Route 1 Multimodal Alternatives Analysis

Public Meeting

October 9, 2013

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT

Tonight's agenda

6:00 Welcome

6:15 Presentation

6:45 Question and Answer Period

7:00 Share your Ideas

What you will learn from the presentation:

1. Project introduction
   - **Who is leading?**
   - **What is the project?**
   - **What is the schedule?**
   - **What is transit-supportive development?**

2. Goals and needs of the project
   - **What are the transportation challenges?**
   - **What are we trying to improve?**

3. Public and stakeholder involvement
   - **How can I provide input and stay involved?**

01 Project introduction

What is a multimodal alternatives analysis?

An **alternatives analysis** is a study that examines different options to address a transportation problem.

Multimodal means that a range of different transportation types will be evaluated.

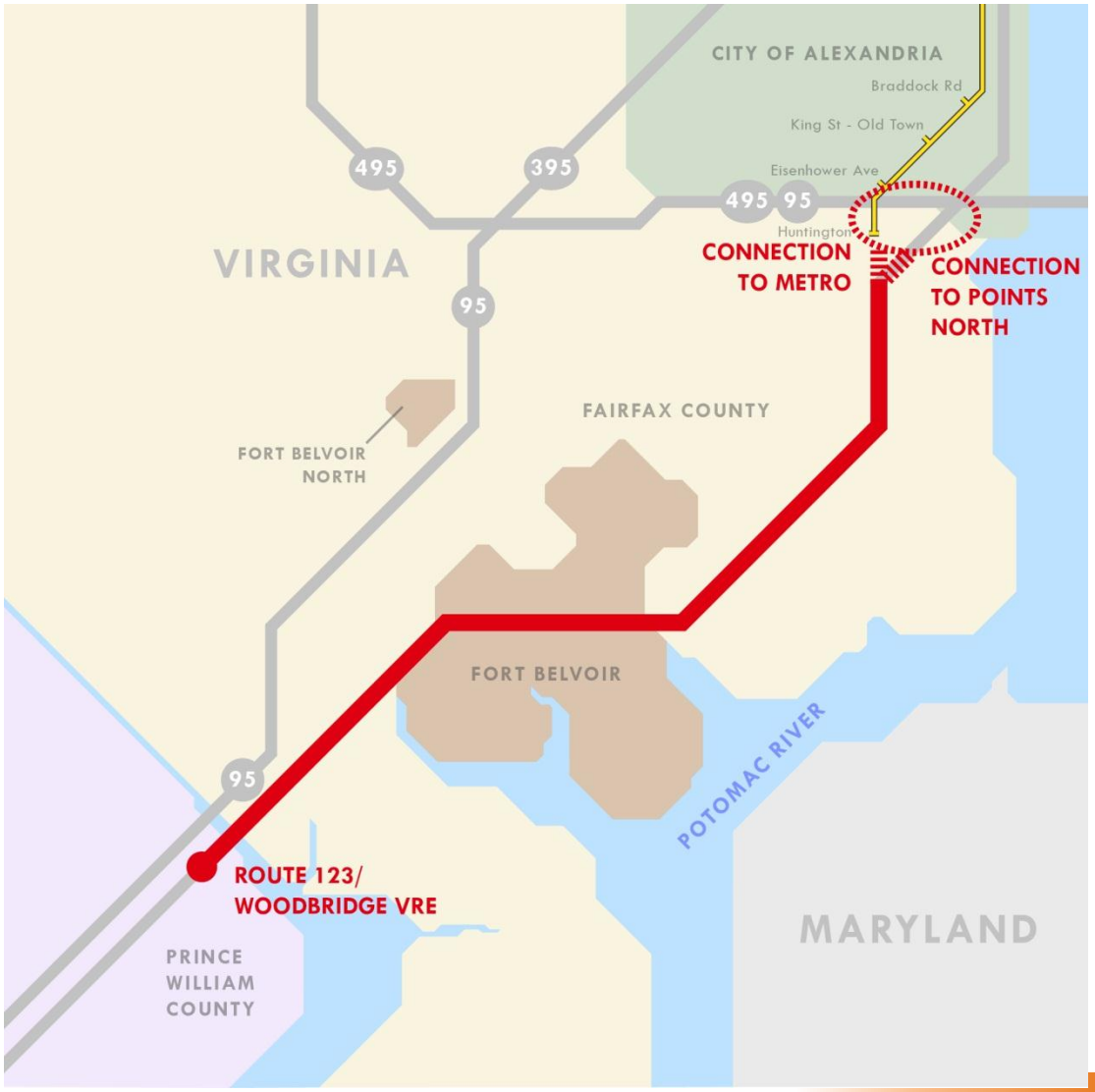
Who is leading the study?

The Virginia Department of Rail and Public Transportation (DRPT) in coordination with:

- Fairfax County
- Prince William County
- Virginia Office of Intermodal Planning and Investment (OIPI)
- Virginia Department of Transportation (VDOT)

Where is the project located?

- 15-mile section of Route 1
- From I-95/I-495 Beltway, through Fairfax County, to Route 123 at Woodbridge in Prince William County
- Also includes area near Huntington Metrorail Station



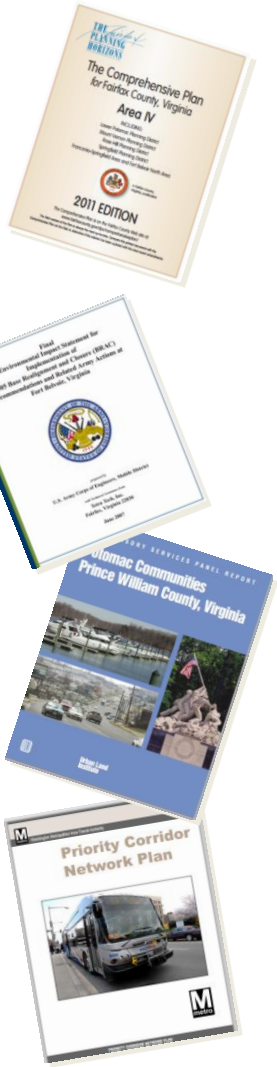
How did the study get started?

