Route 1 Multimodal Alternatives Analysis:

Community Involvement Committee Meeting

September 30, 2013

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT

Today's Agenda

- Introductions

- Presentation (including survey summary)

- Small Group Discussions

- Report Back and Next Steps

What is the Community Involvement Committee Role?

Who

Representatives from the businesses, residential neighborhoods, and community groups

Role

- Offer guidance on a range of issues (environment, housing, historic resources, economic development, etc.)

- Assist with strategic outreach and engagement in the corridor communities

- Meet three times during the course of the one-year project

Route 1
Multimodal Alternatives Analysis

What you will learn from the presentation:

1. Project introduction
   Who is leading?

   What is the project?

   What is the schedule?

   What is transit-supported development

2. Purpose and goals 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?

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of
INTERMODAL
Planning and Investment

VDOT

01 Project Introduction

Who is leading the study?

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

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

Route 1
Multimodal Alternatives Analysis

Where is the project located?

- 18- mile section of Route 1, including Richmond Highway

- Extends 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

Route 1
Multimodal Alternatives Analysis
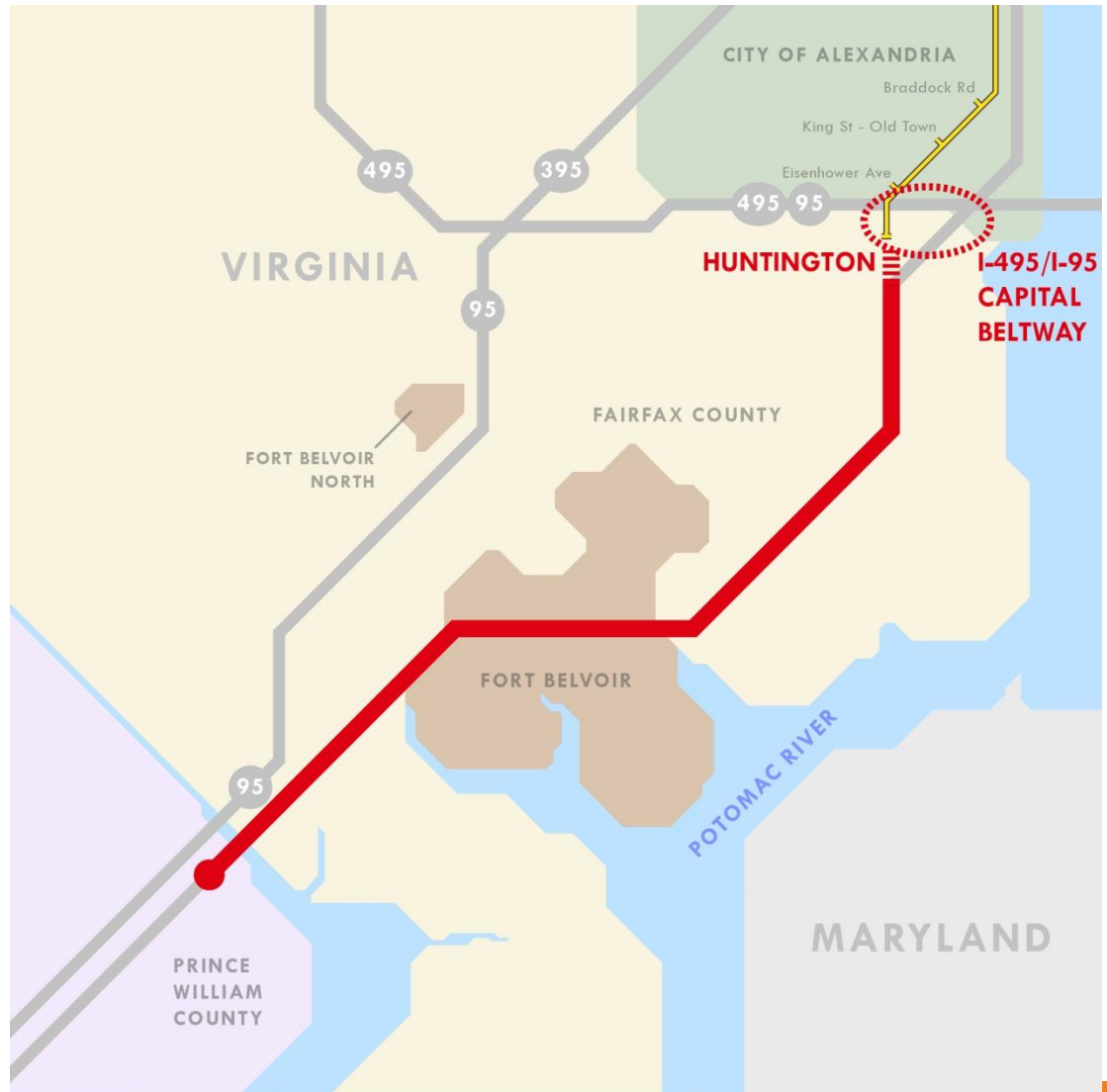
How did the study get started?

