



Envision Route 7 Phase IV Mobility Study Community Chat

May 16, 2023

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NVTC

Agenda and Format

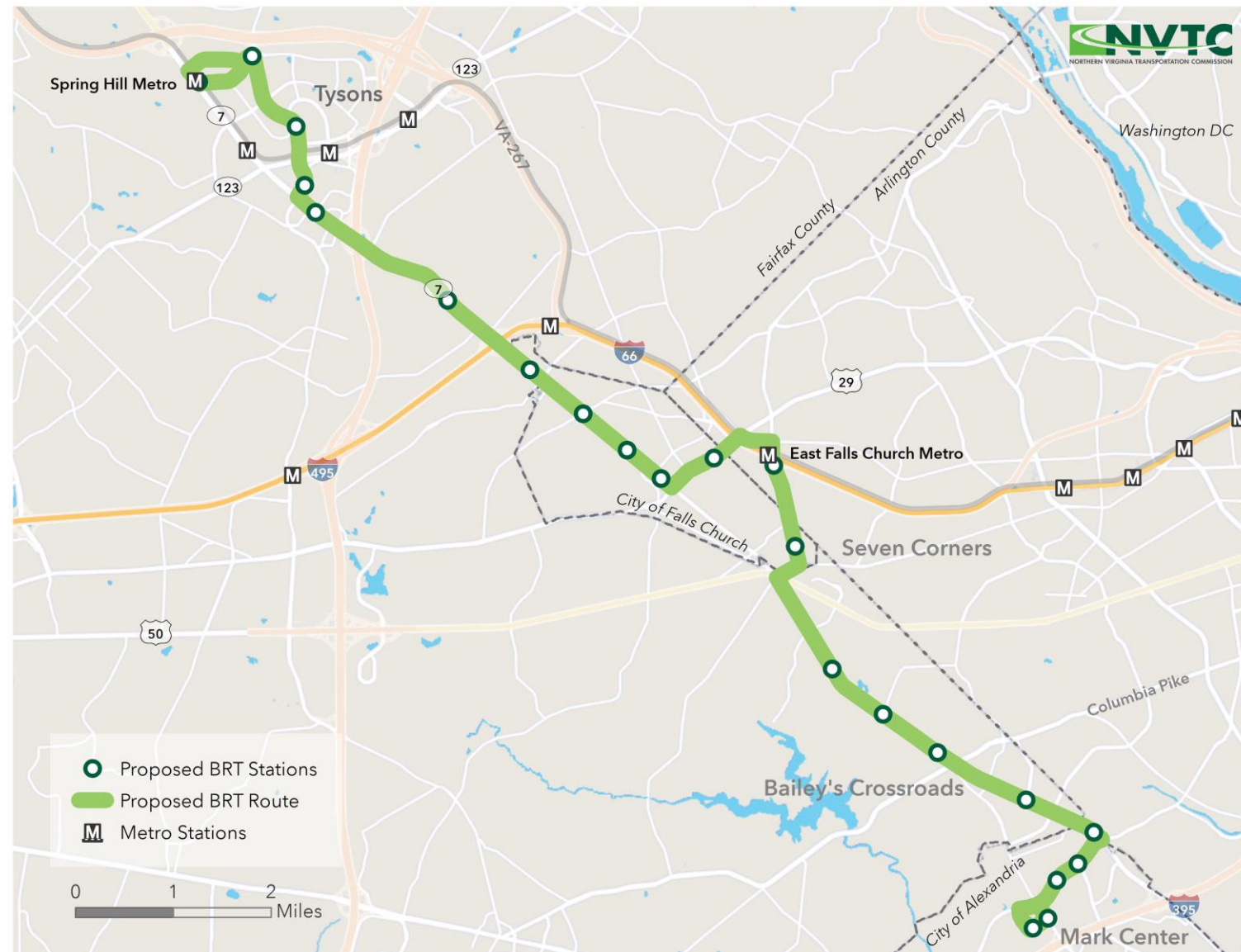
- 7:00 PM – 7:15 PM: Overview of Envision Route 7 Project
 - Project background
 - Overview of BRT
 - Proposed BRT scenarios
 - Analysis of BRT scenarios
 - Next steps
- 7:15 PM – 8:00 PM: Q/A at Information Boards



