



County of Fairfax, Virginia

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# Regional Bus Rapid Transit Efforts

Board Transportation Committee  
October 20, 2009



# There are a Variety of Regional Bus Rapid Transit Study Efforts

They include:

- NVTa's TransAction 2030 Plan
- Transportation Planning Board's Scenario Task Force
- WMATA's Priority Corridor Network
- SJ 122/SJ 357 – General Assembly Study



# NVTA's TransAction 2030 Plan



# Northern Virginia Transportation Authority's TransAction 2030

- Updated Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council in December 1999.
- Did not significantly change project list from No. Va. 2020 Transportation Plan.
- Endorsed by all nine members local governments
- Adopted September 2006.
- Next update scheduled for adoption in FY 2011. This update will reevaluate the project list.



# Northern Virginia Transportation Authority's TransAction 2030

- TransAction 2030 included a number of Priority Bus Corridors
- They include:
  - Fairfax County Parkway (Corridor-wide)
  - Route 50 (Loudoun to Arlington)
  - Route 236 (Alexandria to Fairfax City)
  - Prince William Parkway (Manassas to Woodbridge)
  - Richmond Highway



# Northern Virginia Transportation Authority's TransAction 2030

- TransAction 2030 also includes several express bus corridors.
- They include:
  - I-66
  - I-495 (Beltway)



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# Transportation Planning Board's Scenario Task Force



# Transportation Planning Board's Scenario Task Force (2008-2009)

- TPB established the Scenario Task Force to assist in achieving the region's green house gas emissions goals for 2050.
- The Scenario Task Force work builds on work of the Regional Mobility and Accessibility Study and the Value Pricing Study which were conducted between 2001 and 2008.



# TPB Regional Mobility and Accessibility Study (2001-2006)

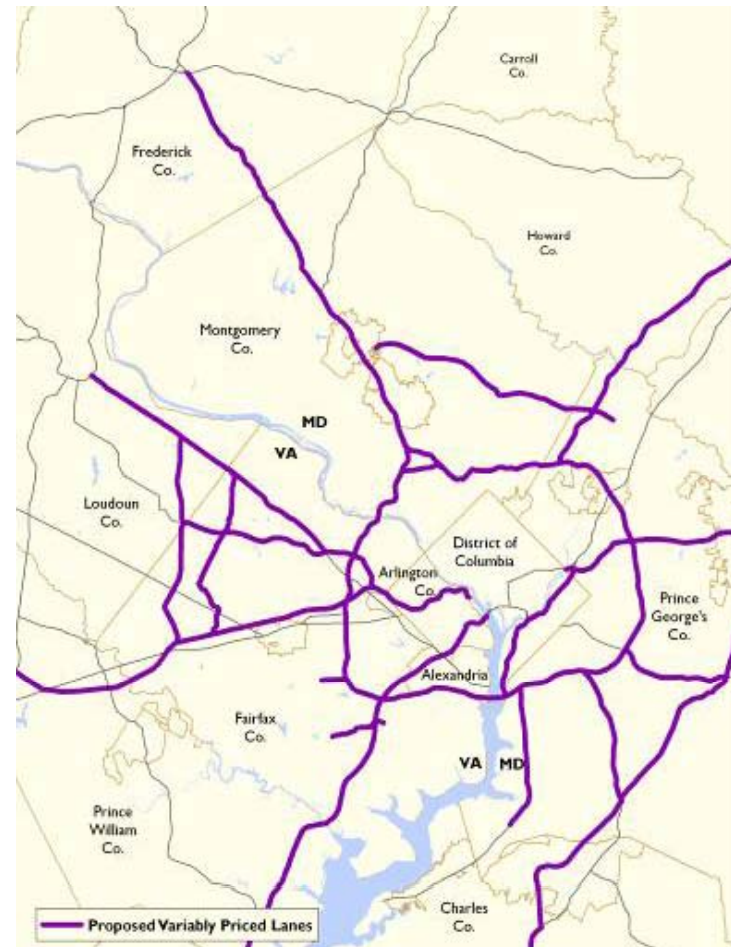
Studied 5 scenarios to address the relationship between transportation and land use, and improve the operation and the transportation network:

1. More Households Scenario
2. Households In Scenario
3. Jobs Out Scenario
4. Region Undivided Scenario
5. Transit-Oriented Development Scenario



# TPB Value Pricing Study (2006 – 2008)

- 3 Scenarios of Variably Priced Lanes (VPLs) looking at:
  - All Freeways
  - Arterials outside Beltway
  - Convert existing HOV lanes
  - Direct access ramps at key interchanges
  - Add high quality bus transit to VPLs



