

ENVISION ROUTE 7



Project Update & Conceptual Engineering Study



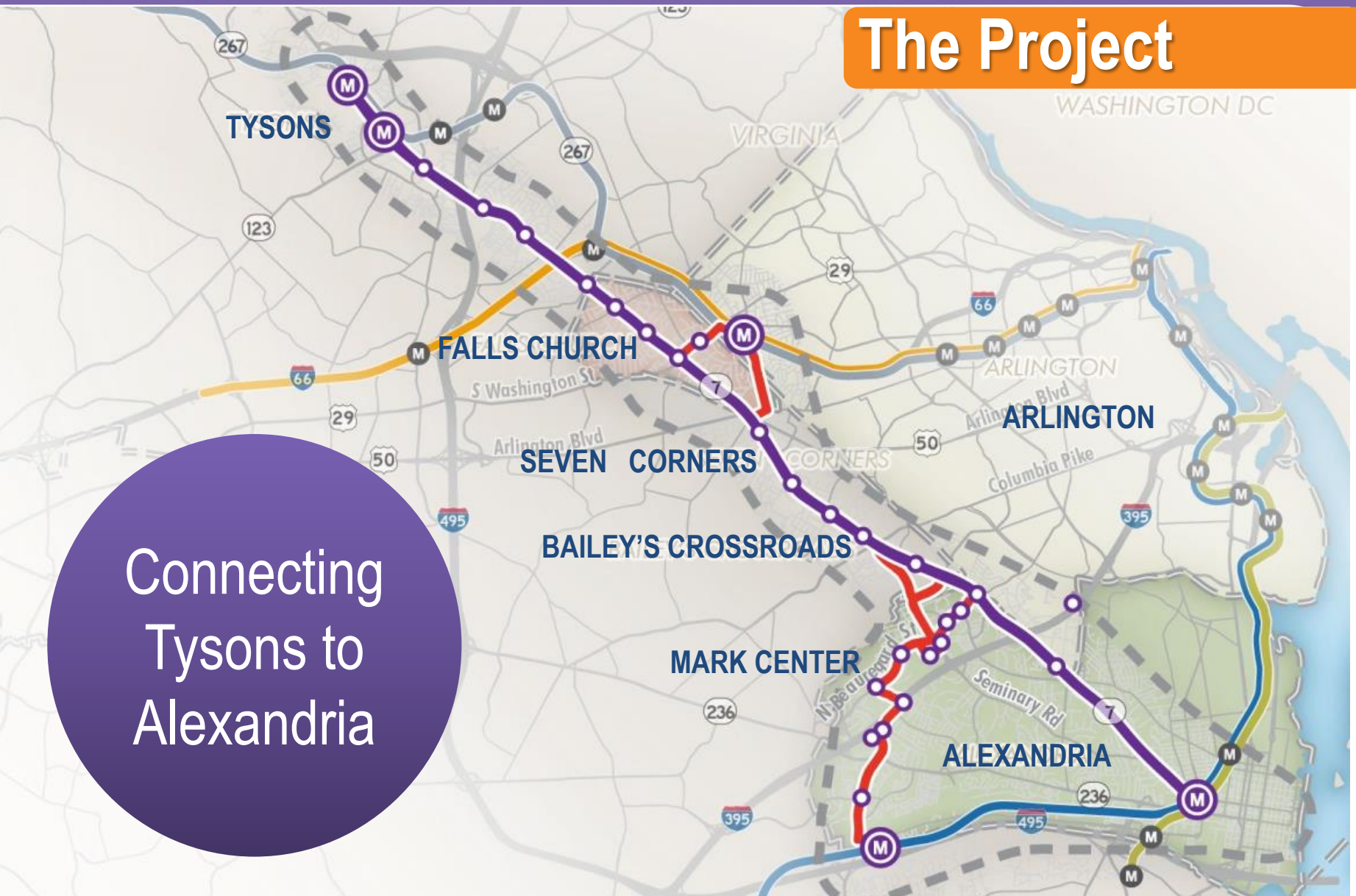
June 7, 2019

*Presented by: Dan Goldfarb, PE
Transit Planner*

Item 7

The Project

Connecting
Tysons to
Alexandria



Mode – Which Mode Is Best for the Corridor?

