

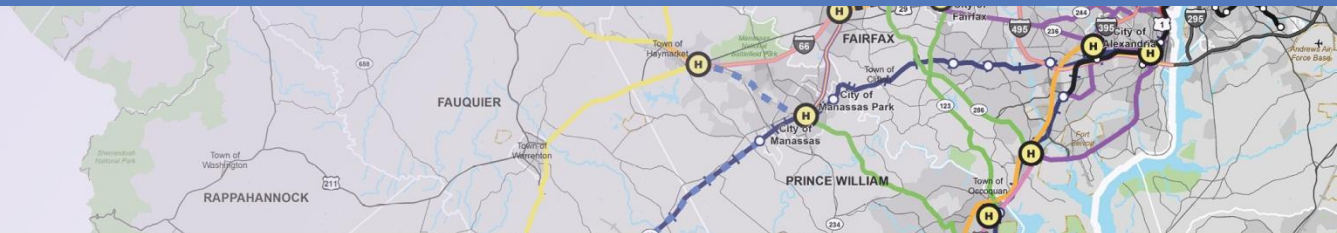
# Visioning Mobility Beyond Boundaries

## **SUPER NoVa** *Transit/TDM Vision Plan*

**VISION PLAN SUMMARY**  
November 2012

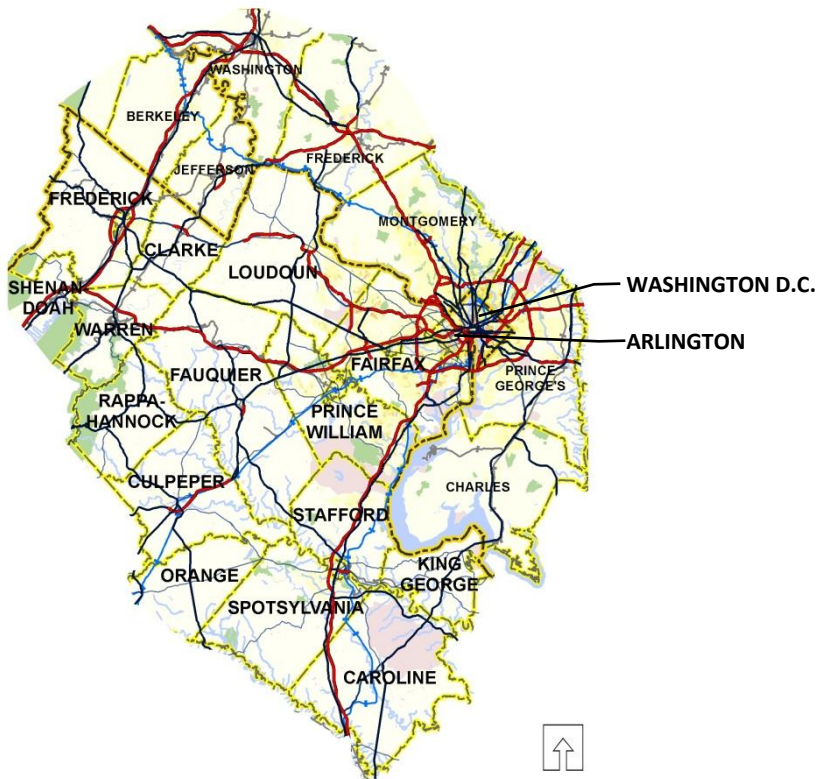
Fairfax County  
Transportation Advisory Commission

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# Overview

- Growth from 6 million to more than 8 million people in 30 years
- Long commutes and significant congestion
- Transit capacity challenges



# Vision

Safe, strategic, and seamless mobility options for rail, transit, and TDM in greater Northern Virginia region

# Mission

Visioning mobility beyond boundaries

# Goals

- Increase mobility and transportation choice through strategic investments in transit and TDM
- Efficiently use transportation infrastructure to meet current and future transportation needs
- Integrate transportation and land use planning and policy
- Support sustained economic growth and prosperity

# What did we do?

- Provided a forum to take a super regional view
- Listened to voices in the planning process
- Developed a regional vision for transit & TDM
- Focused on the traveler
- Identified need
- Provided policy, program, facility, and service recommendations





# Public and Stakeholder Outreach

## What We Heard

**CONNECTIVITY** *travel choice* **information**

*seamless travel* **reasonable cost** *quality access*

*coordination* **sustainability** *service expansion*

**competitive travel time** *respect for communities*

*economic benefit* *travel related to work* **RECREATION**

# Super NoVa Regional Transit and TDM VISION



# Super NoVa

## Regional Transit Vision

*The recommended transit network is comprised of an interconnected network of corridor and area focused transit facilities and services.*