- 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
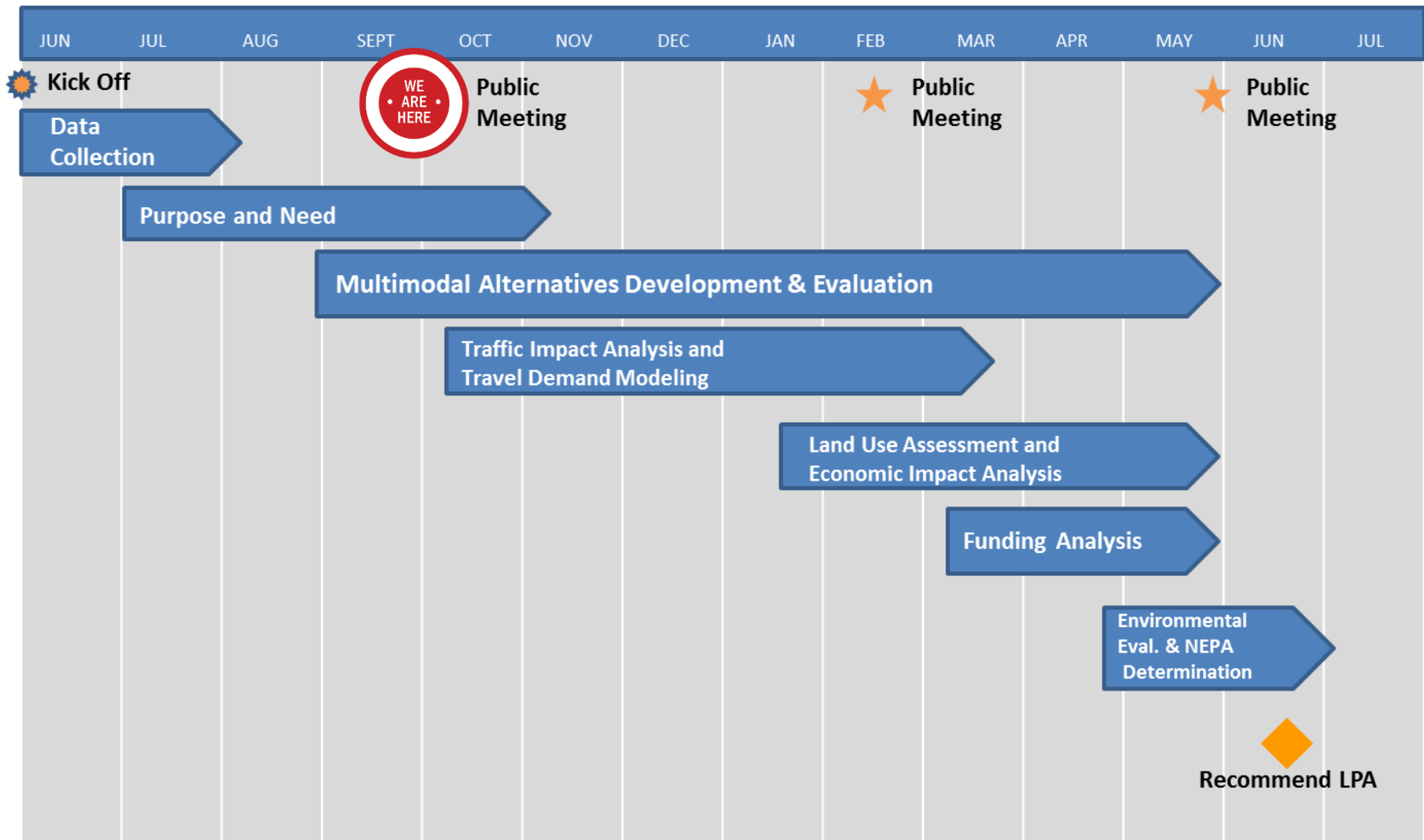
What is the purpose of the project?

- **Increase transportation choices** and **safety** for both local and commuter trips.

- **Increase person throughput** capacity on the corridor generally, and attractiveness of transit specifically, to mitigate congestion.

- **Support and enable growth** and development on the corridor.

