

Public Meeting Presentation
July 25, 2013

Transit Alternatives Analysis Study of the Route 7 Corridor



Northern Virginia Transportation Commission





Presentation Agenda



✓ To Introduce the Project

✓ To Present Material on What We've Learned to Date



✓ To Discuss the Process for Decision-Making



✓ To Get Your Input on the Corridor

✗ To Present Results or Recommendations (Still to Come)



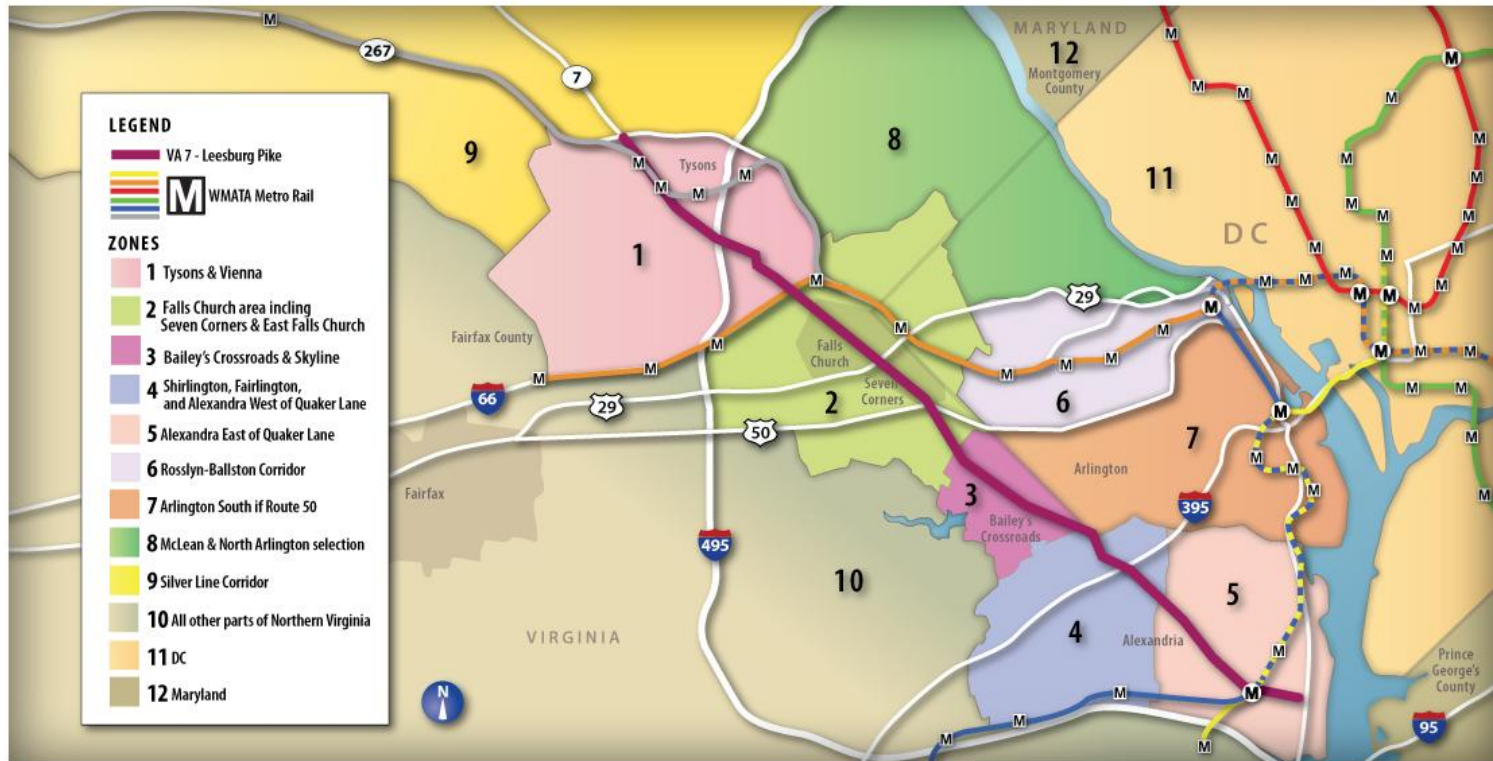
Presentation Outline



- ❖ Discuss Potential of the Corridor
- ❖ Provide Project Study Updates
 - Alternative Analysis Framework
 - Project Management Process
 - Outreach Efforts
 - Market Analysis Results
 - Employee / Resident Survey Results
- ❖ Next Steps
- ❖ Discussion



Route 7 – A Corridor Linking Communities



Note: The Route 7 connection from Tyson's to King Street Metro does not imply any routing of high capacity transit along the entire route. Rather the connection between the City of Alexandria and Tyson's is the project's goal and routing options will be finalized as the project proceeds.



Route 7 – A Corridor Linking Communities





Route 7 Project – Active Transit Area



Development of a Connected Transit System



Basic Question 1



What benefits could be derived from improvements to the existing system?





Basic Question 2



What improvements are possible and reasonable in the corridor?





