

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Thursday, April 18, 2022 at 7:00 pm
Virtual Meeting via Zoom

- I. Meeting called to order at 7:00 pm
- II. Introductions & Announcements.
Committee members present: Maura Dundon (Chair), Shaun Lynch, Caitlin Rogger, Jeff Fletcher
Commissioners present: Amber Gove, Keya Chatterjee, Laura Gentile, Robb Dooling, Brian Alcorn

Commissioner Chatterjee made the motion: To amend the agenda to discuss the 8th Street NE Bus Priority project following discussion of the H Street NE Bus Priority Project.

The motion passed unanimously, with all ANC Commissioners and TPS Committee Members present voting yes (9-0). The New Business agenda item was modified to include the 8th Street Bus Priority Project as Item B.

- III. Old Business
 - A. **Discussion of H Street NE Bus Priority project, and other H Street NE traffic calming matters.** Mr. [Zack Gambetti-Mendez](#) introduced himself as the District Department of Transportation's (DDOT) project manager for the H Street NE Bus Priority project and presented a preliminary introduction to the project.
 - i. Commissioner Amber Gove questioned the lack of permanent changes to the corridor. Mr. Gambetti-Mendez responded that "paint and post" has been effective in this corridor so far. If a particularly high crash intersection is identified, then more permanent changes can be made later.
 - ii. Commissioner Keya Chatterjee expressed concern about the safety of pedestrians attempting to catch buses from across the street and that the corridor is prioritizing car commuters. Mr. Gambetti-Mendez responded that, for now, the corridor is a transit-priority and bus-priority corridor.
 - iii. Commissioner Robb Dooling asked if it is possible to add crosswalks to the middle of the 600 and 1300-blocks of H Street NE, as they are double-length blocks where pedestrians often cross. Mr. Gambetti-Mendez responded that DDOT can look at such an option.
 - iv. Chair Maura Dundon asked about the possibility of raised boarding areas for wheelchair accessibility at the bus stops. Mr. Gambetti-Mendez responded that is an option that can be introduced with bulb-outs and curb extensions. The DC Streetcar platforms are just a few inches too high for the buses to use them, and any changes to the platform would require complete reengineering of the streetcar chassis itself in order to maintain its own accessibility.
 - v. Mr. Michael Havlin of Friends of the Streetcar requested that transit signaling incorporate the streetcar, and requested that user feedback on the project include an area to note whether the respondents are streetcar users. Mr. Havlin also expressed concern that painted bus-only lanes would be abused by private vehicle drivers without effective enforcement (and especially with the challenge of lack of reciprocity with Virginia and Maryland drivers). He asked if automated traffic enforcement (ATE) measures were being

considered. Mr. Gambetti-Mendez responded that the Washington Metropolitan Area Transit Authority (WMATA) and DDOT both have ATE in the pipeline. DDOT is looking at stationary cameras, and the DC Streetcar is looped into the conversation as well. He requested that the ANCs advocate for enforcement.

- vi. Mr. Gambetti-Mendez concluded the discussion by noting that DDOT will be coming back to a future meeting this summer (possibly a separate DDOT-led meeting) once proposed design plans are available.

B. Discussion of 8th Street Bus Priority Project. Mr. Andrew DeFrank of DDOT provided a presentation of this bus priority project between on 8th Street NE between East Capitol Street NE and Florida Avenue NE. Mr. DeFrank and Mr. Yohannes Bennehof of DDOT answered committee questions about the project.

