Presentation Agenda

- To Introduce the Project
- To Present Material on What We’ve Learned to Date
- To Discuss the Process for Decision-Making
- To Get Your Input on the Corridor

X To Present Results or Recommendations (Still to Come)
Presentation Outline

- Discuss Potential of the Corridor
- Provide Project Study Updates
  - Alternative Analysis Framework
  - Project Management Process
  - Outreach Efforts
  - Market Analysis Results
  - Employee / Resident Survey Results
- Next Steps
- Discussion
Note: The Route 7 connection from Tyson’s to King Street Metro does not imply any routing of high capacity transit along the entire route. Rather the connection between the City of Alexandria and Tyson’s is the project’s goal and routing options will be finalized as the project proceeds.
Route 7 – A Corridor Linking Communities
Route 7 Project - Active Transit Area

Development of a Connected Transit System
Basic Question 1

What benefits could be derived from improvements to the existing system?
Basic Question 2

What improvements are possible and reasonable in the corridor?
Other Communities Nationally

Hiland Ave, Albuquerque, NM
Other Communities Nationally

Hiland Ave, Albuquerque, NM
Other Communities Nationally

West End Ave, Nashville, TN
Other Communities Nationally

3rd Avenue, Fort Lauderdale, FL
Regional Density Perspective
Basic Question 3

Where would the service start, end and connect?
Basic Question 4

How to evaluate the corridors?
Alternatives Analysis Framework

- Assess Need
- Develop Goals, Objectives and Evaluation Factors
- Assess Project for:
  - Ridership Potential
  - Environmental Impact
  - Capital / Operating and Maintenance Costs
  - Land Use
- AA - No Longer Required as Part of Federal Process
- But, Outcomes Needed to Address FTA Requirements
Federal Funding Process

New Starts Process

- Planning
- Project Description
- ETA Acceptance into Project Development
- Project Development
  - Complete NEPA Process
  - Confirm Locally Preferred Alternative
  - Address New Starts Criteria
- ETA Acceptance into Engineering
- Engineering
  - Finalize Project Scope & Cost
  - Commit Non-Federal Funds
  - Develop Construction Plans
  - Acquire ROW
  - Address New Starts Criteria for FFGA Evaluation
- Full Funding Grant Agreement (FFGA)
- Construction

Small Starts Process

- Planning
- Project Description
- ETA Acceptance into Project Development
- Project Development
  - Complete NEPA Process
  - Confirm Locally Preferred Alternative
  - Address New Starts Criteria
  - Finalize Project Scope & Cost
  - Commit Non-Federal Funds
  - Develop Construction Plans
  - Acquire ROW
- Construction

Route 7 Corridor

2-year limit for New Starts

Grant or expedited grant agreement
Project Oversight

- Technical Advisory Committee (Multi-Jurisdictional)
  - NVTC
  - VDOT
  - DRPT
  - FTA
  - Fairfax County
  - City of Falls Church
  - Arlington County
  - City of Alexandria
  - WMATA
  - MWCOG
Transit within the Route 7 corridor will provide a reliable, frequent and convenient transit service - integrating with surrounding land uses and existing transportation connections - that increases travel options while providing improved mobility and an enjoyable experience for its riders, featuring advanced technology and passenger amenities.
BACKGROUND INFORMATION FINDINGS
Transportation Conditions

Roadways

- Route 7 primary major arterial connecting other arterials within study area
- Route 7 study area primarily has four- or six-lane roadway
  - Janneys Lane south to Metrorail overpass: two- to three-lane undivided roadway
  - Idylwood Drive north to Dulles Toll Road: five- to six-lane roadway
  - Central segment mainly four-lane roadway
  - Alignment options mainly have four-lane roadways
- 49 signals, about ¼-mile average signal spacing
## Roadway Cross Sections

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>2-Lane Lane</th>
<th>3-Lane Lane</th>
<th>4-Lane Lane</th>
<th>5-Lane Lane</th>
<th>6-Lane Lane</th>
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<tbody>
<tr>
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<td></td>
<td></td>
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<tr>
<td>Dulles Toll Rd to I-495</td>
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<tr>
<td>I-495 to Idlywood Dr</td>
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<tr>
<td>Idlywood Dr to West St</td>
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<td></td>
</tr>
<tr>
<td>West St to US 50</td>
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<td>US 50 to Ped Signal</td>
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<tr>
<td>Ped Signal to Shopping Center Access</td>
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<tr>
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<td>Nottingham Dr to Kenmore Ave</td>
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<td>X</td>
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<td>Kenmore Ave to Howard St</td>
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<tr>
<td><strong>Howard Street</strong></td>
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<td>Seminary Rd to Braddock Rd</td>
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<td>Kenwood Ave to Ramsey St</td>
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<td>Ramsey St to West St</td>
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<td><strong>Beauregard Street</strong></td>
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<td>Sanger Ave to Highview Ln</td>
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<td>Branch Ave to Route 7</td>
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<td><strong>Van Dorn Street</strong></td>
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<td>Southern Alexandria border to Holmes Run Pkwy</td>
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<td><strong>Hillwood Avenue</strong></td>
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<td>Annandale Rd to Route 7</td>
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<td>X</td>
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<tr>
<td><strong>North Sycamore Street/North Roosevelt Street/Roosevelt Boulevard</strong></td>
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<td>Washington Blvd to Arlington border</td>
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<tr>
<td>Arlington border to Wilson Blvd</td>
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<td><strong>US 29 / Lee Highway / North Washington Street</strong></td>
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<td>Route 7 to Columbia St</td>
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<tr>
<td>Columbia St to Jefferson St</td>
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<td>X</td>
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<tr>
<td>Jefferson St to Fairfax Dr</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

