



Washington Metropolitan Area Transit Authority

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

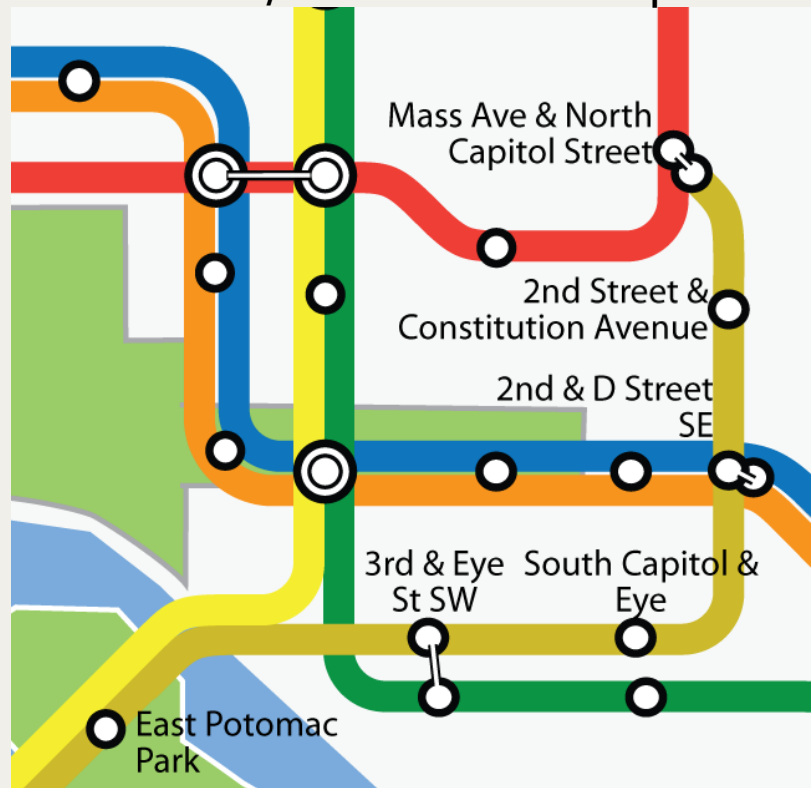
Core Capacity Strategies	Access Strategies	Surface Transit Strategies	New Connections Strategies
New rail lines through the core	In-fill stations & pedestrian connections	Enhanced bus priority corridors	Metrorail extensions to activity centers
Rail inter-lining	Improved pedestrian networks	Enhanced commuter rail service	Commuter rail extensions
Enhanced bus priority corridors	Park and Ride lots with shuttles to rail	Enhanced BRT network	BRT/LRT/Streetcar extensions

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.



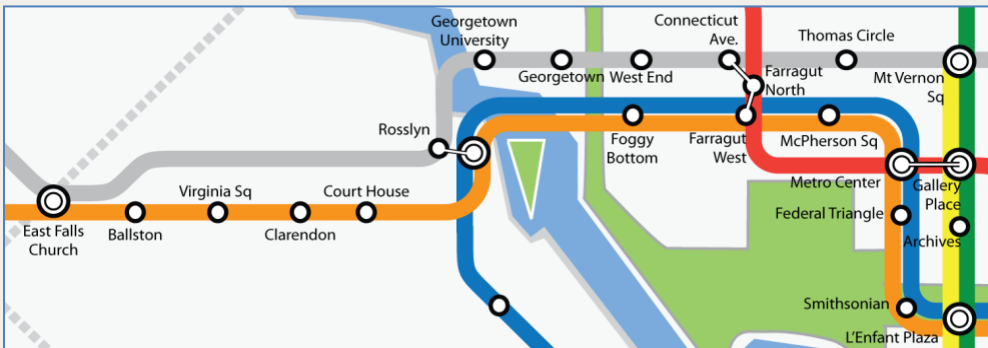
New Rosslyn Tunnel and Blue or Silver Line Separation Options Tested