### SUMMARY OF SUPER NOVA RECOMMENDATIONS

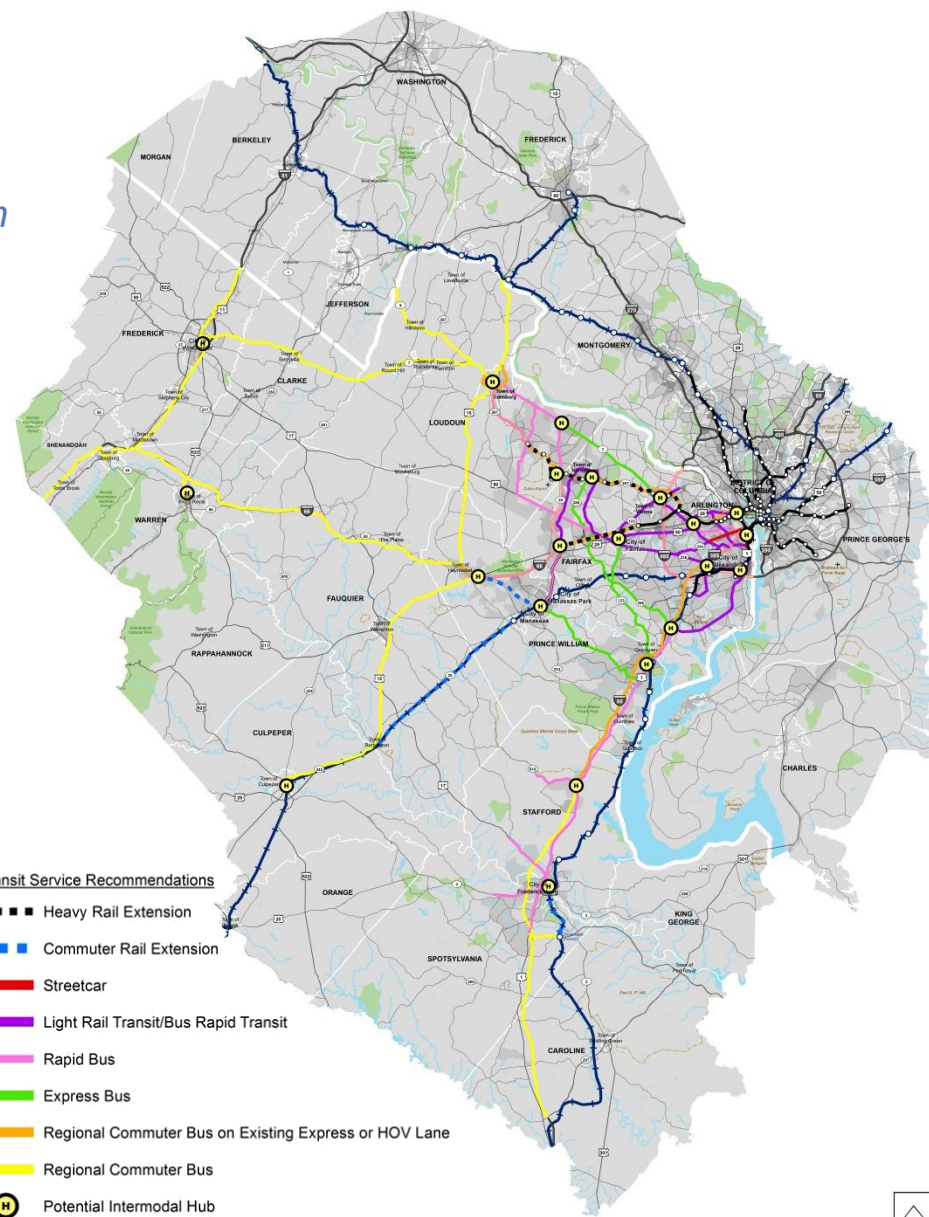
- Expansion of rail and bus services in the I-95 and I-66/US 29 corridors
- Regional bus network
- Circumferential transit services and facilities
- Streetcar in inner areas
- High-capacity transit services on urban arterials
- Increase all-day transit services in the I-95/395, Dulles, and I-66 corridors
- System of regional intermodal transportation hubs

