

## **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

August 24, 2012

### **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 2012 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 2013 CLRP/FY2014-2019 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 1, 2013.

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](mailto:jposey@mwcoq.org). Thank you for your assistance.

**Future Transit Service Coding Assumptions for the 2012 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  
(use info from FEIS as per Bob Owolabi (see 1/16/09 & 2/6/09 emails))

2. Metrorail Service Changes (info from Tom Harrington, WMATA, 5/17/04 letter to Ron Kirby, updated by Wendy Jia email 7/1/10)

- ⇒ 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	7	12	WMGRNA
Mt. Vn Sq.-UDC (35) (peak only)	Huntington (48)	6	--	7	--	WMYELA (AM)
Ft. Totten (off peak only)	Huntington (48)	--	12	--	12	WMYELA (OP)
FranSpfld (47)	Largo (87)	7	12	14	12	WMBLUA
FranSpfld (47)	Greenbelt (27)	--	--	14	--	WMBLUB
Vienna (57)	New Carrollton (80)	6	12	7	12	WMORNA
Dulles GrnWay (98)	Stadium-Armory (75)	--	--	7	12	WMSILV
Vienna (57)	Largo (87)	--	--	14	--	WMORNC

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) (2011)

⇒ 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 16<sup>th</sup> 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 Transitway (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:

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

3. Cherry Hill VRE station (2015)
4. 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)

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. (2013)

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

- ⇒ Stations (network node):
  - H & 1<sup>st</sup> NE (10091)
  - H & 5<sup>th</sup> NE (10090)
  - H & 8<sup>th</sup> NE (10089)
  - H & 13<sup>th</sup> NE (10088)
  - H & Maryland Ave (10087)
  - Benning and 19<sup>th</sup> 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 34<sup>th</sup> NE (10083)
  - Benning and Minnesota Ave. (10082)
  - Benning and 42<sup>nd</sup> NE (10081)
  - Benning Rd. METRO (10080)

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

(See Attachment A)

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 B)

9. K St. Transitway (2015)
  - ⇒ Improved run times by 10 % for all buses serving facility
10. 16<sup>th</sup> St. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
11. Georgia Ave. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
12. H St./Benning Rd. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
13. Wisconsin Ave. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
14. T Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
15. 14<sup>th</sup> St. Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
16. Addison Rd Transit Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
17. US 1 (MD) Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility
18. VA 7 Bus Priority Improvements (TIGER Grant) (2016)
  - ⇒ Improved run times by 10 % for all buses serving facility

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

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

20. 16<sup>th</sup> St. Bus Priority Improvements (TIGER Grant) (2016)

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

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

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

22. Alexandria DASH Expansion (2012)

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 C)

23. WMATA Bus Improvements

Info From Erik Dahlberg emails 2/8/11 & 7/19/11

⇒ Increase headways to 10 minutes for listed routes

(see Attachment D)

24. VanDorn/Pentagon BRT (2016)

Info from Steve Sindiong email 12/29/2011

⇒ Alexandria Alternative D

(see Attachment E)

25. 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.



# ATTACHMENT A

## Beltway HOT Lanes Bus Service

2013

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 B

## 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 <del>weekend</del> 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	

# Attachment C

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
<b>2012</b>	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
	<b>Totals</b>			<b>13</b>	<b>\$1,916,000</b>	<b>1,742,000</b>
	King Street Trolley	20	3	\$626,000		N/A
<b>2013</b>	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
	<b>TOTAL</b>			<b>10</b>	<b>\$1,753,000</b>	<b>\$1,561,000</b>

# ATTACHMENT D

From Erik Dahlberg email 2/3/2011

Corridor Description	Line/Route Description	Status	State	Study Year	Implementation Year	Average Weekday Ridership	Total Annual Ridership	Route Pattern
Columbia Pike (Pike Ride)	16ABDEFJLPY, 16GHKW, 16L, 16Y	Implemented	VA	2002	2003	12,200	3,647,000	Local and limited stop service between Annandale to Downtown, including Bailey's Crossroads, Crystal City, Pentagon City, Pentagon, Farragut Square, and McPherson Square; 2.5 minute trunk headways.
Richmond Highway Express (REX)	REX, 9A, FC 171, FC 151/152	Implemented	VA	2003	2004	3,600	1,063,000	Limited stop service between Fort Belvoir and the King Street Metro station, all day, seven days a week; 12 minute headways.
Crystal City / Potomac Yard	9AE, 9S	Implemented	VA	2005	2011	3,000	840,000	Service between Huntington Metro station to Pentagon Metro station, including Old Town Alexandria, Braddock Road, and Crystal City. 9AE: all day, seven days a week; 9A: weekdays 5:30 AM - 7:30 PM only.
Georgia Avenue / 7th Street (DC)	70, 71, 79	Implemented	DC	2006	2007	17,500	5,417,000	Limited stop service between Silver Spring and Buzzard Point via 7th St and Georgia Ave; 10 minute headways. 70, 71: all day, seven days a week; 79: 6 AM - 7 PM weekdays only.
National Harbor	NH1	Implemented	MD	2007	2008	800	209,000	Limited stop service from National Harbor to Branch Ave Metro station, all day, seven days a week.
Wisconsin Avenue / Pennsylvania Avenue	31, 32, 34, 36, 37, 39	Implemented	DC	2007	2008	18,600	5,584,000	Local and limited stop service from Friendship Heights Metro station to Naylor Road Metro station, including McLean Gardens, Georgetown, Foggy Bottom, Downtown, Federal Triangle, Archives, Eastern Market, Potomac Avenue, and Southern Avenue. 31, 32, 34, 36: local service all day, seven days a week; 37, 39: express peak period service only.
Sixteenth Street	S1, S2, S4, S9	Implemented	DC	2008	2009	17,300	4,428,000	Local and limited stop service between Silver Spring Metro station and Downtown, including 16th Street, Federal Triangle, McPherson Square, Farragut Square, and Metro Center. S2, S4: all day, seven days a week; S1: local service peak periods only; S9: express peak period service only.
Leesburg Pike	28AX, 28 FG, 28T	Implemented	VA	2009	2010	5,223	1,083,000	Local and limited stop service between Tyson's Corner and King Street Metro station, including Falls Church, Seven Corners, Bailey's Crossroads, Southern Towers, Mark Center, and Pentagon. 28A: local service all day, seven days a week; 28FG, 28T: local service peak periods only; 28X: express service peak periods only.