Project Background and Overview

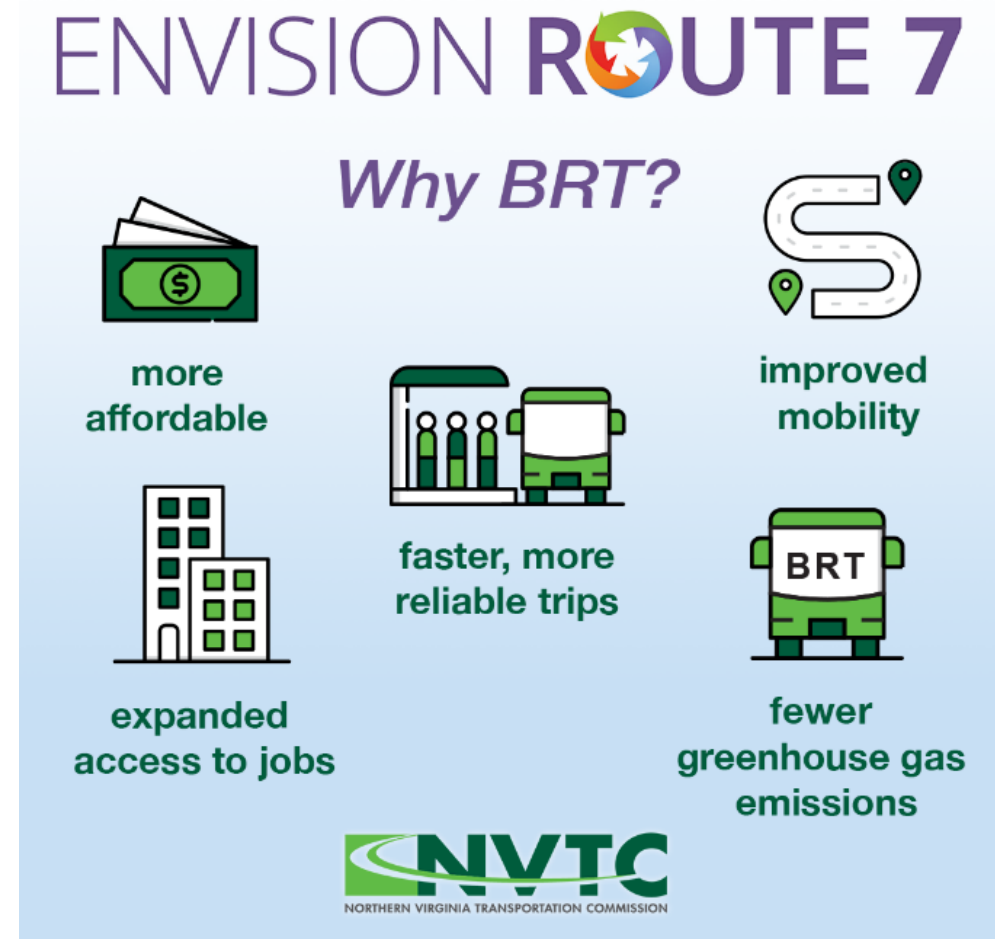
Envision Route 7 Project Overview

- Bus Rapid Transit (BRT) system from Mark Center to Tysons Corner
- Second busiest bus ridership corridor in Northern Virginia (currently at 106% of pre-pandemic ridership)



Envision Route 7 Project Benefits

- Connects **major job centers**
- Provides connection to two **Metrorail Stations** and one **BRT service**
- Improves transit **quality of service**
- Enhanced **access** to transit