(U): Undivided roadway  
(D): Divided roadway
Socio-Economic Conditions

- **Existing Population and Employment**
  - About 300,000 residents and 131,000 households within study area\(^2\)
  - About 265,000 employees within study area\(^3\)

- **2040 Population and Employment**
  - About 37 percent increase in population and households\(^3\)
  - About 46 percent increase in employment\(^3\)

\(^2\) 2010 US Census
\(^3\) MWCOG Cooperative Forecast Round 8.1
### 2040 Population

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010</th>
<th>2040</th>
<th>% Chng</th>
<th>2010</th>
<th>2040</th>
<th>% Chng</th>
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<td>Project Study Area</td>
<td>300,816</td>
<td>399,300</td>
<td>32.7%</td>
<td>131,050</td>
<td>179,367</td>
<td>36.8%</td>
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<td>Arlington County</td>
<td>207,627</td>
<td>248,699</td>
<td>19.8%</td>
<td>98,050</td>
<td>117,795</td>
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<tr>
<td>Fairfax County</td>
<td>1,081,726</td>
<td>1,263,383</td>
<td>19.6%</td>
<td>391,627</td>
<td>475,381</td>
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<td>City of Alexandria</td>
<td>139,966</td>
<td>181,801</td>
<td>29.9%</td>
<td>68,082</td>
<td>88,491</td>
<td>30.0%</td>
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<tr>
<td>City of Falls Church</td>
<td>12,332</td>
<td>17,009</td>
<td>37.8%</td>
<td>5,101</td>
<td>7,703</td>
<td>51.0%</td>
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Socio-economic Conditions

2040 Employment

<table>
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<tr>
<th>Jurisdiction</th>
<th>2010</th>
<th>2040</th>
<th>% Change</th>
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</thead>
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<tr>
<td>Project Study Area</td>
<td>264,639</td>
<td>386,578</td>
<td>46.1%</td>
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<tr>
<td>Arlington County</td>
<td>223,264</td>
<td>305,514</td>
<td>36.8%</td>
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<tr>
<td>Fairfax County</td>
<td>641,340</td>
<td>851,988</td>
<td>32.8%</td>
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<tr>
<td>City of Alexandria</td>
<td>106,046</td>
<td>149,755</td>
<td>41.2%</td>
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<tr>
<td>City of Falls Church</td>
<td>11,400</td>
<td>18,000</td>
<td>57.9%</td>
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</table>
BACKGROUND MATERIAL - MARKET ANALYSIS
Demographics

- Growing corridor
- Slowed over the last decade
- Relatively affluent with pockets of lower-income households
- 58% homeowners
- Less than 8% have no cars
Household Types – National Trends

Households
- Families with children
- Households with no children
- Persons living alone

1990s
- 34% with own children
- 66% no children
- 25% living alone

2000
- 31% with own children
- 69% no children
- 26% living alone

2010
- 26% with own children
- 74% no children
- 27% living alone

Increase in people choosing to **live alone** – 36 percent in Route 7 corridor

Growing households/families with **no children**
Shifting Households

New generation Y households *unable to pay* for housing in hip urban neighborhoods

Generation Y- Born 1982 to 2001- 70 million
Forming households now but slowed by recession
Desire more walkable neighborhood/ easy access to jobs, services and recreation

Generation Y moves in with roommates, rents instead of owns
Employment

- Strong economic engine
- Close-in Northern Virginia added 73,400 jobs from 2002 to 2011
- Despite major job losses in the recession, employment has rebounded and slightly exceeds the 2007 level
- Professional, scientific and technical services and management of companies represent 26% of all jobs
Commercial Market Shifts - Office

- Office locations compete based on access, proximity to executive housing, visibility, quality of the environment and rents
- Not every location can meet these needs
- Significant new construction has exceeded absorption
- Major impact of BRAC decisions to move defense operations out of leased space
Near-Term Redevelopment

- Likely to focus in regional centers with good Metro and roadway access
  - Tysons Corner
  - Old Town/King Street Metro station area
- Also renovation of existing buildings to be more competitive and achieve higher rents
Survey Activity

- Survey of residents in March
- Survey of employees in the corridor (web only) ran March-May
Survey Content

