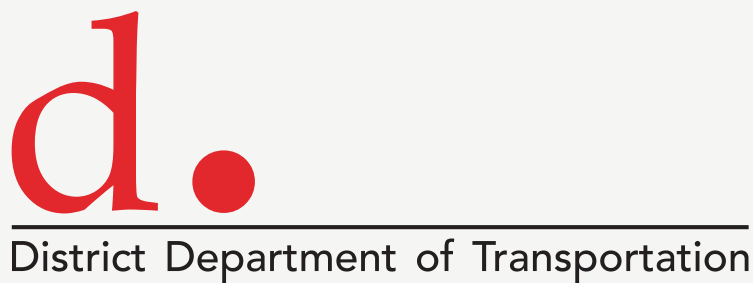


M Street Mobility Studies - Design Alternatives

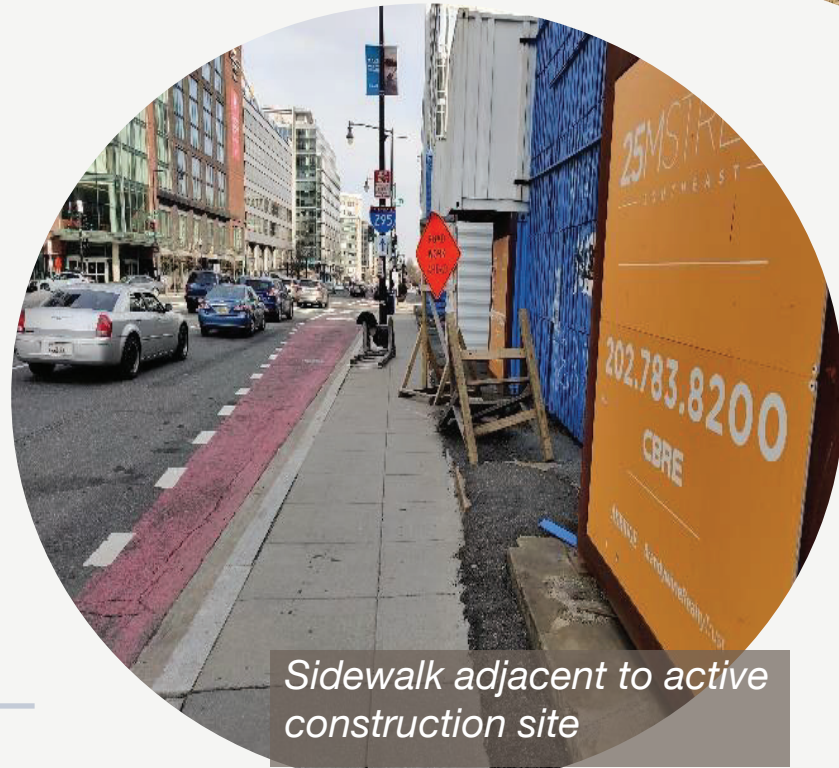


M Street Mobility Studies - Traffic Configuration

Narrower and Constricted Sidewalks



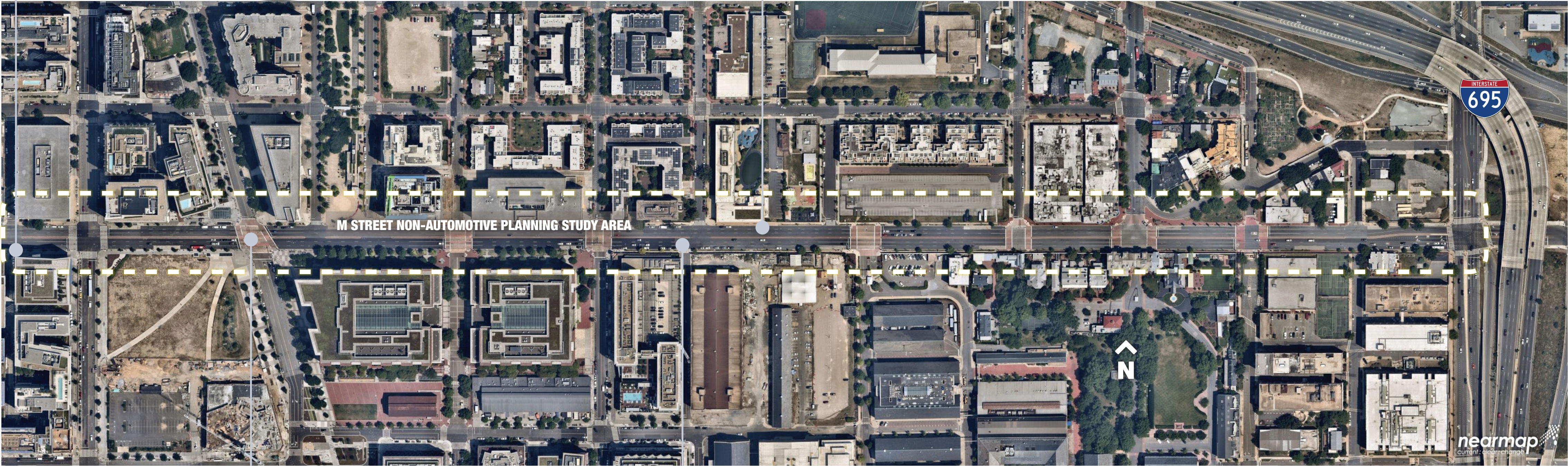
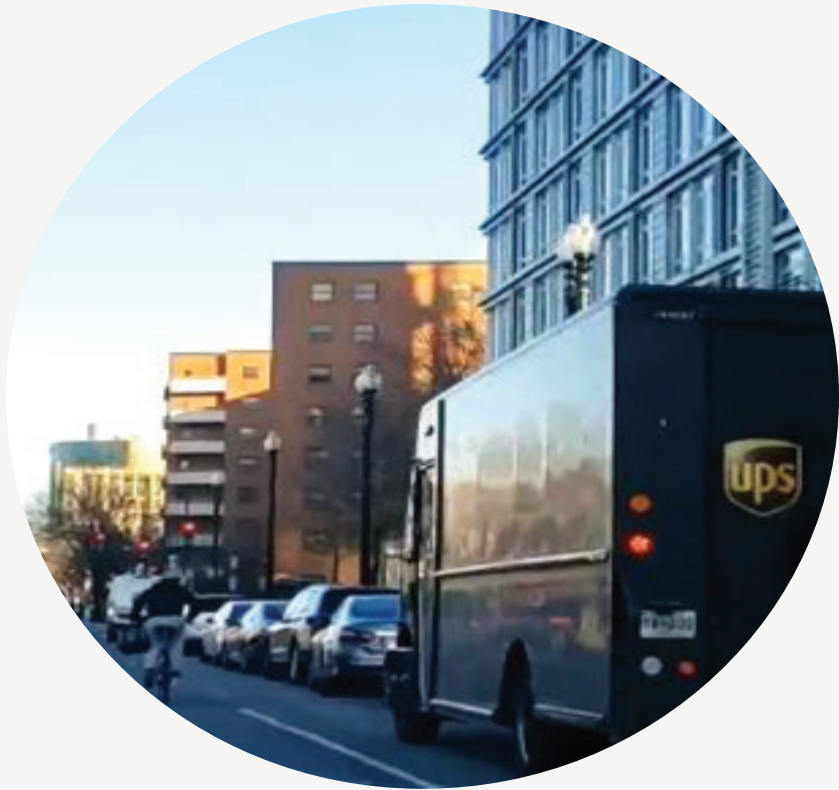
Sidewalk in front of Van Ness Elementary school



