



October 28, 2015

MEMORANDUM

TO: TPB Technical Committee

FROM: Jane A. Posey
Senior 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 2015 CLRP Amendment & FY2015-2020 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 2016 CLRP/FY2017-2022 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 March 4, 2016.

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@mwkog.org. Thank you for your assistance.

Future Transit Service Coding Assumptions for the 2015 CLRP:

METRORAIL:

1. Metrorail Service Changes (Allison Davis email 1/21/2015)
(No expansion railcars)

O-Station	D-Station	2010 network		2013 Rush Plus		2014 (Silver Phase I)		2018 & beyond (Silver Phase II)		Network Route name
		am	op	am	op	am	op	am	op	
		headway								
Shady Grove	Glenmont	6	12	6	12	6	12	6	12	WMREDA
Grosvenor	Silver Spring	6	12	6	12	6	12	6	12	WMREDB
Greenbelt	Branch	6	12	6	12	6	12	6	12	WMGRNA
Mt. Vn Sq.-UDC (peak only)	Huntington	6	--	6	--	6	--	6	--	WMYELA (PK)
Ft. Totten (off peak only)	Huntington	--	12	--	12	--	12	--	12	WMYELA (OP)
FranSpgfld	Largo	6	12	9	12	12	12	12	12	WMBLUA
FranSpgfld	Greenbelt	--	--	20	--	12	--	12	--	WMYELB (PK)
Vienna	New Carrollton	6	12	6	12	6	12	6	12	WMORNA
Vienna	Largo	--	--	20	--	--	--	--	--	WMORNB
Dulles GrnWay	Largo	--	--	--	--	--	--	6	12	WMSILV
Wiehle Ave	Largo	--	--	--	--	6	12	--	--	WMSILV

2. Dulles Corridor Metrorail (WMSILV):
 East Falls Church to Wiehle-Reston East (2014) (scenario: SILVER1)
 Wiehle-Reston East to VA 772/Greenway (2016) (scenario: SILVER2)

- ⇒ Stations (network node):
- VA 772/Dulles Greenway (8097)
 - VA 606 (8096)
 - Dulles Airport (8095)
 - Innovation Center (8094)
 - Herndon/Monroe (8093)
 - Reston Town Center (8092)
 - Wiehle-Reston East (8091)
 - Spring Hill (8089)
 - Greensboro (8090)
 - Tysons Corner (8088)
 - McLean (8087)

3. Potomac Yards Metrorail Station (2021) (scenario: POTYDS)
 - ⇒ Modified US 1 bus routes to stop at the station
4. Silver Spring Transit Center Phase II (with MARC) (2017) (scenario: SSTCTR)
 - ⇒ 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) (scenario: PURPLE)
 (assumptions from Rick Kiegel via Lyn Erickson, email 1/16/2014)
 Service frequency: peak 6 minutes, off-peak 12 minutes
 - ⇒ Stations (network node):
 - Bethesda (10015)
 - Chevy Chase Lake /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./University Blvd (10022)
 - Takoma/Langley Transit Center (10024)
 - Riggs Rd. (10025)
 - Adelphi/ West Campus (10028)
 - UM Campus Center (10036)
 - UM Campus East (10029)
 - College Park UMD Metro(10030)
 - M-Square (10031)
 - Riverdale Park (10032)
 - Beacon Heights (10035)
 - Annapolis Rd./Glenridge (10034)
 - New Carrollton (10037)

- ⇒ Modified buses as per Rick Kiegel via Lyn Erickson email 1/16/2014
 (J1, J2, J3, J4, C2, C4, F4, F6, RO15, The Bus 17, UM Shuttles 104 & 111)

2. Potomac Shores (formerly Cherry Hill) VRE station (2017) (scenario: POTSHRS)
3. Spotsylvania VRE station (2015) (scenario: VRESPOTS)
4. VRE service frequency (2020) (info from Tamara Ashby, VRE- 2/11/04)
(scenario: VREFREQ)
 - ⇒Fredericksburg local- increase peak period headway to 20 minutes
 - ⇒Manassas local- increase peak period headway to 20 minutes
5. MARC service improvements (email from Rick Kiegel 1/15/2014) (2029)
(scenario: MARCFREQ)
 - ⇒Camden Line: add 1 peak train in reverse direction
 - ⇒Brunswick: add 1 peak train in peak direction and 1 peak train in reverse peak direction
 - ⇒Penn Line: add 1 peak express train in peak direction
 - ⇒walk connection between Metropolitan Grove MARC & CCT stations

OTHER TRANSIT:

1. Crystal City / Potomac Yards Busway (scenario: MWAYBRT)
Arlington- from Crystal City Metro to vicinity of Glebe Rd. ext. (2015)
Alexandria- Four Mile Run to Braddock Rd. Metro (2014)
 - ⇒ Added buses to serve facility (service frequency: peak 6 mins, offpeak 12 mins)
 - ⇒ Improved runtimes of routes that run on facility
2. DC Streetcar – Anacostia (AIL)- from Defense/ S. Capitol St. to Howard & Firth Sterling Ave. (2017)

DC Streetcar – Anacostia Ext.- from Howard & Firth Sterling to Good Hope & MLK Ave. (2017)
(scenario: DCSTCARA)

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

 - ⇒ Stations (network node):
 - Defense Blvd & S. Capitol St. (10800)
 - Howard and Firth Sterling (Anacostia Metro Station) (10801)
 - Chicago St & MLK Ave. (10802)
 - Good Hope & MLK Ave. (10803)
3. DC Streetcar – H St. / Benning Rd.- from Union Station to Oklahoma Ave. (2015)

