Regional Transit System Plan (RTSP)

Summary of Projects, Plans, and Strategies Analyzed As Part of the RTSP
2040 Base Case

Constrained Long Range Plan (CLRP)
- District of Columbia
  - Anacostia Streetcar Phase 1
  - K Street Busway
  - DC Streetcar - H St/Benning Rd NE
  - Tiger Grant Bus Priority Improvements
- Maryland
  - Viers Mill Road Busway
  - Corridor Cities Transitway:
    - Purple Line:
- Virginia
  - Cherry Hill VRE Station
  - Columbia Pike Streetcar
  - Crystal City Potomac Yard Bus Way
  - I-495 Express Lanes Transit Service
  - Van Dorn Busway
  - Potomac Yard Metro Station
  - Dulles Corridor Metrorail
- Additional CLRP service improvements

Metro 2025
- 100% 8-car trains
- Priority Corridor Network service improvements from CLRP
- Metro Center/Gallery Place Pedestrian Passageway
- Farragut North/Farragut West Pedestrian Passageway
- Blue Line stub with 2nd Rosslyn Station
- Bus Fleet expansion for non-PCN routes

Other Elements
- Round 8.2 Land Use
- Increase train frequencies to maximum supported by infrastructure
- Removed 2020 capacity constraint
- Modified bus routes to connect with CLRP projects
# Types of Projects, Plans, and/or Strategies Tested

<table>
<thead>
<tr>
<th>Core Capacity Strategies</th>
<th>Access Strategies</th>
<th>Surface Transit Strategies</th>
<th>New Connections Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>New rail lines through the core</td>
<td>In-fill stations &amp; pedestrian connections</td>
<td>Enhanced bus priority corridors</td>
<td>Metrorail extensions to activity centers</td>
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<tr>
<td>Rail inter-lining</td>
<td>Improved pedestrian networks</td>
<td>Enhanced commuter rail service</td>
<td>Commuter rail extensions</td>
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<tr>
<td>Enhanced bus priority corridors</td>
<td>Park and Ride lots with shuttles to rail</td>
<td>Enhanced BRT network</td>
<td>BRT/LRT/Streetcar extensions</td>
</tr>
</tbody>
</table>
Yellow and Green Line Separation
Options Tested

New Yellow Line on 10th Street NW, to Red Line

Split Yellow Line to maintain current alignment and add new line on 2nd Street SE/NE

New Yellow Line on 2nd Street SE/NE to connect to Union Station, up North Capitol Street.
New Rosslyn Tunnel and Blue or Silver Line Separation Options Tested

New Blue Line along M Street, NW, and New Jersey NW and H St NW/NE

New Blue Line along M Street, NW, Constitution Avenue and H St NW/NE

Relocated Silver Line with Ballston-Rosslyn Express Line
Brown Line Tested

New Brown Line along Wisconsin Ave, Constitution, and Georgia Ave.
Beltway Line Tested
1. Green Line to BWI
2. Orange Line to Bowie
3. Green Line to Charles County
4. Blue Line to Potomac Mills
5. Orange Line to Centreville
End of Line Extensions Tested

1. Red Line to Metropolitan Grove
2. Blue Line to Bowie
3. Green Line to National Harbor
4. Yellow Line to Lorton
5. Orange Line to Gainesville
6. Silver Line to Leesburg
Interline Connection Options Tested

1. Courthouse – Arlington Cemetery
2. Arlington Cemetery – L’Enfant Plaza
3. Pentagon – Waterfront SEU
4. Orange and Silver at West Falls Church

Three new rail services:
1. VA-772 to Mount Vernon Square using connectors 1 and 2 (Silver1)
2. Dulles to Branch Avenue using connectors 1, 2, and 3 (Green2)
3. Dulles to Vienna using connector 4 (Silver2)
Other Metrorail Strategies Tested

• Add Park-and-Ride lots near end of line stations and connect with feeder service to rail stations. Increase pricing at over-subscribed park-and-ride lots.

• Increase “walkability” within ¾ mile of transit stations

• Use MWCWG Aspirations Land Use to shift some future jobs/households to regional activity centers and transit station areas
1. Corridor Cities Transitway Revision: Shady Grove – COMSAT
2. Purple Line Spur: Takoma – White Oak
Streetcar Lines Tested

1. 37-mile District network
2. New Connections
   • SW - Pentagon City
   • Georgetown – Rosslyn
   • Georgia Ave – Silver Spring
3. New Extensions
   • Columbia Pike – Lincolnia
   • Columbia Pike – Tysons on Rt. 7
   • Crystal City/Potomac Yard to King Street
Metrobus Priority Corridor Network (PCN)

- Increase limited stop BRT service
- Improve running time for supporting bus service
- Improved peak (10 min) and off-peak (15 min) frequency
Other Local Jurisdiction Bus Plans Tested

- Montgomery BRT network (multiple proposals)
- Northern Virginia Express Bus on HOT Lanes Network
- Northern Virginia BRT Network
- Fairfax Countywide Transit Network Study Corridors
- Prince George’s Transitway Plan Corridors
- Metrobus PCN route extensions
**MARC Enhancements Tested**

- Extend MARC to Crystal City
- Add bi-directional and off-peak service

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak/Off-Peak</th>
<th>AM/PM/OP</th>
<th>Direction</th>
<th>Frequency: Base Network</th>
<th>Frequency: Round 8.2 Network</th>
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<td>PM</td>
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<td>PM</td>
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<td>Off-Peak</td>
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VRE Enhancements Tested

- Extend VRE to Haymarket
- Add bi-directional and off-peak service

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<th>Line</th>
<th>Peak/Off-Peak</th>
<th>AM/PM/OP</th>
<th>Direction</th>
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Commuter Bus Enhancements Tested

- Increase service frequencies

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<thead>
<tr>
<th>Base Network Frequency</th>
<th>Round 8.2 Network Frequency</th>
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<td>60 min</td>
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