

Study Questions

What type of transit service would best serve people and businesses in the corridor? Where should it go? How do we make it financially viable?

MODE

Bus Rapid Transit (BRT)

Guideways

- Mixed-flow traffic: Vehicles operate with automobiles in an existing traffic lane.
- Dedicated lanes: Lanes may be physically separated or denoted by pavement or markings.



Vehicles

- Doors on both sides
- 120 persons per vehicle
- All-electric or hybrid power
- Larger windows
- Low-floor boarding/alighting



Light Rail Transit (LRT)

Guideways

- Operates on steel tracks
- Dedicated rights of way: Typically operates in dedicated space. Can include aerial structures to eliminate traffic conflicts.
- Developing technology may allow for in-pavement power or no power in short sections.



Vehicles

- Doors on both sides
- 200 persons per vehicle
- Uses overhead electric wires for power
- Low-floor boarding/alighting



Transportation System Management (TSM) is another alternative being considered. TSM is a low-capital investment strategy that can improve transit system operations. TSM can be implemented using the following techniques:

- Signal improvements, reducing intersection delay
- Service changes
- Queue jumps to bypass traffic at intersections

Common Characteristics

Technology



- Transit signal priority system
- Guidance system
- Automatic vehicle location
- On-board vehicle diagnostics

Branding



- Design elements specific to the service for vehicles, signage, stations, and marketing materials
- Improves recognition of service with consistent, unique graphics
- Attracts new riders

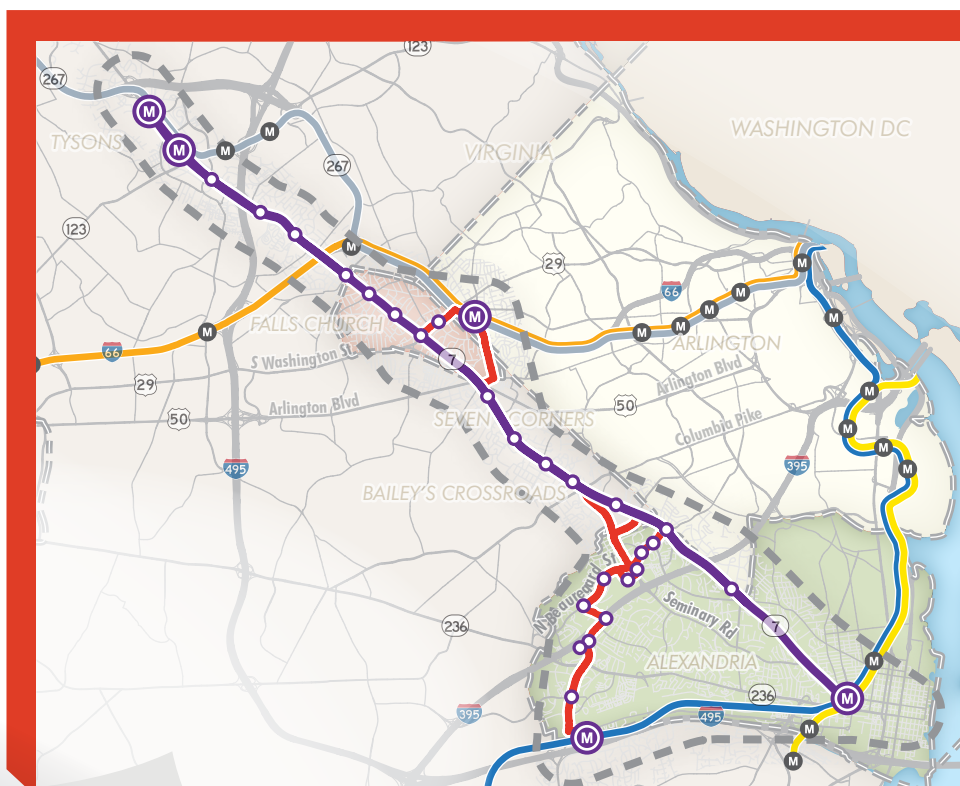
Station Amenities



- Shelters
- Level or near-level boarding
- Off-board fare collection system
- Service-specific branding
- Real-time service display with vehicle location and arrival information



ALIGNMENT AND TERMINI



This study will help identify the final alignment for the service. The western terminus has been identified as the Spring Hill Metrorail Station. An option that provides service to East Falls Church Metrorail Station is being analyzed as a potential mid-corridor connection. Currently, three termini are proposed at the eastern end of the corridor.

- Terminus Option A: Mark Center
- Terminus Option B: Van Dorn Street Metrorail Station
- Terminus Option C: King Street Metrorail Station

FINANCIAL SUSTAINABILITY

This project will require a sustainable financial plan to fund and/or finance the preferred alternative. Dedicated funding sources will need to be identified. The following sources are currently being evaluated:

- Federal**
 - New Starts
 - TIGER Grants
- State**
 - Department of Rail and Public Transportation Capital Assistance Grants
 - Commonwealth Transportation Fund
 - Public-Private Partnerships
- Local**
 - Motor Vehicle Sales Tax
 - Grantor's and Transient Occupancy Taxes
 - Value Capture
 - Tax Increment Financing