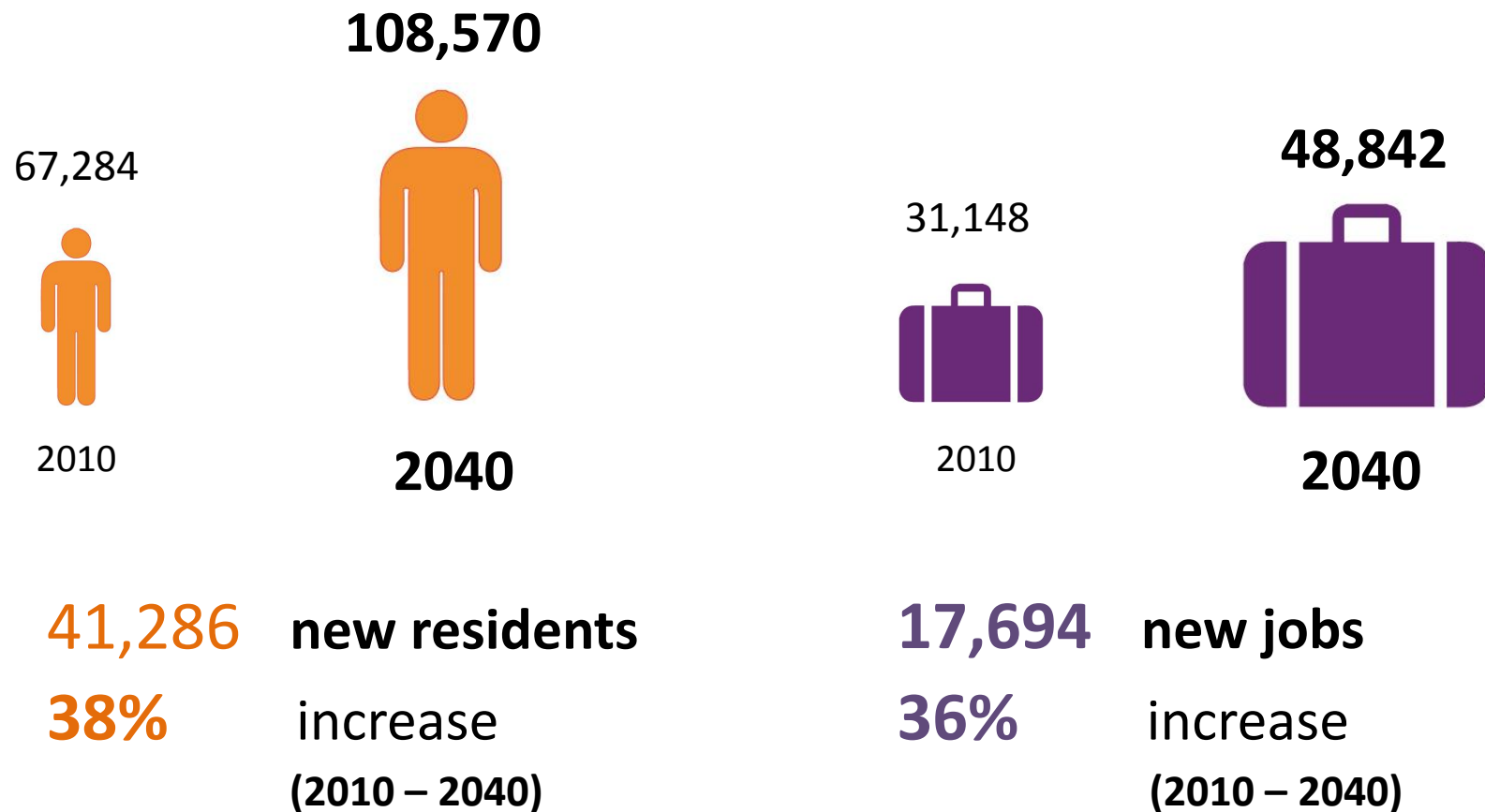- **Improve access to local and regional activity centers.**

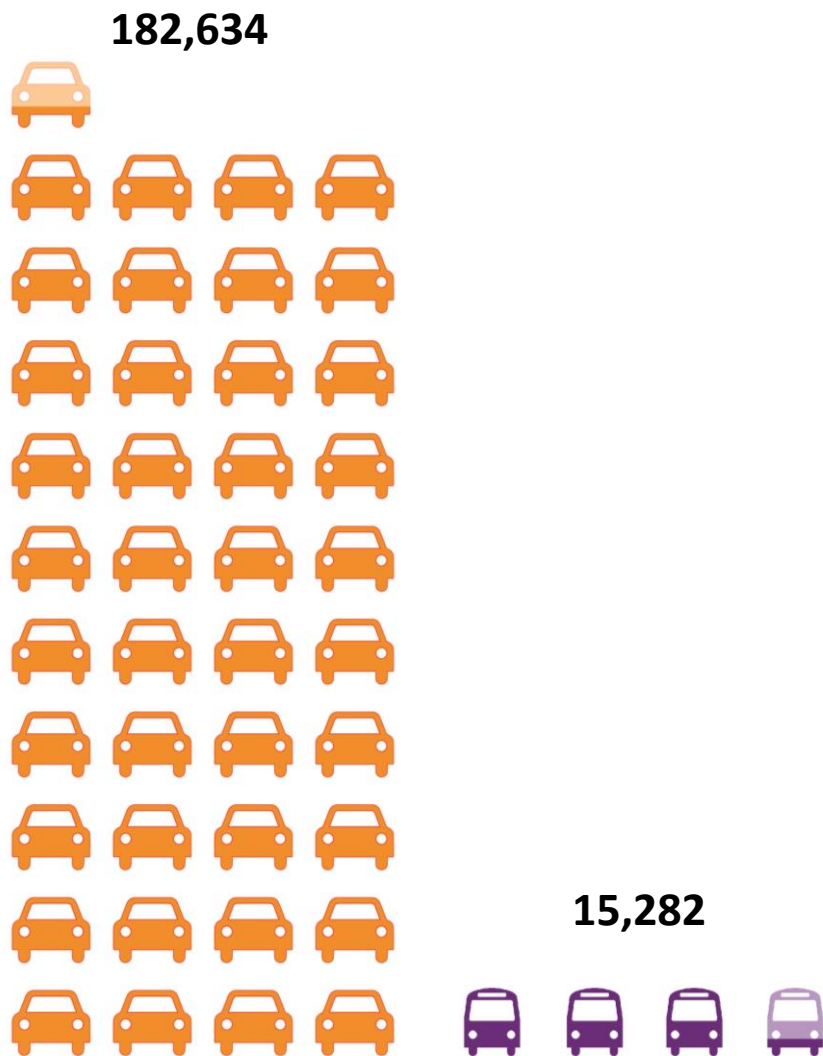**Multimodal Alternatives Analysis Planning Process**

CORRIDOR VISION → ALTERNATIVES DEVELOPMENT → EVALUATION OF ALTERNATIVES & IMPLEMENTATION PLAN

Route 1
Multimodal Alternatives Analysis

What is the project schedule?