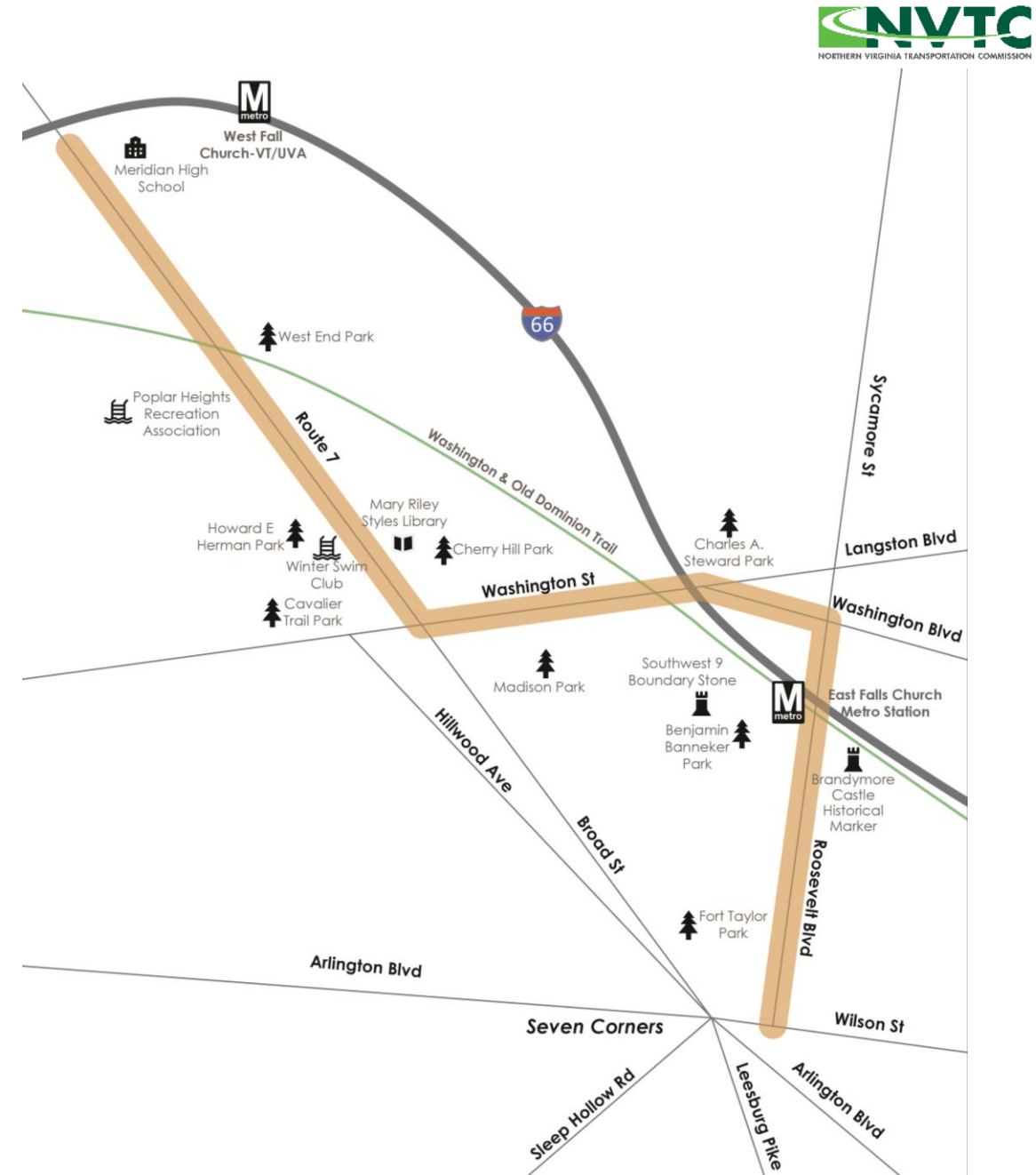
Envision Route 7 Project Phases



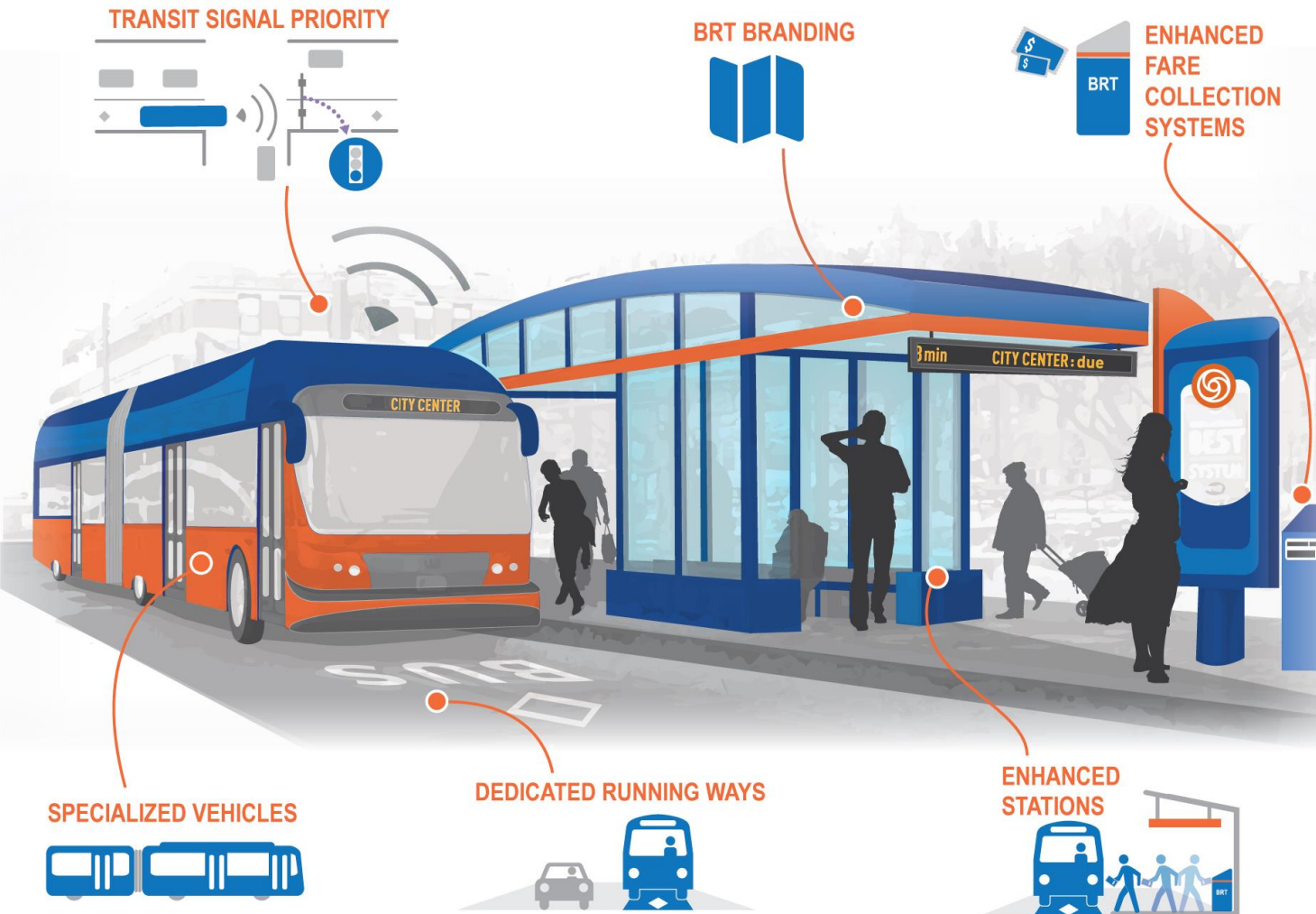
- **Phase I** identified transit options
- **Phase II** selected BRT as a solution
- **Phase III** developed BRT concept
- **Phase IV** assessed multiple BRT scenarios and their mobility benefits within the City of Falls Church