- Corridor **residents, businesses, and travelers seek improvements** to transportation infrastructure and services
- Recent **planning efforts** have identified needs for transit and roadway improvements
- Planners recognize the need for **mixed land use** and local connectivity
- **Decision makers have called for an alternatives analysis** to test the viability of specific transportation and land use alternatives

Existing Conditions

Key Past Studies

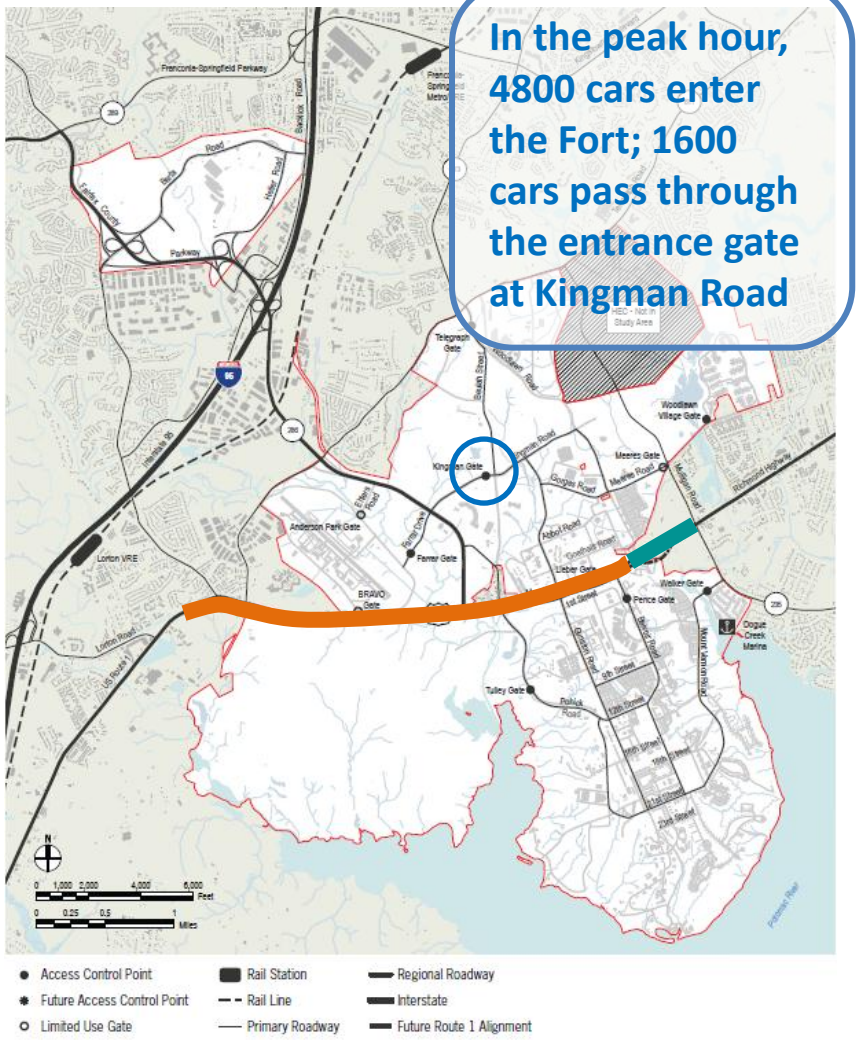
- Route 1 Centerline Study (VDOT ,1998)
- Route 1 Transit Improvement Study (DRPT, 2003)
- Richmond Highway Public Transportation Initiative (2004)
- Route 1 Location Study (VDOT, 2004)
- Fairfax County Transit Development Plan (2009)
- Woodbridge Station Plan (Prince William County, 2009)
- Super NoVa Transit & TDM Vision Plan Study (DRPT, 2010)
- Route 1 Improvements at Fort Belvoir (ongoing)
- Fairfax Countywide Transit Study (ongoing)
- Route 1/Route 123 Interchange (ongoing)



Fort Belvoir: Traffic Conditions

Average Daily Traffic along Route 1

Fort Belvoir Segment	2001	2012
South Segment	32,000	38,600
North Segment	40,000	41,000



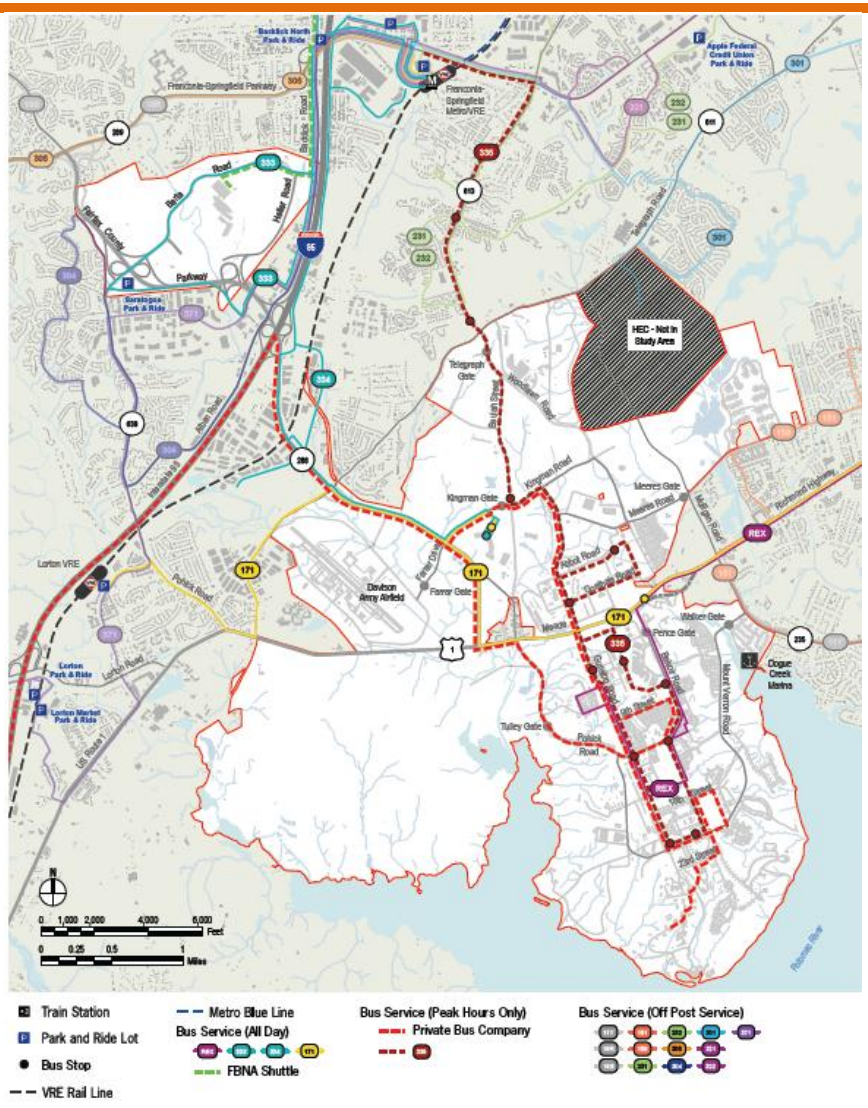
Sources: VDOT Count Stations;
Fort Belvoir Real Property Master Plan

