



# DDOT Bus Priority Program Update

Presentation at TPB Regional Public Transportation Subcommittee (RPTS)

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# Agenda

- Bus Priority Program Overview
- Completed Projects
- Active Projects
- Bus Priority Plan Update

For more information about the Bus Priority Program or specific project information visit:

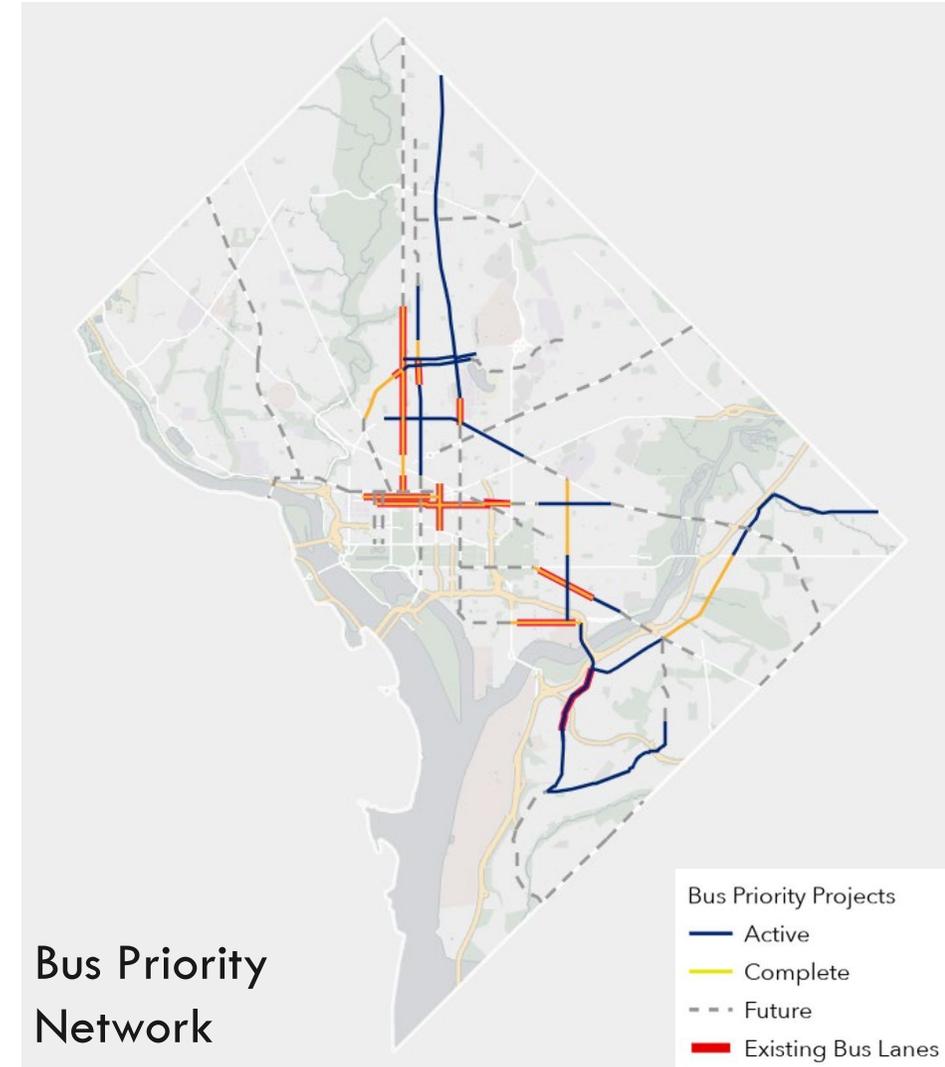
<https://buspriority.ddot.dc.gov/>



11<sup>th</sup> Street NW

# Bus Priority Plan

- Adopted in 2021 – aligned with moveDC
- 51 corridor projects
- Program goals:
  - Improve bus speeds and reliability, safety, access
- “Medium build” projects
  - Not reconstructing the road, moving utilities etc
- Utilize Bus Priority Toolbox
  - Projects are designed to address specific needs of the corridor and community



# Bus Priority Toolbox

The Bus Priority Toolbox consists of over 20 treatments that improve bus speeds and reliability and help create safer interactions with other roadway users. Examples include:



**Bus Lanes**

Bus lanes provide dedicated road space, helping buses avoid congestion, reducing travel times and improving reliability.



