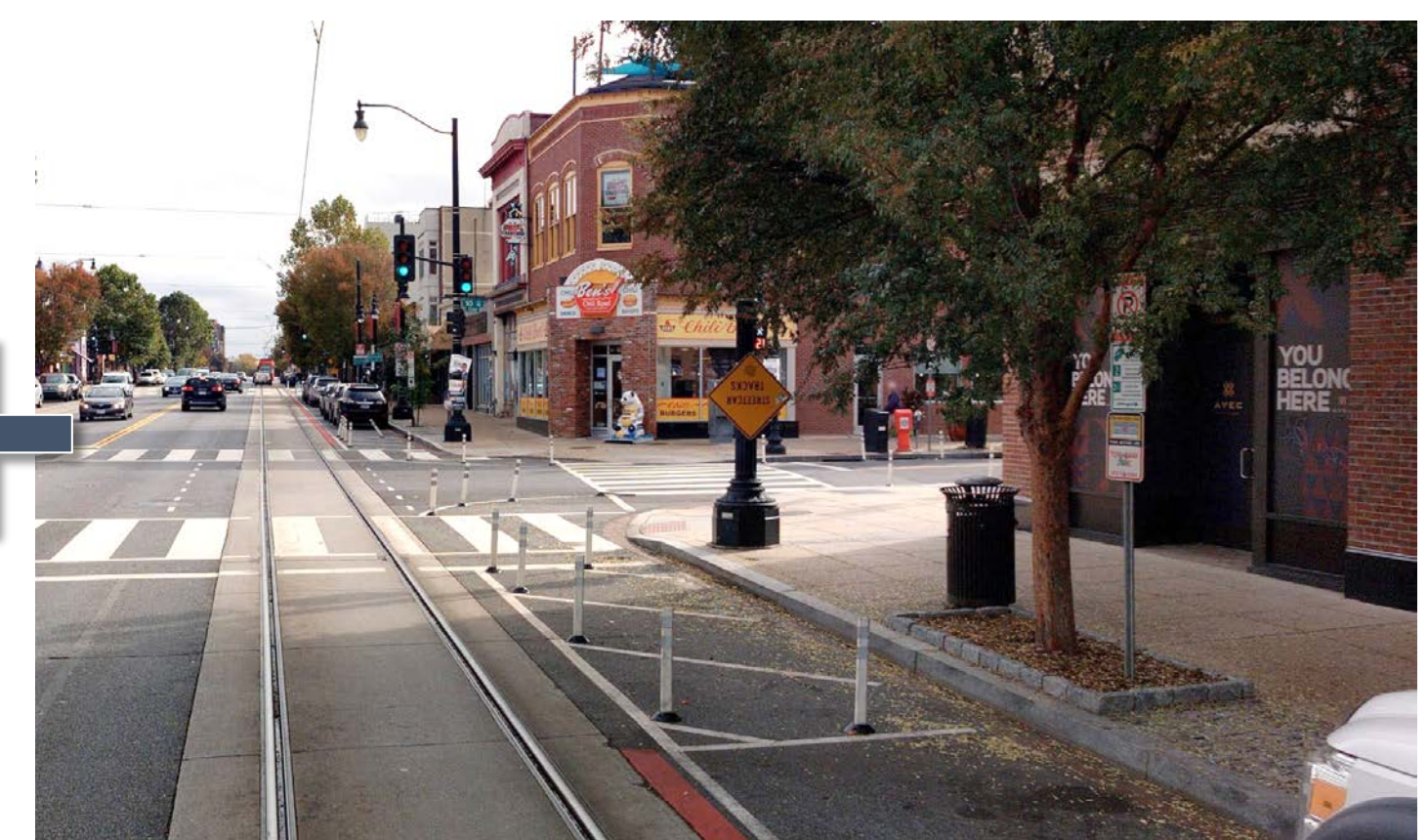
- ✓ Community feedback
- ✓ Ability to meet project goals:
 - ✓ Improving bus operations and increasing the reliability of bus service.
 - ✓ Improving safety for all roadway users, especially those most vulnerable to serious injuries and fatalities (pedestrians and bicyclists).



