

Memo

From: Elisa Nichols, Principal, SG Associates, Inc.
To: Deborah Matherly, The Louis Berger Group, Inc.
Subject: MWCOG RECP Task 2.6.8 Possible Alternate Kiss & Ride Locations

Scenario 1

Union Station and Judiciary Sq.

Adjacent Metro stations – Red, Orange/Blue and green line stations

Scenario 2

Braddock Road

George Washington Middle School
Eugene Simpson Stadium
Jefferson Houston Elementary School

Alexandria Union / King Street

George Washington Middle School
Maury Elementary School
Jefferson Houston Elementary School

Eisenhower Avenue

Strayer University (Alexandria Campus)
Bishop Ironton High School
George Washington Middle School
Douglas McArthur Elementary School

Scenario 3

West Falls Church

McLean High School
Marshall High School
Shrevewood Elementary School
Timber Lane Elementary School
Thomas Jefferson Elementary School
Broadale Village Center

Scenario 4

Greenbelt

Ft. Totten Metro Station – Northern terminus of green line

Memorandum

To: Debbie Matherly, LBG
From: Elisa Nichols, SG Associates, Inc.
Date: 5/22/2003
Re: Task 4.2, Contingency Mass Transit Plans

Each of the Scenarios requires a number of steps to be taken that are common to all four. These steps are as follows:

1. Each transit agency, regardless of mode or authority, will, upon first notification of the incident, establish that adequate emergency response has been dispatched to the affected area. This is true even if the event was not transit-specific, such as the Wilson Bridge or Union Station scenarios.
2. Each agency will then attempt to determine the number and type of vehicles affected directly by the occurrence.
3. Each agency will then attempt to determine the number of passengers and members of the public who are directly affected by the occurrence.

Once these items have been established, the control phase will begin.

4. Each agency will determine which personnel are needed to respond to the incident. Typically, these representatives are from operations (road/train supervisors; a manager if situation warrants), safety (on-call person, manager if situation warrants) infrastructure (supervisors for track and signals) and mechanical (on-call mechanic for bus, representatives for electronic systems if needed for rail). In the case of the chemical incident, where no one is allowed at the immediate scene except properly trained and suited rescue and recovery personnel, agency representatives will respond to the incident command. In each scenario, management personnel would respond because of the level of the incidents. Media and public information personnel will also respond, but they may not go to the scene, depending on the incident.
5. On-scene representatives will provide information as appropriate to emergency responders to assist in rescue and recovery.

6. Recovery efforts will have begun in the respective control centers. These efforts will focus on ensuring that persons on the system who are not affected by the incident are receiving assistance of some sort.

For subway rail: If rail service is stopped or abridged in some way, bus bridge procedures are begun.

For bus: Alternate locations/routing procedures are begun.

For commuter rail: If service is suspended completely

Control centers ensure that public information on the alternate procedures is routed correctly to internal PI officers, who transmit it via appropriate procedural channels. If needed and appropriate, assistance from other transit agencies in the area may be requested.

7. If requested by a federal, state or local government agency or by a sister transit agency, extra vehicles and operators may be provided for evacuation or shelter. Buses can be used for warming or cooling stations, to carry rescuers to and from sites, and to evacuate persons in immediate danger, or large numbers to medical facilities. Rail (commuter or subway) vehicles can carry heavy equipment or large numbers of personnel to underground or surface rescue and recovery sites, but are usually not suitable for mass evacuations because of the difficulty of access to the vehicles except at stations/platforms.

8. When the scenes are cleared, service restoration efforts will begin, including notifying rail and bus operators and other personnel of service restoration, servicing and prepping vehicles used for emergency service, infrastructure repair and renewal for rail, and public information of service restoration.