#### Legend

- Rail Station
- Metrorail Station
- Existing Metrorail Line
- Commuter rail
- Freight rail
- Water
- Park
- Federally Owned Land
- Lowest Activity Density (2040)
- Highest Activity Density (2040)

#### Transit Service Recommendations

- Heavy Rail Extension
- Commuter Rail Extension
- Streetcar
- Light Rail Transit/Bus Rapid Transit
- Rapid Bus
- Express Bus
- Regional Commuter Bus on Existing Express or HOV Lane
- Regional Commuter Bus
- Potential Intermodal Hub



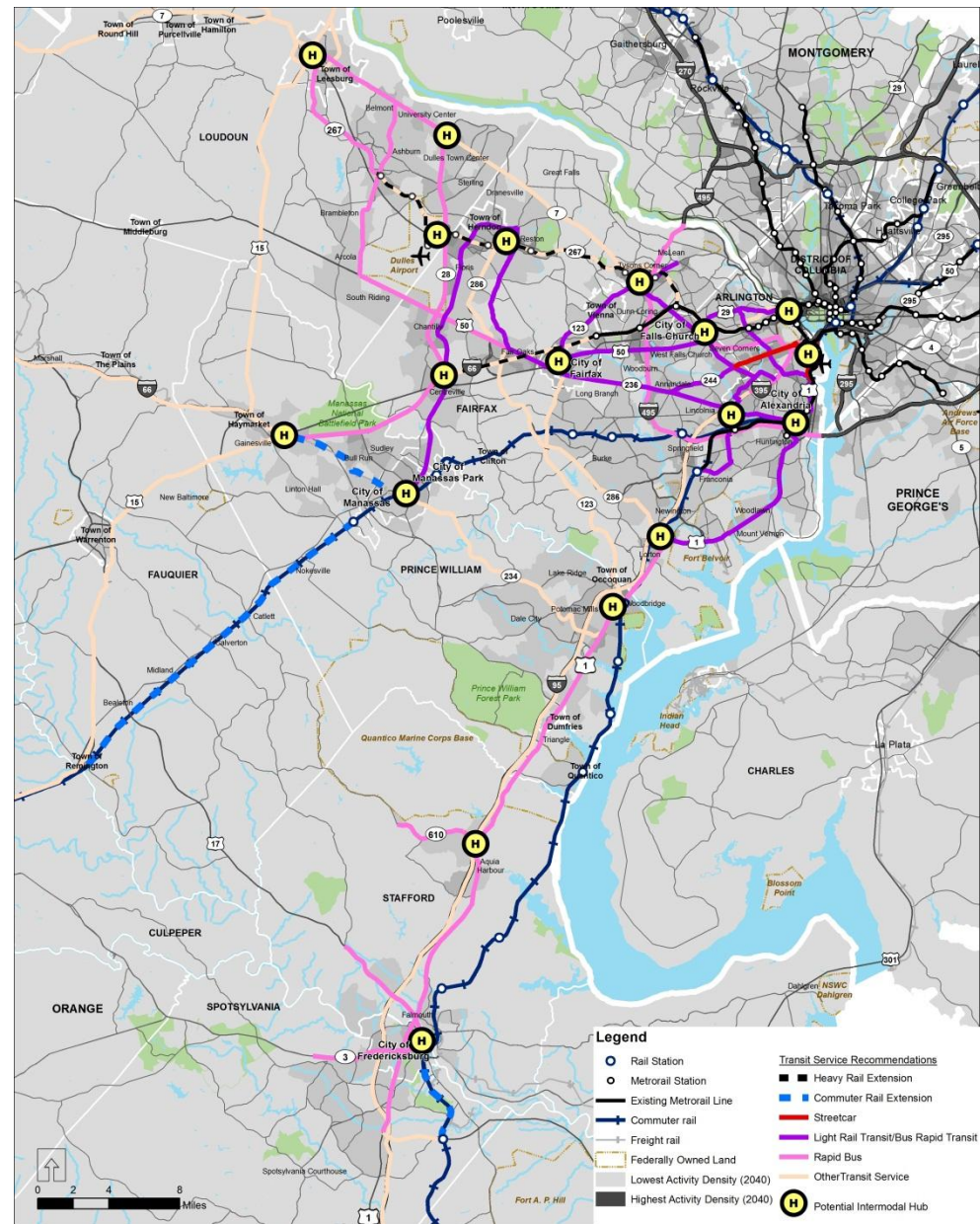


# Higher Capacity Transit Network

Growth in the center of the region will create a **tremendous need** for a new higher-capacity transit facilities and services. A dramatic investment in **Rapid Bus, Bus Rapid Transit (BRT), and Light Rail Transit (LRT)** will be needed along **major arterial and freeway corridors** throughout the center of the region