Other Communities Nationally



Hiland Ave, Albuquerque, NM



Other Communities Nationally



Hiland Ave, Albuquerque, NM



Other Communities Nationally



West End Ave, Nashville, TN



Other Communities Nationally



West End Ave, Nashville, TN



Other Communities Nationally



3rd Avenue, Fort Lauderdale, FL



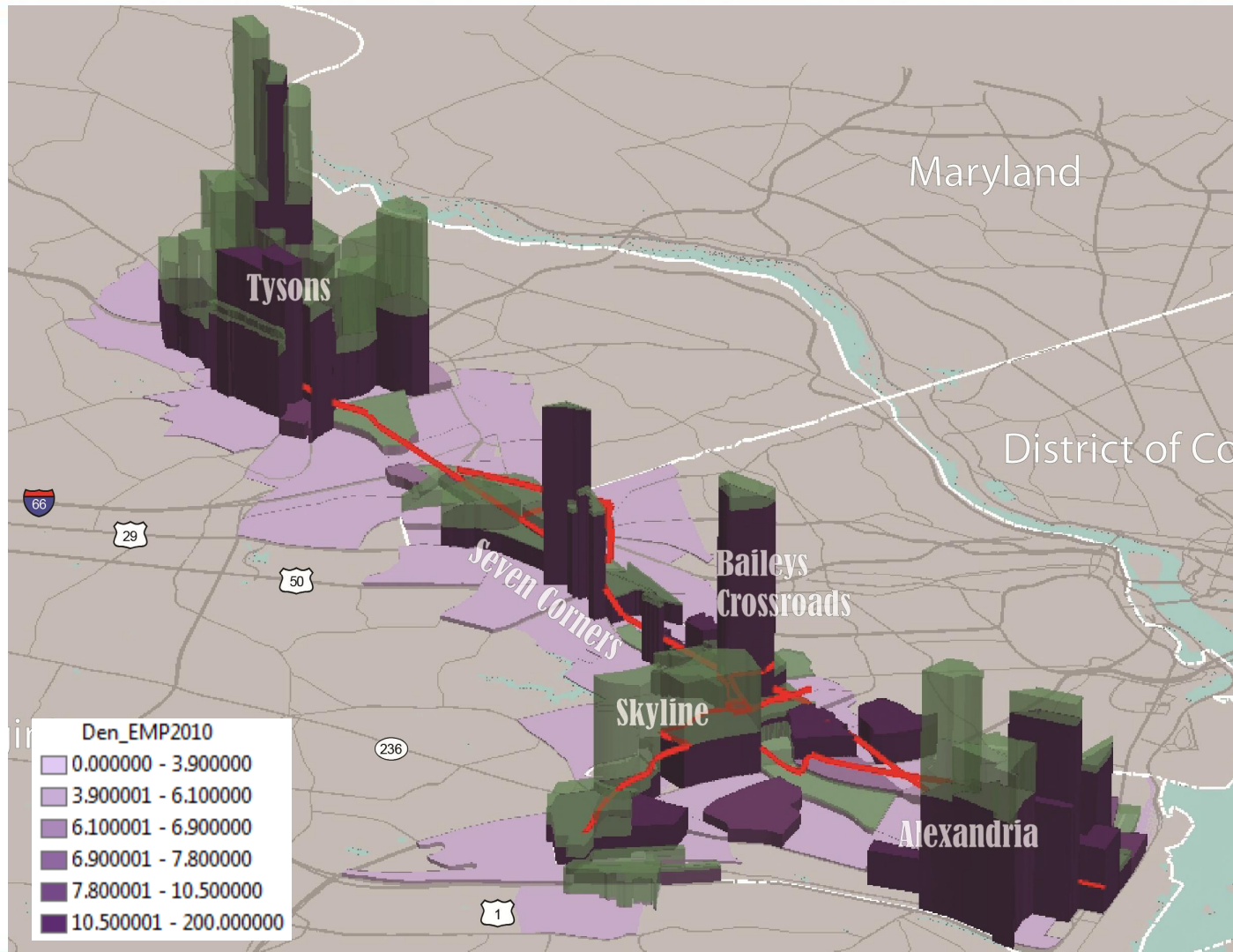
Other Communities Nationally



3rd Avenue, Fort Lauderdale, FL

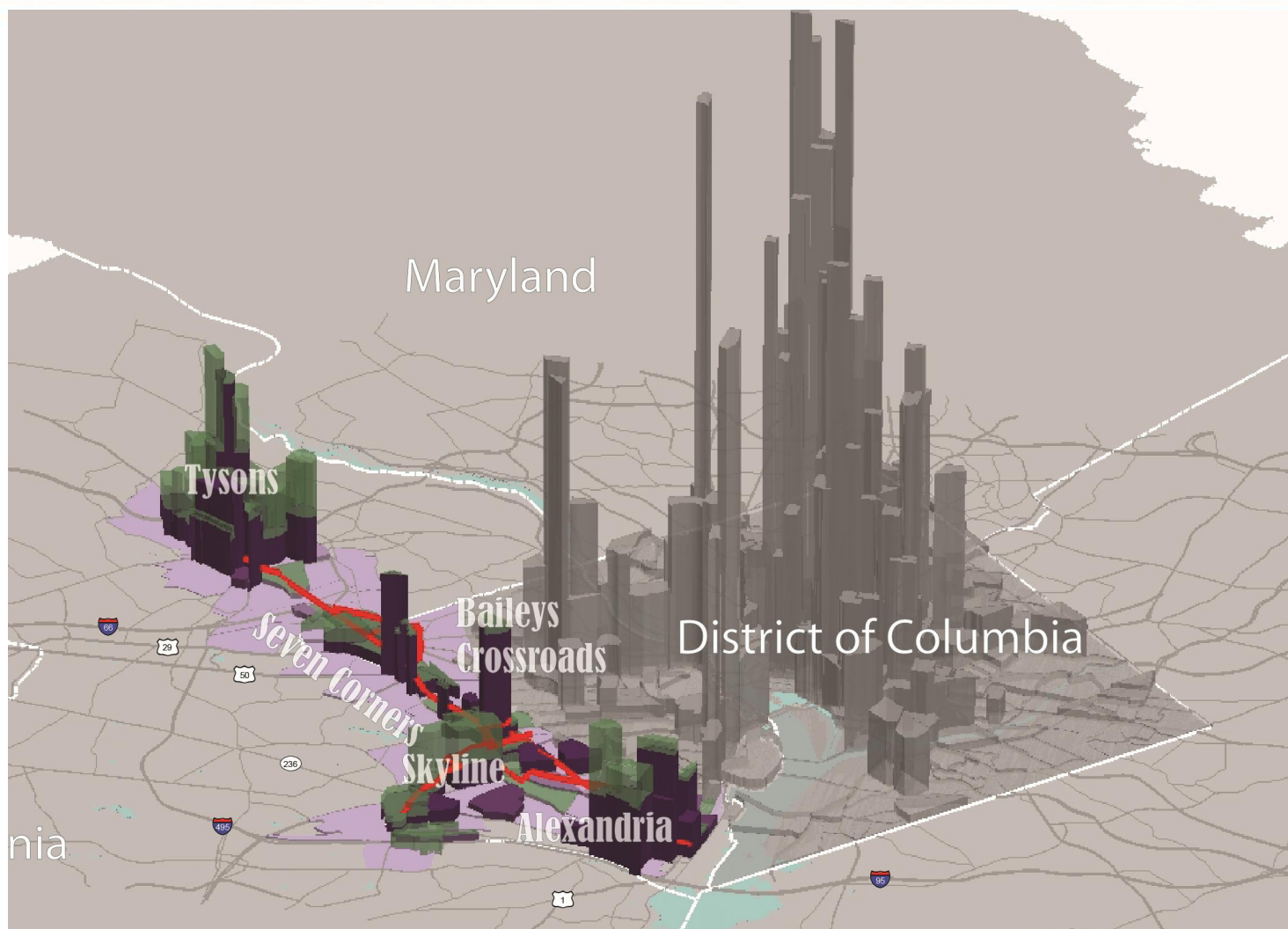


Corridor Density Assessment



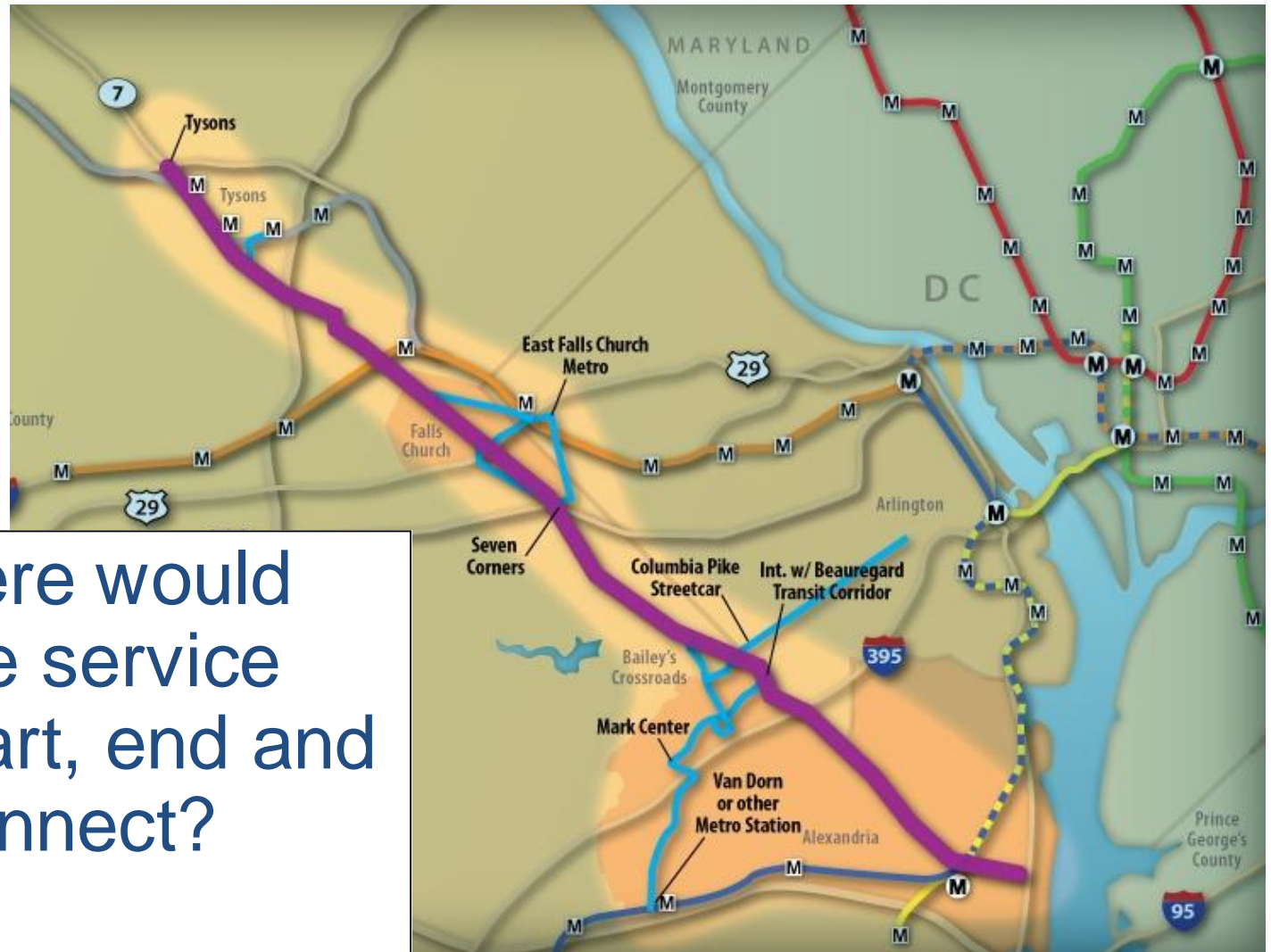


Regional Density Perspective





Basic Question 3



Where would the service start, end and connect?



Basic Question 4



How to evaluate the corridors?



Alternatives Analysis Framework



- ❖ Assess Need
- ❖ Develop Goals, Objectives and Evaluation Factors
- ❖ Assess Project for:
 - Ridership Potential