# Two New Scenarios Being Evaluated by the Scenario Task Force

## What Would it Take?

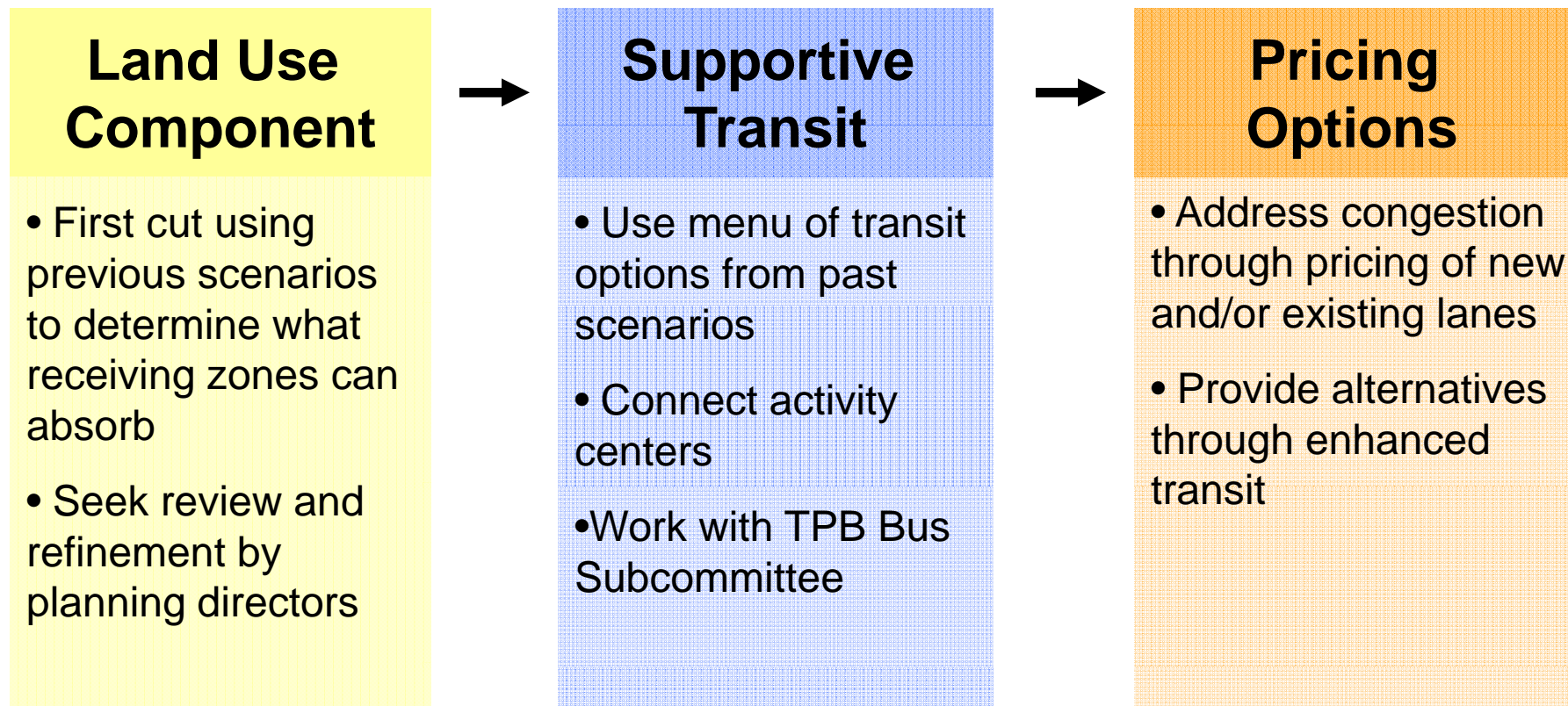
Starts with CO2 goals (80% below 2005 levels in 2050 and 20% reduction by 2020) and assess what scales and combinations of interventions will be necessary to achieve the goal.

## CLRP Aspirations

Draws on past scenarios (5 transportation/land use scenarios and 2 value pricing scenarios) to provide an ambitious yet attainable vision of land use and transportation for the 2010 CLRP update.

