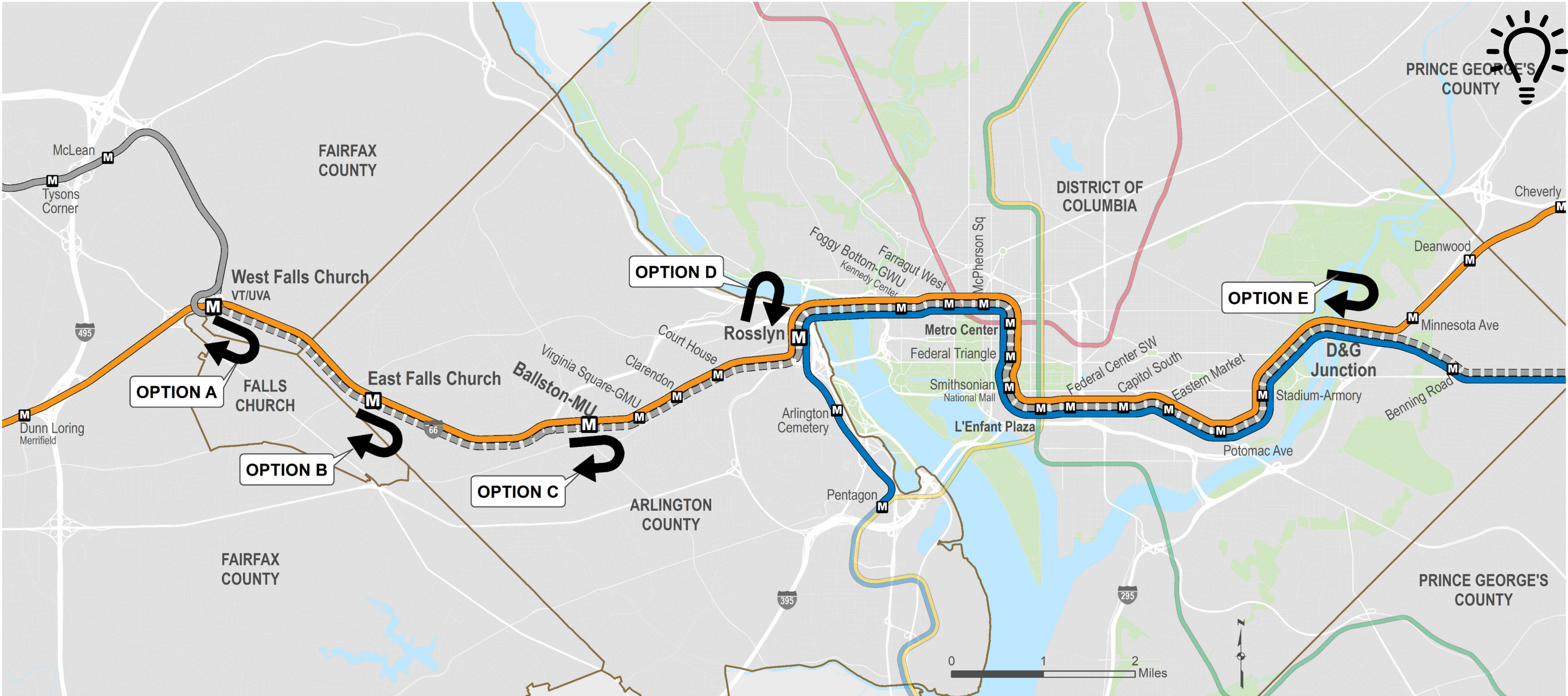




# CONCEPT #1: OPTIONAL TRAIN “TURNBACKS”







## Benefits and Trade-offs

- This concept would require new crossovers and pocket tracks, and possibly new platforms at the current stations. These infrastructure changes would improve the ability for service to recover from incidents and delays.
- Additional “turnbacks” would help minimize the impacts of single-tracking construction activity, and preventative maintenance work.
- Using pocket tracks for train “turnbacks” would also provide more flexibility along the line to match service levels to ridership demand, thus reducing operating costs.
- If “turnbacks” were used to change service patterns, it would reduce some one-seat rides from outer stations since customers would have to transfer to continue past the turnback station. For example, under Option C Silver Line service could operate from Wiehle-Reston East to Ballston-MU only, and customers would need to transfer to an Orange Line train to continue their trip downtown.
- “Turnbacks” located at West Falls Church (Option A) or East Falls Church (Option B) could allow Metro to increase service above current service limits on the Silver Line between Dulles and Tysons in the future.

Concept: Install the appropriate infrastructure so that trains could “turn back” at different areas along the Orange, Blue or Silver Lines.

“Turnbacks” could be located at West Falls Church (Option A), East Falls Church (Option B), Ballston-MU (Option C), Rosslyn (Option D), or outside Stadium-Armory (Option E).

BL/OR/SV Goals	How This Concept Addresses Goals
 <b>Capacity</b>	✗
 <b>Reliability</b>	✓ Improves Metro’s ability to manage and minimize service incidents, delays, and construction
 <b>Flexibility</b>	✓ Allows variable service patterns to better match service levels to demand
 <b>Sustainability</b>	✓ Enhances cost-effectiveness of service provided

Estimated Completion Timeline: **5 Years**

Construction Cost: **Low**