



Crystal City
Potomac Yard
Transitway
Operations Plan
Public Meeting
June 27, 2011

Agenda

1. Project Overview
2. Recap of April coordination meetings
3. Service Plan
4. Transitway access
5. Transitway management
6. On-going stakeholder coordination



1. PROJECT OVERVIEW

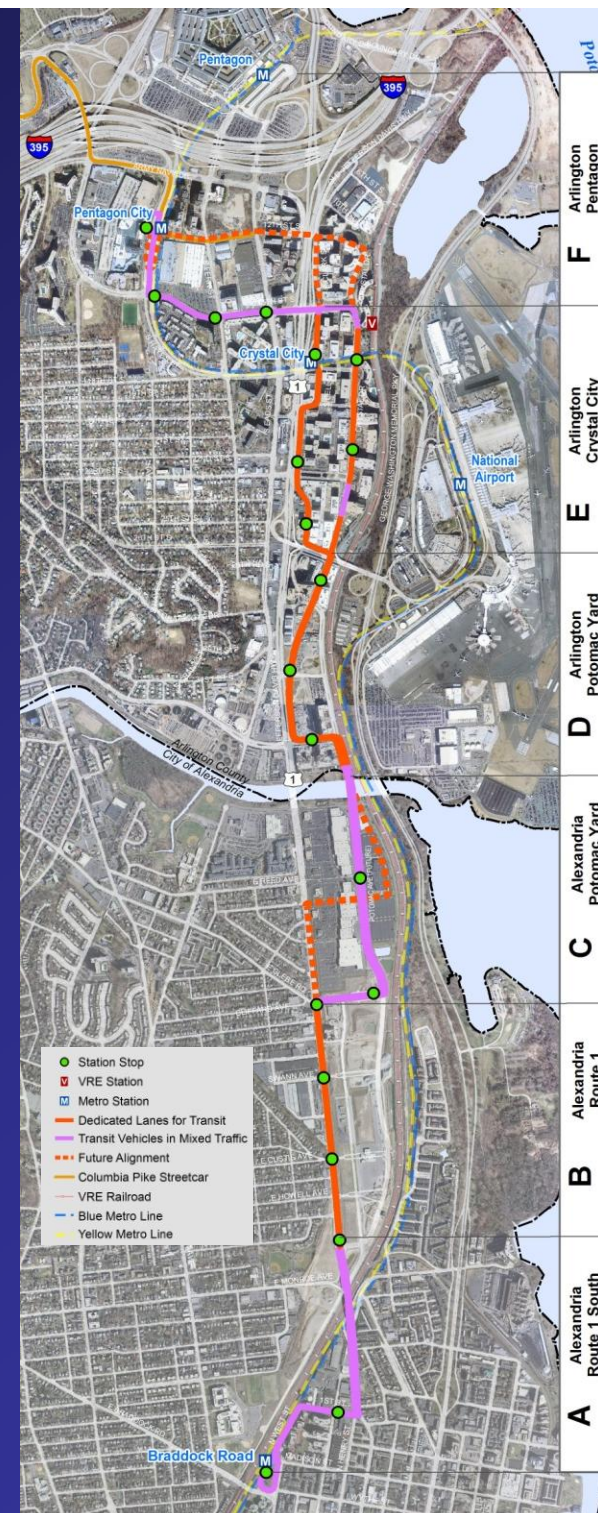
Purpose of Transitway Project

- Provide high-capacity and high-quality bus transit service
- Support new transit oriented development in Potomac Yard in Arlington and Alexandria
- Support redevelopment in Crystal City
- Extend the reach of the Metrorail system



Project History

- 1990s – redevelopment of Potomac Yard begins
- Transit Alternatives Analysis (2003)
- Interim Transit Improvements Implementation Strategy (2005)
- Environmental review (2007, 2010, 2011)
- Crystal City Sector Plan process (2007-2010) resulted in revised alignment
- North Potomac Yard Small Area Plan (2010)

