

# PROJECT GOALS & BENEFITS

## Project Goals:

By focusing on dedicated and protected space for transit riders and cyclists, we are making it easier, faster, and more reliable for more people to get safely to and through downtown DC.

- People in buses, on foot, and on bikes make up the majority of current – and future – K Street travelers.
- Protected bike and transit lanes can move the highest volume of people safely through the corridor.

## Benefits of Median-Separated & Center-Running Bus Lanes:

- Eliminates conflicts (turns, curbside uses, alleys/garages)
- Protection from traffic-related delays
- Self-enforcing

Improved reliability and travel time savings of 30% or more



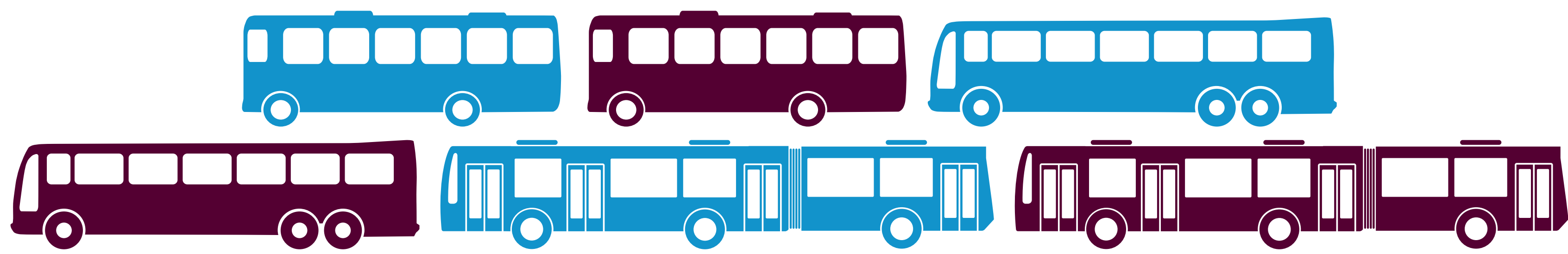