Sidewalk adjacent to active construction site

Competing Demands for Curb Spaces

Bus, delivery vehicles, and bicycles all navigated the shared space



Car Free Lanes



Intersection at M st and Canal st SE

Stamped Concrete Panels



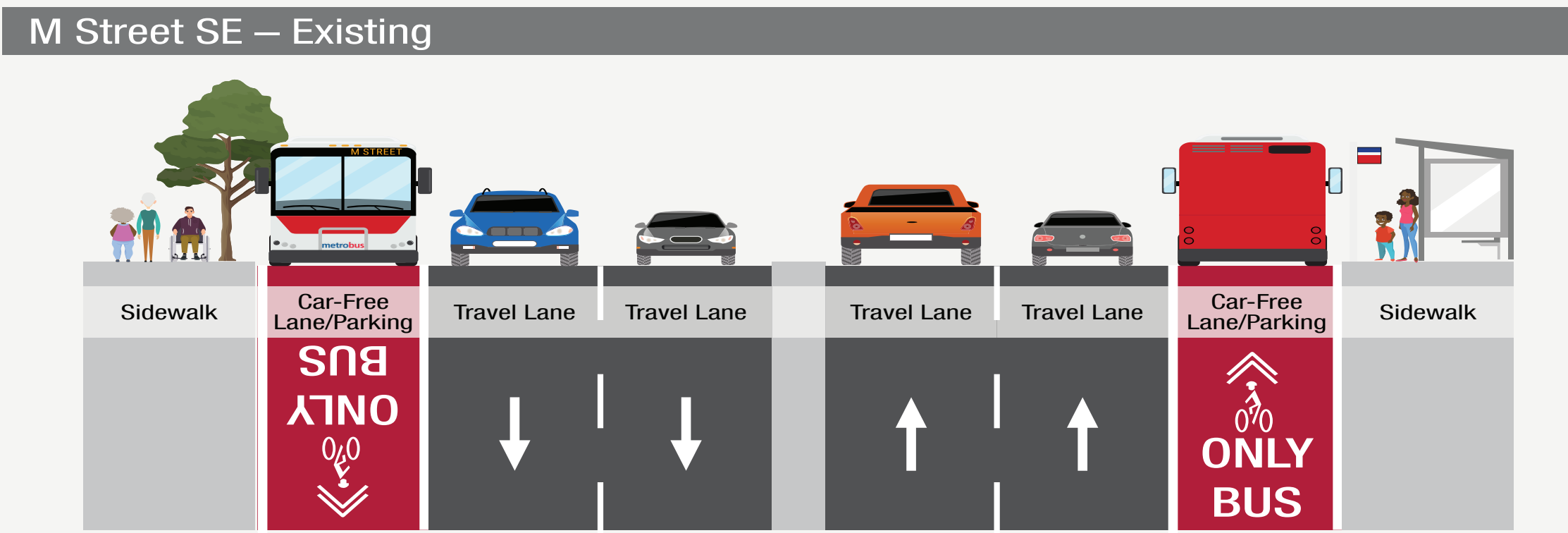
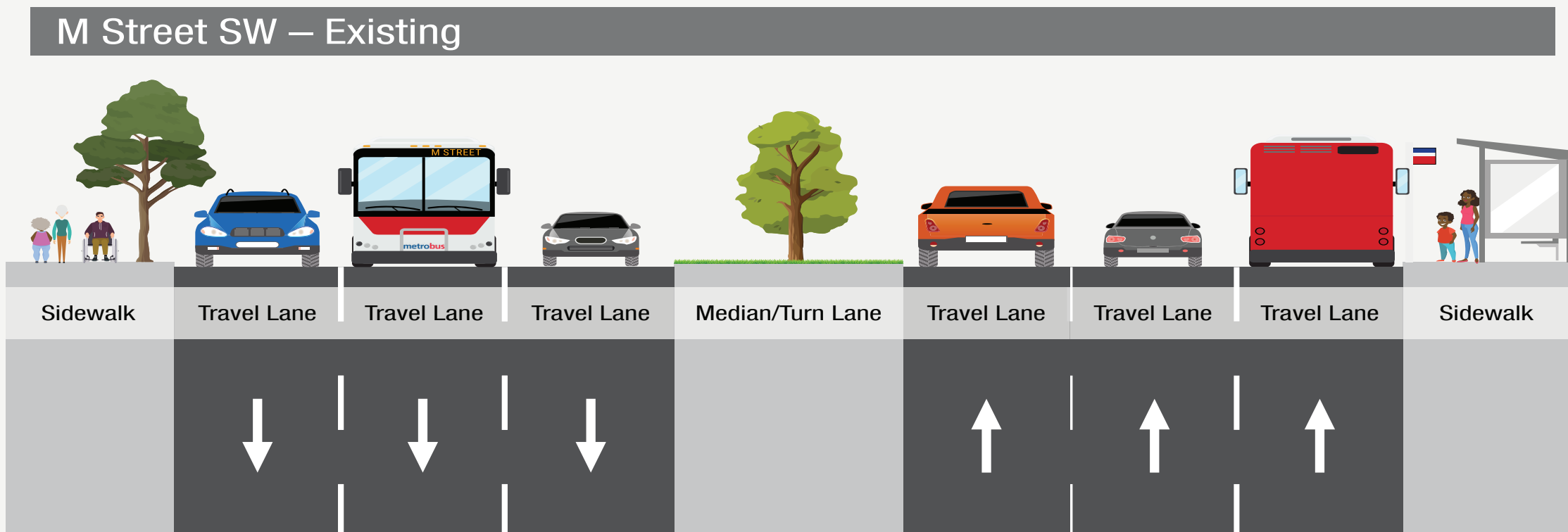
Intersection at M st and 4th St SE



