DRPT
Virginia Department of Rail and Public Transportation

Joint Subcommittee to Study the Feasibility of Creating a Regional Rapid Transportation Network

October 27, 2009

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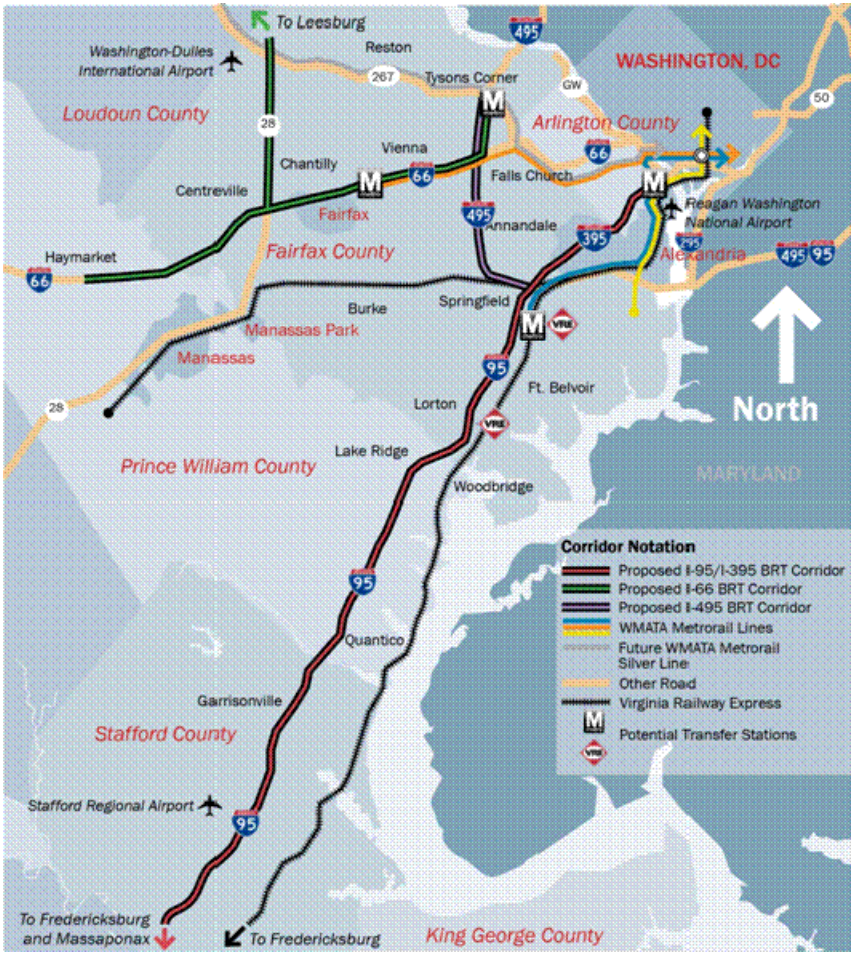
Status Update

- Unified Planning Approach for BRT in Northern Virginia
- I-66 Status Update
- I-95/395 Status Update

Key Benefits of BRT

- Reduced travel times
- Faster service and better marketing to improve transit's image and increase ridership
- Higher quality transit encourages transit-oriented development
- BRT service can generally be developed at a lower capital cost than rail
- BRT offers greater flexibility in blending BRT and local transit service delivery to better respond to market demand