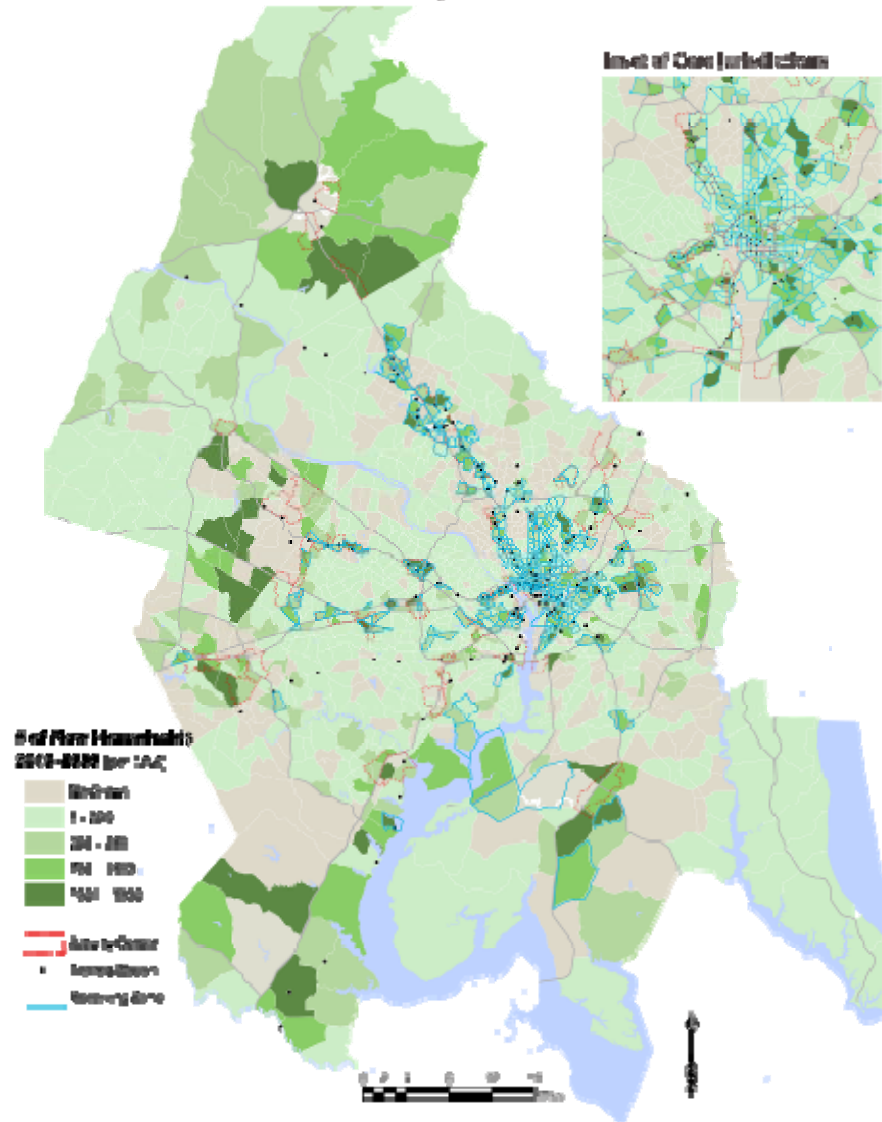
# CLRP Aspirations Scenario

**Goal:** To move jobs and housing closer together to create dense, accessible areas, and more efficient transportation systems

