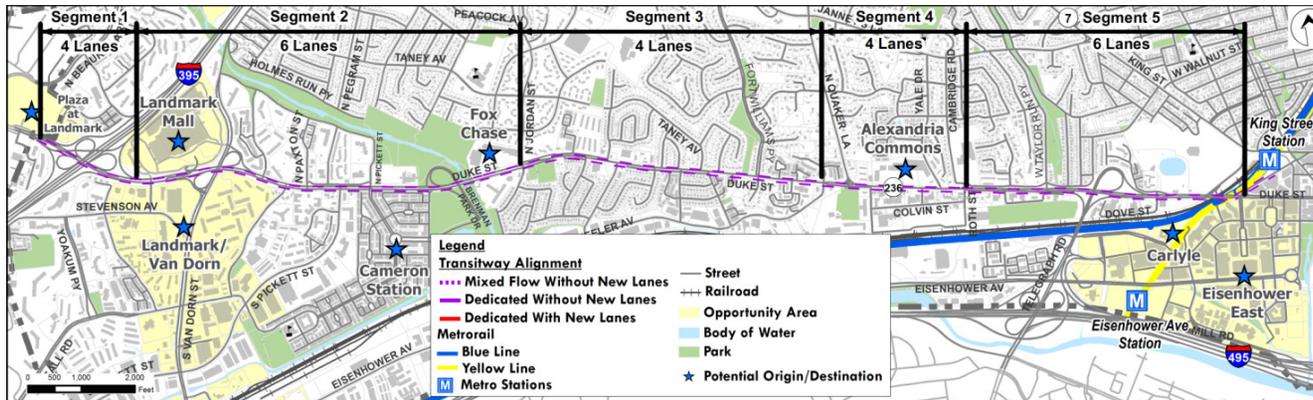
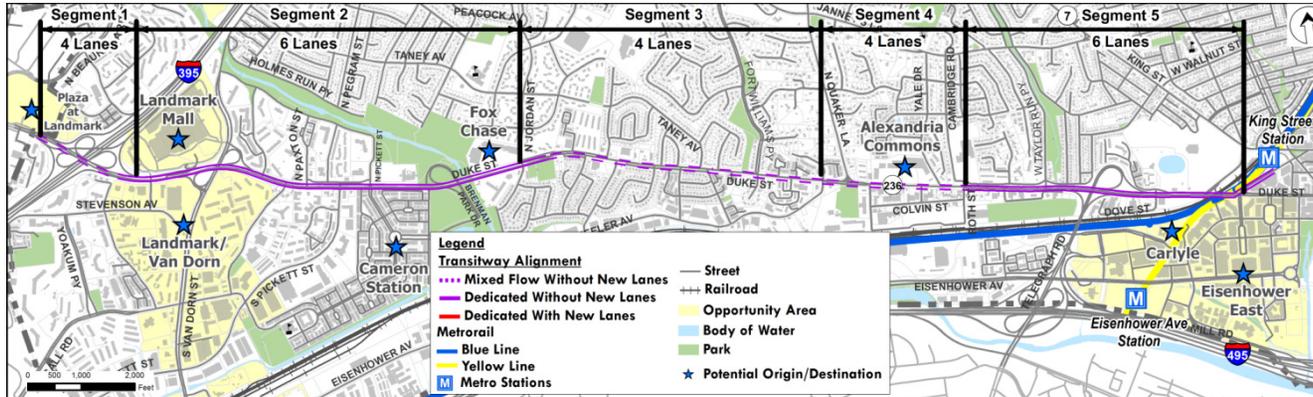


