

K Street Transitway- Status Update and New Alternative

October 4, 2006

Presentation to K Street Stakeholders

Background

- 30-year old K Street infrastructure in need of reconstruction to meet performance criteria
 - Pavement and crosswalks
 - Signal system
 - Drainage
- Plan to address reconstruction included two alternatives for transit
 - Center Median: concern with lack of operational flexibility
 - Curbside: concern with impact on parking and loading access and turning movements
- Concerns led the project to lack a consensus
- New alternative addresses concerns

Project Goals

- Establish K Street as a “*Great Street*”
- Mobility
 - Improve movement and flow of people and goods into and through downtown area
 - Decrease traffic congestion/conflicts between different users
 - Improve flow of transit
- Accessibility
 - Provide higher quality transit service to attract employees, residents, and visitors to downtown businesses
 - Encourage more visits to area businesses
- Parking
 - Facilitate management of parking and loading zones
- Safety
 - Provide for vehicular and pedestrian safety

Objectives of Today's Meeting

- Provide information
- Gather feedback on DDOT's preferred design from K Street property interests
- Set up process to work together during design process

Study Area



New Alternative

- Median busway along K Street from 9th to 22nd Street; curbside busway on western and eastern portions of study area
- New alternative is a median transitway surrounded by mountable curbs instead of continuous 10' wide concrete medians
 - Operational flexibility
 - Continuity to streetscape



New Alternative



Examples

- K Street could have three lanes on either side of busway
- Taxis could use busway
- Busway clearly delineated in intersections



New Alternative: Shelters

- Access – Passengers will be encouraged to cross at crosswalks to the shelters; there is not sufficient median to cross elsewhere
- Safety and comfort – Shelters sit on wide concrete pads to provide safety from passing vehicles and weather
- Design – Shelters will be designed in concert with DC bus shelter program



Alternatives Assessment

	Original Center Median	Curbside w/o Median	Minimal Center Median
Mobility	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇
Accessibility	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇
Parking and Loading	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇
Safety	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇	◇ ◇ ◇ ◇

- Mobility of people and goods – operation of traffic, transit, pedestrians and bicycles
- Accessibility for employees and visitors – operations flexibility; impact on public realm
- Parking and Loading – commercial loading; parking garage operations; curbside parking
- Safety and accommodations for pedestrians

Advantages of New Alternative

- Streetscape, the “*Great Street*”
 - Mountable curbs give street wide appearance and iconic look
 - Locations with attractive bus shelters have wider median for pedestrian safety and comfort
- Mobility and Accessibility
 - Better transit reliability
 - Forward traffic movement unimpeded by line-haul transit
 - Right-turn movements unimpeded
 - Operations flexibility due to lack of concrete median the whole distance
- Parking and Commercial Access
 - Travel lane immediately adjacent to parking garages and meters parking (off-peak)
 - Loading zones remain available off-peak for commercial loading
- Support for Potential Retail Improvement
 - “Permanent” appearance of busway, shelters and mountable curbs increases potential for transit-oriented retail
 - Clear lines across street without physical disruptions allows passerby to view destinations

Next Steps

- Design
 - DDOT has funding for design
 - 18 months
 - Finish approximately mid-2008
- Public Involvement
 - Involve BID members, WMATA and other key agencies on design team
 - Review design with public at after 30% complete
- Funding
 - DDOT will seek federal New Starts/Small Starts funding for transit portion of roadway
 - Federal highway funds for reconstruction
 - Federal Intelligent Transportation System (ITS) funds for intelligent traffic signals and transit information
- Construction
 - Traffic mitigation plan will be developed and implemented
 - Estimated completion 2011

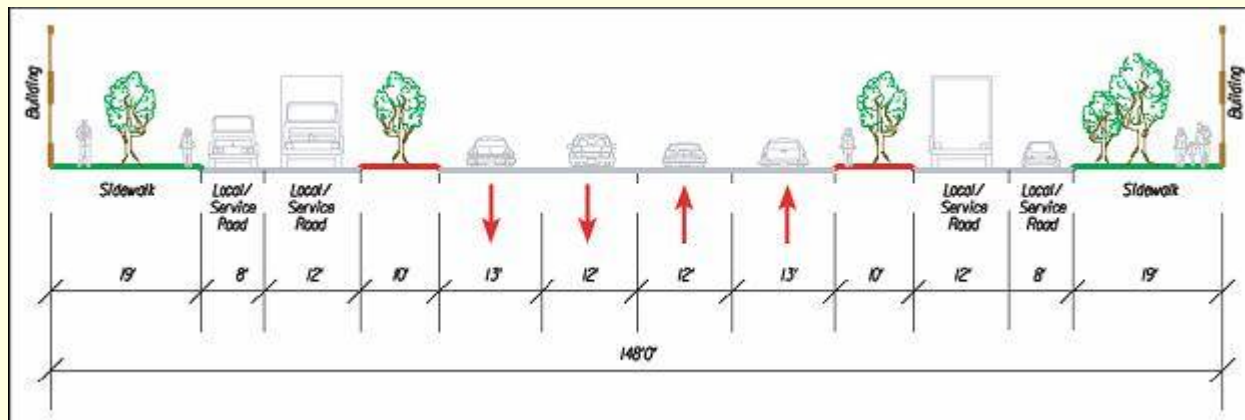


Appendix



Existing Conditions

Existing K Street



- Service lanes lead to severe traffic congestion and encourage parking violations
- Lack of dedicated roadway area slows transit related development and decreases transit reliability
- Streetscape does not fit with iconic nature of the K Street corridor



Alternatives Considered

Curbside Alternative

Median Alternative