LRT
BRT or
Local Bus?



Terminus – Tysons Connecting to?

Mark Center,
King Street
or Van Dorn?

MARK CENTER
KING STREET METRORAIL STATION
VAN DORN STREET METRORAIL STATION

Alignment – Stay On Route 7 or Connect to EFC?

Connect to
East Falls
Church?

Recommended Alternative

Bus Rapid Transit...



connects
Tysons and
Mark
Center...

with a
connection
at East
Falls
Church

ENVISION  ROUTE 7

Selected Alternative BRT – Tysons to Mark Center

- ➔ Connectivity to EFC is very strong (38% increase over ridership estimates without the connection)
- ➔ Connection along Beauregard to Mark Center supports the City of Alexandria's transit capital program
- ➔ BRT is a more cost-effective and competitive option

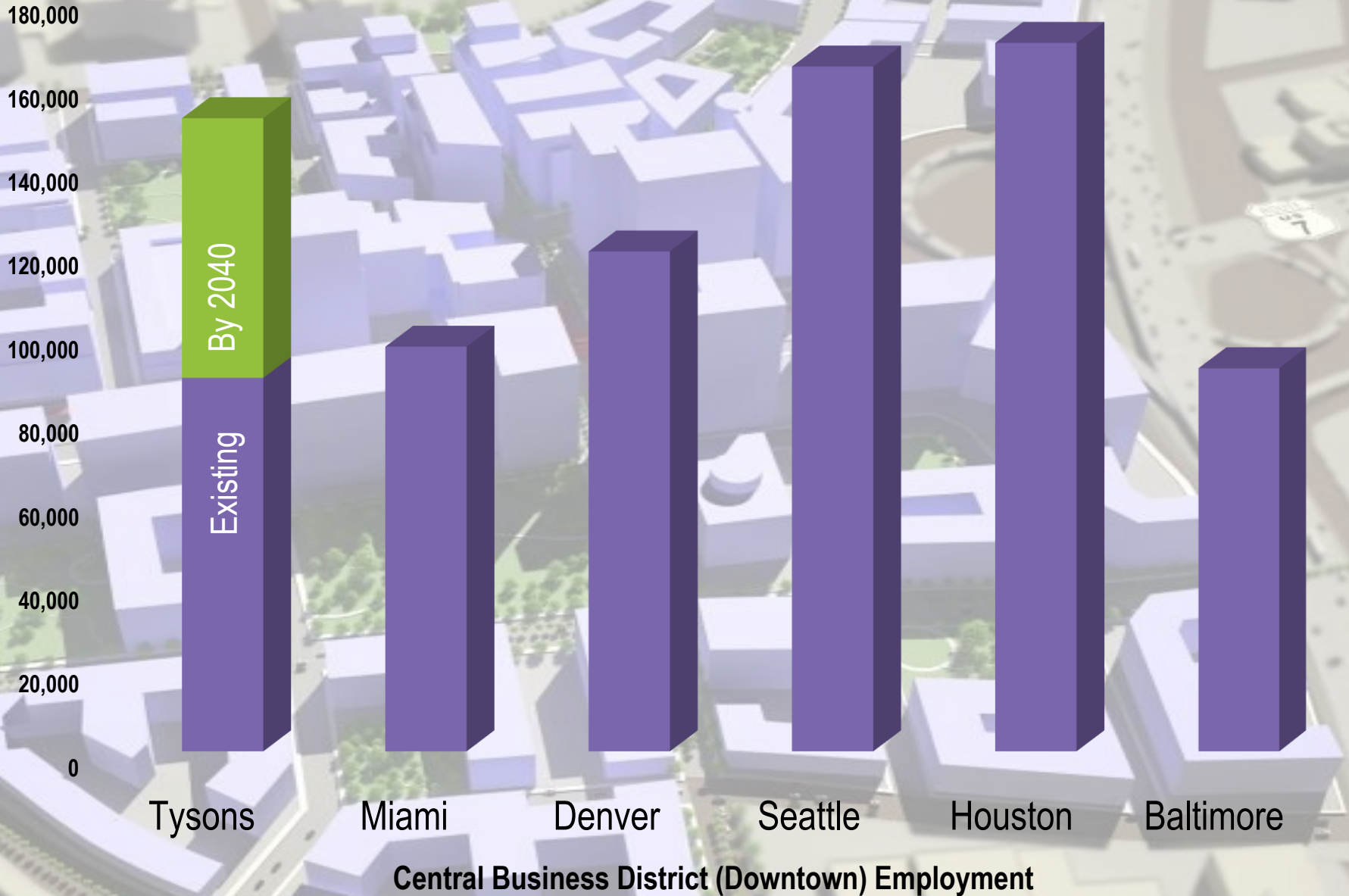


Corridor-Wide Benefits of High Capacity Transit

- ➔ Connecting people and businesses to economic opportunity
- ➔ Increasing transportation choices
- ➔ Moving more people
- ➔ Providing a faster trip
- ➔ Offering higher quality service

