

16TH STREET NW *BUS LANES PROJECT*



APTA

BRT Planning and Prioritization

May 7, 2018



Overview

- 16th Street:
Arkansas Ave NW to
H Street NW
- Length: 2.7 Miles



Purpose and Need

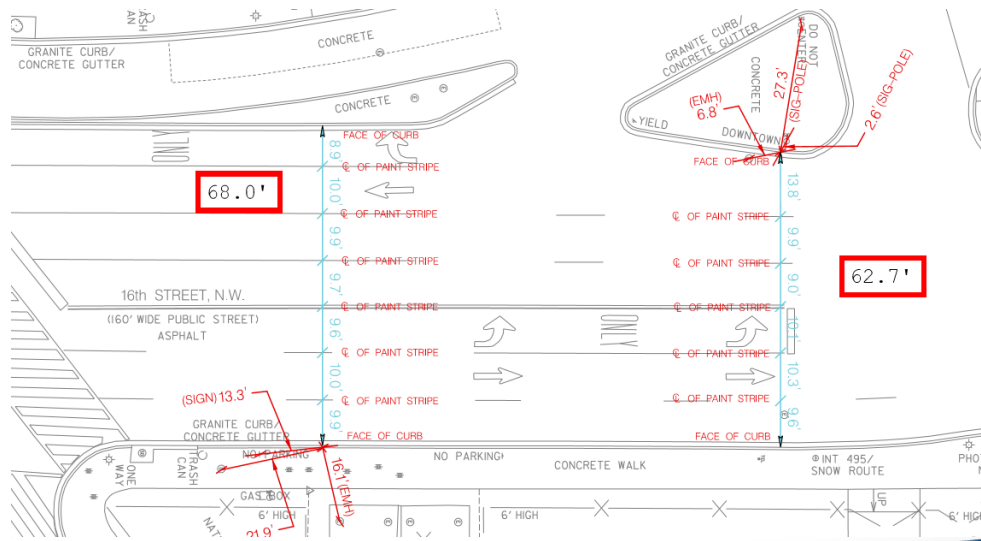
- Bus Bunching
- Buses Overcrowded
- Pass-Bys
- Bus Reliability
- Slow Travel Speeds
- Pedestrian Safety
- **20,000 Daily Riders**



Project Constraints

- Traffic Congestion and Complicated Intersections
- Approval from State Historic Preservation Office (SHPO) and Commission of Fine Arts (CFA)

- Roadway Width (8.5ft. Lane)
- 5 Historic Districts
- Over 50 Historical Resources



Project Constraints

- 34 Bus Stops in 2.7 miles (Bus Stop Spacing)
- Existing Reversible Lane (Irving Street and Arkansas Avenue)
- On-Street Parking



Project Features

- Peak Period Bus Lanes
- Bus Stop Consolidation
- Transit Signal Priority (TSP)
- Bus Queue Jump
- Off-board Fare Payment
- Camera Enforcement
- Pedestrian Improvements
- Bus Stop Improvements
- Bus Route Changes



