

National Capital Region Transportation Planning Board

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September 23, 2013

MEMORANDUM

TO: TPB Technical Committee

FROM: Jane A. Posey
Transportation Engineer

SUBJECT: Future Year Transit Assumptions in the Constrained Long Range Plan

In order to maintain future-year transit networks with the most up-to-date assumptions we are requesting that you review the attached document, which lists all future transit projects that were coded into the 2013 CLRP & FY2013-2018 TIP networks, and inform us, in writing, of any changes that should be made. Please only list assumptions for projects currently in the CLRP, or for projects that will be included in your 2014 CLRP/FY2015-2020 TIP inputs. For the purposes of transit network coding, the following information is needed: detailed routes (road to road tracing of bus paths including stop location information), headways, runtimes, and fare assumptions for each bus or train. We need information for both peak and off-peak weekday service. Please submit all changes, in writing, by February 7, 2014.

The attached information does not include parking lot information and does not list studies. If you need more detailed information in order to facilitate your review, please contact me at (202) 962-3331 or at jposey@mwcoq.org. Thank you for your assistance.

Future Transit Service Coding Assumptions for the 2013 CLRP:

METRORAIL:

1. Dulles Corridor Metrorail: East Falls Church to Wiehle Ave (2013)
Wiehle Ave. to VA 772/Greenway (2016)

- ⇒ Stations (network node):
 - VA 772/Dulles Greenway (8097)
 - Western Regional (8096)
 - Dulles Airport (8095)
 - VA 28 (8094)
 - Herndon/Monroe (8093)
 - Reston Parkway (8092)
 - Wiehle Ave. (8091)
 - Tysons West (8089)
 - Tysons Central 7 (8090)
 - Tysons Central 123 (8088)
 - Tysons East (8087)

- ⇒ Modified nearby bus routes to serve the new stations
(email link from Danielle Wesolek 2/1/2013- bus changes from public hearing docket) (SEE ATTACHMENT A FOR DETAILS)

2. Metrorail Service Changes (info from Tom Harrington, WMATA, 5/17/04 letter to Ron Kirby, updated by Danielle Wesolek email 2/1/2013)

- ⇒ Modified headways; split Blue line so that half the trains follow the Green line alignment to Greenbelt; diverted some Orange line trains to Largo.

O-Station	D-Station	2010 network		2020 2030 2040 networks		Network Route name
		am hdwy	op hdwy	am hdwy	op hdwy	
Shady Grove (1)	Glenmont (26)	6	12	2.5	6	WMREDA
Grosvenor (5)	Silver Spring (23)	6	12	--	--	WMREDB
Greenbelt (27)	Branch (45)	6	12	6	12	WMGRNA
Mt. Vn Sq.-UDC (35) (peak only)	Huntington (48)	6	--	6	--	WMYELA (AM)
Ft. Totten (off peak only)	Huntington (48)	--	12	--	12	WMYELA (OP)
FranSpfld (47)	Largo (86)	6	12	12	12	WMBLUA
FranSpfld (47)	Greenbelt (27)	--	--	12	--	WMBLUB
Vienna (57)	New Carrollton (80)	6	12	6	12	WMORNA
Dulles GrnWay (98)	Largo (86)	--	--	6	12	WMSILV

3. Potomac Yards Metrorail Station (2017)
 - ⇒ Modified US 1 bus routes to stop at the station
4. Silver Spring Transit Center Phase II (with MARC) (2014)
 - ⇒ Modified headways of the bus routes serving facility during the peak period to 10 minutes
 - ⇒ Added walk link between Metrorail and MARC

OTHER RAIL:

1. Purple Line Transitway from Bethesda to New Carrollton (2020)
(assumptions from Elizabeth Harper, PB, email 5/1/09)
Service frequency: peak 6 minutes, off-peak 12 minutes
 - ⇒ Stations (network node):
 - Bethesda (10015)
 - Connecticut Ave. (10016)
 - Lyttonsville (10017)
 - Woodside 16th St. (10073)
 - Silver Spring Transit Center (10018)
 - Silver Spring Library (10019)
 - Dale Dr. (10023)
 - Manchester Rd. (10020)
 - Long Branch (10021)
 - Piney Branch Rd. (10022)
 - Takoma/Langley Transit Center (10024)
 - Riggs Rd. (10025)
 - West Campus (10028)
 - UM Campus Center (10036)
 - UM Campus East (10029)
 - College Park UM (10030)
 - M-Square (10031)
 - Riverdale Park (10032)
 - Riverdale Rd.(10035)
 - Annapolis Rd. (10034)
 - NewCarrollton (10037)
 - ⇒ Modified buses as per Elizabeth Harper (PB) 5/1/09 email
(J1, J2, J3, RO01, RO04, RO12, RO13)

2. Corridor Cities BRT (2020) (info from Dudley Whitney, PB and Lorenzo Bryant-2003)

Service frequency: peak 6 minutes, off-peak 10 minutes

⇒ Stations (network node):

Shady Grove (10014)
East Gaither (10013)
West Gaither (10012)
Washingtonian (10011)
DANAC (10010)
Decoverly (10009)
Quince Orchard (10007)
NIST (10006)
MetroGrove (10005)
Germantown (10004)
Cloverleaf (10003)
Dorsey Mill (10002)
Comsat (10001)

⇒ Added or modified the following bus routes (to stop at BRT stations):

RO43, RO54, RO55, RO56, RO61, RO63, RO66, RO67, RO71, RO74,
RO75, RO76, RO90

3. Cherry Hill VRE station (2015)
4. Spotsylvania VRE station (2014)
5. VRE service frequency (2020) (info from Tamara Ashby, VRE- 2/11/04)

⇒Fredericksburg local- increase peak period headway to 20 minutes

⇒Manassas local- increase peak period headway to 20 minutes

OTHER TRANSIT:

1. Columbia Pike Streetcar from Skyline Center to Pentagon City (2017) (info from Steve DelGiudice, Arl. Co. and Leonard Wolfenstein, Ffx. Co via Lee Farmer, dmjmharris- 2/13/08)

Service frequency: 6 minutes, fares similar to bus

⇒ Stops (network node):

Conference Ctr (10038)
Pentagon City (10039)
Pentagon ROW (10040)

Arl Memorial (10041)
Heritage Ctr (10042)
Scott/Rolfe (10043)
Courthouse (10045)
Barton St (10046)
Walter Reed (10047)
Glebe (10048)
George Mason (10049)
Four Mile (10050)
Arlington Mill (10051)
Gateway (10074)
Jefferson (10053)
Skyline (N) (10054)

⇒ modified or removed the following bus routes:

16A, 16B, 16D, 16F, 16G, 16H, 16J, 16W, 16Y

2. Crystal City / Potomac Yards Busway
Arlington- from Crystal City Metro to vicinity of Glebe Rd. ext. (2013)
Alexandria- Four Mile Run to Braddock Rd. Metro (2013)

⇒ Added or modified the following bus routes
9X, 9S, 9A, 9E

3. Route 1 Corridor Streetcar,
Vicinity of Glebe Rd. Ext. to Pentagon City Metro (2019)

Service frequency: peak 6 minutes, off-peak 12 minutes, fares similar to bus

⇒ Stops (network node):
Pentagon City Metro (10055)
Crys.City METRO (10056)
Arl. 22nd St. (10057)
Arl. 25th St. (10058)
Arl. 26th St. (10059)
Arl. 31st St. (10060)
South Glebe Rd. (10061)

Remove 9X when streetcar is added

4. DC Street Car – Anacostia- from Firth Sterling/ S. Capitol St. to Good Hope Rd../
MLK Jr. Ave. (2016)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations (network node):
 - Bolling AFB (10027)
 - Anacostia Station (10026)
 - Howard Rd & MLK Ave. (10075)
 - Chicago St & MLK Ave. (10076)
 - Good Hope & MLK Ave. (10077)

5. DC Street Car – H St. / Benning Rd.- from Union Station to Oklahoma Ave. (2014)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations (network node):
 - H & 1st NE (10091)
 - H & 5th NE (10090)
 - H & 8th NE (10089)
 - H & 13th NE (10088)
 - H & Maryland Ave (10087)
 - Benning and 19th NE (10086)
 - Benning and Oklahoma Ave. (10085)

6. DC Street Car – Benning Rd.- from Oklahoma Ave. to Benning Rd. Metro (2016)

Service frequency: peak 15 minutes, off-peak 30 minutes, fares similar to bus

- ⇒ Stations(network node):
 - Kingman Island (10084)
 - Benning and 34th NE (10083)
 - Benning and Minnesota Ave. (10082)
 - Benning and 42nd NE (10081)
 - Benning Rd. METRO (10080)

7. Beltway HOT lanes transit service (2013, 2020, 2030)

(See Attachment B)

8. Fairfax Connector Service Enhancements (2011) (updated info from Tom Biesiadny 4/26/2010 email, original info from Christin Wegener, Ffx. Co.- 8/14 &8/14/08; also details from “Proposed Bus Service Plan Affecting: Metrobus routes 2W, 12A, 12C, 12D, 12E, 12F, 12G, 12L, 12M, 12R, 12S, 20F, 20W, 20X, and 20Y”)

(See Attachment C)

9. H St. Bus (2013)

- ⇒ Improved run times by 10 % for all buses serving facility

10. I St. Bus (2014)

⇒ Improved run times by 10 % for all buses serving facility

11. K St. Transitway (2015)

⇒ Improved run times by 10 % for all buses serving facility

12. 16th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

13. Georgia Ave. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

14. H St./Benning Rd. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

15. Wisconsin Ave. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

16. T Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

17. 14th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

18. Addison Rd Transit Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

19. US 1 (MD) Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

20. VA 7 Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

21. Van Dorn- Pentagon Rapid Bus (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

22. 16th St. Bus Priority Improvements (TIGER Grant) (2016)

⇒ Improved run times by 10 % for all buses serving facility

23. Viers Mill Rd. Bus Improvements (TIGER Grant) (2020)

⇒ Improved run times by 10 % for all buses serving facility

24. Alexandria DASH Expansion (2019)

Info from Jim Maslanka emails ending 2/8/2011 (2012 service only)

⇒ Increased Frequency for AT1, AT2, AT8, add Mark Center/ Potomac Yard Crosstown Route

(see Attachment D)

25. WMATA Bus Improvements

Info From Danielle Wesolek emails 2/1/13 & 3/28/13

(see Attachment E)

26. VanDorn/Pentagon BRT (2016)

Info from Steve Sindiong email 12/29/2011

⇒ Alexandria Alternative D

(see Attachment F)

27. Duke St. BRT (2022)

⇒ Improved run times by 10 % for all buses serving facility

NOTE: This list does not include Park-n-Ride lot information.

2/1/2013 email
from Danielle Wesolek
Silver Line Service
Changes

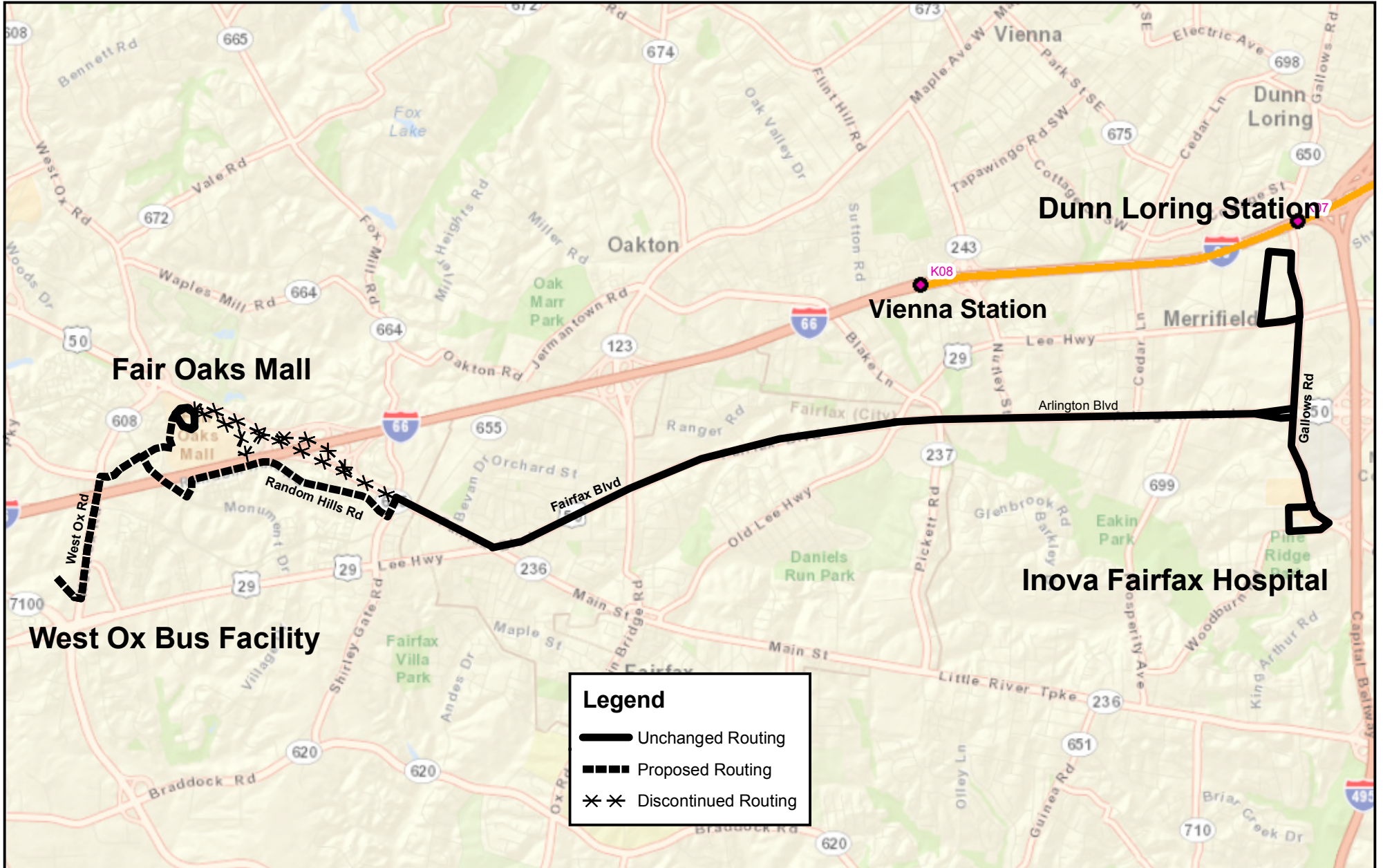
VIRGINIA

PROPOSED BUS SERVICE CHANGES

FISCAL YEAR 2013

Docket B12-03: Proposed
Metrobus Service Changes

1C Fair Oaks-Arlington Blvd



FAIR OAKS – DUNN LORING LINE, ROUTE 1C

SERVICE AREA

Fair Oaks Mall, Kamp Washington, Fairfax Circle, Inova Fairfax Hospital, Dunn Loring station

RESTRUCTURE SERVICE

- Restructure and extend route west of Lee Jackson Highway (U.S. Route 50) and Waples Mill Road via Waples Mill Road, Random Hills Road, Government Center Parkway, Monument Drive, Fair Lakes Parkway, Fair Oaks Mall, Fair Lakes Parkway, West Ox Road and Alliance Drive to the McConnell Public Safety and Transportation Operations Center (MPSTOC)
- Provide service frequencies of 30-35 minutes in peak periods and 60 minutes off-peak and weekends
- NOTE: Line will be renamed Fair Oaks–Arlington Boulevard Line (see map)

ROUTE / SEGMENT ELIMINATION

- Lee Jackson Highway (U.S. Route 50) between Waples Mill Road and the Fair Oaks Mall ramps. (There are no stops on this segment.)

