
WMATA Platform Improvement Program – Summer 2020

Commonwealth Transportation Board – March 17, 2020

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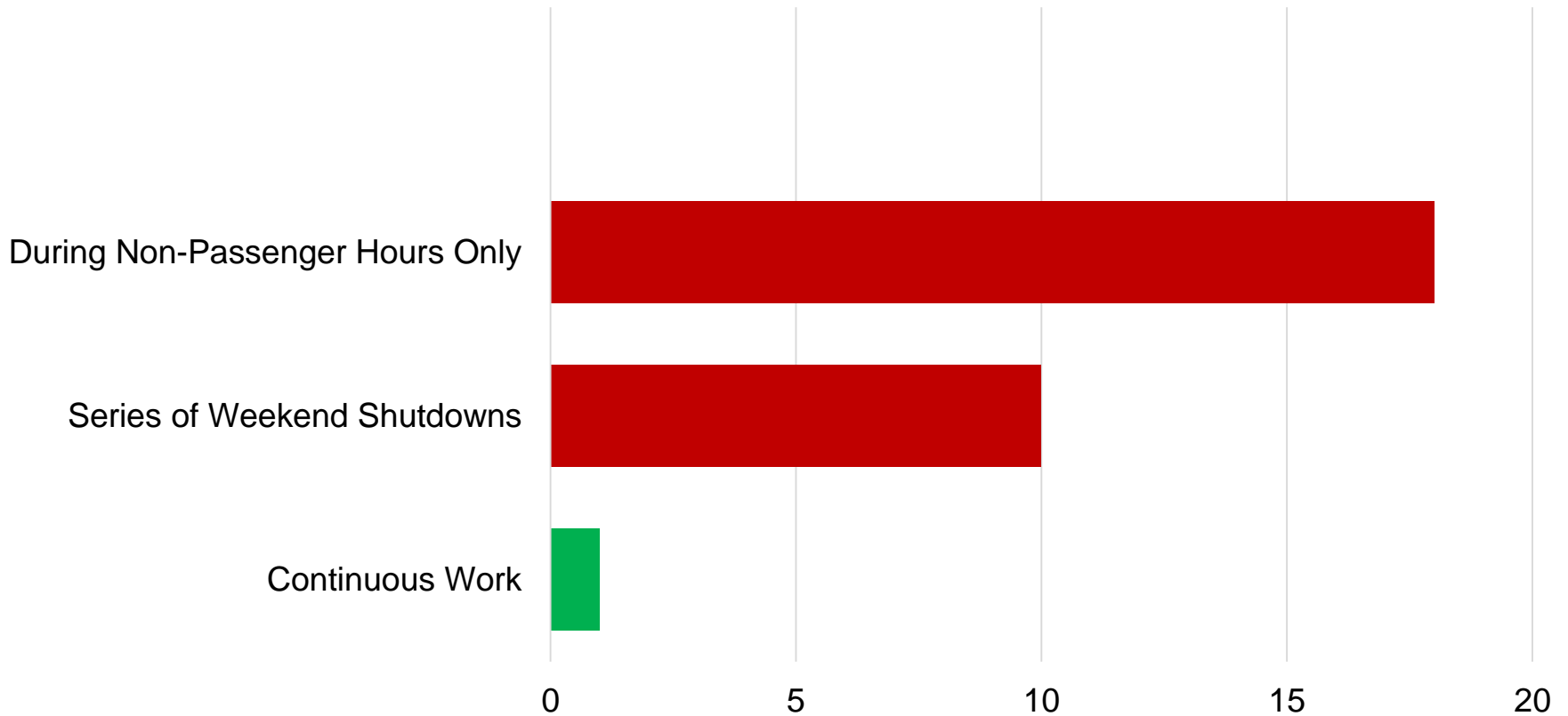


Platform Improvement Project

- 45 outdoor stations – concrete platforms have been exposed to weather and de-icing agents for decades
- Platforms built 35-40 years ago are now deteriorating
 - 16 stations already have rebuilt platforms
 - 6 rebuilt during 2019 Platform Improvement Program
 - 15 stations have platforms in good condition
 - 14 stations have platforms requiring immediate attention; temporary measures installed where needed to stabilize and ensure safety until reconstruction occurs (includes outdoor stations on the Blue, Yellow, and Orange lines in Virginia)
- Concrete repair is a necessary safety project

Comparison of Different Construction Approaches

Time to Complete One Station



- Providing 24/7 track access substantially reduces **project duration**, is **safer**, and **costs less**

