

FINAL ALTERNATIVES COMPARISON

IMPROVEMENT		ALTERNATIVE 1 Service Focus	ALTERNATIVE 2 Infrastructure Focus	ALTERNATIVE 3 Mixed Service and Infrastructure	DRAFT PREFERRED ALTERNATIVE
PHYSICAL IMPROVEMENTS					
BASE IMPROVEMENTS	Bus stop removal/consolidation: - 4 southbound locations (Newton, Lamont, V Streets, and Riggs Place) - 5 northbound locations (L, Q, V, Lamont and Newton Streets)	✓	✓	✓	✓
	Far-side bus stop expansion: 2 southbound locations (Harvard and M Streets)	✓	✓	✓	✓
	Relocate southbound Spring Place bus stop north to Spring Road to improve pedestrian safety	✓	✓	✓	?
	Upgrade bus stops to WMATA zone lengths	✓	✓	✓	✓
ADDITIONAL IMPROVEMENTS	Bus lanes		Full length, both directions 7:00 am - 10:00 pm	Full length, extended peak period peak direction: - 7:00 am - 10:00 am southbound - 4:00 pm - 7:30 pm northbound	Full length, extended peak period peak direction: - 7:00 am - 10:00 am southbound - 4:00 pm - 7:30 pm northbound
	Extension of reversible lane to O Street NW		✓	✓	✓ Add fifth lane south of W Street NW
	Queue jump lanes	✓			
	Intersection reconfiguration at Harvard/Columbia/Mount Pleasant		✓		Future Project
TRANSIT SERVICE IMPROVEMENTS (Any proposed service changes would require a future public involvement process led by WMATA)					
BASE IMPROVEMENTS	Headway-based service	✓	✓	✓	✓
	S2 Route patterns reduced	✓	✓	✓	✓
	S1 and S2 service eliminated along 14th Street between Northern Bus Garage and 16th Street	✓	✓	✓	✓
	Running and recovery time added to schedule	✓	✓	✓	✓
	Fleet mix upgraded with low-floor and articulated buses	✓	✓	✓	✓
ADDITIONAL IMPROVEMENTS	Off-board fare payment	All buses, all stops	SmarTrip Card top off only	S9 buses and stops only	All buses, all stops
	All-door boarding	All buses, all stops		S9 buses and stops only	All buses, all stops
	S1 converted to limited stop service using current S9 stops	✓			✓
	S2/S4 service patterns truncated in downtown to McPherson Square Metro	✓			✓
	Deadhead service relocated to Arkansas Avenue from Missouri Avenue	✓			
TRAFFIC OPERATIONS IMPROVEMENTS					
BASE IMPROVEMENTS	Transit signal priority (TSP) at 15 planned locations and five additional locations configured for headway-based service	✓	✓	✓	✓
	Peak period parking restrictions extended to 7:00 - 10:00 am (from 9:30 am) and 4:00 - 7:30 pm (from 6:30 pm)	✓	✓	✓	✓
	Southbound reversible lane extended to 7:00 - 10:00 am (from 9:30 am)	✓	✓	✓	✓
	Pedestrian safety improvements, including at Arkansas Avenue, Sacred Heart Way, and Harvard/Columbia/Mount Pleasant	✓	✓	✓	✓
	Bus stop amenity and access improvements	✓	✓	✓	✓
	Correct parking restrictions northbound between L and M Streets to prohibit PM peak parking	✓	✓	✓	✓
	Work with downtown hotels on taxi and loading zone relocation	✓	✓	✓	✓
ADDITIONAL IMPROVEMENTS	Automated enforcement on buses	Enforcement of peak hour restrictions	Enforcement of bus lanes		Enforcement of driving and parking in bus lanes
	Dedicated towing		Pilot program with potential extension	✓	
	Remove midday parking	✓	✓		
	Left-turn restriction southbound at Irving Street	✓		✓	✓
	Left-turn restriction northbound at Mount Pleasant Street	✓			?
	Southbound left turn lane separation and advance signage at W Street	✓			
Peak hour signal timing extended for north-south traffic through midday (pending further analysis as part of the ongoing citywide Traffic Signal Optimization effort)				✓	