# ATTACHMENT D

From Erik Dahlberg email 2/3/2011

Veirs Mill Road	Q1, Q2, Q4, Q5, Q6	Implemented	MD	2009	2010	8,500	2,746,000	Local and limited stop service between Shady Grove Metro station and Silver Spring Metro station, including Montgomery College, Rockville, Wheaton, and Forest Glen. Q1, Q2: local service morning, evening and late evening, seven days a week; Q4, Q5, Q6: local service all day, seven days a week; Q9: future limited stop service peak periods only.
H Street / Benning Road	X1, X2, X3, X9	Studied	DC	2010	2011	12,500	3,873,000	Local and limited stop service between Minnesota Avenue Metro station and Downtown, including Hechinger Mall, Union Station, Chinatown, and Lafayette Park. X1, X3: local service peak periods only; X2: local service all day, seven days a week; X9: limited stop service peak periods only.
New Hampshire Avenue	K6	Studied	MD	2010	2011	5,400	1,848,000	Local and limited stop service between White Oak Shopping Center and Fort Totten Metro station, including Langley Park and Takoma Park. K6: local service all day, seven days a week; K9: limited stop service.
U Street / Garfield	90, 92, 93	Studied	DC	2010	2011	12,800	4,174,000	Local and limited stop service between Congress Heights Metro and McLean Gardens, including Anacostia, RFK Stadium, Eastern Market, Union Station, Gallaudet University, U Street, and Woodley Park. 90, 92, 93: local service all day, seven days a week. 99: express service peak periods only.
Georgia Avenue (MD)	Y5, Y7, Y8, Y9	Planned	MD	2010	2011	6,900	2,235,000	Service between Montgomery General Hospital and Silver Spring Metro station, including Leisure World, Glenmont, Wheaton, and Forest Glen.
Greenbelt / Twinbrook	C2, C4	Planned	MD	2011	2012	11,000	3,519,000	Service between Twinbrook Metro station and Greenbelt Metro station, including Wheaton, Prince George's Plaza, and University of Maryland.
East-West Highway (Prince George's County)	F4, F6	Planned	MD	2011	2012	6,800	2,083,000	Service between Silver Spring Metro station and New Carrollton Metro station, including West Hyattsville, Prince George's Plaza, and University of Maryland.
Anacostia / Congress Heights	A2, A6, A7, A8, A42, A46, A48	Planned	DC	2011	2012	13,500	4,404,000	Service between Southern Avenue Metro station and Archives Metro station, including Anacostia, Navy Yard, Waterfront, and L'Enfant Plaza.

# ATTACHMENT D

From Erik Dahlberg email 2/3/2011

Little River Turnpike / Duke Street	29CEGHX, 29KN	Planned	VA	2011	2012	3,100	876,000	Service between George Mason University and Pentagon Metro station, including Northern Virginia Community College, Landmark, and King Street.
University Boulevard / East-West Highway	J1, J2, J3, J4	Planned	MD	2012	2013	6,600	1,918,000	Service between Montgomery Mall to College Park Metro station, including Medical Center, Bethesda, Silver Spring, East-West Highway, Langley Park, and Campus Drive.
Rhode Island Avenue Metro to Laurel	81, 82, 83, 86, 87, 88, 89, 89M	Planned	MD	2012	2013	7,800	1,657,000	Service between Laurel and Rhode Island Avenue-Brentwood Metro station, including Greenbelt, New Carrollton, University of Maryland, and Mount Ranier.
Rhode Island Avenue (DC)	G8	Planned	DC	2012	2013	3,200	984,000	Service between Eastern Avenue (Michigan Avenue) and Downtown (Farragut Square), including Brookland, Catholic University, Shaw, Convention Center, Metro Center, and Farragut Square.
Eastover / Addison	P12	Planned	MD	2013	2014	5,600	1,711,000	Service between Addison Road-Seat Pleasant Metro station and Eastover Shopping Center, including Silver Hill, Suitland, Iverson Mall, and Southern Avenue.
Colesville Road / Columbia Pike - MD US 29	Z2, Z6, Z8, Z9, Z11, Z13, Z29	Planned	MD	2013	2014	8,200	2,461,000	Service between Burtonsville and Silver Spring Metro station, including Greencastle, Briggs Chaney, and White Oak.
Fourteenth Street	52, 53, 54	Planned	DC	2013	2014	13,000	4,046,000	Service between Takoma Metro station and L'Enfant Plaza Metro station, including Columbia Heights, McPherson Square, Metro Center, Smithsonian, and Archives.
North Capitol Street	80	Planned	DC	2014	2015	7,400	2,119,000	Service between Fort Totten Metro station and Potomac Park, including Catholic University, North Capitol Street, Union Station, Chinatown, Downtown, and Farragut Square.
<b>Total</b>						<b>210,523</b>	<b>62,925,000</b>	

# ATTACHMENT E

**Jane Posey**

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**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

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**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](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