REASONS FOR CHANGE

- Along with the proposed extension of Route 2B, the extension of Route 1C will provide regularly scheduled service seven days a week to the McConnell Public Safety and Transportation Operations Center and the adjacent shopping area on West Ox Road at Alliance Drive
- Restructuring of the 1C route in the Fair Oaks-Government Center area provides new all day service to the residential areas on Random Hills Road and in the vicinity of West Ox Road

2A, B, C, G Washington Blvd



WASHINGTON BOULEVARD LINE, ROUTES 2A, 2B, 2C, 2G

SERVICE AREA

Fair Oaks Mall, Flint Hill Office Park, Oakton, Tysons Corner, Vienna station, Dunn Loring station, Falls Church, East Falls Church station, Westover, Ballston-MU station

RESTRUCTURE SERVICE

- Restructure Routes 2A and 2B into two lines and extend route in the Fair Oaks-Government Center area as follows:

2A Washington Boulevard Line: Operate current route between Ballston-MU, East Falls Church and Dunn Loring stations every 15 minutes weekday peak hours, 30 minutes weekday off-peak and Saturdays, and every 60 minutes on Sundays, with Sunday service extended to operate until 12 midnight.

2B Fair Oaks-Jermantown Road Line: Operate between Dunn Loring Station and the McConnell Public Safety and Transportation Operations Center via Gallows Road, Lee Highway, Nutley Street, Vienna station, Vaden Drive, Lee Highway, Blake Lane, Jermantown Road, Rosehaven Street, Arrowhead Drive, Jermantown Road, Lee Highway, Ridge Top Road, Government Center Parkway, Fairfax County Government Center stop, Monument Drive, Fair Lakes Parkway, Fair Oaks Mall, Fair Lakes Parkway, West Ox Road and Alliance Drive to the McConnell Public Safety and Transportation Operations Center (MPSTOC). Service would operate every 30 minutes during weekday peak hours and every 60 minutes weekday off-peak and Saturdays (Sunday service is a future option).

2C Ballston-MU Station to Tysons Corner Center: Discontinued

2G Ballston-MU Station to Fair Oaks Mall via Flint Hill Office Park (Arrowhead Drive and Rosehaven Street, weekday peak service): Route designation dropped. All 2G trips would become 2B and would operate via Arrowhead and Rosehaven all day on weekdays and Saturdays serving the office park and adjacent residential developments.

ROUTE / SEGMENT ELIMINATION

- Current Route 2B on Fairfax Boulevard and Lee Jackson Highway (U.S. Route 50) between Jermantown Road and the Fair Oaks Mall ramps (stops at Route 50 and Waples Mill Road would no longer be served)
- Route 2B segment on Jermantown Road between Arrowhead Drive and Rosehaven Street (stops at Jermantown and Oak Marr Park/Elmendorf Drive would no longer be served)
- Route 2C segment between Dunn Loring station and Tysons Corner Center (Gallows Road, Old Gallows Road, Tysons Corner Center roadways and one stop on eastbound Leesburg Pike between Towers Crescent Drive and Old Gallows Road)

ALTERNATIVE SERVICE AVAILABLE

- Fairfax Connector Routes 401/402 on Gallows Road between Dunn Loring station and Tysons Corner Center would replace Route 2C

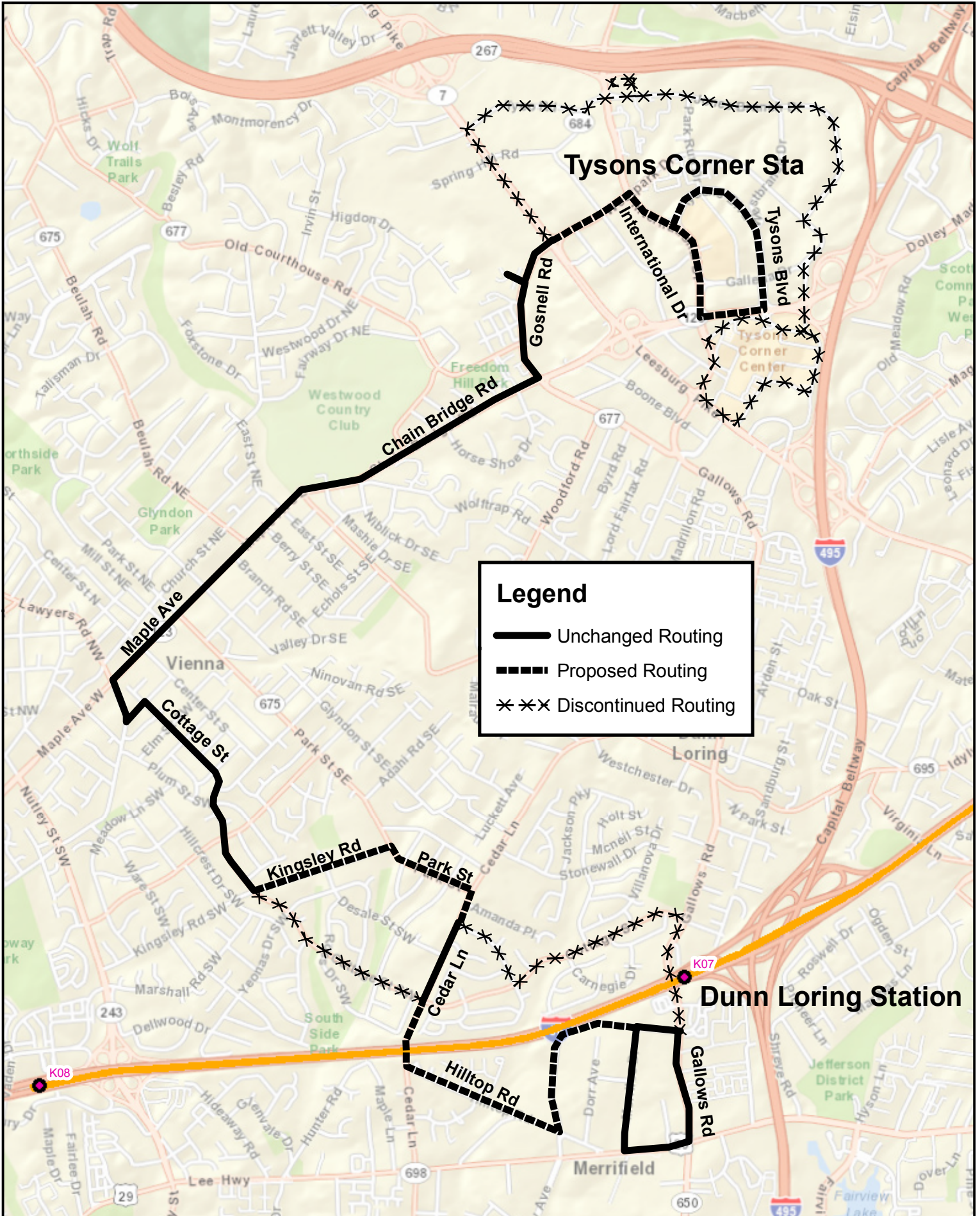
WASHINGTON BOULEVARD LINE, ROUTES 2A, 2B, 2C, 2G (contd.)

REASONS FOR CHANGE

- Along with the proposed extension of Route 1C, the extension of Route 2B will provide regularly scheduled service on weekdays and Saturdays to the McConnell Public Safety and Transportation Operations Center and the adjacent shopping area on West Ox Road at Alliance Drive
- Restructuring of the 2B route in the Fair Oaks-Government Center area provides new all day service to the residential areas on Lee Highway, Ridge Top Road, Government Center Parkway and in the vicinity of West Ox Road
- The splitting of the current 2A-G line at Dunn Loring into two separate lines was recommended in the 2002 Regional Bus Study and a 2008 Service Evaluation Study to improve on-time performance of service in the Washington Boulevard-Lee Highway corridor

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2T Tysons Corner-Dunn Loring



TYSONS CORNER – DUNN LORING LINE, ROUTE 2T

SERVICE AREA

Tysons Corner Center, Tysons-Westpark Transit station, Tysons Towers, downtown Vienna, Dunn Loring station

RESTRUCTURE SERVICE

- Reroute from Dunn Loring station via Prosperity Avenue, Hilltop Road, Cedar Lane, Park Street and Kingsley Road to Cottage Street
- From Gosnell Road & Leesburg Pike via Westpark Drive, International Drive and Tysons Boulevard to Tysons Corner station
- Provide service frequencies of 30 minutes in peak periods and 60 minutes off-peak and weekends

ROUTE / SEGMENT ELIMINATION

- Gallows Road, Cottage Street and Bowling Green Drive between Dunn Loring Station and Cedar Lane
- Cottage Street between Cedar Lane and Kingsley Road
- In the Tysons Corner-Westpark area, all of the existing route from Leesburg Pike and Gosnell Road to Tysons Corner Center via Leesburg Pike, Tyco and Spring Hill Roads, Tysons-Westpark Transit Station, Jones Branch Drive, Westpark Drive and Tysons Corner Center roadways to the present terminal at Tysons Corner Center

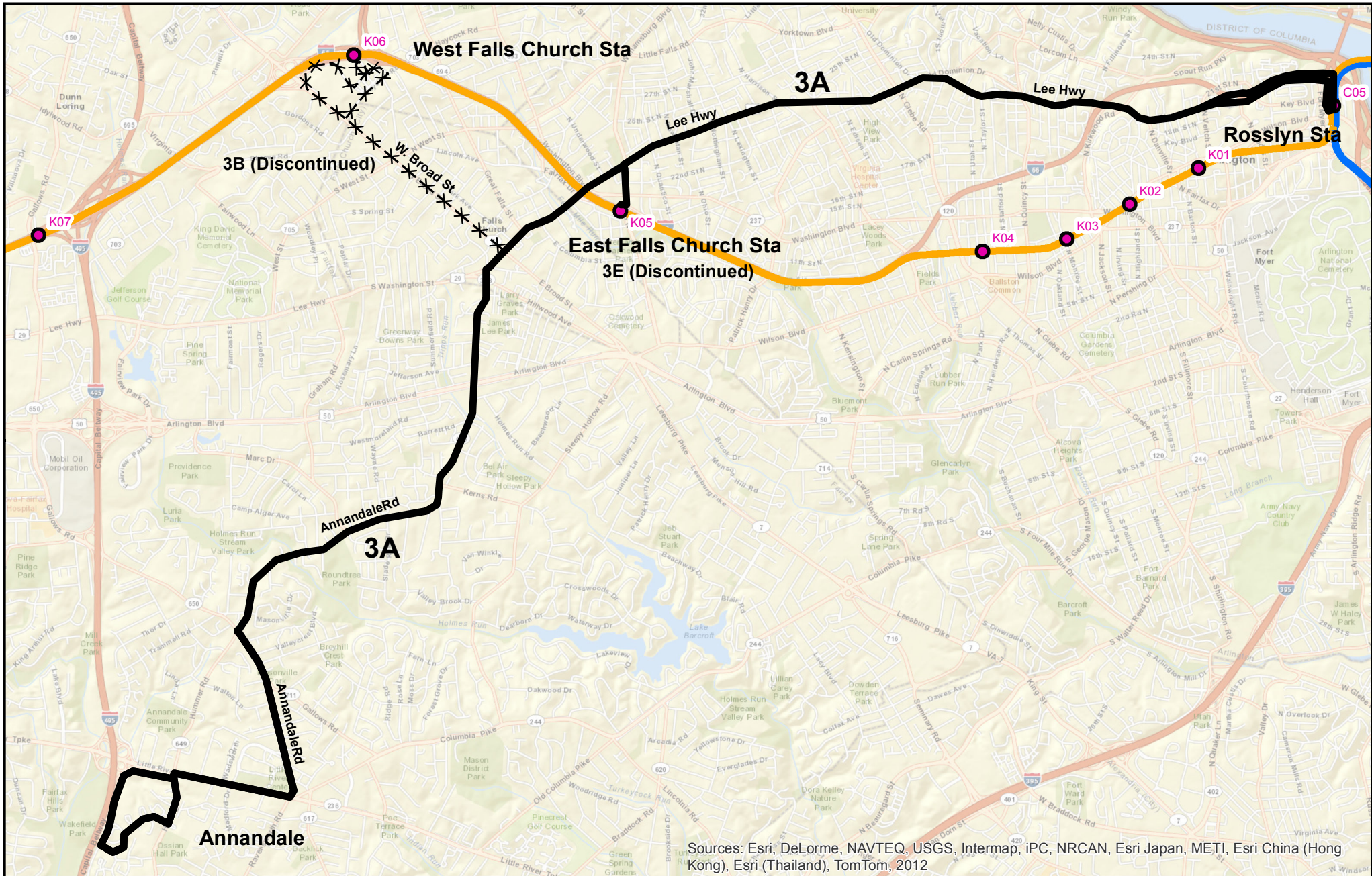
ALTERNATIVE SERVICE AVAILABLE

- Between Dunn Loring station and Tysons Corner Center – Fairfax Connector Routes 401/402 via Gallows Road
- In the Westpark area, Silver line Connector shuttle service (Fairfax Connector)
- Customers will be able to access Tysons Corner Center from the Metrorail station via accessible overhead walkways