Alternative A: Curb Running in Mixed Flow



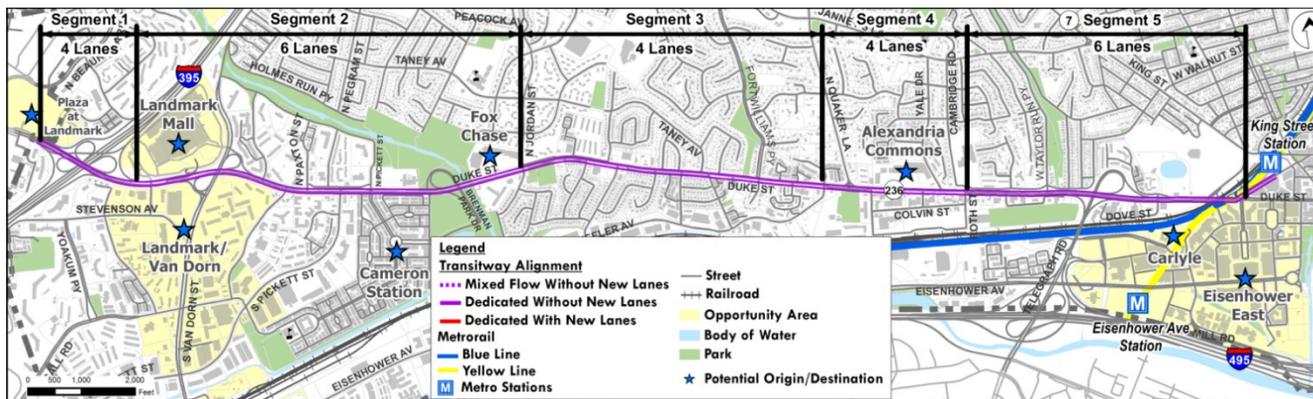
- Uses queue jumps and TSP
- Some impacts to property and service roads to accommodate queue jumps

Alternative B: Curb Running in Mixed Flow and Dedicated Lanes



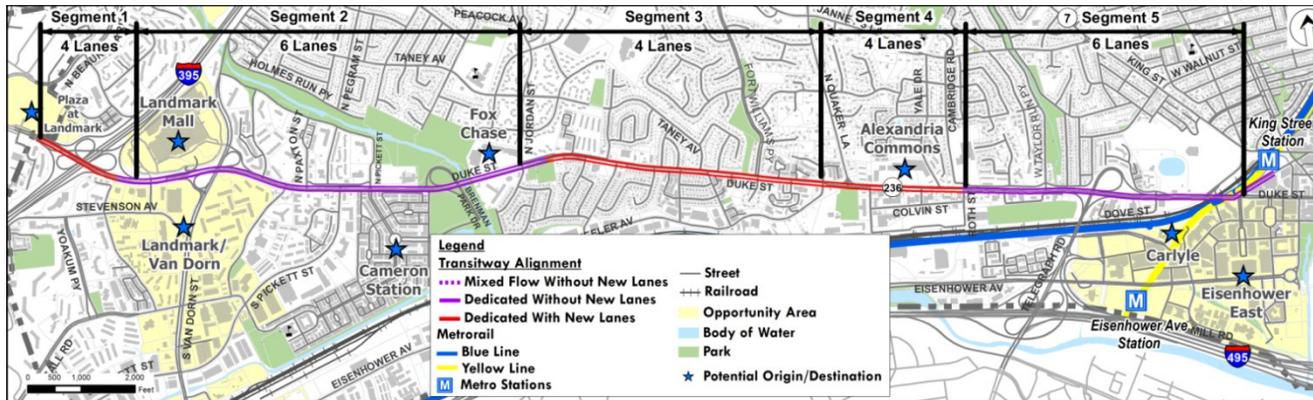
- Uses queue jumps and TSP
- Some impacts to property and service roads to accommodate queue jumps

Alternative C: Curb Running in Dedicated Lanes without New Lanes



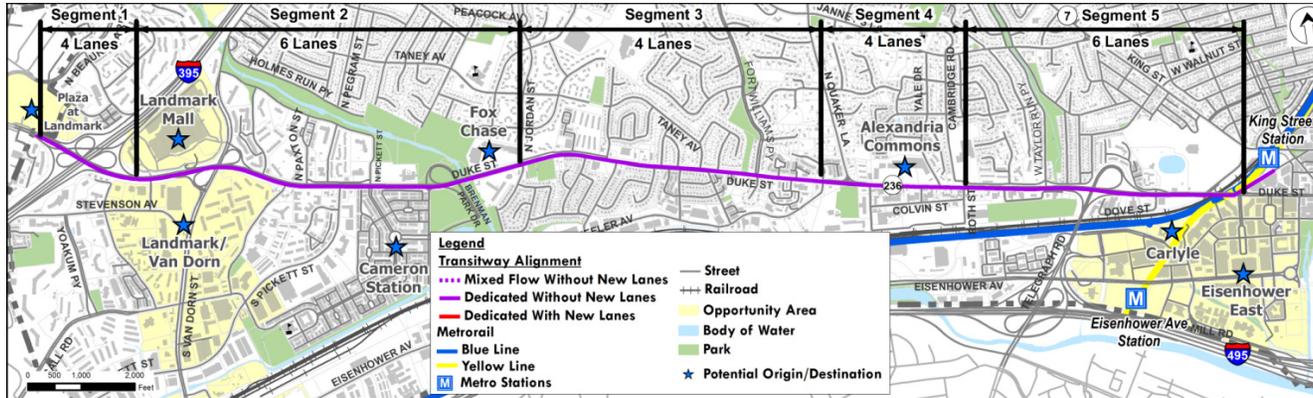
- Reduces Duke Street to one lane per direction in 4-lane segments (2 miles total)
- Minimal impacts to property and service roads