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 scenarios



Overview of Bus Rapid Transit (BRT)



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



**Business Access and Transit (BAT)
Lanes (Washington, DC)**



**Off-Board Fare Payment
(New York City)**



**Level Boarding
(Eugene, Oregon)**



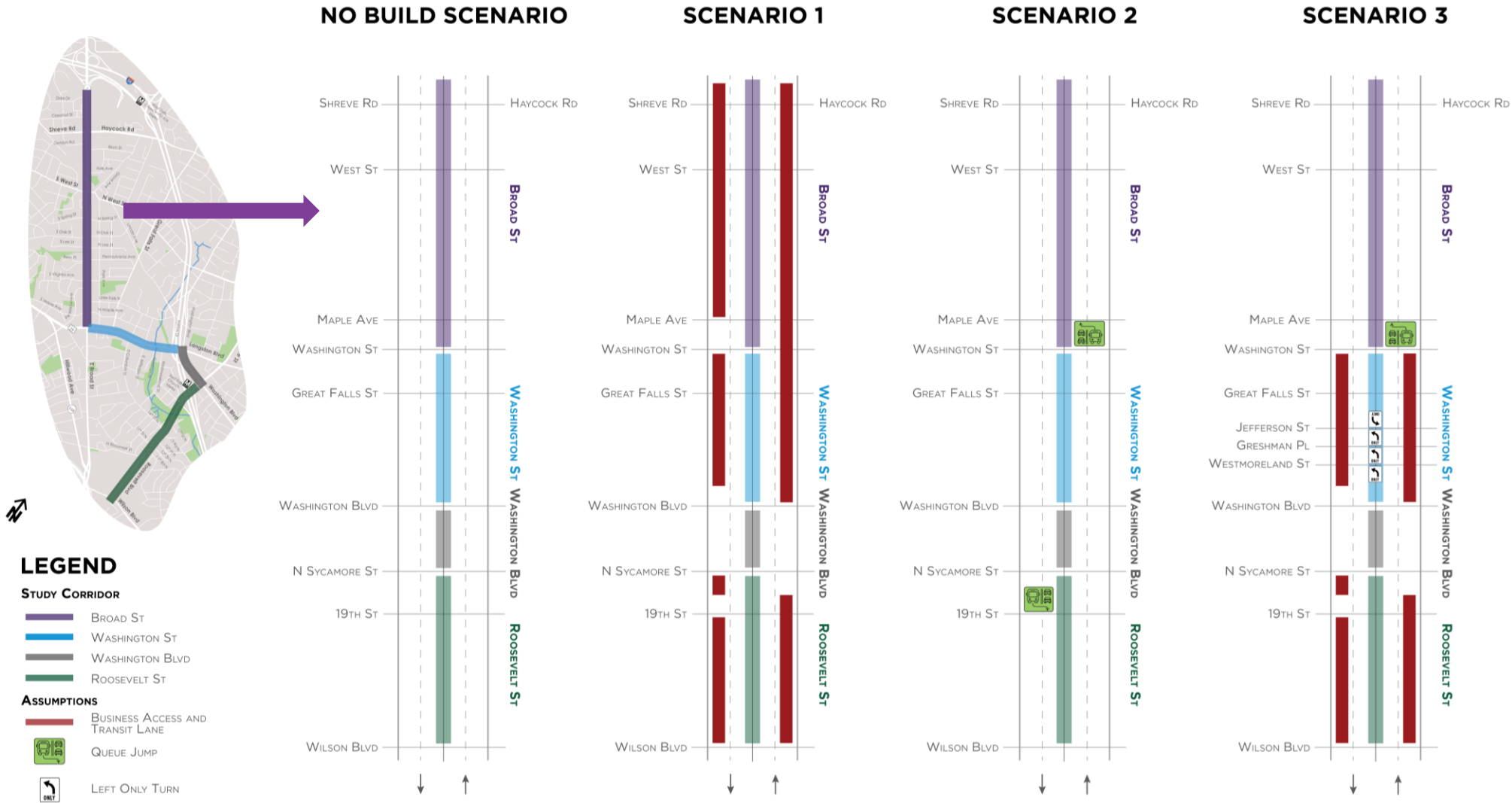
