Travel Time Savings:

Population Growth: New Trips within the Corridor:

Job Growth:

Miles from Tysons to Alexandria:

The number of residents along the Route 7 corridor is expected to exceed 740,000 by 2040.

Both Bus Rapid Transit and Light Rail Transit will cut travel time along the Route 7 corridor in half.

Within 25 years, there will be an estimated 736,000 jobs within the Route 7 corridor.

High-capacity transit will run between the Spring Hill Metrorail Station in Tysons and a yet-to-be-determined site in Alexandria.

Both Bus Rapid Transit and Light Rail Transit will carry thousands more people to work, school, shopping and entertainment along Route 7.

Why consider high capacity transit on Route 7?

Next Steps

Conclusion of this Project Phase

Conceptual Implementation and Construction Schedule

Public Input from Today

Determine Financial Sustainability

Recommend Preferred Alternative

Analyze Alternatives

Route 7 Corridor Transit Study

Why consider high capacity transit on Route 7?

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Next Steps

Conclusion of this Project Phase

Conceptual Implementation and Construction Schedule

5 MONTHS

WE ARE HERE

Public Input from Today

Determine Financial Sustainability

Recommend Preferred Alternative

Analyze Alternatives

3-5 YEARS

Complete Required Environmental Documentation

Develop Project Funding Plan

Complete Project Engineering

Obtain Required Rights of Way

Obtain Required Permits

Construct Route 7 Transit System

2015

2025

WE ARE THERE

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Transportation System Management (TSM) is another alternative being considered. TSM is a low-capital investment strategy that can improve transit system operations. TSM can be implemented using the following techniques:

- **Signal improvements, reducing intersection delay**
- **Service changes**
- **Queue jumps to bypass traffic at intersections**

**Bus Rapid Transit (BRT) Guideways**
- Mixed-flow traffic: Vehicles operate with automobiles in an existing traffic lane
- Dedicated lanes: Lanes may be physically separated or denoted by pavement or markings

**Light Rail Transit (LRT) Guideways**
- Mixed-flow traffic: Vehicles operate with automobiles in an existing traffic lane
- Dedicated rights of way: Typically operates in dedicated space. Can include aerial structures to eliminate traffic conflicts.
- Developing technology may allow for in-pavement power or no power in short sections.

**Vehicles**
- Doors on both sides
- 120 persons per vehicle
- All-electric or hybrid power
- Larger windows
- Low-floor boarding/alighting

**Light Rail Vehicles**
- Doors on both sides
- 120 persons per vehicle
- All-electric or hybrid power
- Larger windows
- Low-floor boarding/alighting

**Bus Rapid Transit Vehicles**
- Doors on both sides
- 200 persons per vehicle
- Uses overhead electric wires for power
- Low-floor boarding/alighting

**What type of transit service would best serve people and businesses in the corridor?**

**An integrated transit services network**

**How much does high capacity transit cost?**

**Alignment Capital Cost Estimates**
The capital costs of the seven alignment/mode options have been estimated based on comparable systems nationally. The estimates below have been tailored to account for mode type, alignment length, and location.

**Annual Operating Costs (Millions)**
Projected annual operating costs are an important measure of the long-term viability of a high-capacity transit system. Comparable national systems were used to develop cost estimates for LRT and BRT.