

Presentation to Seven Corners Task Force
September 10, 2013

Transit Alternatives Analysis Study of the Route 7 Corridor



Presented to: Northern Virginia Transportation Commission



Presented by: **PARSONS
BRINCKERHOFF**



Thank You

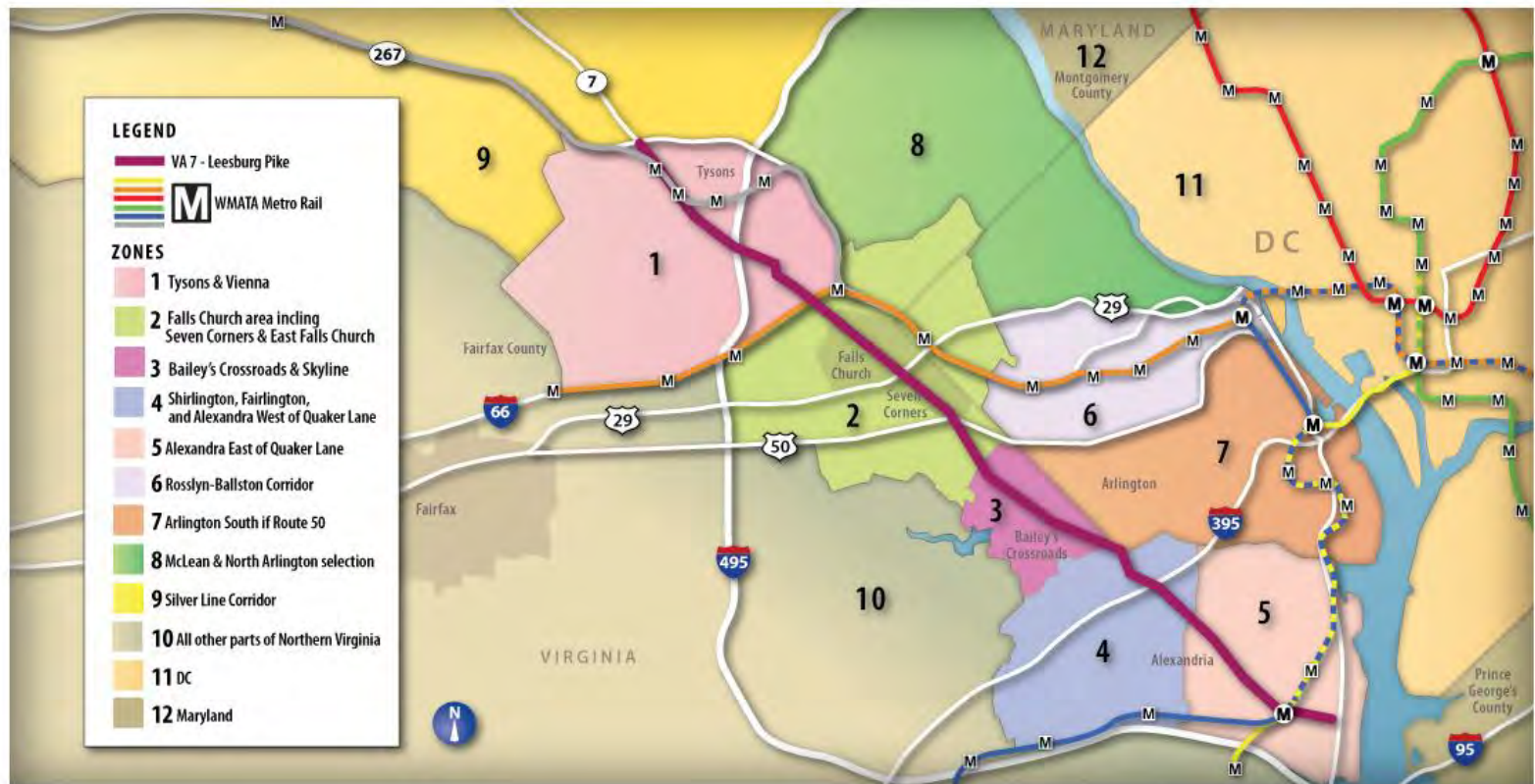


- ✓ Present Some Material on The Project
- ✓ Get Your Input on Specific Project Alternative Options
- ✓ Generate Interest in Public Meeting



Transit Along Route 7-Why is it important to Falls Church?

