



Crystal City / Potomac Yard

Transit Improvements

Background and Future Investment



Background

- Response to rapid growth
 - Potomac Yard
 - Crystal City
 - Pentagon City
- Add capacity without adding traffic lanes
- Enable corridor residents and employees to live a transit- and pedestrian-oriented lifestyle



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Transit Improvements



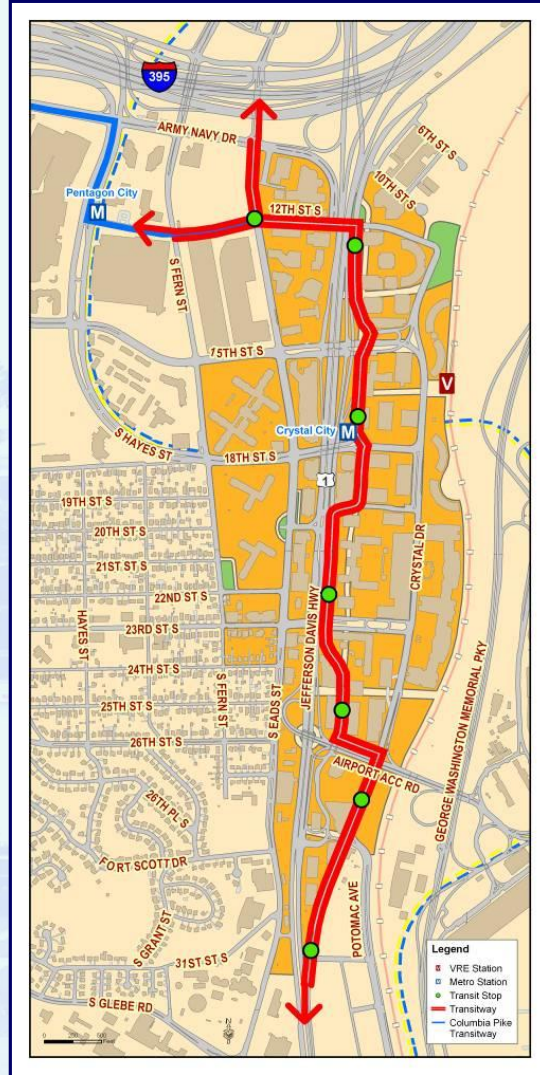


Background

- **2003: Transit Alternatives Analysis**
 - Long-term transit improvement alternatives
 - Bus Rapid Transit (BRT)
 - Light Rail Transit (LRT)
 - Optional Metrorail Station at Potomac Yard in Alexandria
 - Examined a number of alignment options
 - Technical considerations
 - Stakeholder input
- **2005: Interim Transit Improvements Implementation Strategy**
 - Interim high-quality transit service to serve immediate demand and lay the groundwork for future investment
 - Alignment based on alternatives analysis
 - Phased implementation strategy
- **2007: Environmental Review Document**
 - Documented alignment and improvements

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Alignment



- Braddock Road to Pentagon City and the Pentagon
- In Crystal City:
 - Crystal Drive from Jefferson Davis Highway to 26th Street South
 - Clark/Bell from 26th Street South to 12th Street South
 - Access to Crystal City Metrorail Station at 18th Street South

**Crystal City / Potomac Yard
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Project Status

- April 2007: FTA approved CE
- Transitway between City-County line and Crystal City Metrorail Station
 - City-County line to 26th Street
 - Dedicated right-of-way
 - 50% design
 - 26th Street to Crystal City Metro
 - Reserved lanes
 - Concept design
- Federal funds committed based on documented alignment, vehicle technology, and stop locations



