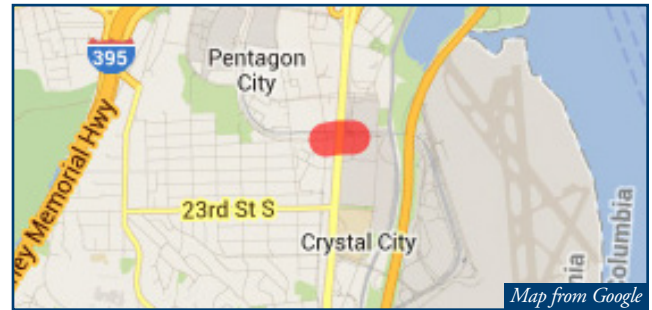




# Project Description Form — 8E

## Basic Project Information

- 1. **Submitting Agency:**  
Arlington County
- 2. **Project Title:** Crystal City Multimodal Center
- 3. **Project Type:**  
 Roadway  Multimodal  Transit
- 4. **Project Description/Scope:**  
This project will provide four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18<sup>th</sup> Street South between South Bell Street and South Eads Streets. The contemplated improvements constitute an interim condition until a full intermodal center is constructed as part of redevelopment under the Crystal City Sector Plan, which may be a decade into the future.
- 5. **Route (if applicable)/Corridor:**  
Adjacent to Route 1 / Corridor 8
- 6. **Total Project Cost:** \$1,500,000
- 7. **Total Funds Required:** \$1,500,000
- 8. **Phase/s of Project Covered by Funding:** Final Design, Construction.



9. **Project Milestones (by phase, include all phases):**

- Design: Underway
- Construction Start: FY 2014
- Construction Complete: FY 2014

10. **In TransAction 2040 plan?**

- Yes  No

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11. **In CLRP, TIP or Air Quality Neutral?**

No.

12. **Leverages Sources:**

- Local  State  Federal

- Other (*please explain*)

Private developer is making in-kind contributions for adjacent curb and streetscape improvements.

### PROJECT ANALYSIS

Tier I  Pass  Fail

Tier III Congestion Reduction Relative to Cost:

Tier II 6 out of 8 points

Plan  CLRP  TA2040 only

Rating  High  Med  Low

## Stated Benefits

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- 1. What regional benefit/s does this project offer?** This facility will improve multi-modal and transit access to the Crystal City Metrorail station which sees 13,837 weekday boardings, as well as Metrobus (cumulative) ridership of 12,294 on lines stopping in the vicinity (9AE, 9S, 10AE, 16GHK, 23AC) and connection to VRE. The four new bus bays will be utilized by local and regional commuter bus providers. Currently, three regional commuter bus companies operate in the area in addition to WMATA: Fairfax Connector, Loudoun County, and PRTC/Omniride. During AM Peak (6:00 AM to 9:00 AM) there are 26 scheduled trips, while in the PM Peak (3:00 PM to 6:00 PM) there are 23 scheduled trips. Planned implementation of the Crystal City Potomac Yard Transitway may require relocation of co-located commuter stops due to longer dwell times. Access to these bus routes may become increasingly important with reduced Blue Line service expected with the opening of the Silver Line by 2014.

Additional curb space will be provided for kiss and ride and shuttle buses. Shuttle buses are operated by a number of different organizations including Department of Defense, local hotels, car dealerships, and other private providers. During a recent (April 2013) observation, 40 shuttle trips were counted during a 1.5 hour peak period, with up to six different shuttles stopping concurrently by the Metro entrance on 18<sup>th</sup> Street South and South Bell Street. There is currently no designated space for their use and stopping patterns are informal and often interfere with traffic and Metrobus operations on South Bell Street.

- 2. How does the project reduce congestion?** Improved access to the Crystal City Metrorail station will reduce automobile trips, by facilitating improved commuter bus coverage and implementation of the Crystal City Potomac Yard Transitway. Additionally, better coordination would move shuttle activity out of travel lanes, helping to reduce congestion and improve through traffic flow in the vicinity.
- 3. How does the project increase capacity? (*Mass transit projects only*)** This project expands bus capacity at the Crystal City Metrorail station. Interim improvements are needed to support the operations of the Crystal City Potomac Yard Transitway and future streetcar. Transit agencies from suburban jurisdictions provide longer distance commuter bus service in the Crystal City area. These buses would compete for space in the dedicated transit lanes and for dwell time at the Transitway (and future streetcar) station stops. Bus capacity expansion at the Crystal City Metrorail station will allow commuter bus passengers to transfer to the frequent, convenient local circulation provided by the Transitway (and future streetcar) service without interfering with Transitway operation. ART is currently studying the possibility of a local route serving the Crystal City area and surrounding neighborhoods, which would preferentially use this location to connect to Metrorail. The facility would have the potential to handle some increased or expanded commuter bus service.
- 4. How does the project improve auto and pedestrian safety?** Provision of dedicated shuttle bus and kiss and ride areas should reduce chaotic, ad hoc stopping behavior in unsafe locations, improving traffic patterns and pedestrian safety.
- 5. List internet address/link to any additional information or documentation in support of project benefits. (*Optional*)**

Crystal City Sector Plan:

<http://www.arlingtonva.us/departments/CPHD/planning/docs/CRYSTAL%20CITY%20SECTOR%20PLAN.pdf>

6. Project Picture/Illustratives N/A



*Shuttles Backing up into Metrobus Bays on South Bell Street*



*Shuttle Congestion in Right Turn Lane by Metrorail*

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