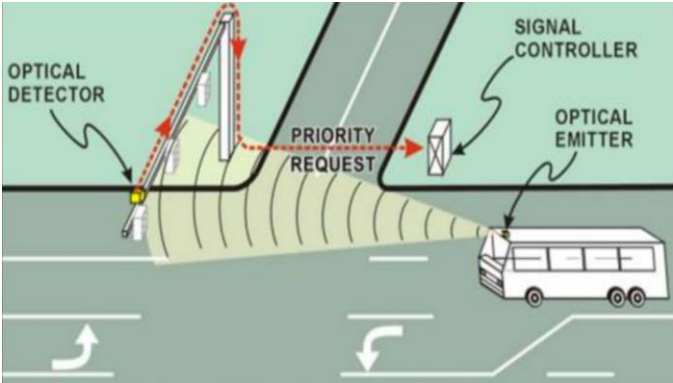
Camera Enforcement



Off-Board Fare Payment

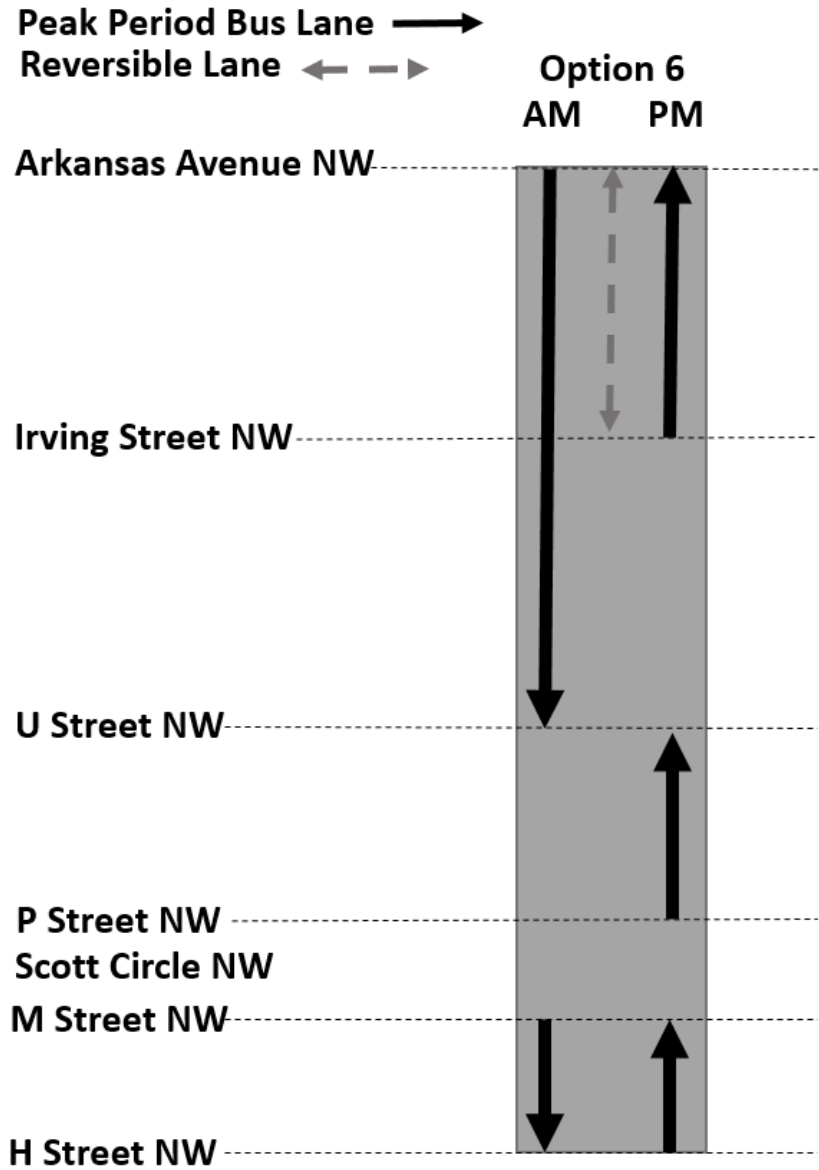


Pedestrian Safety Improvements

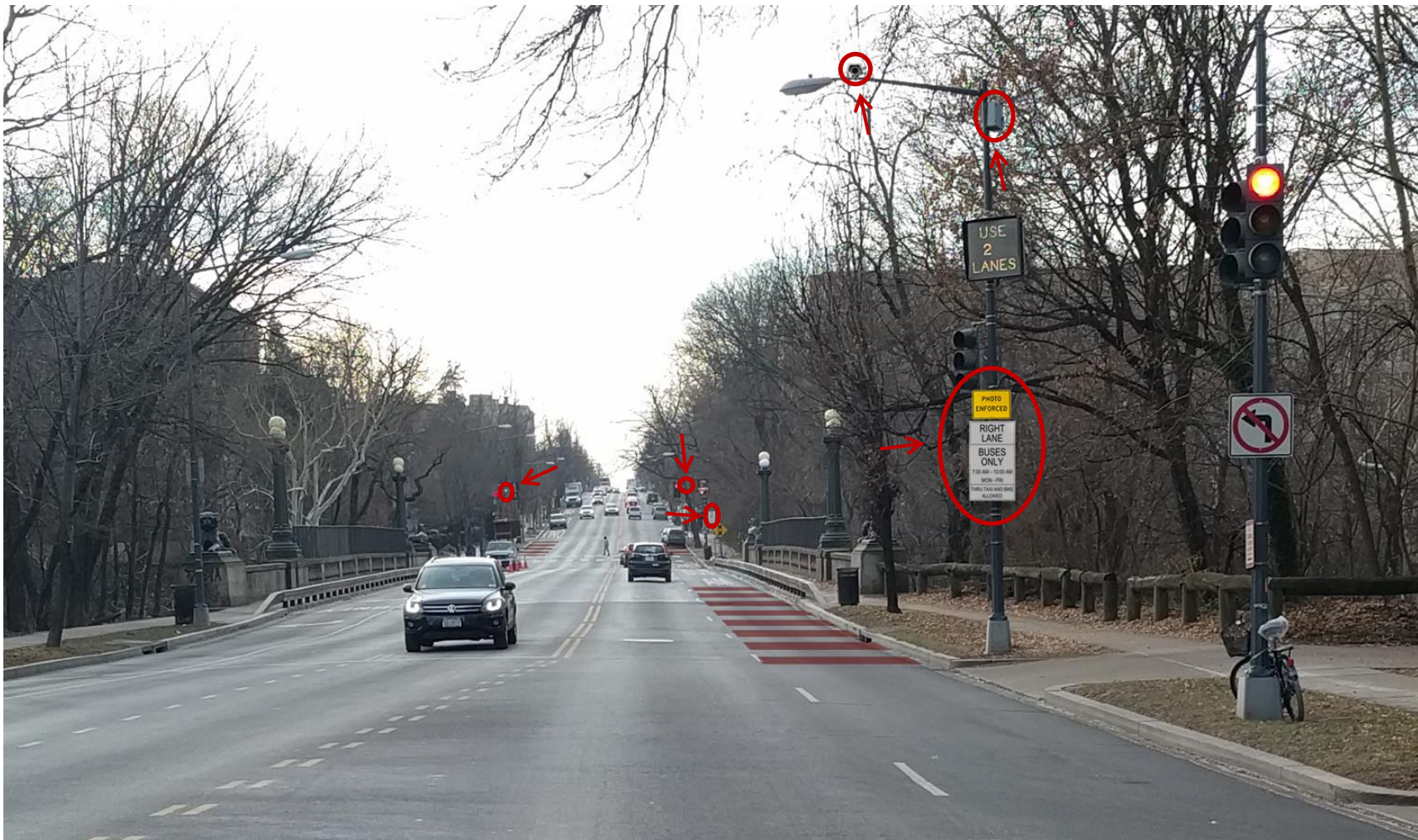


Transit Signal Priority (TSP)

BRT Lite Design



BRT Lite Design Rendering



Lessons Learned

- Planning Phase – Detailed traffic analysis and survey
- Coordination is key (internal and external stakeholders)
- Champion for the project



Project Implementation Schedule