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Crystal City Master Plan

Goals for Transit

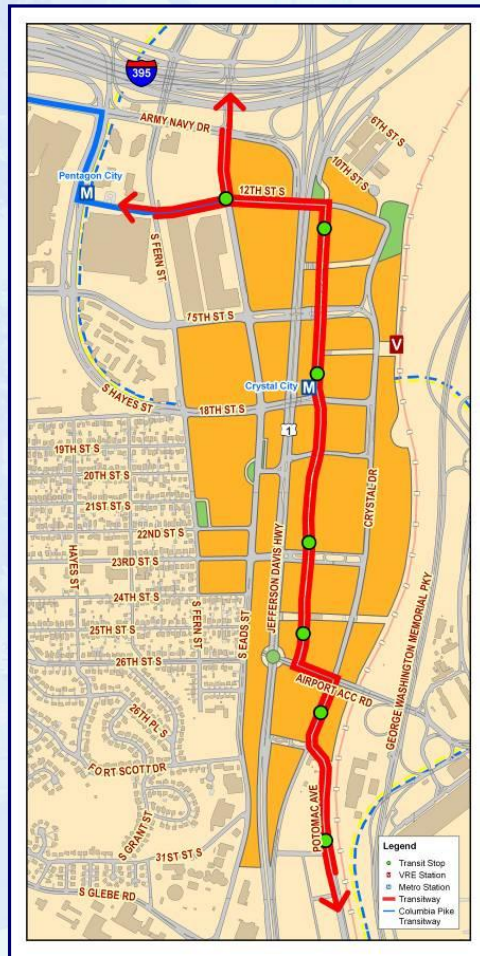
- Balance local and corridor demands
 - Provide local circulation within Crystal City that enhances the sense of place and supports local business
 - Facilitate multi-modal use of street right-of-way
 - Provide access to Metrorail from Potomac Yard and Crystal City
 - Connect Crystal City to Potomac Yard and Pentagon City retail and residential areas
 - Serve trips to and from National Airport
 - Regional connectivity?

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Master Plan Alternatives

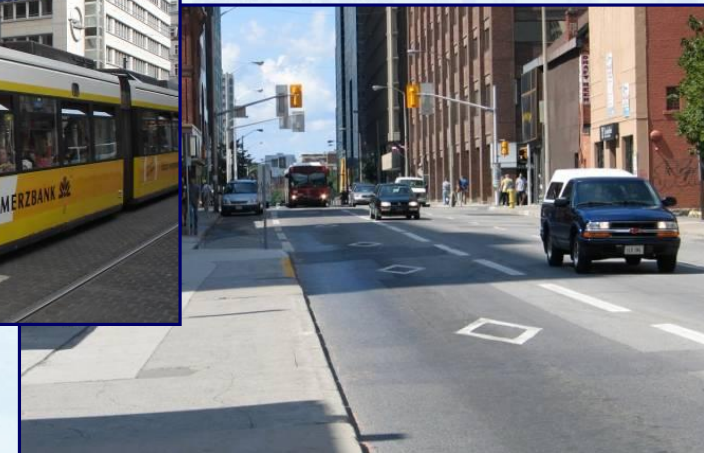
Clark and Bell Streets (transit in dedicated lanes)



- Access to Crystal City, Pentagon City, and Pentagon Metrorail stations
- Near pedestrian destinations in Crystal City
- Serves trips through Crystal City more efficiently
- Clark/Bell realignment would affect transitway



Berlin



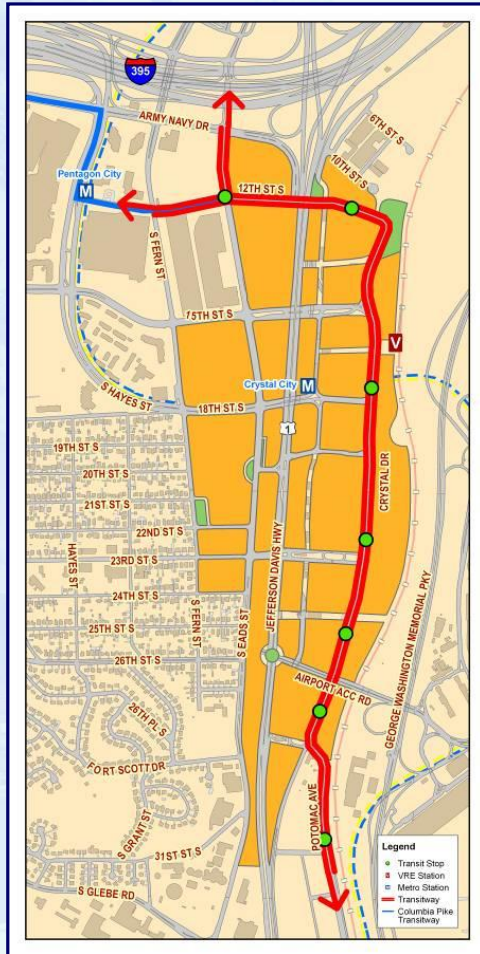
Cleveland

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Master Plan Alternatives

Crystal Drive (transit along retail street)



- Access to Crystal City, Pentagon City, and Pentagon Metrorail stations
- No direct access to Crystal City Metrorail station until second entrance built
- Closest to pedestrian destinations in Crystal City
- Serves trips within Crystal City most effectively