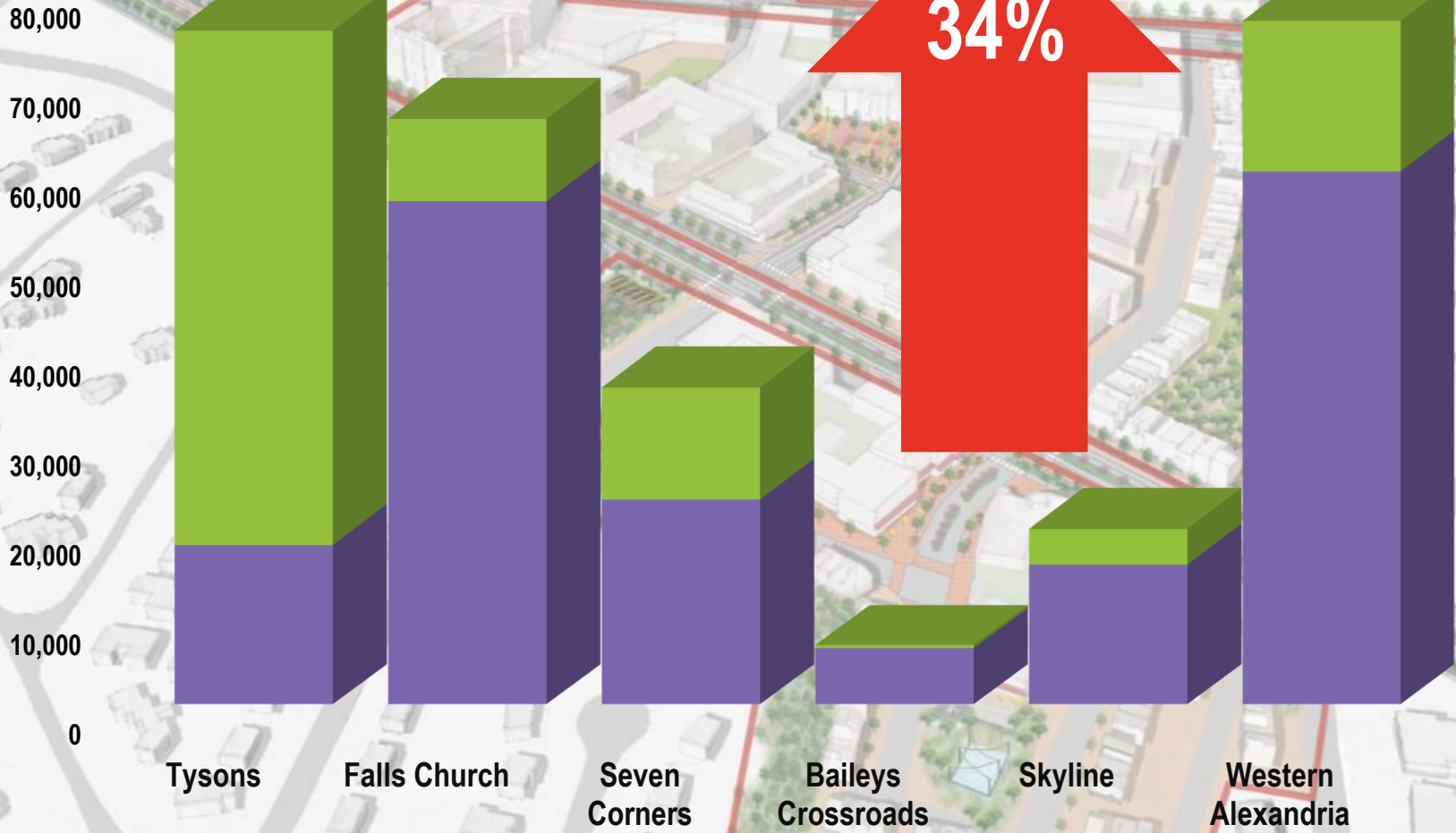


Tyson's CBD Comparison

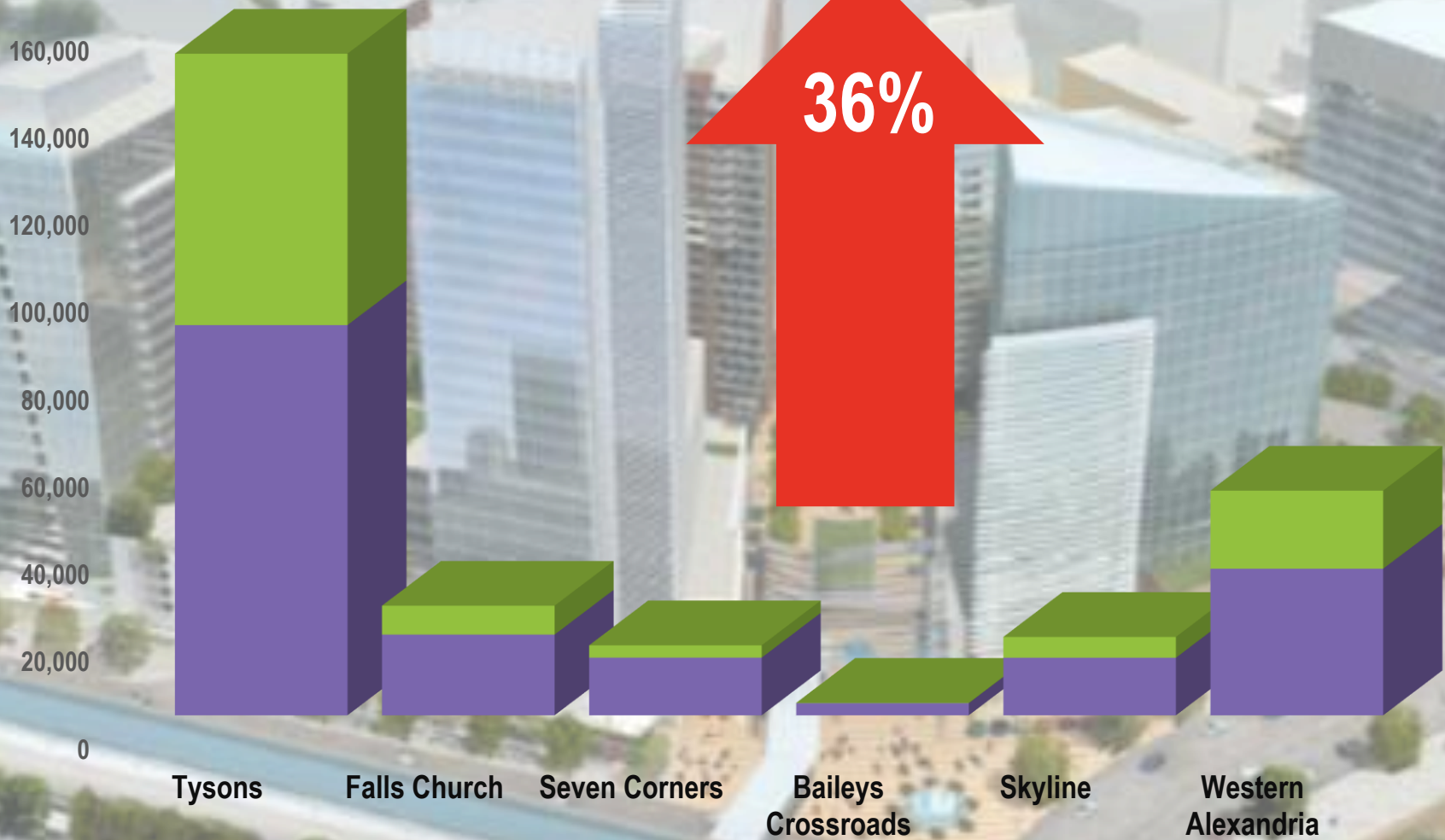


Central Business District (Downtown) Employment

Population Growth



Job Growth