REASONS FOR CHANGE

- To complement new Silver line Metrorail service at Tysons Corner station
- To replace portions of Fairfax Connector Routes 462, 463 and provide service seven days a week linking residential areas in the Town of Vienna to the Silver line at Tysons Corner station

3A Lee Highway



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

LEE HIGHWAY LINE, ROUTES 3A, 3B, 3E

SERVICE AREA

Annandale, West Falls Church station, downtown Falls Church, East Falls Church station, Lee Heights, Cherrydale, Rosslyn station

RESTRUCTURE SERVICE

- Route 3A Annandale-Rosslyn Station (weekday, Saturday, Sunday):
Retain existing service
- Route 3B West Falls Church station-Rosslyn station (weekday, Saturday):
Discontinued between West Falls Church and East Falls Church stations. The segment on Lee Highway between East Falls Church and Rosslyn stations would be retained and redesignated as 3A/ East Falls Church-Rosslyn short trips (see 3E, below).
- Route 3E East Falls Church station-Rosslyn station (weekday peak and early/late trips daily): Trips would be redesignated as 3A/ to eliminate a separate route designation for short trips over a common trunk routing (Lee Highway in Arlington)
- Provide service frequencies of 12-15 minutes in peak periods and 30-60 minutes off-peak and weekends. Later Sunday service would be provided until 12 midnight between East Falls Church and Rosslyn.

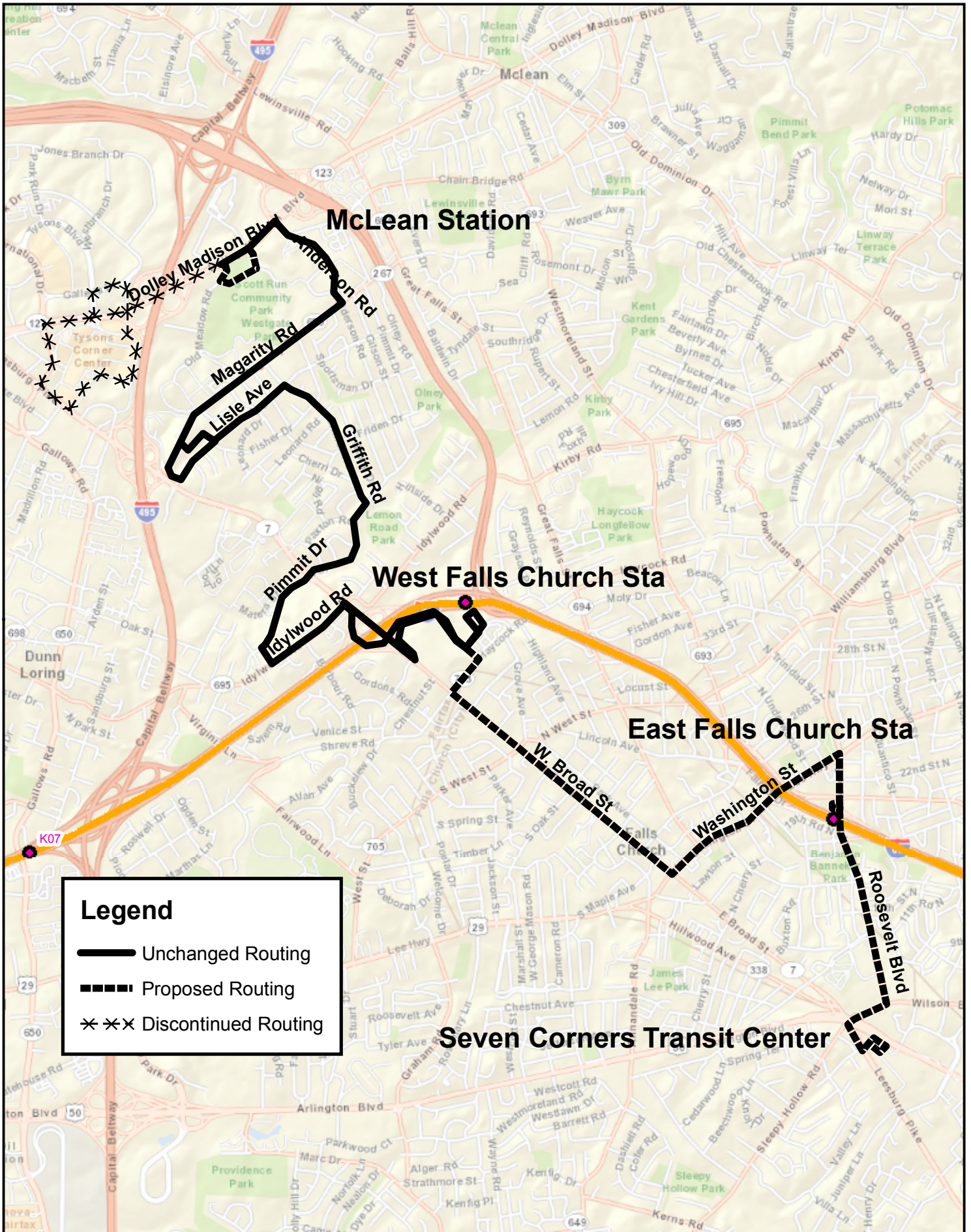
ALTERNATIVE SERVICE AVAILABLE

- Restructured Route 3T would replace 3B service between West Falls Church and East Falls Church stations (Haycock Road, West Broad Street, North Washington Street, Lee Highway and Sycamore Street)

REASONS FOR CHANGE

- To complement new Silver line Metrorail service at Rosslyn and East Falls Church stations
- To simplify the line structure, eliminate redundant route designations (3E), and focus service on the Lee Highway-Falls Church-Annandale Road corridor for improved on-time performance

3T Pimmit Hills



PIMMIT HILLS LINE, ROUTE 3T

SERVICE AREA

Tysons Corner Center, Westgate, Pimmit Hills, West Falls Church station

RESTRUCTURE SERVICE

- Extend service from West Falls Church station to Seven Corners Transit Center via Haycock Road, West Broad Street, North Washington Street, Lee Highway, Sycamore Street, East Falls Church station, Sycamore Street, Roosevelt Boulevard, Wilson Boulevard and Leesburg Pike
- The segment between West Falls Church and East Falls Church stations would replace current 3B service
- Operate service to/from McLean station instead of Tysons Corner Center
- Provide service frequencies of 20 minutes in peak periods and 60 minutes off-peak and Saturdays

ROUTE / SEGMENT ELIMINATION

- Discontinue service between Tysons Corner Center and Dolley Madison Boulevard & Colshire Drive (McLean Station)

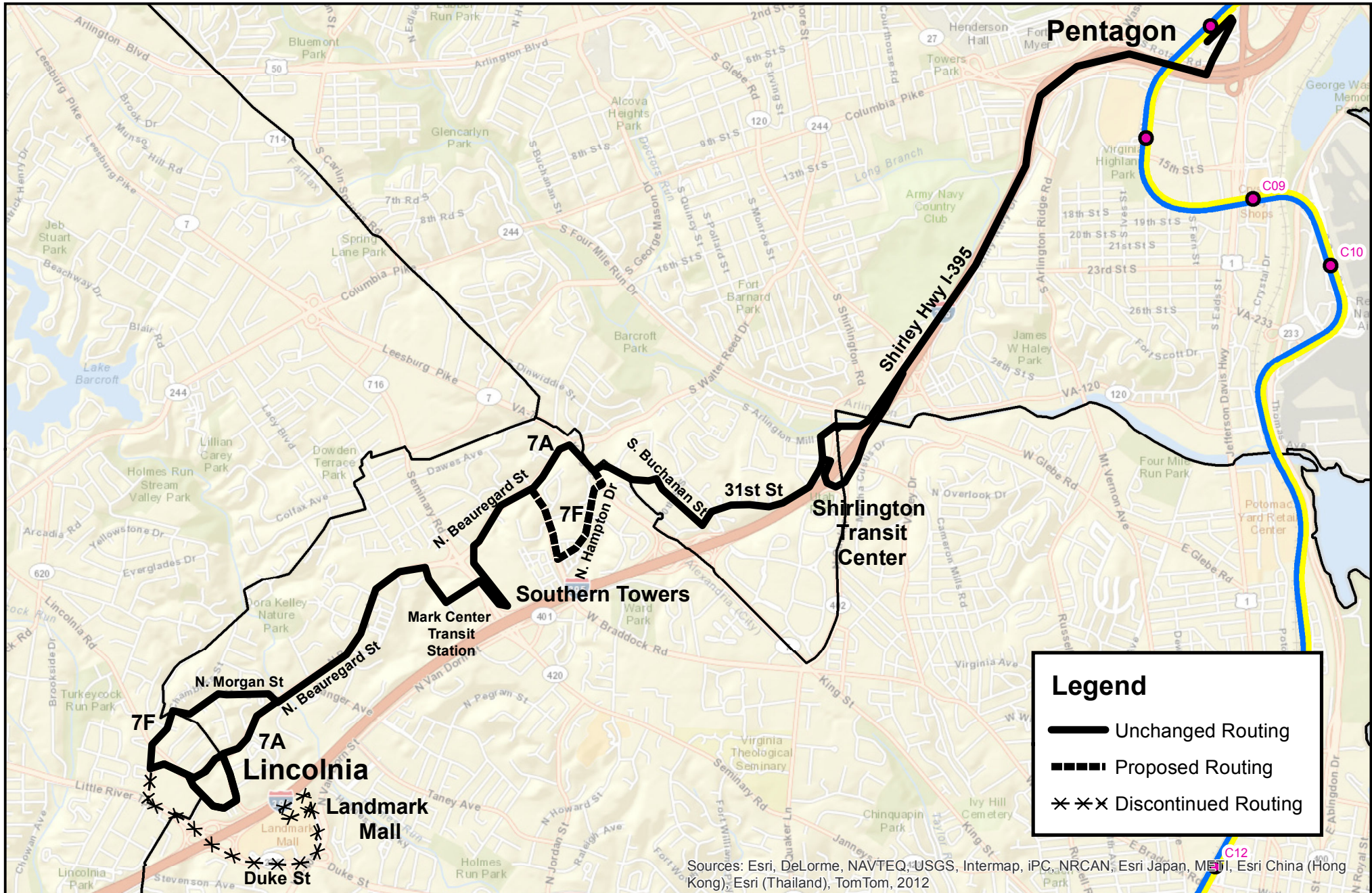
ALTERNATIVE SERVICE AVAILABLE

- Between Tysons Corner Center and Dolley Madison Boulevard & Colshire Drive (McLean station) – Metrobus Routes 23A, 23T, and Silver line Connector shuttle service (Fairfax Connector)

REASONS FOR CHANGE

- To complement new Silver line Metrorail service at McLean and East Falls Church stations
- Provides a transit connection between East Falls Church station and Seven Corners

7A & 7F Lincolnia-North Fairlington



LINCOLNIA – NORTH FAIRLINGTON LINE, ROUTES 7A, 7E, 7F, 7Y

SERVICE AREA

Landmark Mall, Lincolnia, Lincolnia Hills, Mark Center, Southern Towers, North Fairlington, Shirlington Station, Pentagon station, Potomac Park, Federal Triangle

RESTRUCTURE SERVICE

- Routes 7A and 7F (weekday, Saturday, Sunday): Discontinue segment between Lincolnia and Landmark. All trips would start and end at Lincolnia Road & Quantrell Avenue. Adjust weekday off-peak and weekend running times to reflect current traffic conditions.
- Route 7E (weekday peak service between Pentagon and Southern Towers): Change route number to 7A/
- Route 7F (weekday and Saturday): Reroute via King Street, North Hampton Drive and Braddock Road between 28th & King and Braddock Road & Beauregard Street
- Route 7Y (weekday peak service): Reduce frequency of AM southbound and PM northbound short trips between the Pentagon and Federal Triangle to every 20-30 minutes

ROUTE / SEGMENT ELIMINATION

- 7A and 7F segment on Beauregard Street between Chambliss Street and Route 236, Route 236 (Little River Turnpike/Duke Street), Van Dorn Street and Landmark Mall roadways
- Service on King Street and Beauregard Street between 28th Street and Braddock Road would be provided by 7A, 7E, 7Y as well as 7C (Lincolnia-Park Center-Pentagon Line) during peak hours and 7A only during weekday off-peak hours and on weekends

WEEKEND LATE NIGHT SERVICE

Discontinue late Friday night 7A/ short trips leaving Lincolnia Road & Quantrell Avenue at 1:55 a.m. and 2:55 a.m. to Landmark. Extend the current Saturday night 7A/ short trip leaving Lincolnia & Quantrell at 11:29 p.m. to the Pentagon (would not operate via Landmark). Discontinue late Saturday night 7A/ short trips leaving Lincolnia & Quantrell at 12:29 a.m., 1:55 a.m. and 2:55 a.m. to Landmark.

