

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Transportation

October 1, 1976

BUS PRIORITY LANES: FACT SHEET

A. General Information

EXISTING OPERATIONS:

Thirty (30) miles Forty-eight Kilometers

Three hundred and eight (308) blocks

Thirty-two (32) lanes

Nineteen streets

Times of Operation: The South Capitol Street bus lane and the exclusive bus lanes on Interstate Route 95 are in effect 24 hours per day. All other operations are generally effective during these specific hours during the morning and/or evening rush hour period with some slight variations:

AM Rush Period 7-9 AM Monday-Friday

PM Rush Period 4-6 PM Monday-Friday

Regulations (Curb Bus Lane): Buses only except: (1) Bicycles; (2) Motorcycles; (3) Taxicabs with at least two passengers; (4) Vehicles turning right at the end of the block (no vehicles except buses, bicycles and two-passenger taxicabs may pass through any intersection while in a bus lane); and (5) vehicles which stop momentarily to pick up or discharge passengers (loading or unloading merchandise is prohibited).

Buses and four-person carpools are permitted in the Interstate Route 95 exclusive bus lanes. Buses and vehicles destined to one of the South Capitol Street fringe parking lots are permitted in the South Capitol Street exclusive bus lane.

.Signs - Colors: Buses - Red, White and Blue
- Black on white diamond symbol will eventually replace the red, white and blue signs. This process has already begun.

Bicycles and Taxicabs - Blue, White and Green
Signs staggered in block

.Installation: All signs are mounted along the side of the road except the bus lane signs for the South Capitol Street median lane operation, which are mounted over the roadway.

.Markings - Color: White

Message: Restricted Lane Marking (Diamond)
Applied in Plastic. Spaced Approximately 120 feet apart. Rectangular Box Containing Words "BUS LANE" Applied in Paint. One box per average block.

B. Existing Bus Priority Lanes as of October, 1976:

7th St., N.W. & S.W.

Between Pennsylvania Ave., N.W. and Independence Ave., S.W.
West side
AM & PM (5) blocks 0.4 miles
Two-way street

14th St., N.W. & S.W.

East side between D Street, S.W. & New York Ave., N.W.
AM & PM (13) blocks 1.0 miles

West side between I Street, N.W. and D Street, S.W.
PM (15) blocks 1.1 miles
Two-way street

Existing Bus Priority Lanes (con't)

16th Street, N.W.	East side between H and U Streets PM (16) blocks 1.1 miles
	West side between Florida Ave. and L Street AM (15) blocks 0.9 miles Two-way street
Benning Road, N.E.	North side between 34th Street and Morse Street AM (9) blocks 1.4 miles
	South side between 15th & 34th Streets PM (11) blocks 1.4 miles Two-way street
Connecticut Ave., N.W.	West side between D.C.-Maryland line and Calvert Street AM (44) blocks 3.6 miles
	East side between Calvert and McKinley Streets PM (41) blocks 3.4 miles Two-way street
Constitution Ave., N.W.	North side between 6th & 15th Streets AM & PM (6) blocks 0.8 miles
	South side between 15th & 9th Streets AM & PM (4) blocks 0.7 miles Two-way street
Georgia Avenue, N.W.	West side between Eastern and Alaska Avenues AM (1) block 0.02 miles
	East side between Kalmia Road and Eastern Avenue PM (1) block 0.03 miles Two-way Street
H Street, N.E.	North side between Florida Avenue & 2nd Street AM (13) blocks 1.2 miles

Existing Bus Priority Lanes (con't)

H Street, N.E.	South side between 2nd Street and Maryland Avenue PM (13) blocks 1.2 miles Two-way street
H Street, N.W.	North side between 14th St. and Connecticut Avenue AM & PM (4) blocks 0.3 miles Two-way street
H Street, N.W.	North side between 4th and 13th Sts. AM (9) blocks 0.7 miles South side between 5th and 13th Sts. PM (9) blocks 0.6 miles Two-way street
I Street, N.W.	South side between 13th & 14th Sts. PM (1) block 0.1 miles South side between 14th & 19th Sts. AM & PM (7) blocks 0.6 miles Two-way street
Independence Ave., S.W.	North side between 6th and 12th Sts. PM (4) blocks 0.5 miles Two-way street
Interstate Route 95	Southbound from 14th Street, S.W. and the Southwest Freeway to the D.C.-Virginia Line 1-8 PM, 1.0 miles Northbound from the D.C.-Virginia line to 14th St., S.W. and the Southwest Freeway All other times, 1.0 miles
K Street, N. W. (Westbound Service Roadway)	North side between 13th and 20th Sts. PM (4-6:30) (9) blocks 0.8 miles One-way street
M Street, N.W.	North side between 29th Street and Bank Alley PM (6) blocks 0.45 miles Two-way street
M Street, S.W.	North side between South Capitol Street and Maine Avenue AM (5) blocks 0.6 miles