Regional Corridors for Northern Virginia



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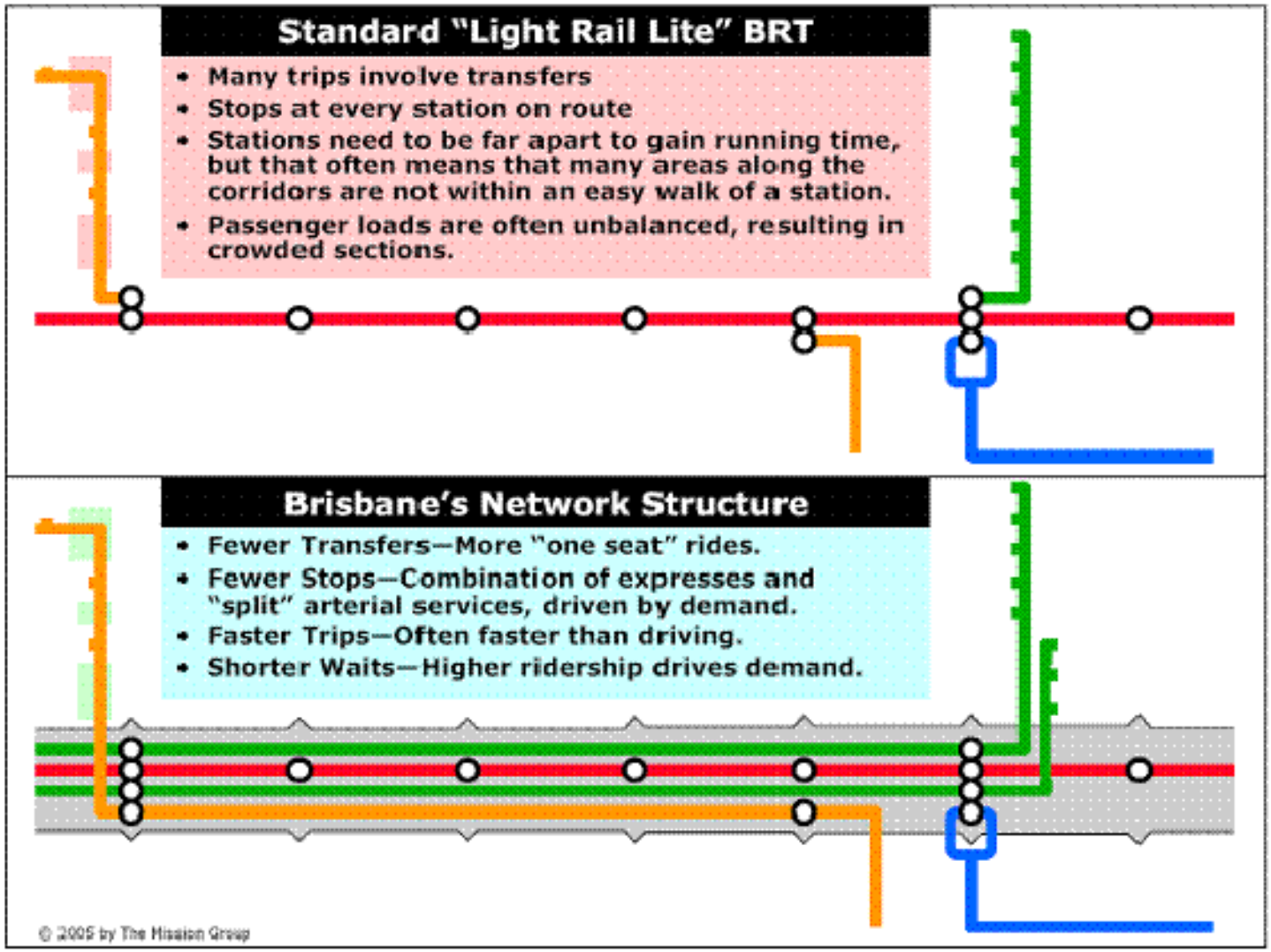
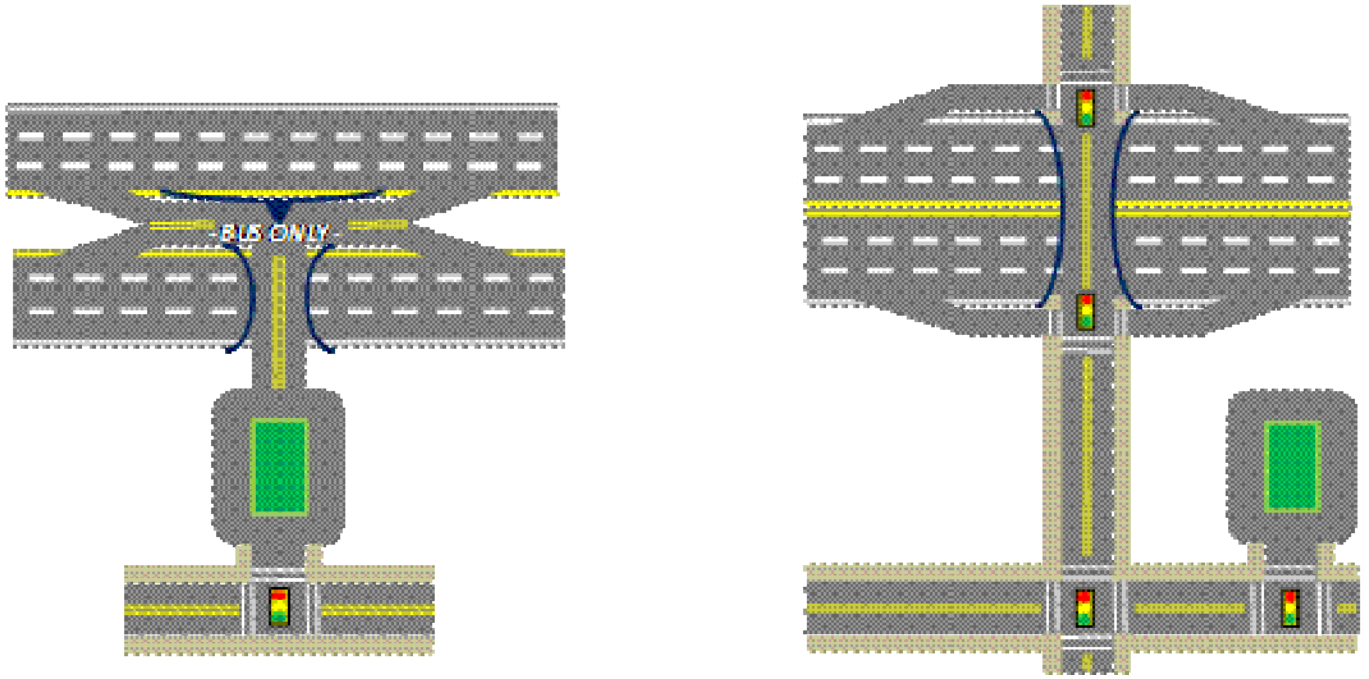
Two Typical Operating Plans for Corridor BRT Service