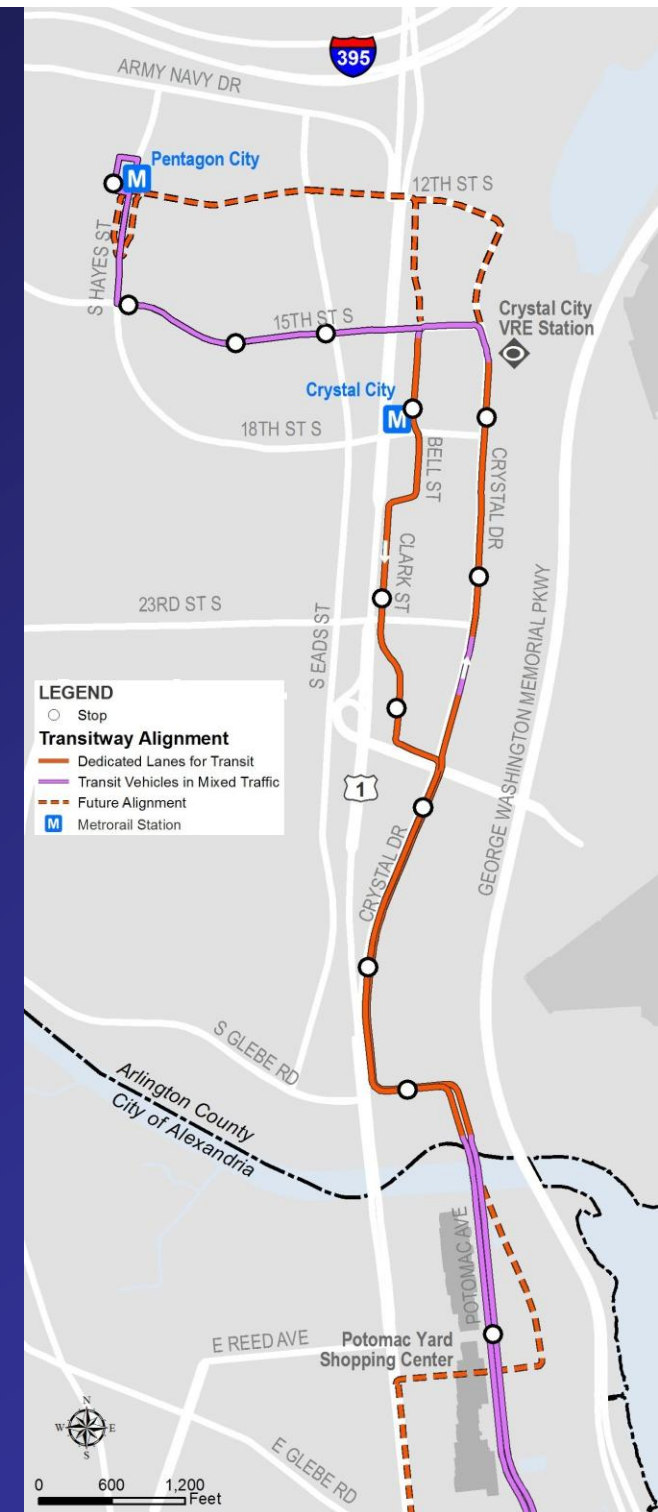


Current Operations Planning Activities

- Coordinate with stakeholders
- Finalize operating plans
- Finalize transitway access policy
- Finalize implementation strategy