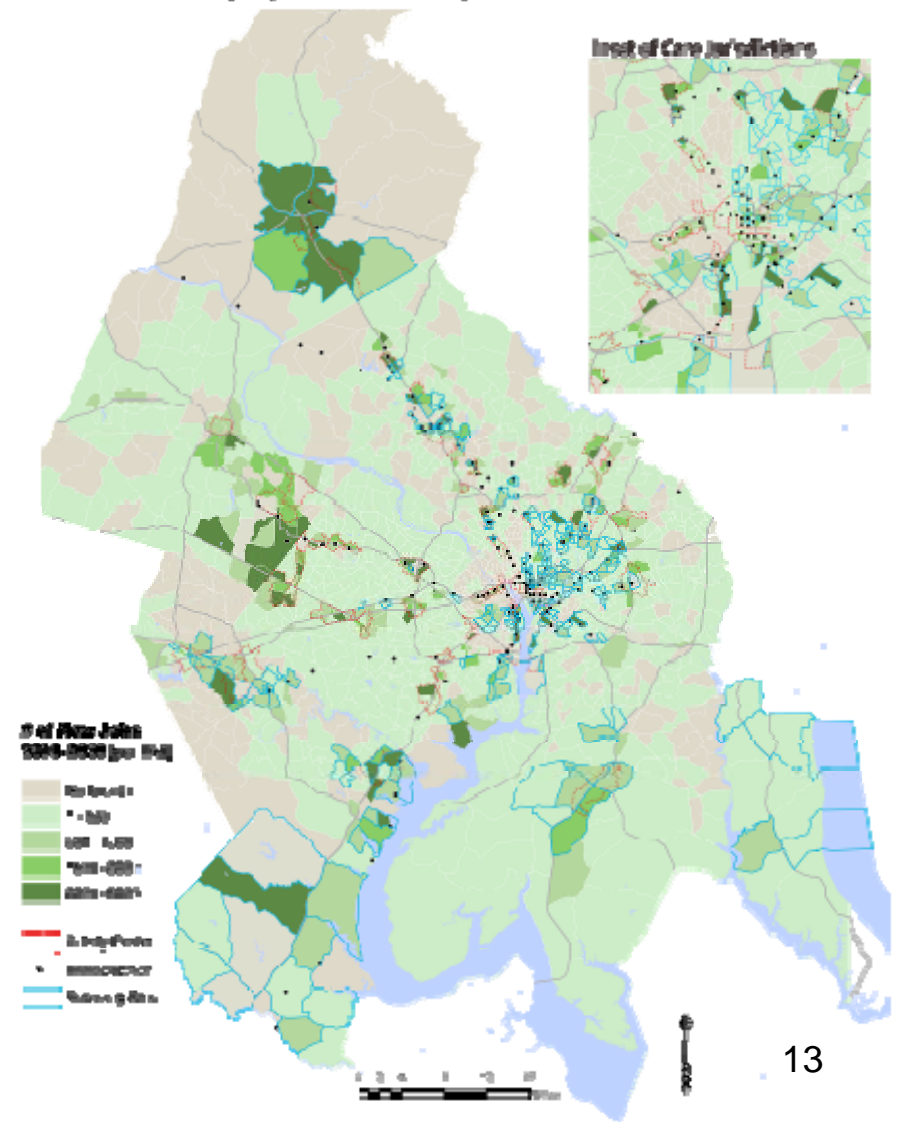


# Land Use: New Scenario Growth Shifts

Growth In Households, CLRP Aspirations Scenario (version 1)



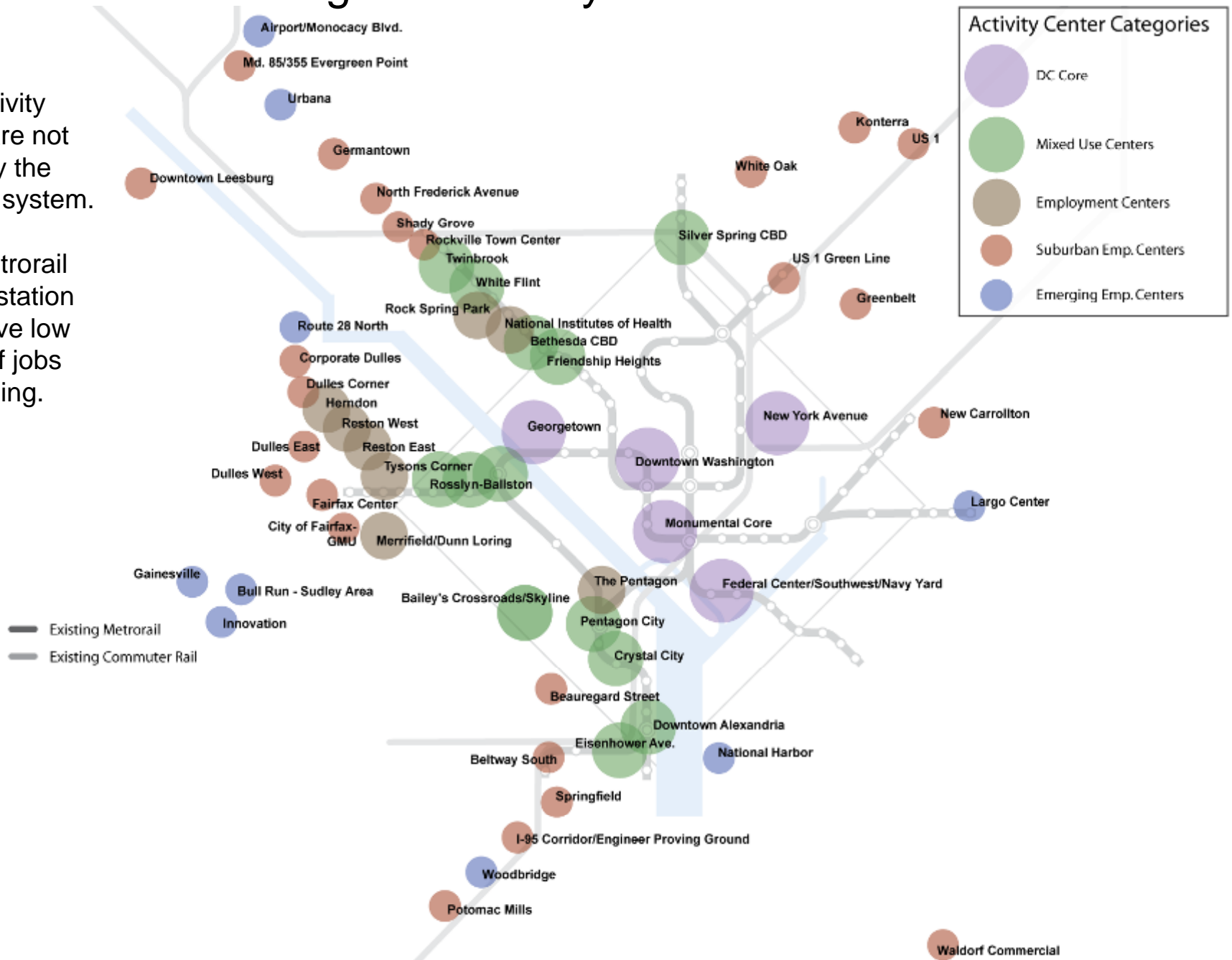
Growth In Employment, CLRP Aspirations Scenario (version 1)