Fort Belvoir: Transportation Plan

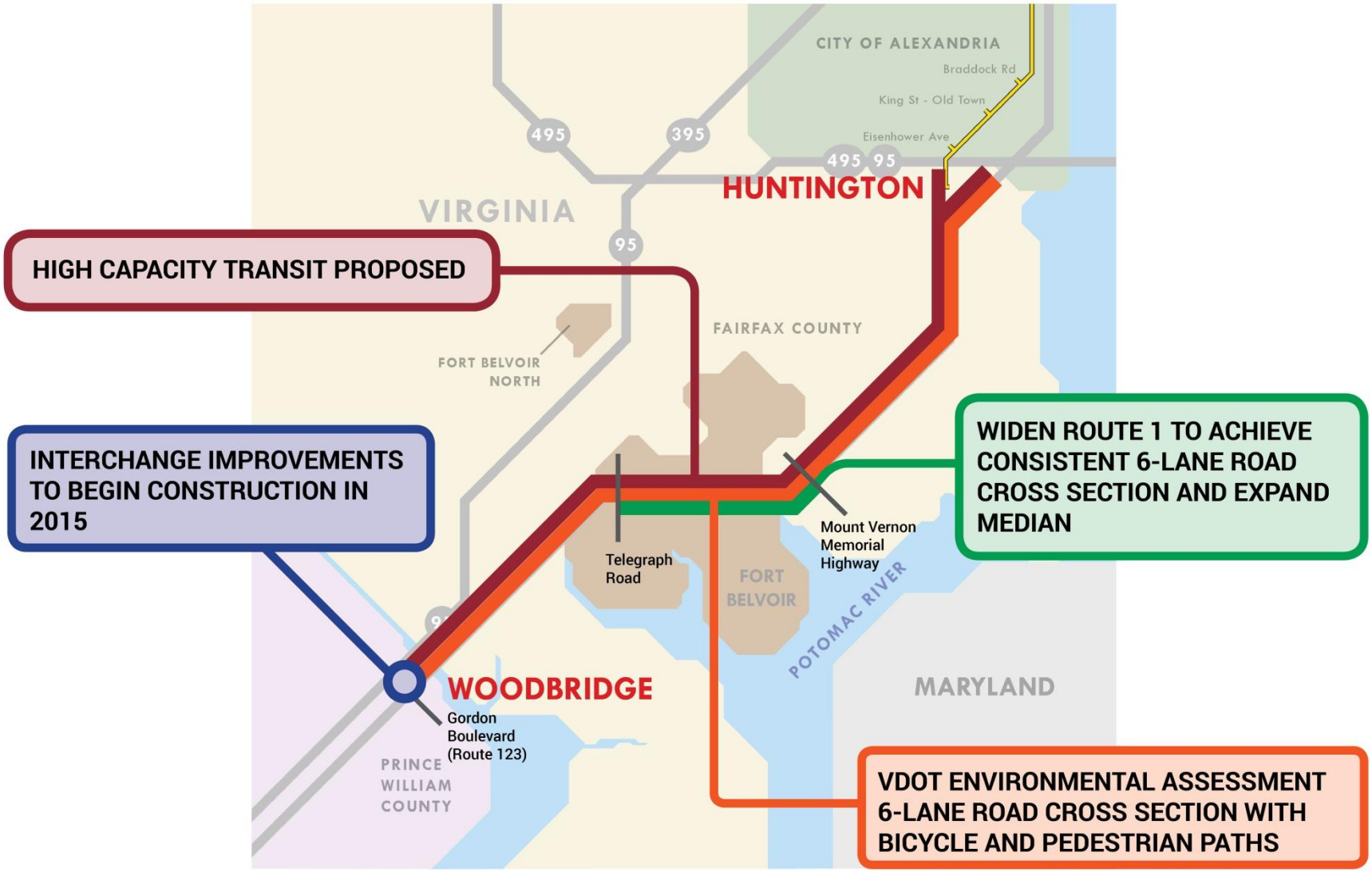
- Significant employment growth
- Goal: Reduce reliance on commuting by automobile
- Goal: Improve transit connectivity to the region

Year	Employment	Growth
2012	39,000	-
2017	42,500	**+3,500**
2030	56,000	**+17,000**

Source: Fort Belvoir Real Property Master Plan, Long Range Component, Dept. of Defense, US Army Corps of Engineers



Planned Improvements

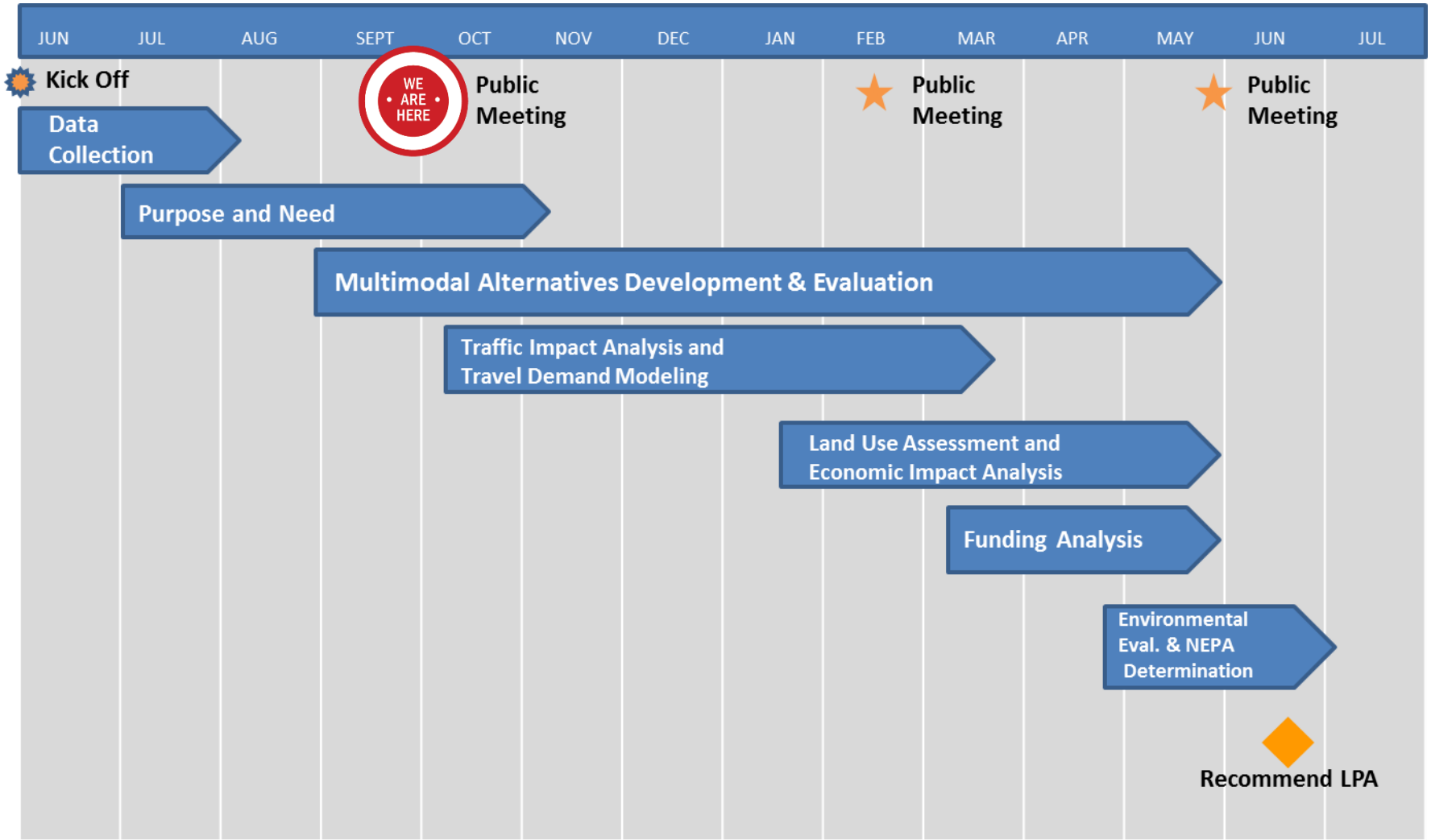


What is the purpose of the project?