Alternative D: Curb Running in Dedicated Lanes with New Lanes



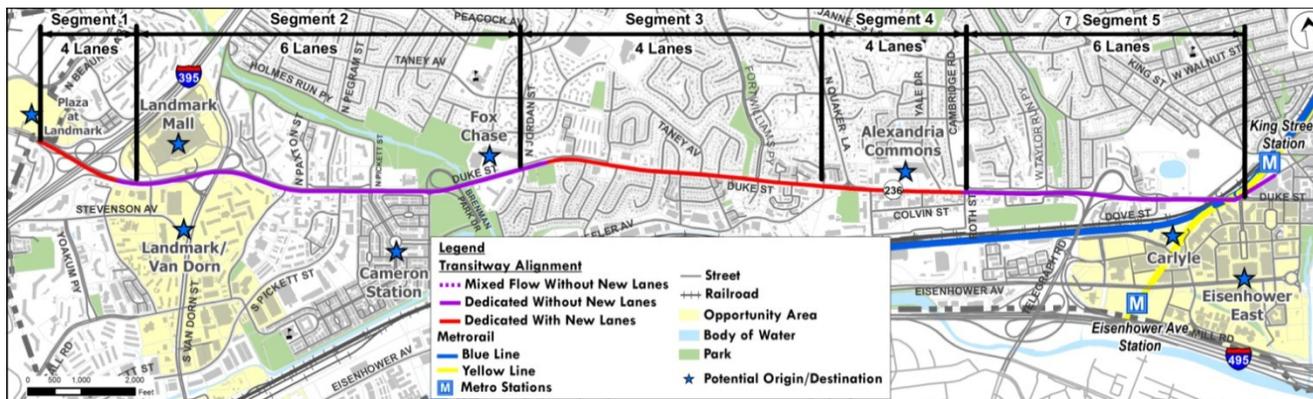
- Requires widening in 4-lane segments (2 miles total)
- Impacts to property and service roads

Alternative E: Median Running in Dedicated Lanes without New Lanes



- Reduces Duke Street to one lane per direction in 4-lane segments (2 miles total)
- Minimal impacts to property and service roads

Alternative F: Median Running in Dedicated Lanes with New Lanes



- Requires widening in 4-lane segments (2 miles total)
- Impacts to property and service roads