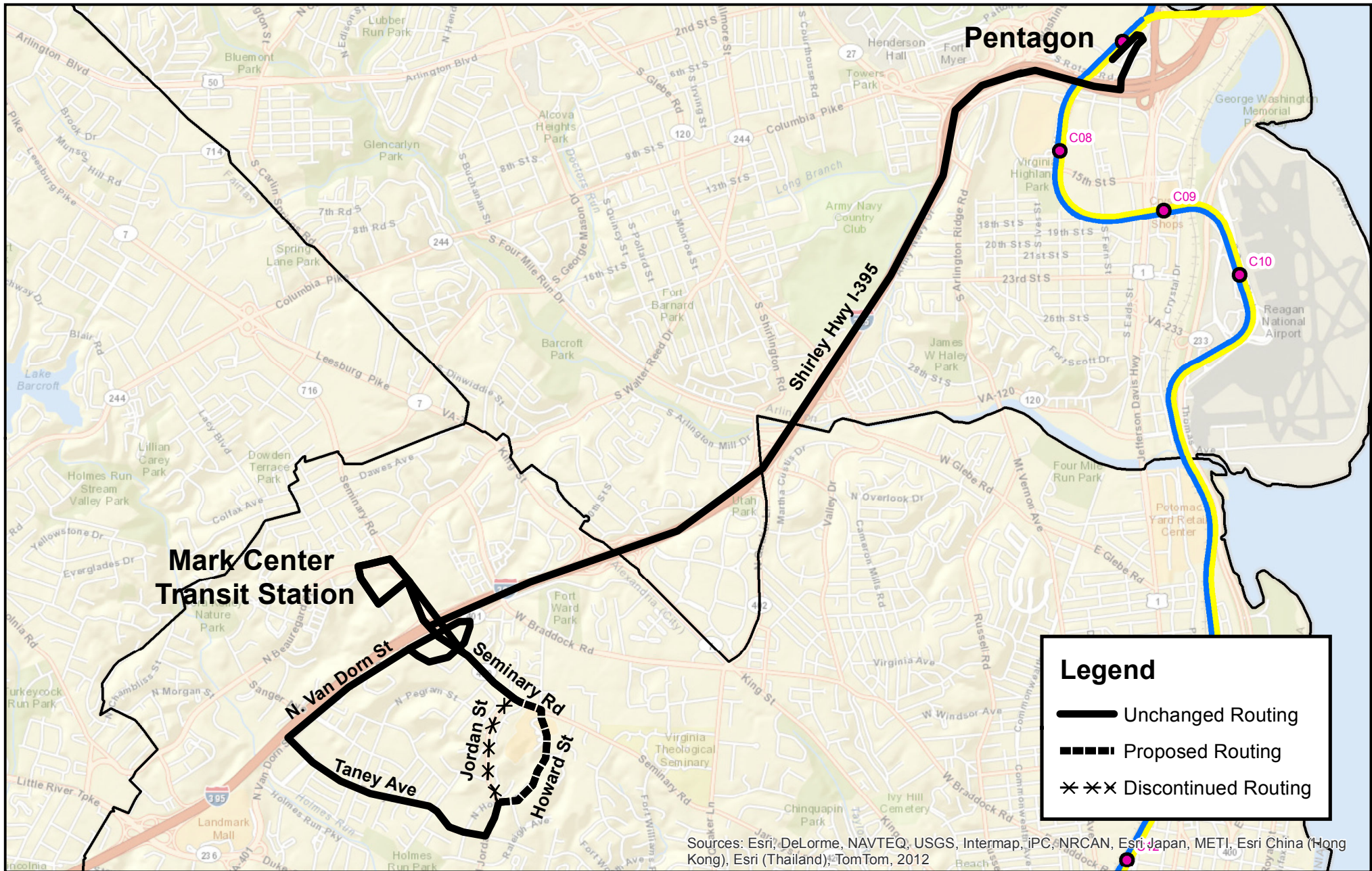
ALTERNATIVE SERVICE AVAILABLE

- DASH AT1 on Beauregard Street and Route 236 between Lincolnia and Landmark
- Metrorail Blue/Orange line between Federal Triangle and Pentagon stations
- Metrobus Route 16F between Federal Triangle and Pentagon stations

REASONS FOR CHANGE

- Availability of alternative DASH service between Lincolnia and Landmark. Elimination of the 7A,F Lincolnia-Landmark segment will improve on-time performance and concentrate service on the most productive portions of the line
- Provide new all day service between the Stonegate area, Shirlington and the Pentagon over a more direct routing than is currently provided by Routes 25A and 25E between these points
- Low ridership on southbound AM and northbound PM short trips and the availability of alternative Metrorail and Metrobus service between the Pentagon and downtown
- Simplify route numbering by eliminating redundant route designations (7E)

8W Foxchase-Seminary Valley



FOXCHASE – SEMINARY VALLEY LINE, ROUTES 8S, 8W, 8X, 8Z

SERVICE AREA

Fairlington Shopping Center, Virginia Theological Seminary, Seminary Forest and Seminary Hills apartments, Inova Alexandria Hospital, Foxchase, Holmes Run Park, Brookville, Seminary Towers, Mark Center, Pentagon Station

RESTRUCTURE SERVICE

- Discontinue Route 8X and reroute 8W as follows: from Mark Center Transit station via Mark Center Avenue, Seminary Road, Howard Street, Jordan Street, Taney Avenue and continue present route to Pentagon station.
- On 8W, provide service frequencies of 10-20 minutes in peak periods. North of Van Dorn and Taney, 8W and 8Z combined would operate a combined 5-10 minute frequency during peak times.
- Increase weekday peak running times to reflect current traffic conditions
- 8S and 8Z: No changes to routes. 8W trip times will be adjusted to coordinate with 8Z, and 8S trip times will be adjusted as a consequence of adjusting 8Z times (8S is the reverse flow operation of 8Z between the Pentagon and Fairlington Shopping Center via I-395 and Quaker Lane).

ROUTE / SEGMENT ELIMINATION

- Jordan Street between Seminary Road and Howard Street (discontinued 8X routing)
- Seminary Road between Quaker Lane and Howard Street (discontinued 8X routing)

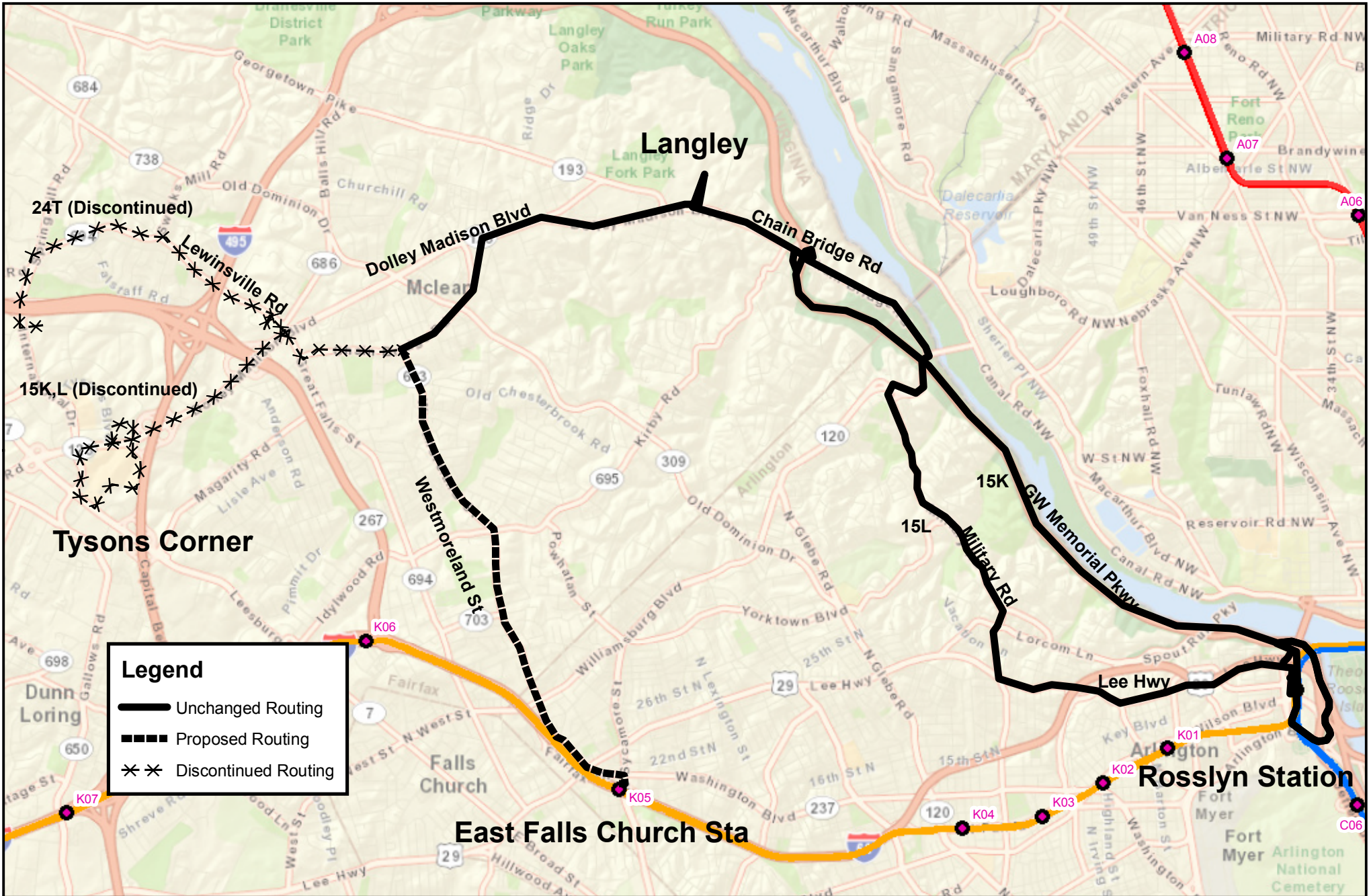
ALTERNATIVE SERVICE AVAILABLE

- DASH AT2 on Seminary Road between Howard Street and Quaker Lane

REASONS FOR CHANGE

- Low ridership on segments proposed to be discontinued
- Simplify route structure by reducing the number of route variations
- Focus service on high ridership areas and stops
- Improve on-time performance by adjusting schedules to reflect current traffic conditions

15K,L Chain Bridge Rd



CHAIN BRIDGE ROAD LINE, ROUTES 15K, 15L

SERVICE AREA

Tysons Corner Center, McLean, Langley, Cherrydale (15L), Rosslyn station

RESTRUCTURE SERVICE

- Restructure line to operate between Rosslyn and East Falls Church stations as follows:
 - 15K – G.W. Parkway, Dolley Madison Boulevard, Langley, Chain Bridge Road, Westmoreland Street, Fairfax Drive/Washington Boulevard and Sycamore Street to East Falls Church Station
 - 15L, A.M. eastbound only - From East Falls Church Station via Sycamore Street, Washington Boulevard, Westmoreland Street, Chain Bridge Road, Langley, Dolley Madison Boulevard, Chain Bridge Road, Glebe Road, Military Road, Lee Highway and Moore Street to Rosslyn station
- The segment between Westmoreland Street and East Falls Church station would replace Route 24T service which is proposed to be discontinued
- Service would operate every 30 minutes during peak periods on weekdays

ROUTE / SEGMENT ELIMINATION

- 15K,L service between Chain Bridge Road & Westmoreland Street and Tysons Corner Center (Chain Bridge Road, Great Falls Street, Dolley Madison Boulevard to Tysons Corner Center) would be discontinued

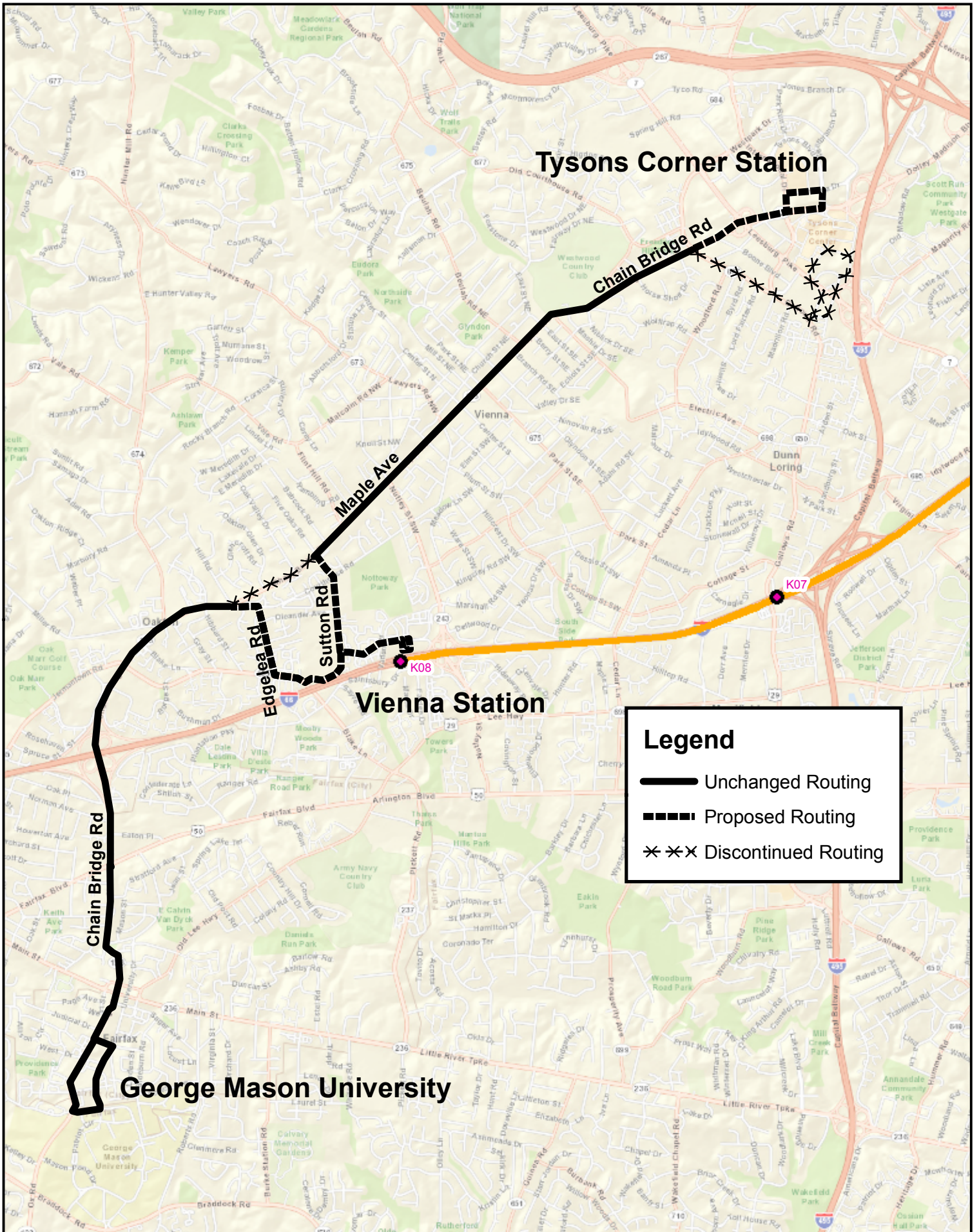
ALTERNATIVE SERVICE AVAILABLE

- Metrobus Routes 23A, 23T between Chain Bridge & Westmoreland and Tysons Corner Center
- Proposed Fairfax Connector Route 721 and Silver line Connector shuttle service between downtown McLean, McLean and Tysons Corner stations