(scenario: DCSTHST1)

Service frequency: peak 15 minutes, off-peak 30 minutes, by 2020 peak & off-peak headways 10 minutes (from Faisal Hameed email 6/25/14), fares similar to bus

⇒ Stations (network node):

- H & 1st NE (10821)
- H & 5th NE (10820)
- H & 8th NE (10819)
- H & 13th NE (10818)
- H & Maryland Ave (10817)
- Benning and 19th NE (10816)
- Benning and Oklahoma Ave. (10815)

4. DC Streetcar – Benning Rd.- from Oklahoma Ave. to Benning Rd. Metro (2020)
(scenario: DCSTHST2 when combined with Union Station to Oklahoma Ave segment)

Service frequency: peak & off-peak headways 10 minutes (from Faisal Hameed email 6/25/14), fares similar to bus

⇒ Stations (network node):

- Kingman Island (10814)
- Benning and 34th NE (10813)
- Benning and Minnesota Ave. (10812)
- Benning and 42nd NE (10811)
- Benning Rd. METRO (10810)

5. DC Streetcar – M St. SE/SW (2020) – from Maine Ave. to Good Hope & MLK Ave.
(scenario: DCSTMST)

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

⇒ Stations (network node):

- Maine Ave. & 7th St. SW (10839)
- M & 6th St. SW (10838)
- M & 3rd St. SW (10837)
- M & 1st St. SW (10836)
- M & Half St. SE (10835)
- M & New Jersey Ave. SE (10834)
- M & 4th St. SE (10833)
- M & Isaac Hull Ave. SE (10832)
- M & 8th St. SE (10831)
- M & 10th St. SE (10830)
- Good Hope & MLK Ave. (10803)

6. DC Streetcar – Union Station to Georgetown (2020)

(scenario: DCSTGTWN)

Service frequency: peak & off-peak 10 minutes (from Faisal Hameed email 6/25/14), fares similar to bus

⇒ Stations (network node):

- H & 1st NE (10821)
- K St. between 3rd and 4th Streets NW (10822)
- Mount Vernon Square (10823)
- K St. & McPherson Square (10824)
- K St. & Farragut Square (10825)
- K St. & 19th and 20th Streets (10826)
- K St. & 25th and 26th Streets (10827)
- K St. & Wisconsin Ave (10828)

7. K St. Transitway (2020) (scenario: KSTBUS)

- ⇒ Improved run times by 10 % for all buses serving facility
- ⇒ Reduced lanes on K St. to 2 lanes per direction

8. DC Circulator- Mall Route (2015) (scenario: DCCMALL)

Info from Circe Torruellas 2/10/2015 email link to *DC Circulator 2014 Transit Development Plan Update* December, 2014

Service frequency: 10 minutes at all times

(see Attachment A)

9. DC Circulator Georgetown to Union Station route extension to National Cathedral (2017) (scenario: CATHEXT)

Info from Circe Torruellas 2/10/2015 email link to *DC Circulator 2014 Transit Development Plan Update* December, 2014

Service frequency: 10 minutes at all times

(see Attachment A)

10. DC Circulator Union Station to Navy Yard extension to Waterfront (2017) (scenario: WATEREXT)

Info from Circe Torruellas 2/10/2015 email link to *DC Circulator 2014 Transit Development Plan Update* December, 2014

Service frequency: 10 minutes at all times

(see Attachment A)

11. DC Circulator Rosslyn to Dupont Circle extension to U St./Howard University (2017)
(scenario: UHOWEXT)

Info from Circe Torruellas 2/10/2015 email link to *DC Circulator 2014 Transit Development Plan Update* December, 2014

Service frequency: 10 minutes at all times

(see Attachment A)

12. 16th St. Bus Priority Improvements (TIGER Grant) (2016) (scenario: TIGER16TH)

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

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

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

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

15. T Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant) (2016)
(scenario: TIGERTRK)

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

16. 14th St. Bus Priority Improvements (TIGER Grant) (2016) (scenario: TIGER14TH)

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

17. Wisconsin Ave. Bus Priority Improvements (TIGER Grant) (2016) (scenario: TIGERWI)

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

18. Corridor Cities BRT (2020) (info from Dudley Whitney, PB and Lorenzo Bryant- 2003- updated by Rick Kiegel via Lyn Erickson email 1/16/2014 & Lyn Erickson 12/17/14 email) (scenario: CCTBRT)

Service frequency: peak 4 minutes, off-peak 8 minutes

⇒ Stations (network node):

Shady Grove (10513)
East Gaither (10512)
West Gaither (10511)
Crown Farm (10510)
DANAC (10509)
LSC Central (10518)
Universities at Shady Grove (10517)
USC Central (10516)
LSC West (10515)
LSC Belward (10508)
Kentlands (10507)
Firstfield (10506)
MetroGrove (10505)

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

RO43, RO54, RO56, RO61, RO66, RO67, RO71, RO74, RO76, RO78, RO90

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

20. US 1 (MD) Bus Priority Improvements (TIGER Grant) (2016) (scenario: TIGERUS1)

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

21. Veirs Mill Rd. Bus Improvements (TIGER Grant) (2020) (scenario: TIGERVIER)

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

22. Beltway HOT lanes transit service (2020, 2030) (scenario: BELTHOT)

(See Attachment B)