## SUMMARY OF SUPER NOVA RECOMMENDATIONS

- Fully dedicated transit runningways (most BRT and LRT lines)
- Partially dedicated transit runningways (some BRT, most Rapid Bus lines)
- Queue jump lanes (Rapid Bus and some BRT lines),
- Transit signal priority
- Level or nearly level passenger boarding, off-board and fare collection
- Real-time passenger information
- Branding

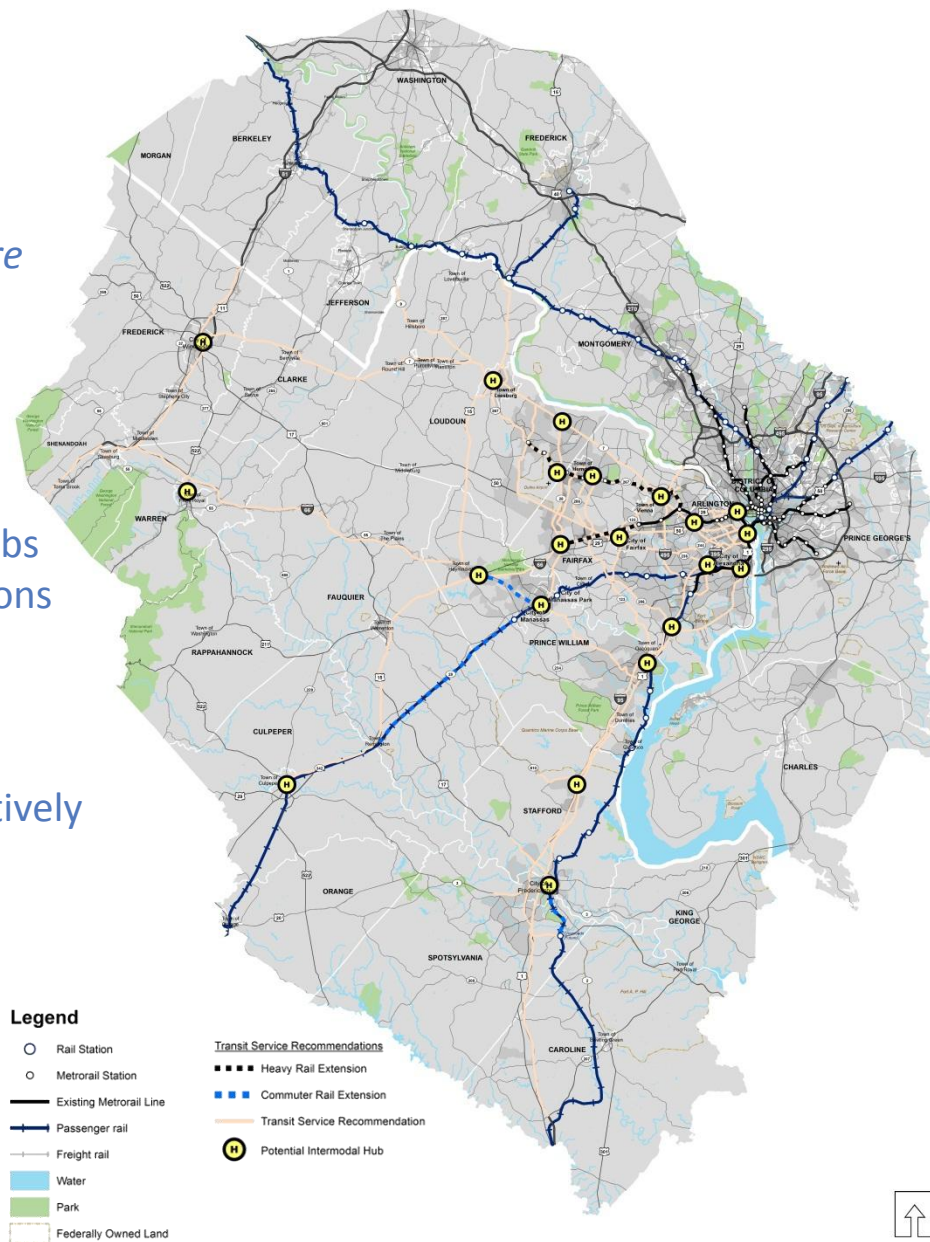


# Transit Facilities

Major region-serving transit facilities often become a **burden to individual jurisdictions**. Critical facilities are often delayed due to the burden. Transit facilities will need to be viewed as **regionally beneficial infrastructure**.