A Corridor Linking Communities and Regional Transit





Project Phases



- ❖ Phase I (Nov 12 – Oct 13) - Feasibility Study
 - Project Understanding
 - Problem Statement
 - Initial Development Analysis
 - Purpose & Need
 - Evaluation Criteria/Methodology

- ❖ Phase II (possibly Feb/March 2014 – March 2015) Alternatives Analysis Documentation
 - Define Alternatives to Carry Forward
 - Assess Environmental/Transportation/Development Effects of Alternatives
 - Cost Estimates & Funding Plan
 - Evaluate Alternatives



Public Outreach



September 18, 2013,

7:00PM – 9:00PM

Skyline building

5275 Leesburg Pike

Falls Church, VA

(Near Target)

<http://route7corridorstudy.com/>





Public Feedback to Date



- ❖ 6 written comments submitted during July 25th meeting.
- ❖ 59 web site visitors have filled out online questionnaire since May.





Feedback Themes



Problems Identified

- ❖ **Rush hour traffic volumes**
Tysons, Baileys Crossroads in particular
- ❖ **Weekend traffic volumes**
Shopping areas, Seven Corners & Bailey's Crossroads
- ❖ **Bottlenecks**
3 to 2 narrowing near Culmore;
Complication of Seven Corners
- ❖ **Poor Bus Connections**
East falls church station in particular
- ❖ **Condition of infrastructure**
 - Pedestrian/Bike infrastructure b/w Seven Corners & Bailey's Crossroads ("Rte 7 forces me to drive")
 - Pavement in western Alexandria section



Feedback Themes

Desired Connections

- ❖ Tysons – Old Town
- ❖ Seven Corners – Old Town
- ❖ South Arlington – Old Town
- ❖ South Arlington – Mark Center





Feedback Themes



Support for Transit Solutions

- ❖ Several voiced support for improvements, relatively few voiced support for one mode over another.
- ❖ Those who did endorse a mode favored rail over bus ~ 3 to 1.
 - Support mixed-use development
 - Attract choice riders
 - Traffic reduction
- ❖ About half as many as supported transit improvements expressed support for road improvements
 - ❖ Fix bottlenecks
 - ❖ Add lanes (3 lanes throughout)