Who lives and works along Route 1?

108,570

67,284

2010

2040

48,842

31,148

2010

2040

41,286 **new residents**
38% increase
(2010 – 2040)

17,694 **new jobs**
36% increase
(2010 – 2040)

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of
INTERMODAL
Planning and Investment

VDOT

What ways do they travel?

182,634

15,282

**Transit Mode Share
for Study Area**
(average weekday)

= 5000 drivers

= 5000 transit riders

Mode Share Defined: # of people using a
particular type of transportation

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of
INTERMODAL
Planning and Investment

VDOT

What is Transit Supportive Development?

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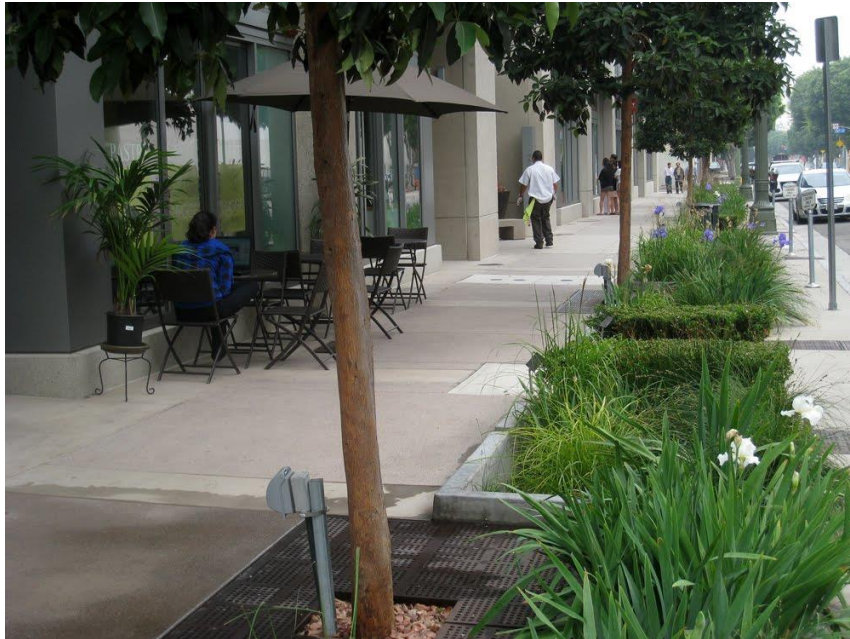- Focused activity around transit stations

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)

Potential Tradeoffs

- In order to create the activity (housing and jobs) needed to support high quality transit, higher density development and intensity of uses are needed

- In order to create places that are safe and comfortable to walk, streets can't be too wide, and sidewalks and crosswalks are important

Route 1
Multimodal Alternatives Analysis

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 policies**

Route 1
Multimodal Alternatives Analysis

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

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT

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

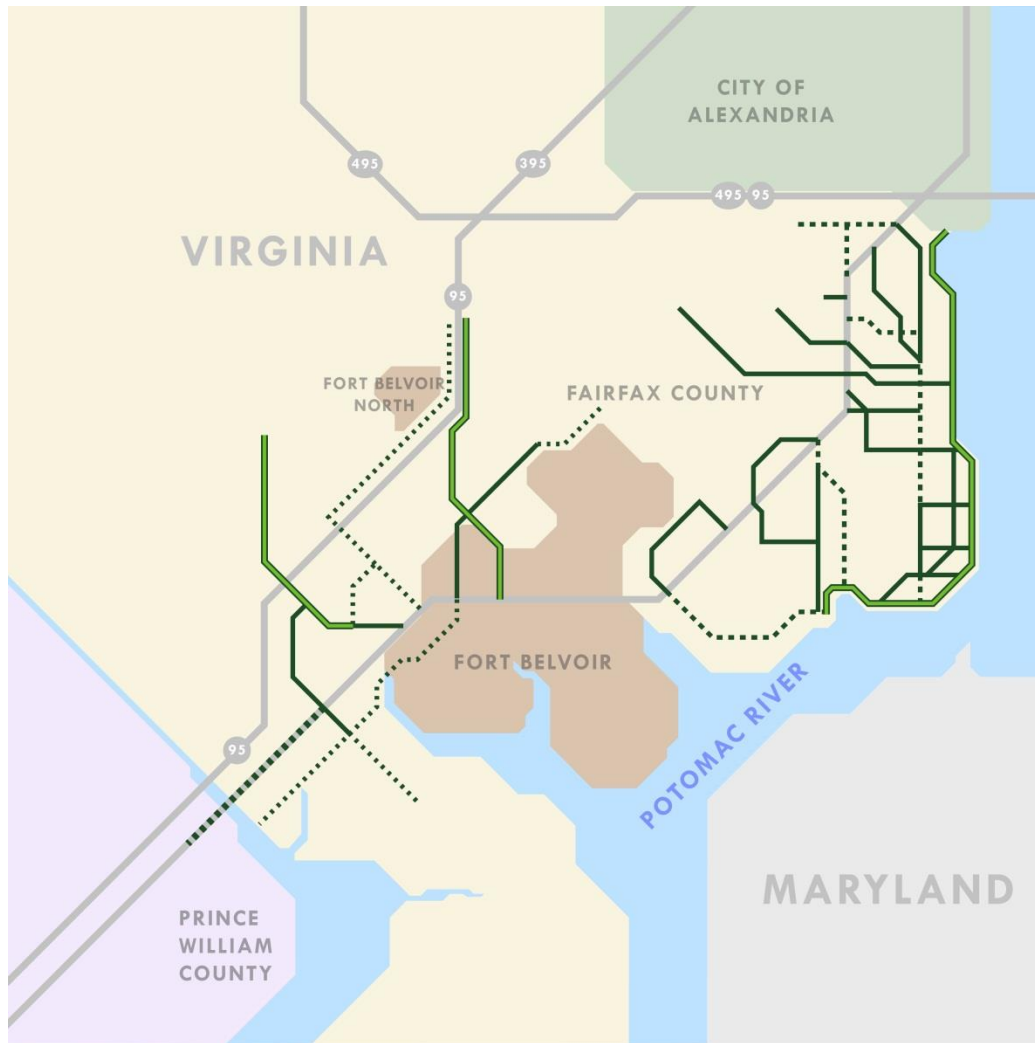**Bus Travel Time vs. Vehicle Travel Time**

