

COUNTYWIDE TRANSIT NETWORK STUDY
DRAFT SCOPE OF WORK SUMMARY
 TRANSPORTATION ADVISORY COMMISSION (TAC) – MAY 17, 2011

1. Review of Documentation & Information

Assemble Necessary and Beneficial Background Information, Plans and Data.

2. Development of Goals

Cultivate Vision for the Countywide Transit Network Study with Guiding Goals, Objectives and Policies. Examples of Potential Goals to be Considered in Developing the Vision Include:

Ridership	Access to Activity Centers	Financial Feasibility
Access & Connectivity	Network Performance	Grade Separated Transit
Land Use	Cost Effectiveness	Standardization of Mode

3. Regional Travel Demand Model

Revise Travel Demand Forecasting Model to Reflect 2040 Conditions and Desired Transit Goals. Derive 2040 Regional Travel Demand, Including an Assessment of:

Regional Travel Patterns	Key Markets	Transit Usage	Effectiveness of TOD
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4. Development of High Quality Transit Network (HQTN) Corridors

Evaluate Enhanced Public Transportation Corridors (EPTCs) for Effectiveness in Attaining Desired Transit Goals and Consistency with Core Network Planning Principles. Develop High Quality transit Network (HQTN).

5. Development of Station Locations and Refined Land Use

Determine Initial Transit Station Locations by Corridor, with Associated Land Use, Based on Station Spacing, Value of Highly Accessible Land and Transit Oriented Development (TOD) Assumptions.

6. Initial HQTN Model Run

Model and Evaluate Initial High Quality Transit Network, Station Locations, Land Use and Preliminary Modes.



Heavy Rail (WMATA)



Light Rail (Hampton Roads)



Commuter Rail (VRE)



Streetcar (New Orleans)



Bus Rapid Transit (Beijing)

7. Refined HQTN Model Run

Refine the High Quality Transit Network, Station Locations, Land Use and Modes Based on Output and Analysis of the Initial HQTN Model Run.

8. Development of Estimated Capital and Operational Costs and Operating Revenue

Estimate Capital and Operational Costs Necessary to Implement Plan. Approximate Ridership and Operating Revenue based on Parameters Defined with the Refined HQTN.

9. Public Involvement

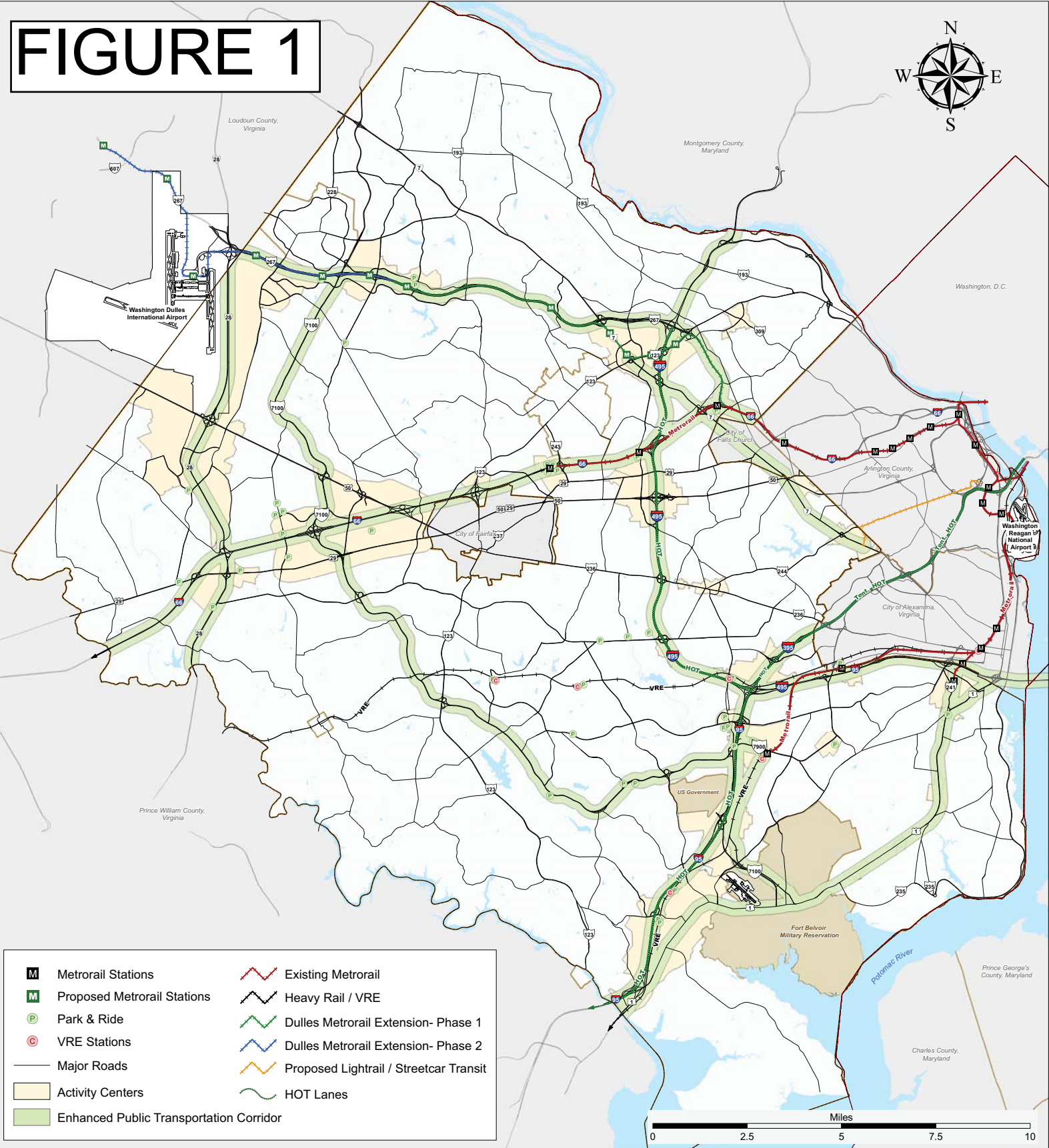
Provide Status Updates, Obtain Feedback and Conduct Information Gathering Sessions.