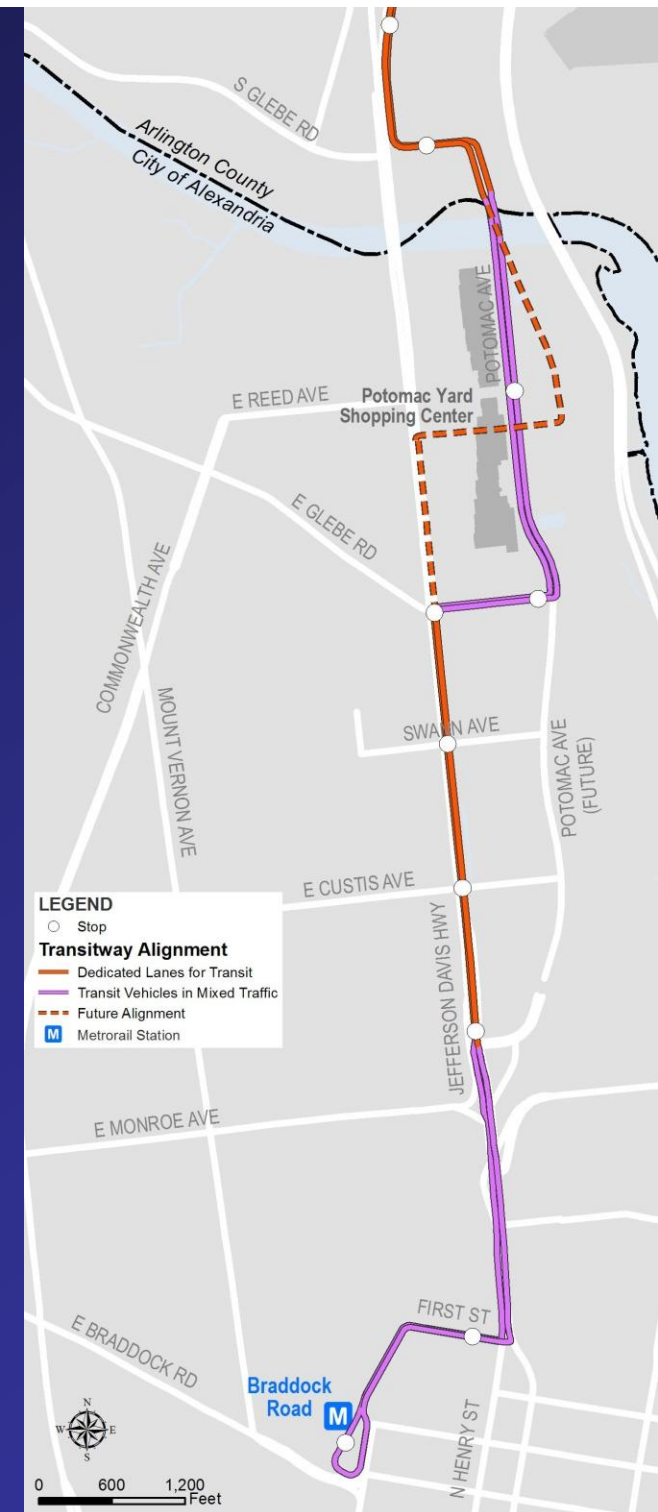
Arlington Progress

- Transitway Final Design complete late 2011
- Construction 2012-2013
- Opening early 2013



Alexandria Progress

- Final Design complete 2012
- Construction 2012-2013
- Opening late 2013



2. RECAP OF APRIL COORDINATION MEETINGS

Stakeholder Meeting Highlights

- Transitway Enforcement
 - Protocols required for traffic accident management
 - Moving violations require an officer; parking violations can be enforced by other personnel
 - “Buffer period” needed for bus only hours
 - Dedicated supervision and enforcement personnel needed

Stakeholder Meeting Highlights

- Transitway Access

- The business community prefers no restrictions to the curb lane, but if restrictions are necessary, peak period only restrictions would work best for businesses and operations of private shuttles
- Employee and hotel shuttle operations currently operate along curb lane
- Commuter bus riders benefit from a “one-seat ride”; would adjust schedules to accommodate transitway service
- Transitway should be open to all transit users given the goal of reducing single-occupant vehicle travel

