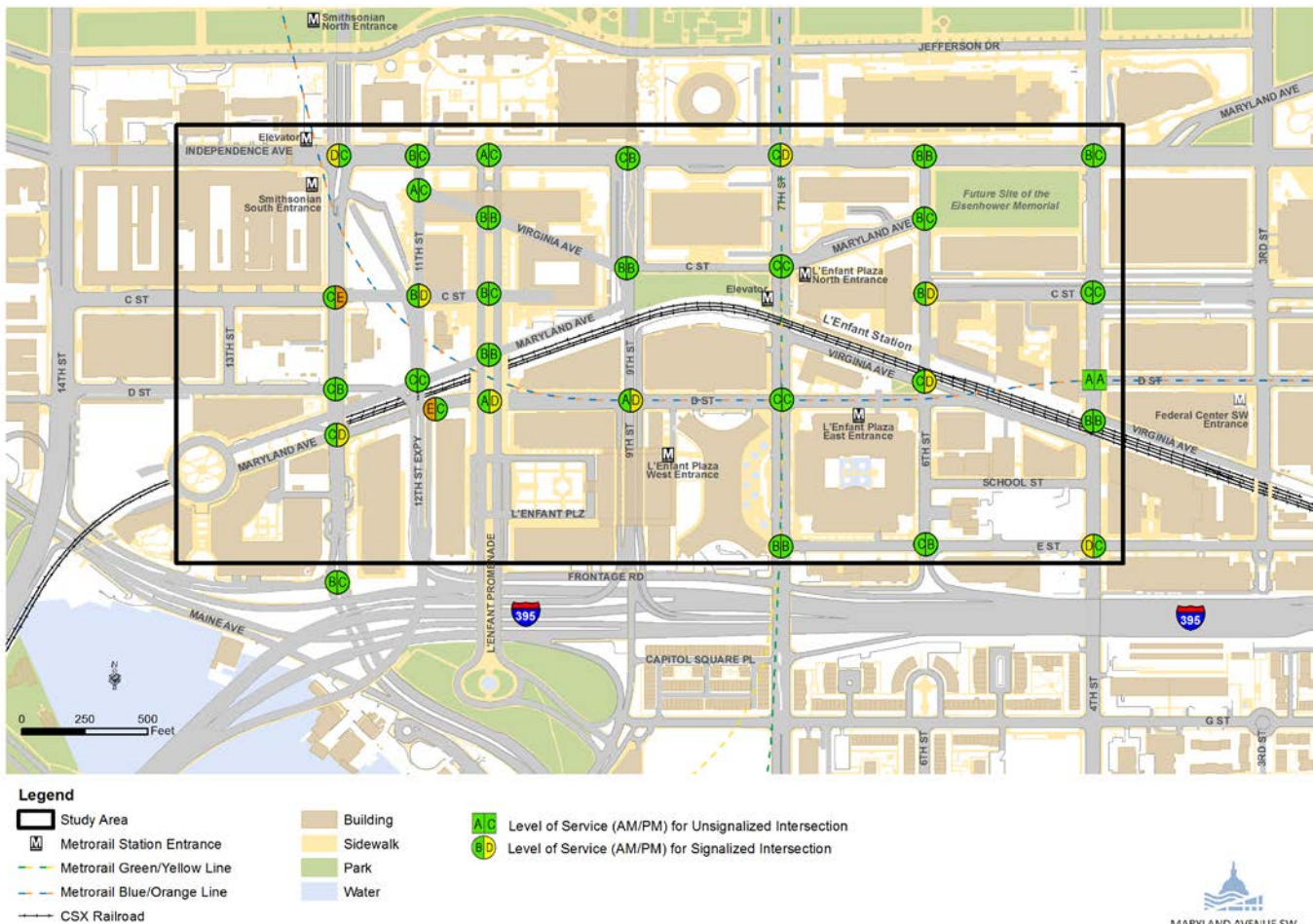


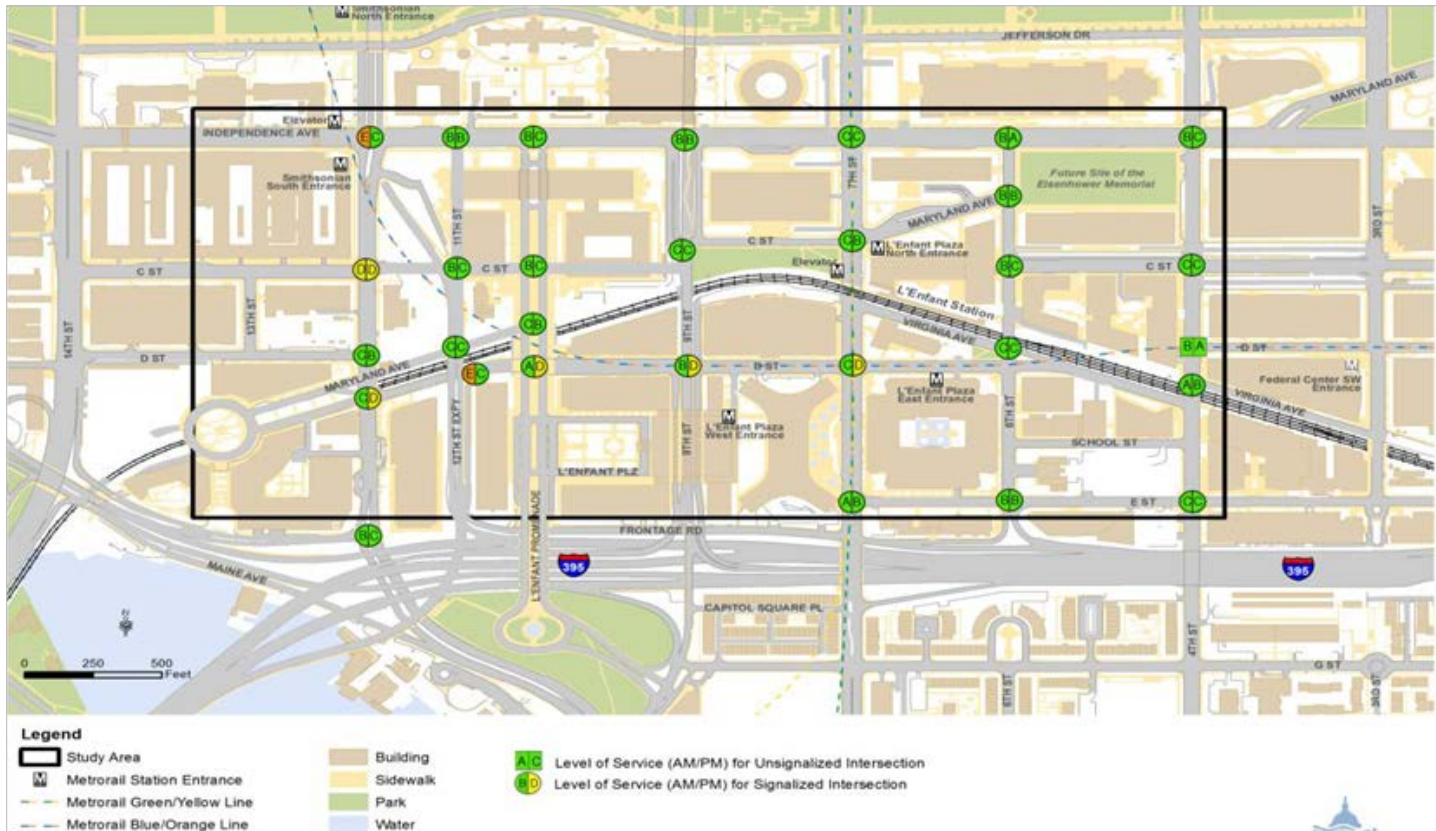
Maryland Avenue Transportation Study – Analysis of Option A



Option A (Small Area Plan):

- 12th Street and C Street SW: Dual left-turn lanes on C Street by restricting parking during the morning and evening peak hours on both sides of the streets; 150' left-turn storage lane to accommodate heavy left-turn volume
- 12th Street and Maryland Avenue SW: Restrict parking during the evening peak and convert the lane into a travel lane to provide a lane for right turning vehicles
- 12th Street and Independence Ave SW: Exclusive right-turn lane for the eastbound approach, in which only buses that are stopping at the near side of the intersection are allowed to travel through from the right lane.
- 12th Street Expressway Slip Ramp to D Street SW: Signalized intersection (with a protected pedestrian crossing)
- 9th Street and D Street SW: Increase signal cycle length to 120 seconds, during the evening peak only
- 4th Street and Independence Avenue SW: Restrict parking on 4th Street during the evening peak.