# Rail Transit and Regional Activity Centers

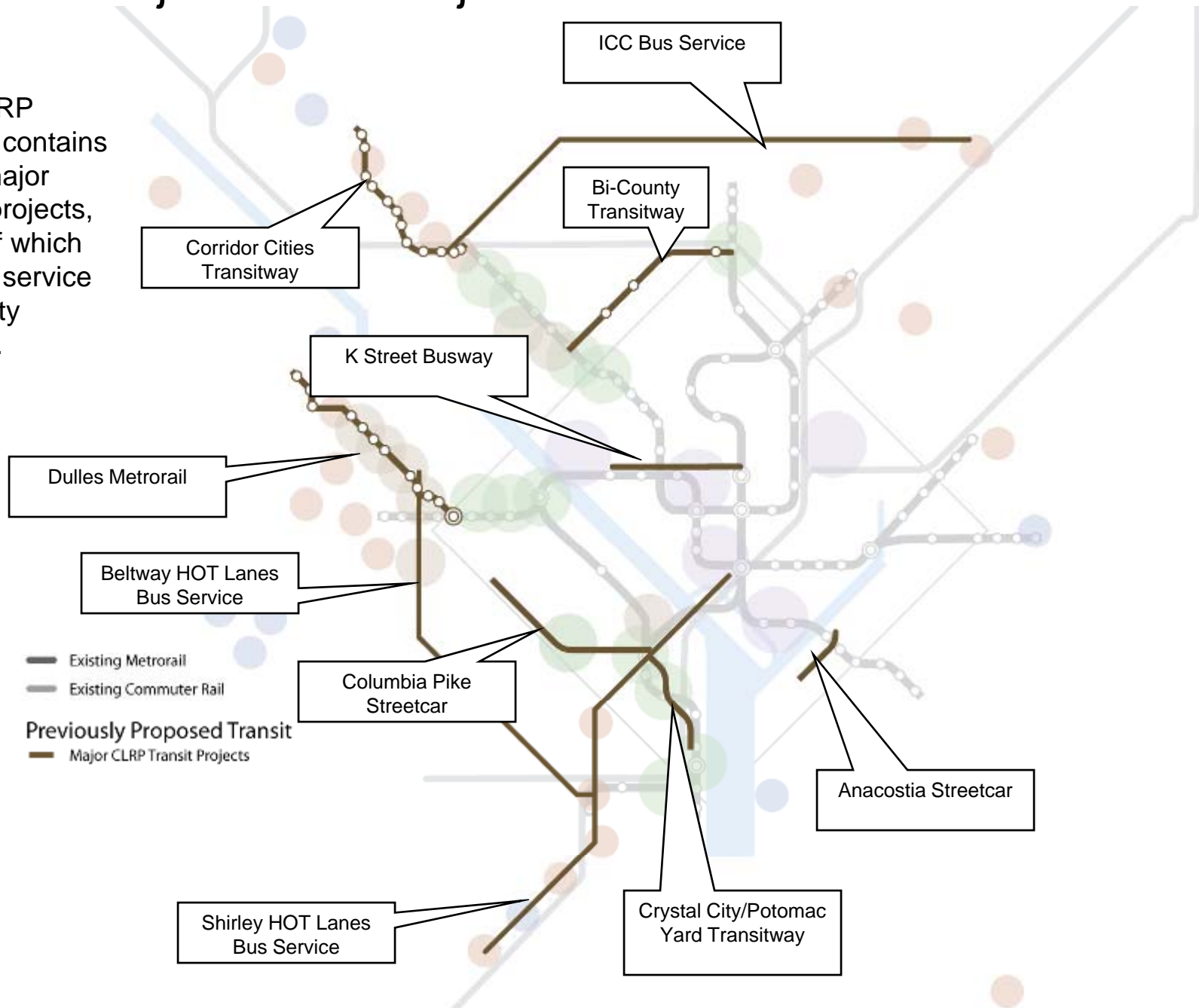
Many activity centers are not served by the Metrorail system.