**Real Time Info
(Minneapolis)**



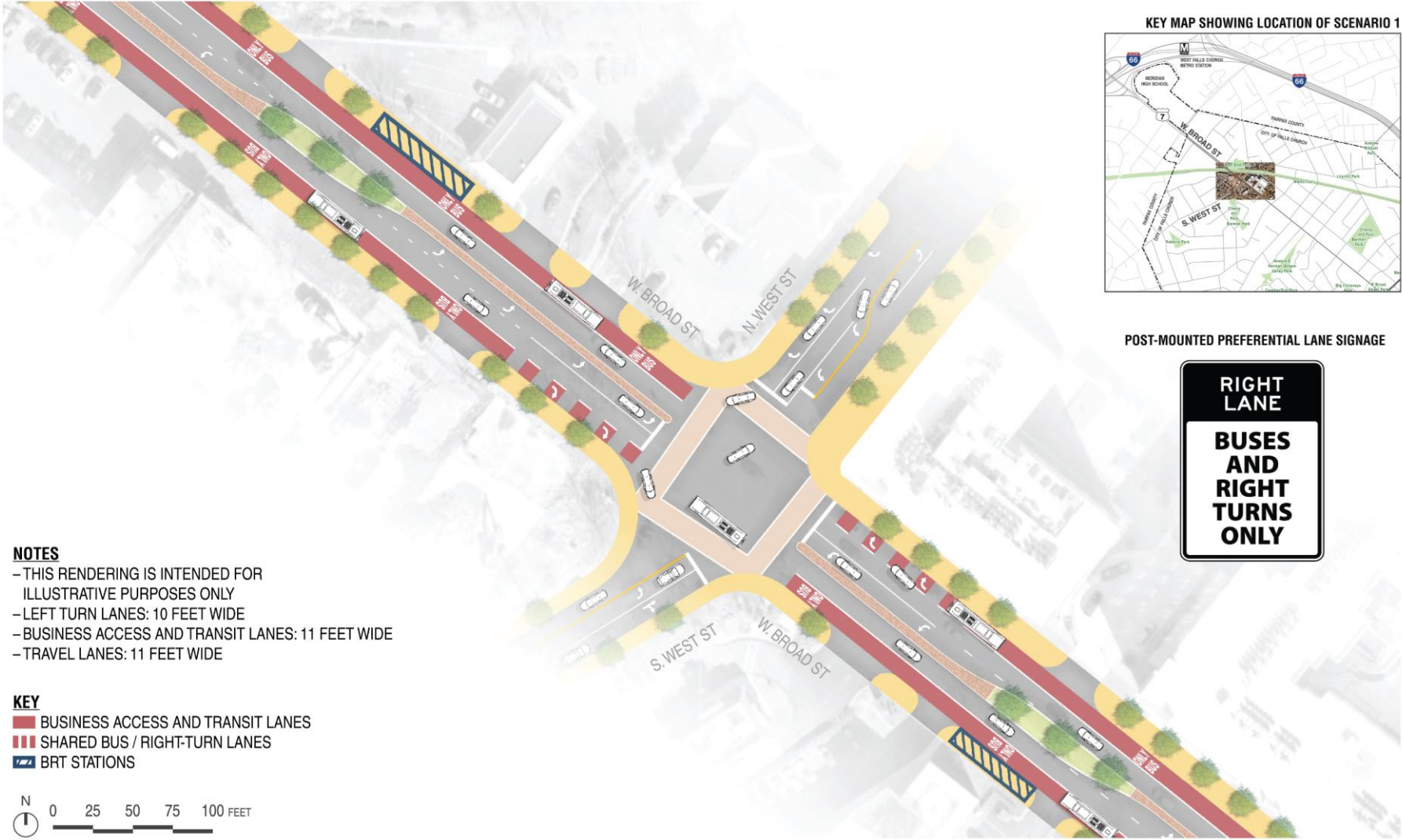
**All Door Boarding
(Los Angeles)**

Proposed Bus Rapid Transit (BRT) Scenarios

Proposed BRT Scenarios



Business Access and Transit (BAT) Lanes: Broad Street & West Street, Scenario 1






Queue Jump Lanes and Signals

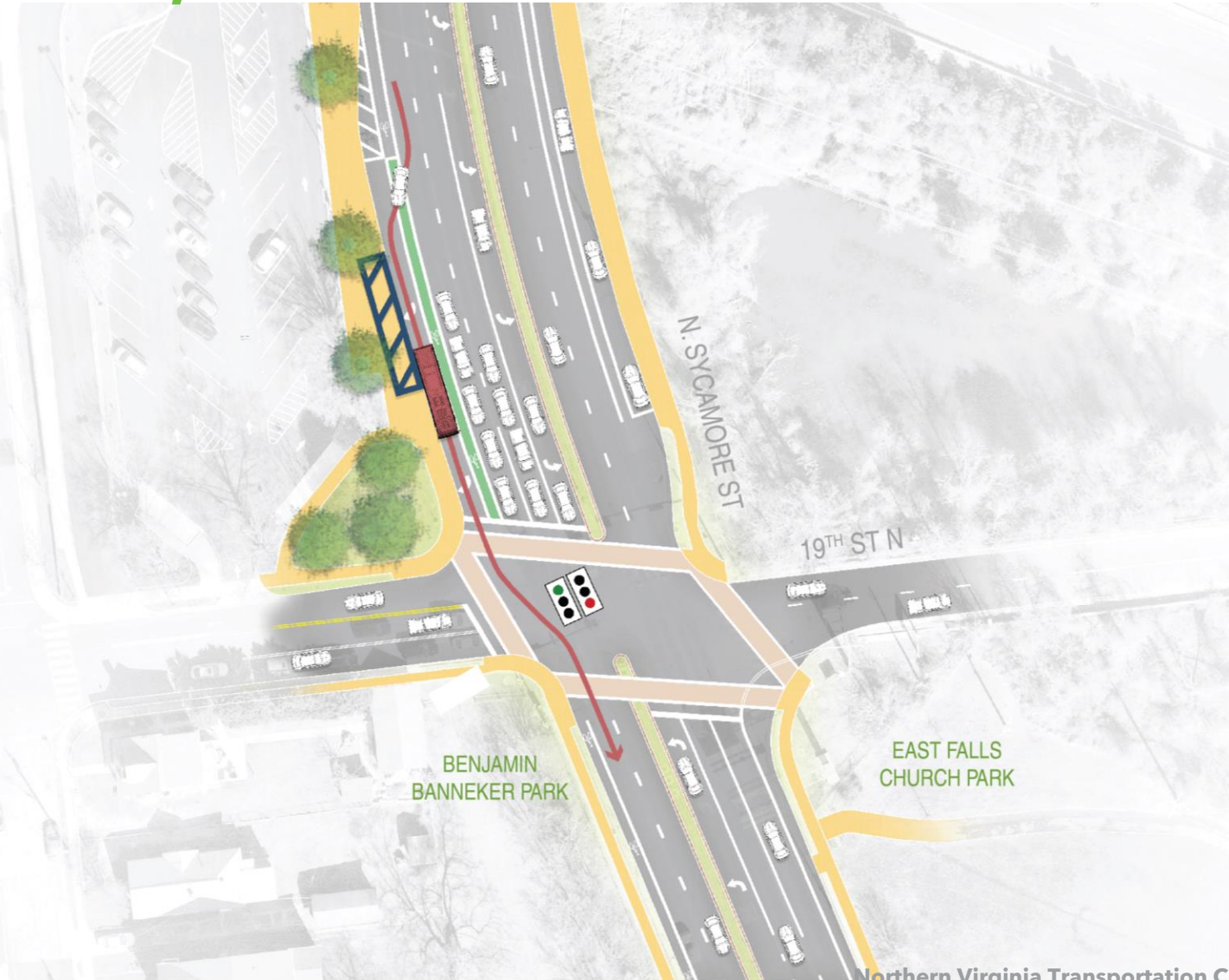