23. I-66 HOT lane bus service- outside the Beltway (2022 & 2040)) (scenario: I66HOTO)
Info from

(see Attachment C)

24. I-66 HOT lane bus service- inside the Beltway (2025 & 2040) (scenario: I66HOTI)
Info from Valerie Pardo (VDOT) email 2/27/15 & Exhibit 1 “Transit Service
Enhancements for I-66 Inside the Beltway 2015 CLRP Submission”

(see Attachment C)

25. US 1 (VA) BRT (2030) (scenario: US1BRT)
Info from Mike Lake (Fairfax DOT) 3/26/2015

Service frequency: peak 6 minutes, off-peak 12 minutes, fares similar to Metrobus
Route: From Huntington Metro, BRT will run south along Kings Highway, then south
down US 1 to the Woodbridge VRE station

⇒ Stations (network node):

- Huntington (at metro station) (10550)
- Penn Daw (10551)
- Beacon Hill (10552)
- Lockheed Blvd. (10553)
- Hybla Valley (10554)
- Gum Springs (10555)
- South County Center (10556)
- Ft. Belvoir (Accotink Village) (10557)
- Pohick Rd. North (10558)
- Lorton Station Blvd. (Armistead Rd.) (10559)
- Gunston Rd. (10560)
- Woodbridge (at VRE station) (10561)

26. US 1 (VA) buses (2035) from VA235 N. to Beltway/Alex. SCL (scenario: US1VABUS)

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

27. Fairfax Connector Bus Expansion (2021) (scenario: FFXBUS)
Info from Randy White (Fairfax DOT) 4/6/2015 email

⇒ new and expanded bus service

(see Attachment D)

28. VA 7 Bus Priority Improvements (TIGER Grant) (2016) (scenario: TIGERVA7)

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

29. West End Rapid Bus (TIGER Grant) (2015) (scenario: TIGERVAN)
(BRT project below)

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

30. West End Transitway (2019) (scenario: VANDBRT)
Info from Steve Sindiong email 12/29/2011

⇒ Alexandria Alternative D

(see Attachment E)

31. Alexandria DASH Expansion (2019) (scenario: ALEXBUS)
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 F)

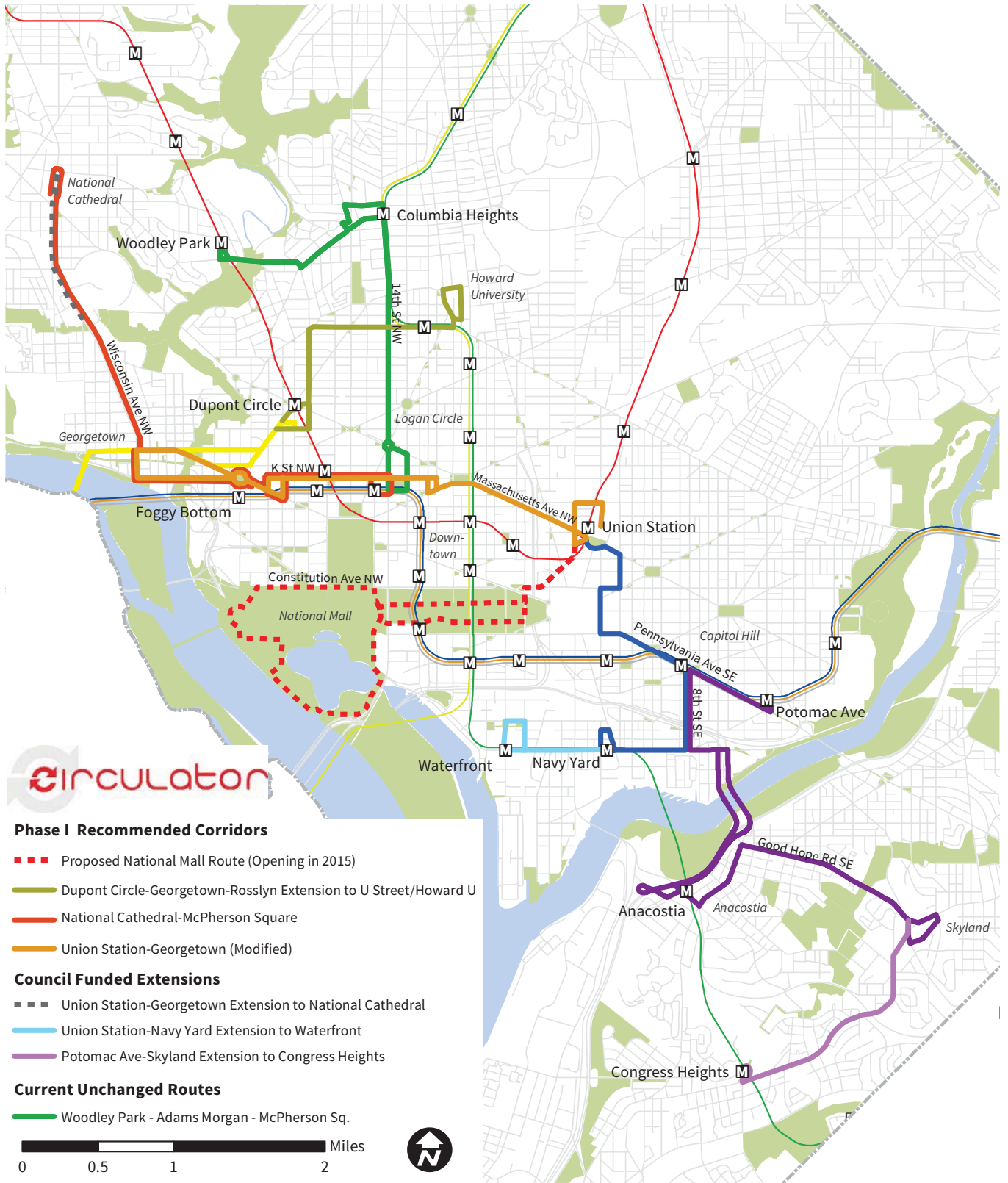
32. Duke St. Transitway (2024) (scenario: DUKEBUS)