**Bus Stop Infrastructure**

Enhanced bus stops, such as bus stop bulb-outs, reduce time spent at the stop and ensure safe access for all users.



**Bus Operations**

Tools used in collaboration with WMATA such as bus stop rebalancing/relocation.



**Traffic Control**

Tools that primarily adjust signal timing to favor bus operations and improve bus service such as queue jumps.

# In Progress: Updating the Plan

## Better Bus Network Redesign >

### Need for updated Bus Priority Network

- **Bus Priority Corridors**

- WMATA Frequent Service Network (12 min headways all day), OR
- Major corridors with 6+ Buses/hr for 5+ hours on a weekday

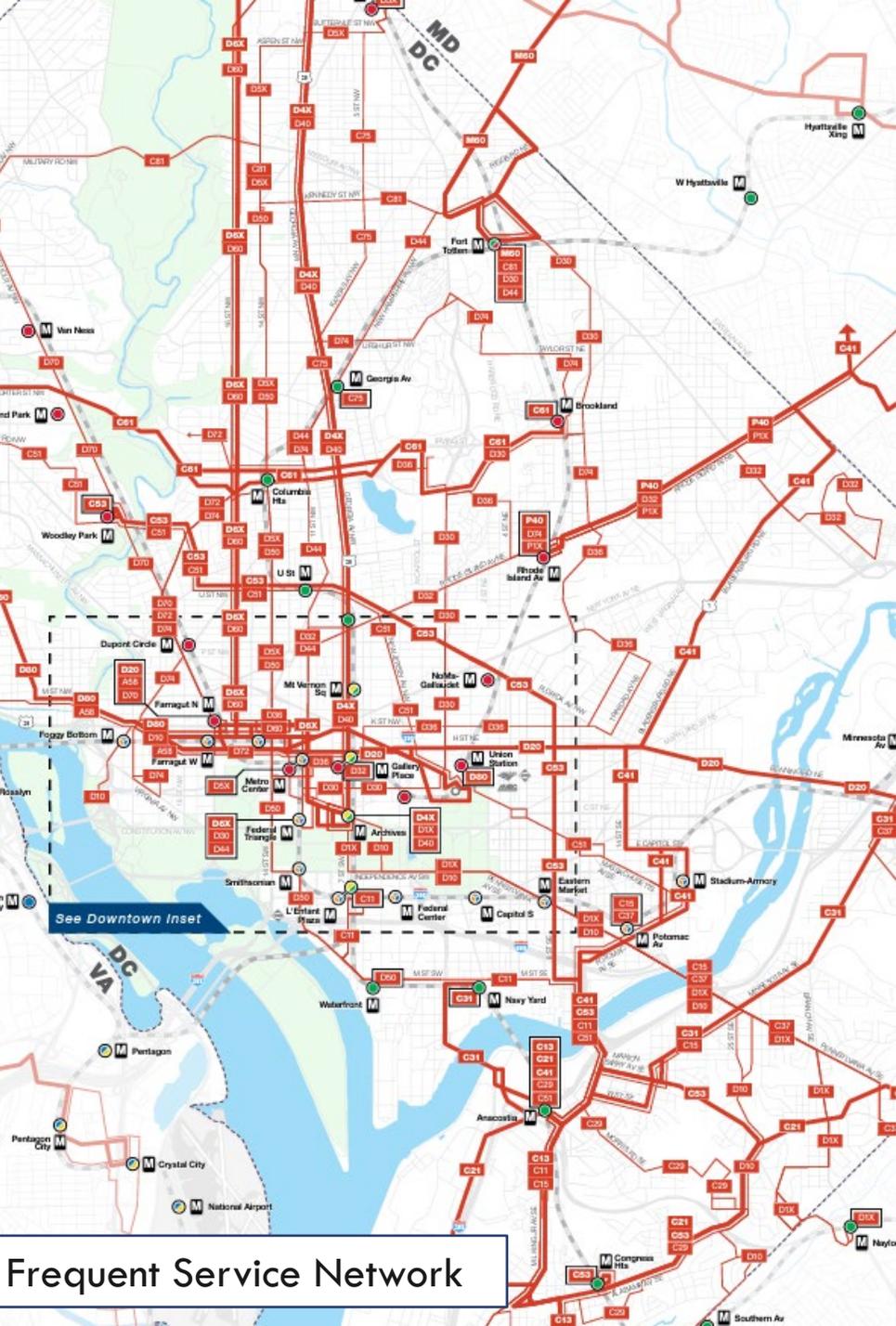
- **Key Connections:** New designation for non-Bus Priority Corridors with at least one of the following:

- Multiple lower-frequency routes with 6+ buses/hr combined
- Medium-frequency branches of Bus Priority Corridors
- Potential expansion of Metrobus Frequent Service Network

*Not slated for Bus Priority corridor projects, but buses need to be prioritized if other projects develop*

- **Crosstown BRT**

- Currently scoping potential phase 1: Union Station to RFK



Frequent Service Network

# Completed Projects

- 7 completed projects
- 13.3 lane-miles of bus lanes



11<sup>th</sup> Street NW



16<sup>th</sup> Street NW



14<sup>th</sup> Street NW



I Street NW

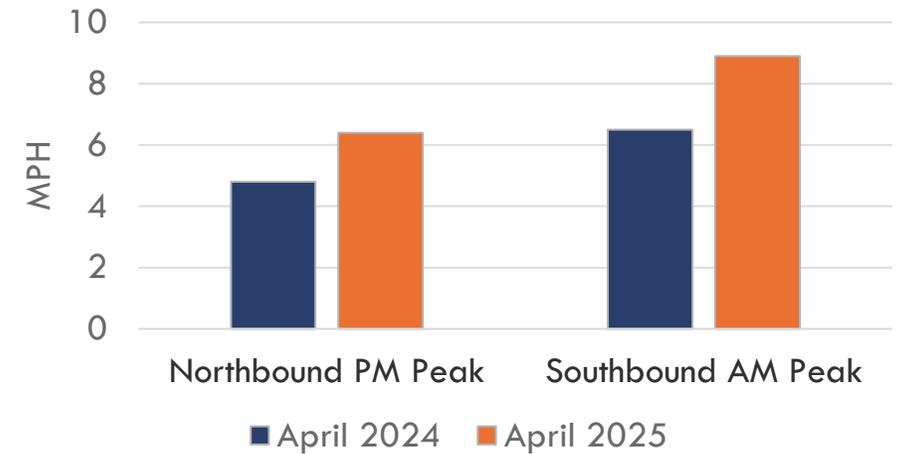


Penn Ave SE

# Initial Results: Columbia Road NW

- **Faster Buses:** Average bus speeds have increased dramatically at all times of day by 20-40% in both directions and improved ridership.
- **Drive Times Holding Steady:** Vehicle travel time has slightly decreased on average but is 16 seconds longer in AM rush hour. (Source: Inrix)
- **More People Riding Bikes:** Capital Bikeshare station usage has increased 25% and the rental e-bike volume has increased by 50%.
- DDOT continuing to monitor and respond to freight loading issues

Columbia Rd NW median bus speed on 42 and 43 bus lines



Source: WMATA



# Project Evaluations

- Since 2019, bus speeds have improved 14% in bus lanes while buses in the District overall are slower.
- Among bus priority projects that have been evaluated, crashes have gone down by 32% - 47%.
- Travel time for driving through the corridors has almost always improved.
- For more examples:

[before-after-evaluations.ddot.dc.gov](https://before-after-evaluations.ddot.dc.gov)

## Pennsylvania Ave SE Multimodal Safety Project

Before & After Study for Corridor Improvements

## Minnesota Avenue SE Bus Priority Project

Before & After Study for Corridor Improvements

## 16th Street NW Bus Priority Project

Before & After Study for Corridor Improvements

### PROJECT GOALS

In June 2022, DDOT completed the 16th Street NW Bus Priority Project along 2.7 miles of 16th Street NW. The goals of this project were to:

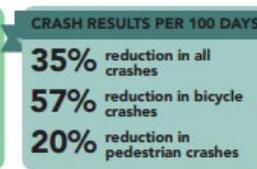
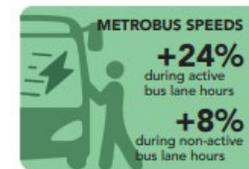
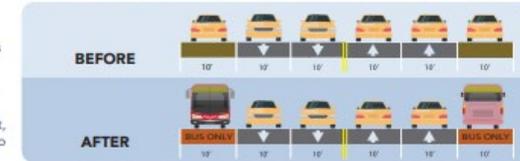
- Improve bus operations, reliability, and service quality;
- Enhance safety for pedestrians and mitigate barriers between neighborhoods; and
- Improve traffic flow for buses and vehicles.

Six months after construction was completed, DDOT began collecting data to evaluate if the project achieved the goals identified.

### PROJECT ATTRIBUTES

The redesign of 16th Street NW included the following items:

- Peak hour, peak direction bus lanes
- Transit signal priority and queue jumps to improve bus travel times and reliability
- New crosswalks, high visibility paint, new ADA ramps, and APS signals to improve pedestrian safety



### DATA COLLECTION TIMELINE



# Active Construction

## MLK Avenue SE at Anacostia Metro

- New time-saving bus shortcut into bus loop
- Safety improvements at complex intersection
- Started construction July 2025



## I Street NW “3.0”

- Extends bus lane in response to BBNR
- Curbside to offset reconfiguration on some blocks
- Eliminates traffic bottleneck
- Construction started last week.