M Street Mobility Studies - Design Alternatives

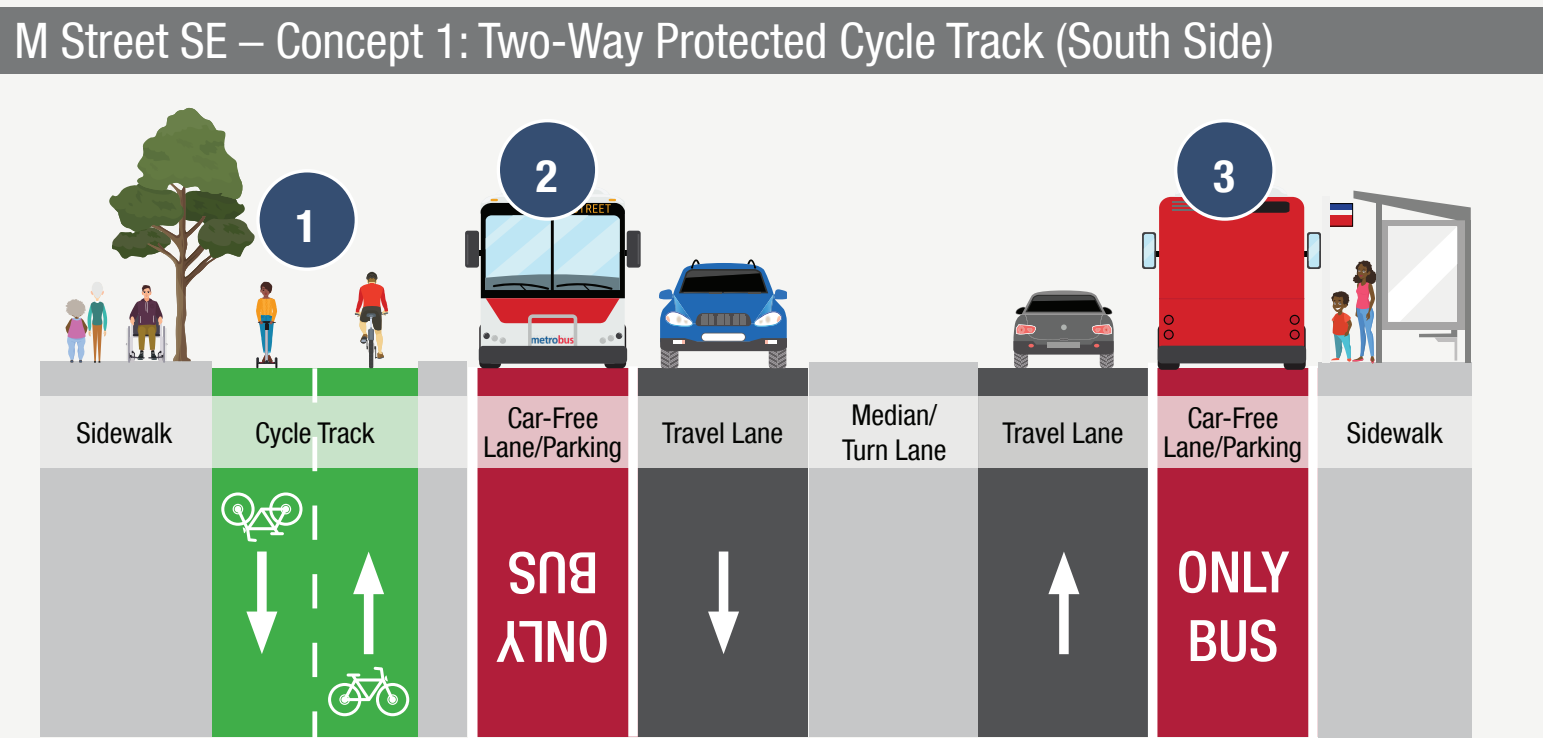
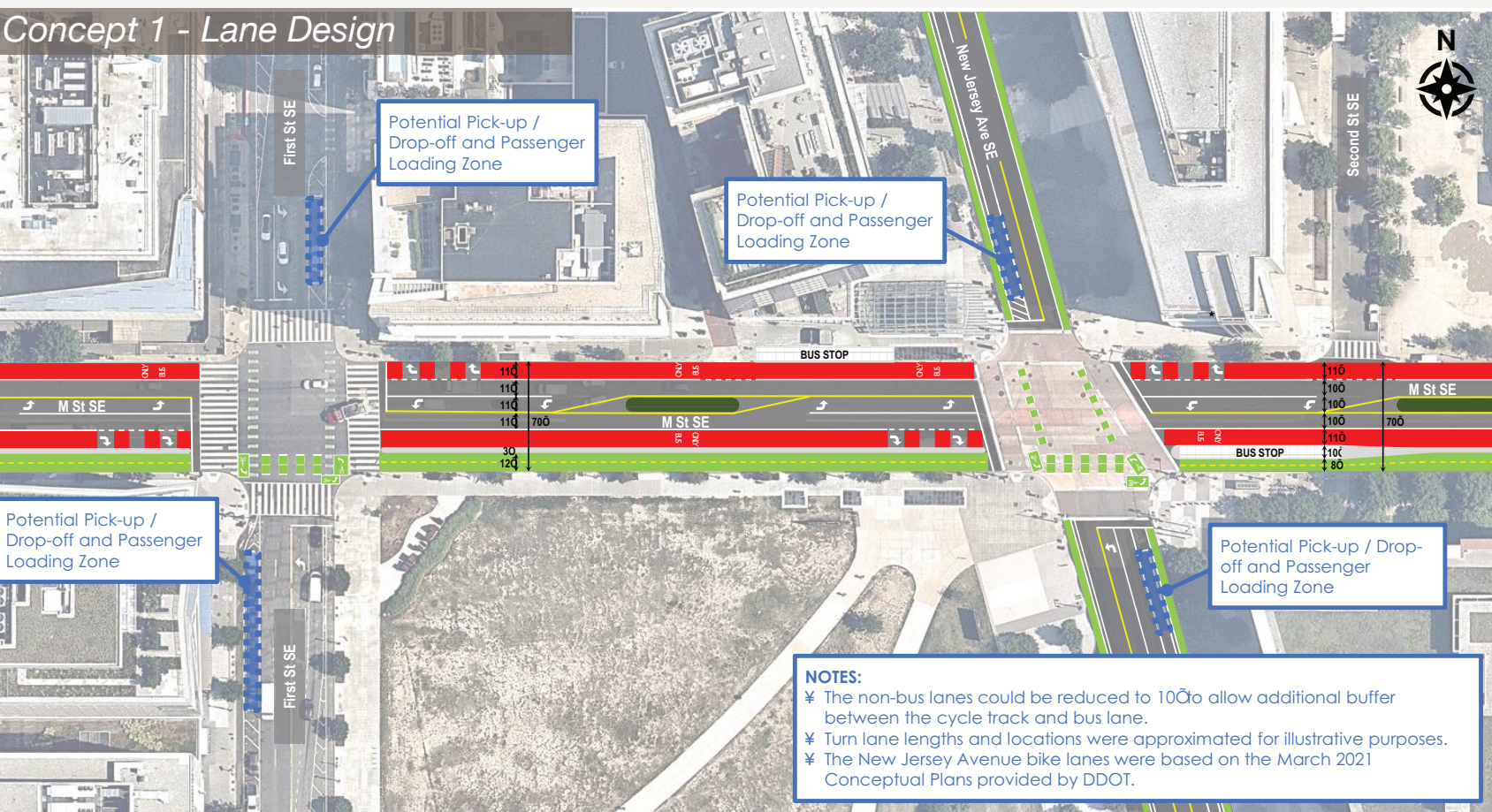
Existing Conditions:

- 1. 3 travel lanes in each direction
- 2. Some on-street parking (off-peak periods)
- 3. Curbside Car-Free Lanes (peak periods) (SE only)



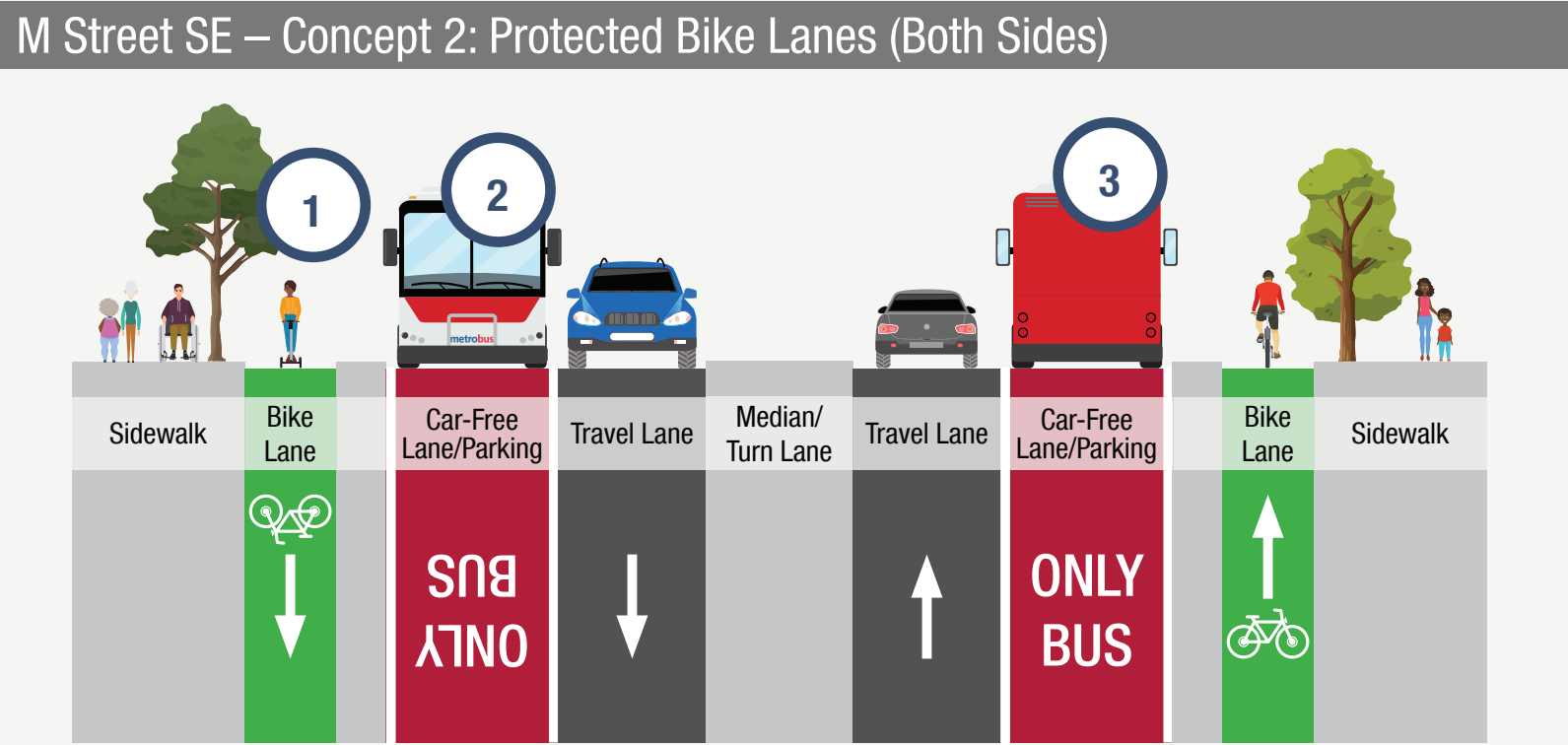
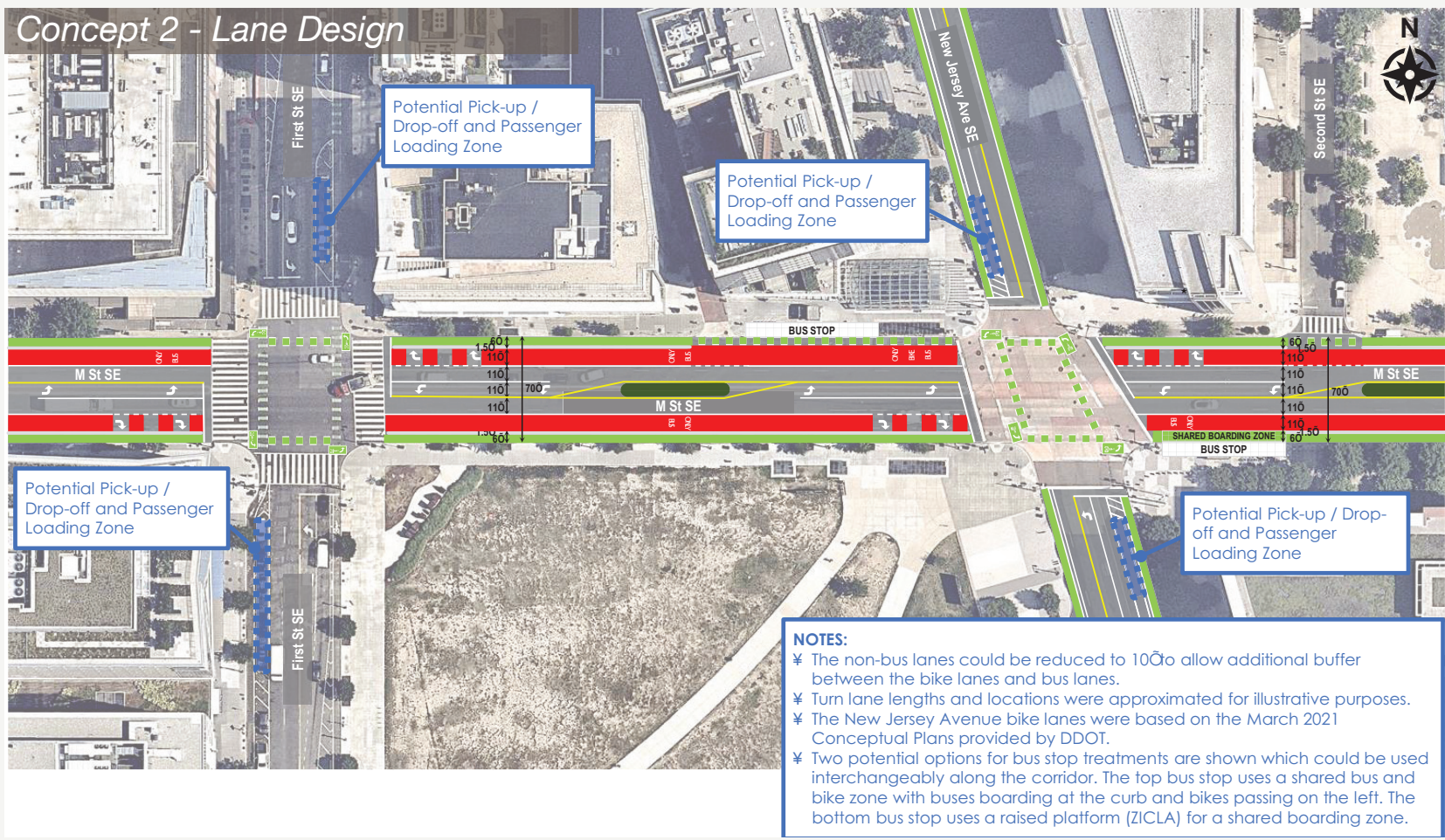
Concept 1:

- 1 Dedicated space for biking via a **two-way protected cycle track**
- 2 Maintains **2 travel lanes in each direction**, one of which could be used to preserve the existing Car-Free Lanes during peak periods
- 3 Outside of rush hour, these outer lanes could used for **general traffic, parking**, or continue to serve as **Car-Free Lanes** for all-day transit priority



Concept 2:





- 1 Dedicated space for biking via **protected bicycle lanes**
- 2 Maintains **2 travel lanes in each direction**, one of which could be used to pre-serve the existing Car-Free Lanes during peak periods
- 3 Outside of rush hour, these outer lanes could used for **general traffic, parking**, or continue to serve as **Car-Free Lanes** for all-day transit priority