Direct Access and Indirect Access to Station Areas



Considerations

- Operating Flexibility
- Branding/Marketing
- Cost Sharing
- Design Guidelines for Stations
- Common vehicle specifications
- Planning policy from region and State

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I-66 Transit/TDM Study

Study Update

November 2009

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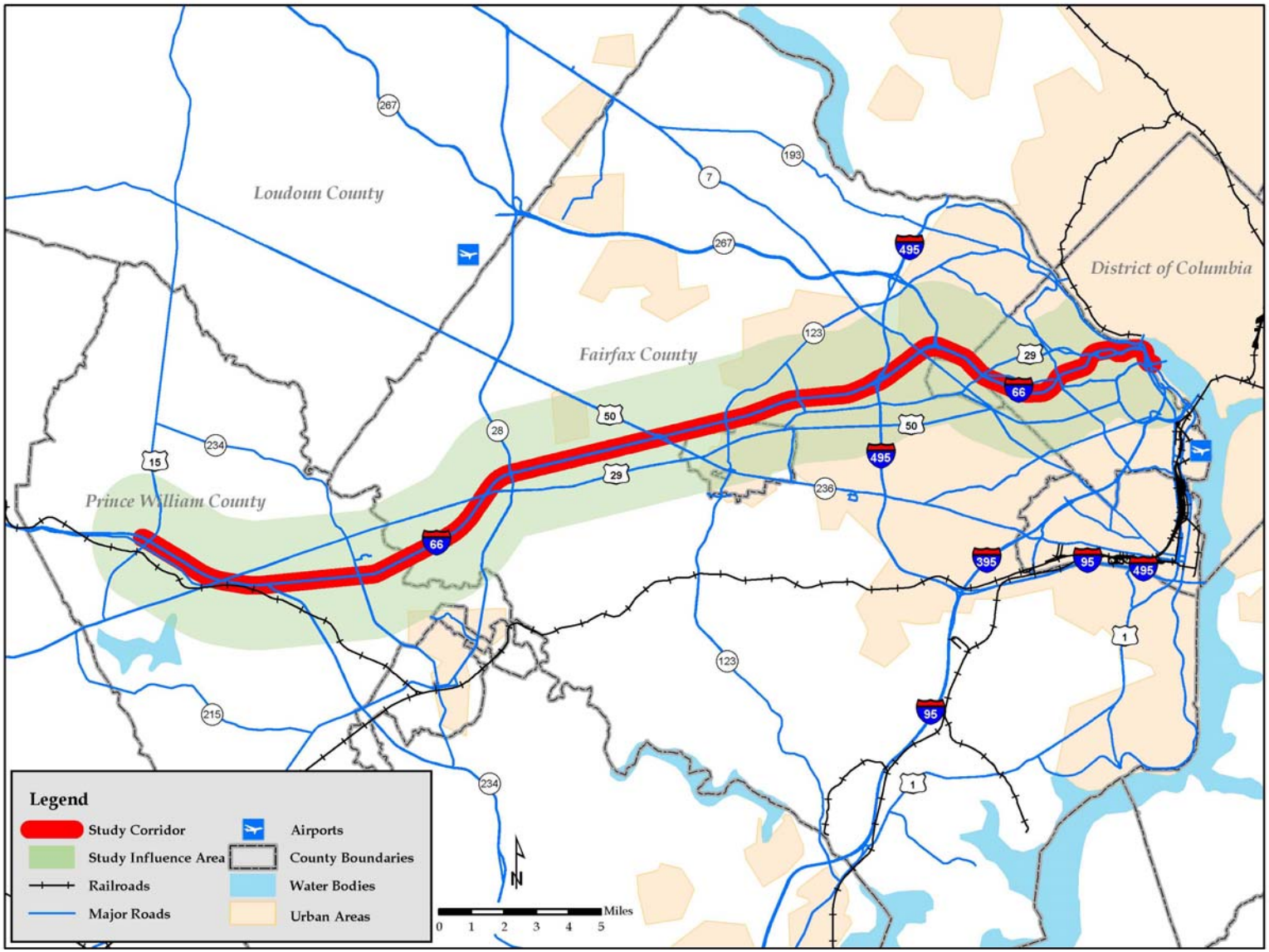
Study Overview