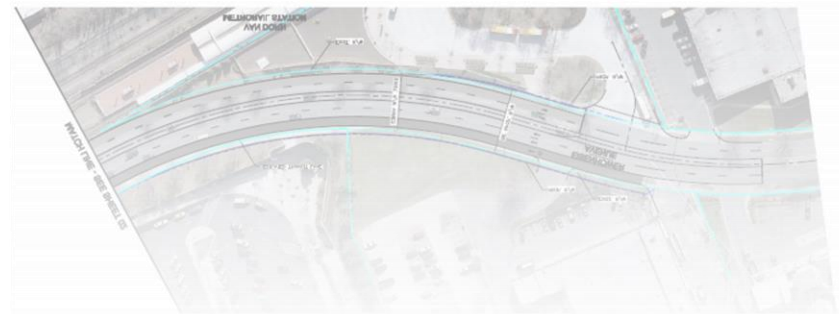
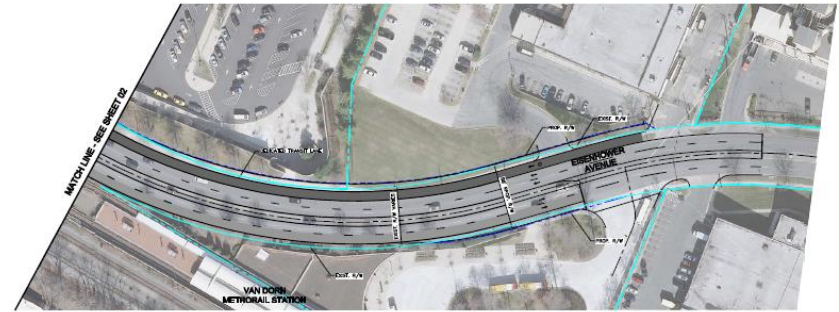
Northern Virginia BRT Regional Network



- ➔ BRT network was an outcome of NVTC's Regional Bus Initiative
- ➔ Envision Route 7 is one part of a regional network
- ➔ Envision Route 7 BRT has the greatest ridership potential

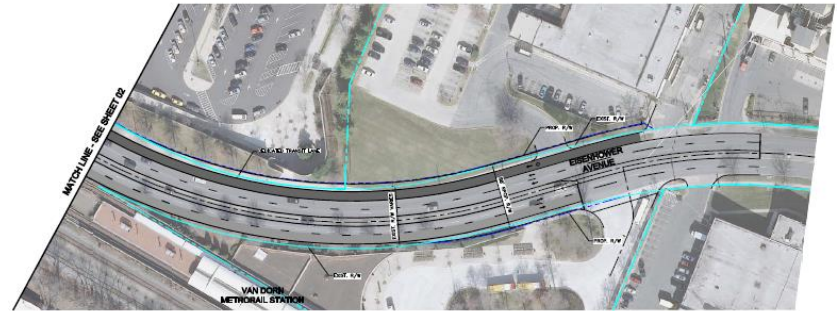
Conceptual Engineering Study - Objectives