 - Environmental Impact
 - Capital / Operating and Maintenance Costs
 - Land Use

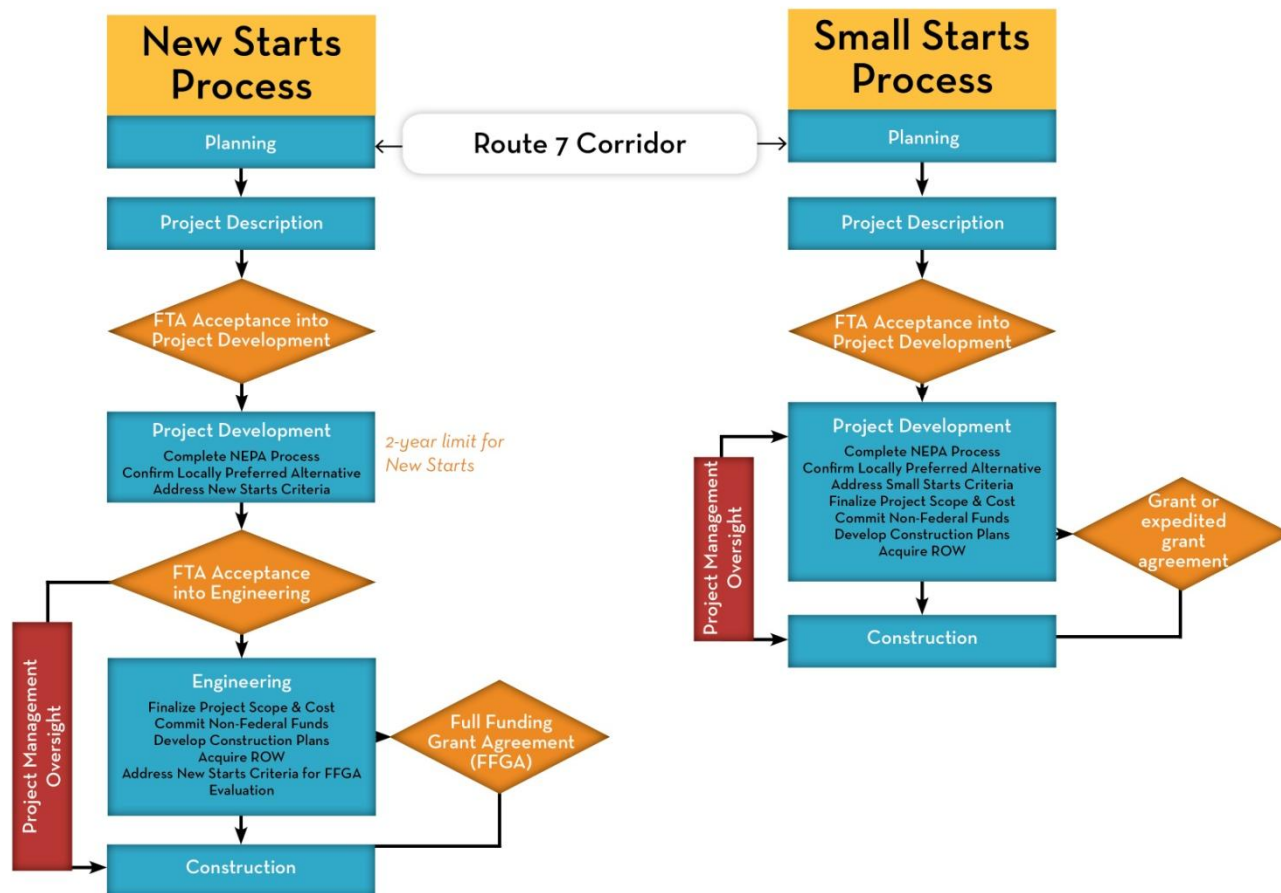


- ❖ AA - No Longer Required as Part of Federal Process
- ❖ But, Outcomes Needed to Address FTA Requirements





Federal Funding Process





Project Oversight

❖ Technical Advisory Committee (Multi-Jurisdictional)

- NVTC
- VDOT
- DRPT
- FTA
- Fairfax County
- City of Falls Church
- Arlington County
- City of Alexandria
- WMATA
- MWCOCG





Project Vision

Transit within the Route 7 corridor will provide a reliable, frequent and convenient transit service - integrating with surrounding land uses and existing transportation connections - that increases travel options while providing improved mobility and an enjoyable experience for its riders, featuring advanced technology and passenger amenities.