Protected bike lanes



Bus Islands & Shared Stops

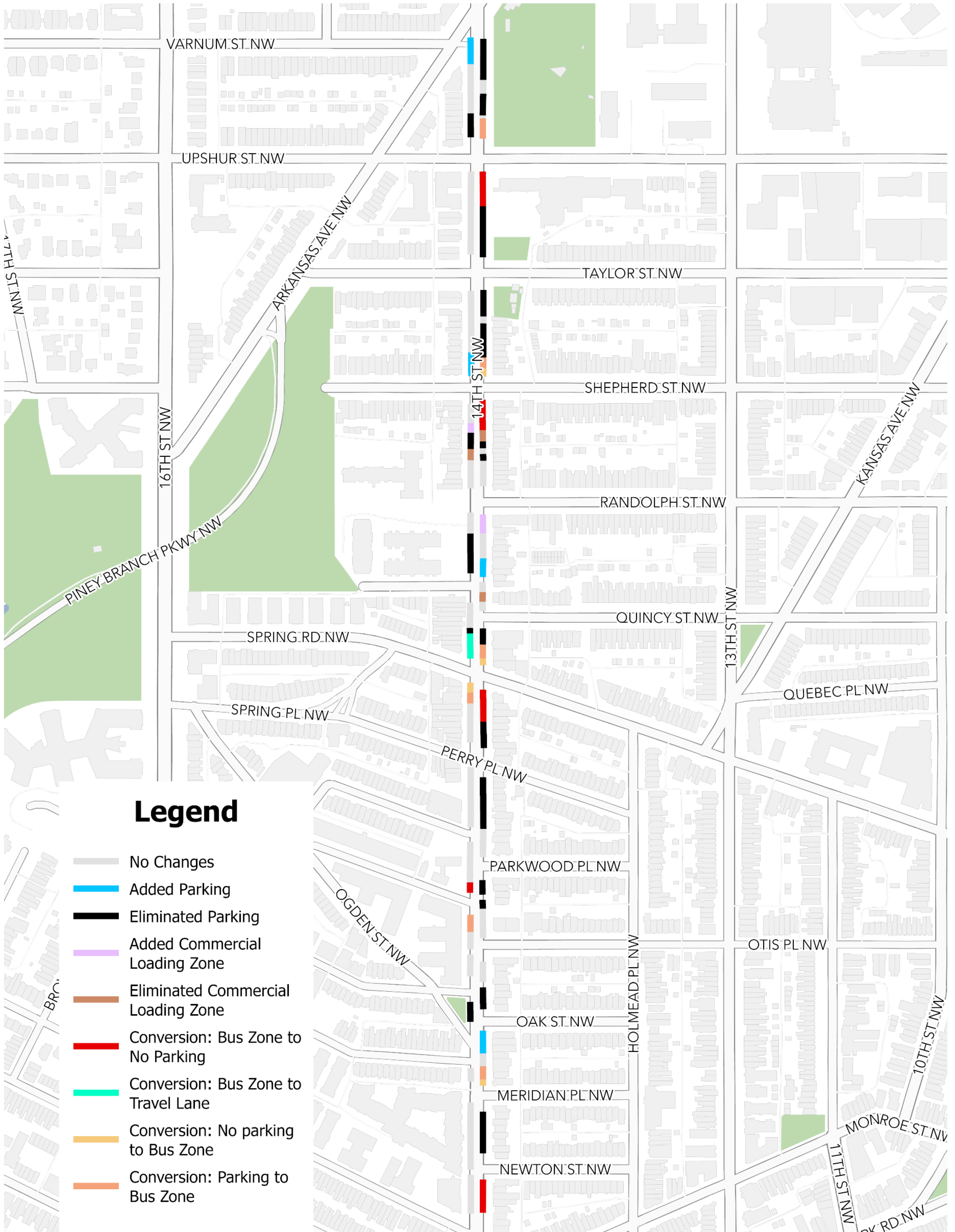


Safety (ex. Daylighting & Turning Radii)

14th Street NW

Newton Street to Arkansas Avenue NW

Proposed Parking Changes



Existing Parking Regulations

Proposed Parking Regulations

14th Street NW

Newton Street to Arkansas Avenue NW



Legend

- Parking - Time Limited, Metered
- Parking - Time Limited, Unmetered
- Parking - Unregulated
- Parking - Residential Permit Only
- No Parking
- Commercial Loading
- Metrobus Zone
- Streateries

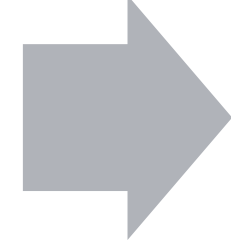
14th Street NW

Newton Street to Arkansas Avenue NW

Project Timeline

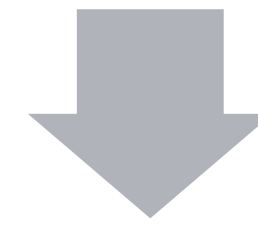
Spring-Summer 2022

- Project kick-off
- Collected public feedback



Summer-Fall 2022

- DDOT created 3 alternatives for 14th Street NW based on feedback



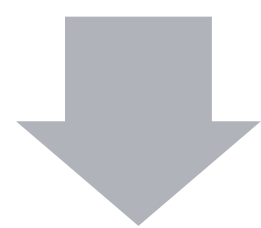
Winter 2022-2023

- Presented 3 roadway alternatives to ANCs
- Flyered door-to-door to inform and seek input
- Collected public feedback



Spring 2023

- Concept refinement
- Internal and WMATA coordination



Summer 2023

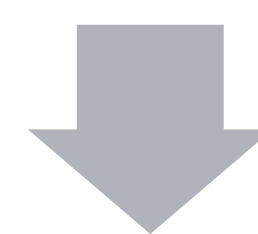
- Presentation of recommended alternative to community

WE ARE HERE



Fall 2023-Spring 2024

- Design
- Notice of Intent (NOI)



Summer-Fall 2024

- Implementation