Many Metrorail stations' station areas have low density of jobs and housing.



# CLRP Major Transit Projects

The CLRP already contains many major transit projects, many of which provide service to activity centers.

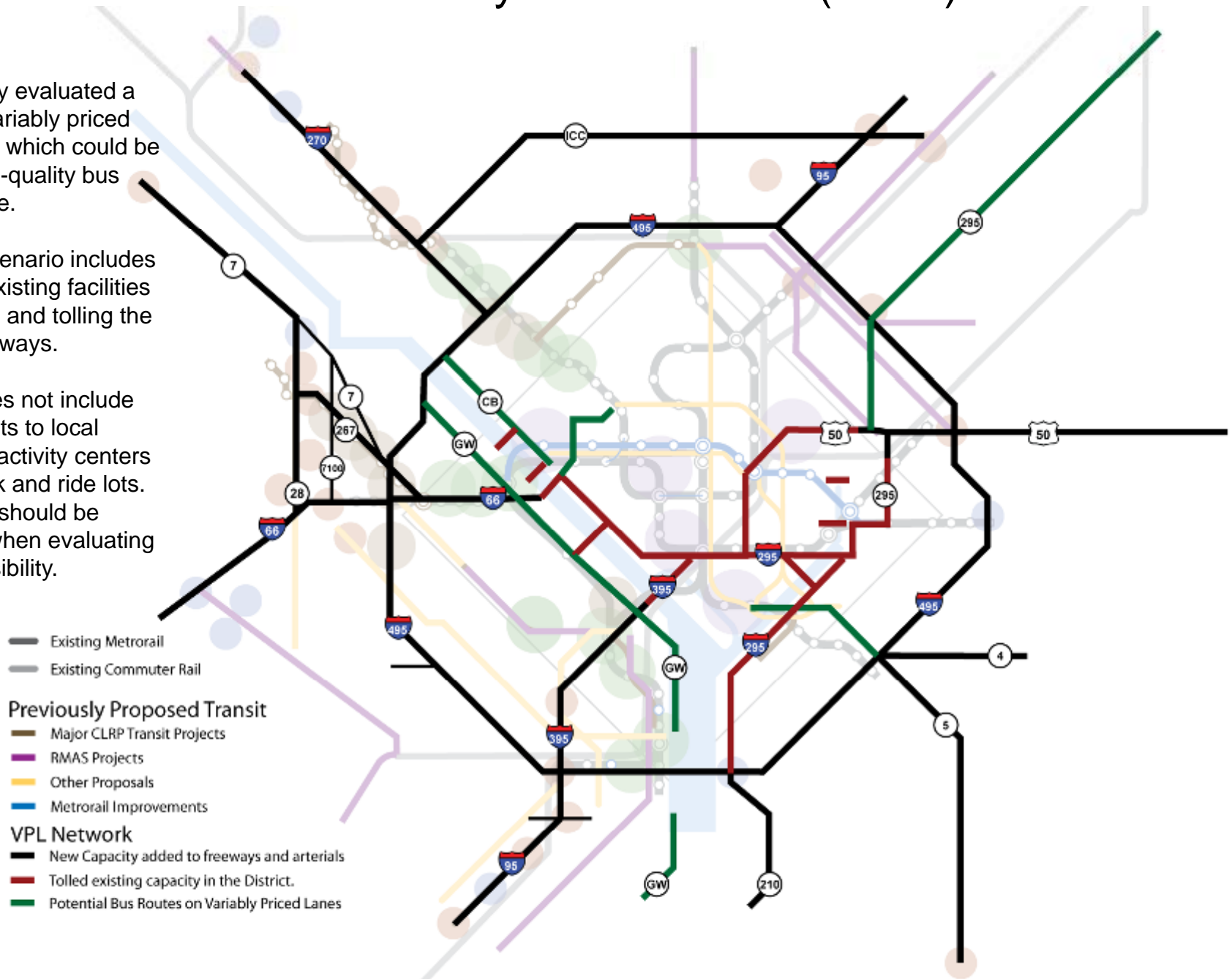


# Studied Network of Variably Priced Lanes (VPLs)

TPB Recently evaluated a network of variably priced lanes (VPLs) which could be used for high-quality bus transit service.