BACKGROUND INFORMATION FINDINGS



Transportation Conditions



❖ Roadways

- Route 7 primary major arterial connecting other arterials within study area
- Route 7 study area primarily has four- or six-lane roadway
 - Janneys Lane south to Metrorail overpass: two- to three-lane undivided roadway
 - Idylwood Drive north to Dulles Toll Road: five- to six-lane roadway
 - Central segment mainly four-lane roadway
 - Alignment options mainly have four-lane roadways
- 49 signals, about ¼-mile average signal spacing



Roadway Cross Sections



Roadway Segment	2-Lane (U)	3-Lane (U)	4-Lane (U)	4-Lane (D)	5-Lane (U)	5-Lane (D)	6-Lane (U)	6-Lane (D)
Route 7								
Dulles Toll Road to I-495								X
I-495 to IdylwoodDr				X				X
IdylwoodDr to West St					X			
West St to US 50			X					
US 50 to Ped Signal							X	
Ped Signal to Shopping Center Access			X					
Shopping Center Access to Dawes Ave								X
Dawes Ave to Hampton Dr			X					
Hampton Dr to Menakin Rd								X
Menakin Rd to Kenwood St				X				
Kenwood St to Janey's Ln.			X					
Janey's Ln to Callahan Dr	X							
Callahan Dr through Metrorail Underpass		X						
Seminary Road								
Nottingham Dr to Kenmore Ave				X				
Kenmore Ave to Howard St			X					
Howard Street								
Seminary Rd to Braddock Rd			X					
Braddock Road								
Howard St to Route 7				X				
Route 7 to Kenwood Ave		X						
Kenwood Ave to Ramsey St	X							
Ramsey St to West St				X				
Beauregard Street								
Sanger Ave to Highview Ln				X				
Highview Ln to Seminary Rd						X		
Seminary Rd to Branch Ave				X				
Branch Ave to Route 7					X			
Van Dorn Street								
Southern Alexandria border to Holmes Run Pkwy				X				
Holmes Run Pkwy to Sanger Ave			X					
Hillwood Avenue								
Annandale Rd to Route 7		X						
North Sycamore Street/North Roosevelt Street/Roosevelt Boulevard								
Washington Blvd to Arlington border				X				
Arlington border to Wilson Blvd				X				
US 29 – Lee Highway/North Washington Street								
Route 7 to Columbia St			X					
Columbia St to Jefferson St				X				
Jefferson St to Fairfax Dr			X					

(U): Undivided roadway

(D): Divided roadway



Socio-Economic Conditions



- ❖ Existing Population and Employment
 - About 300,000 residents and 131,000 households within study area²
 - About 265,000 employees within study area³
- ❖ 2040 Population and Employment
 - About 37 percent increase in population and households³
 - About 46 percent increase in employment³

² 2010 US Census

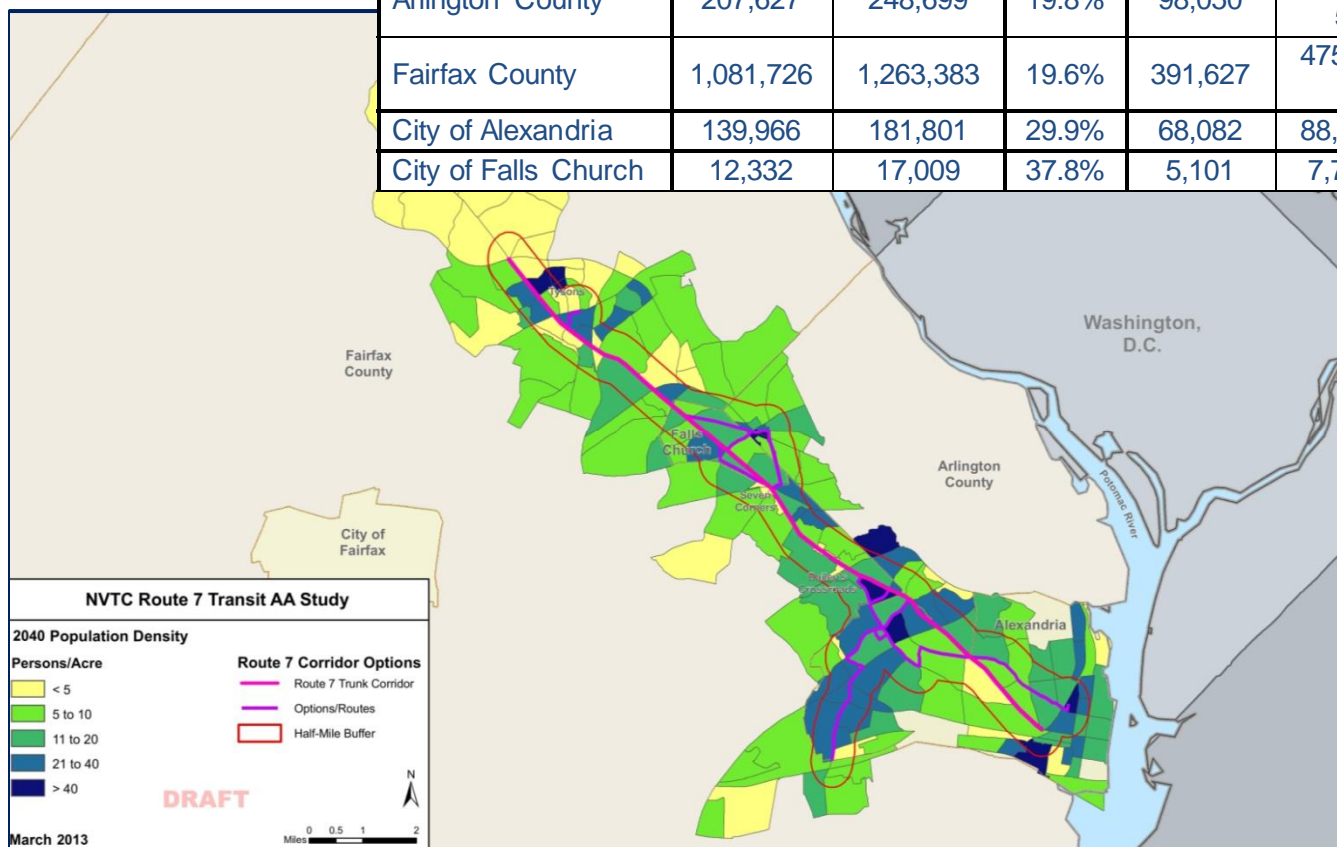
³ MWCOG Cooperative Forecast Round 8.1



Socio-Economic Conditions

❖ 2040 Population

Jurisdiction	Population			Households		
	2010	2040	% Chng	2010	2040	% Chng
Project Study Area	300,816	399,300	32.7%	131,050	179,367	36.8%
Arlington County	207,627	248,699	19.8%	98,050	117,795	20.1%
Fairfax County	1,081,726	1,263,383	19.6%	391,627	475,381	21.4%
City of Alexandria	139,966	181,801	29.9%	68,082	88,491	30.0%
City of Falls Church	12,332	17,009	37.8%	5,101	7,703	51.0%