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

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

ATTACHMENT A

FIGURE 8-1 | PHASE I RECOMMENDED CORRIDORS (FY 2014-2017)



3/17/07 email
from Kanti Srikanth (VD)

ATTACHMENT B

Beltway HOT Lanes Bus Service

*used existing service for
2015 & 2017 networks*

No.	Origin	Destination	2006	2010	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

Transit Service Enhancements for I-66 Inside the Beltway 2015 CLRP Submission (placeholder subject to change**)

Route	Change
New Outside the Beltway Services	
Rapid Bus Service from outside the Beltway:	Bi-directional, all day + weekend
Haymarket to Arlington/DC	
Gainesville to Arlington/DC	
Manassas to Arlington/DC	
New Priority Bus Services	
U.S. 29 Priority Bus	Bi-directional, all day service
U.S. 50 Priority Bus - via Ballston	Bi-directional, all day service
U.S. 50 Priority Bus - via U.S. 50	Add route from Fair Lakes to D.C. core along U.S. 50
U.S. 50 Priority Bus - Tysons	Add route from Tysons Corner along U.S. 50 and Wilson Boulevard
Local Routes in Study Area:	
Metrobus 1B	Increase peak-period frequency; improve inbound runtime
Metrobus 1C	Increase peak and off-peak frequencies
Metrobus 1E	Improve runtime
Metrobus 2C	Increase peak and off-peak frequencies
Metrobus 3A	Extend routing to NVCC and East Falls Church and increase frequency
Metrobus 3E	Add reverse-peak direction service and increase peak-direction service frequency; add off-peak service
Metrobus 3T	Increase off-peak-period frequency
Metrobus 4A	Reroute to end at Seven Corners; increase frequency
Metrobus 4E	Increase peak-period frequency, improve runtime
Metrobus 4H	Improve runtime
Metrobus 10B	Increase peak-period frequency
Metrobus 15L	Increase peak-period frequency
Metrobus 22A	Increase peak-period frequency
Metrobus 23A	Increase peak-period frequency
Metrobus 23C	Increase peak-period frequency
Metrobus 25A	Increase peak and off-peak frequencies
Metrobus 25B	Increase northbound off-peak frequency and peak frequencies in both directions
Metrobus 28A	Increase peak-period frequency, improve runtime
Metrobus 28E	New route between Skyline Plaza and East Falls Church
Metrobus 38B	Increase frequency
ART	
ART 42	Increase the reverse-peak direction, peak-period frequency
ART 45	Increase peak-period frequency, improve run time
ART 52	Increase peak and off-peak frequencies
ART #75	Extend routing to Shirlington and Virginia Square; add off-peak service
ART #77	Extend to Rosslyn and increase frequency
New ART1	Add route between Arlington Hall and Crystal City
New ART2	Add route between Court House and Pentagon City

see page
C-3
for details

see page
C-2
for details

see page C-3 for details

**Services subject to change based on environmental study, public outreach, and stakeholder working group inputs.

I-66 Corridor Improvements Project (US 15 to I-495) - Transit Service Assumptions for TPB 2015 CLRP