- ➔ To refine the project cost
- ➔ To identify potential areas of concern
- ➔ To provide guidance on preserving the right-of-way for the jurisdictions



Conceptual Engineering Study - Products

- ➔ Conceptual 10% design plans
- ➔ Typical sections
- ➔ ROW needs and options
- ➔ Station locations
- ➔ Refined cost estimate
- ➔ Limited traffic analysis key intersections



Project Needs

⇒ Jurisdictional Coordination – Engineering Focus

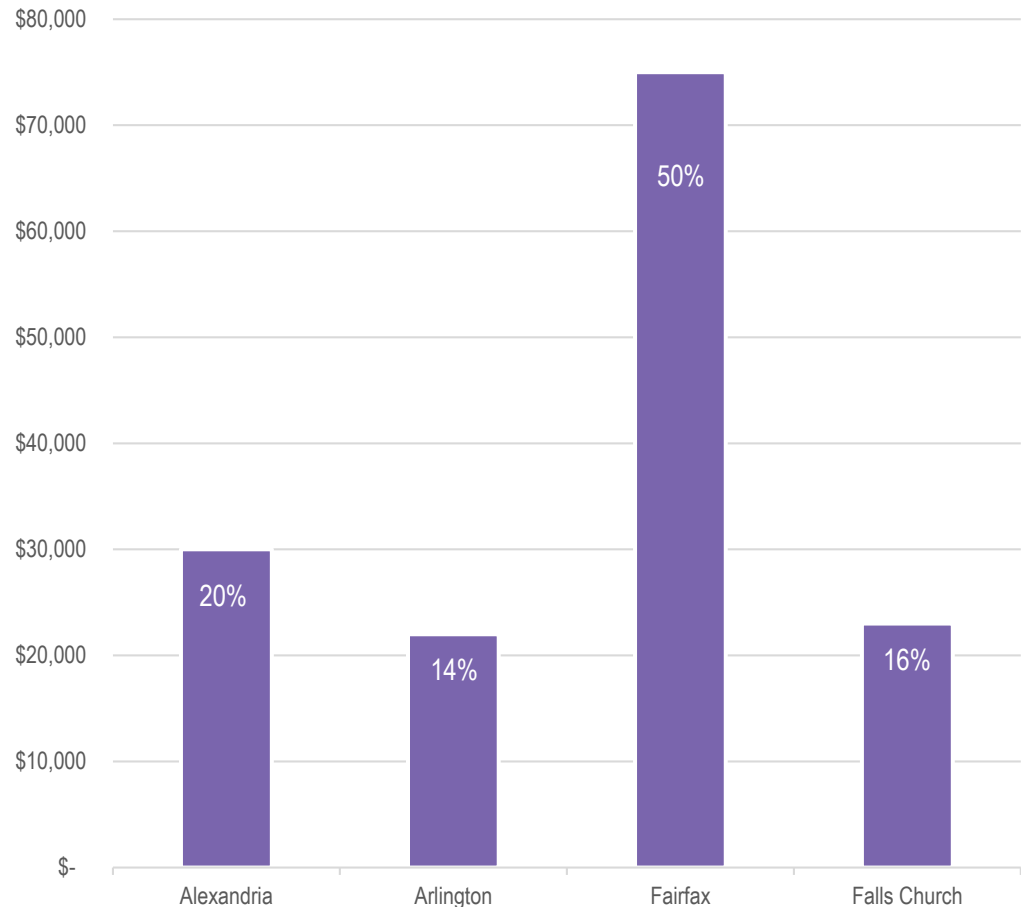
⇒ DRPT Grant

⇒ Jurisdictional Contribution

Jurisdictional Contribution

- ⇒ User fee approach
- ⇒ Quantitate evaluation
- ⇒ Production trip ends
- ⇒ Attraction trip ends
- ⇒ Boardings

Proposed Study Funding Allocations by Jurisdiction



Next Steps

- ➔ Complete Phase III Conceptual Engineering
- ➔ Develop Scope of Work for Phase IV(a), (b), (c)
- ➔ Preliminary Engineering
- ➔ Environmental
- ➔ Design

Questions & Concerns