- i. Commissioner Chatterjee questioned the effectiveness of priority signaling in areas such as the bus stop on 8th Street and H Streets NE. At that location, the bus stop is set back from the intersection in a way where vehicles are likely to block the buses from accessing the priority signaling. Mr. Bennehof noted that the buses will have ATE, and that DDOT is open to alternative enforcement measures.
- ii. Committee Member Caitlin Rogger asked if DDOT had heard from WMATA on potential travel time savings. Mr. Bennehof responded that DDOT does not have a specific estimate on this individual segment from WMATA. DDOT does have their own estimates, but they are not yet releasable today. The transit-only lane in this corridor may not be as effective here because of the high demand of the curbside (for parking); and the amount of enforcement required to change behavior is not feasible. Mr DeFrank added that riders are more concerned about the reliability of the bus schedule than the speed of the transit time.
- iii. Commissioner Chatterjee inquired whether there was a way to aid the boarding process for wheelchairs at the H and 8th Street NE intersection. Mr. DeFrank responded that the bulb-outs are the same height as the sidewalk, and there needs to be level surface between the sidewalk and the bulb-out; the priority is to ensure the bus can pull parallel to sidewalk/bulb-out because otherwise bus mechanical ramp will not work.
- iv. Commissioner Gove asked if the bulb-outs were going to be brick or made using plastic decking. Mr Bennehof responded that DDOT has not determined the material. The Historic Preservation Office (HPO) is going to see this presentation on April 19, 2022 to comment and verify any compliance. More engineering analysis is needed prior to selection.
- v. Mr. DeFrank concluding the discussion noting that any ANC resolutions on the projects should be separate (i.e., not combining both projects into one resolution). A follow-up presentation is expected in the summer or fall of 2022.

C. Update on Speed Hump Installation. Commissioner Gove referenced a letter received the prior weekend about paving 16 block segments in ANC 6A and has inquired about whether speed hump installation can coincide with paving on relevant blocks to minimize impact on resident parking (the 100-block of Tennessee Avenue NE is a precedent for this action). Mr. Abraham Diallo of DDOT could not say for sure. He did reach out to the pavers, but the Traffic Safety Investigation (TSI) needs to go through the DDOT safety review team first. He did ask about prioritization because of the paving schedule. Commissioner Gove added

that residents would rather not see paving complete if speed humps cannot be installed at the same time because people speed over fresh pavement.

- D. Traffic calming on E and F Streets NE between 17th Street NE and 19th Street NE. (Item tabled because community member could not attend).

IV. New Business. None.

V. Additional Community Comment. None.

VI. Meeting adjourned at 8:44 pm.



8th Street NE Bus Priority Project

April 18th, 2022

Project Manager: Yohannes Bennehoff

Deputy Project Manager: Andrew DeFrank



Bus Priority Program



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
 - During the COVID-19 pandemic, Metrobus ridership has consistently been two to three times higher than Metrorail ridership¹
- Almost half of District Metrobus riders make under \$30,000 per year and two thirds live in zero-car households²
- Improve the **entire rider experience**, including:
 - Pedestrian improvements to ensure bus stop accessibility
 - Bus lanes to reduce congestion delay
 - Transit signal priority and queue jumps to address signal delay

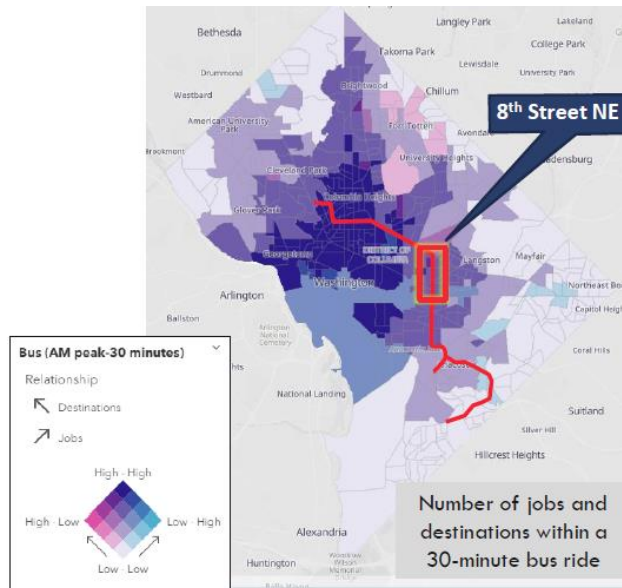


¹<https://www.wmata.com/service/covid19/Covid-19-Public-Information.cfm>

²2018 WIMATA Metrobus rider survey

Transportation Equity

- DDOT is committed to elevating and advancing **transportation equity** to ensure public investments in transportation justly benefit all residents, visitors and commuters.
- Investing in transit facilities will improve equity in accessibility of where residents need to go.
- Bus priority helps to address transportation needs identified in moveDC.