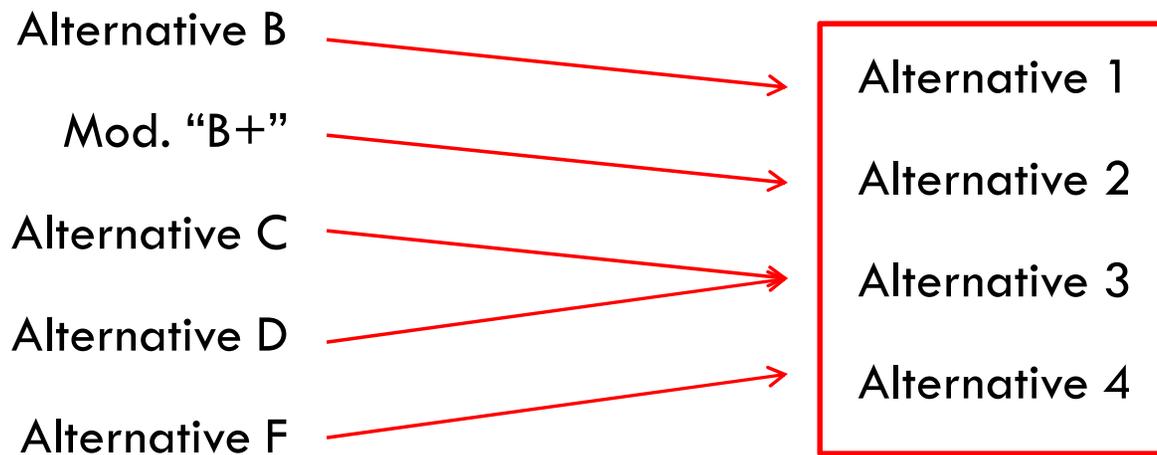
Preliminary Evaluation Summary

Preliminary Screening Criteria	Alternative					
	A	B	C	D	E	F
	<i>In traffic?</i> Mixed <i>Add lanes?</i> No <i>Location?</i> Curb	Both No Curb	Dedicated No Curb	Dedicated Add a lane Curb	Dedicated No Median	Dedicated Add a lane Median
Transit Connectivity	◐	◐	◐	◐	◐	◐
Avoidance of Congestion	○	◐	●	●	●	●
Transit Travel Times	○	◐	●	●	●	●
Intersection Priority	○	◐	●	●	●	●
Runningway Status <small>(Percent already in place)</small>	◐	◐	●	○	●	○
Runningway Configuration <small>(Percent dedicated)</small>	○	◐	●	●	●	●
Phasing	●	●	◐	○	◐	○
Natural Environment Impacts	◐	◐	●	○	●	○
Property Impacts	◐	◐	●	○	●	○
Impacts to Existing Streetscape	◐	◐	●	○	●	○
Noise and Vibration	◐	◐	◐	○	●	●
Traffic Flow Impact	◐	◐	○	●	○	●
Pedestrian Accommodation	●	●	●	●	◐	◐
Bicycle Accommodation	○	○	◐	◐	●	●
Parking Impacts	◐	◐	●	○	●	○
Capital Cost	◐	◐	●	○	◐	○
Operating Cost	○	○	●	●	●	●
Funding	◐	◐	●	○	◐	○

NOTE: Data to evaluate Cost Per Rider is not available at this time.

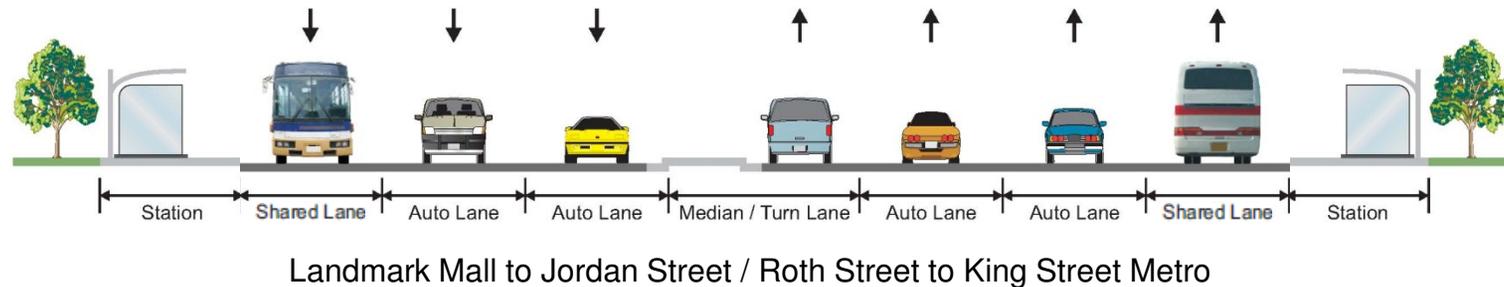
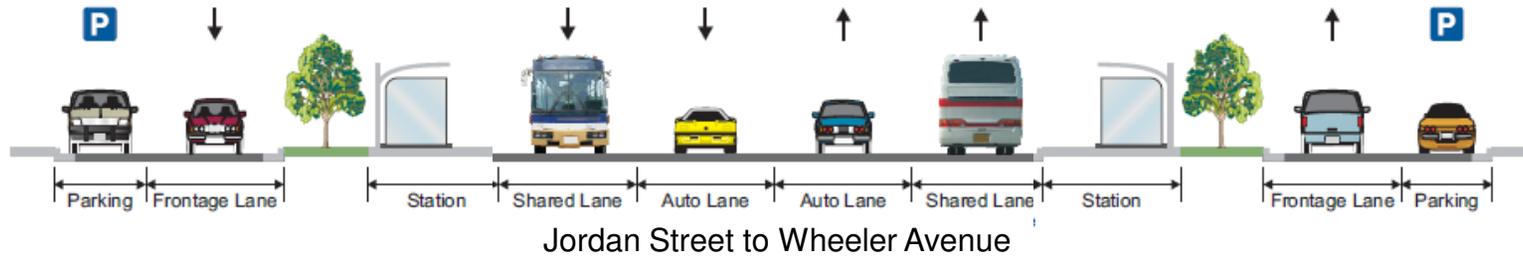
Rating:	●	Best	◐	Fair	○	Poor
---------	---	------	---	------	---	------