N Sycamore St. & 19th St. N, Scenario 2

NOTES

- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- TRAVEL LANES: 11 FEET WIDE

KEY

-  QUEUE JUMP
-  QUEUE JUMP SIGNAL
-  BRT STATION





BAT Lanes with Left Turn Pockets

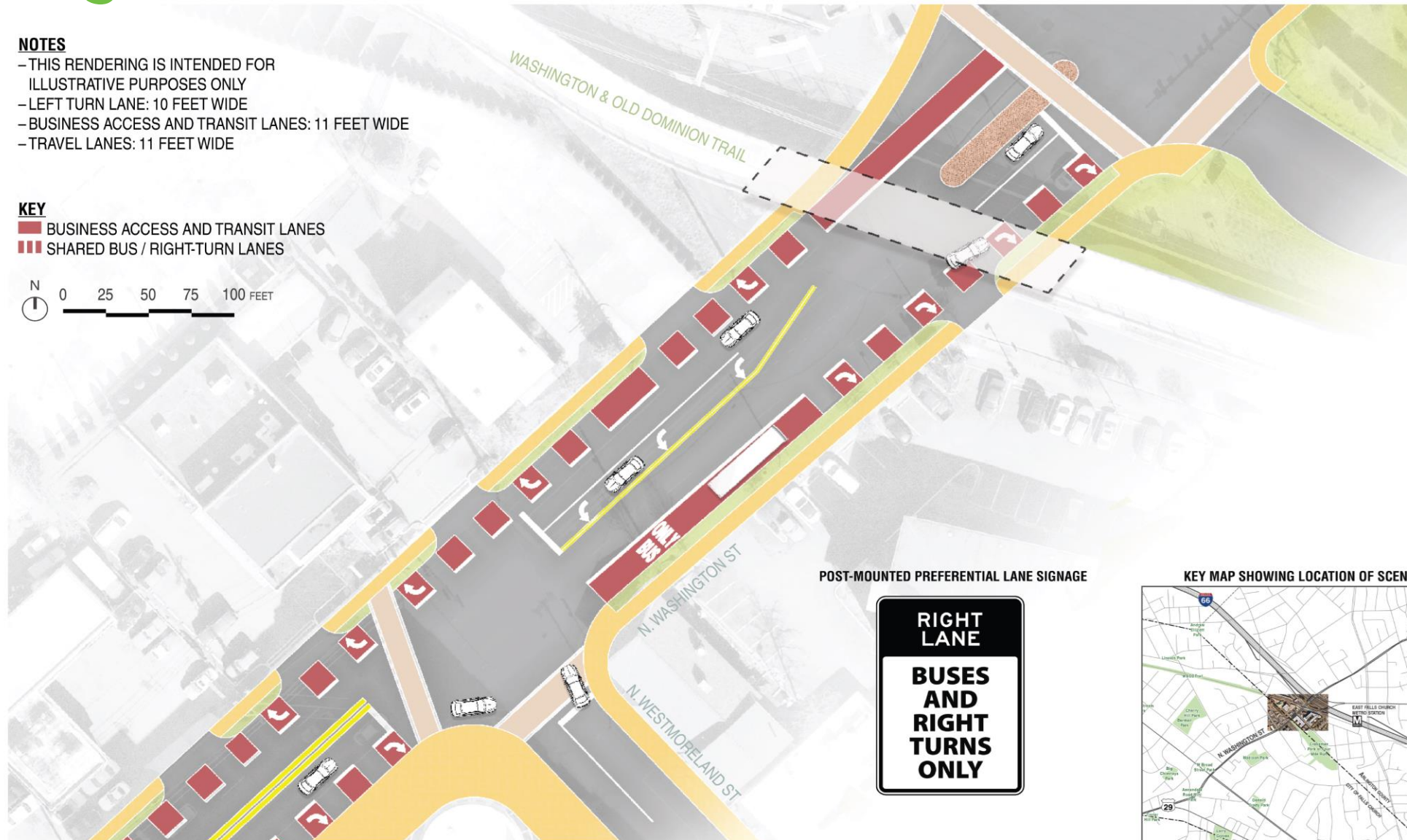
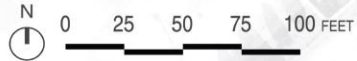
N. Washington St. & N Westmoreland St., Scenario 3