Corridor Map



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Analysis Preliminary Findings

- D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
- Express services are most attractive
  - Point-to-point express services offer maximum time savings and thus are most attractive
  - Operating express bus service to D.C. through the Ballston Station area generates significant ridership
  - Metrobus Express service on U.S. 29 and U.S. 50 offers significant time savings
- Improved convenience and comfort amenities help attract more riders
- Reliable travel time performance of the HOV lane would enhance the transit ridership potential in the corridor
- Expanding park and ride is important to growing transit ridership
- Land use plays a critical role in determining the transit usage

Market Research Findings

- Objectives of the market research were to:
  - Understand current travel patterns
  - Identify factors guiding commuting decisions
  - Identify interest in potential transit/TDM improvements in the I-66 corridor
- Key Findings
  - The **most important factors** in choosing transit modes are:
    1. Time savings
    2. Cost savings
    3. Service reliability
  - 66% of those who drive alone expressed interest in shifting to transit were an attractive option to exist
  - BRT/Express with limited stops is an attractive option
  - Improved access to stations will improve usage

Key Stakeholder Interview Findings

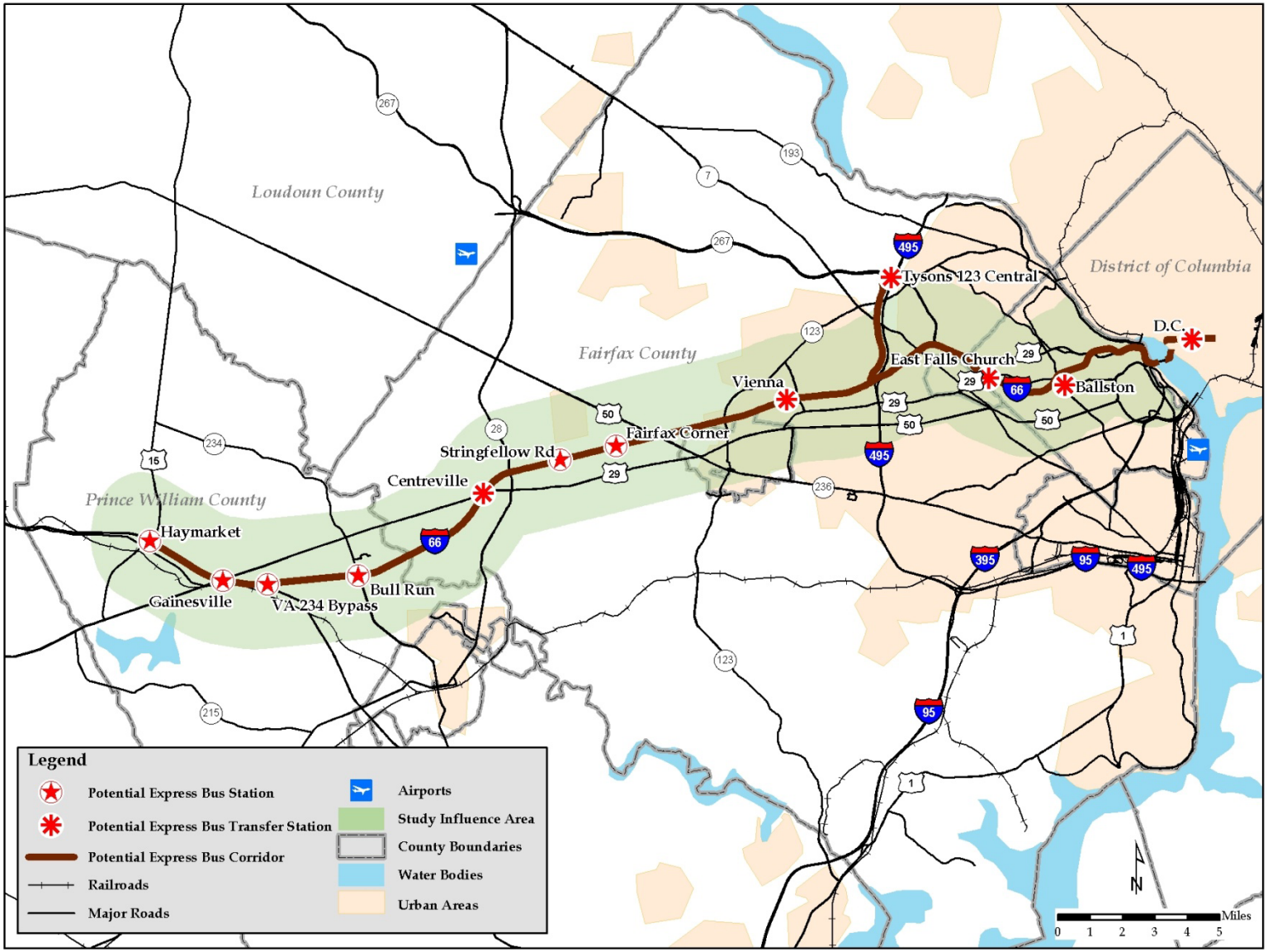
- Traffic congestion in the I-66 corridor should be addressed as soon as possible
- There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- Recommended improvements include:
  - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
  - Improved bus service including priority bus options until Metrorail can be expanded
  - Increased capacity at park and ride lots
  - Increased cooperation between agencies
- Implementing elements of Bus Rapid Transit (BRT) was considered by most to make good sense for this region as a low cost alternative to rail or a precursor to rail

