



Envision Route 7

***Action: Accept the Findings of the
Envision Route 7 BRT Phase 4-1 Mobility
Study***

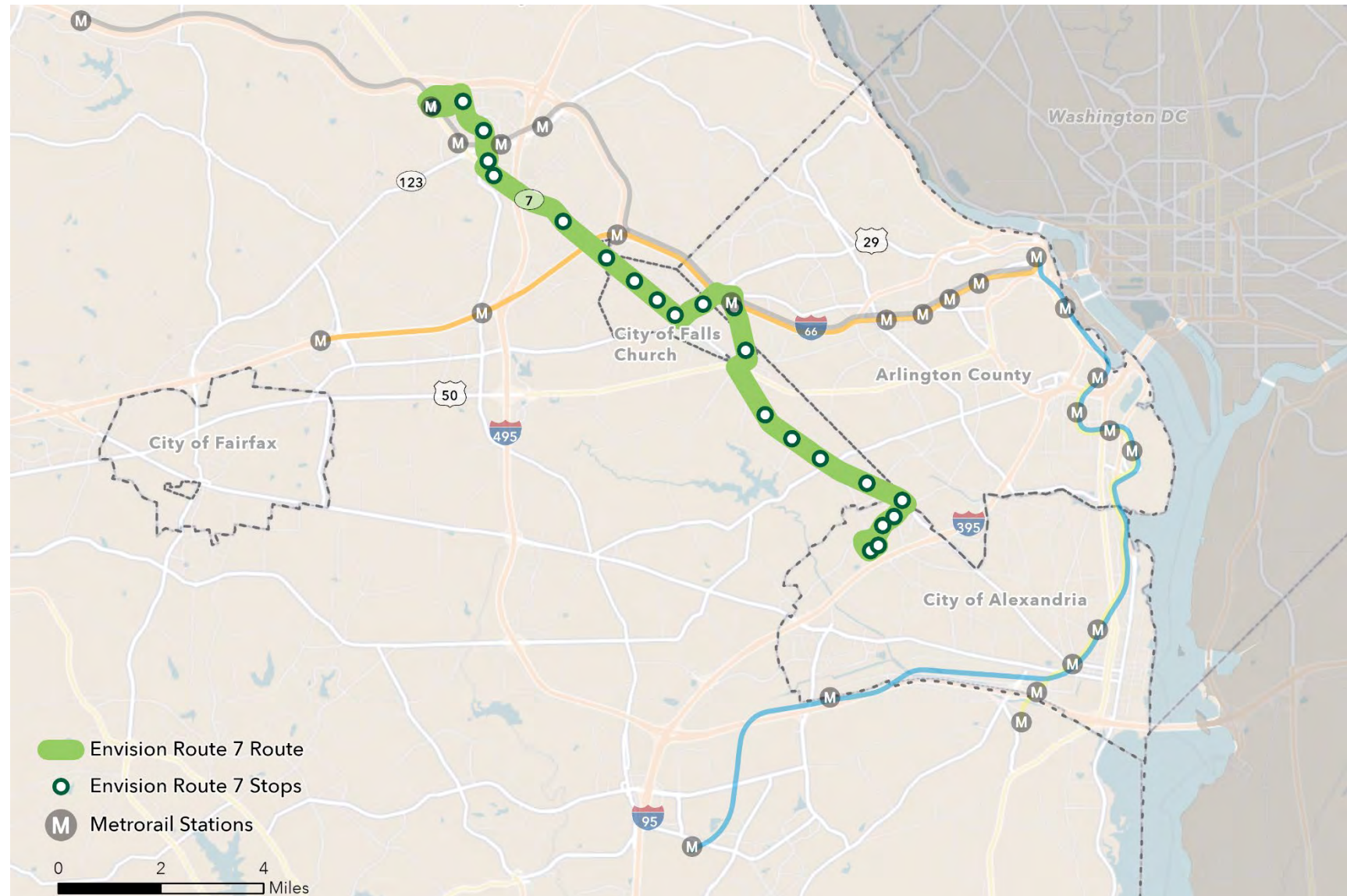
Xavier Harmony, Senior Program Manager

Connecting Tysons to Alexandria

Bus
Rapid
Transit...