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

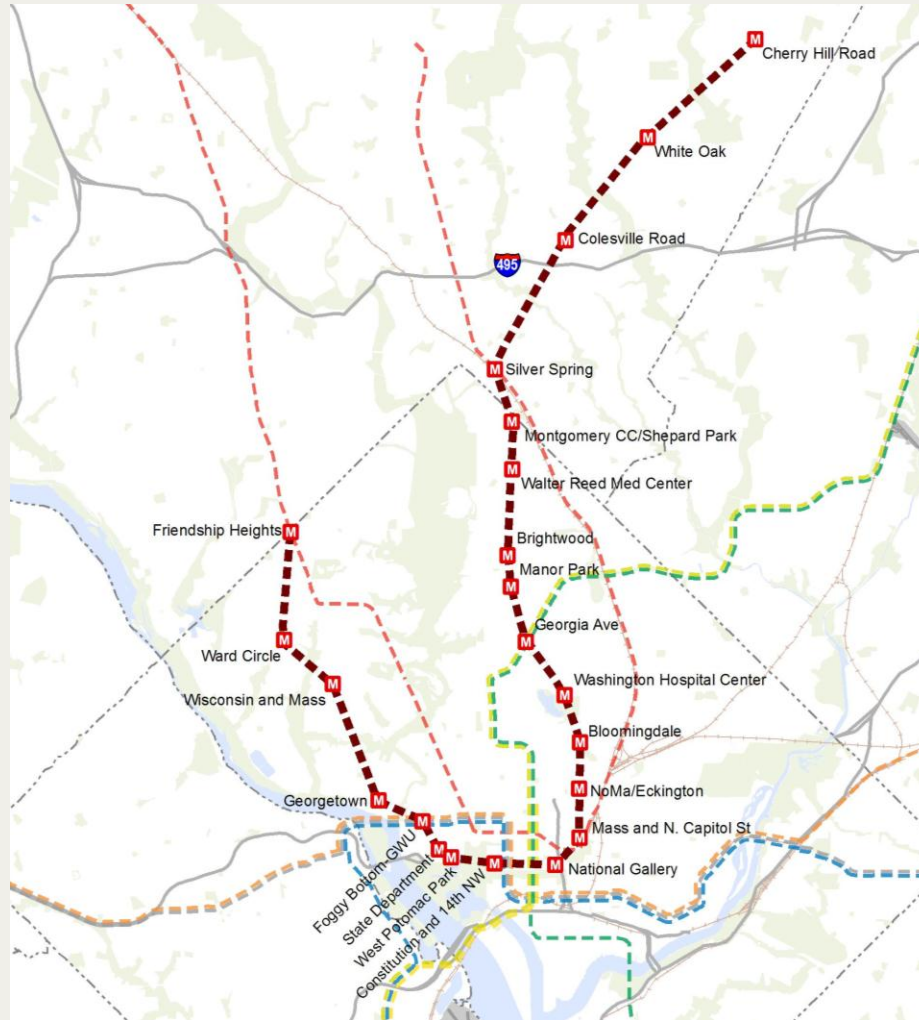


Relocated Silver Line with Ballston-Rosslyn Express Line