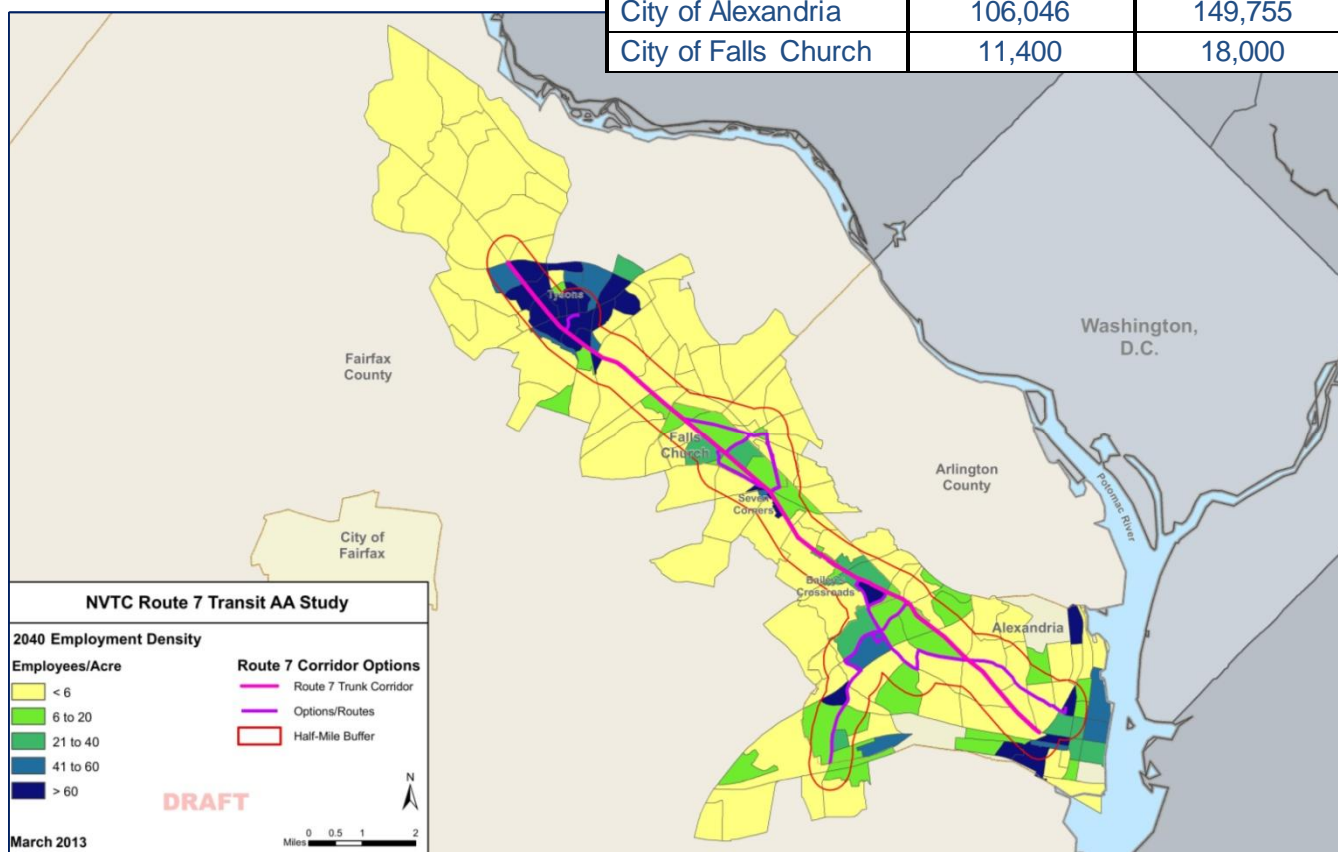


Socio-economic Conditions



❖ 2040 Employment

Jurisdiction	2010	2040	% Change
Project Study Area	264,639	386,578	46.1%
Arlington County	223,264	305,514	36.8%
Fairfax County	641,340	851,988	32.8%
City of Alexandria	106,046	149,755	41.2%
City of Falls Church	11,400	18,000	57.9%





BACKGROUND MATERIAL - MARKET ANALYSIS



Demographics



- ❖ Growing corridor
- ❖ Slowed over the last decade
- ❖ Relatively affluent with pockets of lower-income households
- ❖ 58% homeowners
- ❖ Less than 8% have no cars

Household Types – National Trends

Households

- Families with children
- Households with no children
- Persons living alone

1990s

- 34% with own children
- 66% no children
- 25% living alone

2000

- 31% with own children
- 69% no children
- 26% living alone

2010

- 26% with own children
- 74% no children
- 27% living alone

Increase in people choosing to *live alone* – *36 percent in Route 7 corridor*

Growing households/families with *no children*

Shifting Households

New generation Y households *unable to pay* for housing in hip urban neighborhoods

Generation Y- Born 1982 to 2001- 70 million
Forming households now but slowed by recession
Desire more walkable neighborhood/ easy access to jobs, services and recreation

Generation Y moves in with roommates, rents instead of owns



Employment



- ❖ Strong economic engine
- ❖ Close-in Northern Virginia added 73,400 jobs from 2002 to 2011
- ❖ Despite major job losses in the recession, employment has rebounded and slightly exceeds the 2007 level
- ❖ Professional, scientific and technical services and management of companies represent 26% of all jobs



Commercial Market Shifts - Office



- ❖ Office locations compete based on access, proximity to executive housing, visibility, quality of the environment and rents



- ❖ Not every location can meet these needs
- ❖ Significant new construction has exceeded absorption



- ❖ Major impact of BRAC decisions to move defense operations out of leased space



Near-Term Redevelopment



- ❖ Likely to focus in regional centers with good Metro and roadway access
 - Tysons Corner
 - Old Town/King Street Metro station area
- ❖ Also renovation of existing buildings to be more competitive and achieve higher rents





EMPLOYMENT / RESIDENT SURVEY



Survey Activity

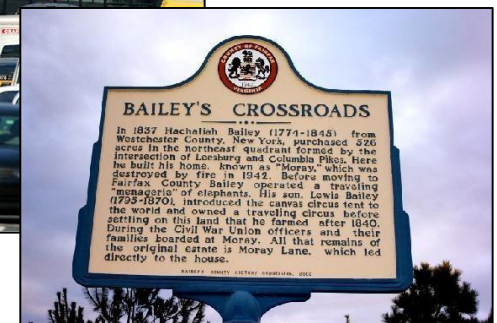
- ❖ Survey of residents in March
- ❖ Survey of employees in the corridor (web only) ran March-May





Survey Content

- Current travel habits within the greater region, including travel mode choices;
- Concerns about transportation within the corridor;
- Desired travel destinations;
- Perceptions of public transportation;
- Interest in a possible new rapid transit system.

