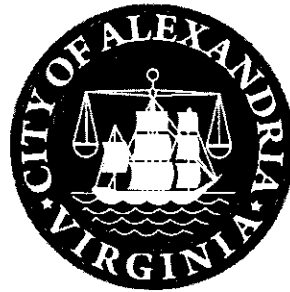


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Regional Transportation Update

City Council Legislative Meeting
October 22, 2013



Overview

- First of several updates to Council on regional transit issues
 - Focus on ongoing regional studies, including:
 - DRPT Route 1 Multimodal Alternatives Analysis
 - NVTC Route 7 Alternative's Analysis
 - NVRC Ferry Study
- Future updates will cover current issues at WMATA, VRE, TPB, as well as local transit projects
- Transportation funding strategy work session planned for Nov 26

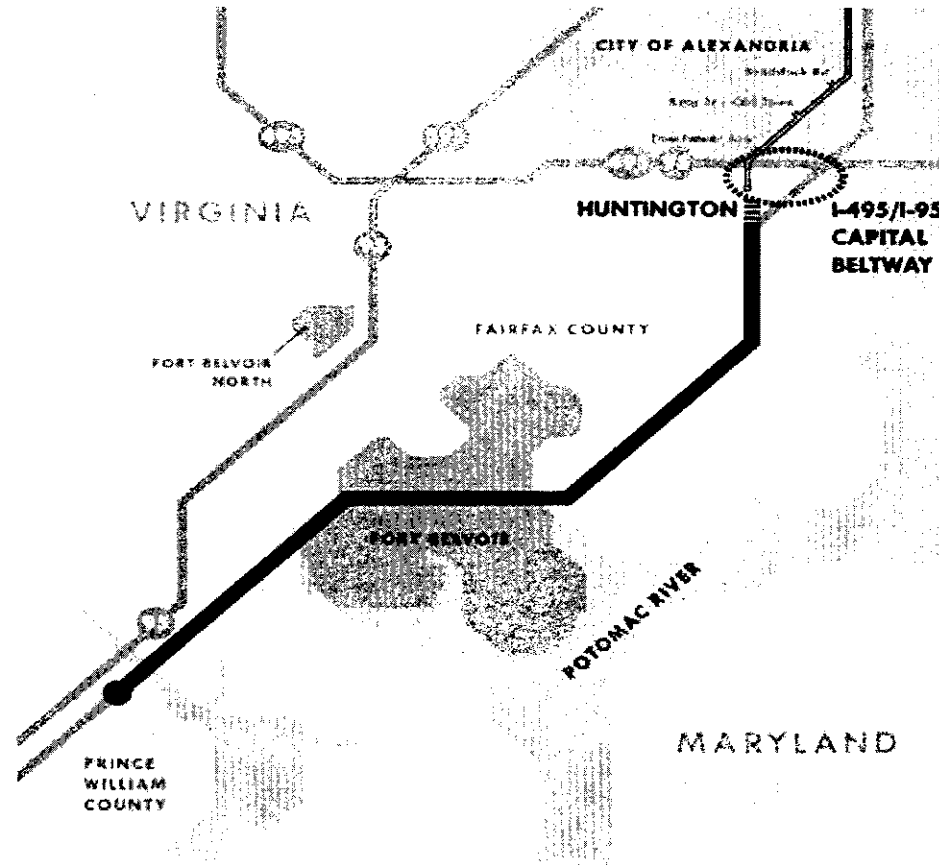


Route 1 Multimodal Alternatives Analysis (Fairfax County)

Department of Rail & Public Transportation

Route 1 Alternatives Analysis

- 15 mile section of Route 1
 - From beltway to Rte 123 at Woodbridge
 - Includes Huntington Metro area
- Led by DRPT in coordination with:
 - Fairfax & Prince William Counties
 - VA Office of Planning
 - VDOT
- City represented on technical and executive committees
 - City has made clear that rapid transit along Route 1 south of the Braddock Road Metro station is not a viable alternative
 - Any high-capacity transit alternatives should connect to the City's approved transitway network