NOTES

- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- LEFT TURN LANE: 10 FEET WIDE
- BUSINESS ACCESS AND TRANSIT LANES: 11 FEET WIDE
- TRAVEL LANES: 11 FEET WIDE

KEY

-  BUSINESS ACCESS AND TRANSIT LANES
-  SHARED BUS / RIGHT-TURN LANES



POST-MOUNTED PREFERENTIAL LANE SIGNAGE



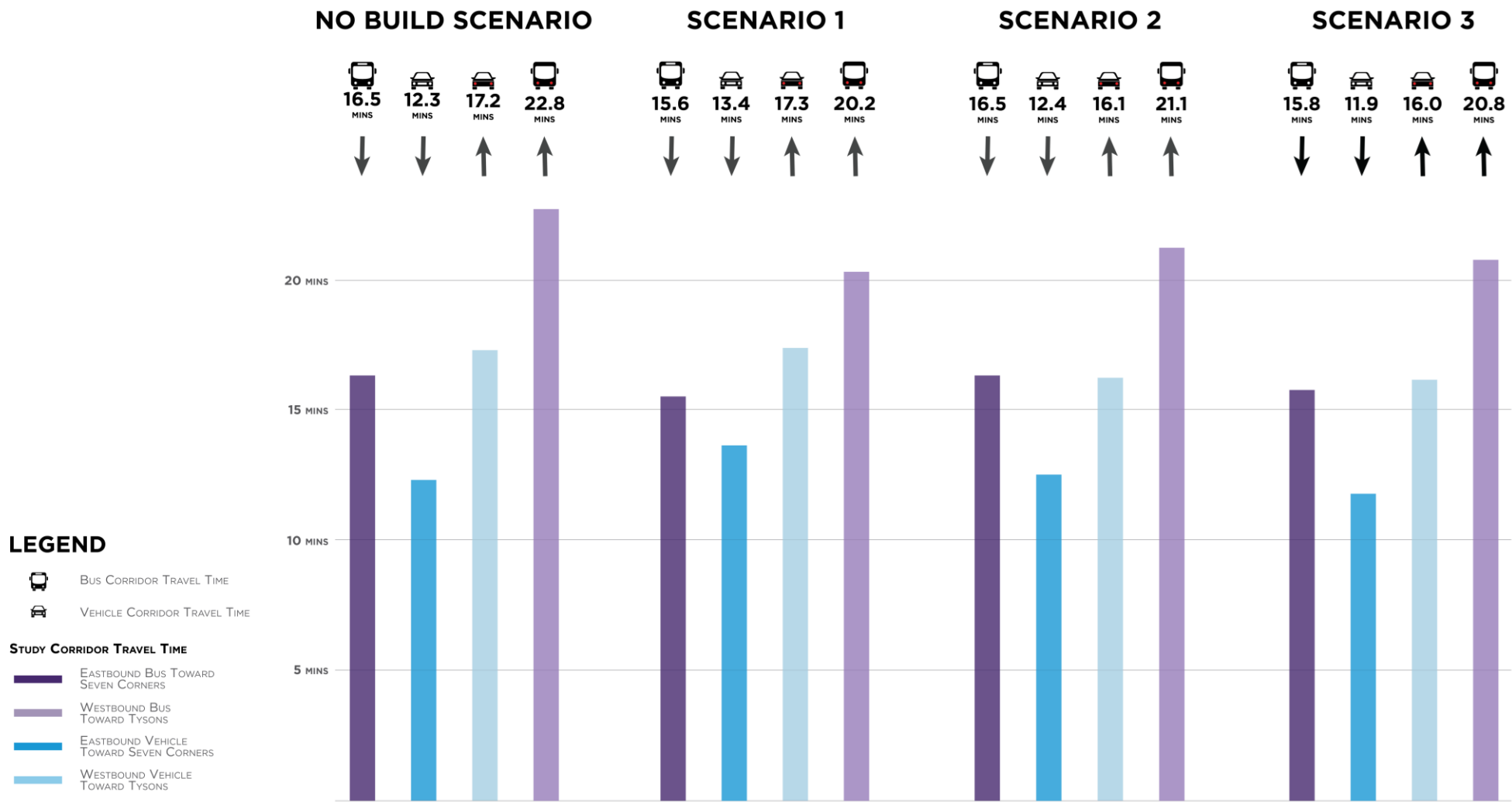
KEY MAP SHOWING LOCATION OF SCENARIO 3



Analysis of Bus Rapid Transit (BRT) Scenarios

BRT and Vehicle Corridor Travel Times (minutes)

