

**CRYSTAL CITY –
POTOMAC YARD
TRANSIT IMPROVEMENTS
PROJECT
TRANSIT OPERATIONS PLAN**



WELCOME

PLEASE SIGN-IN

TRANSITWAY PREMIUM SERVICE

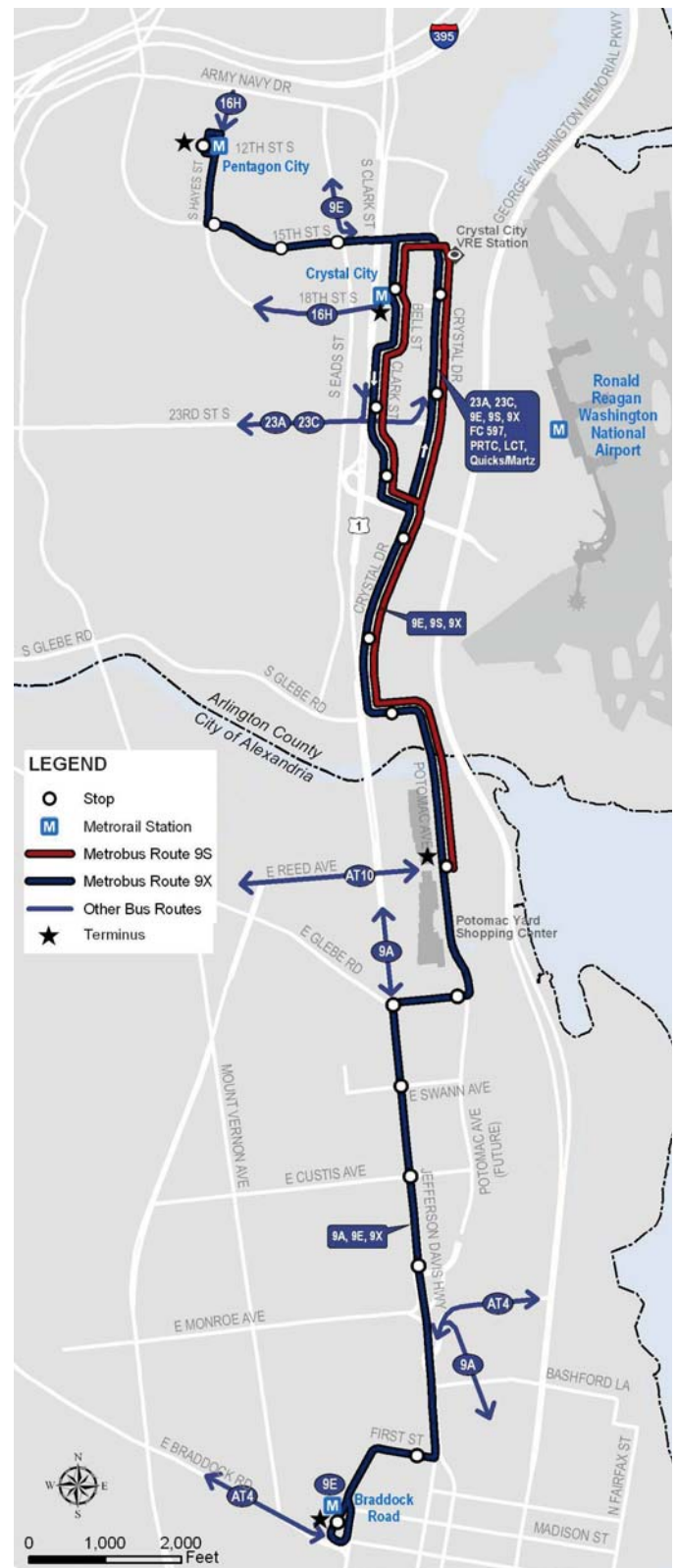
Route 9S

- Follows transitway alignment between the Potomac Yard Shopping Center and the Crystal City Metrorail Station
- Extend 9S to Potomac Yard Shopping Center - early 2013 (opening of Arlington portion of Transitway)
- Frequency:
 - 6 minute peak
 - 15 minute off-peak
 - 20 minute weekend (all day)

Route 9X (New)

