Envision Route 7
Phase IV Mobility Study
Community Chat

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Xavier Harmony
NVTC

Burak Cesme,
Kittelson and Associates, Inc.
Meeting Agenda and Format

- 7:00 PM - 7:15 PM: Overview of Envision Route 7 Project
- 7:15 PM - 8:00 PM: Q/A at Information Boards
Envision Route 7
Project Overview

- Bus Rapid Transit (BRT) system from Mark Center to Tysons Corner
- Second busiest bus ridership corridor in Northern Virginia
Envision Route 7
Project Phases

ENVISION ROUTE 7

Why BRT?

- more affordable
- faster, more reliable trips
- expanded access to jobs
- improved mobility
- fewer greenhouse gas emissions

- Phase I identified transit options
- Phase II selected BRT as a solution
- Phase III developed BRT concept
- Phase IV assess mobility benefits within the City of Falls Church
Envision Route 7 Phase IV: Study Corridor and Objectives

- 3.5 miles corridor in the City of Falls Church
- Connection to East Falls Church Metrorail Station
- Study objectives:
  - Determine the mobility effects of BRT
  - Facilitate public understanding of BRT
  - Test multiple BRT concepts
Bus Rapid Transit (BRT) Overview

- BRT is a high-capacity and high-quality transit system
- Provides fast and reliable service

Source: Madison Corridor Bus Rapid Transit, SDOT 2015
Bus Rapid Transit (BRT) Overview

Bus Lanes
(Washington, DC)

Off-Board Fare Payment
(New York City)

Level Boarding
(Eugene, Oregon)

Real Time Info
(Minneapolis)

All Door Boarding
(Los Angeles)
Envision Route 7: Public Engagement

Bus Stop Chats

Pop-Up Meetings

Outreach to community organizations

We are here!

Public Meeting 1
Fall 2022

Public Meeting 2
Spring 2023

Winter 2023
Existing Conditions Summary
Bus Ridership

Morning Peak Period (6-9 AM) Boarding + Alighting (Eastbound - Towards Seven Corners)

Morning Peak Period (6-9 AM) Boarding + Alighting (Westbound - Towards Tysons Corners)

Source: WMATA, October 2019
Bus Speeds

Morning Peak Hour (7:30 – 8:30 AM)

14 mph

12 mph

10 mph

7 mph

Evening Peak Hour (4:30 – 5:30 PM)

14 mph

8 mph

10 mph

6 mph

LEGEND
- <8 mph
- 8-9 mph
- 10-11 mph
- 12+ mph

Source: WMATA, October 2019
Vehicle Level of Service (LOS)

Morning Peak Hour (7:30 – 8:30 AM)

Evening Peak Hour (4:30 – 5:30 PM)

Source: 2019 Intersection Volumes
Bicycle and Pedestrian Conditions

- **For bicycles**, study area is generally served well with both on-street and off-street facilities (e.g., W&OD Trail)
- **For pedestrians**, average pedestrian crossing times at intersections are generally short with a few exceptions
Potential BRT Infrastructure Elements for Falls Church Segment

- Business Access and Transit (BAT) Lanes
- Transit Signal Priority (TSP)
- Bus Queue Jump Lane and Queue Jump Signal

Source: LYT
Source: NACTO
Next Steps

- **Fall 2022**: Future year traffic analysis
- **Winter 2023**: Bus stop chats and pop-up events
- **Spring 2023**: Public meeting in Spring 2023
- **Summer 2023**: Final report in Spring/Summer 2023
Thank You.

Xavier Harmony

Northern Virginia Transportation Commission
xavierharmony@novatransit.org

https://novatransit.org/programs/route7/