## SUMMARY OF SUPER NOVA RECOMMENDATIONS

- Network of transfer, intermodal, and multimodal hubs
  - Convenient location to make travel connections
  - Access to TDM services
- Transit storage and maintenance facilities
  - Need for additional facilities
  - Need to be planned and developed cooperatively at a super regional level
  - Could improve service efficiency
  - Opportunity for public/private partnership



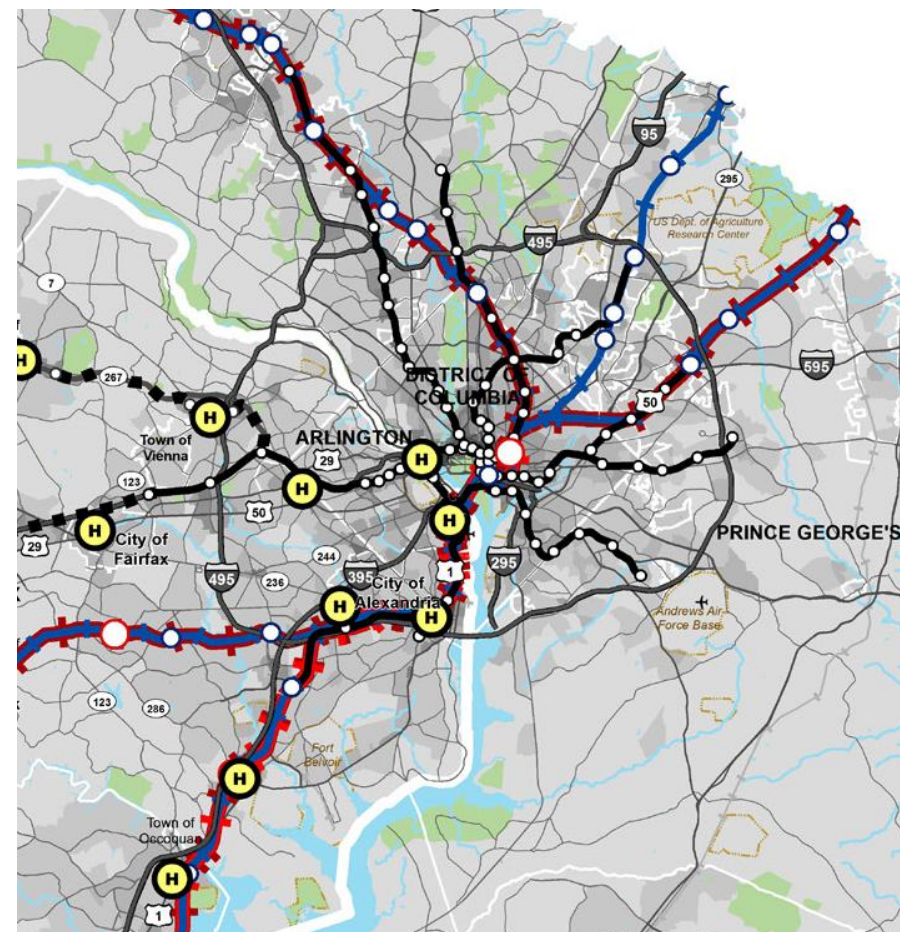


# Core Capacity

Significant **capacity constraints threaten** the ability of existing **transit systems** in the center of the region to expand and **meet demand**. Core capacity investments need to become a **high regional priority** to support regional transit demand. Some of the **recommended services** could help to **alleviate** some **core capacity issues**.

## SUMMARY OF CHALLENGES

- Capacity at transfer stations
- Line capacity on critical system links
- Inadequate fleet size
- Aging fleet
- Aging and undersized infrastructure
- Inadequate mid-day transit vehicle storage



## Legend

- |                           |  |
|---------------------------|--|
| ○ Metrorail Station       | —+— Intercity Passenger Rail           |
| ○ Commuter Rail Station   | —+— Higher Speed Intercity Railroad    |
| ○ Intercity Rail Station  | <u>Transit Service Recommendations</u> |
| — Existing Metrorail Line | ■ ■ ■ Heavy Rail Extension             |
| + Commuter Rail           | ■ ■ ■ Commuter Rail Extension          |
|                           | ○ Potential Intermodal Hub             |

# Local Transit Service

Projected growth in the Super NoVa area will create a **tremendous need** for additional **local transit service**. The Super NoVa area is **currently underserved** and will need a **significant investment** in local transit service to meet regional needs.