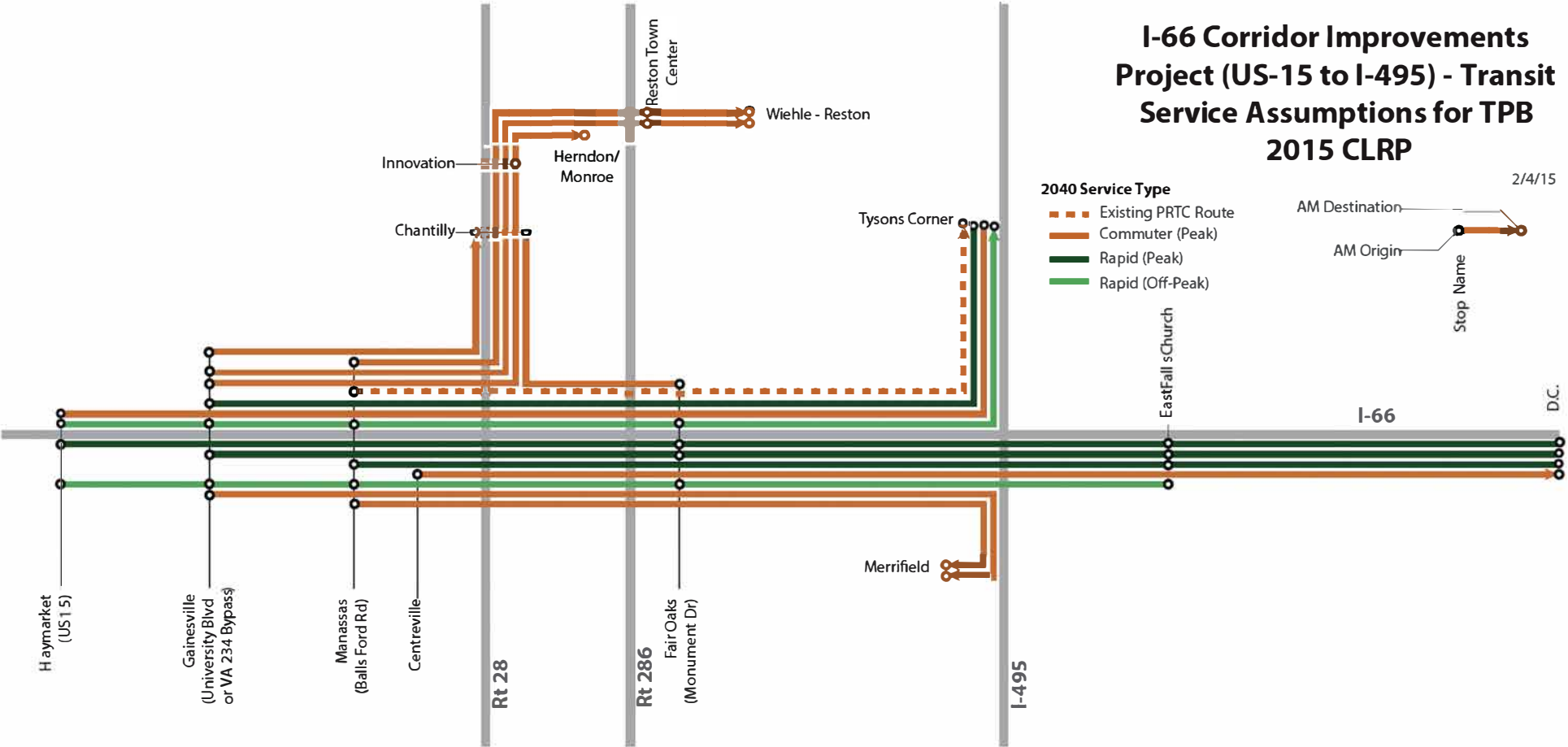
	Route	New/ Existing	Year	Notes	Direction	Times	2022 Average Peak Frequency (minutes)	2022 Average Off-Peak Frequency (minutes)	2040 Average Peak Frequency (minutes)	2040 Average Off-Peak Frequency (minutes)
I66BUS1	Haymarket to Arlington/Downtown DC Commuter Bus	New	2022		Peak Only	Peak Only	60	-	Replaced by Rapid Bus Service	
I66BUS7	Haymarket to Arlington/Downtown Rapid Bus	New	2040	Stop at Monument; One off-peak route serves Haymarket, Gainesville & Manassas and terminates at E. Falls Church.	Bi-directional	All-day + Weekend	-	-	30	30
I66BUS8	Haymarket to Tysons Corner Commuter Bus	New	2040		Peak Only	Peak Only	-	-	45	-
I66BUS2	Gainesville to East Falls Church/ Downtown DC Rapid Bus		2022	Stop at Monument; One off-peak route serves Haymarket, Gainesville & Manassas and terminates at E. Falls Church.	Bi-directional	All-day + Weekend	25	60	10	30
	<i>Gainesville to Tysons Corner Commuter Bus</i>	<i>Existing</i>		<i>PRTC's Linton Hall Metro Direct</i>	<i>Peak Only</i>	<i>Peak Only</i>	<i>30</i>	<i>-</i>	<i>Continued operation of existing service at the discretion of PRTC with Rapid Bus in place.</i>	
I66BUS9	Gainesville to Tysons Corner Rapid Bus		2040	One off-peak route serves Haymarket, Gainesville & Manassas.	Bi-directional	All-day + Weekend	-	-	25	60
I66BUS10	Gainesville to Merrifield Commuter Bus		2040		Peak Only	Peak Only	-	-	35	-
I66BUS3	Gainesville to Reston Commuter Bus		2022		Peak Only	Peak Only	45	-	25	-
I66BUS4	Gainesville to Innovation/Herndon Commuter Bus		2022		Peak Only	Peak Only	60	-	30	-
I66BUS5	Gainesville to Chantilly Commuter Bus		2022		Peak Only	Peak Only	60	-	25	-
I66BUS6	Manassas to East Falls Church/Downtown DC Rapid Bus		2022	One off-peak route serves Haymarket, Gainesville & Manassas and terminates at E. Falls Church.	Bi-directional	All-day + Weekend	45	60	25	30
	<i>Manassas to Tysons Corner Commuter Bus</i>	<i>Existing</i>		<i>PRTC's Manassas Metro Direct</i>	<i>Peak Only</i>	<i>Limited mid-day</i>	<i>30</i>	<i>60</i>	<i>30</i>	<i>60</i>
I66BUS11	Manassas to Merrifield Commuter Bus		2040		Peak Only	Peak Only	-	-	45	-
I66BUS12	Manassas to Reston Commuter Bus		2040		Peak Only	Peak Only	-	-	60	-
I66BUS13	Centerville to Downtown DC Commuter Bus		2040		Peak Only	Peak Only	-	-	25	-
I66BUS14	Fair Oaks to Chantilly Commuter Bus		2040		Bi-directional	Peak Only	-	-	60	-

