## FINAL ALTERNATIVES COMPARISON





·	IMPROVEMENT	ALTERNATIVE 1 Service Focus	ALTERNATIVE 2 Infrastructure Focus	ALTERNATIVE 3 Mixed Service and Infrastructure	DRAFT PREFERRED ALTERNATIVE
PHY	SICAL IMPROVEMENTS				
IENTS	Bus stop removal/consolidation: - 4 southbound locations (Newton, Lamont, V Streets, and Riggs Place) - 5 northbound locations (L, Q, V, Lamont and Newton Streets)				
BASE	Far-side bus stop expansion: 2 southbound locations (Harvard and M Streets)	<b>✓</b>	<b>✓</b>		<b>✓</b>
MP	Relocate southbound Spring Place bus stop north to Spring Road to improve pedestrian safety	<b>✓</b>			?
	Upgrade bus stops to WMATA zone lengths				<b>✓</b>
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 north- bound	Full length, extended peak period peak direction: - 7:00 am - 10:00 am southbound - 4:00 pm - 7:30 pm north- bound
ADDIT IPROV	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
VTS	NSIT SERVICE IMPROVEMENTS (Any proposed	service changes would req	uire a future public involveme	nt process led by WMATA)	
	Headway-based service				
	S2 Route patterns reduced				
BASE ROVEME	S1 and S2 service eliminated along 14th Street between Northern Bus Garage and 16th Street				<b>✓</b>
ADDITIONAL IMPROVEMENTS IMPR	Running and recovery time added to schedule				<b>✓</b>
	Fleet mix upgraded with low-floor and articulated buses				<b>✓</b>
	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 S1 converted to limited stop service using current S9 stops	All buses, all stops		S9 buses and stops only	All buses, all stops
DITIC	S2/S4 service patterns truncated in downtown to McPherson				
AE	Square Metro  Deadhead service relocated to Arkansas Avenue from				
TRΔ	Missouri Avenue  FFIC OPERATIONS IMPROVEMENTS	·			
	Transit signal priority (TSP) at 15 planned locations and five				
١,	Peak period parking restrictions extended to 7:00 - 10:00				
MENTS	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				
IMPROVE	(from 9:30 am)  Pedestrian safety improvements, including at Arkansas  Avenue, Sacred Heart Way, and Harvard/Columbia/Mount				•
SE IM	Pleasant Bus stop amenity and access improvements				
BA	Correct parking restrictions northbound between L and M Streets to prohibit PM peak parking	<b>✓</b>	•	<b>✓</b>	<b>✓</b>
	Work with downtown hotels on taxi and loading zone relocation				<b>✓</b>
	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		
ADDITIONAL IMPROVEMENTS	Remove midday parking		JACO1151011		
	Left-turn restriction southbound at Irving Street				<b>✓</b>
	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)				