## SUMMARY OF FINDINGS

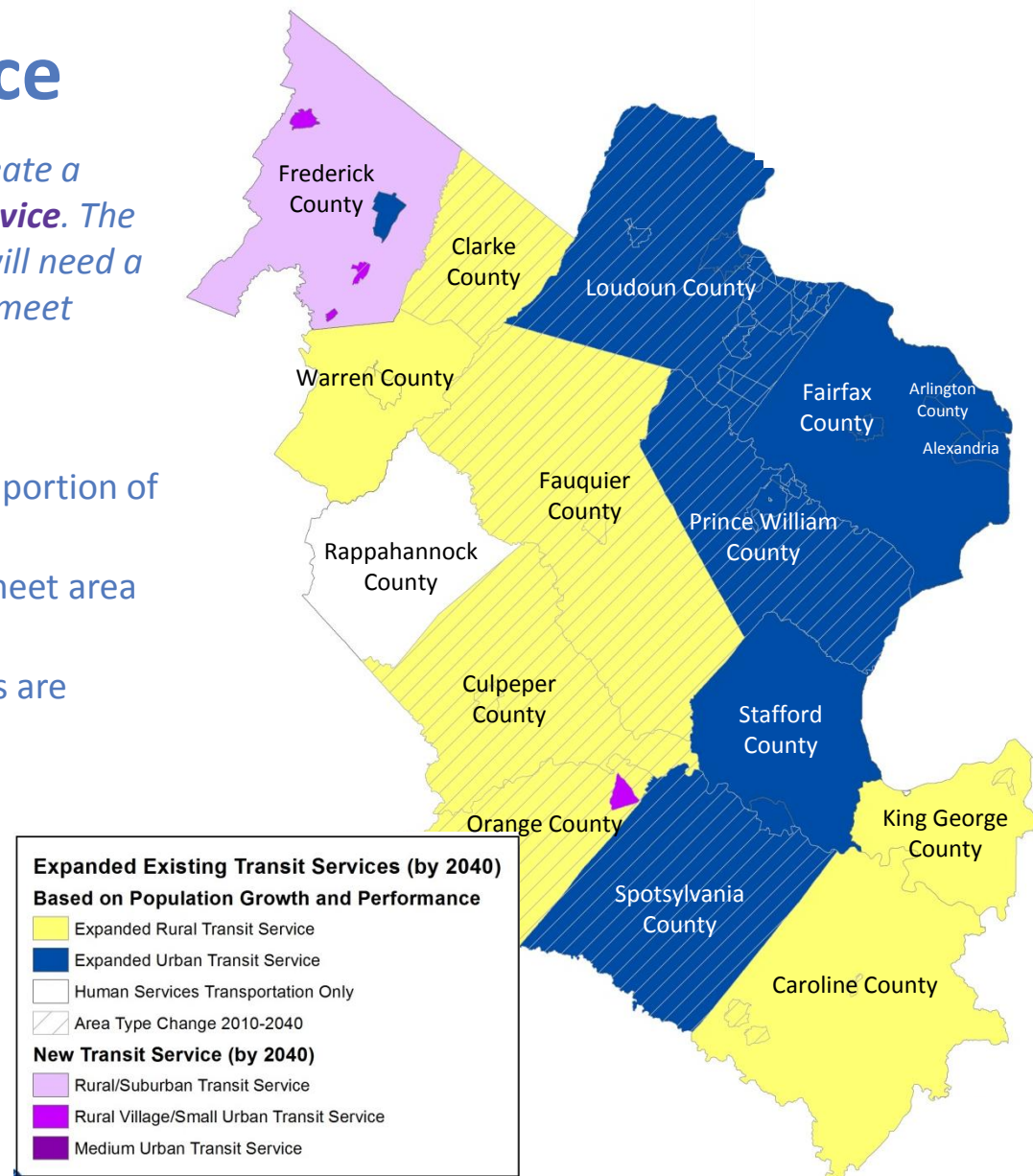
- 2040 population increases by 58% in Virginia portion of study area
- Service needs increase by 111% to 137% to meet area needs
- More cross-jurisdictional local transit services are needed

## Examples of Rural Transit Service

Demand response, deviated fixed route, commuter/express bus, rural regional route

## Examples of Urban Transit Service

Fixed route, deviated fixed route, community circulator, streetcar, commuter bus, bus rapid transit, light rail, heavy rail, commuter rail, ADA paratransit