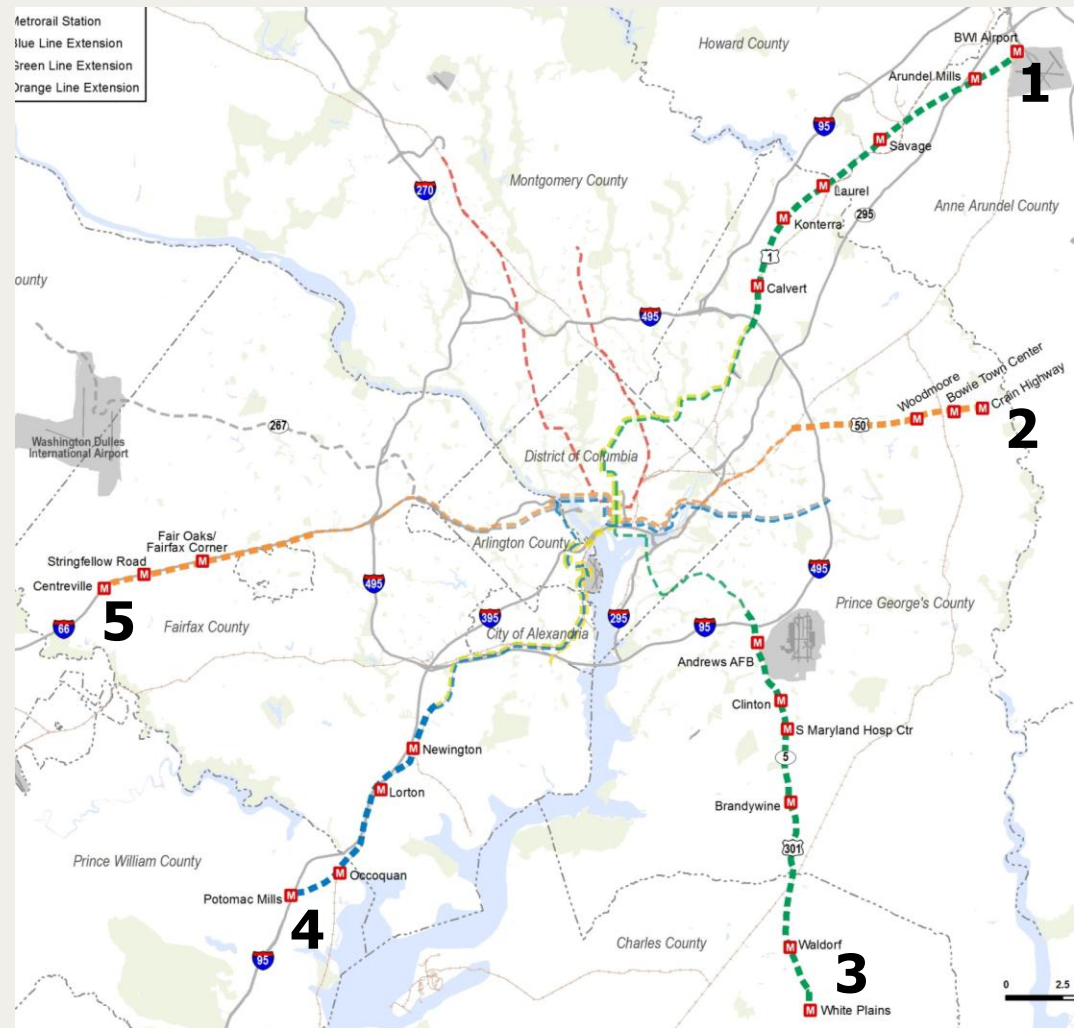
Brown Line Tested

New Brown Line along Wisconsin Ave, Constitution, and Georgia Ave.