North-South Transit - Microtransit Zones

Goal: Increase connectivity from/to Buzzard Point

Microtransit:

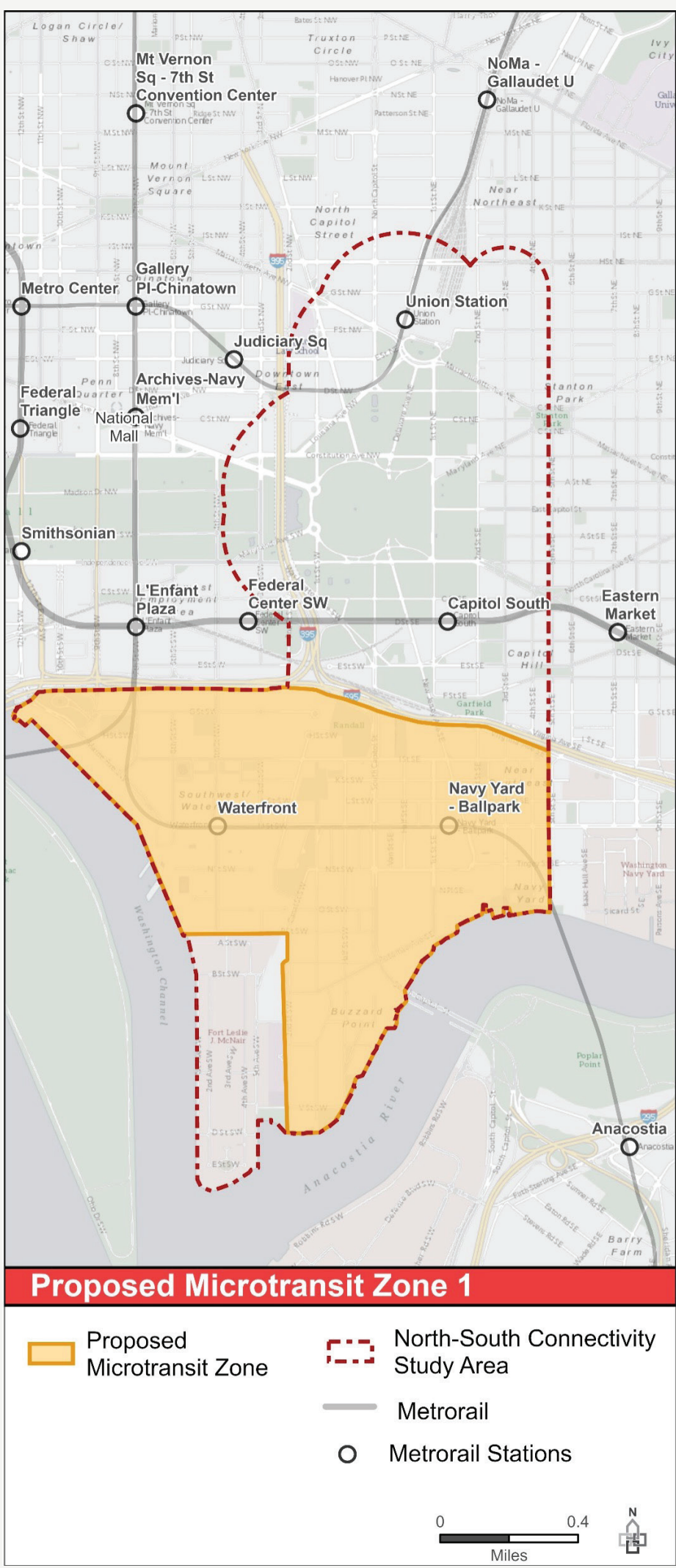
-  **Technology-driven** demand-response service
-  Trips often requested via **mobile app**
-  Operates within **designated zones** with **flexible routing**
-  **New service** type with less familiarity to the general public



Zone 1:

Connections in SE and SW DC, south of I-395/I-695

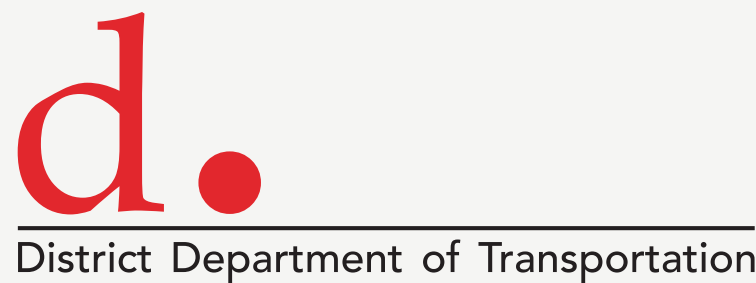
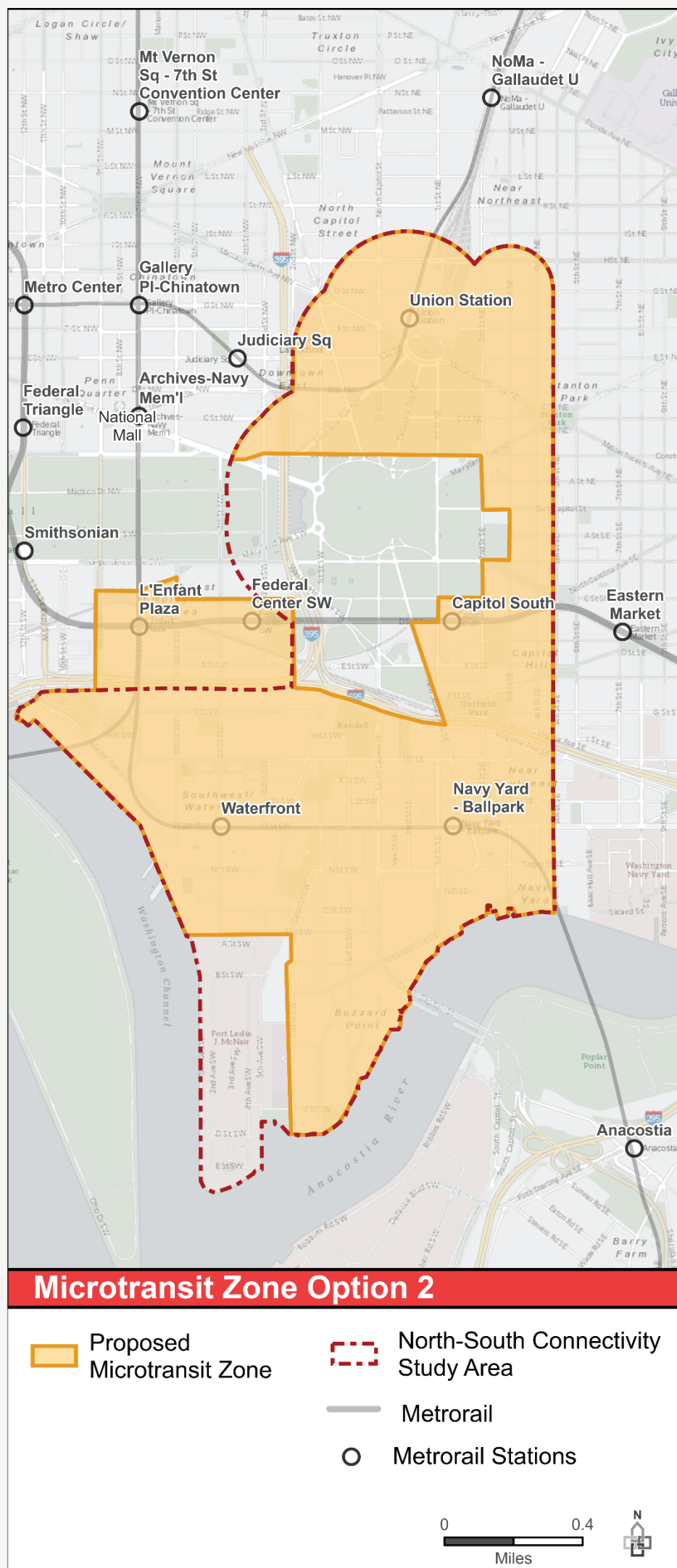
- ✓ Quality connections to Metrorail along M Street, **serving Waterfront and Navy Yard-Ballpark stations**
- ✓ Potential transfers to **two metrobus routes** operating on WMATA Priority Corridors and **one Circulator route**
- ✓ Service for future developments in CRBID and SWBID
- ✓ Connections to Buzzard Point from areas to the north
- ✓ **Lower cost**
- ✗ No connections north of I-396/I-659, including Union Station and Capital South station
- ✗ Some areas with projected population/job growth may not be fully covered
- ✗ No connections to jobs around Federal Center



Zone 2:

Connections from Buzzard Point to:




- Union Station
- Capital South Metrorail
- L'Enfant Plaza
- Federal Center SW
- ✓ Transfer opportunities to **13 Metrobus routes** and **four Circulator routes**
- ✓ Service for future development in CRBID and SWBID
- ✓ Quality connections to Buzzard Point from areas to the north
- ✓ Quality connections to Metrorail along M Street, **serving Waterfront and Navy Yard-Ballpark stations and north to L'Enfant Plaza and Federal Center**
- ✓ Connections to Buzzard Point from areas to the north
- ✗ Higher costs
- ✗ Zone extends beyond the study area



North-South Transit - Fixed-Route Options

Goal: Provide direct connections between Buzzard Point and Union Station that do not currently exist

Fixed-Route transit:

-  More “*traditional*” transit service (i.e. WMATA Metrobus and Circulator)
-  **Fixed** bus stops and route alignments
-  Greater **familiarity** to the general public