*Existing PRTC Metro Direct services shown for informational purposes only

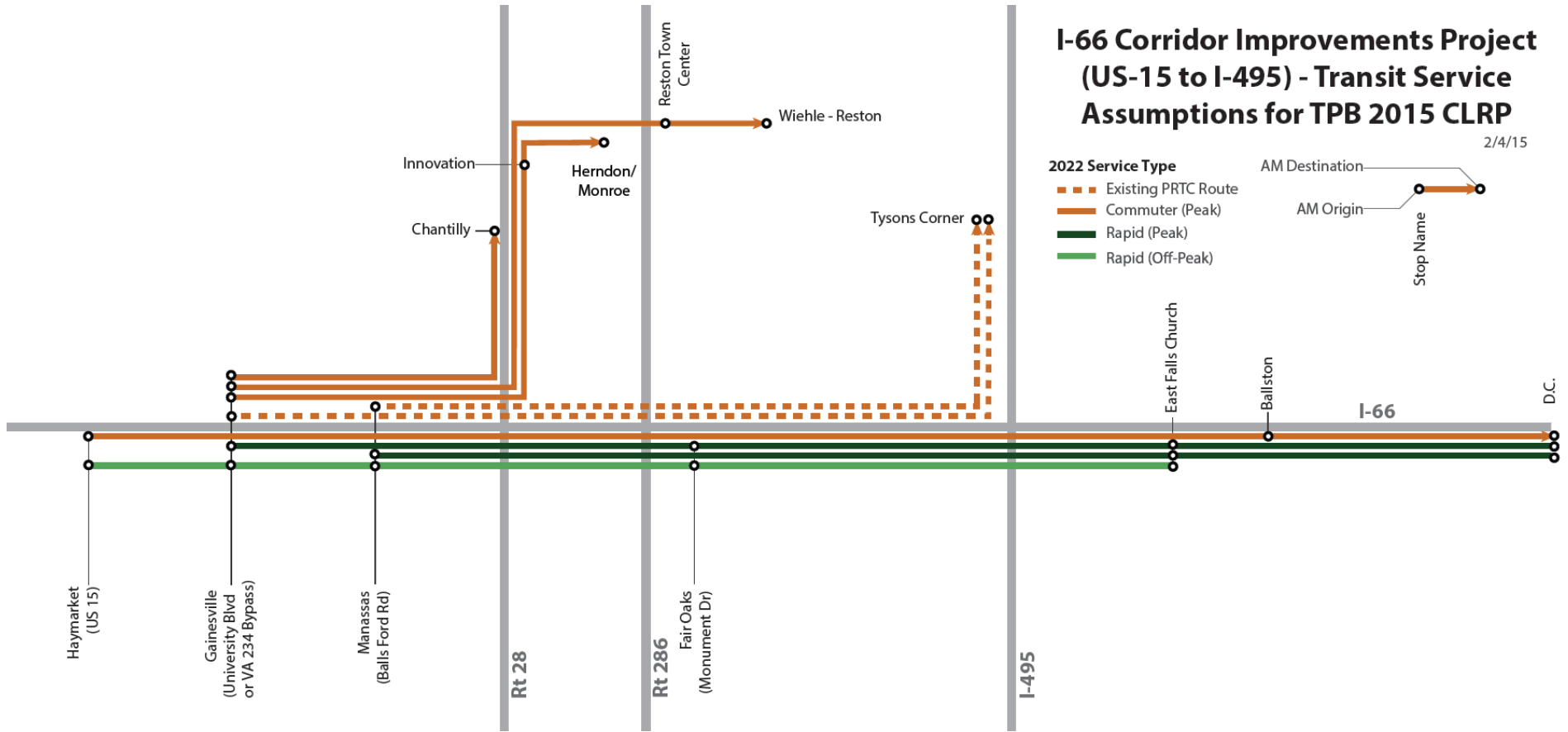
NOTE: excerpt from Feb 18, 2015 TPB meeting materials - Item #7