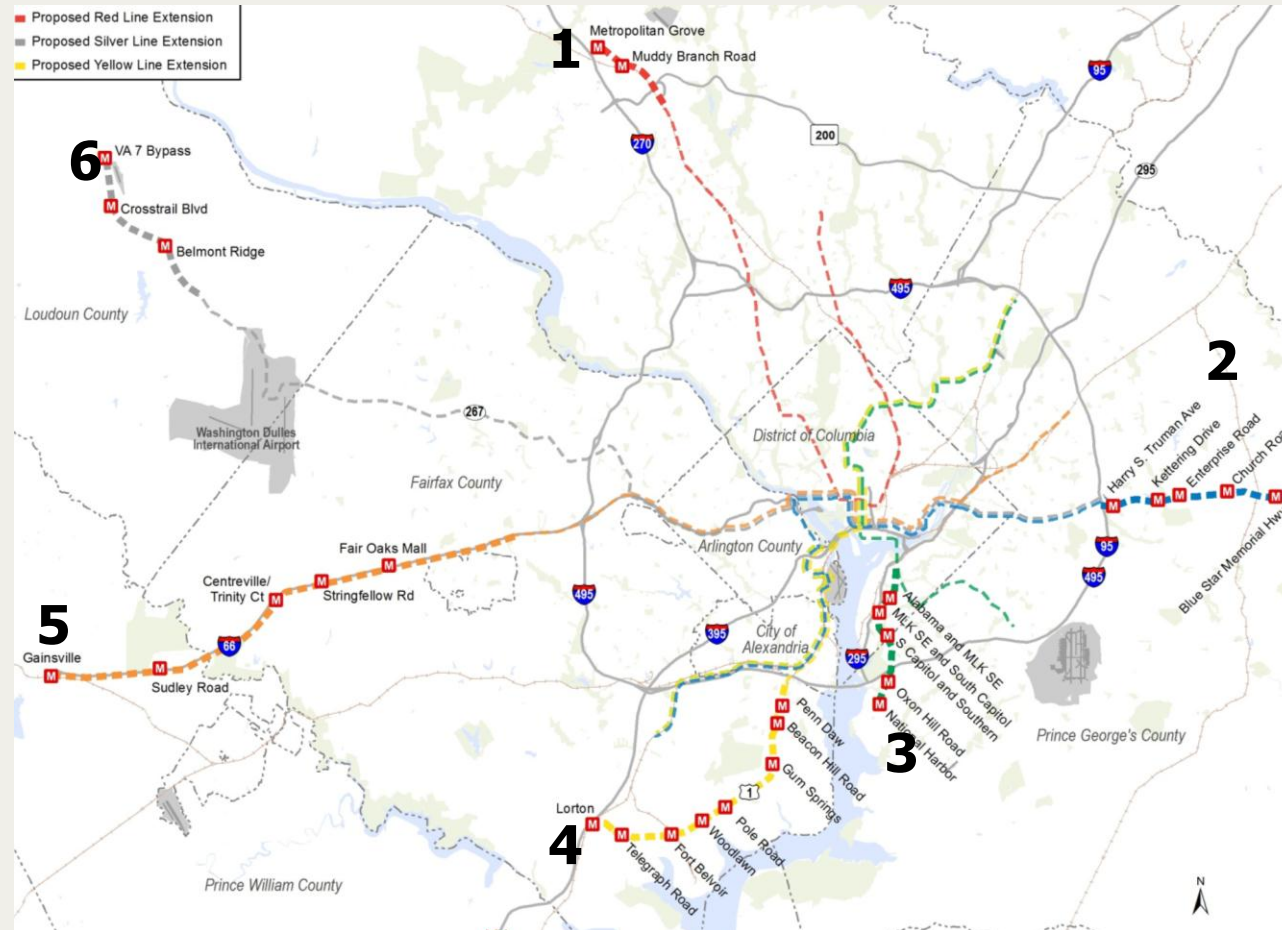
End of Line Extensions Tested

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



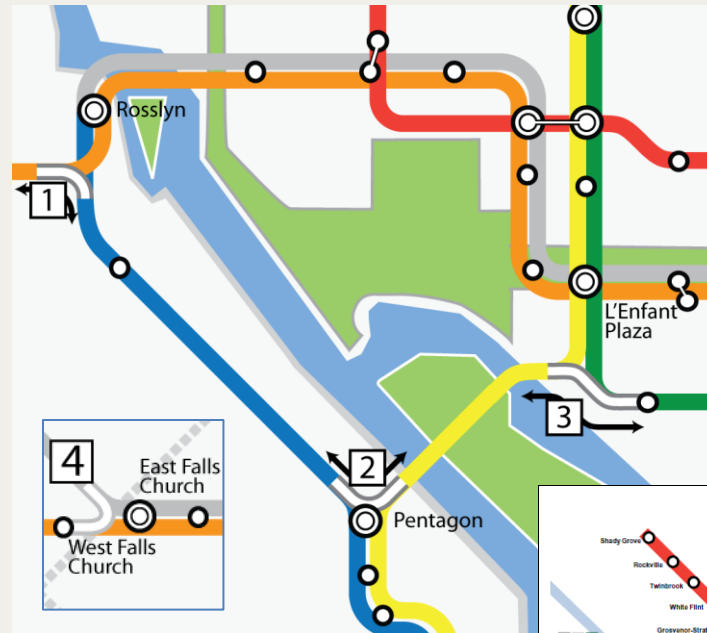
End of Line Extensions Tested

