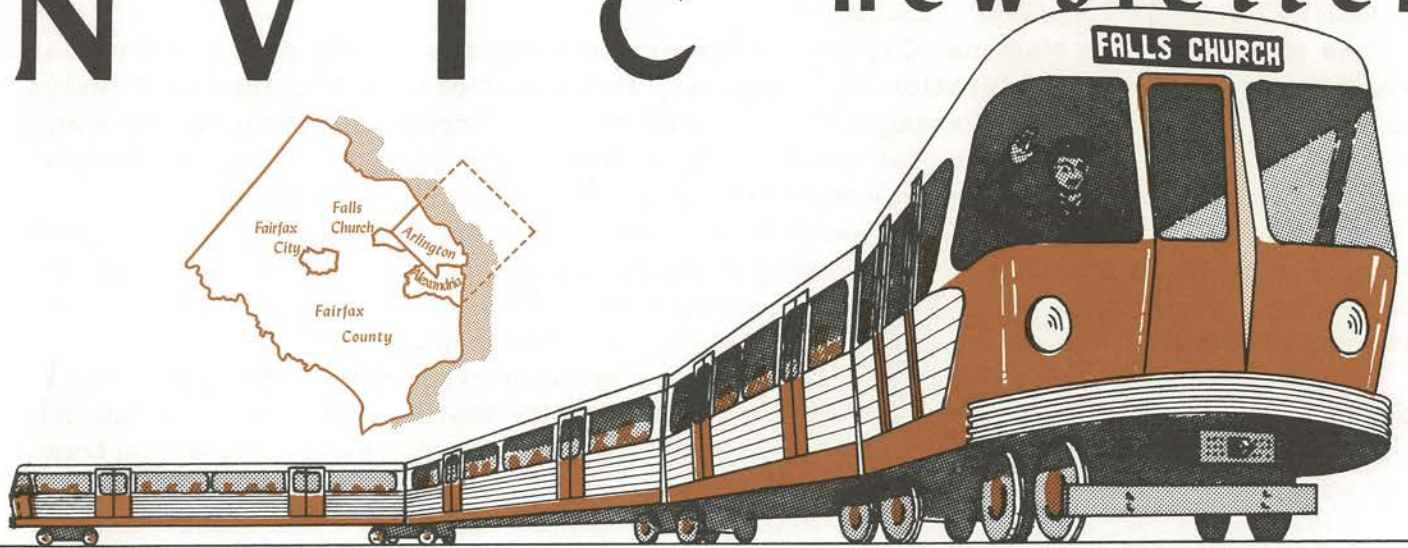


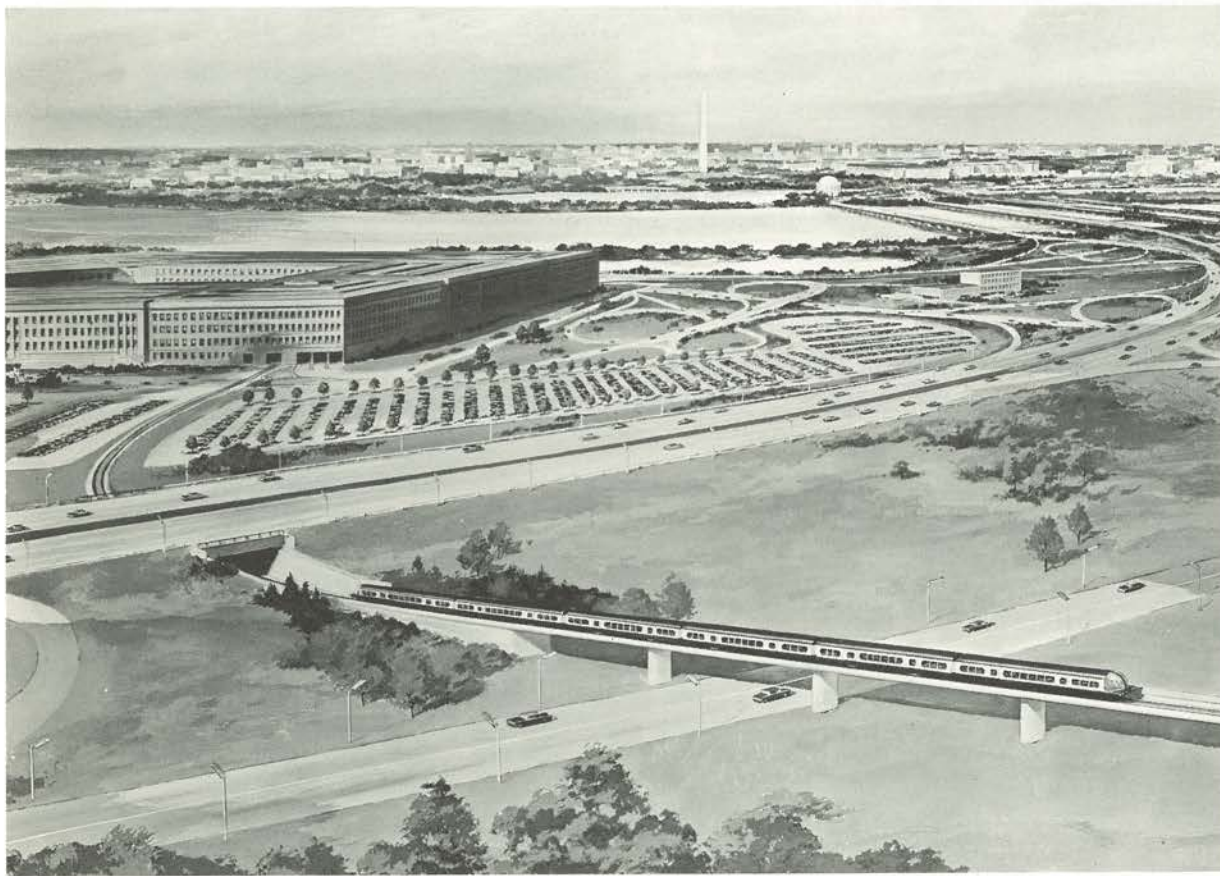
N V T C newsletter



Vol 1, No 4

Northern Virginia

May 1965



RAPID
TRANSIT
TRAIN
emerges
from the
Pentagon
Building,
speeding
toward
Pentagon
City
in this
artist-
conception
drawing.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Created by Acts of the Virginia General Assembly as a Public Instrumentality to Plan and Develop a Transportation System for Northern Virginia

FAIRFAX COUNTY Frederick A. Babson CHAIRMAN Joseph Alexander John L. Beerman John P. Parrish	ARLINGTON COUNTY Joseph L. Fisher Roye L. Lowry Leo Urbanske, Jr.	CITY OF ALEXANDRIA Nicholas A. Colasanto James T. Lockett, Jr.	CITY OF FAIRFAX Philip D. Fisher	CITY OF FALLS CHURCH Lee M. Rhoads	VIRGINIA DEPT. OF HIGHWAYS John P. Mills, Jr.
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Executive Secretary
Gordon J. Thompson

REACHING RAPID TRANSIT STATIONS:

As planned by the National Capital Transportation Agency in the rail rapid transit proposal now under consideration by Congress, three stations in Virginia -- Rosslyn, the Pentagon Building, and Pentagon City -- will collect Virginia passengers and whisk them to downtown Washington, for commuting to work, shopping, visiting, or recreation. These passengers will reach the stations in several different ways.

On Foot: The stations will be located so to be convenient for some persons to walk to the stations. In the case of the Pentagon Building, employees can easily reach the station from the Concourse. The other two stations will have entrances close to high-rise apartments.