REASONS FOR CHANGE

- To complement new Silver Line Metrorail service at Rosslyn and East Falls Church stations
- To provide direct transit connections between Langley, downtown McLean and East Falls Church station
- Improve on-time performance by rerouting service from the congested Tysons Corner area

15M George Mason University-Tysons Corner



Legend

- Unchanged Routing
- - - Proposed Routing
- * * * Discontinued Routing

GEORGE MASON UNIVERSITY – TYSONS CORNER LINE, ROUTE 15M

SERVICE AREA

George Mason University, City of Fairfax, Oakton, downtown Vienna, Tysons Corner Center

RESTRUCTURE SERVICE

- Reroute to serve Vienna station via Chain Bridge Road (Route 123), Courthouse Road, Edgelea Road, Blake Lane, Sutton Road, Country Creek Road, Vienna station, Country Creek Road and Sutton Road to Chain Bridge Road
- At Chain Bridge & Old Courthouse/Gosnell roads, service would be rerouted to stay on Route 123 to Tysons Corner station
- Service would operate every 30 minutes during peak periods on weekdays

ROUTE / SEGMENT ELIMINATION

- Route 123 between Courthouse Road and Sutton Road in the Oakton area
- The segment between Chain Bridge & Old Courthouse/Gosnell Roads and Tysons Corner Center

ALTERNATIVE SERVICE AVAILABLE

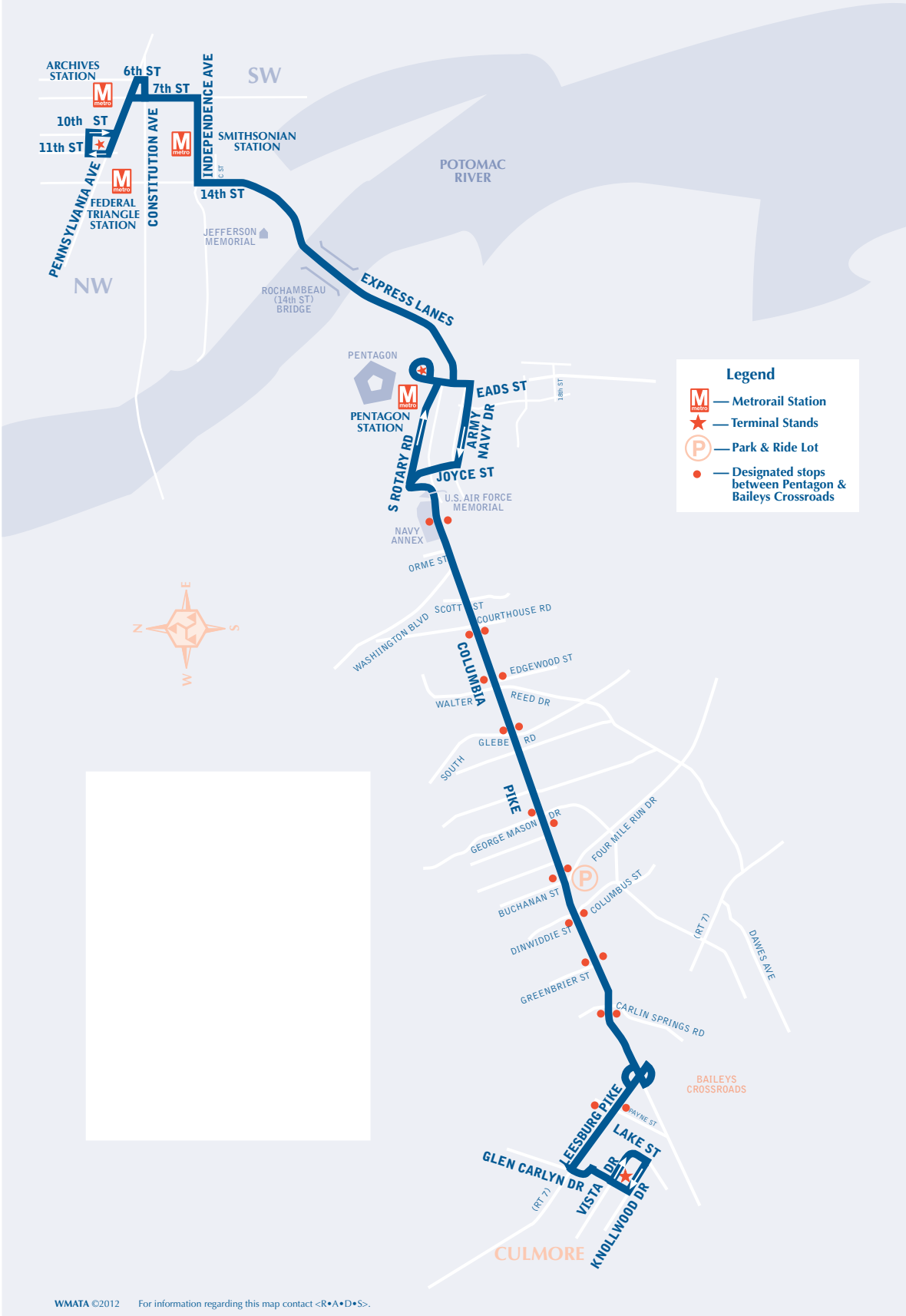
- Fairfax Connector Route 466 on Route 123 between Courthouse Road and Sutton Road in Oakton
- Fairfax Connector Routes 401/402 and proposed Silver line Connector shuttle service between Route 123 and Old Courthouse/Gosnell Roads and Tysons Corner Center
- Customers will be able to access Tysons Corner Center from the Metrorail station via accessible overhead walkways

REASONS FOR CHANGE

- To complement new Silver Line Metrorail service at Tysons Corner Station
- To provide an additional weekday peak transit connection between George Mason University, the City of Fairfax, downtown Vienna, and Vienna Station
- Improve on-time performance by rerouting service direct via Route 123 between Old Courthouse/Gosnell roads and Tysons Corner station

Columbia Pike-Federal Triangle Line

Route 16F



COLUMBIA PIKE – FEDERAL TRIANGLE LINE, ROUTE 16F

SERVICE AREA

MetroExtra limited stop service serving Culmore, Baileys Crossroads, Columbia Pike, Navy Annex, Pentagon station, Smithsonian Station, Southwest employment area, Archives station, Federal Triangle

PROPOSED SCHEDULE ADJUSTMENT

- Reduce the frequency of westbound AM and eastbound PM short trips between the Pentagon and Federal Triangle from every 10-15 minutes to every 20-30 minutes

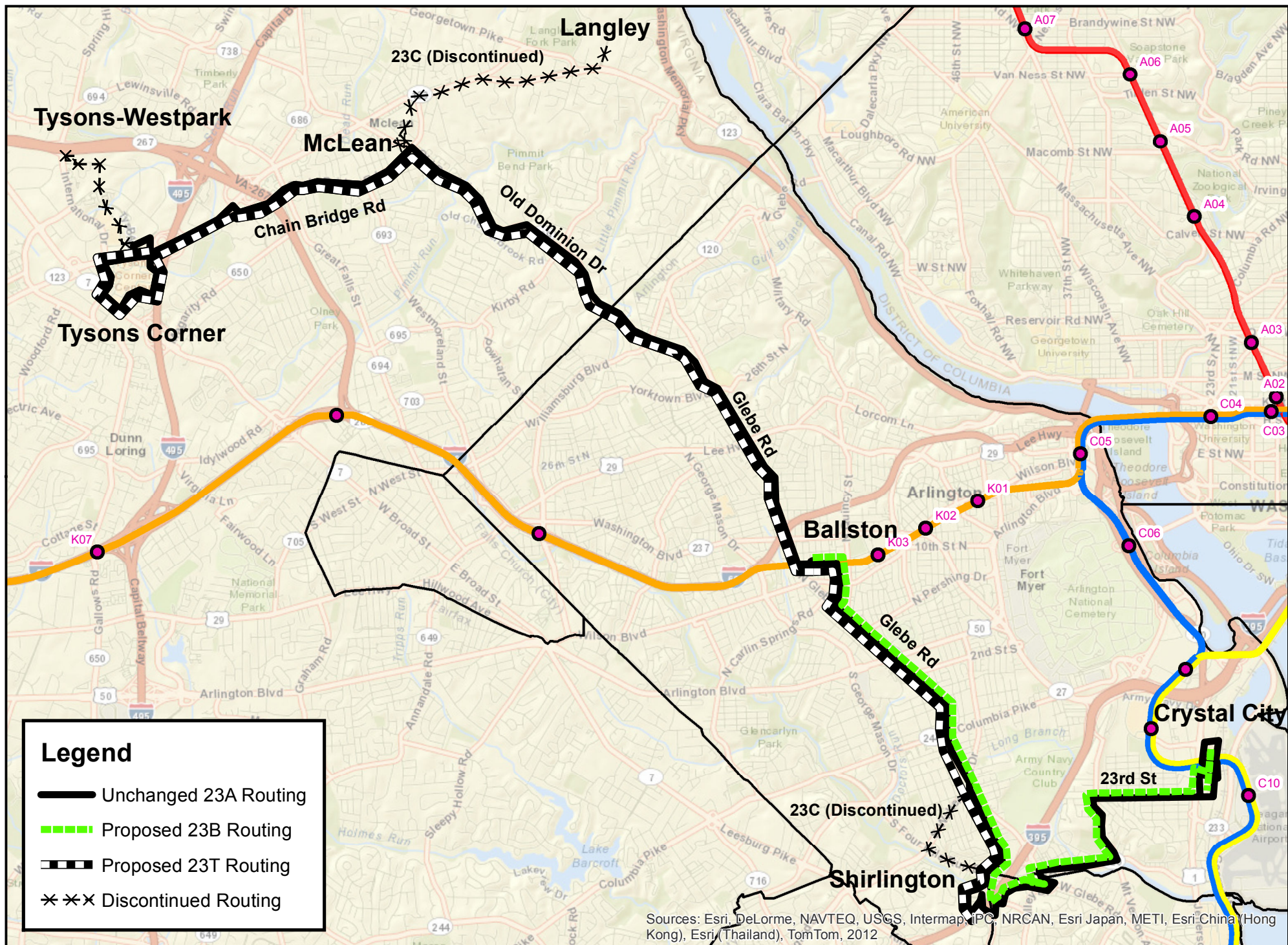
ALTERNATIVE SERVICE AVAILABLE

- Metrorail Yellow Line between Archives and Pentagon stations
- Metrorail Blue/Orange Line between Smithsonian, Federal Triangle and Pentagon stations
- Metrobus Route 7Y between Federal Triangle and Pentagon stations

REASON FOR CHANGE

- Low ridership on westbound AM, eastbound PM short trips and the availability of alternative Metrorail and Metrobus service between the Pentagon and downtown

23A, B & T McLean-Crystal City



Legend

- Unchanged 23A Routing
- Proposed 23B Routing
- Proposed 23T Routing
- Discontinued Routing

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

McLEAN – CRYSTAL CITY LINE, ROUTES 23A, 23C

SERVICE AREA

Crystal City station, Parkfairfax, Shirlington station, Buckingham, Ballston Common, Ballston-MU station, McLean, Langley, Tysons Corner Center, Tysons Galleria, Tysons-Westpark Transit station

RESTRUCTURE SERVICE

- Restructure into separate weekday peak and off-peak/weekend service patterns as follows:
 - 23A Tysons Corner Center-Crystal City: Weekday off-peak and weekend service would operate the current route between Tysons Corner Center and Crystal City, via McLean Station, every 30-60 minutes weekday off-peak and Saturdays, every 60 minutes on Sundays. Sunday service would be extended to operate until approximately 12 midnight leaving Tysons Corner Center.
 - 23B Ballston-Crystal City: Weekday peak service would operate the current 23A route between Ballston-MU and Crystal City stations every 24 minutes
 - 23C Crystal City-Langley: Discontinued
 - 23T Tysons Corner Center-Shirlington: Weekday peak service would operate the current 23A route between Tysons Corner Center and Shirlington station, via McLean station, every 24 minutes
- Between Ballston and Shirlington, Routes 23B and 23T would provide a combined 12 minute frequency of service during weekday peak hours

