

# Mobility Beyond Boundaries



**SUPER  
NoVa**

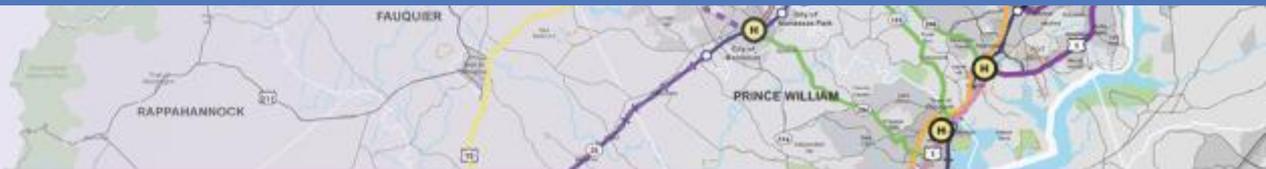


*Transit/TDM Action Plan*  
*Achieving Mobility Beyond Boundaries*



**Super NoVa Transit and TDM Action Plan**  
City of Alexandria Transportation Commission  
*January 8, 2014*

**Amy Inman**  
*Acting Planning and Mobility Programs Administrator*  
*Department of Rail and Public Transportation*



# Overview

- Summary of the Super NoVa Transit & TDM Vision Plan
- Introduction to the Action Plan
- Questions and conversation

# 2012's Super NoVa Transit & TDM Vision Plan

## *Visioning Mobility Beyond Boundaries*

Recognizing the mobility challenges facing the northern part of Virginia, the state's leaders initiated Vision Plan development process to beyond the mobility dialogue beyond traditional local, regional, and state boundaries.

# Overview

- Growth from 6 million to more than 8 million people in 30 years
- Long commutes and significant congestion
- Transit capacity challenges

# Vision

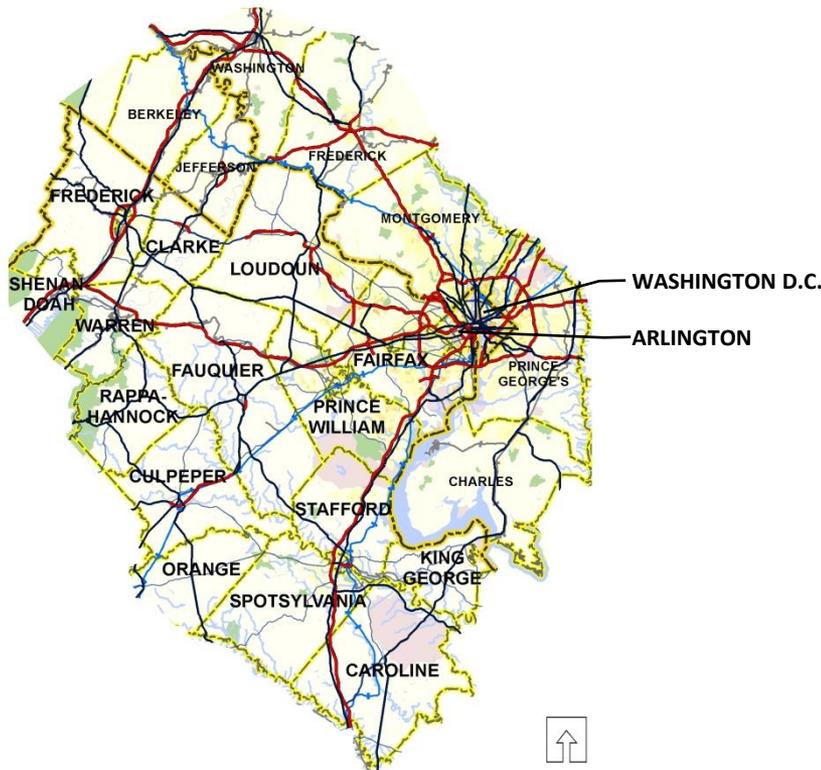
Safe, strategic, and seamless mobility options for rail, transit, and TDM in greater Northern Virginia region

# Mission

Visioning mobility beyond boundaries

# Goals

- Increase mobility and transportation choice through strategic investments in transit and TDM
- Efficiently use transportation infrastructure to meet current and future transportation needs
- Integrate transportation and land use planning and policy
- Support sustained economic growth and prosperity



# What did we do?

- Provided a regional view
- Listened to voices in the planning process
- Regional vision for transit & TDM
- Focused on the traveler
- Identified need
- Provided policy, program, facility, and service recommendations



