



CRYSTAL CITY/POTOMAC YARD TRANSIT CORRIDOR ROUTE 1 TRANSITWAY CONFIGURATION ALTERNATIVES

CONSIDERATION	MEDIAN	CURBSIDE
Overall transit performance	Better overall performance	Reduced, even with barriers between transit & vehicular lanes
Transit travel delay	Lower due to increased "green time" at signals (shares Rte 1 phase)	Higher due to reduced "green time" at signals (special phase)
Conflicts between transit and vehicular traffic	<ul style="list-style-type: none"> • Less potential for conflict with vehicles • Left-turns from Rte 1 limited to protected movement only • Left turns from side streets not restricted • Right turns from Rte 1 not restricted • Right turns from side streets not restricted 	<ul style="list-style-type: none"> • More potential for conflicts with vehicles • Could allow permissive left turns from Rte 1 with restricted transit green time • Left turns from side streets not restricted • Right turns from Rte 1 permitted only with exclusive transit phasing on both sides • No Right Turn on Red (both sides)
General vehicular traffic flow	<ul style="list-style-type: none"> • Minimal impact • No conflicts with left or right turning traffic (transit vehicles move with Rte 1 through traffic) 	<ul style="list-style-type: none"> • Reduces level of service at some intersections • Additional phase or Intelligent Traffic System (ITS) required • Conflicts between through transit movements and general traffic (right turns at intersections and mid-block curb cuts)
Use of transit lanes by vehicular traffic	General traffic less likely to use transit lanes	Significant enforcement required to control use by general traffic
Implementation & Cost	<ul style="list-style-type: none"> • Can be constructed concurrent with Rte 1 improvements • Required ROW available 	<ul style="list-style-type: none"> • Requires reconstructing northbound lanes/sidewalk on west side of Rte 1 • ROW needed on west side of Rte 1
FTA funding implications	Supports New Starts/Small Starts eligibility as "fixed guideway"	Not considered "fixed guideway" without physical barrier separation
Roadway width	100 feet curb-to-curb	100 feet curb-to-curb
Landscaping	<ul style="list-style-type: none"> • Increases landscape area in median • Reduces or eliminates landscape area between sidewalk and building line on east side of Rte 1 	<ul style="list-style-type: none"> • No effect on median landscaping area based on design guidelines • Stations encroach on pedestrian and landscape area
Pedestrians crossings Rte 1	<ul style="list-style-type: none"> • Full crossing = 3 lanes + median + transitways + median + 2 lanes (equal distance to curbside, stage lengths are different) • Crossing is broken into three 23' to 33' stages • Crossings at intersections only (well-lit & signalized with crosswalks, countdown timers, leading ped intervals, etc...) 	<ul style="list-style-type: none"> • Full crossing = transitway + 3 lanes + median + 2 lanes + transitway (equal distance to median, stage lengths are different) • Crossing is broken into two 40' to 50' stages • Crossings at intersections only (well-lit & signalized with crosswalks, countdown timers, leading ped intervals, etc...)
Pedestrian accessing transit	<ul style="list-style-type: none"> • In one direction, peds cross only one direction of vehicular travel lanes to median (23' to 33') • In other direction, peds cross transitways & buffer in addition to one direction of vehicular travel lanes (62') 	<ul style="list-style-type: none"> • In one direction, peds board/disembark curbside (0') • In other direction, peds cross all lanes, median refuge & transitways on Rte 1 (both directions of travel) (100')
Passenger Comfort	Amenities in median can increase passenger comfort	Perception of increased comfort waiting at curb