connects
Tysons
and Mark
Center...

and
serves
East
Falls
Church



Project Timeline



- Phase 1 - Feasibility Study (2014)
- Phase 2 - Travel Demand Analysis Mode and Alignment (2017)
- Phase 3 - Conceptual Engineering (2019)
- **Phase 4 - Mobility Study**
 - **Phase 4-1 (August 2023)**
 - **Phase 4-2 (begins Winter 2023/2024)**
- Phase 5 - Preliminary Design and Environmental Analysis
- Phase 6 - Final Design
- Phase 7 - Construction
- Phase 8 - Service Planning
- Phase 9 - Operation

Envision Route 7 Phase 4-1: Study Corridor and Objectives

- 3.5 miles corridor mostly on Route 7 with connection to East Falls Church Metrorail Station
- Study used a mix of traffic modeling and public outreach
- Study objectives:
 - Determine the mobility effects of BRT
 - Facilitate public understanding of BRT
 - Test multiple BRT scenarios
- Study **does not make any recommendations**



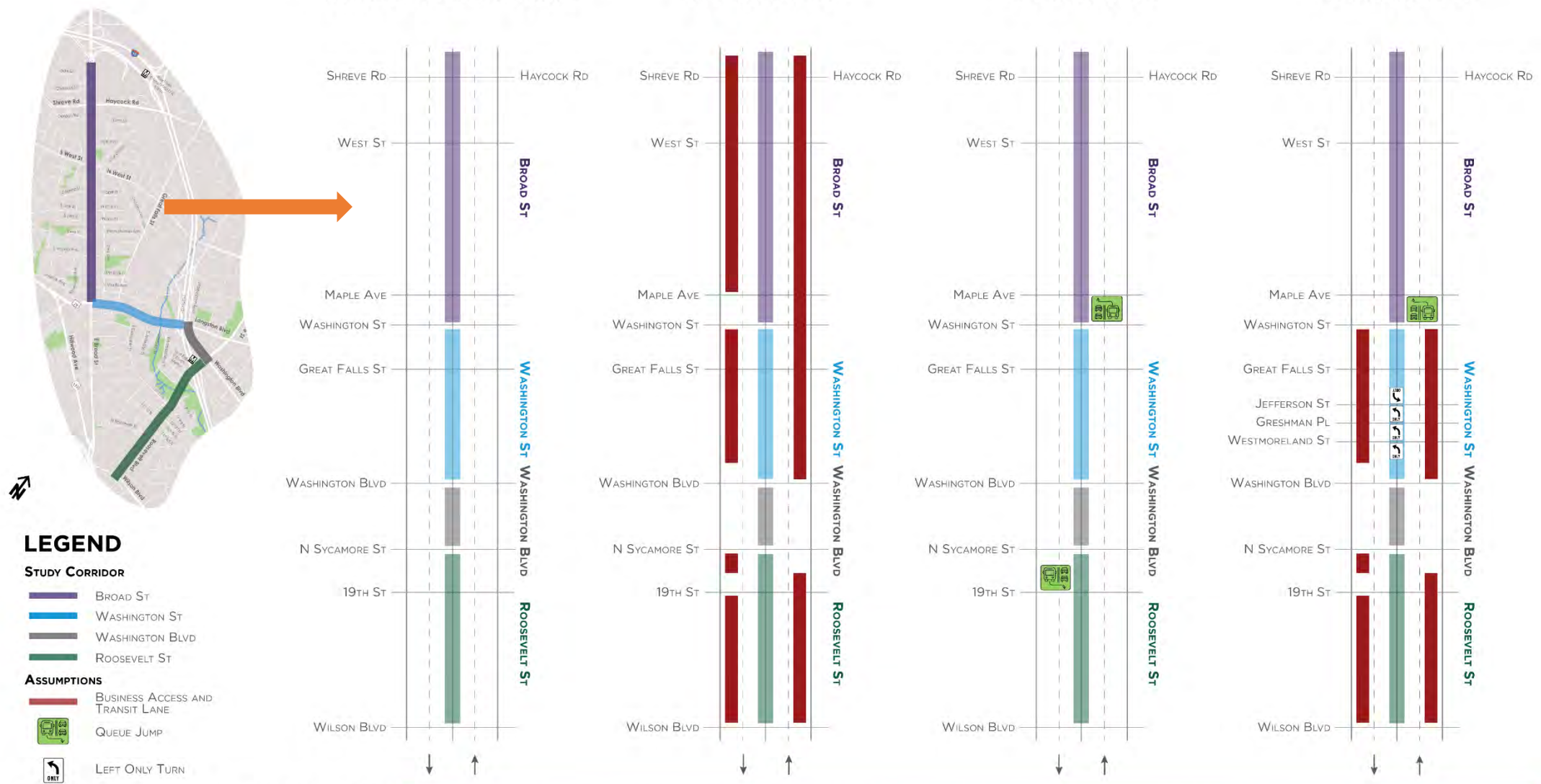
Proposed BRT Scenarios

NO BUILD SCENARIO

SCENARIO 1

SCENARIO 2

SCENARIO 3



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



