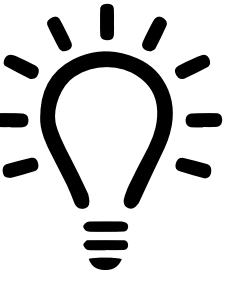




ADDITIONAL OPERATIONAL AND/OR SYSTEMWIDE IMPROVEMENTS



The study team also identified operational strategies and general, systemwide improvements that may increase capacity, reliability, flexibility, and sustainability on the Blue, Orange, and Silver lines. Some are comparatively small and inexpensive changes that can help achieve one goal in the near future, while others would be large projects that meet multiple goals but require a lot of time and investment.

Concept

Example

Pocket tracks and crossovers: Install more pocket tracks and crossovers to allow Metro to better recover from incidents and minimize extent of single-tracking. Implementation: 5-10 years



Reconfigure train seats: Reduce number of train seats or reconfigure seating arrangements to provide more space. Implementation: Depends on train overhaul schedule



Enhance connections to stations: Build or improve bike and pedestrian connections to stations. This will grow ridership by expanding the neighborhoods in easy walking and biking distance from stations, and support transit-oriented development. Implementation: 1-5 years, ongoing

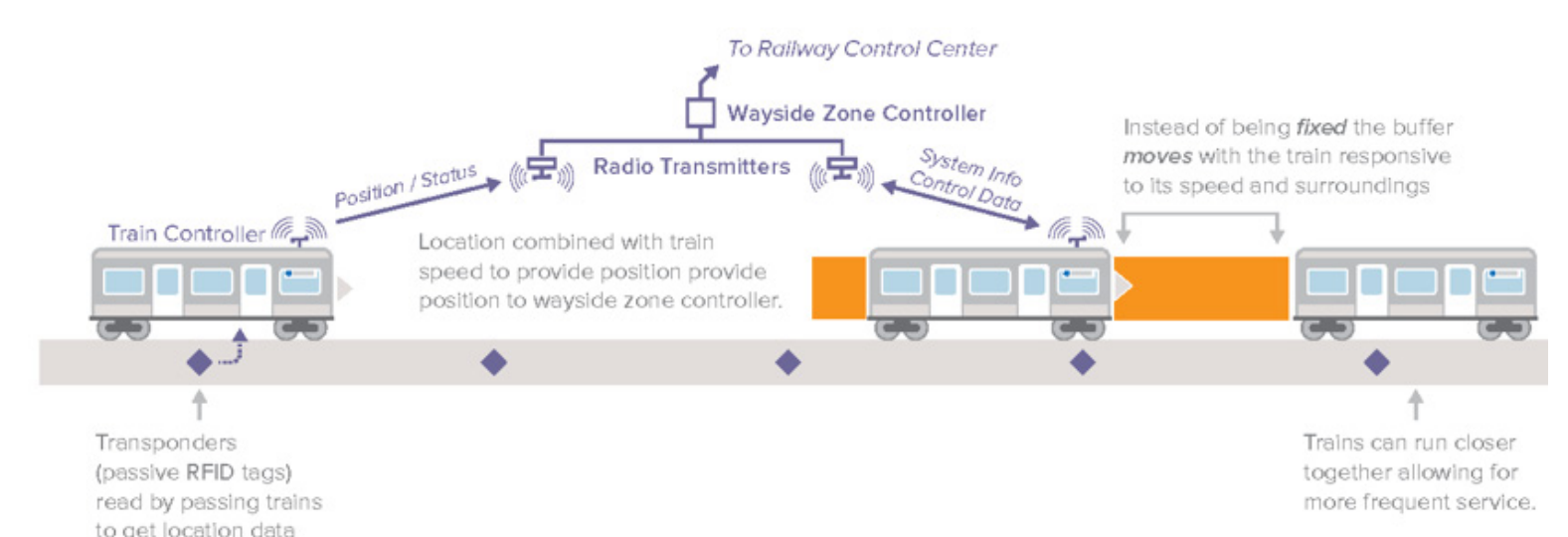


Expand core stations: Create new entrances and pedestrian connections in the highest-traffic Blue, Orange, and Silver stations, to reduce crowding and move people faster. Implementation: 5 years



Enhanced train control: Explore the potential costs and benefits of implementing new train control technology. Note: this would be a very large and expensive capital project. Implementation: 10-20 years

Figure 3: Diagram of a Moving Block (CBTC) Signal System



Enhancing parallel bus service: Try to reduce crowding on rail by transferring some ridership demand to higher-frequency bus routes. Implementation: 1-2 years