ROUTE / SEGMENT ELIMINATION

- Current 23A segment between Tysons-Westpark Transit station, Tysons Galleria and Tysons Corner Center via Jones Branch and Park Run Drives, Tysons Galleria roadway, Tysons Boulevard and Galleria Drive
- Current 23C segment between Langley and McLean via Dolley Madison Boulevard, Beverly Road, Fleetwood Road, Old Chain Bridge Road
- Current 23C segment on Walter Reed Drive and Four Mile Run Drive between Glebe Road and Shirlington Road

ALTERNATIVE SERVICE AVAILABLE

- Between Tysons-Westpark and Tysons Corner Center – proposed Silver Line Connector shuttle service (Fairfax Connector)
- Between Langley and McLean – Routes 15K, 15L and proposed Fairfax Connector Route 721
- On Walter Reed Drive and Four Mile Run Drive between Glebe Road and Shirlington Road – ART Routes 75, 77

REASONS FOR CHANGE



- To complement new Silver Line Metrorail service
- Split weekday peak service into two shorter overlapping lines to improve on-time performance. The overlap of 23B and 23T between Ballston and Shirlington provides frequent service on the heaviest portion of the line where it is needed most.
- Eliminate low productive segments (Tysons-Westpark, Langley, Walter Reed/Arlington Mill drives) in order to concentrate regional service on major arterials where the majority of riders are best served

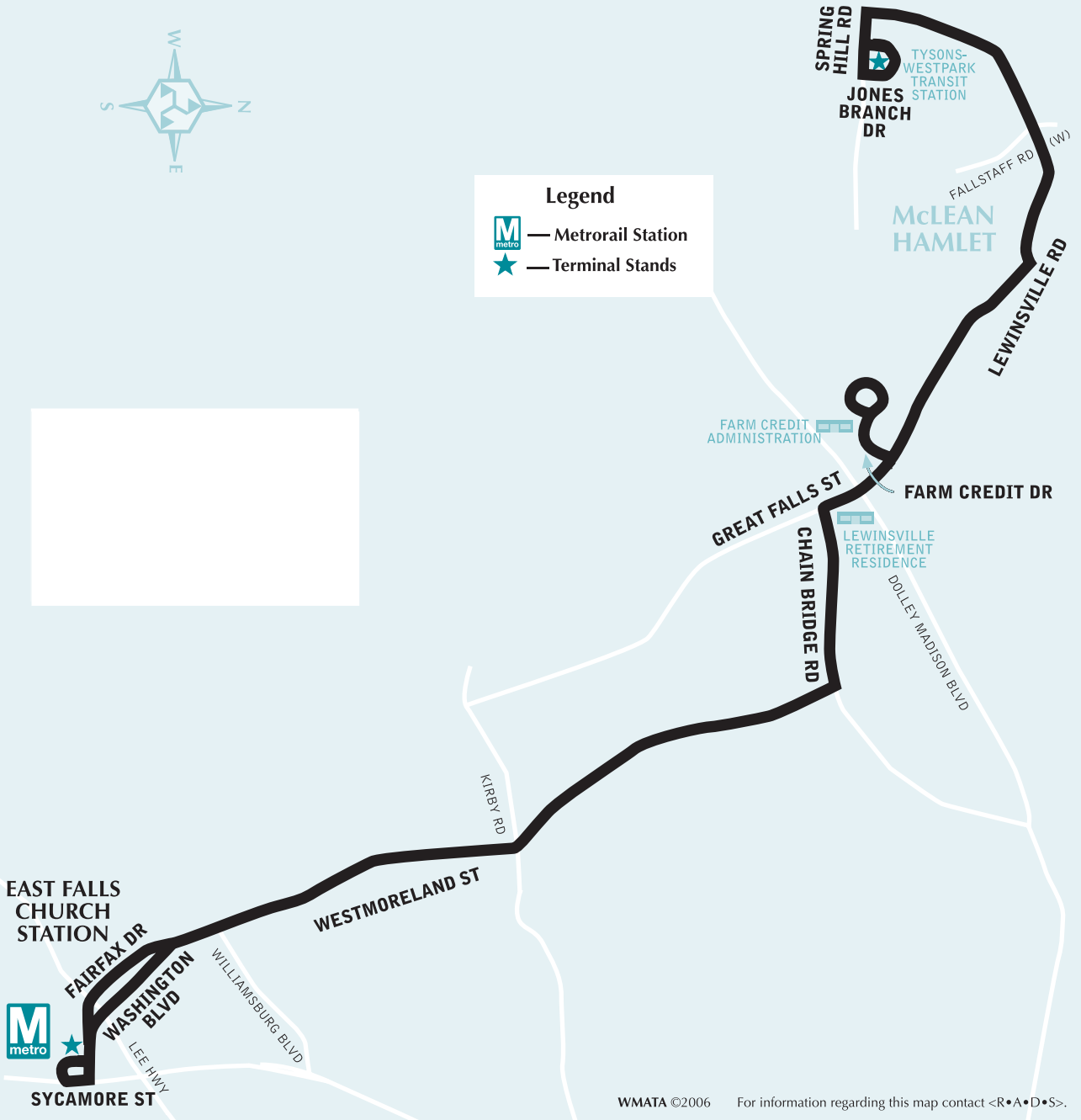
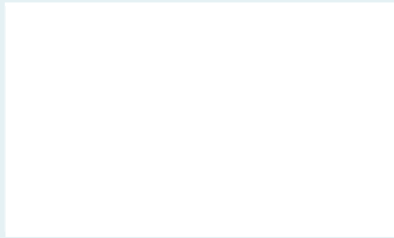
McLean Hamlet-East Falls Church Line

Route 24T



Legend

-  — Metrorail Station
-  — Terminal Stands



McLEAN HAMLET – EAST FALLS CHURCH LINE, ROUTE 24T

SERVICE AREA

Tysons-Westpark Transit station, McLean Hamlet, Tysons-McLean Office Park, Westmoreland Street, East Falls Church station

DISCONTINUE SERVICE

- Discontinue all Route 24T service

ROUTE / SEGMENT ELIMINATION

- The segment of Great Falls Street between Chain Bridge Road and Dolley Madison Boulevard would be eliminated without replacement service

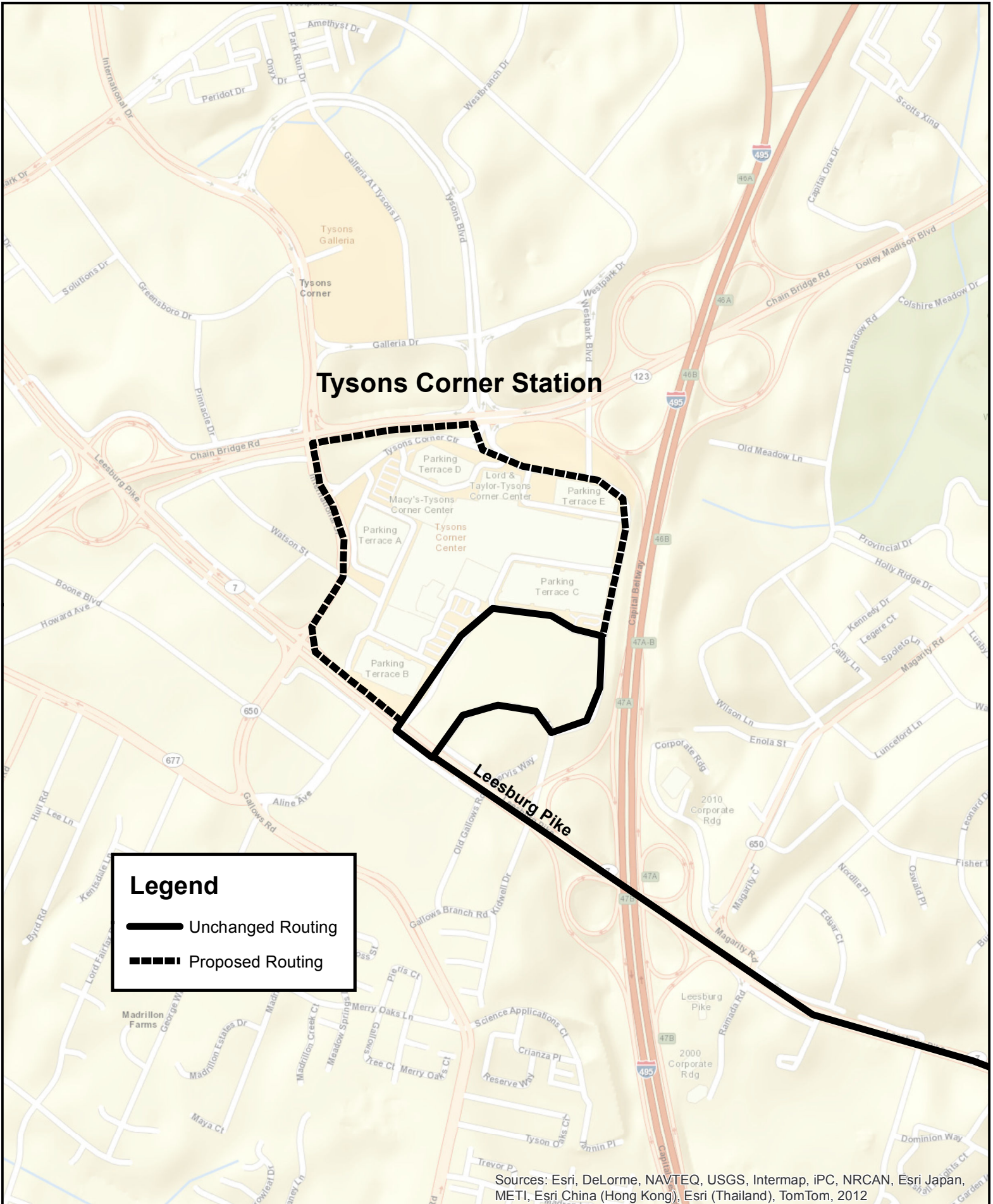
ALTERNATIVE SERVICE AVAILABLE

- Rerouted Metrobus Routes 15K, 15L between Westmoreland Street and East Falls Church station
- Metrobus Routes 23A, 23T, and proposed Fairfax Connector Routes 720, 721 on Chain Bridge Road between Westmoreland Street and Great Falls Street
- Proposed Fairfax Connector Route 724 on Lewinsville Road

REASONS FOR CHANGE

- Low productivity/cost recovery on current 24T service
- Restructure service in the McLean and McLean Hamlet areas with more cost effective feeder bus services to complement new Silver line Metrorail service at McLean and East Falls Church stations

28A, X Leesburg Pike



LEESBURG PIKE LINE, ROUTE 28A

SERVICE AREA

King St-Old Town station, Bradlee Shopping Center, Inova Alexandria Hospital, Southern Towers, Northern Virginia Community College (Alexandria campus), Skyline City, Baileys Crossroads, Seven Corners Transit Center, Falls Church, West Falls Church station, Tysons Corner Center

RESTRUCTURE SERVICE

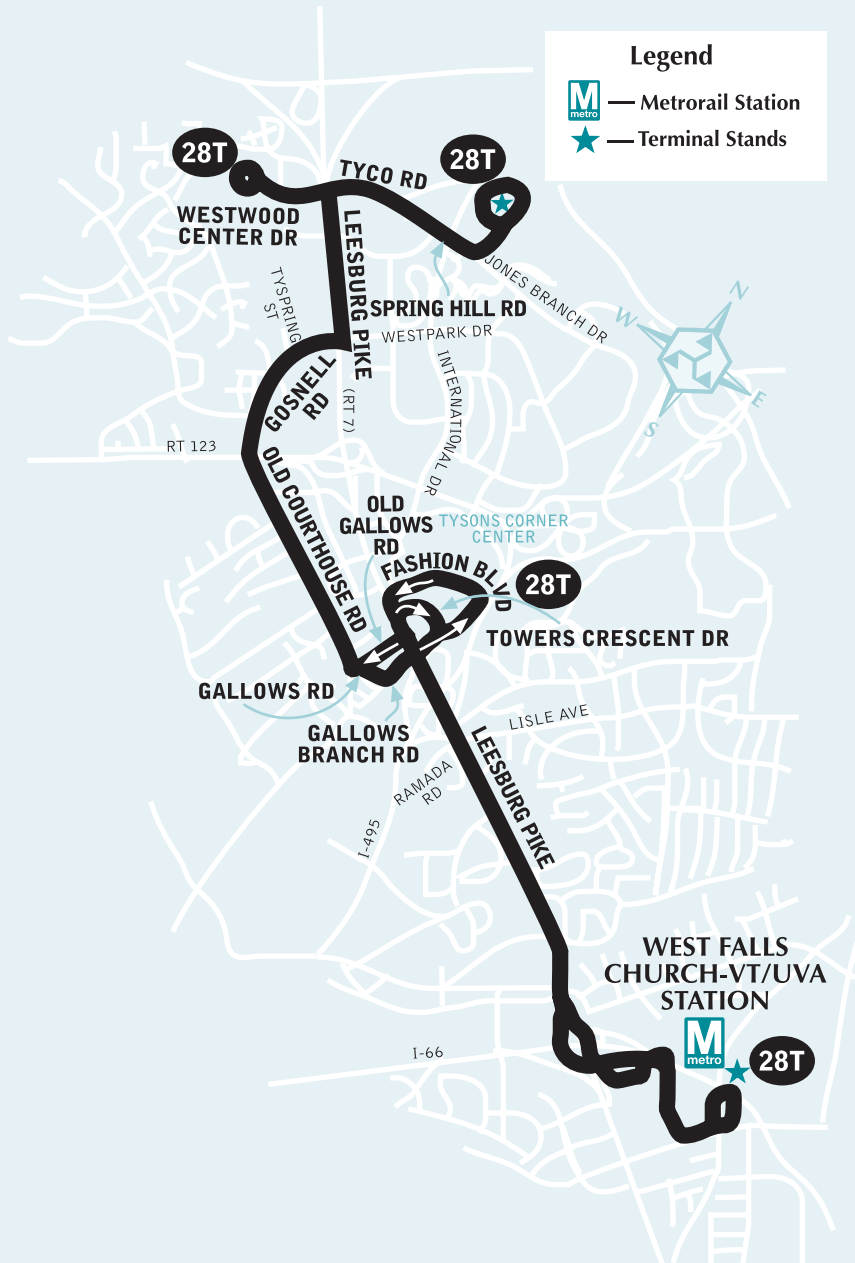
- Extend service from Tysons Corner Center bus terminal to Tysons Corner station via Fashion Boulevard, westbound Leesburg Pike, International Drive and Dolley Madison Boulevard to Tysons Corner station
- Eastbound trips leaving Tysons Corner station would operate via Shoptysons Boulevard and Fashion Boulevard to Tysons Corner Center bus terminal, then continue Fashion Boulevard, eastbound Leesburg Pike and current route to Baileys Crossroads and King St-Old Town station

