



Virginia Department of Rail and Public Transportation

# WMATA Platform Improvement Program – Summer 2019

Virginia Supplemental Mitigation Plan

April 23, 2019

**Clinton Edwards**  
Northern Virginia Transit  
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# WMATA Platform Improvement Project



- 45 outdoor stations – concrete platforms have been exposed to weather and de-icing agents for decades
- Platforms built 35-40 years ago are now deteriorating
  - 10 stations already have rebuilt platforms
  - 15 stations have platforms in good condition
  - 20 stations have platforms requiring immediate attention; temporary measures installed where needed to stabilize and ensure safety until reconstruction occurs (includes outdoor stations on the Blue, Yellow, and Orange lines in Virginia)
- Concrete repair is a necessary safety project

# Examples of Existing Conditions



King St Station



Van Dorn Station

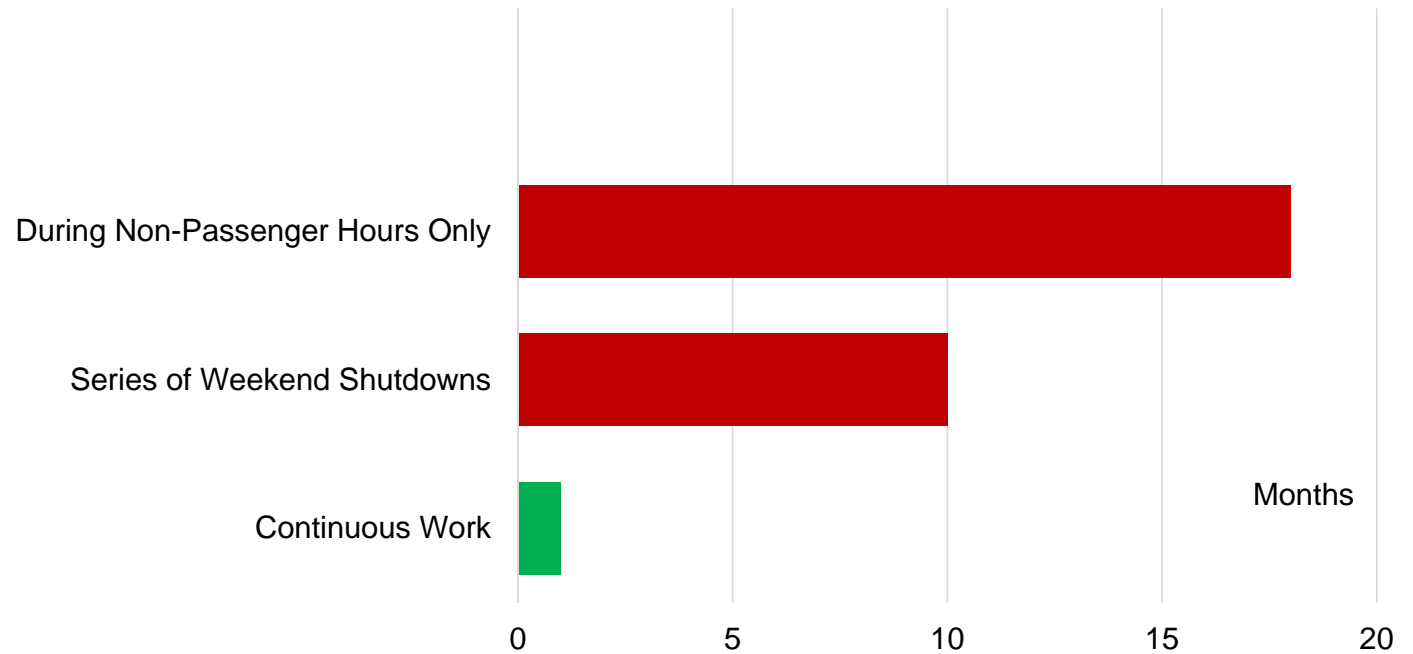


Braddock Road Station



# Comparison of Different Construction Approaches

## Time to Complete One Station



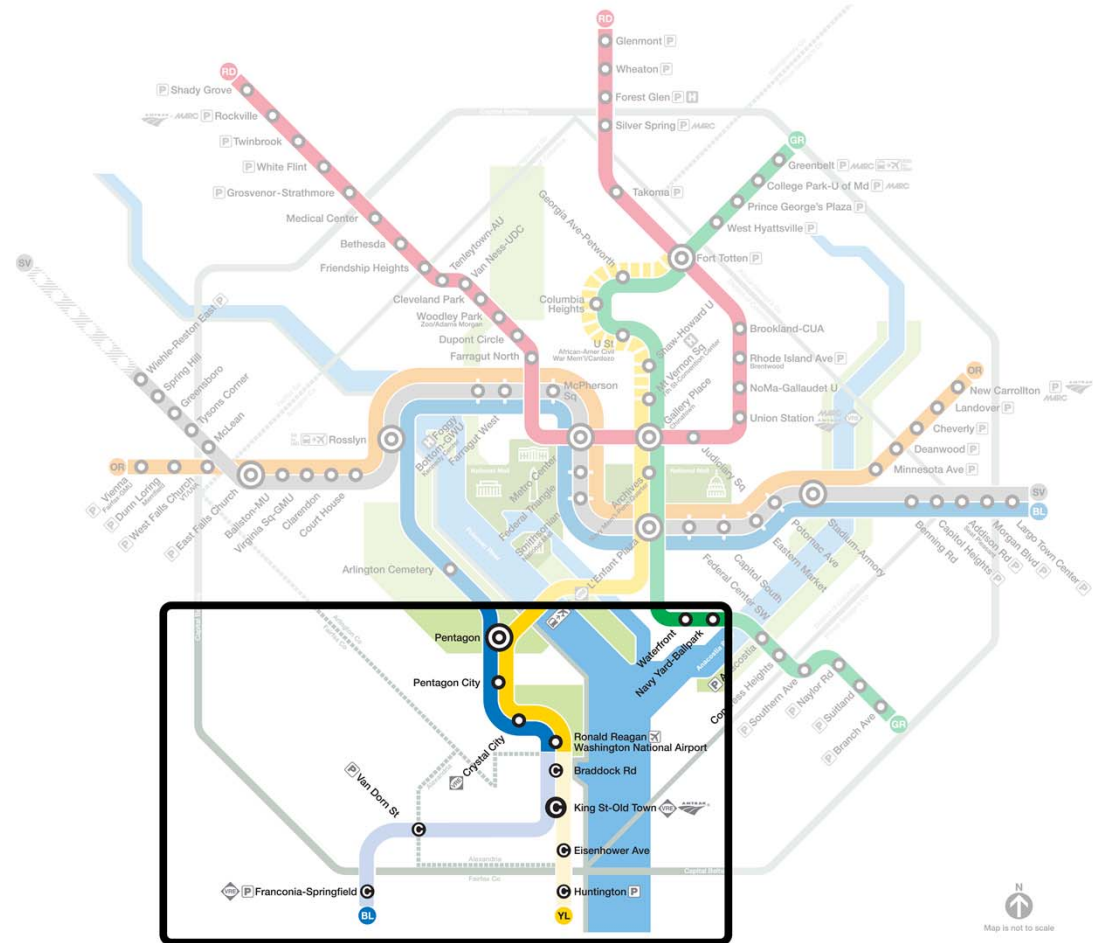
- Providing 24/7 track access substantially reduces **project duration**, is **safer**, and **costs less**

# Capital Investment: Platform Improvement Project



- During Summer 2019, there will be no Blue or Yellow Line rail service south of National Airport from Saturday, May 25 to Monday, September 9, 2019
- Anticipated Construction Schedule:
  - May 25- September 9, 2019: Braddock Rd, King St-Old Town, and Eisenhower Ave
  - May 25-October 4, 2019: Van Dorn St
  - May 25-December 2, 2019: Huntington and Franconia-Springfield
- Average AM peak period entries: 17,000
- Project will occur while 395 Express Lanes are also under construction

# Capital Investment: Platform Improvement Project



# Regional Network Coordination





- Metro announced work in May 2018, over one year in advance of summer 2019 station renovation program
- Northern Virginia Stakeholder Group led by Metro and supported by the Northern Virginia Transportation Commission (NVTC)
- More than 140 members: local government, state government, Congressional offices, federal government, transit providers, police and emergency management, MWAA
- Using SafeTrack coordination effort as model



# WMATA Mitigation Plan



## Free Shuttle Service

-  Franconia-Pentagon Express
-  Blue Line Shuttle
-  Huntington-Pentagon Express
-  Yellow Line Shuttle

## Convenient Bus Options

-  **metrobus**
-  **M metroway**

-  **closed**  
**May 25–Sept 2**
-  No Blue or Yellow Line rail service south of National Airport
-  No Blue or Yellow Line rail service south of National Airport