- Follows transitway alignment between the Braddock Road Metrorail Station and the Pentagon City Metrorail Station
- Opens late 2013 (opening of Alexandria portion of Transitway)
- Frequency:
 - 12 minute peak
 - 15 minute off-peak
 - 20 minute weekend (all day)

Transitway Premium Service



TRANSIT SERVICE PLAN

Local public transportation services will generally maintain existing routings, service frequencies and hours of service:

- No change to Metrobus routes 9A; 10A, B, E; 16H; 23A, C
- 9A routing will not change, but will run in exclusive transitway along Route 1 in Alexandria
- 9E to be rerouted to run along the transitway
- No change to current ART and DASH routes in project area



Long-distance public transportation services:

- PRTC, LCT, Fairfax Connector, MARTZ, Quick's
- Stop locations would be consolidated
- Stops would be at transitway stops or along east-west streets in Crystal City



Shuttle services:

- Hotel, rental car, employer, DOD, etc.
- Stop locations would be outside public right-of-way or on east-west streets in Crystal City



STOP LOCATIONS AND AMENITIES

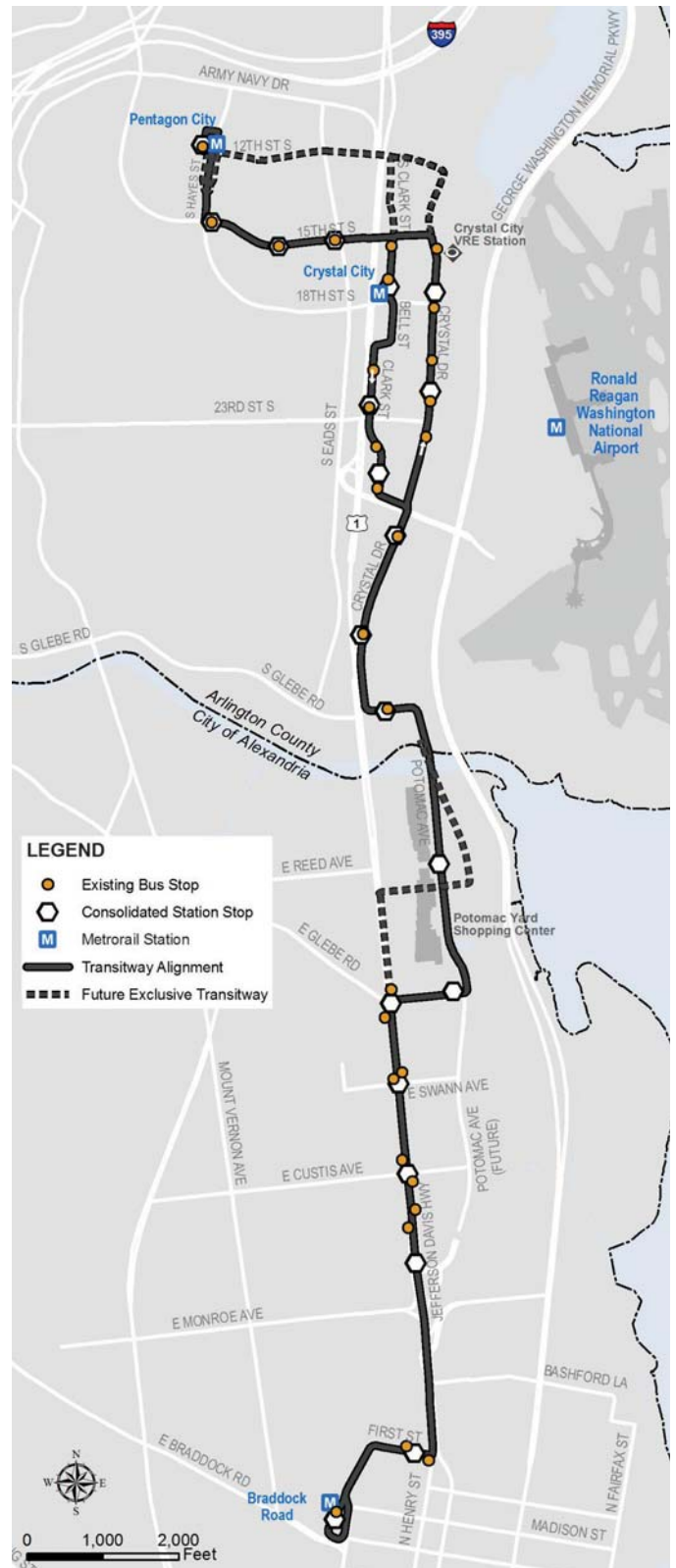
Transitway Stops

- All existing bus stops along the transitway will be consolidated into a smaller number of transitway stops
- All service along the transitway will stop at the consolidated transitway stops
- Transitway stops will provide:
 - Level or near-level boarding
 - Route maps and schedules
 - Real-time transit arrival information
 - Distinctive shelters and benches
 - Fare vending machines (future)