# What We Heard

**CONNECTIVITY** *travel choice* **information**

*seamless travel* **reasonable cost** *quality access*

*coordination* **sustainability** *service expansion*

**competitive travel time** *respect for communities*

*economic benefit* *travel related to work* **RECREATION**

# The Technical Process

- People and Jobs
  - Increasing densities, expansion of the urbanized center, increases along major transportation corridors
- Land Use and Development
  - More activity center, multi-centric, suburban becoming urban
- Travel
  - Reverse commutes, radial and circumferential travel, increase in short trips in the center of the region
- Different Visions on Growth
  - Sensitivity analysis addressing uncertainty in growth projections
  - Regional transit and TDM needs are significant irrespective of scenario
  - Patterns of growth that increase densities in already urbanized areas, particularly those in the inner areas of the region, support investments in higher capacity transit modes better than other scenarios

# Super NoVa Regional Transit and TDM

# VISION



# TRANSIT NETWORK

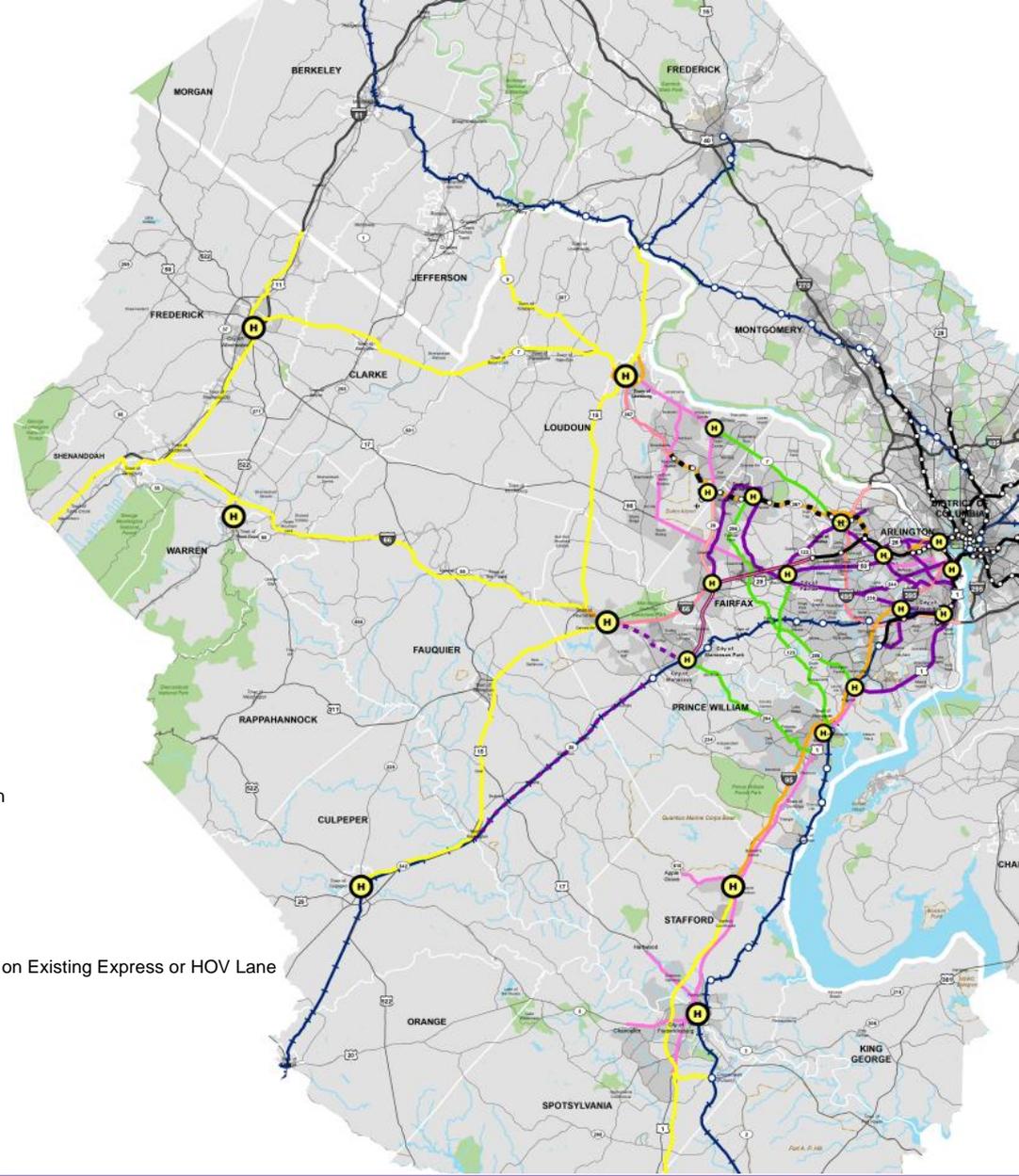
*The recommended transit network is comprised of an interconnected network of corridor and area focused transit facilities and services.*

## Legend

- Rail Station
- Metrorail Station
- Existing Metrorail Line
- Passenger Rail
- Freight Rail
- Water
- Park
- Federally-Owned Land
- Lowest Activity Density (2040)
- Highest Activity Density (2040)