2019 Platform Improvement Project

- During 2019 WMATA reconstructed the platforms and made other improvements to six Metrorail stations on the Blue & Yellow Lines in Virginia
 - Braddock Road, King Street & Eisenhower Avenue in Alexandria
 - Huntington, Van Dorn Street & Franconia-Springfield in Fairfax County
- No Metrorail service on Blue & Yellow lines south of Reagan National Airport between May 25 – September 19, 2019
- WMATA provided shuttle buses to replace the lost rail service and local jurisdictions implemented a variety of other mitigation strategies

2019 Platform Improvement Project

- DRPT provided \$3.6 million in state funding for local transportation mitigation strategies:
 - City of Alexandria – supplemental local transit service, mobile bus ticketing, travel network operational improvements, bikeshare, water taxi and outreach/promotion of travel alternative
 - Fairfax County – supplemental local transit service and outreach/promotion of travel alternatives
 - PRTC/OmniRide – VRE shuttle and outreach/promotion of travel alternatives
 - NVTC – post-shutdown transit marketing campaign
 - VRE – Amtrak “Step Up” fare buy down subsidy
 - VDOT – temporary bus only lane on I-495 during peak

2019 Supplemental Mitigation Plan

Outcomes/Results

- WMATA shuttles replaced an estimated 60% of Metrorail ridership and transported over 2 million passengers
- State funded DASH supplemental transit service carried over 29,000 passengers during the platform work period
- Over 40,000 passenger trips were provided on state subsidized water taxi service between Alexandria and DC
- Concurrent with the NVTC ad campaign after the platform work period, train and bus trips in Northern Virginia rose by more than 1.7 million in the 4th quarter of 2019, compared to 2018
- MWCOCG analysis found that median travel times and normal traffic bottleneck severity stayed within normal variations for the region during summer 2019

2019 Before & After – King Street



2019 Before & After – Van Dorn Street



2020 Platform Improvement Project

- During Summer 2020, WMATA will reconstruct the platforms and make other improvements at four stations on the Orange Line in Virginia:
 - East Falls Church in Arlington County
 - West Falls Church, Dunn Loring & Vienna in Fairfax County
- There will be no Orange Line rail service west of Falls Church from Saturday, May 23 to Monday, September 7, 2020
- Average AM peak period entries: 12,500
- Project will occur while I-66 projects are also under construction (Express Lanes Outside the Beltway and EB widening Inside the Beltway)

WMATA Mitigation Plan

- Three full station closures: East Falls Church, Dunn Loring & Vienna; West Falls Church to remain open
- Orange Line service will originate at West Falls Church, but will operate on a reduced schedule due to need for single tracking through East Falls Church
- Similar to 2019, WMATA will operate bus shuttles to replace lost rail service
 - Five shuttles currently planned from closed stations to West Falls Church station and Ballston-Rosslyn corridor
 - Operational details to be released in early March
- Free parking at Dunn Loring & Vienna stations for shuttle passengers
- No parking at East Falls Church station
- Parking restrictions begin March 15 for mobilization

WMATA Mitigation Plan

Free Shuttle Service

ALL TIMES

Shuttle 1

Between **Vienna** & **West Falls Church** only

Shuttle 2

Between **Dunn Loring** & **West Falls Church**

Shuttle 3

Between **East Falls Church** & **Ballston-MU**

ON REQUEST

Shuttle 4

Provided on request between **Vienna** & **Dunn Loring**

Shuttle 5

Provided on request between

West Falls Church & **East Falls Church**

RUSH HOUR ONLY

Monday — Friday (peak direction only)

Inbound from 5 to 9 a.m. | Outbound from 3 to 7 p.m.