Feedback Themes

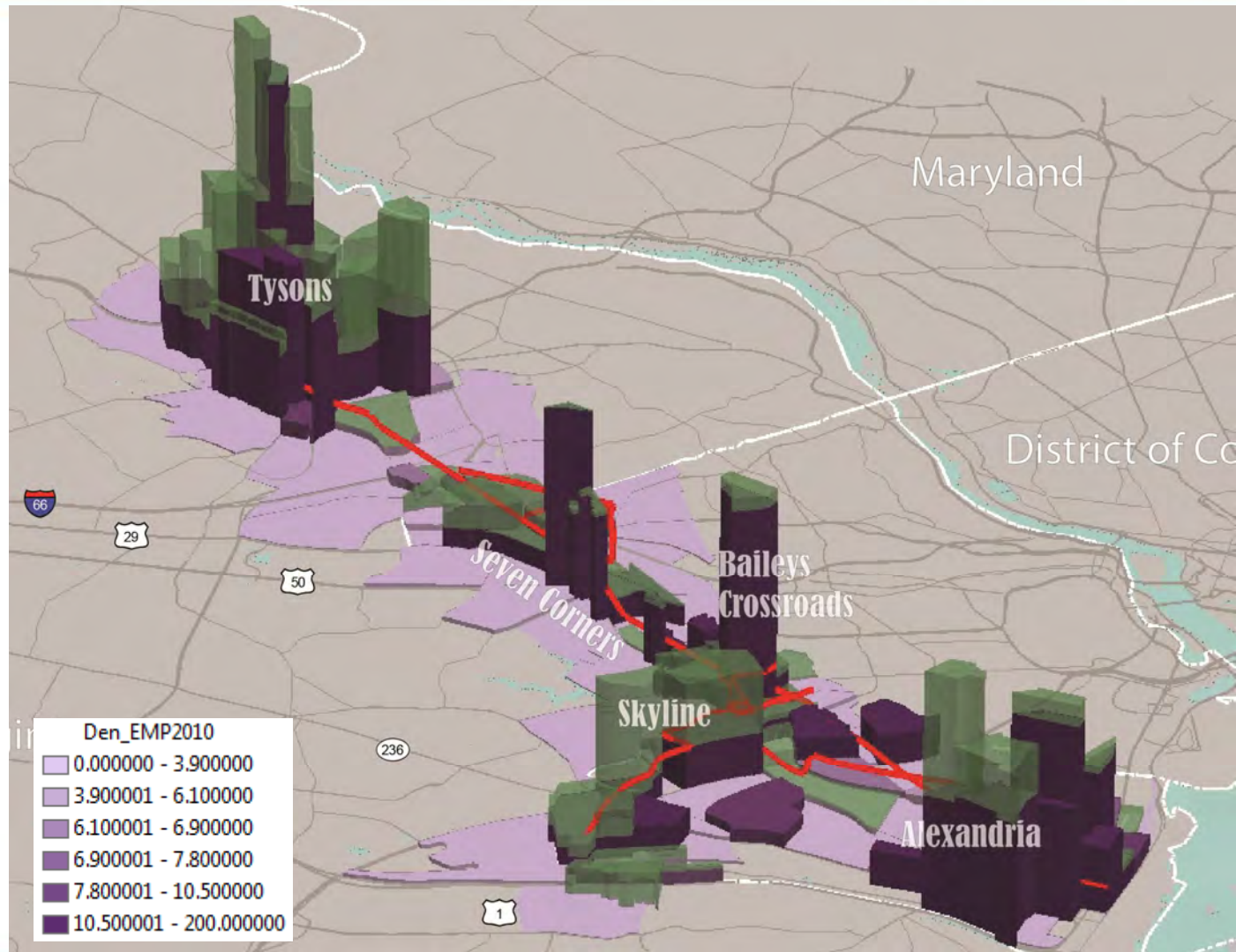


Negative Comments on Transit

- ❖ Too Costly
- ❖ Better used on other improvements
- ❖ Not enough growth to warrant it
- ❖ Transit does not provide the flexibility that driving does.
- ❖ Concern over traffic spillover onto parallel routes (Great Falls Street in particular)