Public Meeting Highlights

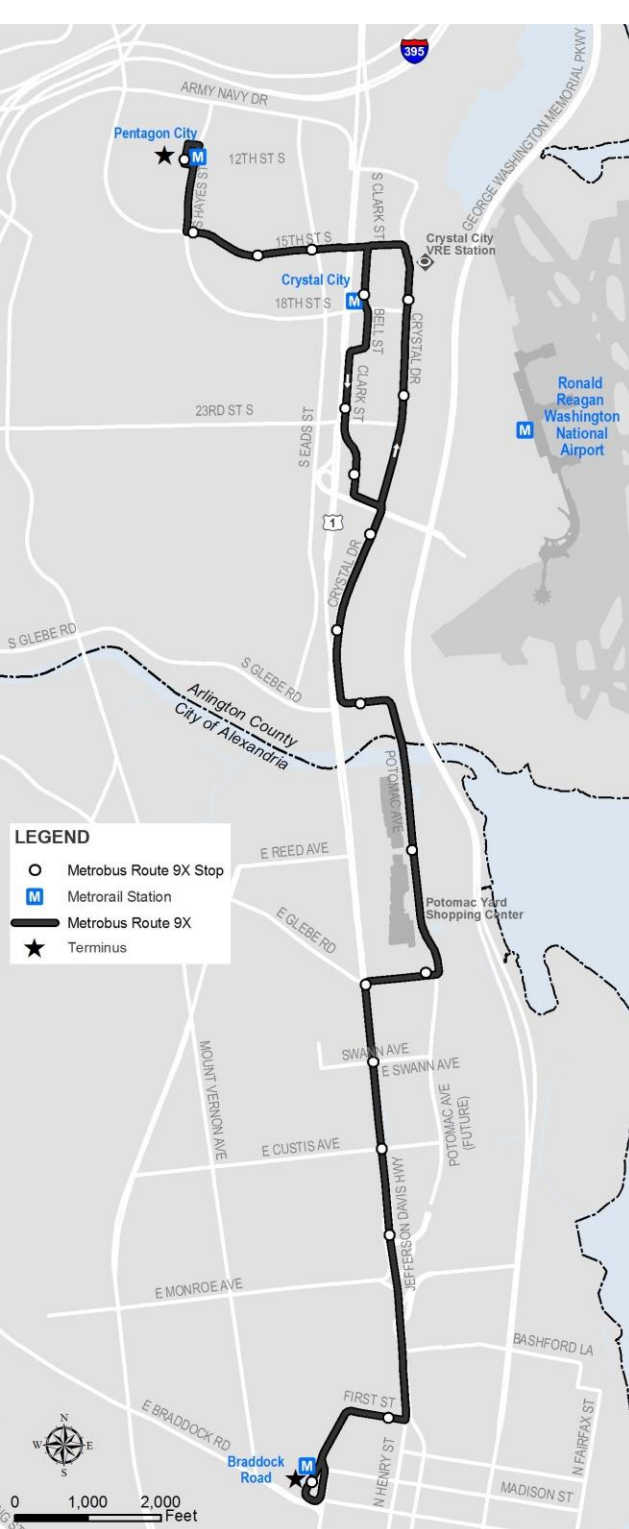
- Transitway Enforcement
 - Street supervisors are essential to successful operation of the transitway
 - Public had questions on how to enforce the curb lane restrictions
- Transitway Access
 - Hours of restriction should be limited to peak hours only
 - Transit vehicles should not be limited as long as operations are not affected
 - Commuter routes should be accommodated in the transitway