Project Overview

- Goals:
 - Increase transportation choices and safety for local and commuter trips
 - Increase carrying capacity of the roadway through higher quality transit service
 - Support and enable growth and transit-oriented development on the corridor
 - Improve access to local and regional activity centers
- Alternatives Analysis will consider a range of transit, roadway, and ped/bike alternatives
 - Will test viability of specific transportation and land use alternatives
 - Includes evaluation of transportation, land use, and financial implications of a range of alternative
- Recommend a Locally Preferred Alternative (LPA) and determine required level of environmental documentation

Current Progress

- Stakeholder outreach underway
 - Public meeting held Oct 9th
- Project team has identified needs, including:
 - Attractive/**competitive** transit service
 - Viable multimodal travel **options**
 - Efficient and **affordable** access to employment and activity centers
 - Congestion relief and **emission reductions**
 - Transportation support for **local land use plans**

Project Schedule

- Data collection: *June – Aug 2013*
- Purpose and need: *July – Nov 2013*
- Alternatives development & evaluation: *Sept 2013 – May 2014*
- Environmental evaluation: *May – June 2014*
- Public Meetings:
 - Oct 9, 2013
 - Feb 2014
 - May/June 2014



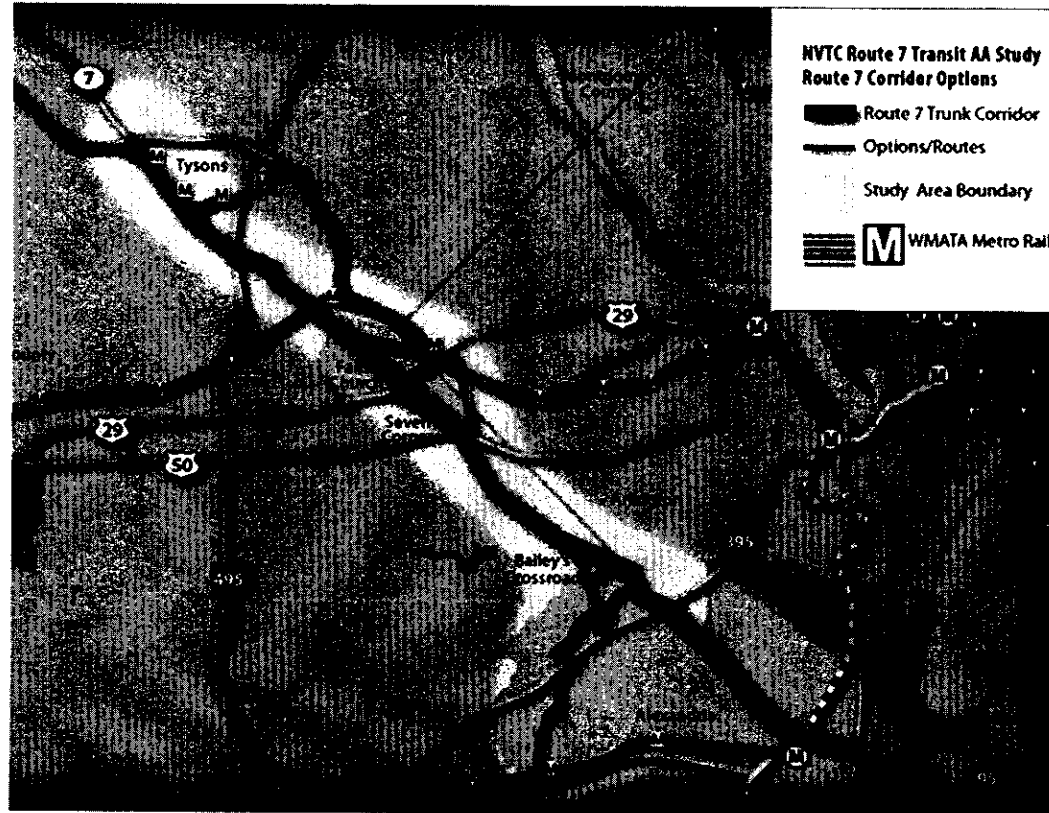
Route 7 Alternatives Analysis

Northern Virginia Transportation Commission



Route 7 Transit AA Study Area

- Segment of Route 7 from Tyson's Corner to Alexandria
- Led by NVTC in coordination with member jurisdictions
 - City has made clear that dedicated transit lanes along Route 7 through the City is not a viable alternative
 - Any high-capacity transit alternatives should connect to the City's approved transitway network



Project Overview

- Addresses the need to make Route 7 corridor more accessible, desirable, and easier to travel through
- Evaluates whether high-capacity transit service is needed or if improvements to local transit services will meet current/future needs
- Includes in-depth study of:
 - travel needs;
 - range of transit alternatives;
 - development potential;
 - environmental impacts;
 - costs and potential funding sources.

Mode Alternatives

- Current modes under consideration
 - Light Rail
 - Mixed traffic or dedicated ROW
 - Bus Rapid Transit
 - Dedicated lanes
 - Branding
 - Low floor boarding, off board fare collection
 - Widely spaced stops
 - Transportation System Management
 - Transit signal priority/queue jumps
 - Enhanced local service ("Metro Extra")

Public Feedback to-Date

- Need for overall roadway improvements