AM Peak Hour



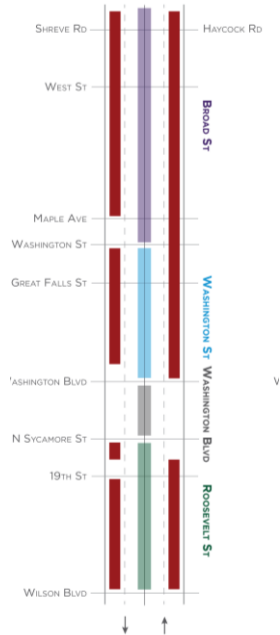
BRT and Vehicle Corridor Travel Times (minutes)

PM Peak Hour



WHERE ARE VEHICLES DIVERTING DURING THE RUSH HOURS?

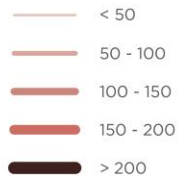
SCENARIO 1



LEGEND

STUDY CORRIDOR

VEHICLE DIVERSION



SCENARIO 1



SCENARIO 3



SCENARIO 3

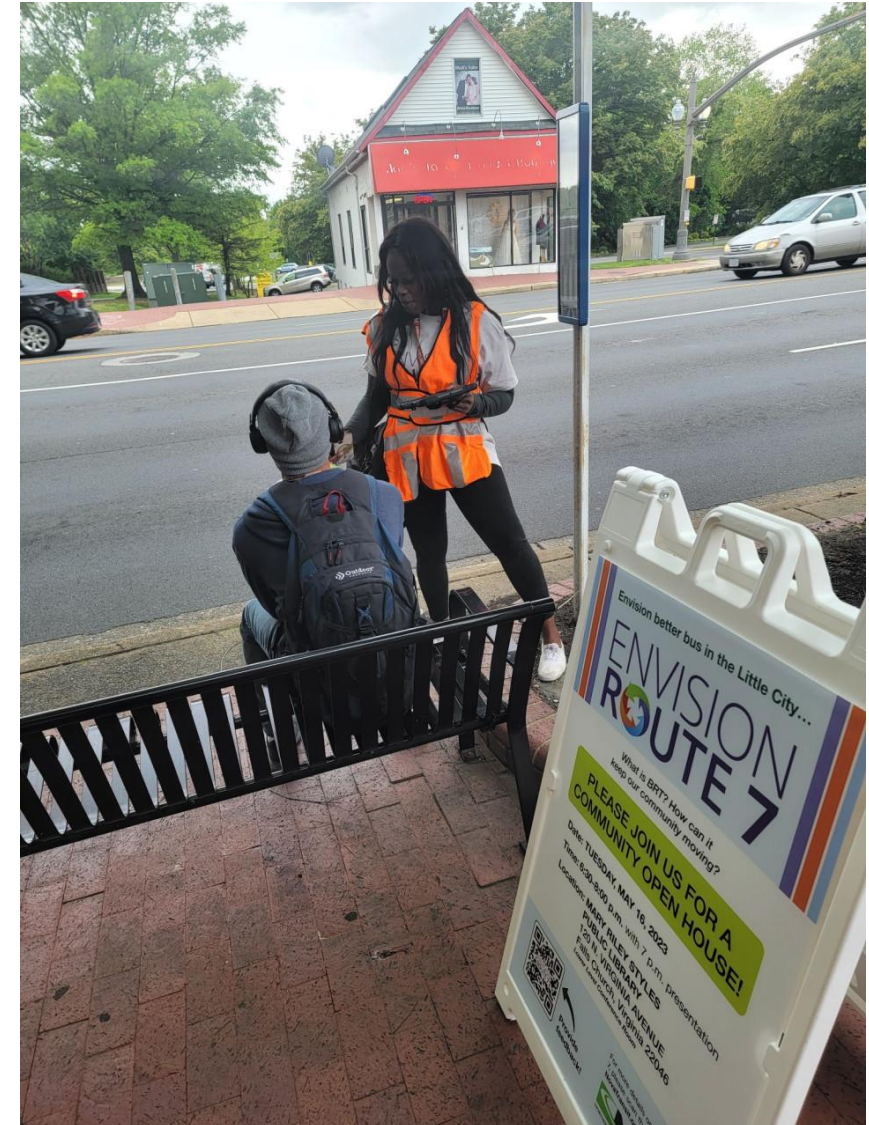


NOTE: THE VEHICLE DIVERSION ESTIMATES PRESENTED IN THE FIGURES ABOVE FOR SCENARIO 1 AND SCENARIO 3 ARE REPRESENTATIVE OF RUSH HOUR TRAFFIC VOLUMES. ADDITIONALLY, THEY REFLECT VEHICLES BEING DIVERTED IN BOTH DIRECTIONS OF TRAFFIC.

Next Steps

- This study
 - Survey closes June 4
 - Final report expected to be completed in July
 - Study findings are expected to be presented to the NVTC Commissioners in September

- Project next steps
 - Currently scoping final planning and environmental work (planning to start fall/winter 2023)
 - Coordination with stakeholders is ongoing



Thank You.

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