Study Recommendations
Proposed Infrastructure

- Proposed infrastructure does not preclude future rail transit service
- Proposed station locations will be selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)
- Enhance park and ride facilities, such as expanding existing Stringfellow Road lots and constructing new Cushing Road lot
- Implement recommendations from forthcoming VDOT I-66 HOV Lane Operational Study
- Construct direct access ramps from HOV lane at Vienna Metrorail Station, Stringfellow Road, and Monument Drive
- Construct direct access ramps from HOV lane at additional locations, including (potentially) Centreville, Bull Run, VA 234, and Haymarket
- Dulles Corridor Metrorail

Study Recommendations

Stations and Parking



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Study Recommendations
Proposed Services

- Increased service levels for bus
  - Higher frequency of service (shorter wait times) on selected routes (OmniRide Linton Hall to D.C., Manassas OmniLink, Manassas Park OmniLink, and WMATA Columbia Pike-Farragut Square Line)
  - New express service on U.S. 29 and U.S. 50 (Metrobus Express services)
- Expanded transit destinations served
  - Direct service to Tysons Corner
  - More bus service into D.C.
- Technology
  - Traveler information system upgrades (e.g., next bus, message notification)
  - Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)
- Enhanced transit-supportive transportation demand management (TDM) strategies
  - Rideshare programs
  - Transit information programs

Next Steps

- Completed December 2009
- This study is a first step toward implementing transit and TDM improvements along the I-66 corridor
- Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years
- This study's results will inform the I-66 Multimodal Studies which are underway…
  - Attributes study draft report due spring 2010
  - Key issues draft report due spring 2010
  - Draft NEPA document(s) due 2011

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I-95/I-395 HOV/Bus/HOT Lane Project