Station Design in Crystal City

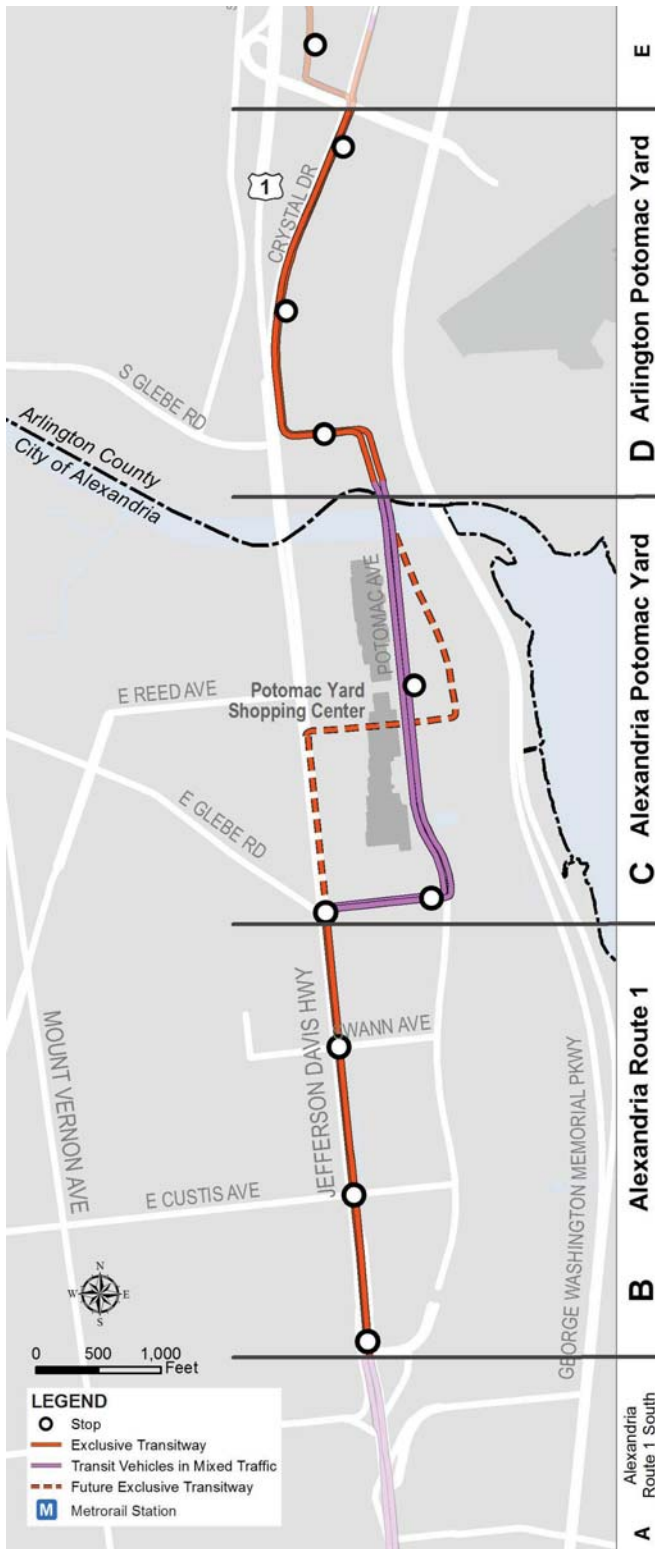


Consolidated Transitway Stops



TRANSITWAY ACCESS APPROACH: POLICY SUMMARY

Exclusive Transitway



Exclusive Transitway Restrictions

Exclusive right-of-way segments along Route 1 in Alexandria and through Potomac Yard (south of 26th St) in Arlington will be for WMATA, ART, and DASH services only