Alternatives for Secondary Screening



TRANSITWAY CORRIDOR FEASIBILITY STUDY

Existing Conditions

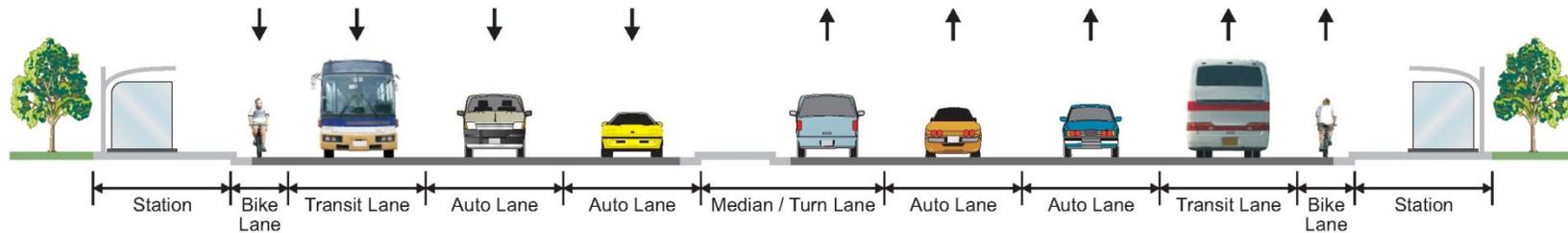
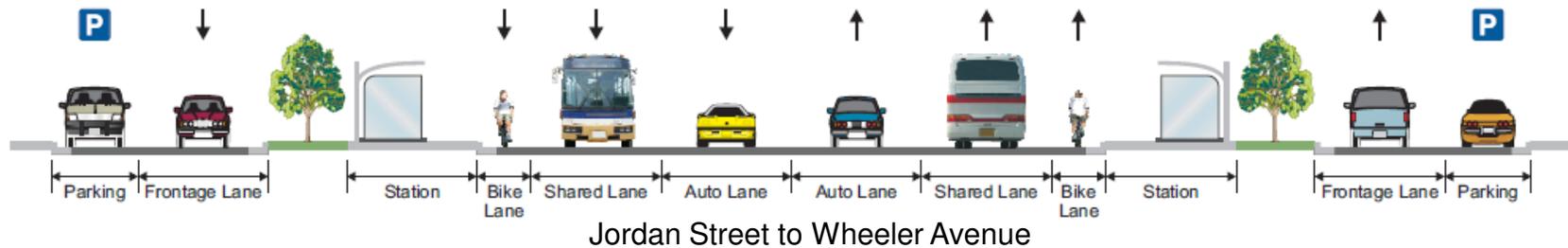


Description

- DASH and WMATA bus service run along curb
- 4.5 miles total - 4-lane segments for 2 miles total 6-lane segments for 2.5 miles total
- ROW width varies and is not centered on Duke Street travel lanes
- Service roads between Jordan Street and Wheeler Avenue accommodate individual property driveways

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Alternative 1 – Existing Configuration