3. TRANSITWAY SERVICE PLAN

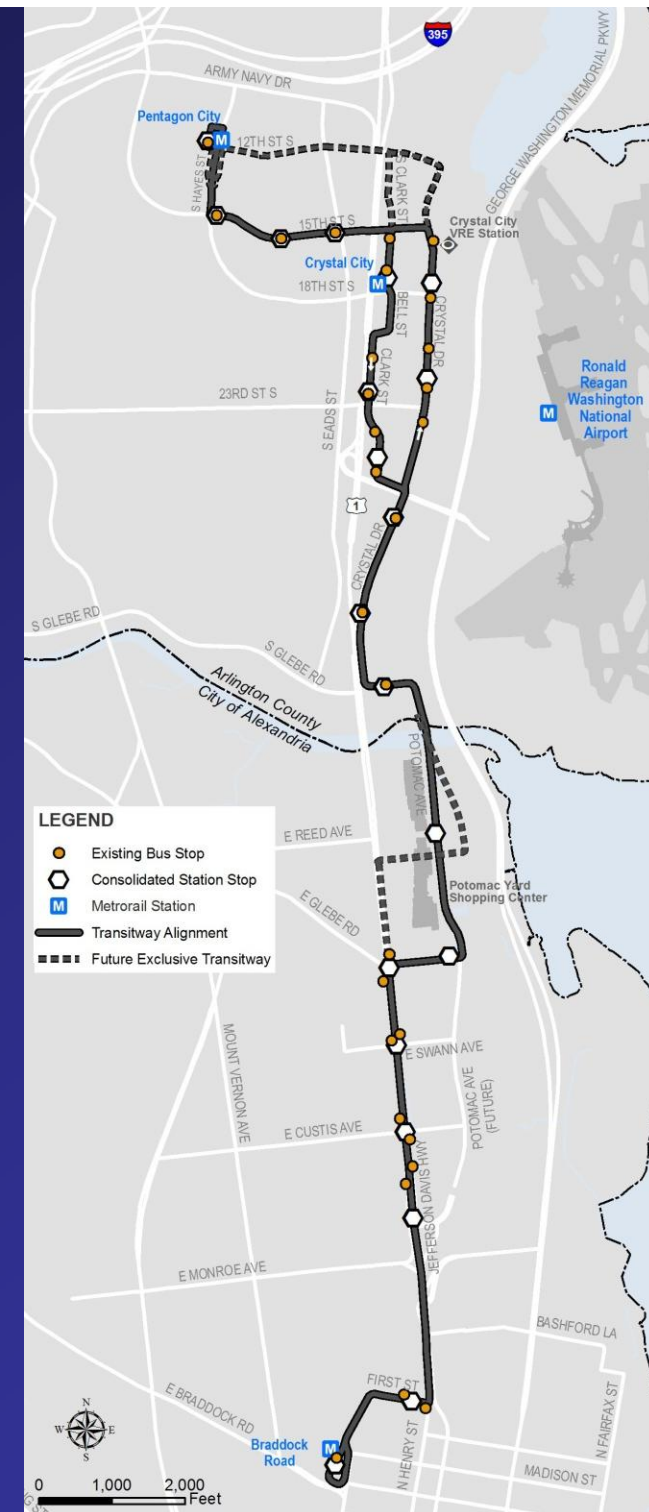
Premium Transitway Service: Route 9X

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



Stop Locations and Amenities

- All existing bus stops along the transitway will be consolidated into a smaller number of transitway stops
- All bus service utilizing 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)



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

Transit Service Plan

- Long-distance public transportation services:
 - Stop locations would be consolidated
 - Stops would be at transitway stops or along east-west streets in Crystal City
 - Final consolidation in coordination with County staff
- 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