- 24 hours a day, 7 days per week
- Emergency vehicles permitted



TRANSITWAY ACCESS APPROACH: POLICY SUMMARY

Curb Lane Transitway



Curb Lane Transitway Hours of Restriction

Dedicated curb lanes on Crystal Drive and Clark and Bell Streets will be enforced for transit-only operation in the morning and evening peak periods:

- 5:00 to 9:00 am
- 3:00 to 8:00 pm



Authorized Users of the Curb Lane Transitway

- WMATA, DASH, ART
- PRTC
- Fairfax Connector
- Loudoun County Transit
- MARTZ
- Quick's
- Emergency vehicles



TRANSITWAY ACCESS APPROACH

Transitway Goals and Objectives

- Provide high quality service:
 - Achieve on-time performance for transitway services
 - Improve connectivity among transit services by consolidating stops
 - Reduce “bus bunching” at stops and keep transit lanes moving effectively



Curb Lane Transitway Access Approach

- Experience from dedicated transit lanes in other cities ranges from 15 to 30 bus trips per hour during peak travel periods
- Manage transitway by designating and enforcing a set number of “time slots” for buses traveling and stopping along the transitway
 - Total 30 slots/hour (2 minute slots)
 - Existing scheduled services assigned a slot
 - All “extra slots” are reserved for future WMATA, ART, and DASH services



Example “Time Slot” Application: Crystal Drive & 18th Street

- Peak hour time slots reserved for WMATA Services:
 - 9S: 10 slots (6 min peak headway)
 - 9X: 5 slots (12 min peak headway)
 - 23A, C: 2 slots (30 min peak headway)
 - Rerouted 9E: 4 slots (15 min peak headway)
- Orange time slots reserved for the following existing scheduled services:
 - PRTC, Fairfax Connector, Loudoun County Transit, MARTZ, and Quick’s

Future AM Peak Service Plan (6:00 - 8:00 AM)

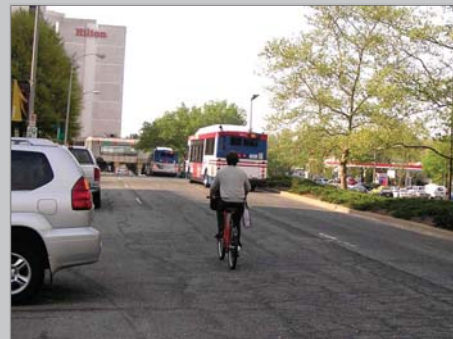
Proposed Additional Service	WMATA Services	AM
9S	9S	6:00
9X	9X	6:02
23A, C	23A, C	6:04
9S	9S	6:06
9X	9X	6:08
23A, C	23A, C	6:10
9S	9S	6:12
9X	9X	6:14
23A, C	23A, C	6:16
9S	9S	6:18
9X	9X	6:20
23A, C	23A, C	6:22
9S	9S	6:24
9X	9X	6:26
23A, C	23A, C	6:28
9S	9S	6:30
9X	9X	6:32
23A, C	23A, C	6:34
9S	9S	6:36
9X	9X	6:38
23A, C	23A, C	6:40
9S	9S	6:42
9X	9X	6:44
23A, C	23A, C	6:46
9S	9S	6:48
9X	9X	6:50
23A, C	23A, C	6:52
9S	9S	6:54
9X	9X	6:56
23A, C	23A, C	6:58
9S	9S	7:00
9X	9X	7:02
23A, C	23A, C	7:04
9S	9S	7:06
9X	9X	7:08
23A, C	23A, C	7:10
9S	9S	7:12
9X	9X	7:14
23A, C	23A, C	7:16
9S	9S	7:18
9X	9X	7:20
23A, C	23A, C	7:22
9S	9S	7:24
9X	9X	7:26
23A, C	23A, C	7:28
9S	9S	7:30
9X	9X	7:32
23A, C	23A, C	7:34
9S	9S	7:36
9X	9X	7:38
23A, C	23A, C	7:40
9S	9S	7:42
9X	9X	7:44
23A, C	23A, C	7:46
9S	9S	7:48
9X	9X	7:50
23A, C	23A, C	7:52
9S	9S	7:54
9X	9X	7:56
23A, C	23A, C	7:58
9S	9S	8:00

