

K Street Busway Project



Where are we now?

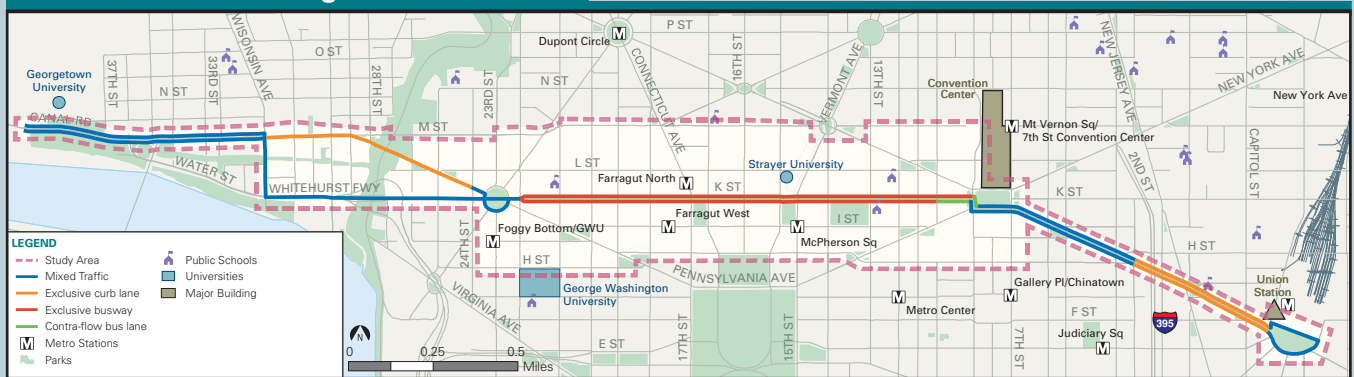
- Worn out K Street infrastructure
- K Street service lanes are inefficient use of road space
- Severe downtown traffic congestion
- No continuous east-west cross-town transit service
- Slow, unreliable bus service
- Difficult to understand bus route structure and schedule
- Inadequate bus stops
- Poor pedestrian access to stops and stations

- Poor pedestrian accommodations and safety conditions
- K Street configuration encourages parking violations

Where do we want to be?

- Focus on movement of people and goods instead of vehicles
- Better use of existing road space
- Improved traffic flow
- Faster, more reliable, higher quality bus service
- New cross-town transit connections
- Improved management of on-street parking supply and loading zones

Preferred Alignment



How do we get there?

- Roadway Improvements
 - Reconfigured/reconstructed K Street
- Transit Improvements
 - Median busway
 - Exclusive bus lanes
- Traffic Improvements
- Curbside Management

- Preferential treatment for transit would:
 - Not significantly worsen congestion for general traffic
 - Not degrade levels of service at critical intersections
 - Not significantly affect total (auto plus transit) person delay
- \$1.9 million savings in bus subsidies per year
- \$5.5 million estimated capital cost savings from reduced fleet requirements
- 34,000 total daily transit trips and 3,400 additional daily transit trips with implementations of preferred alternative



What are the benefits?

- Exclusive busway and bus lanes would:
 - Significantly reduce bus travel time
 - Result in increased person throughput at key locations

What is the schedule?

- Phased implementation of Circulator
- Implementation exclusive bus lanes on I and L Streets to mitigate construction impacts – 2005/2006
- Exclusive bus lanes on M, Pennsylvania and Massachusetts – 2005/2006
- Busway design and construction – 2005-2007
- Busway opening – 2008