# BUS BENEFITS

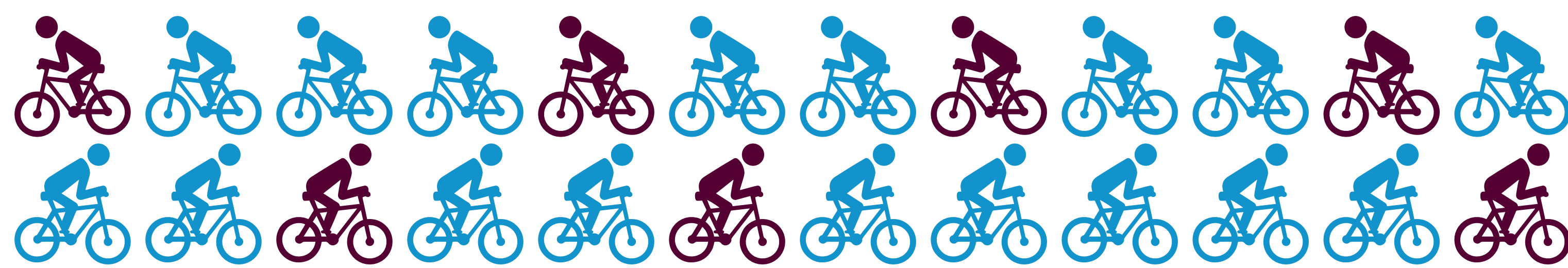
## Moves More People



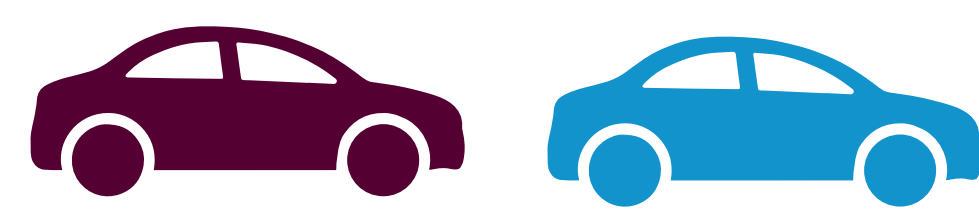
**SIDEWALK 9,000/HR**



**DEDICATED TRANSIT LANES  
4,000-8,000/HR**

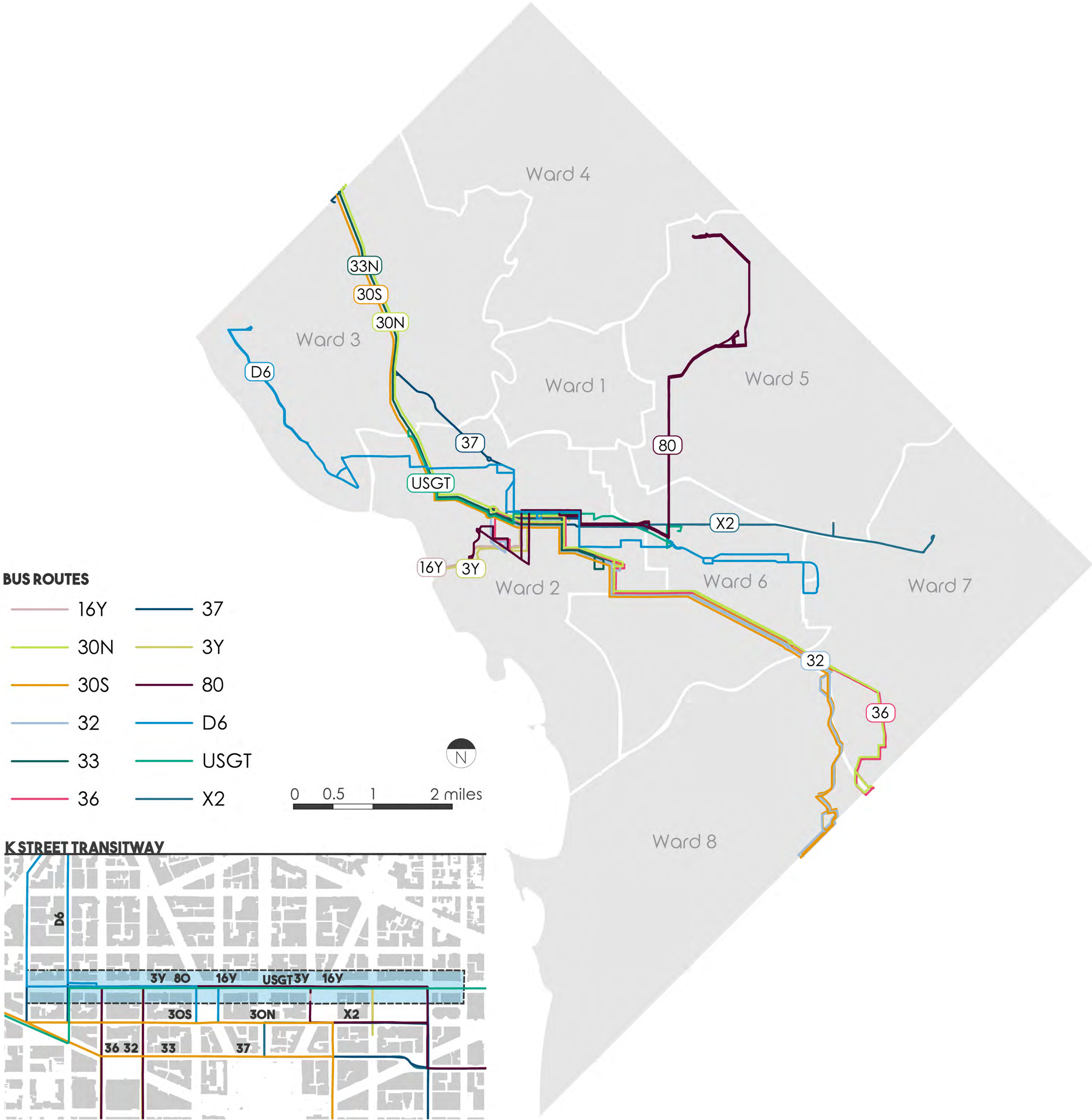


**TWO-WAY PROTECTED BIKEWAY  
7,500/HR**



**PRIVATE MOTOR VEHICLES  
600-1,600/HR**

\*Graphic source: National Association of City Transportation Officials



The transitway is designed to have 12 bus routes with **55 buses/hour per direction** in peak period.



# PROJECT AREA AND MILESTONE SCHEDULE



## 30% DESIGN

Fall 2019 to Spring 2020

## FINAL DESIGN

Spring 2020 to Spring 2021

## CONSTRUCTION

Early 2022 to Winter 2024



# SAMPLE BLOCK LAYOUT