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

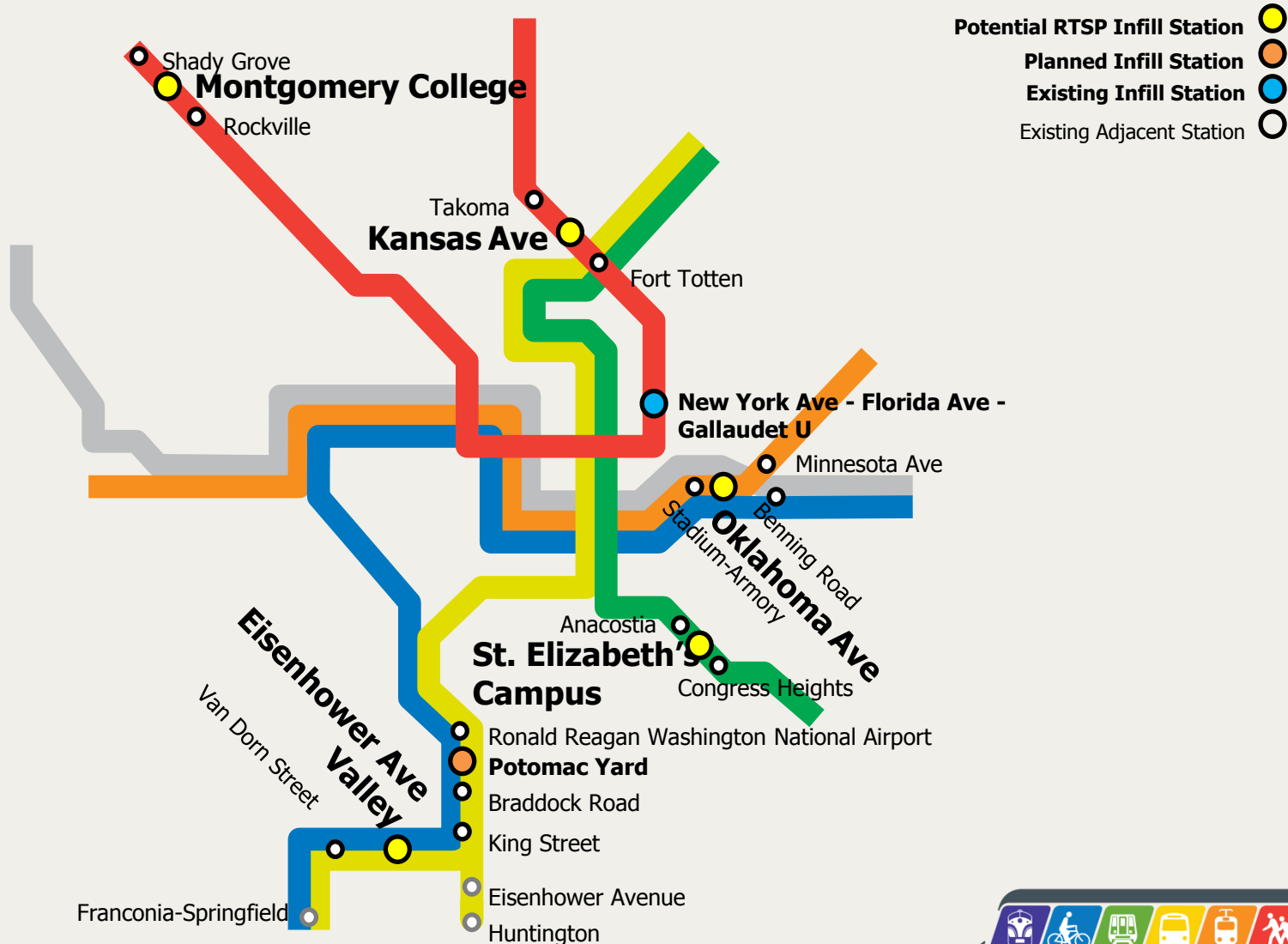


Three new rail services:

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)