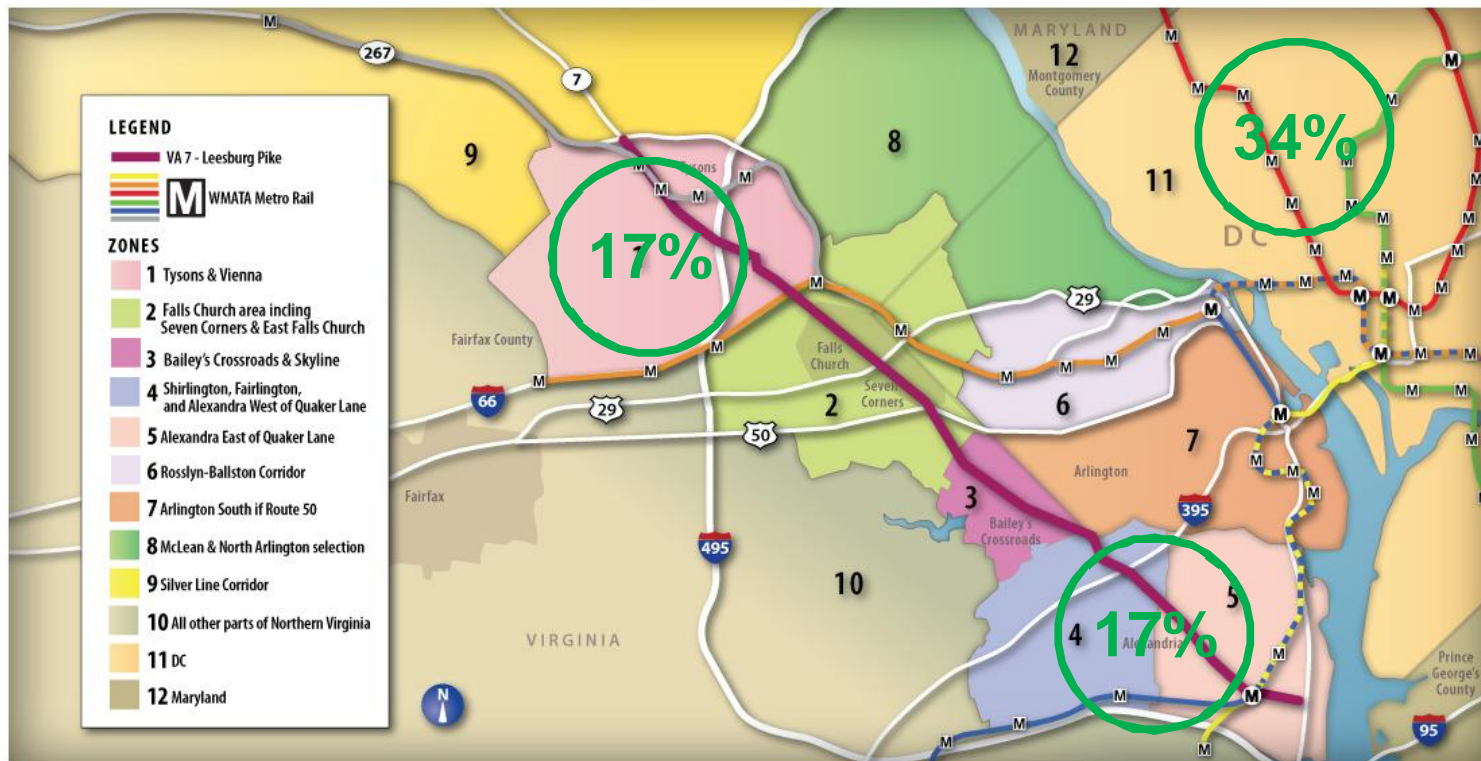




Residents Survey



Current Travel – Most Common Work Locations

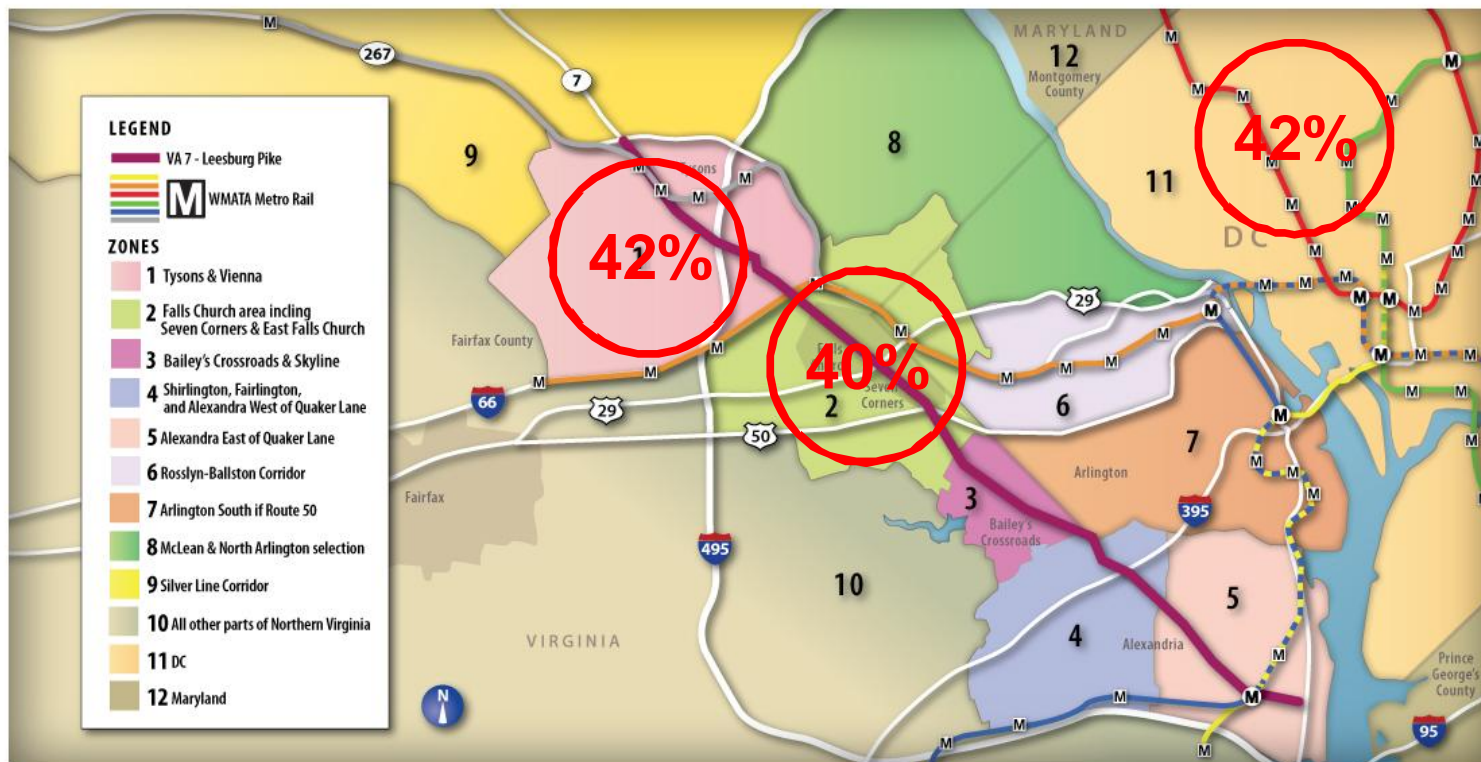




Residents Survey



Current Travel – Most Common Destinations (Work & Non-Work Trips)