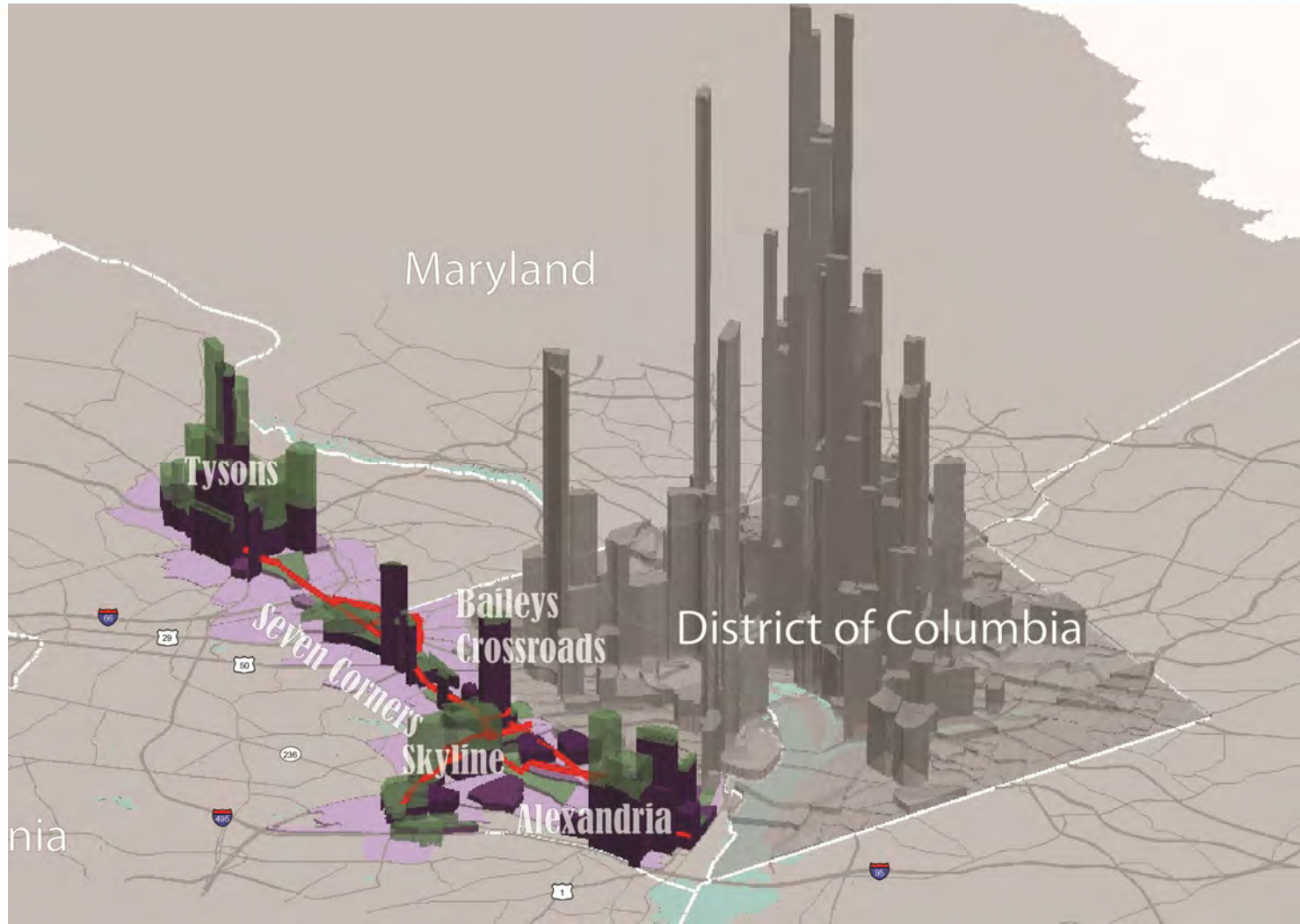


Corridor Density Assessment





Regional Density Perspective



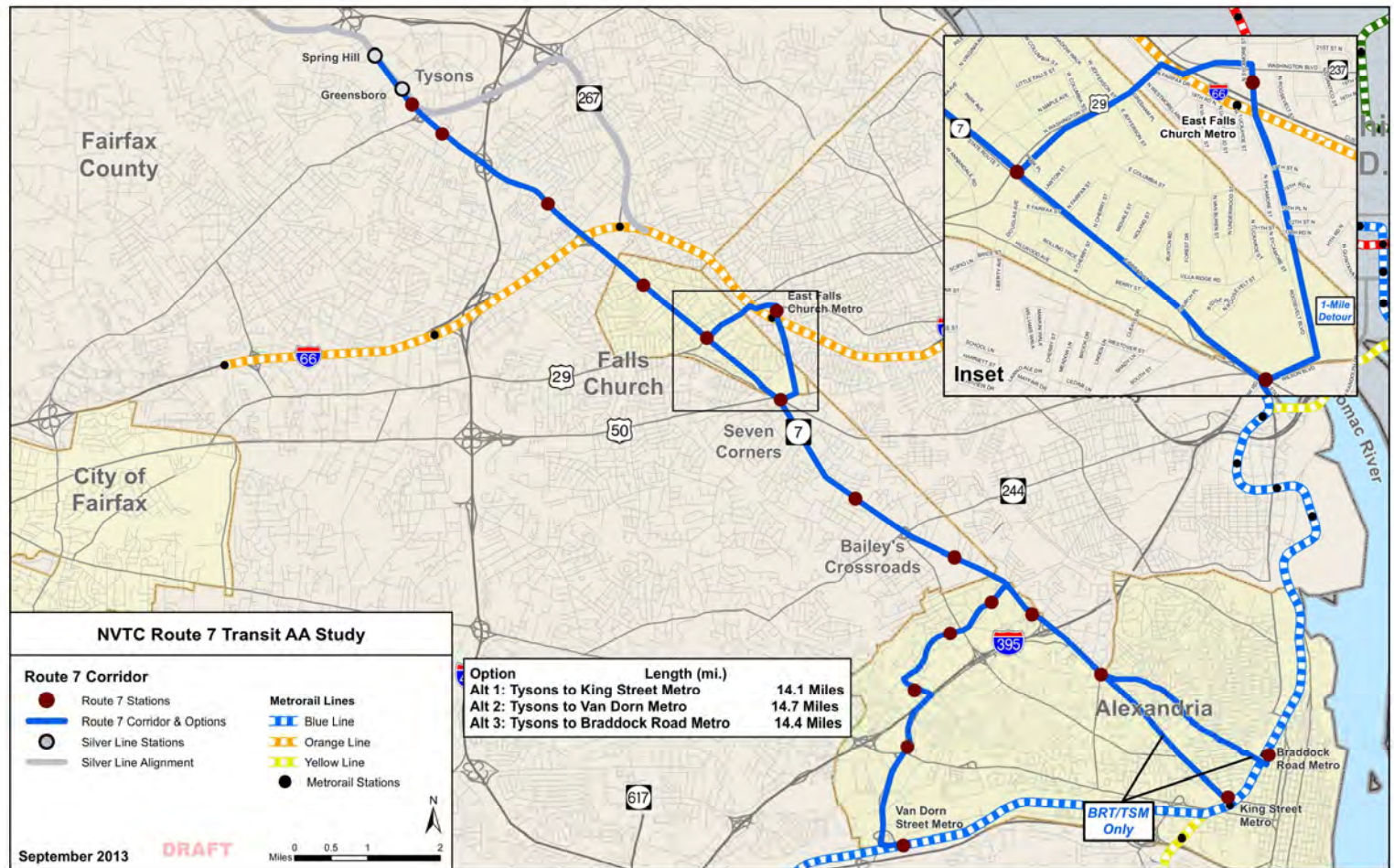


Alternatives





Corridor Alignments Identified





Alignments Options – Falls Church



Which alignment or other alignment?



Modes Being Considered



LIGHT RAIL TRANSIT (LRT)

- Operates in mixed traffic or separate from traffic
- Uses overhead electric wires for power
- Stations typically include platforms, shelters and ticket vending machines
- Limited station stops



BUS RAPID TRANSIT (BRT)

- Operates in mixed traffic or separate from traffic
- Uses modern bus technology
- Sleek vehicles with low floor, multi-door boarding
- Dual side boarding
- Limited station stops



Modes Being Considered



STREET CAR

- Operates in mixed traffic or separate from traffic
- Uses overhead electric wires for power
- Typically more frequent stops than LRT
- Stations include platforms, and shelters



STANDARD BUSES

- Operates in mixed traffic
- Uses standard bus technology
- Includes normal and articulated buses
- Frequent stops



Comparative Capital Costs



If the goal is to raise transit's mode share in the region within a relatively short time span, it will be necessary to consider means of providing higher grade transit at lower cost.



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