Enhanced Public Transportation Corridors and Transit Facilities



FIGURE 1



- Metrorail Stations
- Proposed Metrorail Stations
- Park & Ride
- VRE Stations
- Major Roads
- Activity Centers
- Enhanced Public Transportation Corridor
- Existing Metrorail
- Heavy Rail / VRE
- Dulles Metrorail Extension- Phase 1
- Dulles Metrorail Extension- Phase 2
- Proposed Lightrail / Streetcar Transit
- HOT Lanes

A Summary of a BOS Discussion

May 4, 2009 BOS Matter on Developing a Vision for a Countywide Connected Multimodal Transportation Network

Supervisor Herrity said that much of the Board's transportation planning focuses on corridors. The pending completion of the Beltway HOT lanes project provides the County with the potential for a critical north-south transit link with semi dedicated lanes at guaranteed speeds.

Supervisor Herrity said that planning studies are underway in corridors such as I-66 and decisions are beginning to be made on the next steps in others like the Route 28 corridor. Many of these reviews appear to be proceeding without an overall look at how these corridors interconnect to get citizens from residential areas to employment centers.

Supervisor Herrity noted that during the Board's recent budget discussion the proposal to eliminate several express bus routes created an uproar. The users were actually willing to pay more to maintain the time advantage and convenience the express bus routes provided. This provided a clear example of the importance of giving transit users a time advantage.

Supervisor Herrity pointed out that the Board's discussion should also include a review of how it can bring transit into the twenty-first century and make it more user friendly including features such as WiFi connections and online and interactive arrival and departure information. The Connected Bus Project – a partnership between Cisco and the City of San Francisco – could provide a good starting point for this review.

Supervisor Herrity said that the County's Comprehensive Plan provides the framework for the County's future public transportation network by designating a series of "Enhanced Public Transportation Corridors" which together with the existing Orange, Yellow, and Blue Metrorail lines, the future Silver (Dulles) Metrorail line, and the Manassas and Fredericksburg VRE lines could form a connected public transit system. Corridors designated as enhanced public transportation corridors include the Capital Beltway, I-66, I-95/I-395, Route 1, Route 28, Route 267, the Dulles Corridor, portions of Route 244, the Columbia Pike Corridor, and others. In some of these corridors, there are active capital projects underway which will improve public transportation (such as the Dulles Corridor and the Route 1 Corridor). Other planning studies are actively underway to better define the type of public transit investment that should be made in various corridors (such as I-66 and the Columbia Pike Corridor). At the same time, major planning efforts are underway or about to get underway to determine the feasibility of increased levels of density in Tysons, Springfield, Annandale, Baileys Crossroads, the Dulles Corridor, and in close proximity to the Base Realignment and Closure (BRAC) relocations.

Supervisor Herrity said that to maintain a reasonable balance between land use and transportation in the County, he believes the time has come for the County to embark on a study that will lead to the development of an overall vision for more robust interconnected regional transit network. This network will support future growth in the County and provide a feasible alternative to congested highway corridors. The study would update and further define the Enhanced Public Transportation Corridors in terms of location and public transportation mode (e.g. heavy rail, light rail, express bus, bus rapid transit, et cetera), establish requirements for transit rights-of-way in the Enhanced Public Transportation Corridors and other public transportation facilities shown on the Transportation Plan Map, and focus on interconnectivity issues between transit modes and corridors. The study would build on the County's comprehensive ten year Transit Development Plan (TDP) for bus service Countywide. The TDP is scheduled to be completed this coming summer.