No service at other times

Shuttle 6

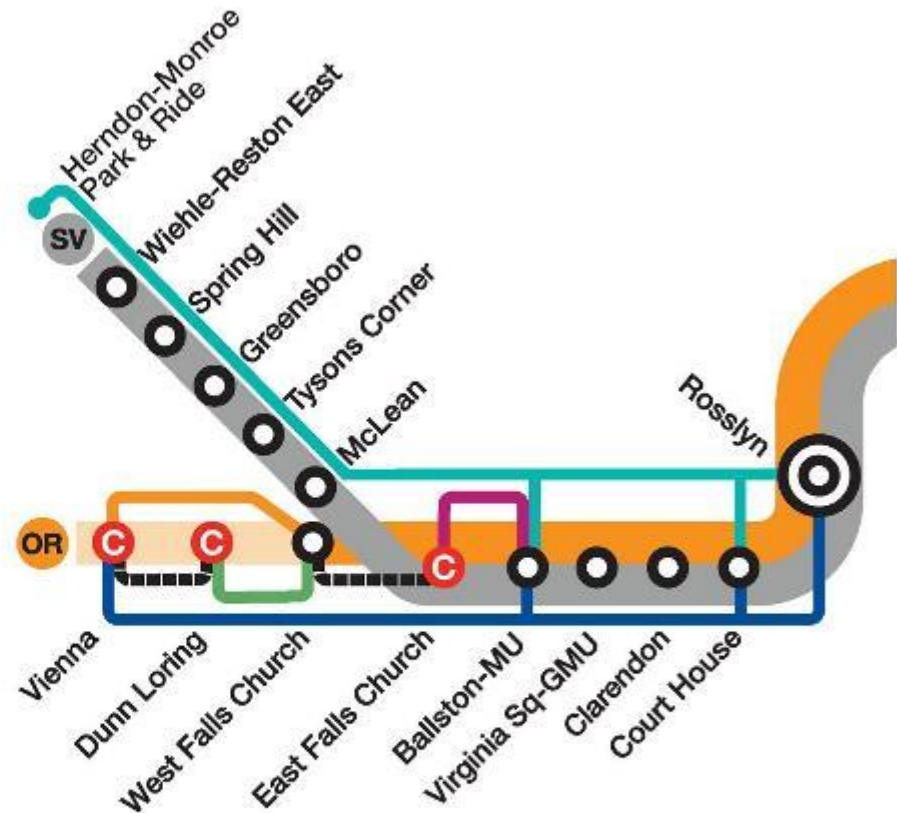
Limited stops at **Vienna**, **Ballston-MU**,

Court House & **Rosslyn**

Shuttle 7

Limited stops at **Herndon-Monroe Park & Ride**,

Ballston-MU, **Court House** & **Rosslyn**



 No **OR** service west of West Falls Church

 Station closed

 Station open

ADA shuttles provided upon request between impacted stations

Regional Network Coordination

- Metro announced 2020 PIP with stations identified in December 2019
- Northern Virginia Stakeholder Group led by Metro and supported by the Northern Virginia Transportation Commission (NVTC)
 - Over 100 members from local government, state government, Congressional offices, federal government, transit providers, police and emergency management, MWA
 - Using 2019 PIP coordination effort as model
- Other coordination efforts include WMATA PIO calls, MWCOC Commuter Connections TDM coordination and VDOT I-66 operational coordination

Virginia Supplemental Mitigation Plan

- Similar to 2019, DRPT is working with local transit agencies, NVTC, and VDOT to develop a plan of supplemental services to complement the WMATA plan.
- The goals of the supplemental plan are:
 - To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
 - To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
 - To manage demand by incentivizing use of transit, ridesharing, flexible work schedules, and telework.

Funding of Local Transportation Mitigation Strategies

- DRPT is coordinating with local jurisdictions and transit service providers on local mitigation strategies to receive state funding in 2020
 - DRPT will solicit mid-cycle grant applications after WMATA releases details of its mitigation plan in early March
 - DRPT will award mid-cycle grants with funding available for use in early April
 - 80% state funding / 20% local match
- DRPT anticipates awarding grants for mitigation strategies to Arlington County, Fairfax, Fairfax County, Falls Church, NVTC and PRTC/OmniRide

Planned 2020 Local Mitigation Strategies

- Arlington County
 - Enhanced mobile commuter store deployment
 - Congestion and curb management strategies and enforcement near transit stations
 - Wayfinding improvements for pedestrians/bicycles
- Fairfax County
 - Supplemental local transit service on Fairfax Connector
- City of Fairfax
 - Free shuttle service to Burke VRE Station
- PRTC (OmniRide)
 - Supplemental trips as needed to relieve overcrowding on OmniRide I-66 commuter services from Prince William County

Planned 2020 Local Mitigation Strategies

- City of Fairfax
 - Free shuttle service to Burke VRE Station
- City of Falls Church
 - First/Last mile transportation alternatives
 - Congestion management strategies
- NVTC
 - Post station shutdown transit marketing campaign
- DRPT
 - Expanded promotion of teleworking through Telework!VA
- All local jurisdictions and regional transportation entities
 - Outreach/marketing of transportation alternatives during Summer 2020 platform work period

Next Steps

- No CTB action required to support supplemental mitigation efforts
 - DRPT included funding for mitigation in the FY 20-25 SYIP in anticipation of this work
- Localities are already working to deploy strategies in advance of work beginning in May
- Implementation of strategies will be monitored continually – allow for real-time adjustments based on utilization
- After 2020 PIP work, two Virginia stations will require platform reconstruction: Arlington National Cemetery & Reagan National Airport
- Project information: wmata.com/platforms

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