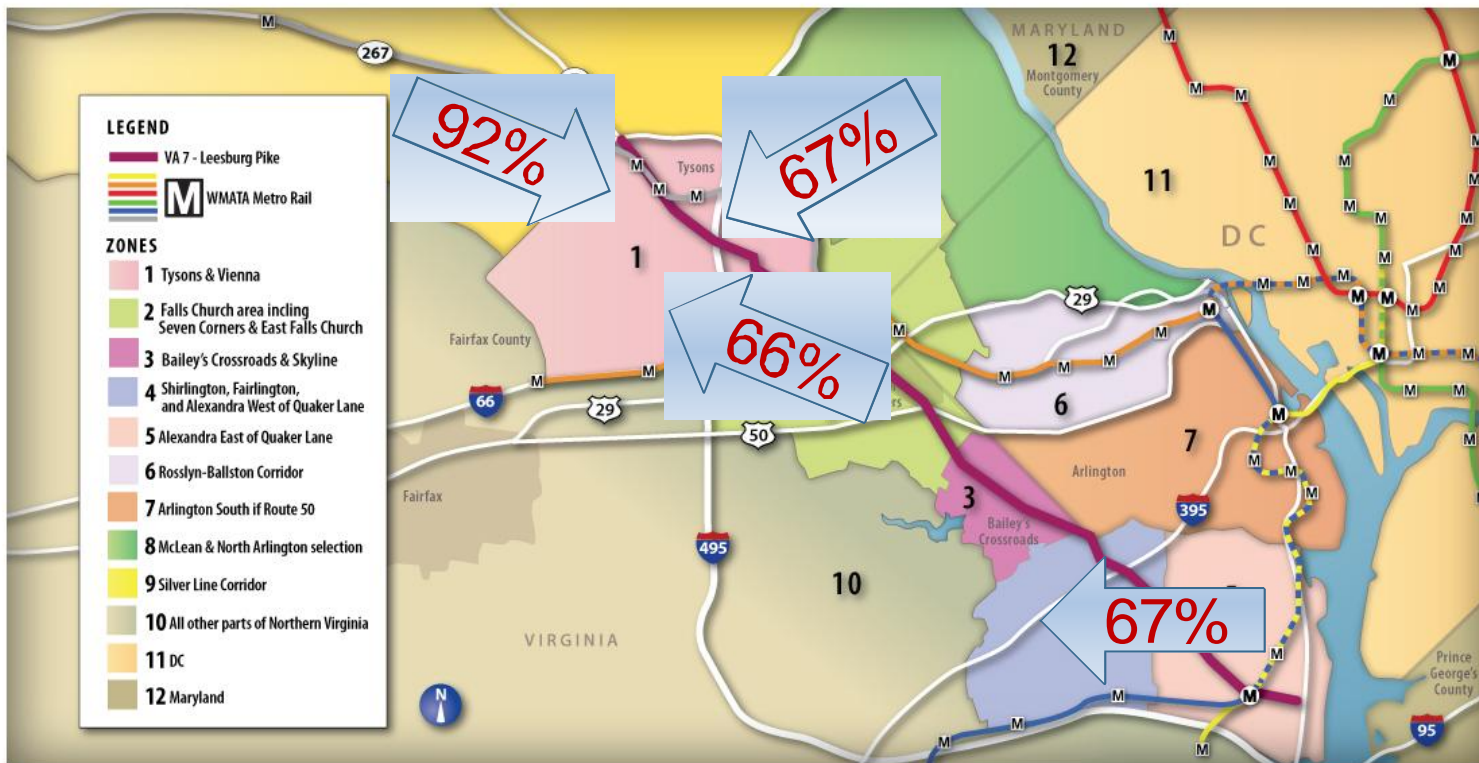




Residents Survey



Current Travel – Most Common Zone-to-Zone Trips





Residents Survey



Modes of Travel

❖ Work Trips:

- Automobile: 74%
- Transit: 37%
- Transit usage highest for who work in DC/MD (55%) and Falls Church/Seven Corners (42%)

❖ Non-Work Trips

- Automobile: 92%
- Transit: 32%

❖ 46% report using transit for either work or non-work trips



Residents Survey



Perceptions of Rapid Transit

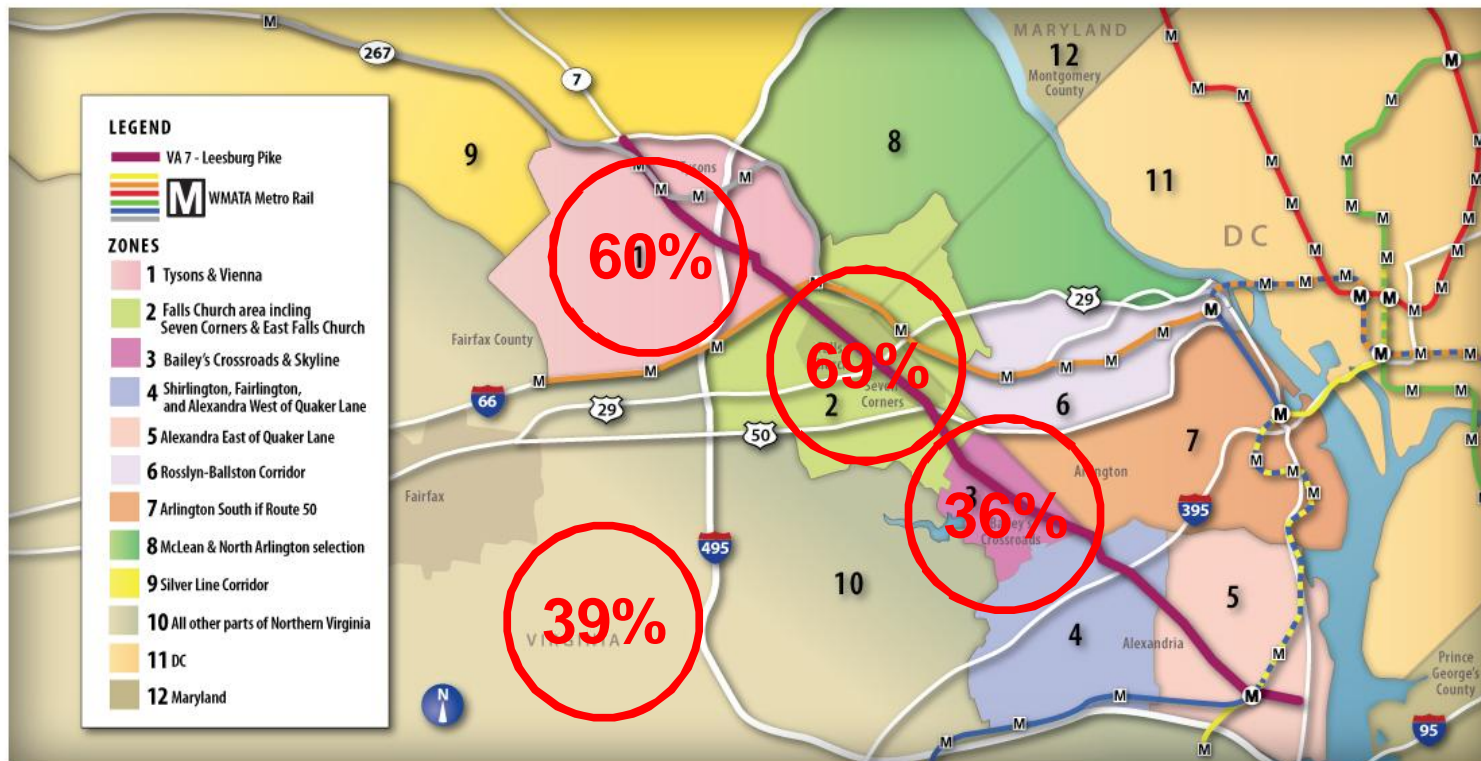
- ❖ 57% said they would be interested in the hypothetical new rapid transit system, with current public transportation users being more likely to express interest (70% vs. 43%).
- ❖ Reasons for interest in rapid transit:
 - Frequent service (35% of those interested)
 - Travel speed (33%)
- ❖ Reasons for lack of interest:
 - Flexibility of driving themselves (25% of those not interested)
 - Do not think the system would be close to their home (21%).