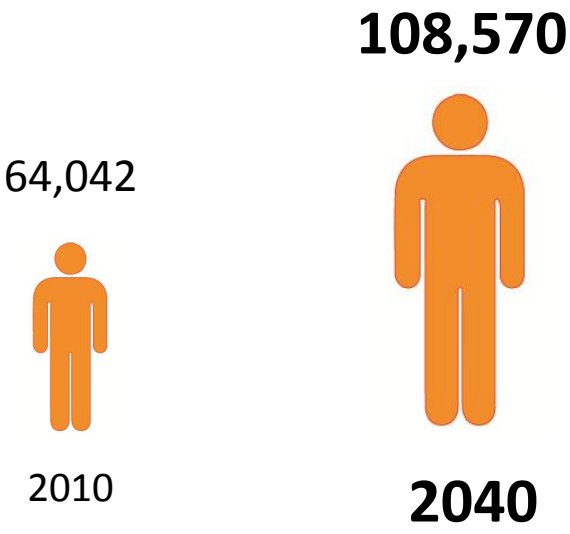
- Increase transportation choices and safety for both local and commuter trips
- Increase carrying capacity of the roadway by introducing higher quality transit service
- Support and enable growth and transit-oriented development on the corridor
- Improve access to local and regional activity centers

Study Process

What is the project schedule?



Who lives and works along Route 1?



44,528 **new residents**
within ½-mile of Route 1

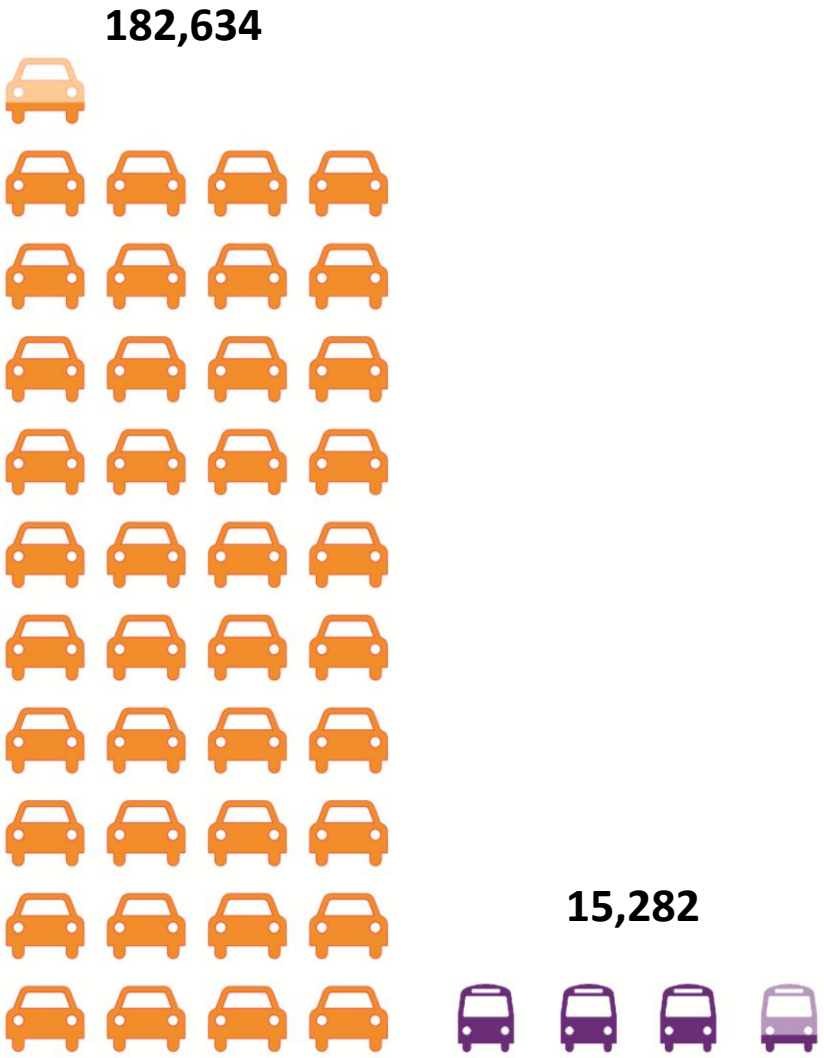
69% increase
(2010 – 2040)

18,394 **new jobs**
within ½-mile of Route 1

60% increase
(2010 – 2040)

Source: MWCOG Round 8.2 Land Use Forecast

What ways do they travel?



Transit Mode Share for Study Area
(average weekday)

= 5000 drivers

= 5000 transit riders

"Mode share": *number of people using a particular type of transportation*

Source: WMATA Model

What is transit supportive development?

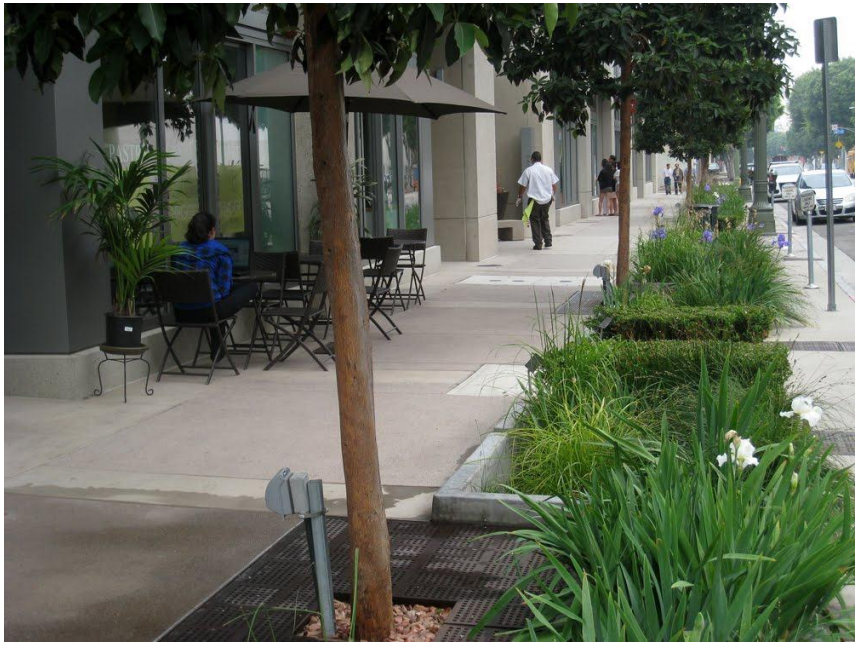
- A mix of housing and commercial development
- Walkable neighborhoods
- Focused activity around transit stations

Walkable Street
in Bethesda, MD

Mixed-Use
Development
in Dallas, TX

Why is Transit Supportive Development Important?