- Improvements should consider all existing and potential modes (ped, bike, SOV, etc)
- Need for better connections to various destinations along corridor
- Need for more reliable service and better facilities for transit
- Transit improvements not needed
- Transit improvements too expensive

Project Schedule

- Background research, scoping report: *Nov 2012 - Apr 2013*
- First public meeting: *July 25, 2013*
- Definition of Alternatives: *April 2013 - Oct 2013*
- Second public meeting: *Sept 18, 2013*
- Phase I Study Findings: *Oct 2013*
- Phase II of Alternatives Analysis Commences:
Dependent on availability of NVTA 70% funds



Commuter Ferry Service on the Occoquan, Potomac, & Anacostia Rivers

Northern Virginia Regional Commission



Project Overview

- Study led by NVRC with the Anacostia, Potomac, and Occoquan River Commuter Ferry Stakeholders Group
 - Group includes DC, MD, VA, MWCOG, Tri-County Council of Governments, and several city/county governments, including Alexandria
- Market analysis began in Fall 2012
 - Goal to determine if there is a sustainable market for ferry service in a variety of corridors
 - Study narrowed down potential commuter corridors to:
 - Old Town Alexandria – SW and SE DC, National Harbor
 - National Airport – National Harbor, SW and SE DC
 - Woodbridge/Potomac Shores to SE DC
 - Alexandria, Jones Point Park to Joint Base Anacostia/Bolling

Project Goals

- Address growing transportation demand in the Metropolitan Washington region
 - Population and employment continued to increase during recession
 - Government unable to keep up with transportation infrastructure needs
 - Congestion continues to worsen
- Investment in VRE cars, commuter bus service, I-95 express lanes, and widening Route 1 will ameliorate but not solve these issues
- Commuter ferry will offer additional capacity to the strained regional transportation network

Market Analysis Findings

- Shorter connections have enough market potential to be pursued
 - E.g., Alexandria to DC; National Airport to DC
 - Would require public investment in shore-side facilities and service start-up
 - Future service expansion to National Harbor, DC waterfront, and Georgetown possible
- Long distance service paralleling VRE and I-95 may have long-term potential
 - Show potential as construction mitigation or if other transportation improvement projects are determined to be infeasible
 - Could be successful as capacity supplement to larger system
 - Must be paired with other viable markets to make operations financially viable

Next Steps

- Project team to develop preliminary service model
- NVRC considering a grant application for pilot service
 - Over \$4M for 2 vessels and dock upgrades at JBAB and Jones Point Park



Questions?