moveDC 2021 Update Snapshot

moveDC

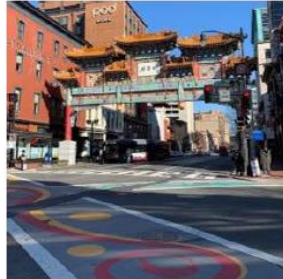
The District will achieve 75% of all commute trips by non-auto modes by 2032

BUS



DDOT is committed to improving **bus speeds and reliability**

WALK



DDOT is committed improving economic equity and accessibility through safe, efficient, **integrated transit options**

& BIKE



DDOT is committed to integrating and expanding the **bicycle and pedestrian network**

 d. DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Bus Priority Network

- Reflected in the moveDC transit modal priority network
- Made up of corridors spanning 70 miles across all eight wards of the District
 - Identifies where future improvements are needed to make transit faster and more reliable along the District's busiest bus routes
 - Serves over **120 Metrobus and 5 Circulator routes** for at least a portion of their route (fall 2019 routing)
- 63% of District residents and 79% of jobs are within 1/4 mile of a bus priority corridor

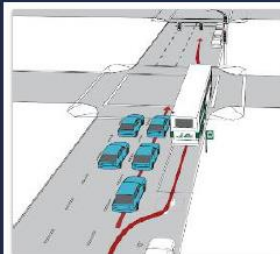


Bus Priority Toolbox

- DDOT has identified the tools to improve bus speeds and reliability and will tailor them to the specific needs of the neighborhood
- DDOT's Bus Priority Program Toolbox includes over 20 treatments to improve bus operations including:



Bus lanes to reduce congestion delay



Queue jumps to allow buses to get to the front of the line



Bulb-outs to allow buses to board from the travel lane and provide more space for passengers to wait



Transit signal priority to give buses more green time

Background

- Daily Traffic: 3,500 vehicles (annual average)
 - Collectors typically range from 2,300-5,600¹
- Designated Freight Route
- Bus passengers per day: 1,650-2,400 (average)
- Most frequent service: Every 12 minutes
- Busiest Stops (Daily Boarding + Alighting):
 - 8th Street NE @ H Street NE (~2,200)
 - 8th Street NE @ K Street NE (~600)

¹Metropolitan Washington Council of Governments



d. DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR







Next Steps



- Community Feedback
 - Use this [form](#) to submit feedback on bus priority projects or email buspriority@dc.gov or call 202-671-2376.
- Final Design – Fall 2022
- Construction – 2023



H Street NE Bus Priority Project

April-May 2022

Project Manager: Zack Gambetti-Mendez

Deputy Project Manager: John Finnerty



Agenda

- Bus Priority Program
 - Bus Priority Plan & moveDC
 - Corridor segmentation
 - Bus Priority Toolbox
- H Street NE
 - Project Location
 - Potential Tools
 - Scope
 - Project Timeline
- Community Feedback



Bus Priority Program

Bus Priority Plan | moveDC

- Bus Priority Plan (12/2021)
 - 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
 - Improve the entire rider experience, including:
 - Pedestrian improvements to ensure bus stop accessibility
 - Bus lanes to reduce congestion delay
 - Transit signal priority and queue jumps to address signal delay
- moveDC (12/2021)
 - Investing in the Transit Priority Network
 - Bus Priority
 - Safer Streets