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
Bus	🚌	145 minutes (2 hours 25 minutes)

Bus Travel Time vs. Vehicle Travel Time

Route 1
Multimodal Alternatives Analysis

NEED: Improve bicycle networks

There's a lack of safe bicycle routes along Route 1, and there are NO convenient/ continuous bicycle alternatives to Route 1

Bicycle Routes (green) adjacent to Route 1
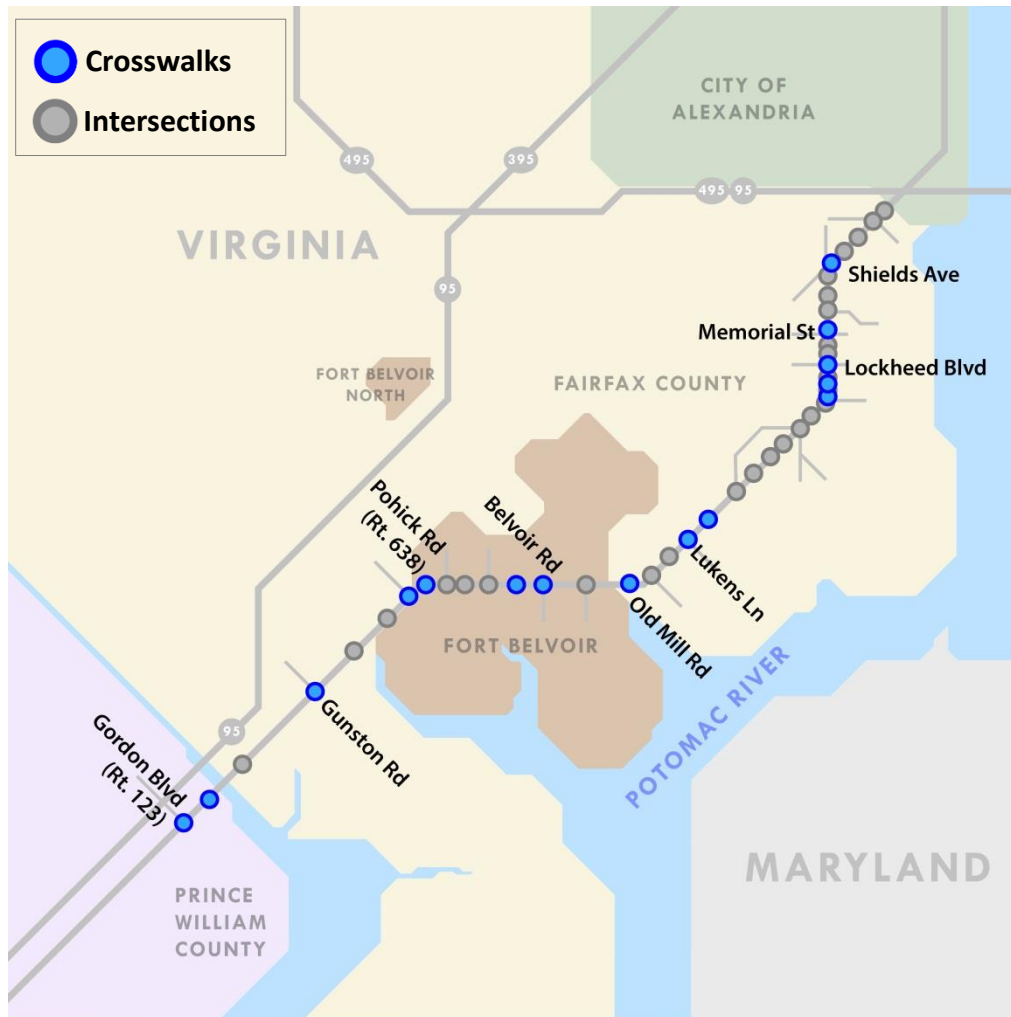
Goal 2:Improve safety; Increase accessibility