- Walkable places that people desire
- Transit service supported by adequate ridership
- Environmentally friendly regional growth



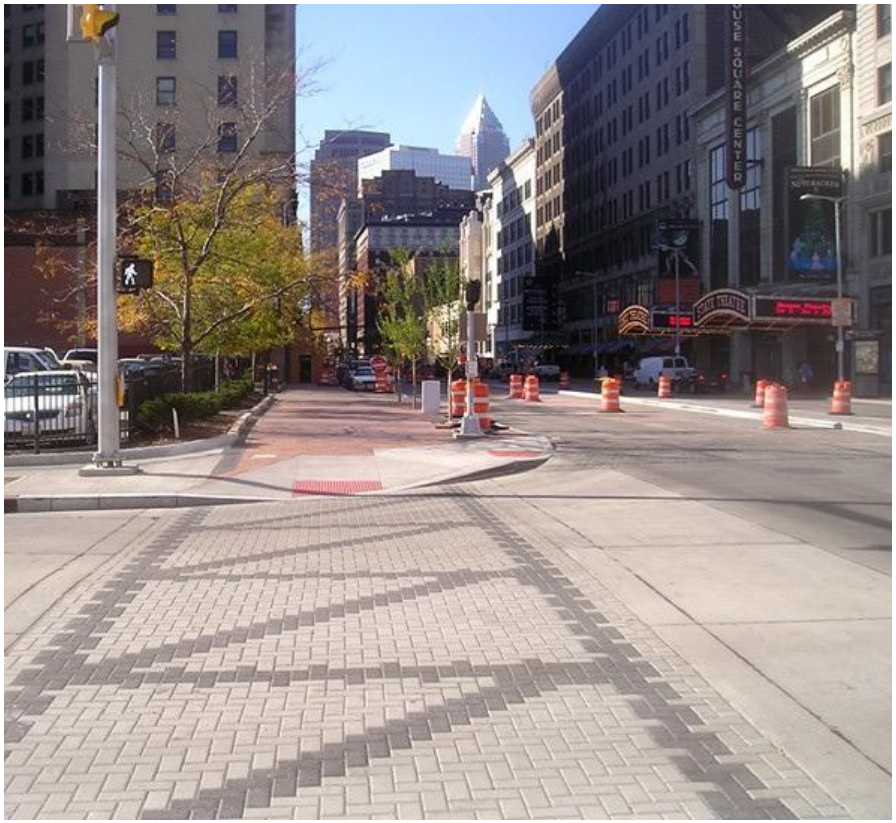
Green, Walkable Street in Los Angeles, CA

Mixed-Use Development in Alexandria, VA

Example: Arlington, VA (MetroRail)

Example: Charlotte, NC (Light Rail)

Example: Cleveland, OH (Bus Rapid Transit)



Priorities for creating transit-friendly places

- High quality transit works well where jobs, housing, and retail activities are close together.
- For a safe and comfortable pedestrian experience, streets can't be too wide, and sidewalks and crosswalks are important.

New development with active street life

Santa Barbara, CA

Albany, NY

Chicago, IL

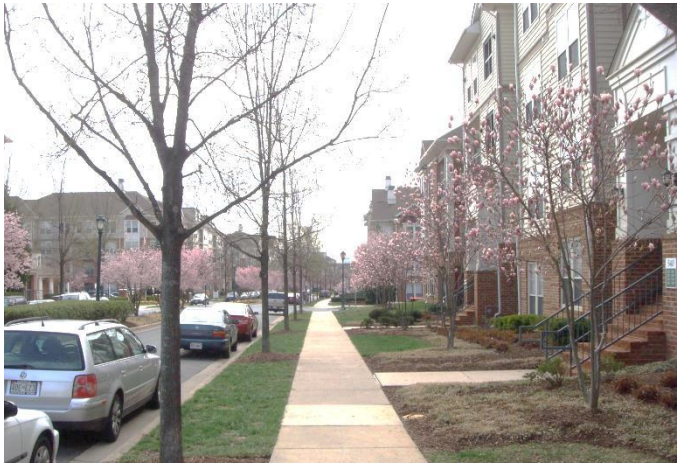
Portland, OR

New development at a range of scales

Kentlands, MD

Fairfax, VA

Washington, DC



King Farm, MD

02

Goals and needs of the Project

Summary of major transportation needs on Route 1

- Attractive and **competitive transit service**
- Viable multimodal **travel options**
- Efficient and **affordable access** to employment, workforce, and major destinations
- Congestion relief and **emissions reductions**
- Transportation support for local **land use plans**

Source: Based on a review of existing studies

Project goals

Goal 1: Improve multimodal travel options

Goal 2: Improve safety; Increase accessibility

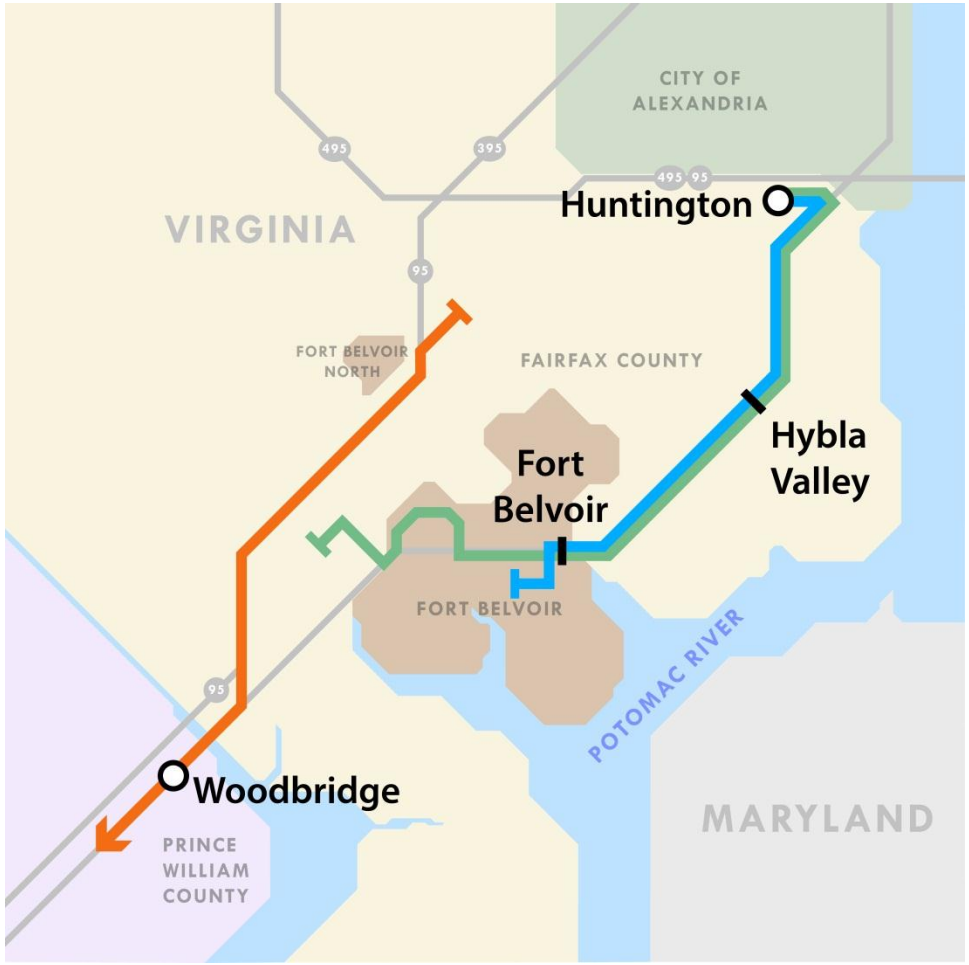
Goal 3: Increase the economic competitiveness and vitality of the corridor