Task 5.1.6.3.2/5.1.4
Transit and Pedestrian Analysis

Scenario	Maximum Evacuees per Mode	Time for Arrival of Transit Vehicles for Evac.	Dwell Time	Recycling Feasible
1	10,000 via bus only (max 40 – 60 persons per bus; no more than 25 busloads will probably be needed)	5 to 60 minutes	varying, but no limit needed	Yes-multiple recycling possible at SG-defined staging area
2	325 by rail (already on trains or in stations; less than 50 by bus	N/A-vehicles would not go to area; evacuation would be performed by vehicles already in the area leaving	less than 2 minutes at initial point of notification; less than 10 – 15 seconds if flagged along evacuation route for buses	NO
3	less than 100 by bus will probably be needed	5 to 60 minutes	varying, but no limit needed	Yes, but will not likely be needed
4	less than 100 by rail Approximately 50 by bus	N/A-vehicles would not go to area; evacuation would be performed by vehicles already in the area leaving	less than 2 minutes at initial point of notification; less than 10 – 15 seconds if flagged along evacuation route for buses	NO

Scenario 1	
Location	Union Station
TOD/DOW	09:00 weekday
Incident	Immediate explosion with fire, structural damage, loss of life in immediate vicinity
Metro Stations Affected	Union Station and Judiciary Square
Amtrak/Commuter Rail lines affected	All
	Trains and crews will not be available.
	MARC - passengers should take Metro to Greenbelt or Shady Grove Metro Stations and will be bused using MTA buses.
	VRE - passengers should take Metro to Vienna or Franconia-Springfield Stations and will be bused using PRTC buses.
MetroBus Routes Servicing Metro Stations	Union Station:D3, D4, D6, D8, N22, 97, D1, X8, 80 Judiciary Sq.: D1, D3, D6, 70, 71, 80, P6
MetroBuses near Metro Station at time of incident	Eastbound: X8-09:01, 09:21 D4 09:10, 09:29 D1-09:05, 09:11 09:18, 09:25, 09:29 D6 09:05 09:16 09:35 Westbound: X8-09:17, 09:37 D4 09:05, 09:25 D3-09:00, 09:32 D6-09:06, 09:22 Southbound: D4-09:11, 09:25, 09:38 N22-09:07, 09:23 Northbound: D4-09:02, 09:22 N22-09:01, 09:11, 09:21, 09:36
Local Bus Systems Affected	None
Bus Staging Areas	Staging area will be D St. NW at Capital grounds - long-term availability.
Possible number of people evacuated by bus	Can accommodate 10,000 over the course of the day
Transit Response	
Metro Stations	Only Union Station and Judiciary Sq. Stations will be closed. If track not affected pass-through operation will be in effect. Union Station closed long term
MetroBus	Bus bridge from Judiciary Sq Station set up for long term.

Scenario 2	
Location	Woodrow Wilson Bridge
TOD/DOW	15:00 Sunday
Incident	Large Scale Chemical release
Metro Stations Affected	Eisenhower, King St., Braddock Road
Amtrak/Commuter Lines Affected	Amtrak and VRE - No Southbound service for any trains. VRE will not operate during crisis
MetroBus Routes Servicing Metro Stations	Eisenhower: 29K and 29N King St.: 28A, 28b, 29K, 29N Braddock Road: 10A, 10B, 10P, 11P, 29K,
MetroBuses near Affected Metro Stations at time of incident	Eisenhower: None King St.: None Braddock Road: Southbound 10A: 15:26 Northbound 10A: 15:28
Local Bus Systems Affected	PRTC OmniRide, Fairfax Connector and Alexandria Dash
Local Bus Routes Affected	Fairfax Connector: 107, 110, Dash: 2, 3, 4, 5, 6, 7, 8, 34 OmniRide: Metro Express
Local Bus Operations	No service in area for duration. If Monday service is affected, PRTC routes operating on I-95 will not make Crystal City stops.
Bus Staging Areas	Staging Area 1: Reagan National Airport Staging Area 2: Landmark Mall
Possible number of people evacuated by bus	Will only need to evacuate about 50 people.
Transit Response	
Metro Stations	Eisenhower: Any train in/near station at time of incident will load as many passengers as possible and head Southbound (towards Huntington) - Shut Down King St.: Any train in/near station at time of incident will load as many passengers as possible and head Southbound (towards Franconia-Springfield) - Shut Down Braddock Road: Any train in/near station at time of incident will load as many passengers as possible and head Northbound (towards Reagan National) - Shut Down
MetroBus	Situation will not be long term. Normal service will resume when area is clear.