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Existing Bus Priority Lanes (con't)

M Street, S.W.	South side between Maine Avenue and South Capitol Street PM (9) blocks 0.6 miles Two-way street
New York Avenue, N.E. (Service Roadways)	North side from and to points between Bladensburg Road and South Dakota Avenues AM (1) block 0.5 miles One way street
	South side from and to points between Bladensburg Road and South Dakota Avenue PM (1) block 0.5 miles One-way street
Pennsylvania Avenue, S.E.	North side between Sousa Bridge and 2nd Street AM (15) blocks 1.5 miles
	South side between 2nd Street and Sousa Bridge PM (15) blocks 1.5 miles Two-way street
South Capitol Street (Southbound Service Roadway)	Both lanes between M St. and N St. PM (1) block 0.1 mile One-way street
South Capitol Street	Median Lane between Frederick Douglass Bridge and A Point 2,000 feet south of Firth Sterling Avenue All times, northbound buses (2) blocks 0.75 miles Two-way street

Actually the bus lane is located on M St., N.E., 1st St., N.E., and 2nd St., N.E., and 10th Street, N.E. These lanes were installed and updated since 1970. The brackets and traffic signs were installed on each appropriate bus lane prior to July 1972.

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C. Mileage Totals and Installation Dates:

<u>Street</u>	<u>Year Installed</u>	<u>Mileage</u>
I Street, N.W.	1976	0.71
H Street, N.W.	1975	1.30
South Capitol Street	1974	0.75
Georgia Avenue, N.W.	1974	0.05
M Street, S.W.	1974	1.20
South Capt. St. (Service Rdwy)	1974	0.10
New York Ave., N.E. (Service Rdwy)	1974	1.00
K Street, N.W. (Service Rdwy)	1974	0.80
Connecticut Avenue, N.W.	1973	7.00
Constitution Avenue, N.W.	1973	1.50
Pennsylvania Avenue, S.E.	1972	3.00
M Street, N.W.	1972	0.45
H Street, N.E.	1972	2.40
Benning Road, N.E.	1972	2.80
Independence Avenue, S.W.	1972	0.50
Interstate Route 95	1971	2.00
14th Street, N.W. & S.W.	1970	2.07
7th Street, N.W. & S.W.	1969	0.40
H Street, N.W.	1964	0.30
16th Street, N.W.	1962	2.00

Total: 30.33 Miles

Notes:

.Installed in 1976	1.1 miles
.Installed in 1975	1.8 miles
.Installed in 1974	3.5 miles
.Installed in 1973	9.0 miles
.Installed in 1972	9.0 miles

Actually the bus lane signs on H Street, N.W., 14th St., N.W. and S.W., and 16th Street, N.W. have been extended and updated since 1970. The bicycle and taxicab signs were installed on each appropriate bus lane prior to July 1975.

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D. Traffic Data

Street	Operation (# of Lanes & Times)	Bus Volumes	
		Peak One Hour	Entire Priority Operation
7th St., N.W. & S.W.	1 (AM+PM)	120	
14th St., N.W. & S.W.	2 (AM+PM)	150	
16th St., N.W.	2 (AM+PM)	55	
Benning Road, N.E.	2 (AM+PM)	55	
Conn. Ave., N.W.	2 (AM+PM)	65	
Const. Ave., N.W.	2 (AM+PM)	120	
Ga. Ave., N.W.	2 (AM+PM)	23	77
H St., N.E.	2 (AM+PM)	55	
H St., N.W.	1 (AM+PM)	120	
H St., N.W.	2 (AM+PM)	78	308
I St., N.W.	1 (AM+PM)	150	520
Indep. Ave., S.W.	1 (PM)	90	
Interstate Route 95	2 (All Times)	250	900
K St., N.W. (Service Rdwy)	1 (PM)	120	
M St., N.W.	1 (PM)	70	
M St., S.W.	2 (AM+PM)	28	94
Penn. Ave., S.E.	2 (AM+PM)	70	
N.Y. Ave., N.E. (Service Rd)	2 (AM+PM)	10	19
So. Capt. St. (Service Rd.)	1 (PM)	21	39
So. Capt. St.	1 (All Times)	49	113
TOTALS	32 Lanes 308 Blocks	1,699	5,540

During the entire period of operation on all bus lanes on all streets, 5,540 buses are used to transport approximately 277,000 people. It would take 185,000 private passenger vehicles to move these same number of people. The figures are based upon 1.5 passengers per private passenger vehicle and 50 passengers per bus.