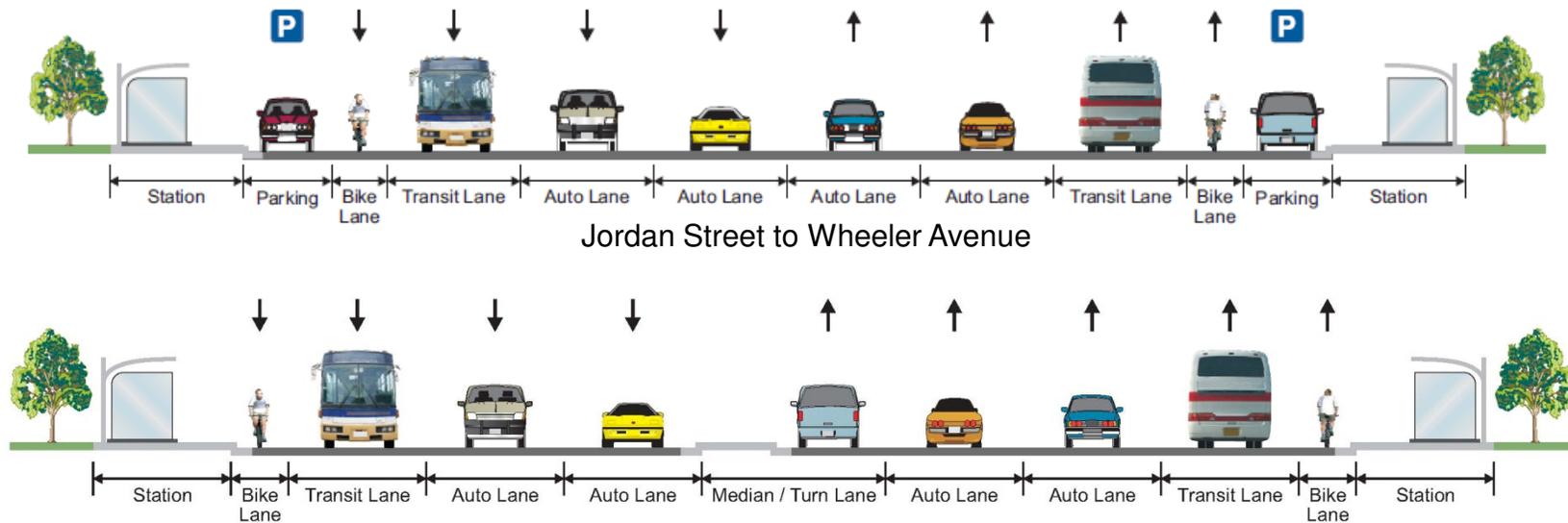
Landmark Mall to Jordan Street / Wheeler Avenue to King Street Metro

Description

- Transit running along curb
- Transit in mixed flow on 4-lane segments (2 miles total) and in dedicated lanes on 6-lane segments (2.5 miles total)
- Uses existing lanes for transit and widens the road to accommodate bicycle facilities
- Uses queue jumps where there are not dedicated lanes
- Impacts to property and service roads to accommodate queue jumps and bike lanes

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Alternative 2 – Uses Service Road Right-of-Way