San Francisco



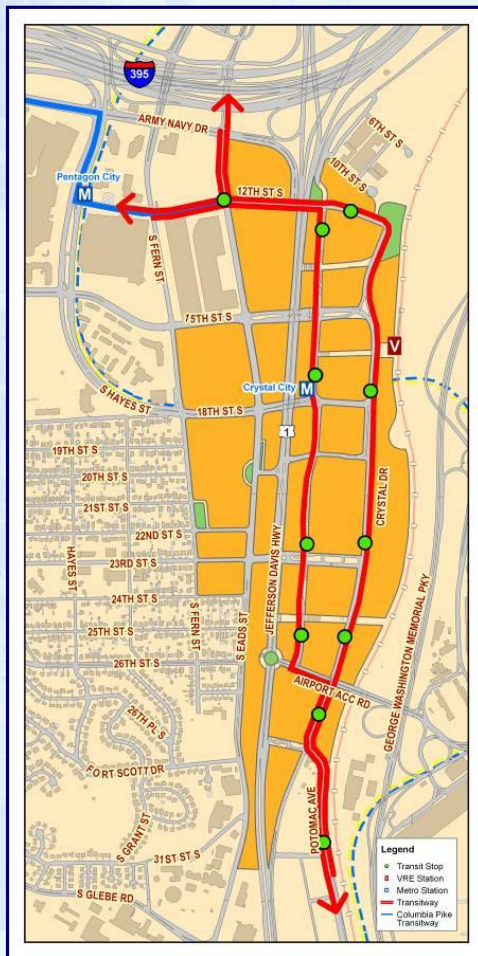
Denver

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Master Plan Alternatives

Clark/Bell and Crystal Drive (couplet)



- Allows multi-modal use of both streets
- Encourages pedestrian activity along both streets and along east-west connections
- More difficult to understand service as a transit user
- Clark/Bell realignment would affect transitway
- No direct access to Crystal City Metrorail station at Crystal Drive until second entrance built



Portland



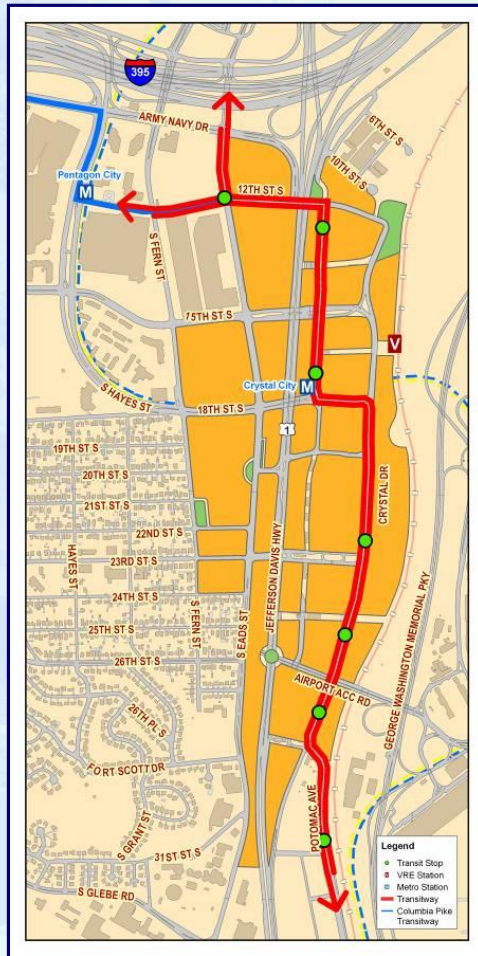
San Francisco

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Other Alternatives

Crystal/Bell (transit along retail street and in dedicated lanes)



- Combination of Crystal Drive and Clark/Bell
- Travel on realigned Clark/Bell north of Crystal City Metrorail Station
- Serves pedestrian destinations along Crystal Drive
- Access to Crystal City Metrorail station not dependent on new entrance

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Where Do We Go From Here?

- Embrace the Interim Alignment
- Master Plan is re-imagining Crystal City
 - Revised goals for transit system
 - Evolving stakeholder concerns and perceptions
 - Physical changes
 - Street network
 - Land use and density
 - Potential adjustments to planned transit
 - Mode (bus to streetcar)
 - Alignment
 - Stop locations
- Any changes to transitway will require further study

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