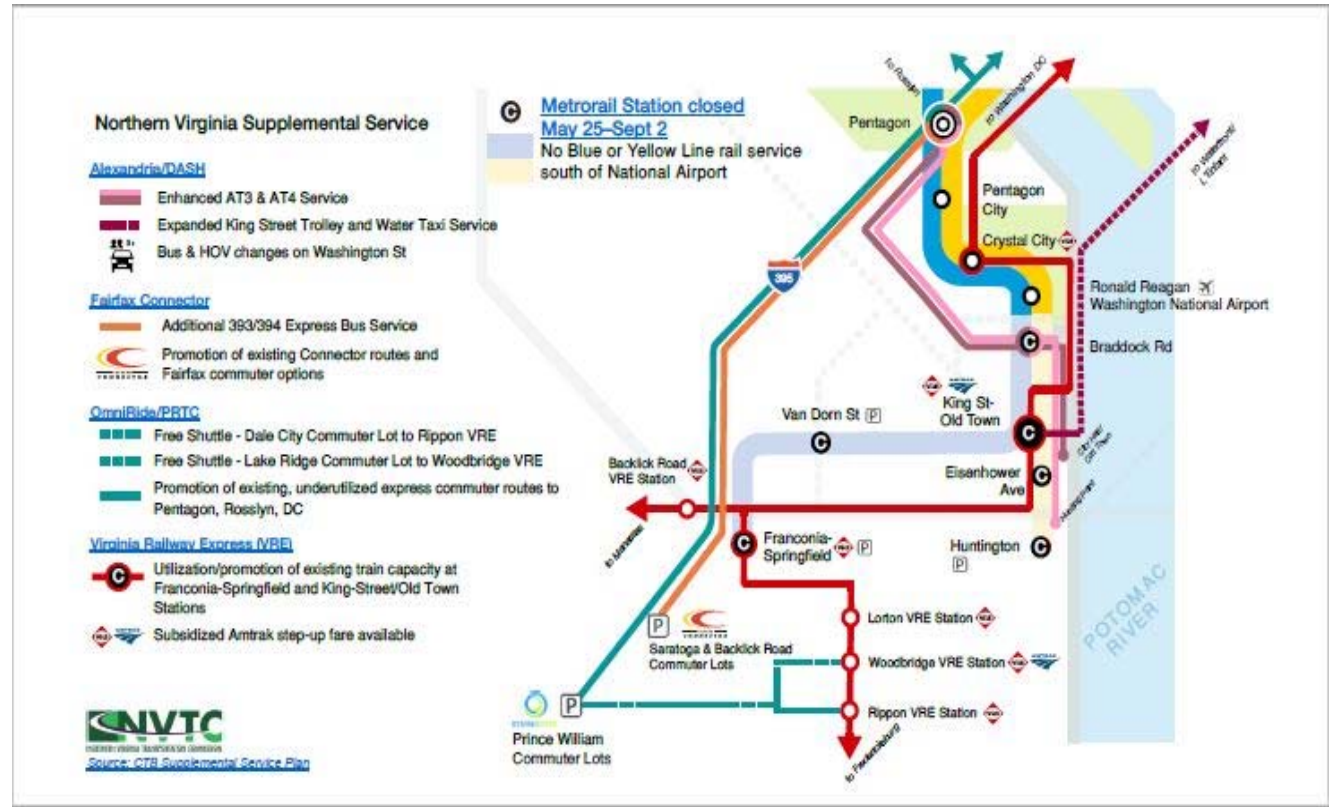


# Virginia Supplemental Mitigation Plan



- Similar to SafeTrack, DRPT has worked with local transit agencies, NVTC, and VDOT to develop a plan of supplemental services to complement the WMATA plan.
- The goals of the supplemental plan are:
  - To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
  - To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
  - To manage demand by incentivizing use of transit, ridesharing, flexible work schedules, and telework.

# Supplemental Mitigation Plan Map



## Recommended Strategies



- City of Alexandria - \$2,728,700
  - Supplemental DASH Service & Trolley Operations
  - Mobile Ticketing Application
  - Community Outreach, Vanpool Formation
  - Enhanced bikeshare, water taxi
  - Bus bridge operational enhancements (signals, CCTV, Police)
- Fairfax County - \$838,670
  - Supplemental Fairfax Connector service
  - Huntington Shuttle (if required)
  - Outreach, promotion of park-and-ride facilities for carpooling/slugging

## Recommended Strategies



- **OmniRide (PRTC) - \$220,317**
  - Free shuttles from park-and-ride lots to Rippon and Woodbridge VRE
  - Outreach, rideshare promotion
- **VRE/Amtrak (DRPT) - \$200,000**
  - Reduce VRE step-up ticket cost to expand Amtrak usage
- **VDOT - \$100,000**
  - Bus on shoulder along Capital Beltway Outer Loop between Eisenhower Ave Connector and Telegraph Road
  - Huntington Avenue "Transit Zone"
- **NVTC - \$395,725**
  - Post-Platform Shutdown Marketing Campaign

# Recommended Funding by Purpose



	Total Cost	State Share
Bus Transit	\$1,621,137	\$1,296,910
Alternative Transportation	\$856,000	\$724,800
TDM/Marketing/ Outreach	\$1,064,275	\$851,420
Highway/Operational Improvements	\$942,000	\$773,600
<b>Total</b>	<b>\$4,483,412</b>	<b>\$3,646,730</b>

## Next Steps

- Localities are already working to deploy strategies in advance of work beginning in May
- CTB allocated funding and modified the Six Year Improvement Program at its March 2019 meeting
- Implementation of strategies will be monitored continually – allow for real-time adjustments based on utilization
- Additional platform projects along the Orange Line are planned as part of the 3 year program and will require similar considerations
- Project information: [wmata.com/platforms](http://wmata.com/platforms)





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