BRT Operational Analysis

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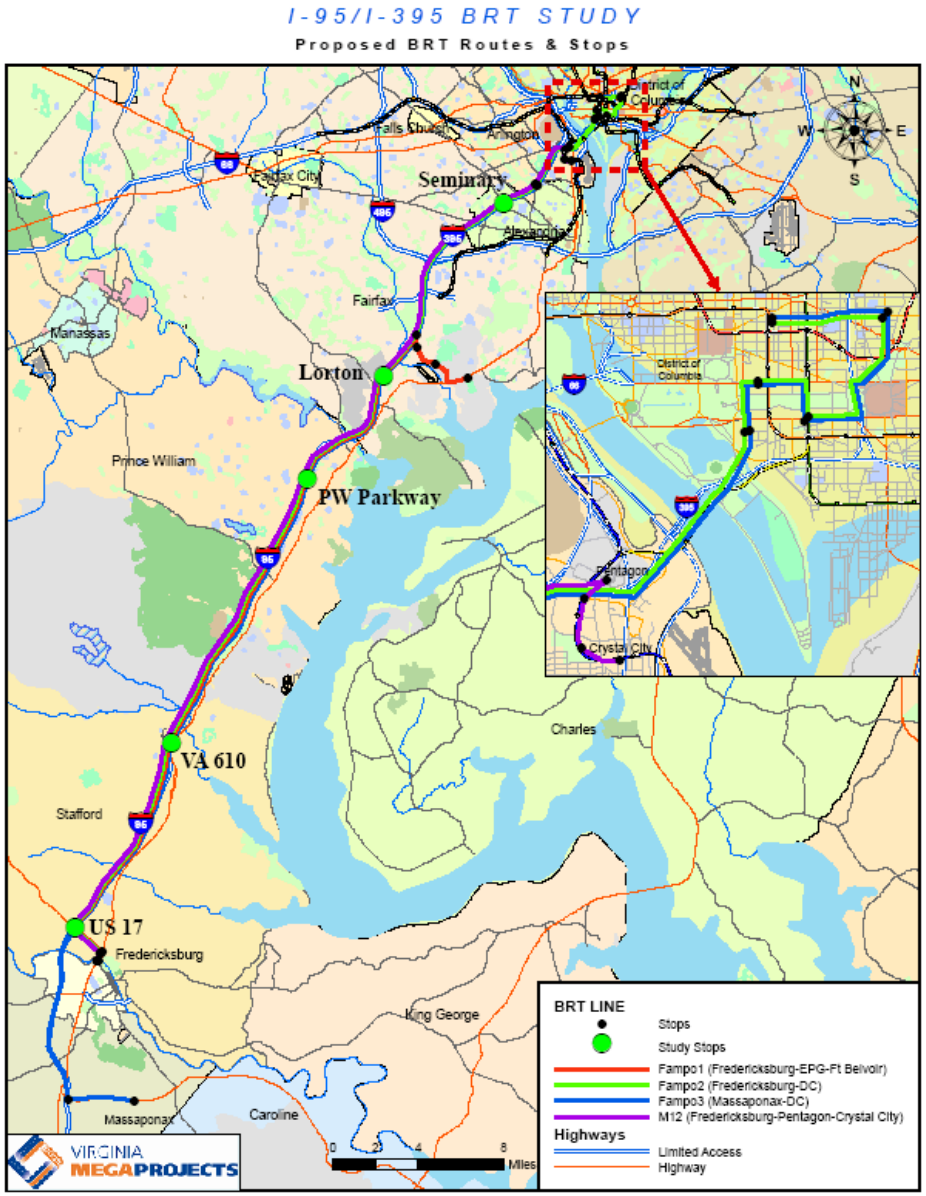
VIRGINIA MEGAPROJECTS