Goal 4: Preserve community, health, and the environment

Source: Based on a review of existing studies

Goal 1: Improve multimodal travel options

NEED: Improve transit frequency and service



Common Bus Routes on Route 1

Bus service can be infrequent, particularly as you move farther south along Route 1

Route	Peak Wait Time (Rush Hour)	Off-Peak Frequency (non-Rush Hour)
REX (Metrobus)	11 min	30 min
171 (FCC)	20 min	30 min
P-MD (PRTC)	30 min	60 min

NEED: Improve transit travel time

Transit (bus) travel time between activity centers along the corridor is not competitive compared to driving

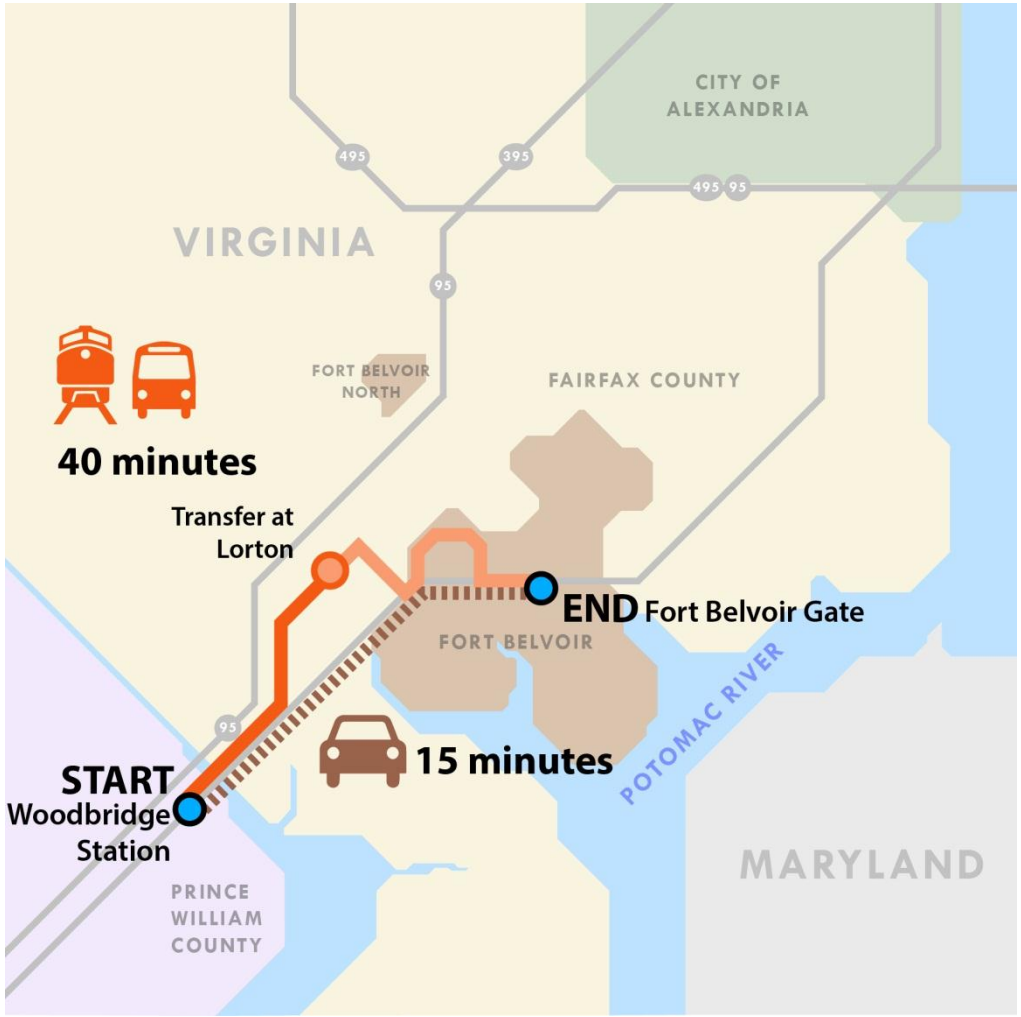
Mode	Travel Time
Car	20 minutes
Bus	35 minutes

Bus Travel Time vs. Vehicle Travel Time

NEED: Improve transit travel time

Transit (bus) travel time between activity centers along the corridor is not competitive compared to driving

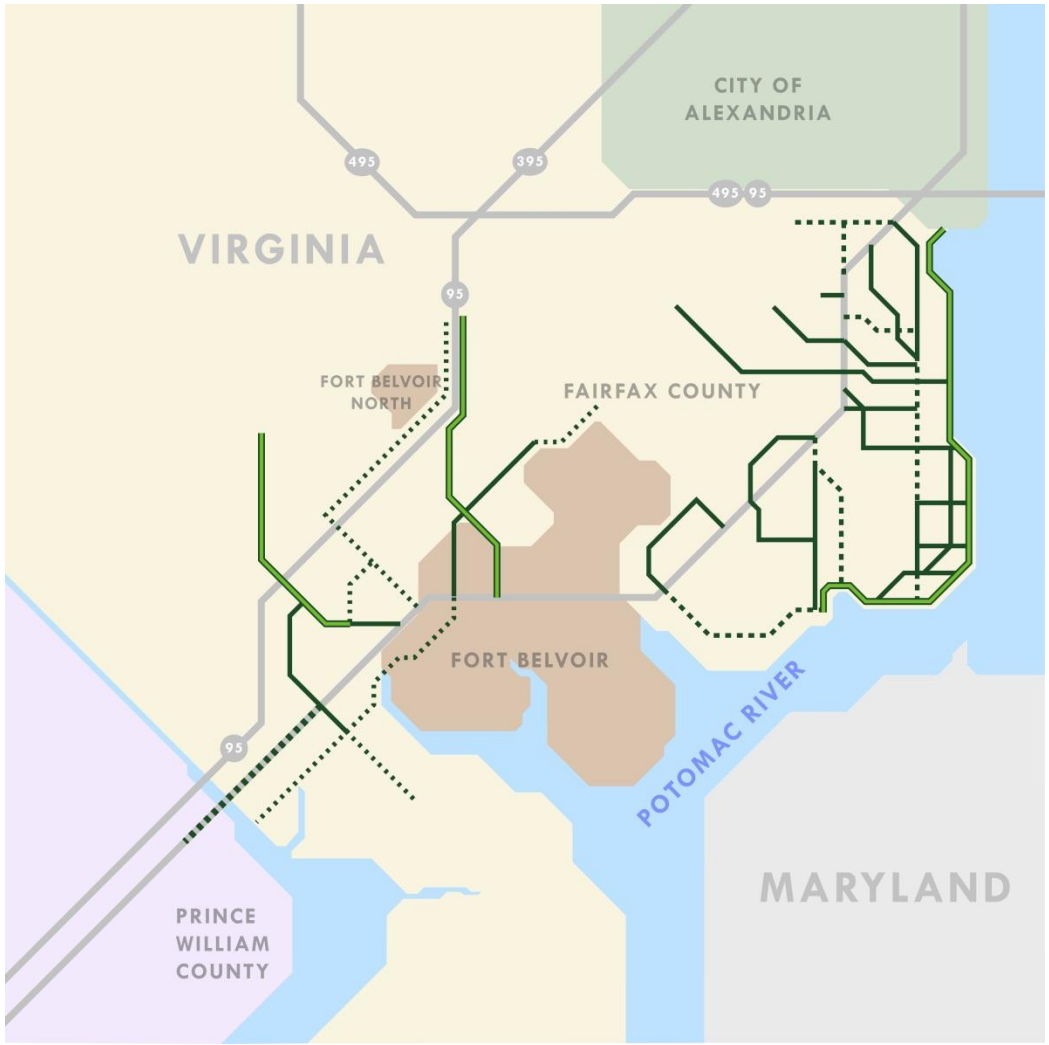
Mode	Travel Time
Car	15 minutes
Rail and Bus	40 minutes*