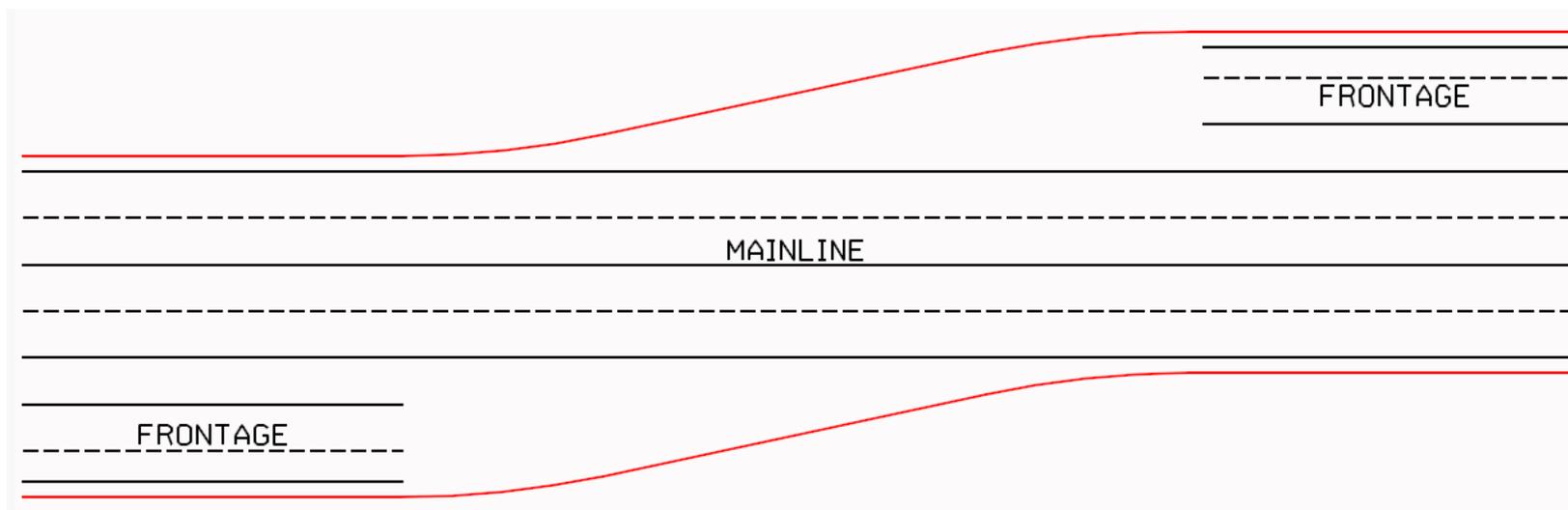
Jordan Street to Wheeler Avenue

Landmark Mall to Jordan Street / Wheeler Avenue to King Street Metro

Description

- Transit running along curb
- Transit in dedicated lanes for full corridor length
- Adds one lane per direction in 4-lane segments (2 miles total)
- Reduces impacts to property by shifting roadway centerline to make use of service roads (described on following slide)
- On-street parking in some locations
- Bike lanes or shared outside lane
- Could accommodate CIP project at major intersections with additional widening

Alternative 2 – Alignment Shift

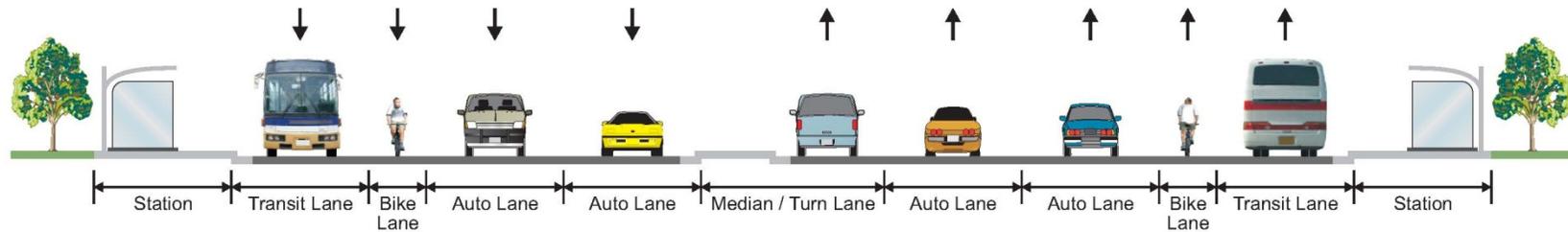
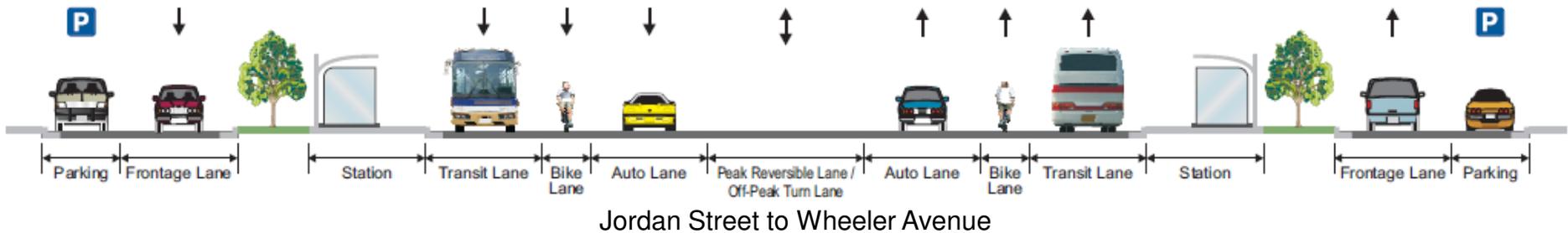


LEGEND

- = Existing Edge of Pavement
- = Proposed Edge of Pavement

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Alternative 3 – Reversible Lane