Future PM Peak Service Plan (4:00 - 6:00 PM)

Proposed Additional Service	WMATA Services	PM
9S	9S	4:00
9X	9X	4:02
23A, C	23A, C	4:04
9S	9S	4:06
9X	9X	4:08
23A, C	23A, C	4:10
9S	9S	4:12
9X	9X	4:14
23A, C	23A, C	4:16
9S	9S	4:18
9X	9X	4:20
23A, C	23A, C	4:22
9S	9S	4:24
9X	9X	4:26
23A, C	23A, C	4:28
9S	9S	4:30
9X	9X	4:32
23A, C	23A, C	4:34
9S	9S	4:36
9X	9X	4:38
23A, C	23A, C	4:40
9S	9S	4:42
9X	9X	4:44
23A, C	23A, C	4:46
9S	9S	4:48
9X	9X	4:50
23A, C	23A, C	4:52
9S	9S	4:54
9X	9X	4:56
23A, C	23A, C	4:58
9S	9S	5:00
9X	9X	5:02
23A, C	23A, C	5:04
9S	9S	5:06
9X	9X	5:08
23A, C	23A, C	5:10
9S	9S	5:12
9X	9X	5:14
23A, C	23A, C	5:16
9S	9S	5:18
9X	9X	5:20
23A, C	23A, C	5:22
9S	9S	5:24
9X	9X	5:26
23A, C	23A, C	5:28
9S	9S	5:30
9X	9X	5:32
23A, C	23A, C	5:34
9S	9S	5:36
9X	9X	5:38
23A, C	23A, C	5:40
9S	9S	5:42
9X	9X	5:44
23A, C	23A, C	5:46
9S	9S	5:48
9X	9X	5:50
23A, C	23A, C	5:52
9S	9S	5:54
9X	9X	5:56
23A, C	23A, C	5:58
9S	9S	6:00

Enforcement Issues Impacting Transitway Operations

Enforcement Issue	Key Consideration
Parking	Restrictions enforced by regular parking enforcement personnel
Bicycles	Allowed use of transitway may be emphasized by signage
Motorcycles	General traffic restrictions apply
Driveway access	Maintain existing driveways; some consolidation required to implement transitway stops
Turning vehicles	Pavement markings indicate where right turns are allowed from within curbside transit lanes
Traffic accidents	Develop protocols for accident/incident management to prevent disabled vehicles in curb lanes during restricted hours
Emergency operations	Emergency vehicles and personnel will need to use the transitway in the event of emergency operations
Taxis	Maintain existing taxi stands at designated pull-out locations along transitway; create new stands as necessary
Private Shuttles (Rental Car, Hotel, Employer)	Restricted from transitway during peak periods; coordinate preferred stop locations and off-peak usage of curb transit lanes
Charter/Tour buses	Restricted from transitway during peak periods; coordinate preferred layover locations
Delivery vehicles	Restricted from stopping in transit lanes at all times; emphasize alternative building access locations
Slug Line activity	Restricted from stopping in transit lanes; emphasize existing designated slug line location in north Crystal City; coordinate locations along east-west streets



PROJECT TIMELINE

2005 - 2010

2011 - 2012

2012 - 2013

- Interim Transit Improvements Implementation Strategy (2005)
- Environmental Review (2007, 2010, 2011)
- Crystal City Sector Plan process (2007 – 2010)



- Arlington Transitway Final Design Complete late 2011
- Alexandria Transitway Final Design Complete 2012



- Crystal City – Potomac Yard Transit Operations Plan (2011)

- Construction (2012 – 2013)
- Expanded 9S service begins and Arlington Section opens early 2013
- 9X service begins and Alexandria Section opens late 2013

Current Planning Study

- Finalize service plan/access policy
- Document implementation steps and timeline
 - Vehicle/route testing
 - Vehicle storage and maintenance
 - Scheduling
 - Marketing
 - Enforcement and supervision
- Final Report for current study complete July/August 2011

Next Steps

- Review by County and City officials
- Develop detailed operations and supervision procedures
- Develop agreements with transit service providers
 - Document service frequencies, schedules and assigned time slots
 - Outline procedures for handling schedule adherence and on-going reliability issues
 - Set schedule for twice yearly coordination meetings