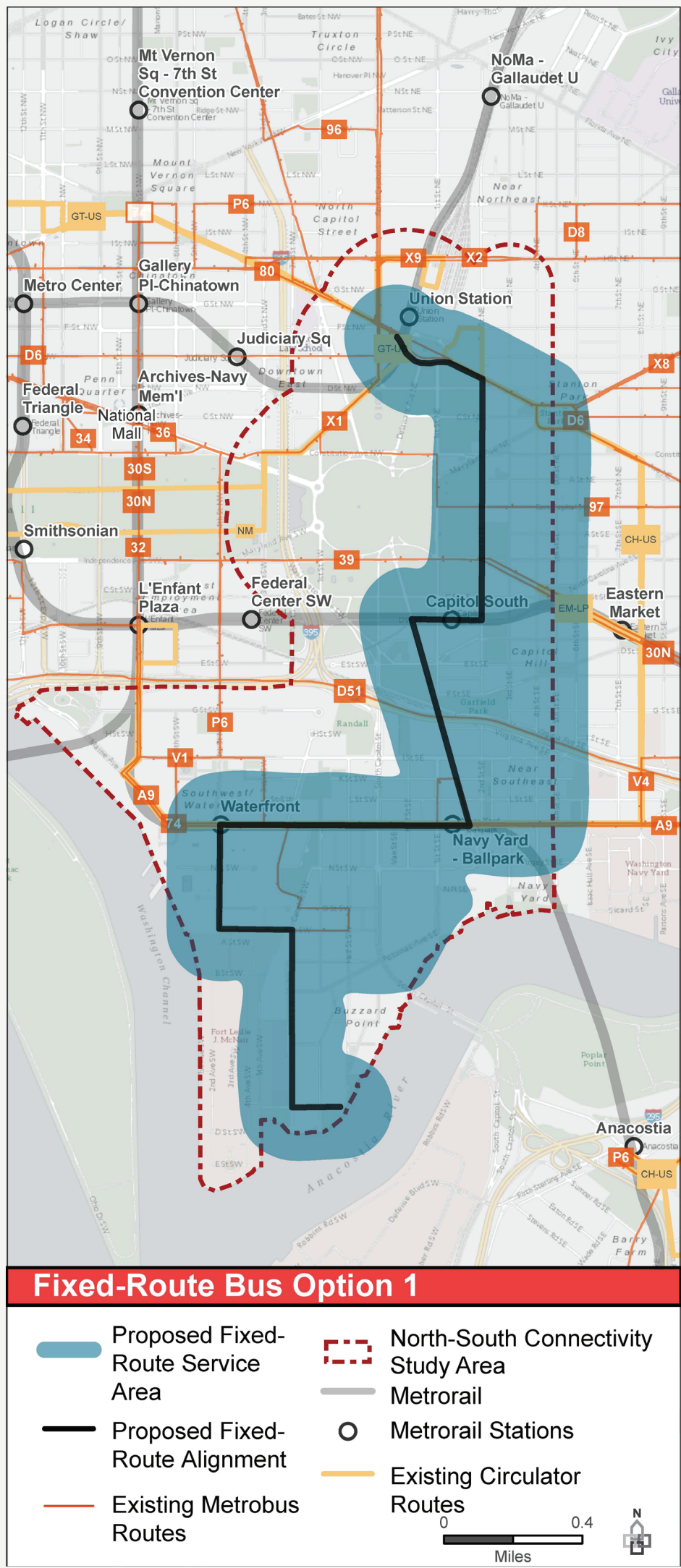


Option 1:

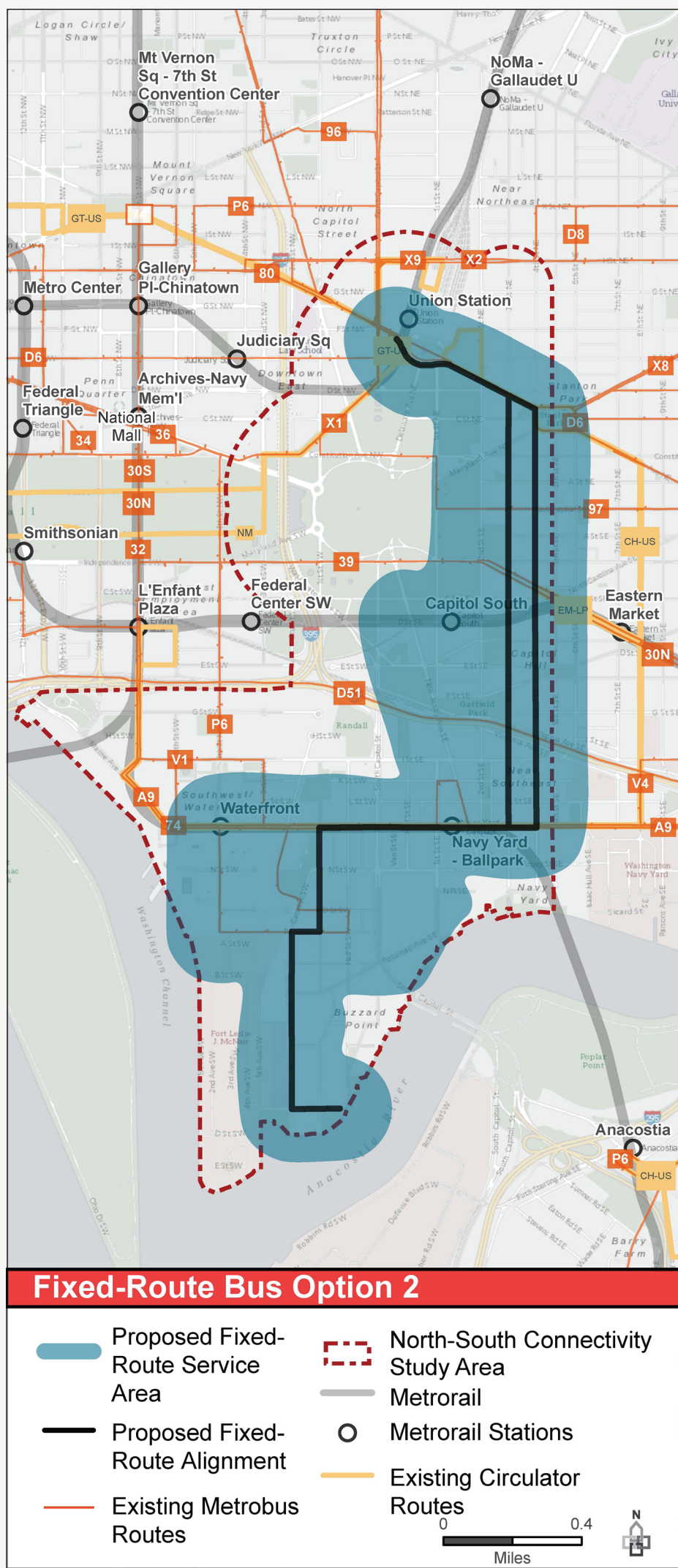
Buzzard Point to Union Station serving Waterfront

- ✓ Quality Metrorail connections at **Waterfront, Navy Yard-Ballpark, Capitol South, and Union Station**
- ✓ Potential transfer opportunities to **eight Metrobus routes** operating on WMATA Priority Corridors and **four Circulator routes**
- ✓ One-seat ride between **Buzzard Point and Union Station**
- ✓ Service through **most projected high growth areas**
- ✗ Future development in CRBID and SWBID may not be served directly

Total Length - 3.2 miles



Total Length - 3.7 miles



Option 2:

Direct line from Buzzard Point to Union Station

- ✓ Quality Metrorail connections at **Navy Yard-Ballpark and Union Station**
- ✓ Potential transfer opportunities to **eight Metrobus routes** operating on WMATA Priority Corridors and **four Circulator routes**
- ✓ One-seat ride between **Buzzard Point and Union Station**
- ✗ No connections in the Southwest
- ✗ Future development in CRBID and SWBID may not be served directly
- ✗ Projected high growth areas may not be fully served