- Current travel habits within the greater region, including travel mode choices;
- Concerns about transportation within the corridor;
- Desired travel destinations;
- Perceptions of public transportation;
- Interest in a possible new rapid transit system.
Residents Survey

Current Travel – Most Common Work Locations

Legend:
- VA 7 - Lee Highway
- WMATA Metro Rail

Zones:
1. Tysons & Vienna
2. Falls Church area including Seven Corners & East Falls Church
3. Bailey’s Crossroads & Skyline
4. Shirlington, Falls Church, and Alexandria West of Quaker Lane
5. Alexandria East of Quaker Lane
6. Rosslyn-Ballston Corridor
7. Arlington South of Route 50
8. McLean & North Arlington selection
9. Silver Line Corridor
10. All other parts of Northern Virginia
11. DC
12. Maryland

- 17%
- 34%
- 17%
- 17%
Residents Survey

Current Travel – Most Common Destinations (Work & Non-Work Trips)
Residents Survey

Current Travel – Most Common Zone-to-Zone Trips

92%
67%
66%
67%
67%
Residents Survey

Modes of Travel

- **Work Trips:**
  - Automobile: 74%
  - Transit: 37%
  - Transit usage highest for those who work in DC/MD (55%) and Falls Church/Seven Corners (42%)

- **Non-Work Trips**
  - Automobile: 92%
  - Transit: 32%

- 46% report using transit for either work or non-work trips
Residents Survey

Perceptions of Rapid Transit

- 57% said they would be interested in the hypothetical new rapid transit system, with current public transportation users being more likely to express interest (70% vs. 43%).

- Reasons for interest in rapid transit:
  - Frequent service (35% of those interested)
  - Travel speed (33%)

- Reasons for lack of interest:
  - Flexibility of driving themselves (25% of those not interested)
  - Do not think the system would be close to their home (21%).
Employee Survey

Current Travel – Most Common Destinations

- 60%
- 69%
- 36%
- 39%
Employee Survey

Distribution of Responses

Where Employed

- Falls Church and Seven Corners: 61%
- Tysons-Dulles Corridor: 33%
- Alexandria: 4%
- Arlington and McLean: 1%

Q1. Please tell me in which zone you work.
Base = Total Sample (n=67)
Employee Survey

Modes of Travel

- Work Trips:
  - Automobile: 97%
  - Transit: 9%

- Non-Work Trips
  - Automobile: 97%
  - Transit: 37%

- 93% report availability of free or subsidized parking at work, 67% report availability of transit fare reimbursement.
Employee Survey

Perceptions of Rapid Transit

- 57% said they would be interested in the hypothetical new rapid transit system, with current public transportation users being more likely to express interest (72% vs. 45%).
- Most interested in finding more convenient ways to travel to
  - Tysons/Vienna (68%)
  - Washington, DC (68%)
  - Alexandria East (42%)
Key Observations:

- Strong interest in rapid transit, based on reliability and travel time improvement.
- Desire better access to Tysons & DC.
- Corridor residents’ use of transit for commute trips is in line with region, employees in corridor well below it.
Evaluation Perspectives

- **Effectiveness** – how alternatives address needs of corridor
- **Impacts** – how alternatives support local policy goals, potential environmental or traffic impact fatal flaws
- **Cost-Effectiveness** - are costs of alternatives in line with anticipated benefits
- **Feasibility** – financial and technical feasibility of alternatives
- **Equity** – how impacts and benefits of alternatives are distributed fairly across population groups
Evaluation Process

Tier 1

- **Pre-Screening (Phase 1)**
  - Has it previously been eliminated?
  - Is it clearly ill-suited to address the need?
  - Does it have an obvious fatal flaw?

Tier 2

- **Initial Screening (Phase 1)**
  - Develop evaluation measures that reflect goals and objectives.
  - Identify available data to use as screening measures.
  - Test mode and routing alternatives using evaluation measures.
  - Select “best performing” mode and routing alternatives for detailed evaluation.

Tier 3

- **Refined Alternatives Analysis (Phase 2)**
  - Develop additional, more rigorous evaluation measures.
  - Identify costs, ridership and benefits of alternatives.
  - Test refined alternatives using additional evaluation criteria.
  - Recommend preferred alternative to community.
  - Community Selects Locally Preferred Alternative
HOW DO WE GET INPUT FOR THE PROJECT?
Public Outreach

❖ Website is active: http://route7corridorstudy.com/
Public Outreach

- Survey of residents and employees in the corridor (web only) completed.
- Participation at community group meetings, council meetings
- Public meeting dates – TODAY! – and in September to discuss early recommendations
- Further coordination with NVTC board upcoming
- More activities scheduled for Phase II
- We want your input!
THANK YOU

Project Contact Information:
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Project Manager
Northern Virginia Transportation Commission
mariela@nvtdc.org
703-524-3322, x102
www.thinkoutsidethecar.org

http://route7corridorstudy.com/