REASON FOR CHANGE

- To complement new Silver line Metrorail service at Tysons Corner station

TYSONS CORNER-WEST FALLS CHURCH LINE

Route 28T



TYSONS CORNER – WEST FALLS CHURCH LINE, ROUTE 28T

SERVICE AREA

West Falls Church station, Tysons Corner, Old Courthouse Road, Gosnell Road, Westwood Center, Tysons-Westpark Transit station

DISCONTINUE SERVICE

- Discontinue all Route 28T service

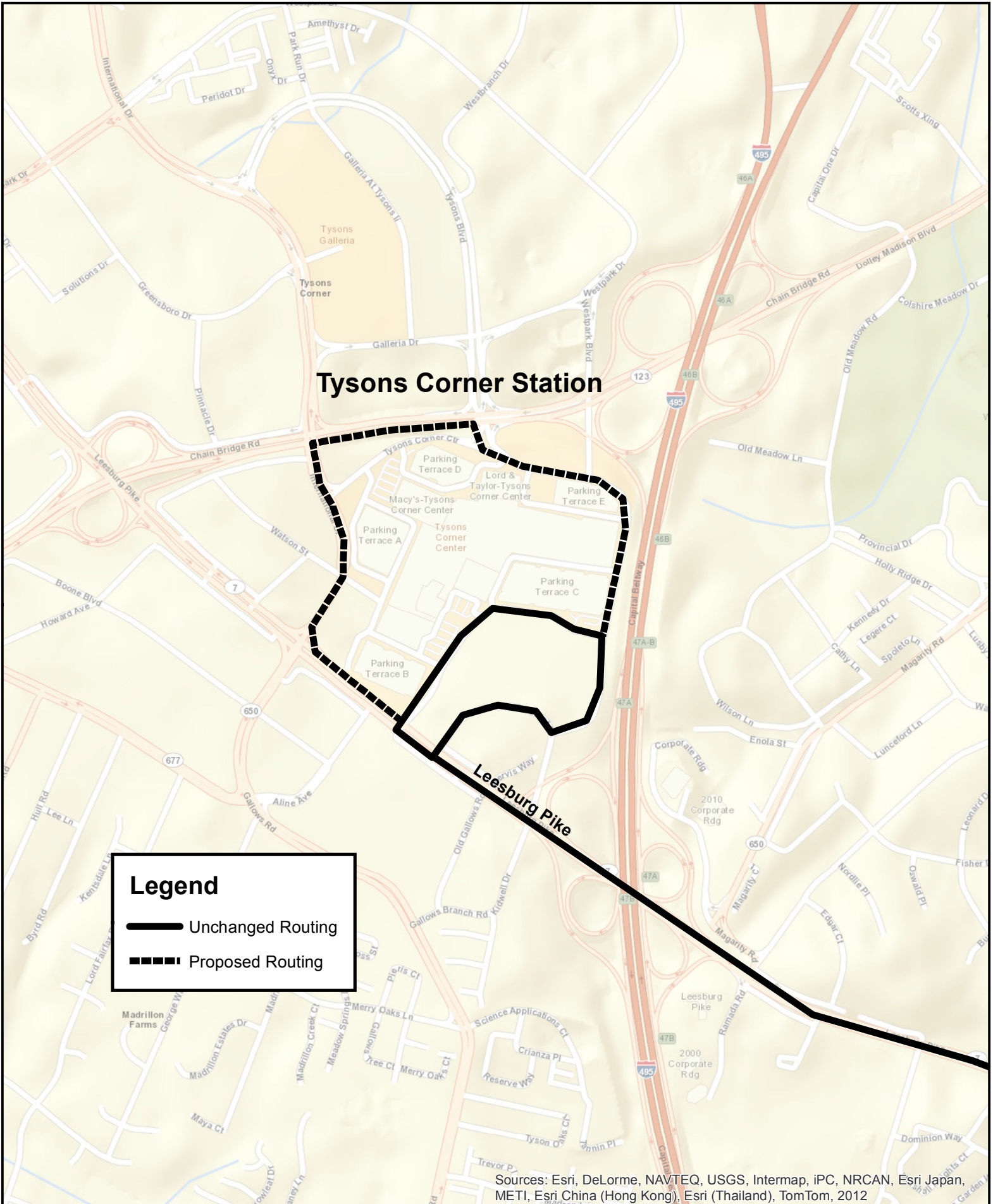
ALTERNATIVE SERVICE AVAILABLE

- Leesburg Pike between Tysons Corner Center and West Falls Church station – Metrobus Route 28A and MetroExtra Route 28X
- Old Courthouse/Gosnell Roads, Leesburg Pike, Westwood Center, Tyco/Spring Hill Roads between Tysons Corner Center and Tysons-Westpark Transit station - Silver line Connector shuttle service (Fairfax Connector)

REASON FOR CHANGE

- Eliminate duplication with existing Metrobus service on Leesburg Pike (28A and MetroExtra Route 28X), as well as proposed Silver line Connector shuttle service to be operated by Fairfax Connector

28A, X Leesburg Pike



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

LEESBURG PIKE LIMITED LINE, ROUTE 28X

SERVICE AREA

MetroExtra limited stop service serving Mark Center, Northern Virginia Community College (Alexandria campus), Skyline City, Baileys Crossroads, Seven Corners Transit Center, Falls Church, West Falls Church station, Tysons Corner Center

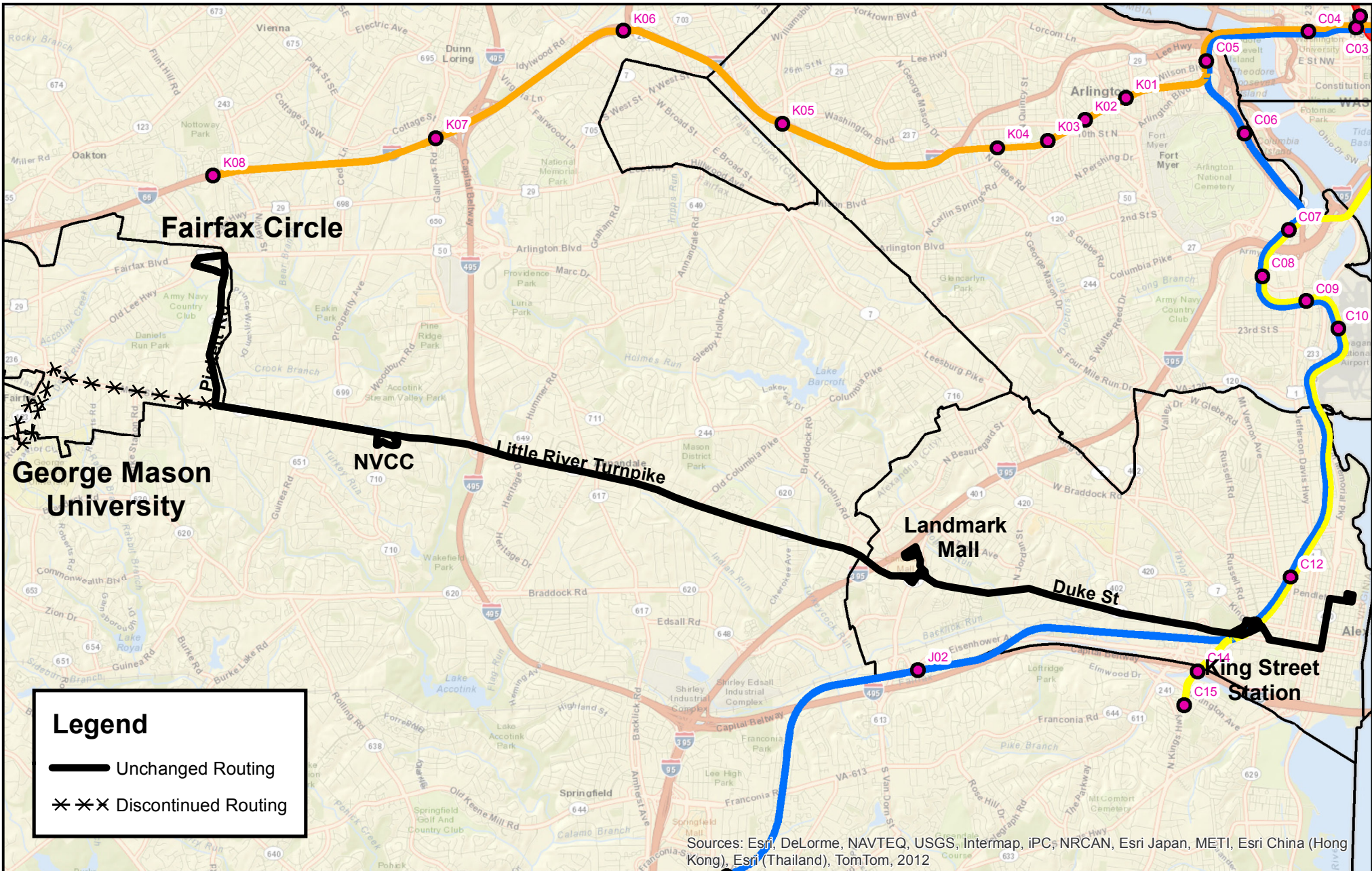
RESTRUCTURE SERVICE

- Extend service from Tysons Corner Center bus terminal to Tysons Corner station via Fashion Boulevard, westbound Leesburg Pike, International Drive and Dolley Madison Boulevard to Tysons Corner station
- Eastbound trips leaving Tysons Corner Station would operate via Shoptysons Boulevard and Fashion Boulevard to Tysons Corner Center bus terminal, then continue Fashion Boulevard, eastbound Leesburg Pike and current route to Baileys Crossroads and King St-Old Town station

REASON FOR CHANGE

- To complement new Silver line Metrorail service at Tysons Corner Station

29A Alexandria-Fairfax



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

ALEXANDRIA – FAIRFAX LINE, ROUTES 29K, 29N

SERVICE AREA

George Mason University, Fairfax Circle, City of Fairfax, Fair City Mall, Pickett Shopping Center, Northern Virginia Community College (Annandale campus), Annandale, Landmark Mall, Duke Street, King St-Old Town station, downtown Alexandria

RESTRUCTURE SERVICE

- Discontinue all 29K service between Route 236 and Pickett Road and George Mason University. All trips would operate between downtown Alexandria (Royal & Pendleton Streets) and Fairfax Circle weekdays and Saturdays. Existing service frequencies would be maintained.
- All trips, including existing 29N Fairfax Circle trips, would be renumbered 29A
- The time savings from the elimination of service to George Mason University would be reallocated to increase weekday and Saturday running times to reflect current traffic conditions on the 29A route between Fairfax Circle and downtown Alexandria

ROUTE / SEGMENT ELIMINATION

- Route 236 (Main Street in the City of Fairfax) from Pickett Road to North Street (29K)
- University Drive, George Mason Boulevard, Route 123 and Armstrong Street in the vicinity of George Mason University and Fairfax City Hall (29K)

ALTERNATIVE SERVICE AVAILABLE

- CUE Green 1 & 2 between Route 236 & Pickett Road and George Mason University

REASONS FOR CHANGE

- Low ridership on the 29K segment between Pickett Road and George Mason University. Focus service on the most productive part of the line between Fairfax Circle, NVCC-Annandale campus, and Alexandria.
- Eliminate duplication with CUE Green service between Pickett Road and George Mason University (note: CUE operates Sunday service on Green Routes 1 & 2 between 9:30 a.m. and 5 p.m.; current 29K/N service does not operate on Sundays)
- Improve on-time performance by reallocating time saved from the elimination of service to George Mason University to the more productive segment of the line east of Pickett Road where additional running time is needed
- Simplify the route structure and route numbering with a single route number following the standard Virginia route numbering convention (29A-top of the alphabet letter suffix for all day services)

ATTACHMENT B

Beltway HOT Lanes Bus Service

2014

No.	Origin	Destination	2006	2014	2020	2030
			Base	HOT	HOT	HOT
			Hdwy	Hdwy	Hdwy	Hdwy

EXISTING ROUTES:

NEW / MODIFIED ROUTES:*

* New routes assumed in the CLRP originally assumed for 2030.