Route	Change	Comment	Peak	Off-pk	Peak	Off-peak	Route Speed	Year	INBOUND	OUTBOUND	Map page
New Outside the Beltway Services											
Rapid Bus Service from outside the Beltway: Bi-directional, all day + weekend											
Haymarket to Arlington/DC		see outside the Beltway submission									
Gainesville to Arlington/DC											
Manassas to Arlington/DC											
New Priority Bus Services											
U.S. 29 Priority Bus	Bi-directional, all day service	note: both di-directional route	new	new	10	10	18	2025	MEX29_CS_EB	MEX29_CS_WB	5
U.S. 50 Priority Bus – via Ballston	Bi-directional, all day service	note: both di-directional route. adjust headways for U.S. 50 trunk?	new	new	10	10	18	2025	MEX50_PB_EB	MEX50_PB_WB	6
U.S. 50 Priority Bus – via U.S. 50	Add route from Fair Lakes to D.C. core along U.S. 50	Assume peak only. Adjust headways for U.S. 50 trunk?	new	new	24	na	18	2040	MEX50_CS_EB	MEX50_CS_WB	n/a
U.S. 50 Priority Bus – Tysons	Add route from Tysons Corner along U.S. 50 and Wilson Boulevard	Assume peak only. Adjust headways for U.S. 50 trunk?	new	new	24	na	18	2040	MEX_TYS_EB	MEX_TYS_WB	n/a
Local Routes in Study Area:											
Metrobus 1B	Increase peak-period frequency; improve inbound runtime	no changes to off-peak headways	30	na	15	na	18	2040			
Metrobus 1C	Increase peak and off-peak frequencies	does not exist									
Metrobus 1E	Improve runtime	runtime only. No Δ headway	30	na	na	na	18	2040			
Metrobus 2C	Increase peak and off-peak frequencies	does not exist									
Metrobus 3A	Extend routing to NVCC and East Falls Church and increase frequency	some 3As already run to NVCC. Assume ALL future 3As to run to NVCC	30	60	15	30	12	2040	WM03AI	WM03AO	13
Metrobus 3E	Add reverse-peak direction service and increase peak-direction service frequency	does not exist									
Metrobus 3T	Increase off-peak-period frequency	no changes to peak headways	na	60	na	30	12	2040			
Metrobus 4A	Reroute to end at Seven Corners; increase frequency in peak only	Exist. route does not go beyond 7 Corners. Assume now combined with other 4s	30	50	15	50	12	2040	WM04AI	WM04AO	16
Metrobus 4E	Increase peak-period frequency, improve runtime	does not exist									
Metrobus 4H	Improve runtime	does not exist									
Metrobus 10B	Increase peak-period frequency	no changes to off-peak headways	30	30	15	30	12	2040			
Metrobus 15L	Increase peak-period frequency	no changes to off-peak headways	30	na	15	na	12	2040			
Metrobus 22A	Increase peak-period frequency	no changes to off-peak headways	30	na	15	na	12	2040			
Metrobus 23A	Increase peak-period frequency	23A is now non-peak only. Assume headway increase applied to 23B	25	30	15	30	12	2040			
Metrobus 23C	Increase peak-period frequency	does not exist									
Metrobus 25A	Increase peak and off-peak frequencies		40	60	15	30	12	2040			
Metrobus 25B	Increase northbound off-peak frequency and peak frequencies in both directions	no changes to peak headways	na	60	na	30	12	2040			
Metrobus 28A	Increase peak-period frequency, improve runtime	no changes to off-peak headways	30	na	15	na	12	2040			
Metrobus 28E	New route between Skyline Plaza and East Falls Church	no changes to off-peak headways	25	na	15	na	12	2040			
Metrobus 38B	Increase frequency		new	new	15	30	12	2040	WM28EI	WM28EO	12
Metrobus 38B			15	20	15	30	12	2040			
ART											
ART 42	Increase the reverse-peak direction, peak-period frequency		17	NA	15	60	12	2040			
ART 45	Increase peak-period frequency, improve run time		30	na	15	na	12	2040			
ART 52	Increase peak and off-peak frequencies		30	60	15	30	12	2040			
ART #75	Extend routing to Shirlington and Virginia Square	routing only	na	na	na	na	12	2040	ART75I	ART75O	19
ART #77	Extend to Rosslyn and increase frequency		30	30	15	15	12	2040	ART77I	ART77O	20
New ART1	Add route between Arlington Hall and Crystal City		new	new	15	30	12	2040	ARTNEW1I	ARTNEW1O	17
New ART2	Add route between Court House and Pentagon City		new	new	15	30	12	2040	ARTNEW2I	ARTNEW2O	18

I-66 Corridor Improvements Project (US-15 to I-495) - Transit Service Assumptions for TPB 2015 CLRP



NOTE: excerpt from Feb 18, 2015 TPB meeting materials - Item #7



NOTE: excerpt from Feb 18, 2015 TPB meeting materials - Item #7

ATTACHMENT D

CLRP/AQC Route Information - Fairfax Connector - Changes through FY 2020

Route	New/ Revised/ Cancelled?	Headway/ Routing Changed?	Start	End	Via	Bi- Directional Service?	Peak Headway (min.)	Planned in Fiscal Year
624*	New	Both	Vienna Metro	Stringfellow P&R	Fair Lakes	No	20	2016
634*	New	Both	Stringfellow P&R	Vienna Metro	----	No	20	2016
313*	New	Both	Fair Oaks Mall	Franconia-Springfield Metro	Burke	Yes	30	2017
321	Revised	Headway	Franconia-Springfield Metro	Franconia-Springfield Metro	Counter-Clockwise	No	20	2017
322	Revised	Headway	Franconia-Springfield Metro	Franconia-Springfield Metro	Clockwise	No	20	2017
451*	New	Both	Dunn Loring Metro	Dunn Loring Metro	INOVA Fairfax Hospital	No	20	2017
464*	New	Both	Barkley Gate Lane	Vienna Metro	----	Yes	30	2017
161	Revised	Headway	Mt. Vernon Hospital	Huntington Metro	Richmond Hwy.	No	20	2018
162	Revised	Headway	Mt. Vernon Hospital	Huntington Metro	Harrison Lane	No	20	2018
329*	New	Both	US Army Museum	Franconia-Springfield Metro	Beulah Rd.	Yes	30	2018
553	Revised	Both	Reston Town Ctr. Metro	Wiehle-Reston East Metro	Reston South P&R	No	18	2019
557	Revised	Both	Reston Town Ctr. Metro	Wiehle-Reston East Metro	Reston South P&R	No	18	2019
585	Revised	Both	Franklin Farm @ Centreville	Reston Town Ctr. Metro		No	20	2019
605	Revised	Both	Fairfax Co. Govt. Ctr.	Reston Town Ctr. Metro	INOVA Fair Oaks Hosp.	Yes	20	2019
924	Revised	Both	Town Ctr. Plaza	Herndon Metro	Herndon Pkwy.	No	20	2019
925	Revised	Both	Reston South P&R	Herndon Metro	Monroe St.	No	20	2019
926	Revised	Both	Herndon Metro	Town Ctr. Plaza	Eldon St.	No	20	2019
929	Revised	Headway	Centreville @ Kinross Cir.	Herndon Metro	----	Yes	20	2019
950	Revised	Both	Reston Town Ctr. TS	Herndon Metro	----	Yes	20	2019
980	Cancelled	----	----	----	----	----	----	2019
981	Cancelled	----	----	----	----	----	----	2019
983	Revised	Routing	Innovation Ctr. Metro	Udvar-Hazy Center	Frying Pan Rd.	Yes	20	2019
RIBS 1	Revised	Headway	Lake Anne	Hunters Woods	----	No	20	2019
RIBS 2	Revised	Both	South Lakes	Reston Town Ctr.	----	Yes	20	2019
RIBS 3	Revised	Headway	Hunters Woods	Lake Anne	----	No	20	2019
RIBS 4	Revised	Both	North Point	Reston Town Ctr. Metro	----	Yes	20	2019
RIBS 5	Revised	Both	Herndon	Reston Town Ctr. Metro	----	Yes	20	2019