# 2026 Construction Projects

## Lighter Touch

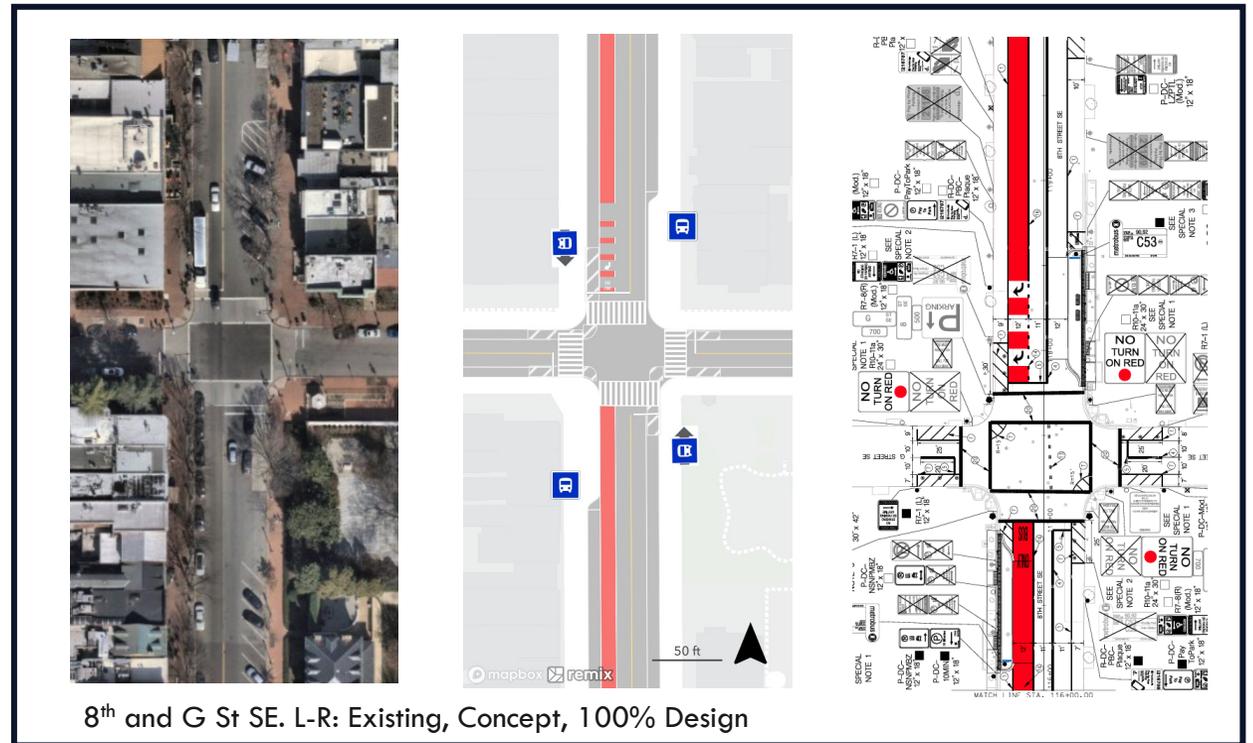
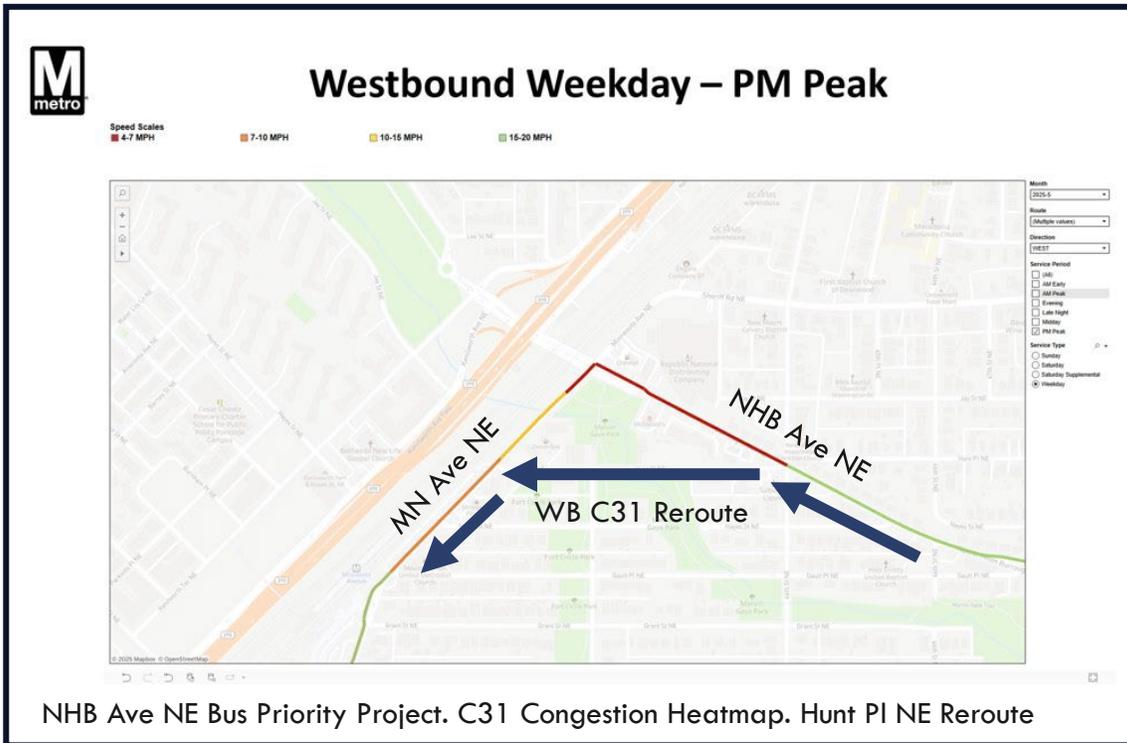
Projects with bus priority treatments and safety improvements but not full-length bus lanes

- \*Nannie Helen Burroughs Ave NE\*
- Minnesota Ave SE

## Bus Lanes

Projects that include bus lanes on multiple blocks and other bus priority treatments

- \*8th St SE\*



# 2027 Construction Projects

## Lighter Touch

Projects with bus priority treatments and safety improvements but not full-length bus lanes