Advanced scenario includes tolling only existing facilities in the District and tolling the region's parkways.

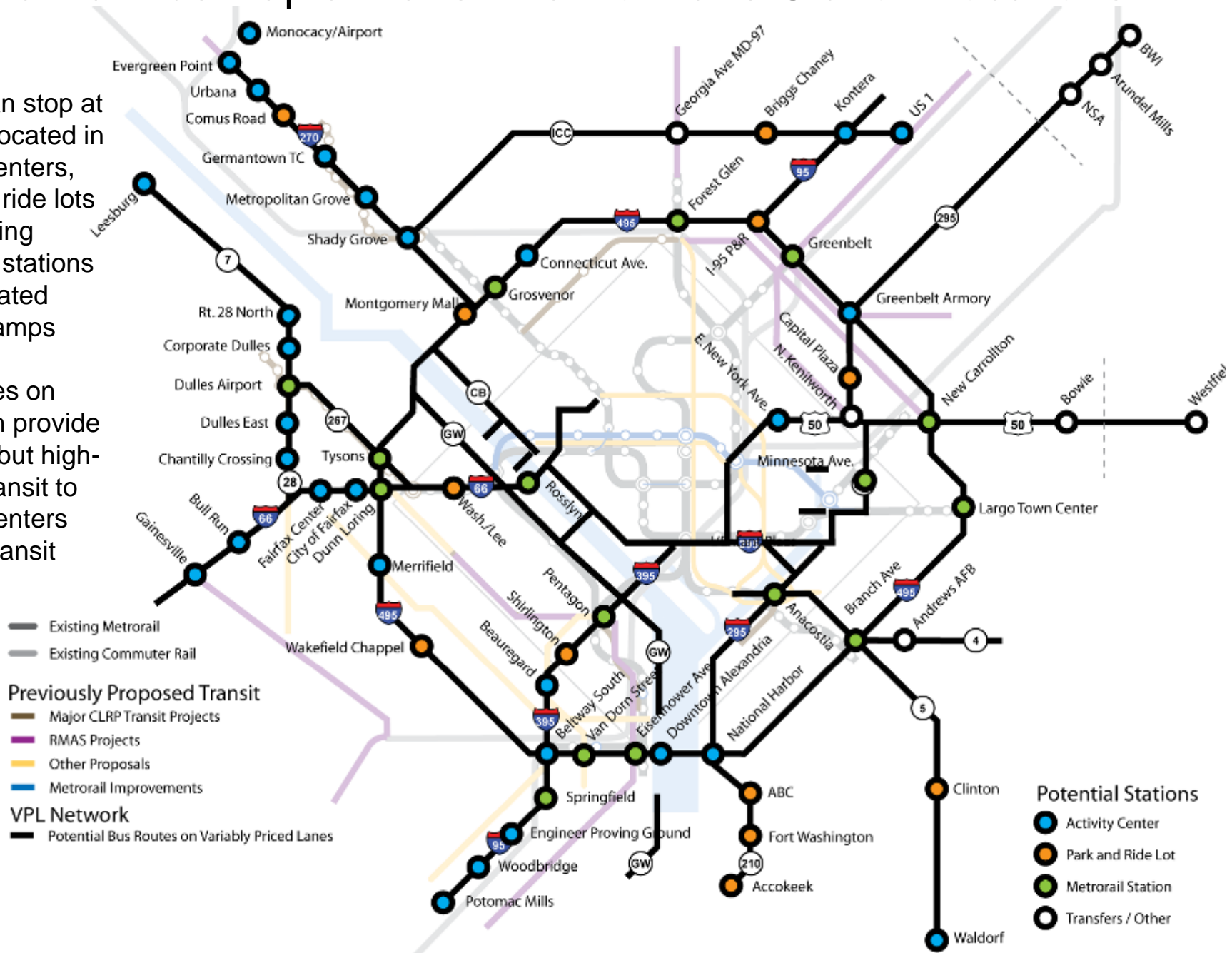
Scenario does not include enhancements to local roadways in activity centers and new park and ride lots. These costs should be considered when evaluating financial feasibility.