1	14A-D	Bethesda	McLean Bible Church via Tysons	NA	NA	15	15
2	14A-D	McLean Bible Church	Bethesda via Tysons	NA	NA	15	15
3	14A-D	Lakeforest Mall	McLean Bible Church via Tysons	NA	NA	15	15
4	14A-D	McLean Bible Church	Lake Forest Mall via Tysons	NA	NA	15	15
5	17FO	Pentagon	Kings Park West	20	20	20	15
6	17GI	George Mason University	Pentagon	30	20	20	15
7	17HI	Kings Park West	Pentagon	20	20	20	15
8	17KI	Kings Park West	Pentagon	30	20	20	15
9	17LI	Kings Park West	Pentagon	30	20	20	15
10	OmniRide	Dale City PNR	Tysons Central	NA	30	15	10
11	Martz	Stafford (US 1 & VA 630)	Tysons Central	NA	20	10	8
12	B2	Franconia Springfield Metro	Tysons Central	NA	NA	15	15
13	B3	Huntington Metro	Tysons Central	NA	NA	15	15
14	B4	Fair Oaks	Landmark Shopping Center	NA	NA	20	15
15	B5	Fair Oaks	Franconia Springfield Metro	NA	NA	20	15
16	B6	Annandale	Tysons Central	NA	NA	15	15
17	B7	Chantilly	Tysons Central	NA	NA	15	15
18	M1	Fredericksburg	Tysons Central	NA	NA	15	15

ATTACHMENT C

Fairfax County Bus Changes

FY 2009

Route	Service Implementation	Annual Hours	Notes
171	30 min headway weekday and weekend	11,500	
CCO routes	takeover and expansion of Metro 12, 20 and 2w routes	46,000	Implemented 6.28.2009
Routes 101, 109, 151, 152	TDP early implementation recommendations - added trips	2,600	Implemented 8.17.2009

FY 2010

Route	Service Implementation	Annual Hours	Notes
171	15 min headway during the peak	-	See FY2011 and later chart
Routes 630, 640, 644, 650, 652	Added trips	3,800	Implemented 8.17.2009
401	15/30 min headway peak/off peak	29,600	Implemented 11.23.2009
950	15/30 min headway peak/off peak	8,000	Implemented 11.23.2009
Routes 621, 622, 623 - added trips	TDP early implementation recommendations	3,200	Implemented 11.23.2009
RIBS 1-5	Revised routing and schedules and created new RIBS 5	-	Implemented 1.17.2010
642, 644	Revised 642 routing and added trips on 644, removed strategic bus	-	Implemented 1.17.2010
Tysons Lunch Shuttle	10 minute headway	12,000	Implemented 11.23.09

FY 2011 and later

Route	Service Implementation	Annual Hours	Notes
171	15 min headway during the peak	15,000	Late FY 2011/early 2012 - coincide with BRAC
159	Ingleside Express	3,500	Possible mid - FY 2011
various	TDP recommendations-	15,000	FY 2011 or 2012
NEW	30/60 min headway peak/off peak from Centreville to Reston/Herndon	8,150	FY 2013
NEW	30/60 min headway peak/off peak from Centreville to Fairfax GMU	8,150	FY 2013
NEW	60-minute weekend service to/from-Centreville/Chantilly and the Vienna Metro-	3,000	FY 2013
RIBS 6	Reverse-direction service on RIBS 2: 30/60 headways peak/off peak	11,000	Changes will likely coincide with Dulles Rail Phase 1 - 2014
505	12-15 minute headway during the peak	8,200	
585	12-15 minute headway during the peak	6,100	
403	60 minute service all day	2,500	
310	15/30 min headway peak/off peak	23,000	unsure

Attachment D

From Jim Maslanka
series of emails ending 2/8/2011
(via Andrew Austin)

ALEXANDRIA TRANSIT COMPANY

PRELIMINARY TRANSIT SERVICE EXPANSION PLAN – 10 YEARS

YEAR	SERVICE	PEAK FREQUENCY	ADDITIONAL PEAK BUSES	ESTIMATED TOTAL COST (FY 12 DOLLARS)	ESTIMATED SUBSIDY COST (FY 12 DOLLARS)	ESTIMATED CAPITAL COSTS	
2019	Increased Frequency - AT8	10	2	\$227,000	199,000	\$1,250,000	
	Increased Frequency - AT2	10	4	539,000	493,000	2,500,000	
	Increased Frequency - AT1	15	4	480,000	436,000	2,500,000	
	Mark Center / Potomac Yard Crosstown Route (weekday)	30	3	534,000	489,000	1,875,000	
	Increase Frequency - AT10 Midday	30	0	136,000	125,000	0	
	Totals			13	\$1,916,000	1,742,000	\$8,125,000
	King Street Trolley	20	3	\$626,000		N/A	
2013	King Street Trolley	15	4	\$300,000	\$300,000		
	Mark Center / Potomac Yard Crosstown Route (Saturday)	45	0	\$97,000	\$87,000		
	Mark Center / Potomac Yard Crosstown Route (Sunday)	45	0	\$86,000	\$78,000		
	Potomac Yard – Landmark Crosstown Route (week day)	60	2	\$305,000	\$263,000	\$1,250,000	
	Mark Center/Potomac Yard Crosstown	15	4	1,265,000	1,133,000	2,500,000	
	TOTAL			10	\$1,753,000	\$1,561,000	\$3,750,000

2/1/2013 email from
Danielle Wesolek; updated in

3/28/13 email
to exclude
projects
highlighted in
orange

Priority Corridor Network - Frequency of Service

No	Corridor	Metrobus Routes	Current				2020				2030 +			
			Frequency of Service (In Minutes)				Frequency of Service (In Minutes)				Frequency of Service (In Minutes)			
			AM Peak	Midday	PM Peak	Runtime	AM Peak	Midday	PM Peak	Runtime	AM Peak	Midday	PM Peak	Runtime
1	Georgia Avenue / 7th Street (DC)	70	12	12	12	63	12	12	12	63	12	12	12	63
		74	12	15	15	27	12	15	15	27	12	15	15	27
		79	7.5	12	8.5	46	7.5	12	8.5	46	7.5	12	8.5	46
2	Wisconsin Avenue / Pennsylvania Avenue	31	15	30	15	51	15	30	15	51	15	30	15	51
		32/36	6	15	7.5	111	6	15	7.5	111	6	15	7.5	111
		34	20	30	15	44	20	30	15	44	20	30	15	44
		37 IB	15	-	-	47	15	-	-	47	10	15	10	47
		37 OB	-	-	15	54	-	-	15	54	10	15	10	54
		39 IB	15	-	-	59	15	-	-	59	10	15	10	59
3	Sixteenth Street	S1 IB	5	-	-	40	5	-	-	40	5	-	-	40
		S1 OB	-	-	15	40	-	-	15	40	-	-	15	40
		S2/S4	3	7.5	5	56	3	7.5	5	56	3	7.5	5	56
		S9	7.5	-	7.5	44	7.5	15	7.5	44	7.5	15	7.5	44
4	H Street / Benning Road	X1/X3	30	-	30	69	30	-	30	69	30	-	30	69
		X2	7.5	8.5	7.5	48	7.5	8.5	7.5	48	7.5	8.5	7.5	48
		X9	15	-	15	44	15	-	15	44	10	15	10	44
5	U Street / Garfield	90	15	15	15	70	15	15	15	70	15	15	15	70
		92	15	15	15	71	15	15	15	71	15	15	15	71
		93	-	-	-	48	-	-	-	48	-	-	-	48
		99	-	-	-	n/a	15	-	15	---	10	15	10	---
6	Anacostia / Congress Heights	A2	10	20	10	33	10	20	10	33	10	20	10	33
		A6/A7	7.5	20	7.5	30	7.5	20	7.5	30	7.5	20	7.5	30
		A8	12	20	10	30	12	20	10	30	12	20	10	30
		A42	-	-	-	41	-	-	-	41	-	-	-	41
		A46	-	-	-	42	-	-	-	42	-	-	-	42
		A48	-	-	-	35	-	-	-	35	-	-	-	35
A4/A5	10	20	12	29	10	20	12	29	10	20	12	29		
A9	12	-	20	n/a	12	-	15	---	10	15	10	---		
7	Fourteenth Street	52	15	24	15	53	15	24	15	53	15	24	15	53
		53	15	24	15	51	15	24	15	51	15	24	15	51
		54	15	24	15	53	15	24	15	53	15	24	15	53
		59	-	-	-	n/a	15	-	15	---	10	15	10	---
8	North Capitol Street	80	10	15	10	84	10	15	10	84	10	15	10	84
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
9	Rhode Island Avenue (DC)	G8	8	30	12	58	8	30	12	58	8	30	12	58
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
10	University Boulevard / East-West Highway	J1	20	-	20	25	20	-	20	25	20	-	20	25
		J2/J3	10	20	8	55	10	20	8	55	10	20	8	55
		J4	20	-	20	55	15	-	15	55	10	15	10	55
11	Veirs Mill Road	Q1,2,4,5,6	7.5	15	7.5	55	7.5	15	7.5	55	7.5	15	7.5	55
		Q9	-	-	-	n/a	15	-	15	---	10	15	10	---
12	New Hampshire Avenue	K6	10	30	7.5	40	10	30	7.5	40	10	30	7.5	40
		K9	16	-	18	25	15	-	15	25	10	15	10	25
13	Georgia Avenue (MD)	Y5,7,8,9	15	20	15	60	15	20	15	60	15	20	15	60
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
14	East-West Highway (Prince George's)	F4	12	20	12	60	12	20	12	60	12	20	12	60
		F6	30	60	30	60	30	60	30	60	30	60	30	60
		F9	-	-	-	n/a	15	-	15	---	10	15	10	---
15	Greenbelt / Twinbrook	C2/C4	5	12-15	7.5	60	5	12-15	7.5	60	5	12-15	7.5	60
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
16	Rhode Island Avenue Metro to Laurel	81,82,83,86	10	20	7.5	55	10	20	7.5	55	10	20	7.5	55
		87/88	20	-	15	50	20	-	15	50	20	-	15	50
		89/89M	40	60	40-50	50	40	60	40-50	50	40	60	40-50	50
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
17	Eastover / Addison Road	P12	20	30	20	70	20	30	20	70	20	30	20	70
		-	-	-	-	n/a	15	-	15	---	10	15	10	---
18	Colesville Road / Columbia Pike (MD US29)	Z2	25	-	25-30	55	25	-	25-30	55	25	-	25-30	55
		Z6	20	30	30	55	20	30	30	55	20	30	30	55
		Z8	12	30	12	50	12	30	12	50	12	30	12	50
		Z9/Z29	10	-	20	50	10	-	20	50	10	-	20	50
		Z11/Z13	8.5	-	10	45	8.5	-	10	45	8.5	-	10	45
19	Columbia Pike (Pike Ride)	16A	60	60	60	56	60	60	60	56	60	60	60	56
		16B	30	-	30	38	30	-	30	38	30	-	30	38
		16D	60	60	60	55	60	60	60	55	60	60	60	55
		16E	-	-	-	46	-	-	-	46	-	-	-	46
		16J	30	30	30	37	30	30	30	37	30	30	30	37
		16P	-	-	-	39	-	-	-	39	-	-	-	39
		16G,H,K	6	15	6	33	6	15	6	33	6	15	6	33
		16L	30	-	30	39	30	-	30	39	30	-	30	39
		16X	15	-	15	54	15	-	15	54	10	15	10	54
		16Y	6	-	7.5	45	6	-	7.5	45	6	-	7.5	45
20	Richmond Highway	REX	12	30	12	58	12	30	12	58	12	30	12	58
		-	-	-	-	-	-	-	-	-	-	-	-	-
21	Leesburg Pike	28A	30	30	30	92	30	30	30	92	30	30	30	92
		28F/28G	25	-	25	28	25	-	25	28	25	-	25	28
		28T	20	-	20	44	20	-	20	44	20	-	20	44
		28X	15	-	15	63	15	-	15	63	10	15	10	63
22	Crystal City / Potomac Yard	9A/9E	30	30	30	38	30	30	30	38	30	30	30	38
		9S	6	12	6	20	6	12	6	20	6	12	6	20
		9X	-	-	-	n/a	15	-	15	---	10	15	10	---
23	Little River Turnpike / Duke Street	29C	30	-	30	29	30	-	30	29	30	-	30	29
		29E	-	-	-	50	-	-	-	50	-	-	-	50
		29G	12	-	12	41	12	-	12	41	12	-	12	41
		29H	15	-	12	43	15	-	12	43	15	-	12	43
		29X	30	-	30	46	30	-	30	46	30	-	30	46
		29K /29N	30	60	35	93	30	60	35	93	30	60	35	93
		-	-	-	-	n/a	15	-	15	---	10	15	10	---

Current Limited Stop Services
Limited Stop Service Planned

Jane Posey

From: Jane Posey
Sent: Friday, August 17, 2012 10:03 AM
To: Jane Posey
Subject: FW: info needed for a couple of inputs
Attachments: 2011-07-11_Corridor C_Alt D Recommendation.pdf

From: Steve Sindiong [<mailto:Steve.Sindiong@alexandriava.gov>]
Sent: Thursday, December 29, 2011 9:08 AM
To: Jane Posey; Kanathur.Srikanth@VDOT.Virginia.gov
Cc: Jim Maslanka; Abi Lerner
Subject: FW: info needed for a couple of inputs

Jane / Kanti – I've attached a diagram showing the recommended routing for the BRT between the Van Dorn Metro station and Pentagon, also known as Alternative D (Within Alexandria). The route would include two spurs from the Mark Center area. One spur would get directly onto the I-395 HOT lanes from Mark Center and head directly to the Pentagon. The other spur would stay on Beauregard, continue north. While the diagram does not show it, the route would actually make a short jaunt into the Northern VA Community College at Braddock Road (it would go about a ¼ mile or less into the campus and stop, and turn around and get back onto Beauregard – this recommendation was made by the Council). Continuing on Beauregard, it would turn east onto S. Arlington Mill Drive to serve the Shirlington transit center, and then get onto I-395 to terminate at the Pentagon.

The headways that were assumed for planning purposes are shown below:

Weekdays – 7.5 minutes peak (8 hours)
Weekdays – 15 minutes offpeak (10 hours)
Saturdays – 15 minutes all day (18 hours)
Sundays – 20 minutes all day (12 hours)

There is additional information in a presentation that was provided to the Corridor Work Group, at the link below. This includes the running time between the various sections. In general, the consultant assumed a total running time of 21 minutes from Van Dorn Metro to the Pentagon (for the spur getting on I-395 at Mark Center). Please let me know if you have any additional questions. Thank you.

http://alexandriava.gov/uploadedFiles/tes/info/2011-03-17_Corridor%20C%20Secondary%20Screening_15%20color%20copies_double.pdf

Steve Sindiong

Corridor C – Van Dorn / Beauregard

Alternative D – BRT in Dedicated Lanes between Van Dorn Metro and Shirlington and Pentagon