4. TRANSITWAY ACCESS APPROACH

Transitway Access Approach: Goals

1. 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



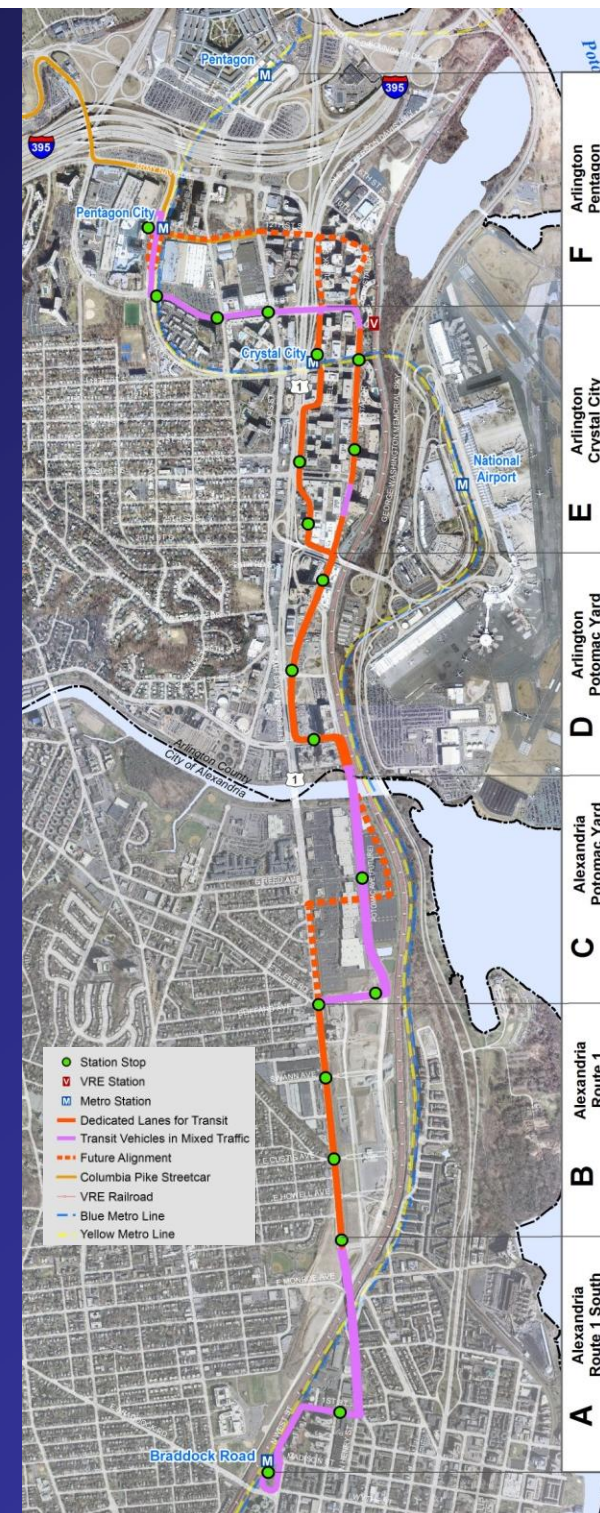
Transitway Access Approach: Goals

2. Manage access to dedicated lanes:
 - Designate and enforce a set number of “time slots” for buses traveling and stopping along the transitway
 - Experience from dedicated transit lanes in other cities ranges from 15 to 30 bus trips per hour