Bus Priority Network

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- Made up of corridors spanning 70 miles across all eight wards of the District
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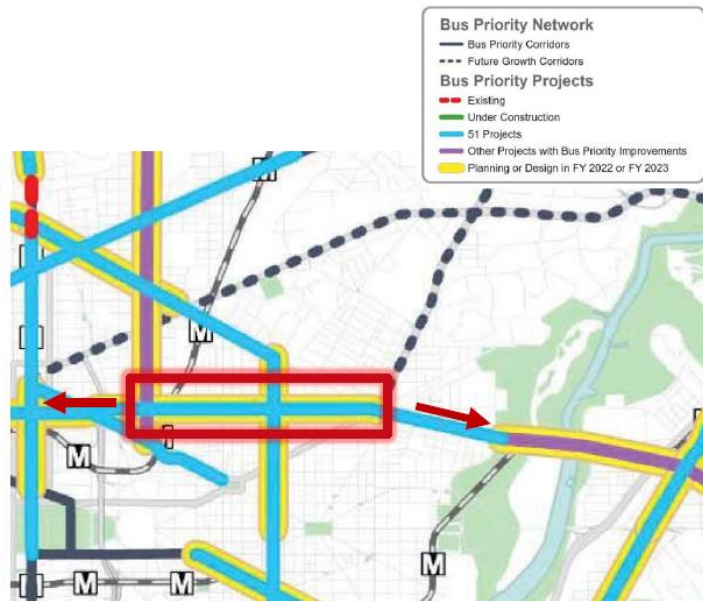


Segmentation of corridors

- Projects: approx. 1-2 miles in length
- Allows DDOT to make improvements more quickly, across more corridors in all 8 wards

H Street/Benning Road Corridor

- In design:
 - H St NW (N Capitol to 13th St NW)
- **Current scope:**
 - H St NE (N Capitol to Benning Rd)
- Future scopes *(may be broken down further)*
 - Benning Road

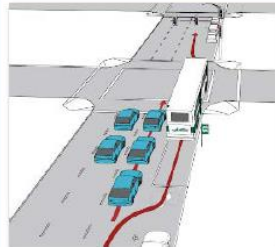


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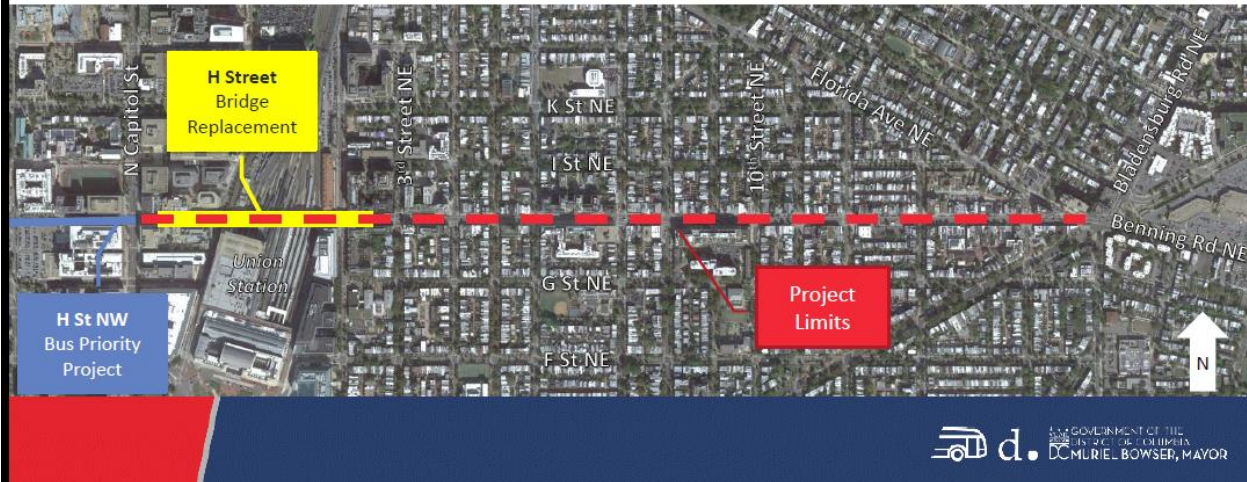
Bulb-outs to allow buses to board from the travel lane and provide more space for passengers to wait



Transit signal priority to give buses more green time

H Street NE

- North Capitol to Benning Rd NE (~1.5 miles)
- Increase bus speed and reliability
- Improve safety, especially for vulnerable roadway users