# Transportation Demand Management

*Transit facilities and services will need to be complemented by **robust TDM programs** and services. TDM can have a tremendous effect on **increasing people's travel choices** and ultimately, their **mobility**.*

## SUMMARY OF SUPER NOVA RECOMMENDATIONS

- **Inner ring:** promote a car-free lifestyle with multimodal options for all trips
- **Middle ring:** promote a car-light lifestyle focusing on options for work trips
- **Outer ring:** focus on providing access to employment and essential services
- **All rings:** promote improvements for last mile connectivity

TDM Strategies for **Hubs** as multimodal centers with services & retail

TDM Strategies for major **Corridors** and travel sheds

### Legend

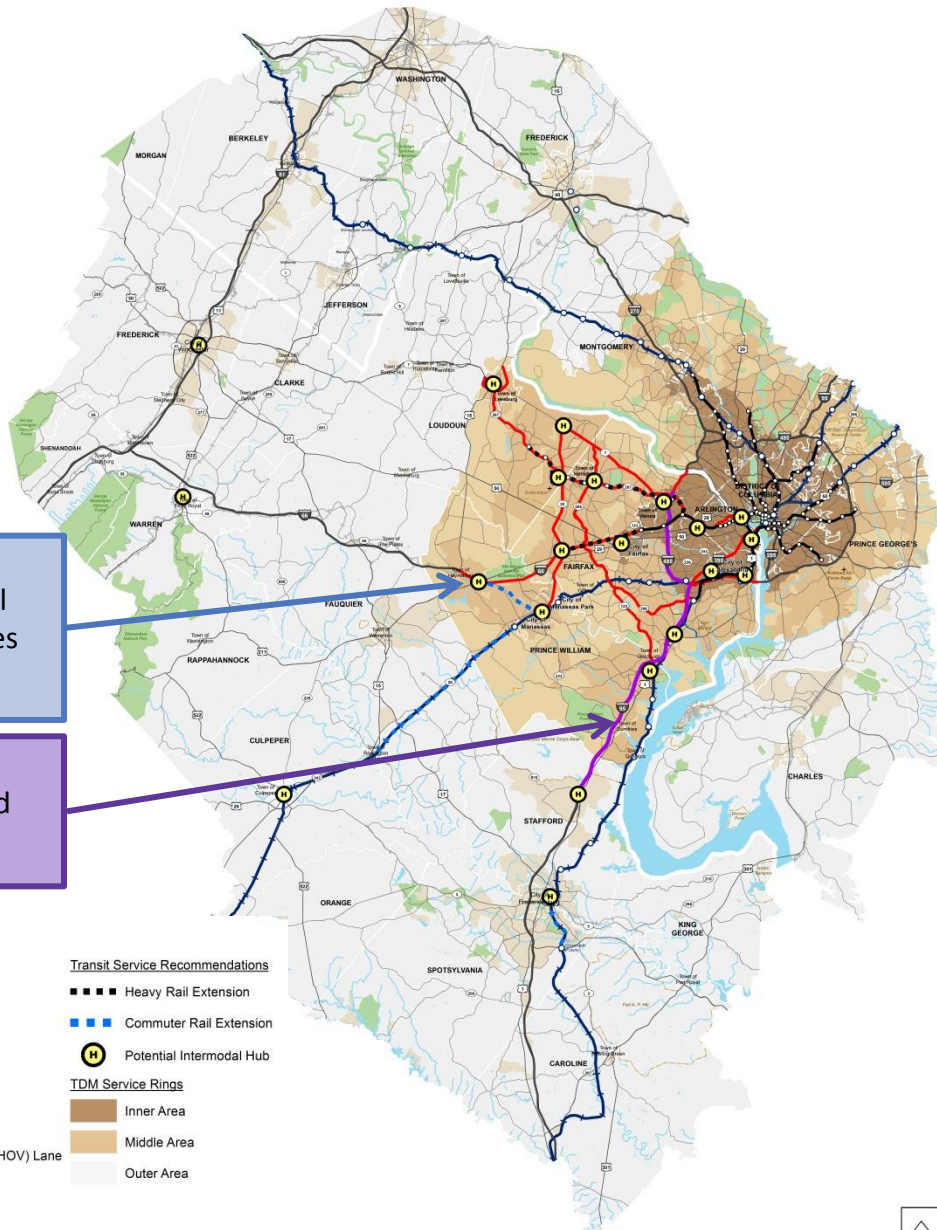
- Rail Station
- Metrorail Station
- Existing Metrorail Line
- Commuter rail
- Freight rail
- Managed Lane
- High-occupancy Vehicle (HOV) Lane
- Water
- Park
- Federally Owned Land