Infill Stations Tested

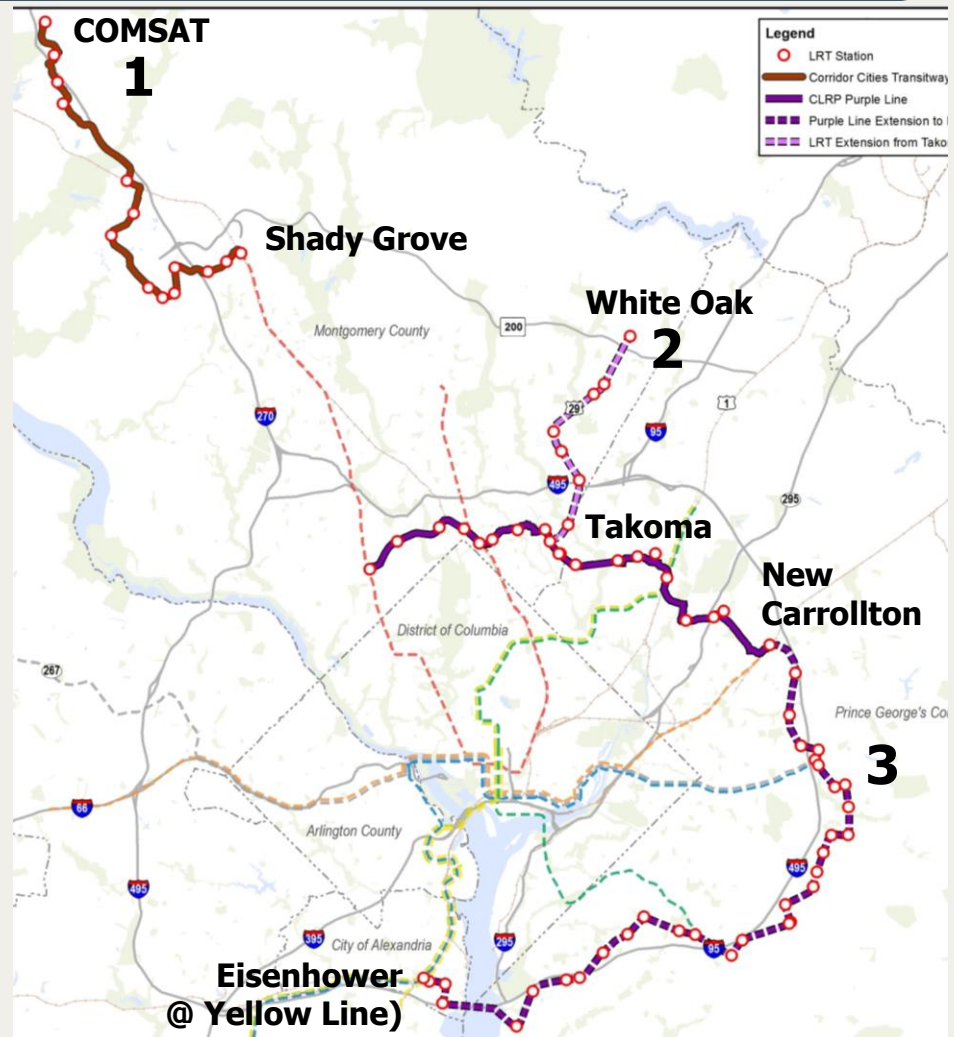


Other Metrorail Strategies Tested

- 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 $\frac{3}{4}$ mile of transit stations
- Use [MWCOC Aspirations Land Use](#) to shift some future jobs/households to regional activity centers and transit station areas