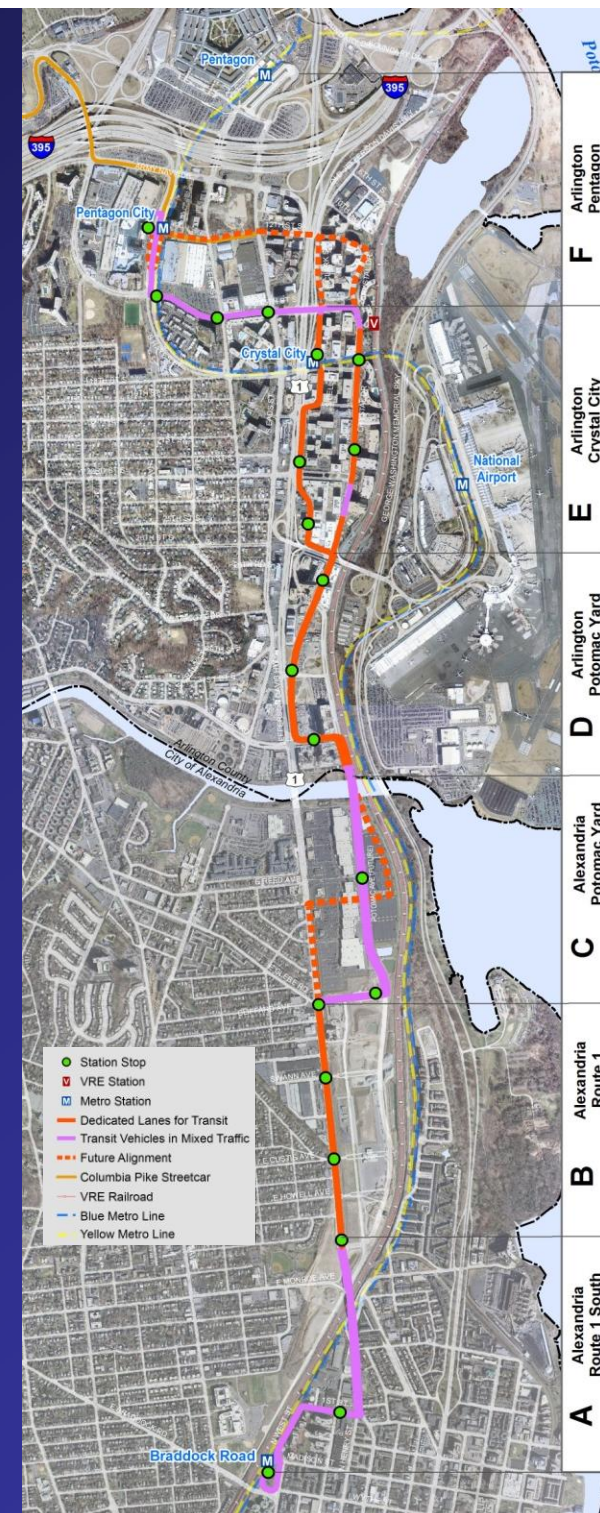
Transitway Access Approach: Policy Summary

1. Exclusive right-of-way segments along Route 1 in Alexandria and Potomac Yard will be for WMATA, ART, and DASH services only
2. 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 a.m.
 - 3:00 to 8:00 p.m.



Transitway Access Approach: Policy Summary

3. Dedicated curb lanes on Crystal Drive and Clark and Bell Streets will be for WMATA, ART, DASH services, plus other fixed route, scheduled operators that currently provide transportation services to the general public
4. Private shuttles (employer, hotel and airport, DOD) and tour buses will not have access to the dedicated curb lanes in Crystal City during hours of transitway restriction



Transit Access Approach: Time Slots

- Existing conditions analysis
 - Variability in arrival times and dwell times
 - Delays and bus bunching along Crystal Drive and at Crystal City Metrorail station
- 2-minute “slots” for scheduled bus trips
 - Total 30 slots/hour
 - 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 headway)
 - Existing scheduled services assigned a slot
 - All extra slots are reserved for future WMATA, ART, and DASH services



Transitway Time Slots

Example: Crystal Drive & 18th Street

- Orange slots reserved for the following transportation services:
 - PRTC
 - Fairfax Connector
 - Loudoun County Transit
 - MARTZ
 - Quick's
- Future AM Peak Service Plan (6:00 – 8:00 AM)