Planning



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VIRGINIA MEGAPROJECTS

Analysis To Date

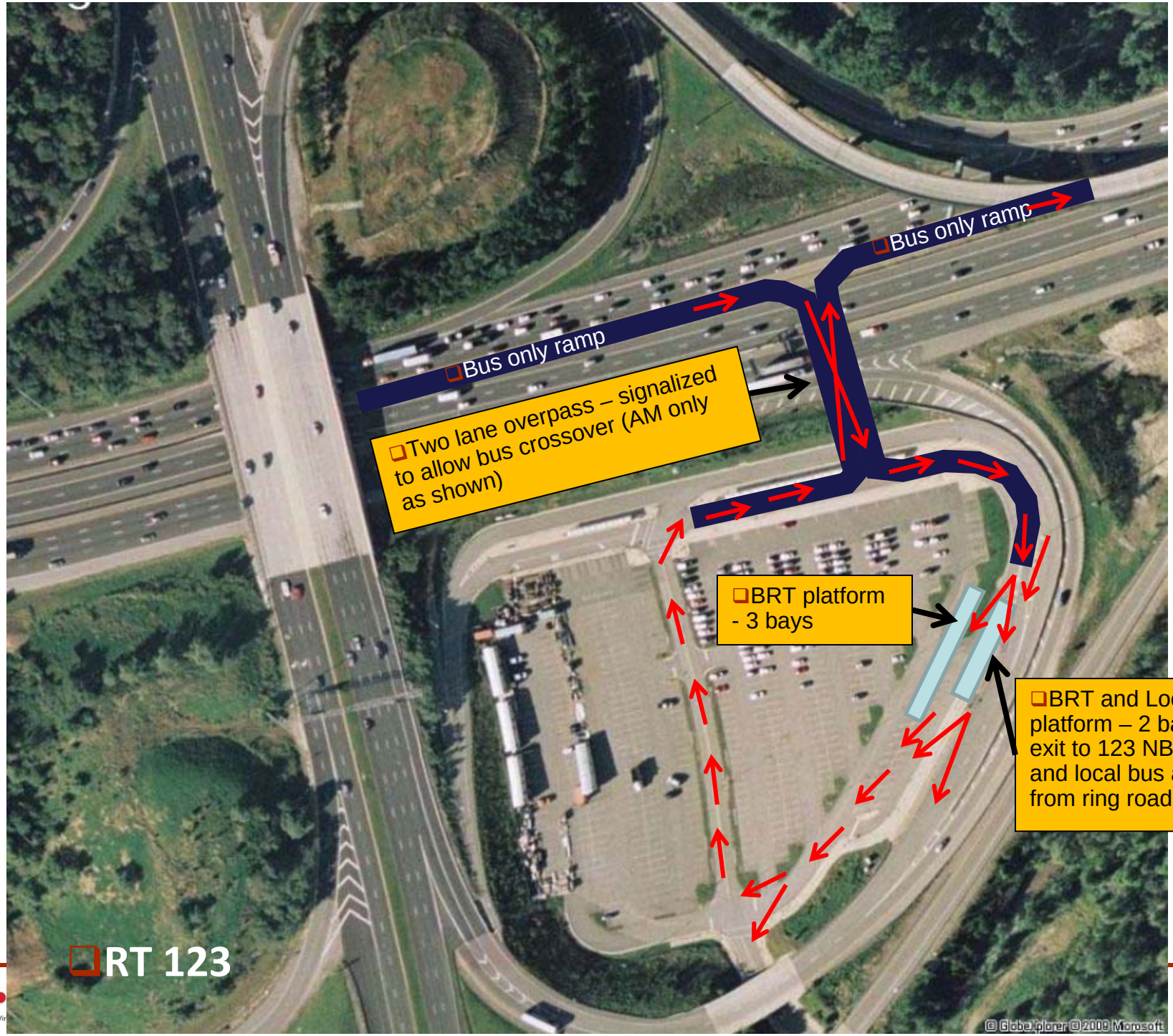
- Service Analysis
  - New express routes targeted to DC and Tysons where the demand is
- Infrastructure
  - Trending away from in-line stations because of ROW and infrastructure costs
  - Creating more park-n-ride with direct and indirect station access

❑AM PEAK

❑I-95 Peak Direction

❑Route **FROM** Static

❑Station Facility


Bus only ramp
Bus only ramp
Two lane overpass – signalized to allow bus crossover (AM only as shown)
BRT platform - 3 bays
BRT and Local platform – 2 bays (direct exit to 123 NB offered and local bus access from ring road offered)
RT 123
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New Scope – To be Completed December 2009

- **Service analysis** including: ridership demand figures, route structures, modes of arrival, headways, service characteristics, and markets served

- **Infrastructure analysis** including: station locations, infrastructure required to support express bus. Station area conceptual level maps will be provided showing supporting infrastructure

- **Cost analysis** including: capital and operating costs, revenues, and subsidies, preliminary construction costs