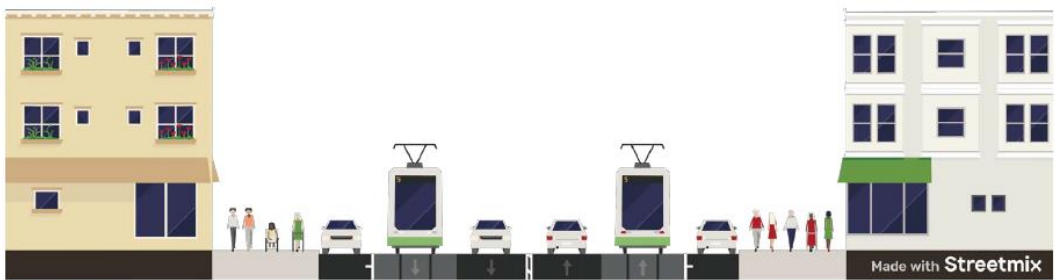
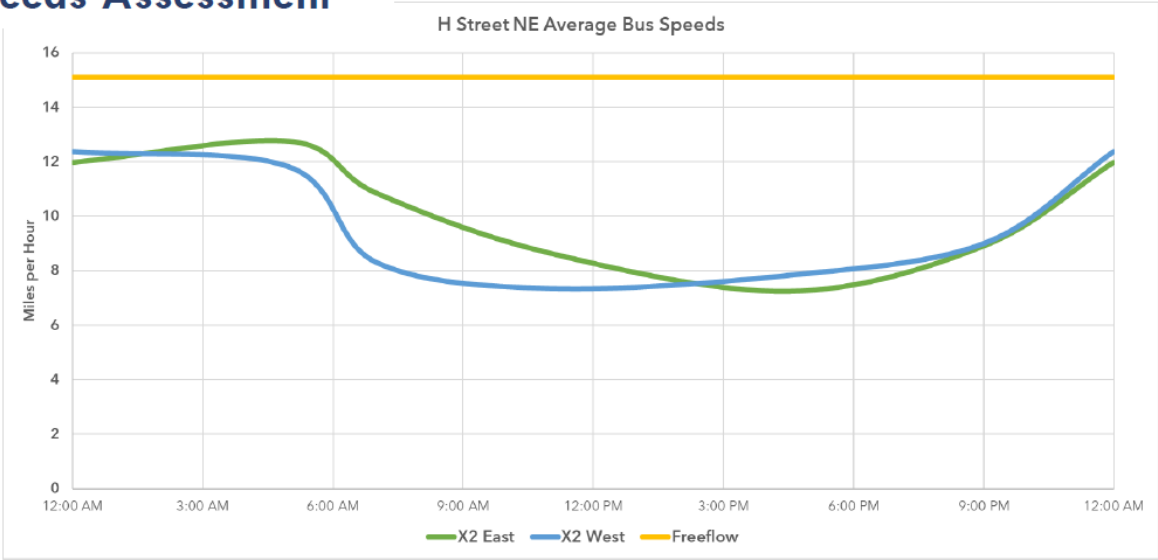


NEEDS ASSESSMENT

- H Street/Benning Rd Line (X2+X9+Streetcar) – 2nd busiest line
- Route X2 – 2nd Busiest Metrobus Route (2018-2021)
- Streetcar
 - Existing mixed-traffic alignment
 - Expansion to Benning Rd Station
- H Street NE is a Vision Zero high-injury corridor
- High passenger volumes + slow travel speeds



Needs Assessment



Potential Tools



Bus lanes



Bulb-outs / Curb Extensions



Transit Signal Priority

Scope Includes



Curbside Management



Pedestrian Safety

Projected Timeline

- Spring 2022 (**WE ARE HERE**)
 - Project Kick-off & Needs Assessment
- Summer 2022
 - Concept Development
- Late Summer/Early Fall 2022
 - Preferred Alternative
- 2023
 - Design
- 2024
 - Construction/Implementation



Community Feedback



[Bus Priority Feedback Form](#)

Email: buspriority@dc.gov

Call: 202-671-2376



District Department of Transportation