* Routing sheets provided for new routes only.

ATTACHMENT E

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)

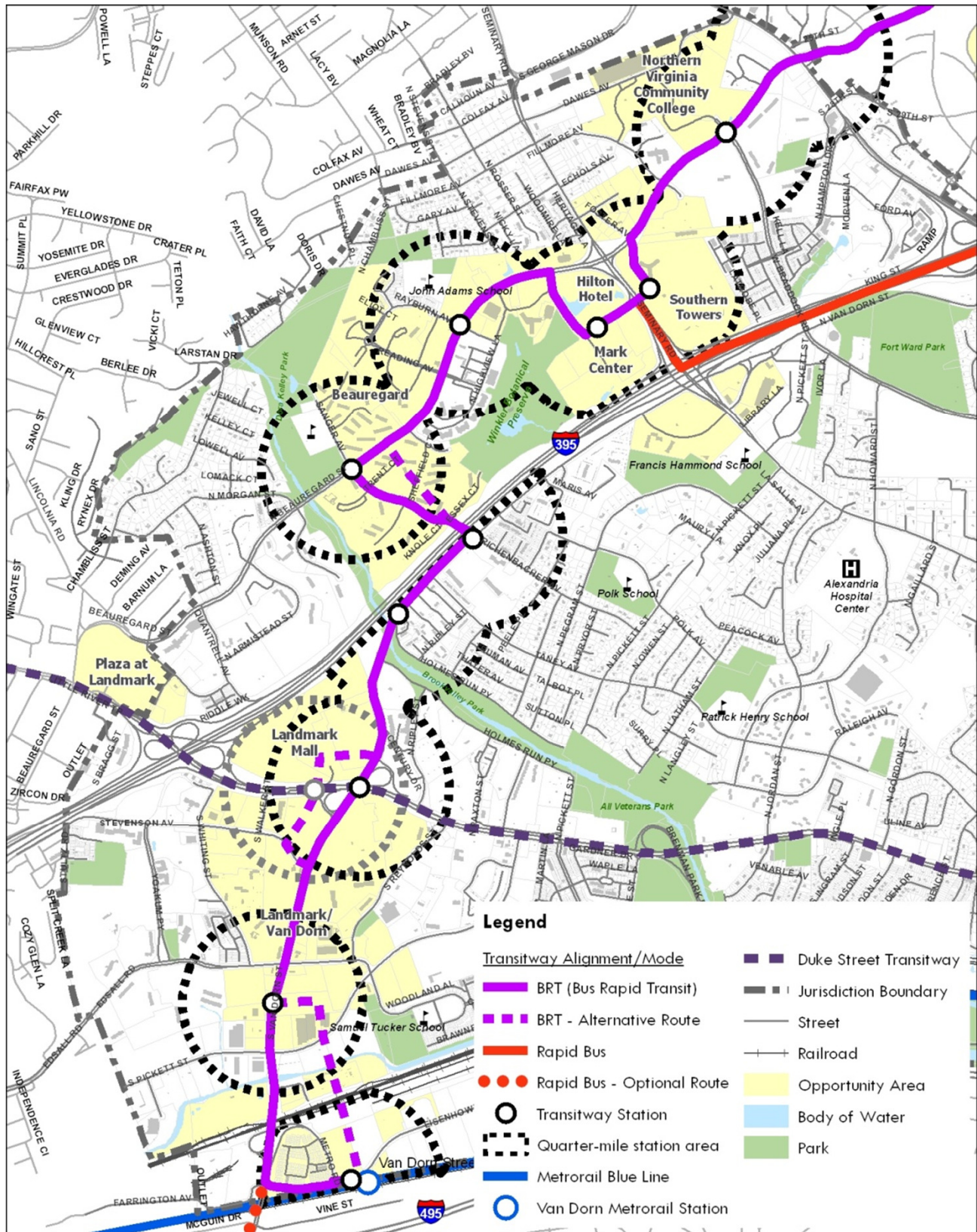
There is additional information in a presentation that was provided to the Corridor Work Group, at the link below. This includes the running time between the various sections. In general, the consultant assumed a total running time of 21 minutes from Van Dorn Metro to the Pentagon (for the spur getting 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



ATTACHMENT F

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
	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