# Potential Bus Rapid Transit Network and Station Locations

Buses can stop at stations located in activity centers, park and ride lots and existing Metrorail stations via dedicated access ramps

Bus routes on VPLs can provide low-cost but high-quality transit to activity centers without transit service.





# Transportation Planning Board's Scenario Task Force

- Using work that has been completed so far, the Scenario Task Force submitted a priority bus/multimodal grant application for USDOT's discretionary Transportation Infrastructure Generating Economic Recovery (TIGER) grant program.
- The TIGER program will allocate \$1.5 Billion nationally.
- Applications were due on September 15, 2009.



# Transportation Planning Board's TIGER Application

- The application contains several Northern Virginia projects:
  - I-66
    - Direct bus access to the Vienna Metrorail station direct access (Vaden Ramp)
    - Additional park-and-ride spaces at three locations (Fairfax Corner, Stringfellow Road and Cushing Road in Prince William)
  - I-95/395
    - Bus facility improvements at Pentagon and Franconia-Springfield Metrorail Stations;
    - ITS improvements for several systems.



# Transportation Planning Board's TIGER Application

- Route 7
  - Signal priority and skip-stop service
  - Part of WMATA Priority Corridor Network
- Van Dorn Street
  - Signal priority and other priority treatments
- Rosslyn Station improvements
  - Second Entrance
- Regional Bike Sharing
  - Multijurisdictional effort with Alexandria, Arlington, the District, Montgomery County and others.



# WMATA Priority Corridor Network



# WMATA Priority Corridor Network

- WMATA identified 24 regional bus corridors for improvement.
- Highest ridership bus routes
- Considering various running-way and operational improvements, like signal priority, cue jumping, skip-stop service, upgraded passenger information
- Implementation over six years
- Six Corridors in Virginia
  - Columbia Pike (some aspects currently in place)
  - Richmond Highway (some aspects currently in place)
  - Route 7 – Leesburg Pike
  - Crystal City – Potomac Yards
  - Route 236 – Little River Turnpike/Duke Street



# SJ 122/SJ 357

## General Assembly Study



# SJ 122/SJ 357 Study Committee

The SJ 122 Study Committee was formed by the General Assembly in 2008 to study the feasibility of creating a regional rapid transit network in Northern Virginia for connecting existing and emerging population centers in major transportation corridors

The study's scope of work includes:

1. **Assess using bus rapid transit** and other innovative technologies in coordination with existing services, including Metrorail, Metrobus, VRE, and locally operated transit services **to establish the regional rapid transit network;**
2. **Identify corridors and routes** with strong transit demand or the potential for strong future demand based upon anticipated growth and land use policies, including areas that will receive significant numbers of military, civilian, and contract personnel as a result of the 2005 BRAC recommendations;



# SJ 122/SJ 357 Study Committee

## Tasks Continued:

3. **Study the innovative approaches** being used in urban areas elsewhere with special attention to new rapid transit technologies such as bus rapid transit;
4. **Identify institutional and other barriers** to connecting public bus services in Northern Virginia and recommend ways to overcome these barriers;
5. **Recommend options for linking these routes into an integrated regional rapid transit network**, using the most cost-effective and expeditious means available;
6. **Research and identify institutional options** for coordinating the management, operation, and maintenance of the network;



# SJ 122/SJ 357 Study Committee

## Tasks Continued:

7. **Research and identify capital and operating funding** needs and identify options for increasing transit funding to a level sufficient to support and maintain a substantially expanded regional rapid transit system;
8. **Include a commuter preference study** to identify the features that are the most cost-effective in attracting the most riders per capita and the operating dollars expended; and
9. **Study mass transit options and potential improvements** that include, but are not limited to: (i) extension of Metrorail, (ii) increased use of bus rapid transit, (iii) extension of Virginia Railway Express service to connect from the Franconia/Springfield areas to eastern Prince William County and from the Vienna/Fairfax area to the western Prince William County/Manassas/Manassas Park area.



## SJ 122/SJ 357 Study Committee

- The Committee met four times in 2008.
- It was reauthorized by the General Assembly in 2009 through SJ 357. It is scheduled to meet four times during 2009.
- Will be meeting twice in October 2009.
- Recommendation be expected by December 2009.



# Questions?