Bus Travel Time vs. Vehicle Travel Time

*Only 4 trains per day for this option

NEED: Improve bicycle networks



Bicycle Routes (green) adjacent to Route 1

There are few bicycle routes along Route 1, and no convenient continuous bicycle alternatives to Route 1

Dedicated Bike Path

Primary Bike Route

Secondary Bike Route

Goal 2:Improve safety; Increase accessibility

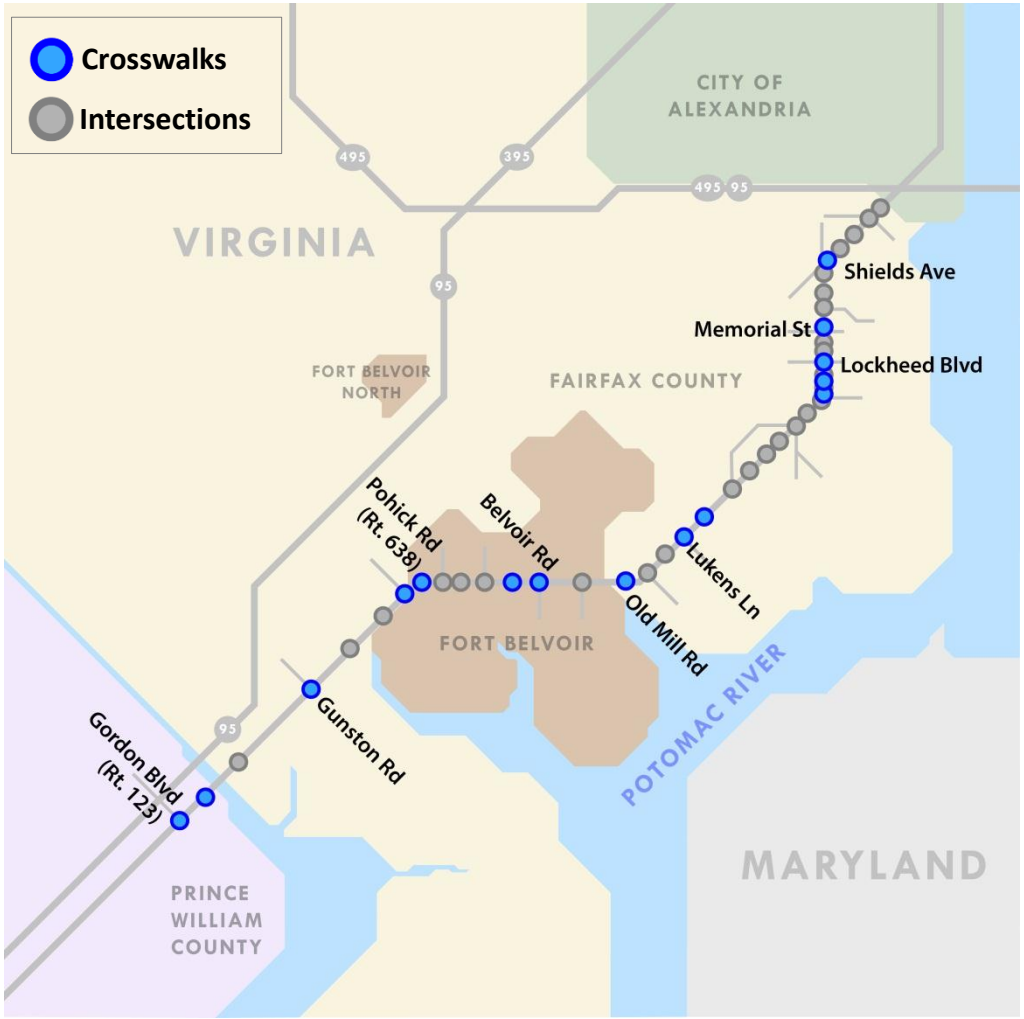
NEED: Provide accessible pathways

Pedestrian crosswalks are infrequent and unsignalized


Desire Lines at Lockheed Blvd Bus Stop


Accessibility Challenges at Huntington Avenue

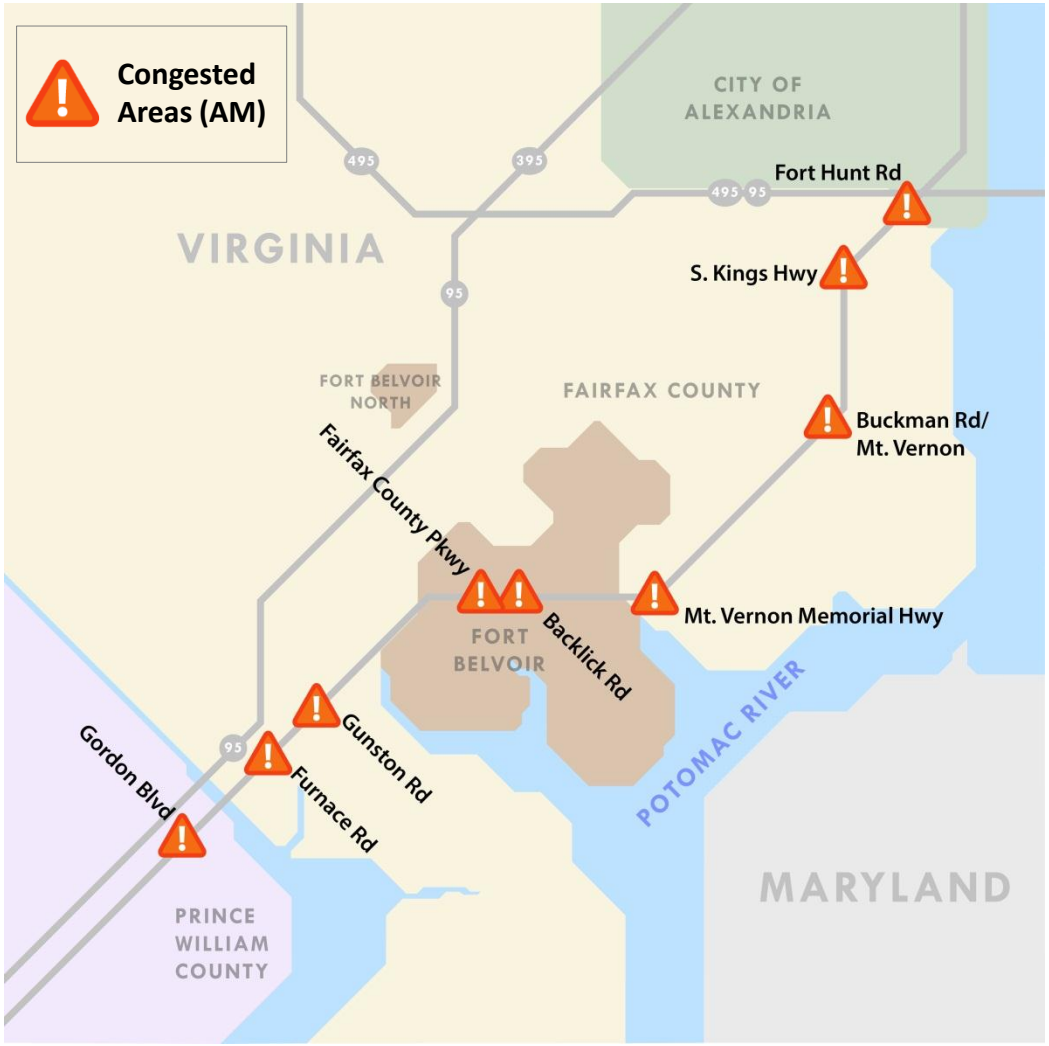
NEED: Improve pedestrian crossings



Intersections with Crosswalks (blue)

Crosswalks are infrequent along Route 1 and "jaywalking" is common

NEED: Decrease congestion



Intersections with Greatest Delay, Weekday AM

There are traffic delays at key "pinch point" locations along Route 1 during rush hour

Goal 3: Increase the economic competitiveness and vitality of the corridor

NEED: Improve access for low-income populations

Significant transit - dependent population along Richmond Highway

Corridor Bus Riders

$	55%	earn less than $30,000 annually
$$	85%	earn less than $70,000 annually
	47%	no auto in household
	72%	no auto available for this trip

Source: Fairfax County Transit Development Plan (2009)

NEED: Increase and improve connectivity to regional activity centers

Future growth in jobs and housing will be focused in regional activity centers

Source: Washington Metropolitan Council of Governments, 2013

NEED: Support compact, mixed use development