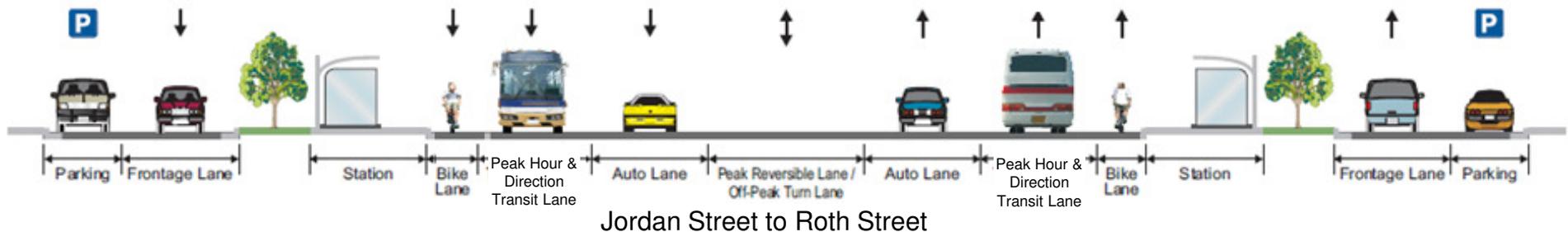


Description

- Transit running along curb
- Transit in dedicated lanes for full corridor length
- Adds ½ lane in each direction in 4-lane segments (2 miles total)
- Center lane would function as reversible lane for traffic
- Reversible lane would transition at Jordan Street and Wheeler Avenue
- Impact to property and existing streetscape
- Service roads would be maintained
- Bike lanes or shared outside lane
- Incorporates CIP project during off-peak

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Alternative 3 Variation

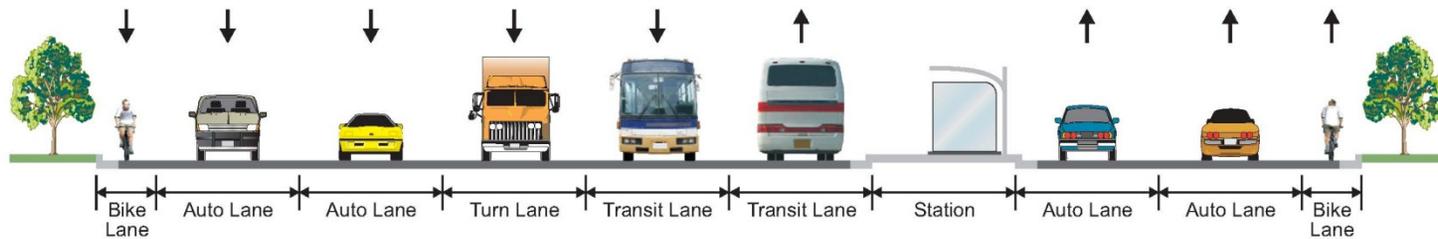
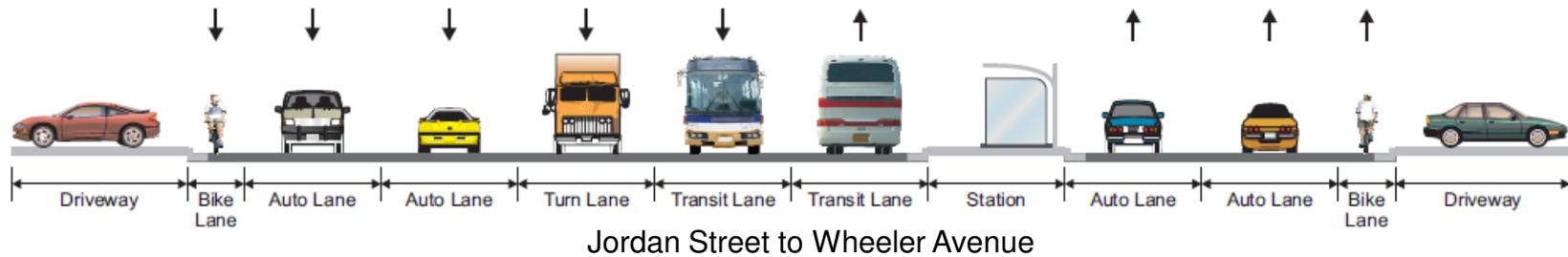


Description

- Same as Alternative 3 between Landmark Mall and Jordan Street & Roth Street and King Street Metro
- Peak direction and period dedicated transit lane between Jordan Street and Roth Street
- Off-peak direction, during peak period, transit operates in mixed flow between Jordan Street and Roth Street
- Off-peak period, both directions, transit operates in mixed flow
- Adds ½ lane in each direction in 4-lane segments (2 miles total)
- Reversible lane transitions at Roth Street and Jordan Street
- Less property impact between Jordan Street and Roth Street
- Service roads would be maintained
- Bike lanes or shared outside lane
- Incorporates CIP project

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Alternative 4 – Median Running



Description

- Transit running in median
- Transit in dedicated lanes for full corridor length
- Adds 2 lanes in each direction in 4-lane segments (2 miles total)
- Significant impacts to property
- Service roads would be removed and driveways would be accessed directly from Duke Street
- Bike lanes or shared outside lane
- Incorporates currently programmed CIP project