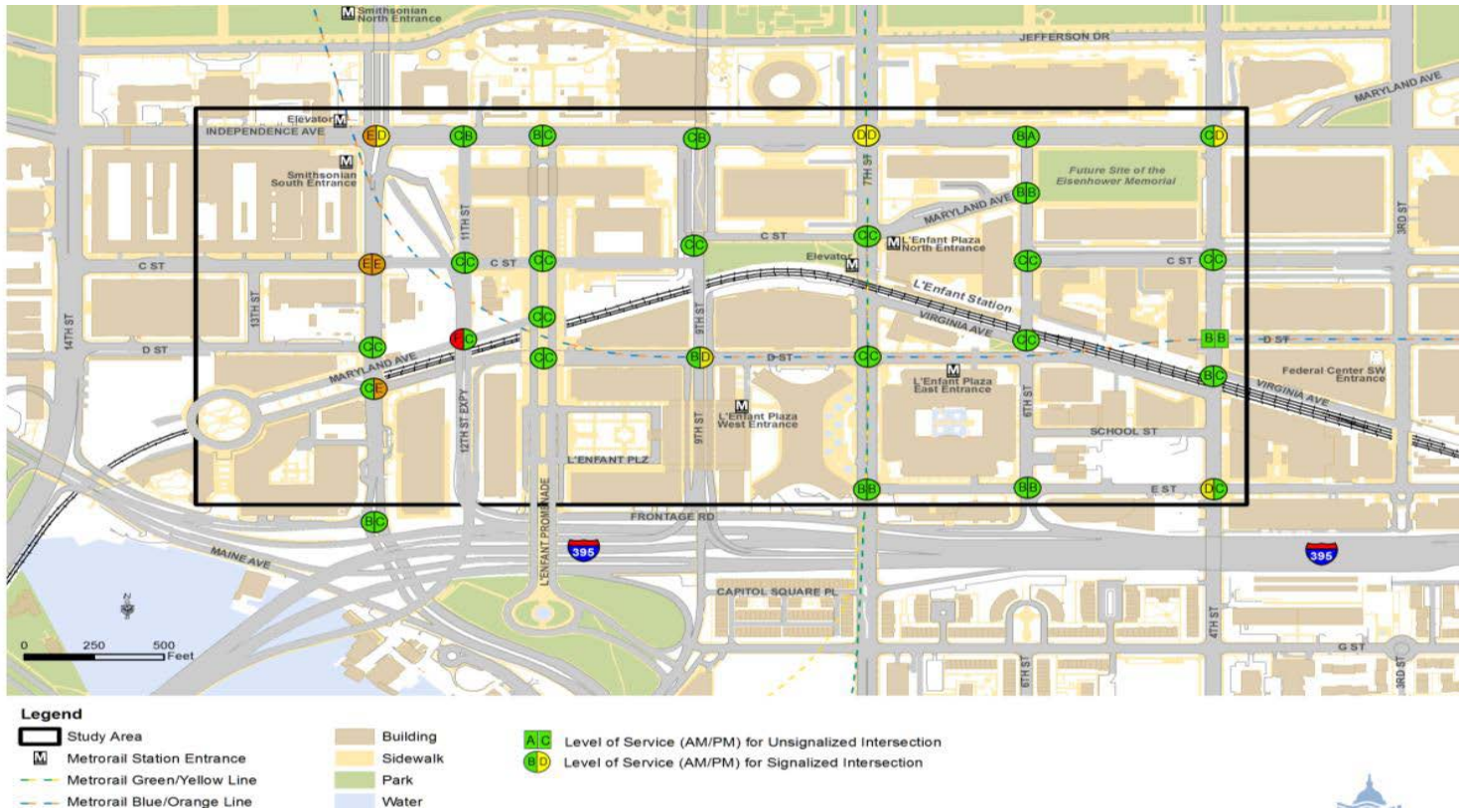
Maryland Avenue Transportation Study – Analysis of Option B



Option B:

- The majority of east-west vehicular traffic burdens C Street SW
- Two westbound lanes on C Street SW improve operations
- The intersection of 11th Street and Maryland Avenue SW works
- This option could yield fewer pedestrian conflicts on D Street SW

Maryland Avenue Transportation Study – Analysis of Option C



Option C:

- Pedestrian flow on D Street SW improves
- Creates more congestion and intersection failures
- Creates more queuing on 12th Street Expressway
- Eliminates desirability of simultaneous removal of 12th Street Expressway ramp and D Street SW slip ramp