NEED: Provide accessible pathways

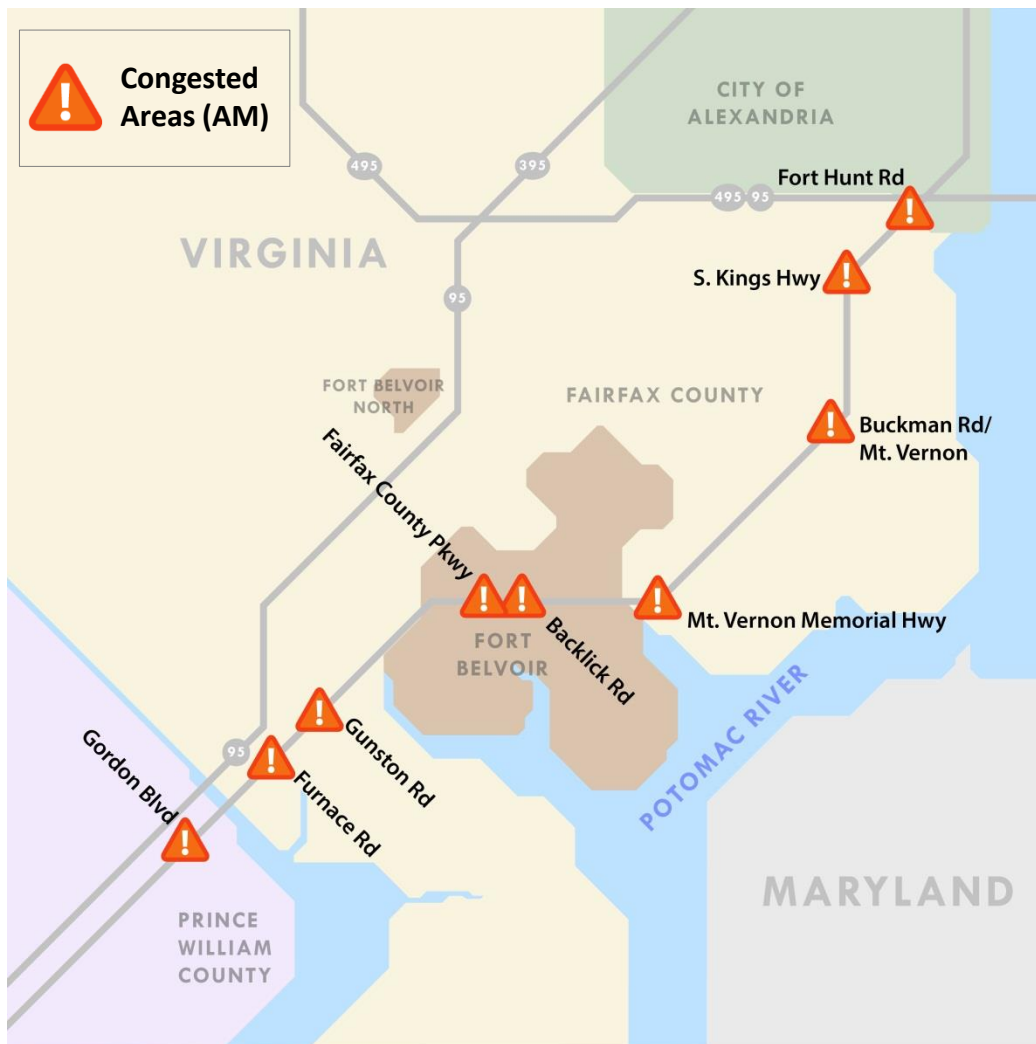*Pedestrian conditions are infrequent and unsignalized*

Desire Lines at Groveton Spring Road

Accessibility Challenges at Lockheed Blvd Bus Stop

Route 1
Multimodal Alternatives Analysis

NEED: Improve pedestrian crossings

Intersections with Crosswalks (blue)

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

NEED: Decrease congestion

Congested Areas (AM)

CITY OF ALEXANDRIA

Fort Hunt Rd

S. Kings Hwy

VIRGINIA

FORT BELVOIR NORTH

FAIRFAX COUNTY

Buckman Rd/ Mt. Vernon

Fairfax County Pkwy

Mt. Vernon Memorial Hwy

Backlick Rd

FORT BELVOIR

POTOMAC RIVER

Gunston Rd

Gordon Blvd

Furnace Rd

MARYLAND

PRINCE WILLIAM COUNTY

Intersections with Greatest Delay, Weekday AM

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

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL
Planning and Investment

VDOT

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

NEED: Improve access for minority and low-income populations
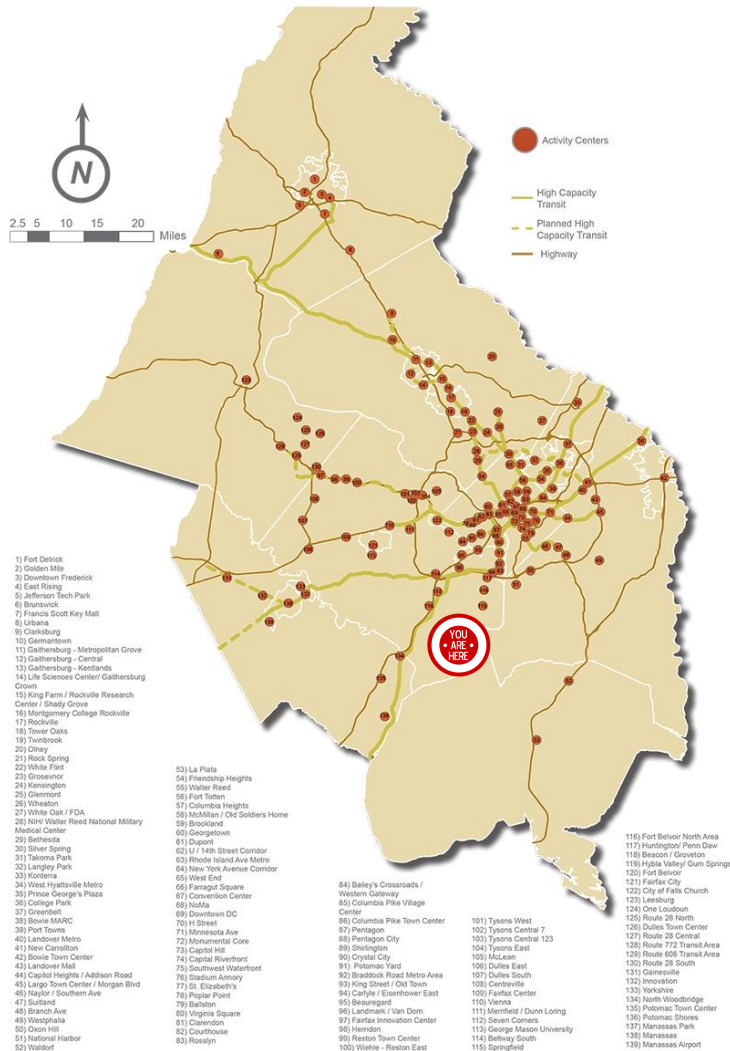
Transit (bus) dependent population along Richmond Highway is significant and need access to transit