### Transit Service Recommendations

- Heavy Rail Extension
- Commuter Rail Extension
- Potential Intermodal Hub

### TDM Service Rings

- Inner Area
- Middle Area
- Outer Area



# Policies

## OPERATIONS

- Super Northern Virginia region cooperative transit service provider(s) or
- Coordinated operating plan(s)
- Simplify bus routes
- Local bus services coordinated to interface with regional transit services such as commuter bus, commuter rail, intercity passenger rail, and Metrorail
- Public/private partnership in operations
- Fare structures (reduce penalty for transfers, route pricing, private and public) to incentivize transfers
- Universal transit payment system
- Integrated corridor management
- Regional transit interoperability
- Operating cost sharing for cross-jurisdictional service
- Performance standards

## FACILITIES

- Capacity improvements for VRE & Metrorail
- System of intermodal transit centers (including P&Rs) with supporting infrastructure, services, programs, and technology
- Development of a system of hubs
- Innovative delivery methods for transit facilities
- Quality, context-sensitive community growth related to transit facilities
- Transit vehicle storage and maintenance facilities
- Guidance on the shared use of roadway/HOT/HOV facilities for transit
- Accommodations for private bus and shuttle operations
- Shared- or joint-use facilities (i.e. park-and-ride at sports facility) that benefit transit and TDM



# Policies

## MARKETING AND COMMUNICATION

- Coordinated marketing (services, programs, and facilities)
- Consistent branding (i.e. route names, service types)
- Common language to refer to transit and TDM services, facilities, and programs
- Educational programs tailored to serve different purposes including:
  - Users (young, old, captive riders, choice riders)
  - Travel markets (long distance, local, specific corridors, destinations)
- Cross-marketing with related industry and other modal (bicycle, pedestrian, HOV) efforts
- Consolidated locations for consumers to obtain information on services, facilities, and programs
- Social media and mobile device application support

## PLANNING

- Multi-jurisdictional transit and TDM planning
- Coordinated land use and transportation planning and policy-making
- Context-sensitive regional transit performance standards
- Regional interoperability planning
- Continued Super NoVa transit & TDM dialogue (regular)
- DRPT guidance on transit-supportive land use characteristics and densities
- Evaluate Super NoVa (greater Northern Virginia) regional transit governance

# Policies

## ACCESS TO AND FROM TRANSIT

- Pedestrian and bicycle facilities in transit corridors
- Programs to expand bicycling and walking to/from transit
- Transit stops and stations that offer good access by walking and bicycling
- Secure bicycle parking at transit stops and stations
- Vehicle-sharing systems at transit stops and stations
- Para-transit support
- Guidance for access to transit provisions in local development ordinances
- Facilitate access for transit-dependent populations

## TECHNOLOGY

- Comprehensive, simple travel information (i.e. 511) for transit and TDM
- Develop a regional AVL system
- Open-source data
- Private investment in traveler information applications
- Intelligent transportation systems (ITS) as transportation infrastructure
- Inter/intra agency technology integration
- Multi-jurisdictional technology planning
- Consistent policy on technology infrastructure and platforms
- Expand and coordinate regional transit signal priority application and deployment



# Next Step

Develop a Super NoVa Action Plan  
To Achieve

## MOBILITY BEYOND BOUNDARIES



# Achieving Mobility Beyond Boundaries

## **Develop Super NoVa Transit and TDM Action Plan**

- Follow the policies, service, and facility recommendations articulated in the Vision Plan
- Identify local, regional, and state roles and responsibilities to advance the recommendations
- Integrate Vision Plan recommendations into local and regional policies, plans, and programs

## **Create a Mechanism for Regular Super Regional Coordination for Transit and TDM Planning and Implementation**

- Ongoing dialog will be critical to the success of advancing the transit and TDM recommendations
- Foster regional collaboration to build upon incremental success that will be required to achieve the long-term Super NoVa Transit and TDM Vision

## **Identify and Support Strong and Comprehensive Regional Leadership and Champions**

- Foster and encourage multimodal leadership at all levels of state, regional, and local government
- Continue public, stakeholder, and community involvement that provides local and context sensitive perspective to achieving Mobility Beyond Boundaries



# Thank you!!

## Questions??

