

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

October 24, 2014

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 2014 CLRP & 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 2015 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 6, 2015.

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. Metrorail Service Changes (Danielle Wesolek email 5/05/2014)
(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	--	--	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: East Falls Church to Wiehle-Reston East (2014)
(WMSILV) Wiehle-Reston East to VA 772/Greenway (2016)

- ⇒ 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)

⇒ Modified nearby Metrobus routes to serve the new stations (email link from Danielle Wesolek 2/1/2013- bus changes from public hearing docket: “VIRGINIA PROPOSED BUS SERVICE CHANGES FISCAL YEAR 2013”)

⇒ Modified Fairfax Connector routes to serve the new stations (email link from Christy Wegener 3/14/2014: “Proposed Revisions to Fairfax Connector Service to Support Phase I of the Metrorail Service Line” Fairfax DOT)

3. Potomac Yards Metrorail Station (2021)

⇒ Modified US 1 bus routes to stop at the station

4. Silver Spring Transit Center Phase II (with MARC) (2017)

⇒ 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)
- 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 (10030)
- M-Square (10031)
- Riverdale Park (10032)
- Beacon Heights (10035)
- Annapolis Rd./Glenridge (10034)
- NewCarrollton (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. Corridor Cities BRT (2020) (info from Dudley Whitney, PB and Lorenzo Bryant- 2003- updated by Rick Kiegel via Lyn Erickson email 1/16/2014)

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

⇒ Stations (network node):

Shady Grove (10513)
East Gaither (10512)
West Gaither (10511)
Crown Farm (10510)
DANAC (10509)
USC Central (10518)
Universities at Shady Grove (10517)
Traville Gateway Dr. (10516)
LSC West (10515)
LSC Belward (10508)
Kentlands (10507)
NIST (10506)
MetroGrove (10505)
Germantown (10504)
Cloverleaf (10503)
Dorsey Mill (10502)
Comsat (10501)

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

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

3. Potomac Shores (formerly Cherry Hill) VRE station (2017)
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

6. MARC service improvements (email from Rick Kiegel 1/15/2014) (2029)

⇒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. 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 (10700)
 - Pentagon City (10701)
 - Pentagon ROW (10702)
 - Arl Memorial (10703)
 - Heritage Ctr (10704)
 - Scott/Rolfe (10705)
 - Courthouse (10706)
 - Barton St (10707)
 - Walter Reed (10708)
 - Glebe (10709)
 - George Mason (10710)
 - Four Mile (10711)
 - Arlington Mill (10712)
 - Gateway (10713)
 - Jefferson (10714)
 - Skyline (N) (10715)

⇒ 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. (2014)
Alexandria- Four Mile Run to Braddock Rd. Metro (2014)

⇒ 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 (10720)
 - Crys.City METRO (10721)
 - Arl. 22nd St. (10722)
 - Arl. 25th St. (10723)
 - Arl. 26th St. (10724)

Arl. 31st St. (10725)
South Glebe Rd. (10726)

Remove 9X when streetcar is added

4. DC Street Car – Anacostia (AIL)- from Defense/ S. Capitol St. to Howard & Firth Sterling Ave. (2015)

DC Street Car – Anacostia Ext.- from Howard & Firth Sterling to Good Hope & MLK Ave. (2016)

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)

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

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)

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

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):

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

7. DC Streetcar - Benning Road Streetcar Spur (to MN Ave. Metro) (2018)

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

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)

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

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)

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

(See Attachment A)

11. K St. Transitway (2015)

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

12. 16th St. Bus Priority Improvements (TIGER Grant) (2015)

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

13. Georgia Ave. Bus Priority Improvements (TIGER Grant) (2015)

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

14. H St./Benning Rd. Bus Priority Improvements (TIGER Grant) (2015)

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

15. Wisconsin Ave. Bus Priority Improvements (TIGER Grant) (2015)

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

16. T Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant) (2015)

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

17. 14th St. Bus Priority Improvements (TIGER Grant) (2015)

⇒ 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) (2015)

⇒ 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 B)

25. VanDorn/Pentagon BRT (2019)

Info from Steve Sindiong email 12/29/2011

⇒ Alexandria Alternative D

(see Attachment C)

26. Duke St. BRT (2022)

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

27. DC Circulator- Mall Route (2015)

28. US 1 (VA) buses (2035) from VA235 N. to Beltway/Alex. SCL

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

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

ATTACHMENT A

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 B

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
2013	King Street Trolley	20	3	\$626,000		N/A
	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 (weekday)	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

ATTACHMENT C

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

