

DRAFT ALTERNATIVES COMPARISON

IMPROVEMENT		ALTERNATIVE 1 Service Focus	ALTERNATIVE 2 Infrastructure Focus	ALTERNATIVE 3 Mixed Service and Infrastructure
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
	Lane configuration changes between U and O Streets due to bus lanes		Addition of center reversible lane	Lane shift: - 2 lanes southbound and 1 lane northbound 7:00 - 10:00 am - 2 lanes northbound and 1 lane southbound 4:00 - 7:30 pm
	Queue Jump Lanes	✓		
	Intersection Reconfiguration at Harvard/Columbia/Mount Pleasant		✓	
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 to two in each direction	✓	✓	✓
	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-Door Boarding	All buses, all stops		S9 buses and stops only
	S1 converted to limited stop service using current S9 stops	✓		
	Service Patterns Truncated in Downtown - Farragut Square for S1 - McPherson Square Metro for S2/S4	✓		
	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)	✓	✓	✓
	Southbound left turn lane separation and advance signage at W Street	✓	✓	✓
	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 Parking Enforcement on Buses	Enforcement of peak hour restrictions	Enforcement of bus lanes	
	Dedicated Towing		Pilot program with potential extension	✓
	Remove Midday Parking	✓		
	Left-Turn Restrictions - Southbound at Irving Street - Northbound at Mount Pleasant 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)			✓
PERFORMANCE METRICS				
Preliminary Travel Time Savings Estimate		★	★★★★	★★
Preliminary Reliability Estimate		★★★★	★	★★