Scenario 3	
Location	West Falls Church Metro Station
TOD/DOW	14:00 weekday
Incident	Immediate explosion with fire, structural damage, loss of life in immediate vicinity
Metro Stations Affected	West Falls Church Metro Station
Amtrak/Commuter Rail Lines Affected	None
MetroBus Routes Servicing West Falls Church Metro Station	28A, 28B, 28T, 3B, 3T
MetroBuses near West Falls Church Metro Station at time of incident	Westbound 3T: 14:00 and 15:00
	Eastbound 3T: 14:32
	Westbound 28A,B: 14:04 and 14:43
	Eastbound 28A,B: 14:16 and 14:46
	Westbound 28T: Eastbound 28T:
Local Bus Systems Affected	Fairfax Connector, PRTC OmniRide
Local Bus Routes Affected	Fairfax Connector: 425, 427, 505, 551, 552, 553, 554, 557, 585, 950, 951, 952, 980
	OmniRide: Metro Express
Local Bus Operations	All routes affected will use either Vienna or East Falls Church for interim. If track is damaged too heavily for Vienna to be accessed by trains, orange line terminus will be East Falls Church. Some parking at each station will have to be taken away to accommodate the increased bus service
Bus Staging Areas	<u>Staging Area 1: Idlewood Road</u>
	<u>Staging Area 1: Haycock Road</u>
Possible number of people evacuated by bus	Probably less than 100 people
Transit Response	
Metro Rail	West Falls Church: Shut Down
	Orange Line Operations will terminate at East Falls Church
	All trains West of West Falls Church Metro Station will return to the Vienna Metro Station
MetroBus	Metro buses that would be servicing West Falls Church Metro Station will divert to the closest staging area to be used to shuttle any evacuees to shelters

Scenario 4	
Location	Suburb-Greenbelt Metro Station
TOD/DOW	13:30 pm Weekday
Incident	Large scale chemical release
Metro Stations Affected	Greenbelt, College Park, West Hyattsville, PG Plaza
Amtrak/Rail Commuter lines Affected	MARC's Penn Line and Camden Line
MetroBus Routes Servicing Greenbelt Metro Station	C2, C4, C7, C9, R3, R12, T15, T16, T17, 87, 88, 89
MetroBuses near Greenbelt Metro Station at time of incident	Scheduled to Arrive at Station within 40 min after incident: Westbound C2: 13:02 and 13:32 Eastbound C2: 1:08 and 1:38 Southbound R12: 13:00 Northbound R12: 1:22 Northbound 89: 13:18
Local Bus Systems Affected	PG County's The BUS
Local Bus Routes Affected	Bus 11, Bus 15, Bus 16
Local Bus Operations	No service in area for duration.
Bus Staging Areas	<u>Staging Area 1</u> : Shopping Center Parking Lot at Northwest Corner of the intersection of University Blvd and New Hampshire Ave <u>Staging Area 2</u> : New Carrollton Metro Station (Rt. 50 access side)
Possible number of people evacuated by bus	Around 50
Transit Response	
Metro Rail	Greenbelt: Shut down College Park: Any train in/near station at time of incident will load as many passengers as possible and head Southbound - Shut Down West Hyattsville: Any train in/near station at time of incident will load as many passengers as possible and head Southbound - Shut Down PG Plaza: Any train in/near station at time of incident will load as many passengers as possible and head Southbound - Shut Down Northern terminus of Greenline will be Ft. Totten
MetroBus	Metro buses that would service Greenbelt Metro station will be used to shuttle evacuees to shelters Eastbound and Southbound buses will divert to staging area 1 Westbound and Northbound buses will divert to staging area 2 All buses inbound towards College Park, West Hyattsville and PG Plaza Metro Stations will reverse and deliver passengers back to origins and then deadhead to the closest staging area. Stand-by and await further instructions.