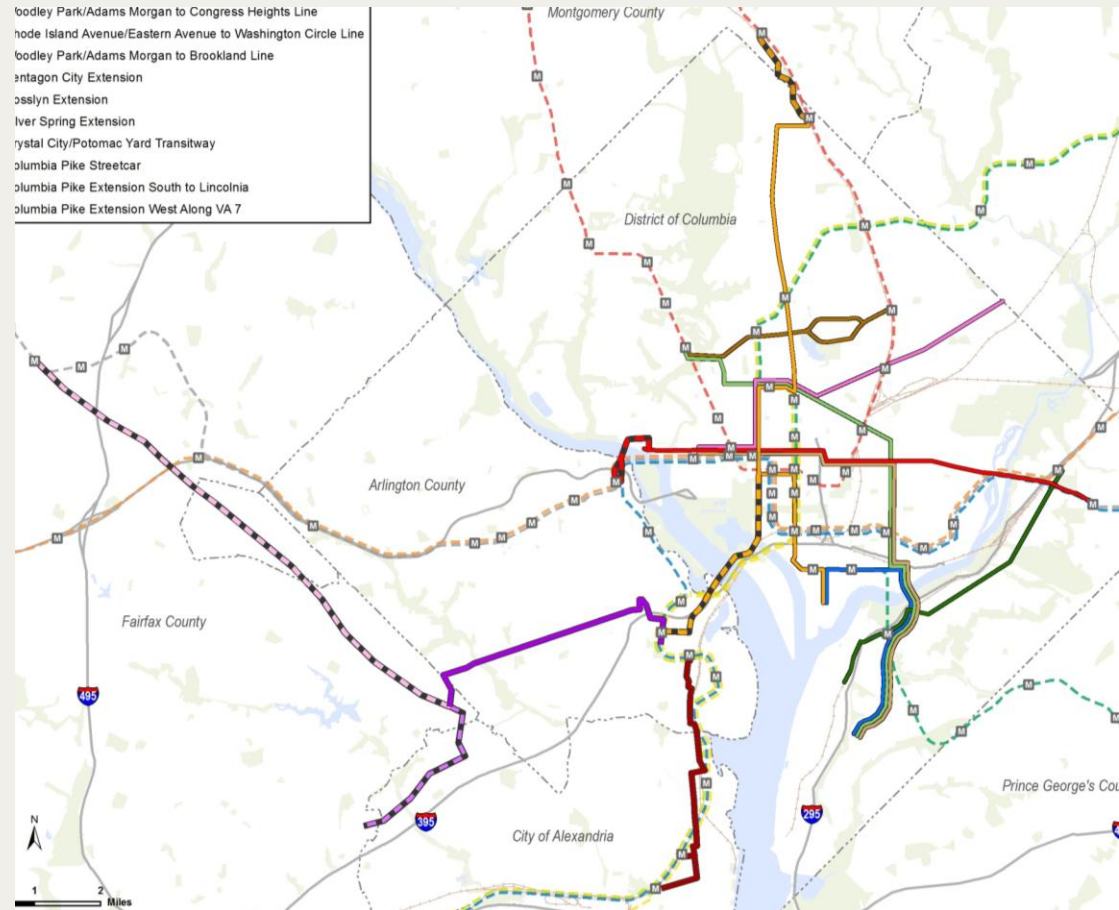
Light Rail Lines Tested

1. Corridor Cities Transitway Revision: Shady Grove – COMSAT
2. Purple Line Spur: Takoma – White Oak
3. Purple Line Extension: New Carrollton – Alexandria