Employee Survey



Current Travel – Most Common Destinations

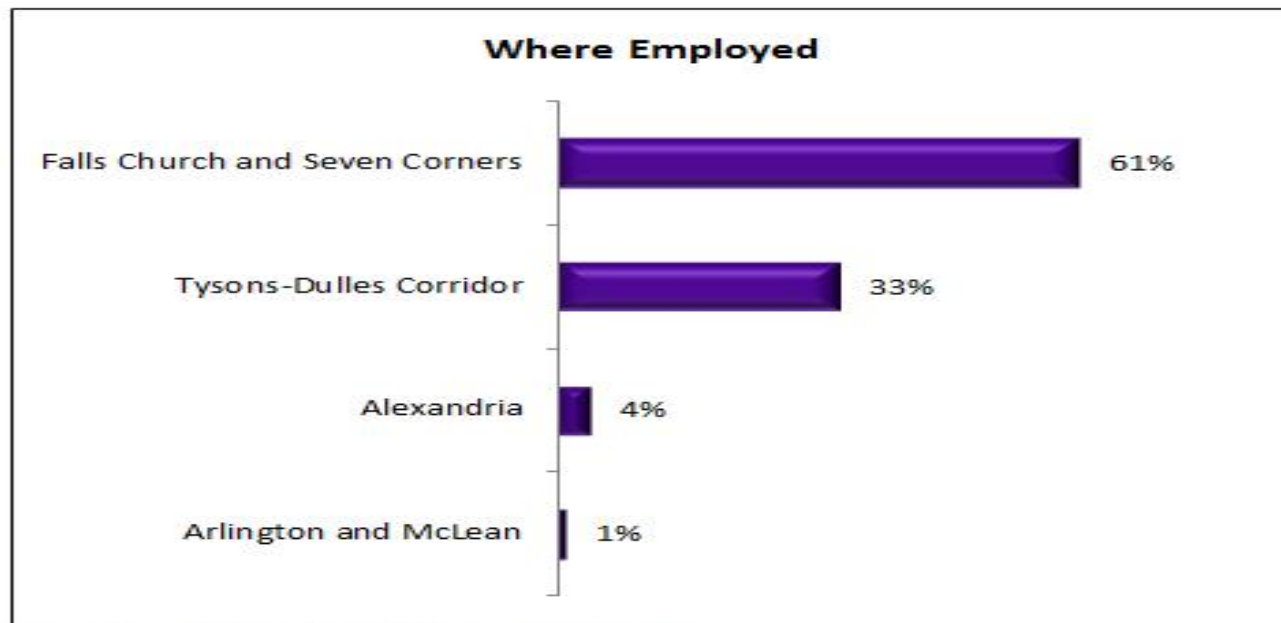




Employee Survey



Distribution of Responses



Q1. Please tell me in which zone you work.
Base = Total Sample (n=67)



Employee Survey



Modes of Travel

- ❖ Work Trips:
 - Automobile: 97%
 - Transit: 9%
- ❖ Non-Work Trips
 - Automobile: 97%
 - Transit: 37%
- ❖ 93% report availability of free or subsidized parking at work, 67% report availability of transit fare reimbursement.



Employee Survey

Perceptions of Rapid Transit

- ❖ 57% said they would be interested in the hypothetical new rapid transit system, with current public transportation users being more likely to express interest (72% vs. 45%).
- ❖ Most interested in finding more convenient ways to travel to
 - Tysons/Vienna (68%)
 - Washington, DC (68%)
 - Alexandria East (42%)





Key Observations:



- ❖ Strong interest in rapid transit, based on reliability and travel time improvement.
- ❖ Desire better access to Tysons & DC.
- ❖ Corridor residents' use of transit for commute trips is in line with region, employees in corridor well below it.



EVALUATION FRAMEWORK



Evaluation Perspectives



- ❖ **Effectiveness** – how alternatives address needs of corridor
- ❖ **Impacts** – how alternatives support local policy goals, potential environmental or traffic impact fatal flaws
- ❖ **Cost-Effectiveness** - are costs of alternatives in line with anticipated benefits
- ❖ **Feasibility** – financial and technical feasibility of alternatives
- ❖ **Equity** – how impacts and benefits of alternatives are distributed fairly across population groups



Evaluation Process



Tier 1

- **Pre-Screening (Phase 1)**

- Has it previously been eliminated?
- Is it clearly ill-suited to address the need?
- Does it have an obvious fatal flaw?



Tier 2

- **Initial Screening (Phase 1)**

- Develop evaluation measures that reflect goals and objectives.
- Identify available data to use as screening measures.
- Test mode and routing alternatives using evaluation measures.
- Select “best performing” mode and routing alternatives for detailed evaluation.



Tier 3

- **Refined Alternatives Analysis (Phase 2)**

- Develop additional, more rigorous evaluation measures.
- Identify costs, ridership and benefits of alternatives.
- Test refined alternatives using additional evaluation criteria.
- Recommend preferred alternative to community.
- Community Selects Locally Preferred Alternative



HOW DO WE GET INPUT FOR THE PROJECT?



Public Outreach

❖ Website is active: <http://route7corridorstudy.com/>

ROUTE 7 TRANSIT ALTERNATIVES STUDY

Home Transit Alternatives Additional Premium Transit Features Give Us Your Feedback

Map: Shows the Route 7 corridor from Tysons Corner to Alexandria, with various transit alternatives highlighted.

Transit Alternatives: Express Bus, Rapid Bus, Bus Rapid Transit, Light Rail, Streetcar

Optional Premium Transit Features: Fare Collection, Boarding, Station Design, etc.



Public Outreach



- ❖ Survey of residents and employees in the corridor (web only) completed.
- ❖ Participation at community group meetings, council meetings
- ❖ Public meeting dates – TODAY! – and in September to discuss early recommendations
- ❖ Further coordination with NVTC board upcoming
- ❖ More activities scheduled for Phase II
- ❖ We want your input!



THANK YOU

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