- 14<sup>th</sup> St NW

## Bus Lanes

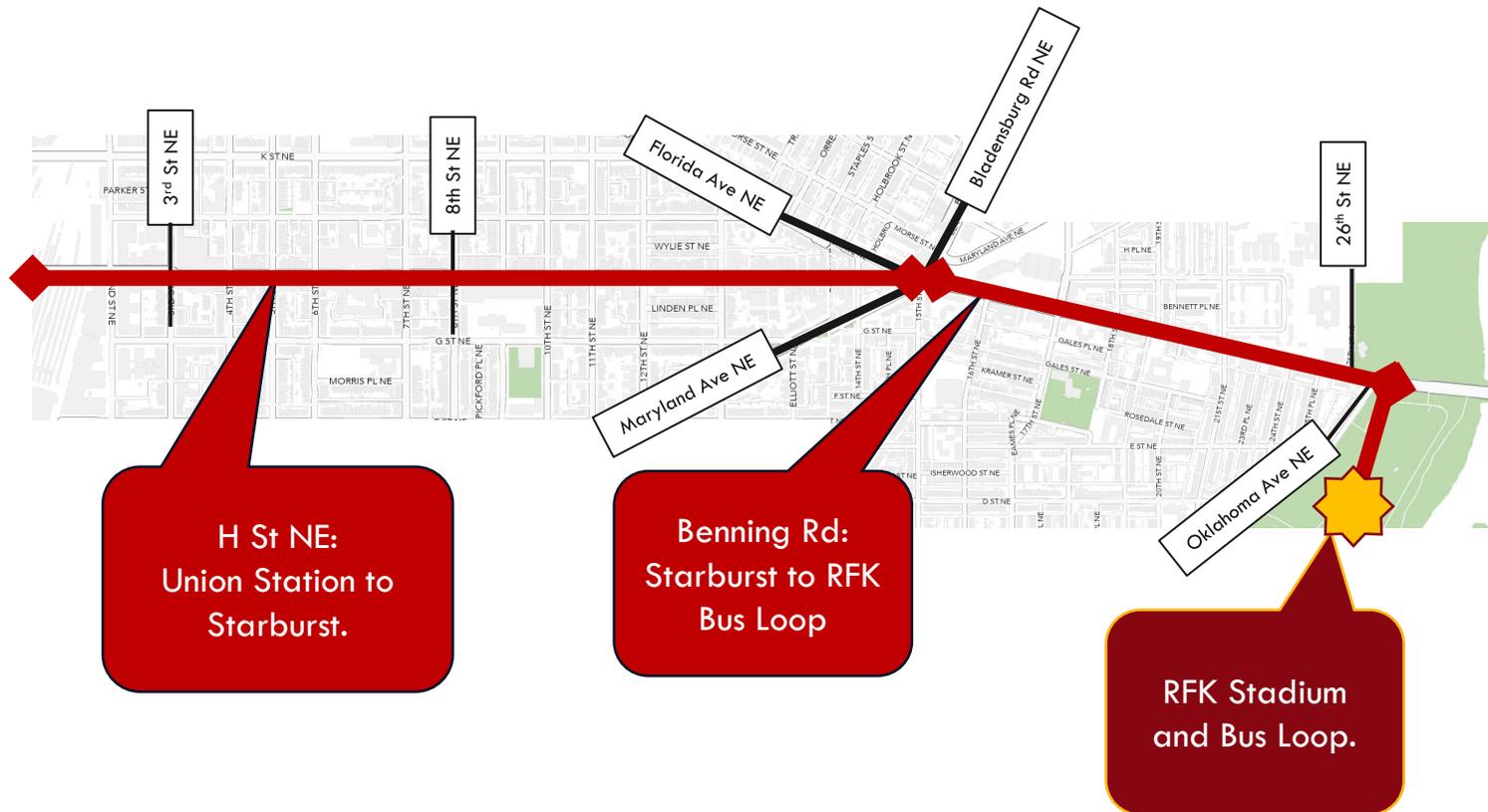
Projects that include bus lanes on multiple blocks and other bus priority treatments

- Georgia Ave NW
- U St NW
- **\*MLK Jr Ave SE (Pomeroy to Alabama Ave SE)\***
- Columbia Heights Crosstown (Columbia Rd & Irving St NW)
- Minnesota Ave NE



MLK Jr Ave SE Bus Priority. Existing Conditions (L) and Final Concept (R)

# Enhanced Transit on H St / Benning Rd NE



- DMV Moves Bus Priority Network
- WMATA Stadium Transit Study
  - Needs: Alleviate BOS crowding and add transit capacity
- DDOT Planning Efforts
  - Previously designed transit lanes put on hold.
  - Funded to study post-streetcar transit alternatives on H/Benning
- CURRENTLY: DDOT/WMATA coordination underway regarding potential alternatives and delivery methods

# Thank you!

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