Fairfax and Prince William Counties have identified redevelopment areas along Route 1

Nodes for future Mixed-Use Development and Growth

Community Business Center's (CBC's)

Goal 4: Preserve community, health, and the environment

NEED: Reduce energy consumption and greenhouse gas emissions

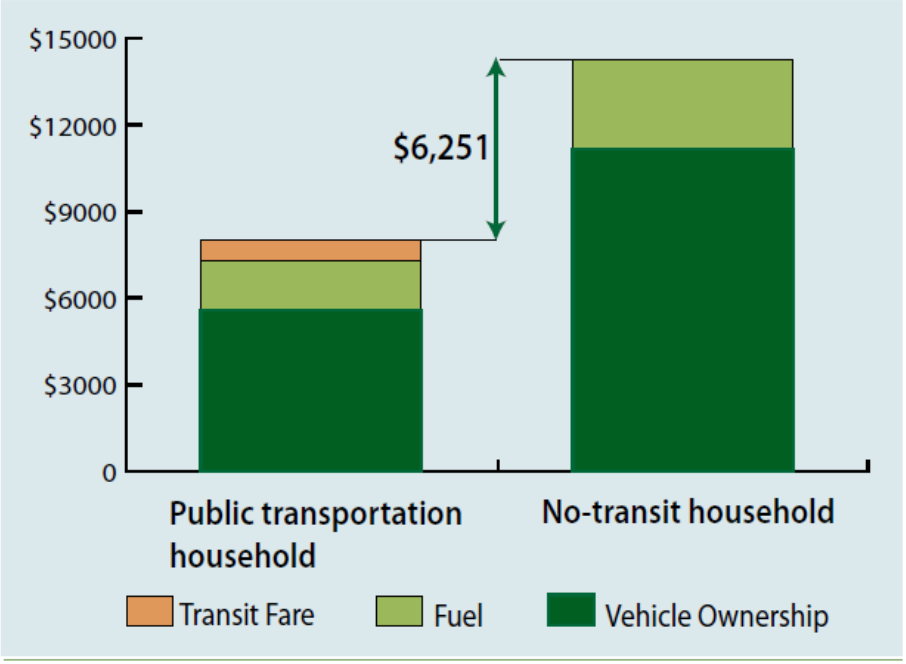
Source: CTA rendering of bus rapid transit on in Chicago

Increasing transit efficiency will decrease greenhouse gases

NEED: Increase opportunities for affordable living

The ability to travel by public transit can save the average household over $6,000 EVERY YEAR

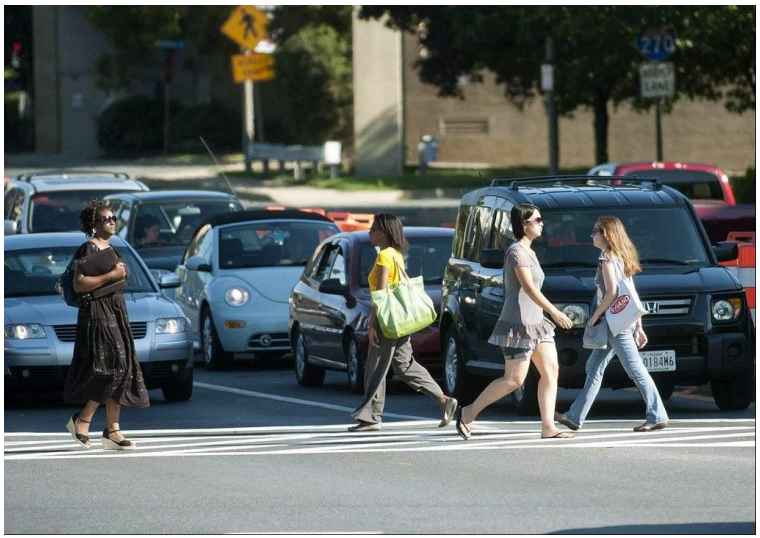
Annual Household Savings from taking Public Transit
comparison of 1 and 2 car households



Source: Public Transportation and Petroleum Savings Report

NEED: Increase opportunities for “active transportation”

SafeRoutes
National Center for Safe Routes to School



Walking or biking to school or work can help us be more active and improve our overall health

03

Public and stakeholder involvement

How can I stay informed and provide input?

Online

Project website:
www.route1multimodalaa.com

Twitter: @rt1multimodalaa

Facebook: Route 1 Multimodal AA

Email: Route1AA@aecom.com

In person

- Fill out a comment form (tonight or later on the project website)
- Talk to a project team member or neighborhood representative
- Attend upcoming meetings/events
  - Meeting 1: Today
  - Meeting 2: February 2014
  - Meeting 3: May 2014

Who should I contact if I have a question?

Email: Route1AA@aecom.com

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