Transit Dependent Population

$ **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)

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL
Planning and Investment

VDOT

There is significant growth (residential, employment) anticipated along Richmond Highway and in the region

Source: Washington Metropolitan Council of Governments, 2013

Route 1
Multimodal Alternatives Analysis

NEED: Support compact, higher density, mixed use development

Fairfax County has identified redevelopment areas along Richmond Highway, north of Fort Belvoir
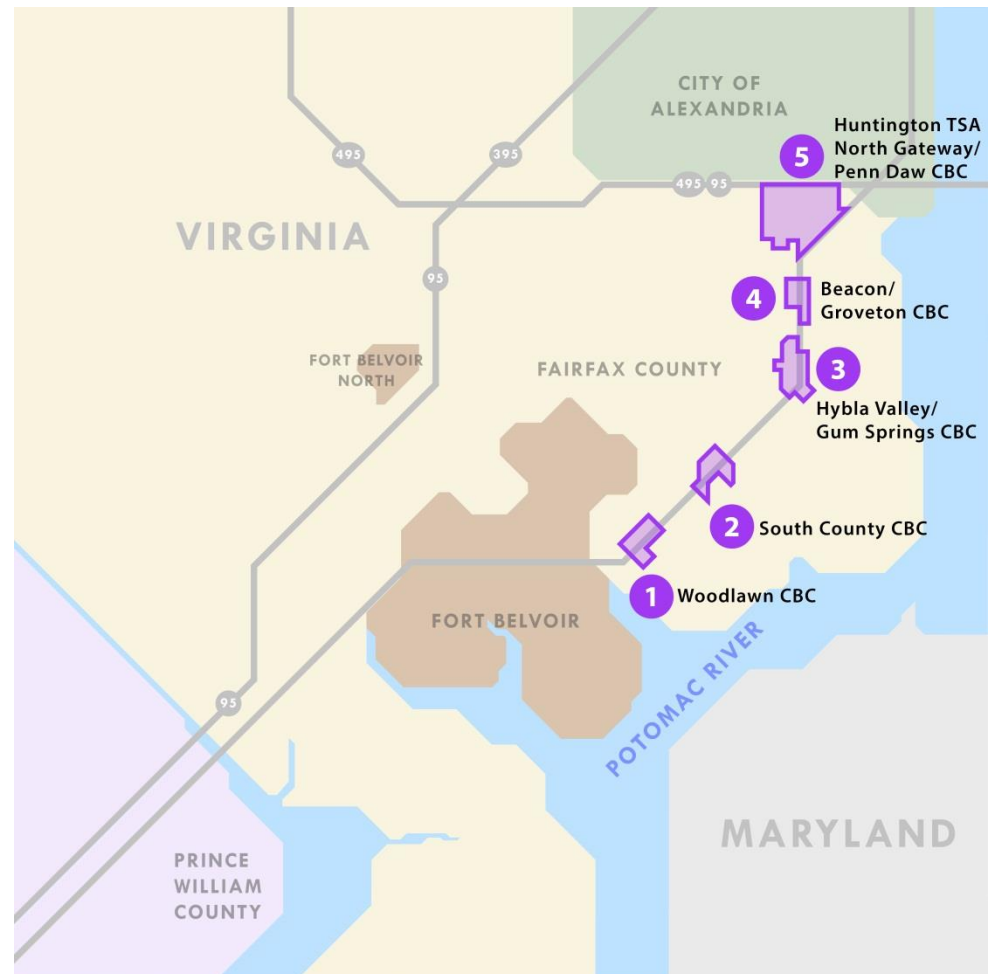
Nodes for future Mixed-Use Development and Growth
Community Business Center's (CBC's)

NEED: Support compact, higher density, mixed use development

There is also a framework for high density mixed-use development at the southern end of the study area (Woodbridge VRE Station)

North Woodbridge Urban Mixed-Use Master Plan, 2005
(southern end of study area)