Park-and-Ride: A parking structure will be provided (as part of the rapid transit development costs and construction) at the Pentagon City station. It will accommodate 2,000 automobiles, and will be easily accessible from Shirley Highway, Jefferson Davis Highway, and Washington Boulevard.

Kiss-and-Ride: NCTA estimates that 5% of downtown-destined rapid transit passengers will be driven to the station. For this patronage, the station designs provide "kissing loops"; wives can chauffeur their husbands to the station, then drive home and have use of the family auto during the day.

Bus: But, the greatest portion of rapid transit passengers is expected to reach the stations by "feeder" buses. Existing bus routes will be altered to bring the buses into the rail stations. Some new bus routes will be developed with the sole purpose of feeding the rapid transit. Bus service to downtown Washington will continue to be provided for those who find it more convenient or more direct for their particular destinations. Bus routes that pass through northern Arlington would tap the Rosslyn station; those through southern Arlington would tap the Pentagon station; and those through Alexandria would tap the Pentagon City station.

Even after the suburban extensions are in use to outlying terminals in Virginia, these will be the means of reaching the rapid transit. NVTC will locate stations so as to provide convenient pedestrian access from densely-populated areas. Parking lots will be provided at suburban stations, with large lots at stations close to freeway intersections. Cab stands will be designed into those stations that also serve such traffic generators as suburban shopping centers. And, bus routes will continue to be the most-used way of reaching the rapid transit stations. Intersections with the region's railroads may provide convenient locations for passengers to change from commuter trains from more distant suburbs and "satellite" cities to the rapid transit lines to parts of downtown Washington not reached by the commuter trains. It is also possible that monorailways will be used to bring passengers from points not on the rapid transit system to stations where they can transfer to fast trains to downtown. Also, other types of rail rapid transit such as described in the April issue of NVTC newsletter (article on "Sko-kie Swift") can be employed for efficient transport from lower-density suburban areas to the main rapid transit lines. Such "feeder" transport facilities (connecting rapid transit, monorailways, and buses) can be operated by the area's bus and railroad companies, independently of the main rapid transit network.

GROWING SUPPORT FOR RAIL RAPID TRANSIT PLAN:

The March issue of NVTC newsletter listed Virginia organizations that have actively endorsed rail rapid transit. More recently, the Northern Virginia Board of Realtors and the Alexandria Contractors Association have advised us of their support. Add your organization to the list. Make your views known not only to the Northern Virginia Transportation Commission, but to the National Capital Transportation Agency (NCTA), and to the Congressmen who will soon vote on H. R. 4822, the bill that authorizes the NCTA-proposed subways to be built.

COPIES OF PLAN AVAILABLE:

To request a copy of the rail rapid transit plan issued in January 1965, write to Mr. Cody Pfanstiehl, Director of Public Information and Community Services, National Capital Transportation Agency, Washington, D. C. 20432; or telephone him on DU 2-3115.

NORTHERN VIRGINIA TRANSPORTATION DISTRICT CAN BE EXPANDED:

The Acts of the Virginia General Assembly that created the Northern Virginia Transportation Commission provide for expansion of the transportation district to include contiguous counties and cities. Loudoun and Prince William Counties can, therefore, join the district and participate in the Commission.

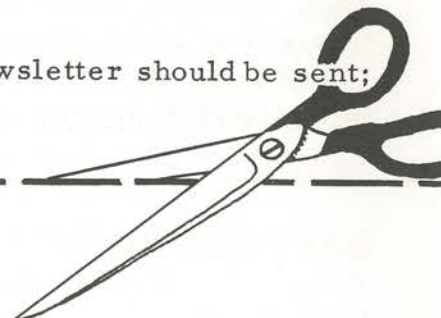
The office of your Northern Virginia Transportation Commission is located in Room 211 of the Professional Building in Arlington, just across the street from the Arlington Court House, and next to the Police Station. You are invited to visit the office, 9:00 AM to 1:00 PM and 2:00 PM to 6:00 PM on weekdays, to ask questions, see the National Capital Transportation Agency plan or other previous plans for the area, or offer your suggestions (which we welcome). Our telephone number is 524-6118.