Future Service Plan	Proposed Additional Service	WMATA Services	AM
		95	6:00
		3X	6:02
		3S	6:04
		3S	6:06
			6:08
			6:10
		95	6:12
		9X	6:14
		95	6:16
			6:18
			6:20
		23A, C	6:22
		95	6:24
		9X	6:26
			6:28
		95	6:30
			6:32
		95	6:34
		9X	6:36
			6:38
			6:40
		95	6:42
			6:44
			6:46
		95	6:48
		9X	6:50
		23A, C	6:52
		95	6:54
			6:56
			6:58
			7:00
		3X	7:02
			7:04
		95	7:06
			7:08
			7:10
		95	7:12
		9X	7:14
			7:16
		9X	7:18
			7:20
		23A, C	7:22
		95	7:24
		9X	7:26
			7:28
		95	7:30
			7:32
		95	7:34
		9X	7:36
			7:38
			7:40
		95	7:42
			7:44
			7:46
		9X	7:48
		95	7:50
		23A, C	7:52
		95	7:54
			7:56
			7:58
		95	8:00

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

Future Service Plan	Proposed Additional Service	WMATA Services	PM
		95	4:00
		3X	4:02
		23A, C	4:04
		3S	4:06
			4:08
			4:10
		95	4:12
		9X	4:14
		95	4:16
			4:18
			4:20
			4:22
		95	4:24
		9X	4:26
			4:28
		95	4:30
		9X	4:32
		23A, C	4:34
		95	4:36
		9X	4:38
			4:40
		95	4:42
			4:44
			4:46
		95	4:48
		9X	4:50
			4:52
		95	4:54
			4:56
			4:58
		95	5:00
		3X	5:02
		23A, C	5:04
		95	5:06
			5:08
		9X	5:10
		95	5:12
		9X	5:14
			5:16
		9X	5:18
		9X	5:20
			5:22
		95	5:24
		9X	5:26
			5:28
		95	5:30
		9X	5:32
		23A, C	5:34
		95	5:36
		9X	5:38
			5:40
		95	5:42
			5:44
			5:46
		9X	5:48
		95	5:50
		9X	5:52
		95	5:54
			5:56
			5:58
		95	6:00

5. TRANSITWAY MANAGEMENT, SUPERVISION, & ENFORCEMENT

Transitway Management and Supervision

- Assign dedicated Metrobus “Street Supervisors” to focus on the 9X and 9S services
- Identify and address line operational issues (bus bunching, incidents/accidents, disabled vehicles, etc.)
- Ensure buses arrive according to scheduled headway and monitor dwell times of services operating along transitway (non-WMATA personnel)
- Act as a deterrent to would-be violators and identify operational issues



Transitway Monitoring and Enforcement



- Signage and lane markings to clearly indicate hours of curb lane restrictions
- Transitway parking restrictions enforced by regular parking enforcement personnel
- Moving violations will be enforced by local police; violators would be issued a ticket similar to HOV lane violations
- Enforce “No Stopping or Standing” restrictions (delivery vehicles, taxi, slugging activity, etc.)
- County and/or City to provide monitoring of Transitway

Other Enforcement Issues

Enforcement Issue	Key Considerations
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	Signage indicates 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 hours; coordinate preferred stop locations and off-peak usage of curb transit lanes
Charter/Tour buses	Restricted from transitway during peak hours; 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 location in north Crystal City; coordinate locations along east-west streets

6. ON-GOING STAKEHOLDER COORDINATION

On-going Service Provider Coordination

- Arlington County and the City of Alexandria to monitor evolution of transitway operations
- Twice-yearly Coordination Meetings with service providers
 - All parties would meet to discuss and update transitway service plans and access approach
 - Discussion would address corridor capacity, service frequencies, schedules, notable ridership fluctuations, etc.

Current Planning Study

- Finalize Service Plan/Access Policy Approach
- 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 After Study

- Review by County and City officials
- Preparation of detailed operations and supervision procedures
- Development of 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

Project Team Contacts

WMATA

Wendy Jia

wjia@wmata.com

Jerry Roberson

jroberson@wmata.com

Arlington

Matthew Huston

mhuston@arlingtonva.us

Alexandria

Jim Maslanka

jim.maslanka@alexandriava.gov

AECOM

Jason Mumford

jason.mumford@aecom.com