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

Route 1
Multimodal Alternatives Analysis

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT

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

$6,251

Public transportation household	No-transit household

Transit Fare ☐ Fuel ☐ Vehicle Ownership ☐
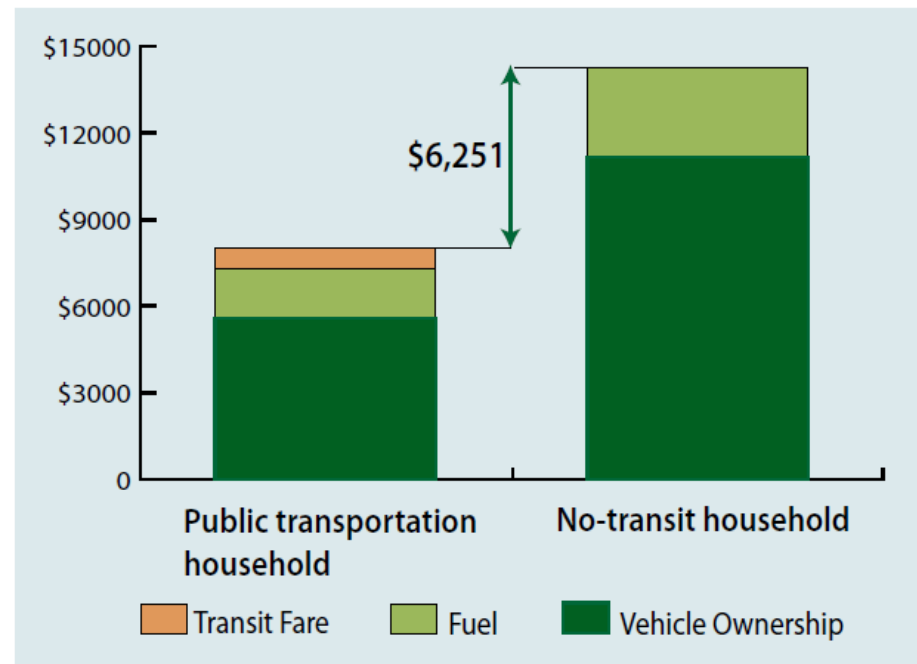
Source: Public Transportation and Petroleum Savings Report

Need: Increase opportunities for "active transportation"

Walking or biking to school or work can help us be more active overall
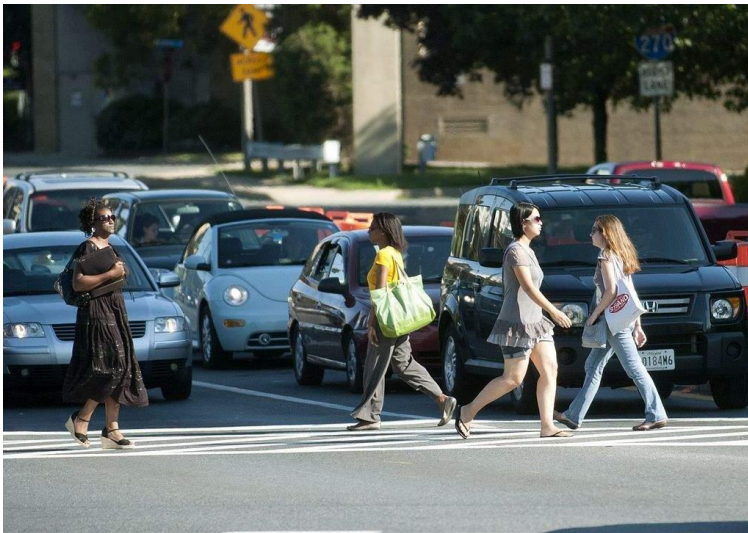
03

Public and stakeholder involvement

How can I stay informed and provide input?

Online

Project website:
www.route1multimodalaa.com

Twitter: @route1multimodalaa

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

  o Meeting 1: Today
  o Meeting 2: February 2014
  o Meeting 3: May 2014

Who should I contact if I have a question/concern?

Email: Route1AA@aecom.com

Amy Inman
Project Director, DRPT

Tim Roseboom
Project Manager, DRPT

(804) 786-4440

04

Community Involvement Committee

CIC Survey Questions

1. What are the most significant needs to be addressed by this multimodal alternatives study?
2. Do you have specific interests or concerns related to land use and economic development in the study area?
3. What is your vision for the future of the Route 1 corridor?
4. What are your expectations or hopes for the Route 1 Alternatives Analysis study process?

Transportation

- Reduced traffic congestion.
- Enhanced transportation options (e.g. BRT, Light Rail, Monorail, etc.)
- Safe access for pedestrians, bicyclists and drivers.
- Flexible and adaptable roadway design.
- Balanced transportation services to meet the needs of local traffic and through commuters.

Land Use

- Mixed use corridor of integrated office, retail, and residential uses.
- Smart growth and low-impact development strategies.
- Revitalization of degraded areas.
- Incorporate "form based" land use strategies.
- Develop Community Centers along Route 1.
- Develop a Long-term vision for land use and infrastructure.
- Incorporate live / work housing.
- Respect existing and historic communities.

Environment

- Sustainable design (Smart growth and low-impact development strategies).
- More green space and parks.

Route 1
Multimodal Alternatives Analysis

CIC Survey Summary Findings

What are your expectations or hopes for the Route 1 Alternatives Analysis study process?

- A plan that reflects a wide range of citizen views.
- A holistic approach to creating a future vision for the corridor.
- Creation of policy recommendations (e.g. form based land use)
- Promotion of sustainable communities initiatives (e.g. walk or bike to work initiatives).
- A strategy for funding and public and political support.
- Timely implementation of project recommendations.
- Short-term and long-term solutions.