Queue Jump Lanes and Signals

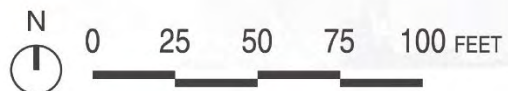
N Sycamore St. & 19th St. N, Scenario 2

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

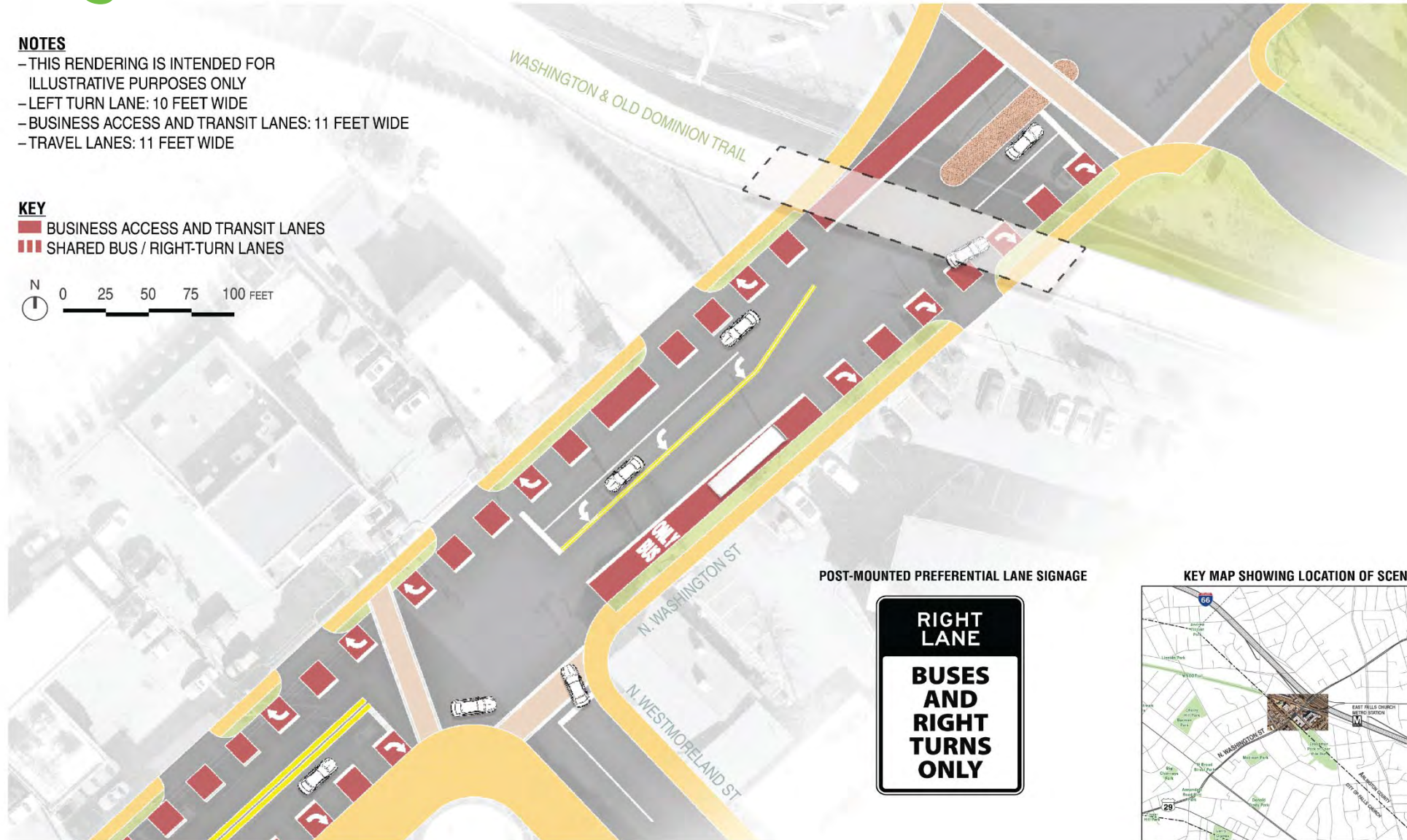
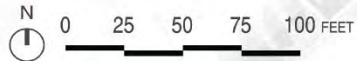
N. Washington St. & N Westmoreland St., Scenario 3

NOTES

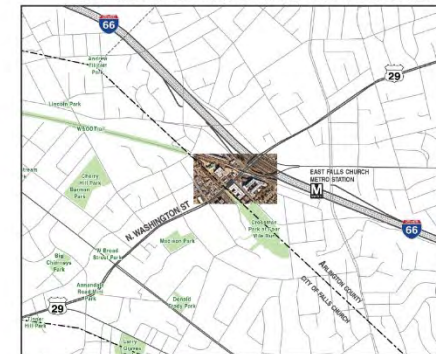
- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- LEFT TURN LANE: 10 FEET WIDE
- BUSINESS ACCESS AND TRANSIT LANES: 11 FEET WIDE
- TRAVEL LANES: 11 FEET WIDE

