

1.1. H/I Street Bus Corridor

What is the status and timeline of the H / I Street bus priority corridor project? Why has it not yet been completed? What action did DDOT take in FY 2013 to complete it?

WMATA completed in coordination with the DDOT the H/I Bus Study Improvements Technical Report in the Fall of 2013. The document can be found on the WMATA website at [:http://www.wmata.com/pdfs/planning/H_I%20Final%20Technical%20Report%20FINAL%20100913.pdf](http://www.wmata.com/pdfs/planning/H_I%20Final%20Technical%20Report%20FINAL%20100913.pdf)

The Technical Report analyzed and evaluated bus operational improvements and bus lane alternatives through a combination of quantitative operational measures and policy considerations, including travel time savings, curb lane impacts, enforcement strategies, and costs. This study found that all bus improvement alternatives provide good to excellent returns on transit investment, and identified a technical preference for the H Street contra-flow bus-only lane (Alternative 2).

In consideration of the ongoing land use development and transportation improvement initiatives in Downtown, a short-term traffic management option, as seen in the Optimized No-Build scenario, will provide immediate benefits to the existing traffic and transit operations in the east-west corridor of H/I and K Streets and allow flexibility for a later determination of transit investment.

This Technical Report recommends further analysis of the bus-lane alternatives in order to understand the overall benefits and effects to the downtown transportation network, including traffic diversion and re-routings due to turn restrictions. While the technical report assumed auto traffic would remain on the H and I Streets, the proposed operational changes including turning restrictions could potentially induce traffic diversion to other streets.

If a bus-lane alternative were selected for implementation, DDOT would require NEPA & Section 106 approval. Therefore, subsequent studies could include the recommendations and findings of this study, which would also allow for the determination of the benefits and impacts at the network level.

Relocation and potential consolidation of loading areas to adjacent streets as well as their potential traffic impacts remain to be discussed with public stakeholders. Additionally, the policy level implications of parking revenue loss needs to be discussed further