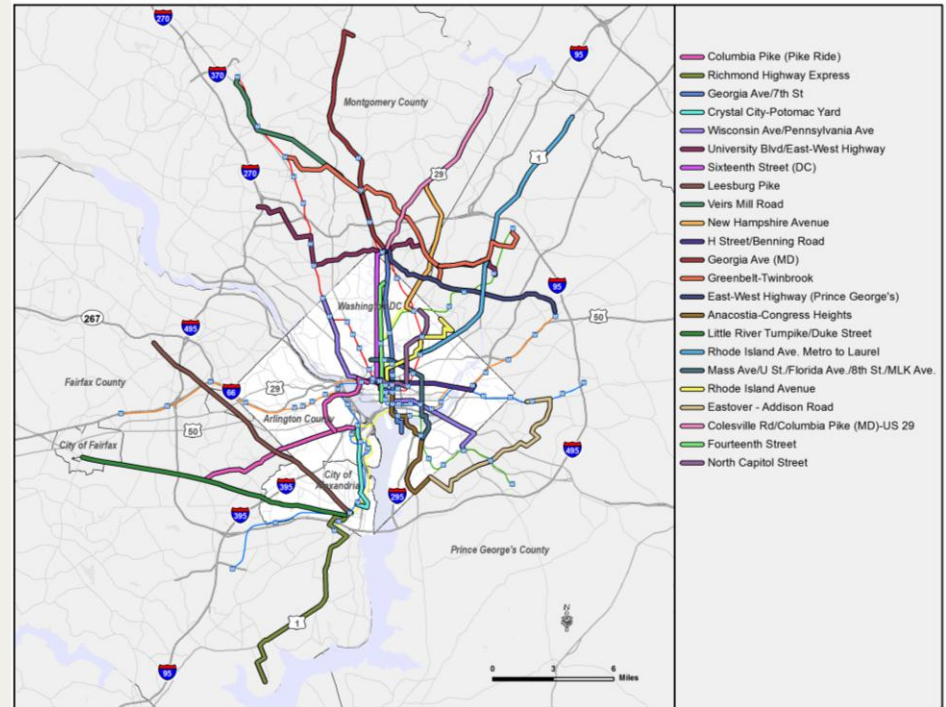
Streetcar Lines Tested

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



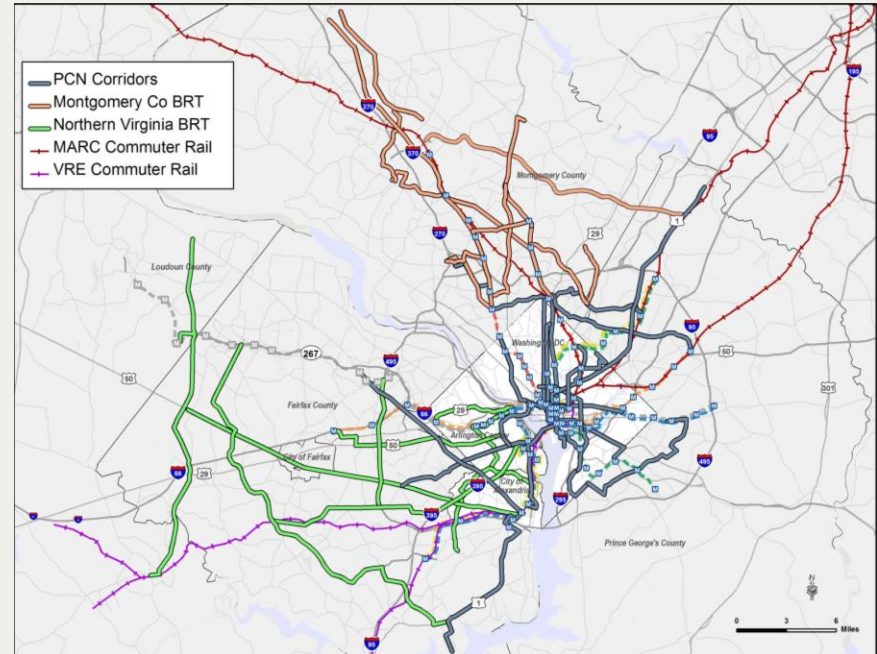
Metrobus Priority Corridor Network (PCN)

- 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

Line	Peak/Off-Peak	AM/PM/OP	Direction	Frequency: Base Network	Frequency: Round 8.2 Network			
Penn	Peak	AM	Inbound	25	25			
			Outbound	30	30			
		PM	Inbound	30	30			
			Outbound	25	25			
	Off-Peak	OP	Inbound	50	50			
			Outbound	60	60			
Camden	Peak	AM	Inbound	35	35			
			Outbound	30	30			
		PM	Inbound	60	60			
			Outbound	40	40			
	Off-Peak	OP	Inbound	0	60			
			Outbound	0	60			
			Brunswick	Peak	AM	Inbound	30 (60 min on each branch)	30 (60 min on each branch)
						Outbound	-	-
PM	Inbound	-			-			
	Outbound	30			30			
Off-Peak	OP	Inbound	-	-				
		Outbound	-	60				

VRE Enhancements Tested

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

Line	Peak/Off-Peak	AM/PM/OP	Direction	Frequency: Base Network	Frequency: Round 8.2 2040 Network
Manassas	Peak	AM	Inbound	20	20
			Outbound	60	40
		PM	Inbound	0	40
			Outbound	40	20
	Off-Peak	OP	Inbound	150	60
			Outbound	150	60
Fredericksburg Line	Peak	AM	Inbound	20	20
			Outbound	0	40
		PM	Inbound	0	40
			Outbound	20	20
	Off-Peak	OP	Inbound	0	60
			Outbound	0	60

Commuter Bus Enhancements Tested

- Increase service frequencies

Base Network Frequency	Round 8.2 Network Frequency
60 min	40 min
40 min	30 min
30 min	20 min
20 min	15 min
15 min	12 min