KEY

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



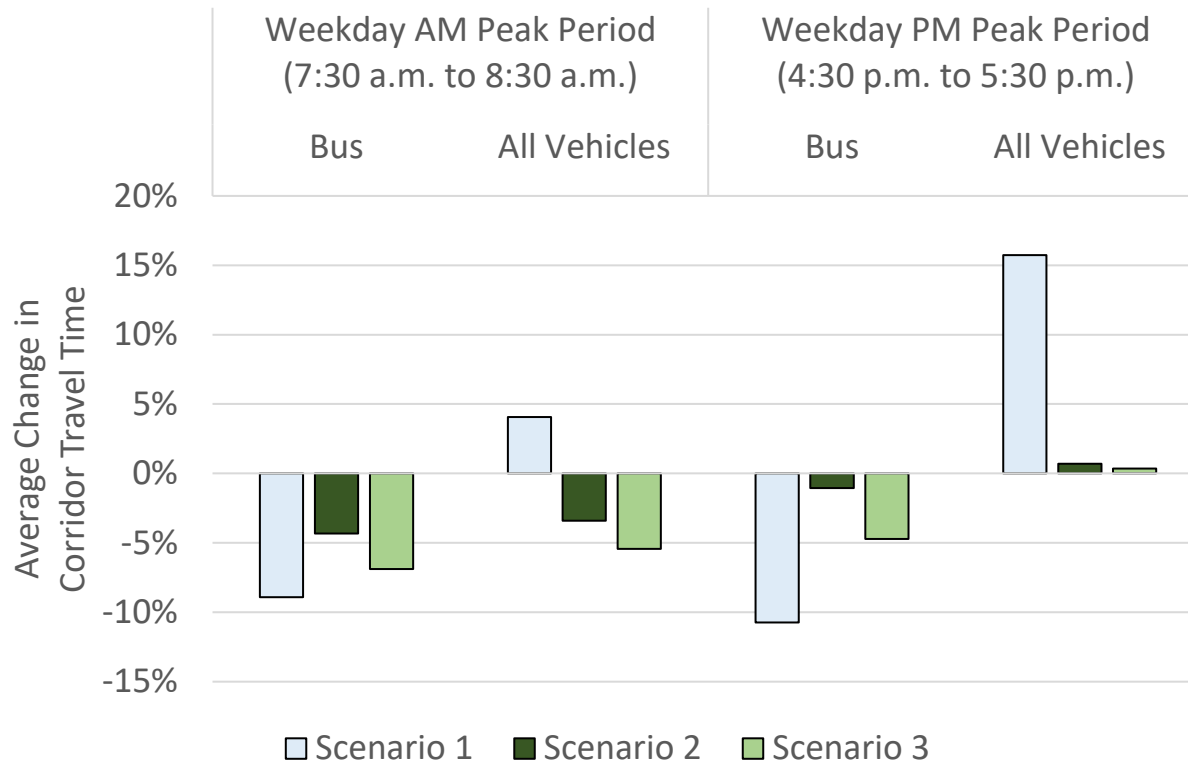
KEY MAP SHOWING LOCATION OF SCENARIO 3



Results Summary

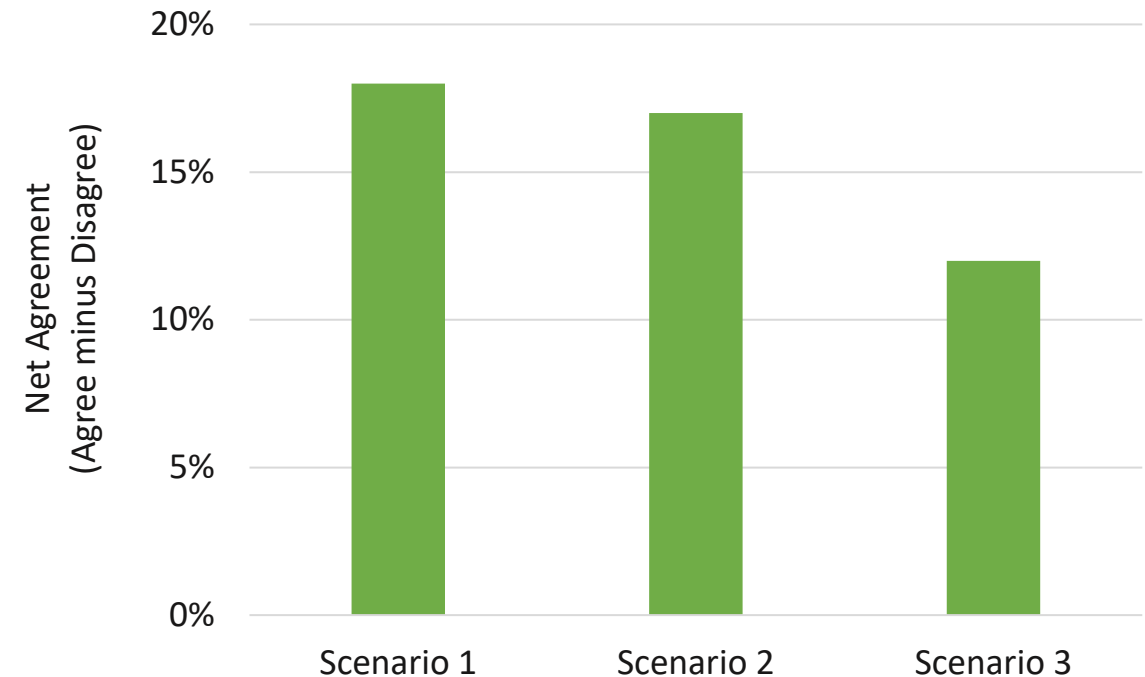
Traffic Modeling Results

Average change in travel time through the corridor (negative values mean shorter travel time, faster speeds and improved mobility)



Survey Results (about 200 responses)

People were asked if proposed scenario had the potential to improve transit service while moving people efficiently and reliably through the study corridor



Public Feedback

- Public outreach included:
 - Bus stop chats
 - Pop-up events
 - Two public meetings (October '22 and May '23)
 - Survey (about 200 responses)
- ~60% of respondents agreed that improving bus speed and reliability along the Route 7 study corridor was a high priority
- Public comments noted improved transit service would serve as a catalyst for future growth within Falls Church
- Concerns include increased traffic, financial feasibility, possible traffic diversions, impact to "small town feel," and bicyclist safety



Upcoming Milestones



Fall

- Work with Falls Church to determine preferred scenario to advance
- NVTC staff meet with jurisdictions' leadership regarding Strategic Implementation Plan Recommendations

Winter

- Release RFP for Phase 4-2 Analysis (Seven Corners to Alexandria)
- Seek Approval of Strategic Implementation Plan by Commission, City Councils (Alexandria, Falls Church), and County Boards (Arlington, Fairfax)

Spring

- Award Contract for Phase 4-2 Analysis
- Ongoing Engagement with Key Partners: DRPT, FTA, VDOT, MWCOG, NVTa and NVTC Jurisdictions

Tonight's Action



Action: Accept the Findings of the Envision Route 7 BRT Phase 4-1 Mobility Study

Questions?

6. Call for Projects for I-66 Commuter Choice Program (FY 2025 - 2026)



Adam Hager
*Commuter Choice
Senior Program Analyst*

About Commuter Choice

A competitive grant program that invests toll revenues from I-66 Inside the Beltway and I-395/95 into transportation projects that...

Maximize Person Throughput & Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices

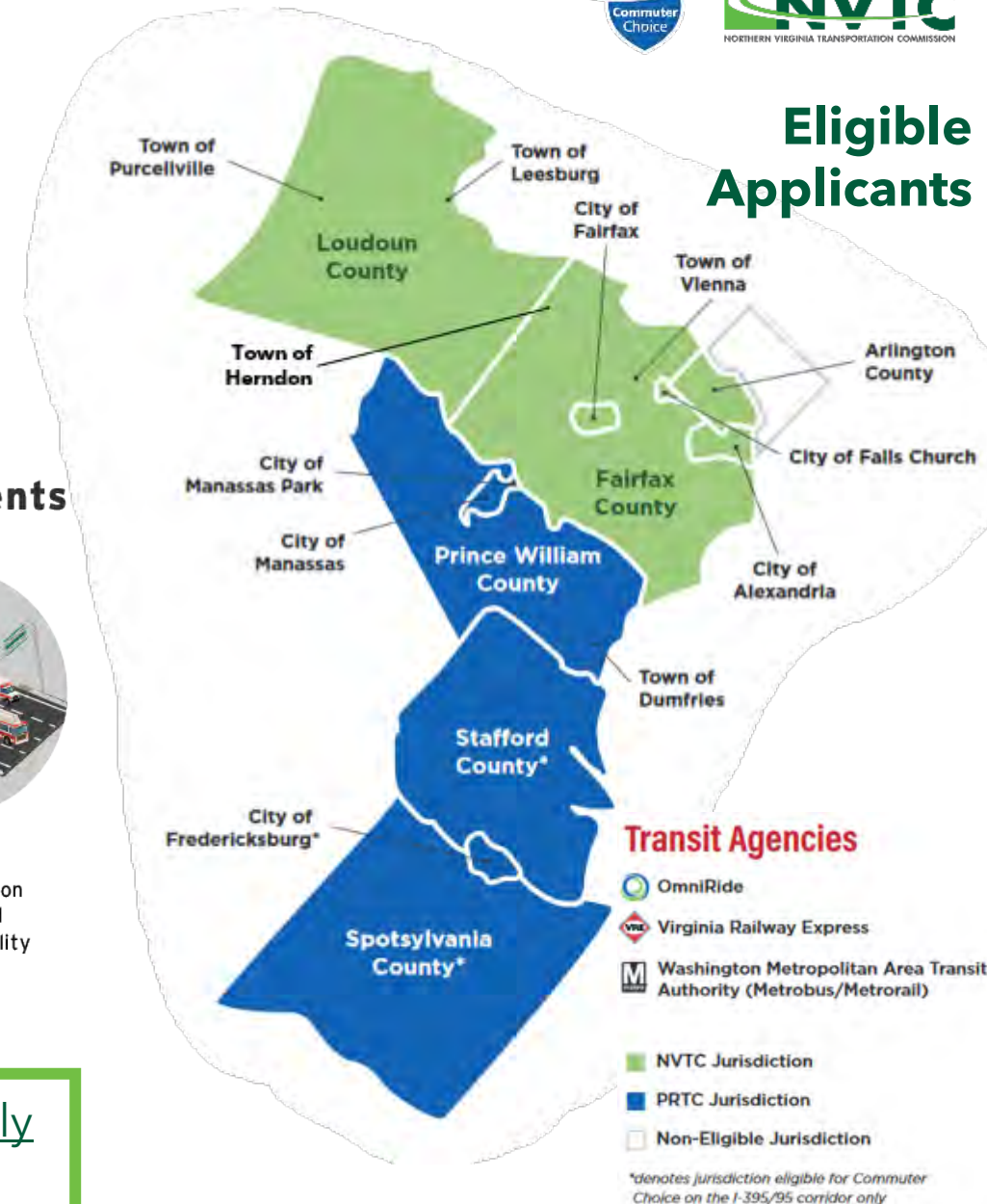


Enhance transportation safety and travel reliability

Each corridor has a multi-decade payout schedule and typically about \$30 million in available funds per two-year program.



Eligible Applicants



I-66 FY 2025-2026 Funding Cycle

At least
\$40M

available for new projects,
50% of which can support transit
operations

First full I-66 funding round since FY 2019
Earlier application window
No significant policy changes



I-66 FY 2025-2026

Call for Projects Process

September

- **Sept. 7:** Commission briefings on call for projects
- **Sept. 27:** Overview webinar for eligible applicants



October

- **Oct. 5:** Commission action to open call for projects
- **Oct. 6:** Application materials available
- **Late Oct.:** One-on-one workshops with applicants to review project ideas



NVTC staff available as a resource during application period

December

- **Dec. 18:** Applications due at the end of the day

Getting From a Set of Applications to a Program of Projects



- Applications Due before Holiday Period (Dec. 18)

- Eligibility Review (All Applications)

- Technical Evaluation (Eligible Applications)

- Public Comment Opens
- PAC Meets to Consider Staff Recommended Program of Projects

- Commission Briefing on PAC-Endorsed Program of Projects
- Public Comment Closes

- Commission Action to Adopt Program of Projects
- Commonwealth Transportation Board Approves Program of Projects