Members of the Northern Virginia Transportation Commission will be happy to describe the rapid transit proposals and the role of this Commission to your community or business group. Telephone 524-6118 for information.

The Post Office Department will soon require that we have ZIP codes on all copies of NVTC newsletter. Fairfax County has recently changed certain street names and revised the house-numbering system. If the mailing label on this issue of NVTC newsletter does not show your ZIP code, if it shows an obsolete Fairfax County address, or if it is otherwise incorrect, please clip the coupon below, fill in the correct information, and mail it to NVTC.

Also advise us of anyone else to whom you believe NVTC newsletter should be sent; we will gladly add them to our mailing list.

Northern Virginia Transportation Commission
Room 211, 1430 North Uhle Street
Arlington, Virginia 22201



- Please correct my address on your mailing list as follows:
- Please add the following name and address to your mailing list:

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* if applicable

NVTC BUDGET ADOPTED:

At its May public meeting, the Northern Virginia Transportation Commission adopted a \$162,200 budget for the Fiscal Year beginning 1st of July 1965. This budget will finance a program of transit planning with a goal of completing suburban rapid transit extensions into Virginia at the same time that the National Capital Transportation Agency completes the subway from downtown to the Pentagon in 1970.

Immediately following Congressional approval of the NCTA plan, NVTC will expand its staff and commence translating traffic and other data into general plans for specific alignments of rapid transit extensions and feeder routes. It is anticipated that by March of next year, engineering consultants can be hired to detail the design of the first-priority rail rapid transit facilities.

The budget also provides for some attention to improvements that can be made during the interim period between now and when the first rapid transit train operates. Bus service revisions and introduction of commuter-train service upon existing rails are envisioned. The budget does not include the cost of purchasing of rights-of-way or of any construction or operation of transit facilities.

A \$6,000 surplus carried over from the current Fiscal Year reduces the amount of required new funds to \$156,200 which is prorated among the participating cities and counties proportionate to U.S. Bureau of the Census estimates of their populations as of July 1963: Fairfax County - \$77,615.78, Arlington County - \$45,657.26, City of Alexandria - \$25,382.50, City of Fairfax - \$4,514.18, and City of Falls Church - \$3,030.28.

RAPID TRANSIT SERVES MANY CITIES:

On the North American continent, the cities of New York, Chicago, Philadelphia, Boston, Cleveland, Newark, Toronto, and Fort Worth enjoy rapid transit service. Also, streetcar lines in Mexico City, San Francisco, Pittsburgh, Saint Louis, and New Orleans have some rapid transit characteristics. All of these cities have more rail rapid transit under construction, being designed, or actively planned, as do also Los Angeles, Baltimore, Seattle, Atlanta, Dayton, El Paso, Montreal, Winnipeg and Edmonton. Other cities are taking early steps such as Kansas City by readying to study rapid transit and Milwaukee by seeking to preserve vital rights-of-way for later rapid transit use.

A list of overseas cities in these categories is quite lengthy, so we list here only the national capitals: Tokyo, London, Moskva, Paris, Buenos Aires, Rio de Janeiro (former capital), Berlin, El Qahira (Cairo), Wien, Roma, Glasgow, Buda-Pest, Madrid, Athenai, Istanbul (former capital), KØbenhavn, Amsterdam, Lisboa, Stockholm, Bruxelles, Lima, Praha, Warszawa, Cape Town, Oslo, Helsinki, Bonn, and Bern.

If H. R. 4822 is passed by Congress, our capital can catch up and pass these others in the field of superb, modern urban transport. **I**

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Room 211, Professional Building
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Arlington, Virginia 22201

N V T C newsletter

TO:

is published monthly by the Northern Virginia Transportation Commission to apprise Northern Virginia residents of the Commission's efforts to gain rapid transit for this growing region.

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