## Transit Service Recommendations

- Silver Line Rail Extension
- High-Capacity Transit
- Rapid Bus
- Express Bus
- Regional Commuter Bus on Existing Express or HOV Lane
- Regional Commuter Bus
- Potential Intermodal Hub

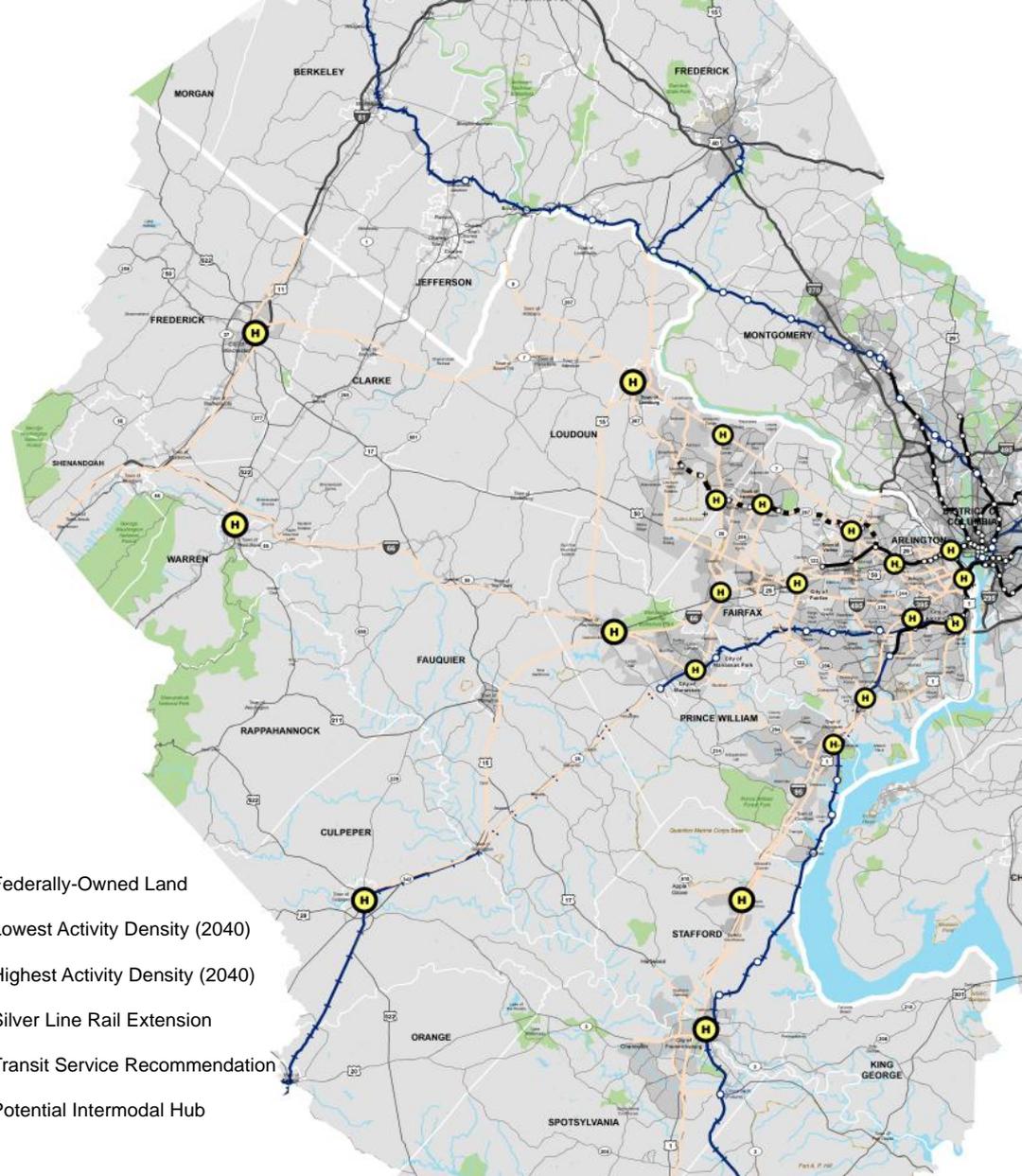


# TRANSIT FACILITIES

Major region-serving transit facilities were identified as a need for **individual jurisdictions**. Transit facilities will need to be viewed as **regionally beneficial infrastructure**.

## Legend

-  Rail Station
-  Metrorail Station
-  Existing Metrorail Line
-  Passenger Rail
-  Freight Rail
-  Water
-  Park
-  Federally-Owned Land
-  Lowest Activity Density (2040)
-  Highest Activity Density (2040)
-  Silver Line Rail Extension
-  Transit Service Recommendation
-  Potential Intermodal Hub



# Local Transit Service

Projected growth in the Super NoVa area will create a **tremendous need** for additional **local transit service**. The Super NoVa area is **currently underserved** and will need a **significant investment** in local transit service to meet regional needs.

## SUMMARY OF FINDINGS

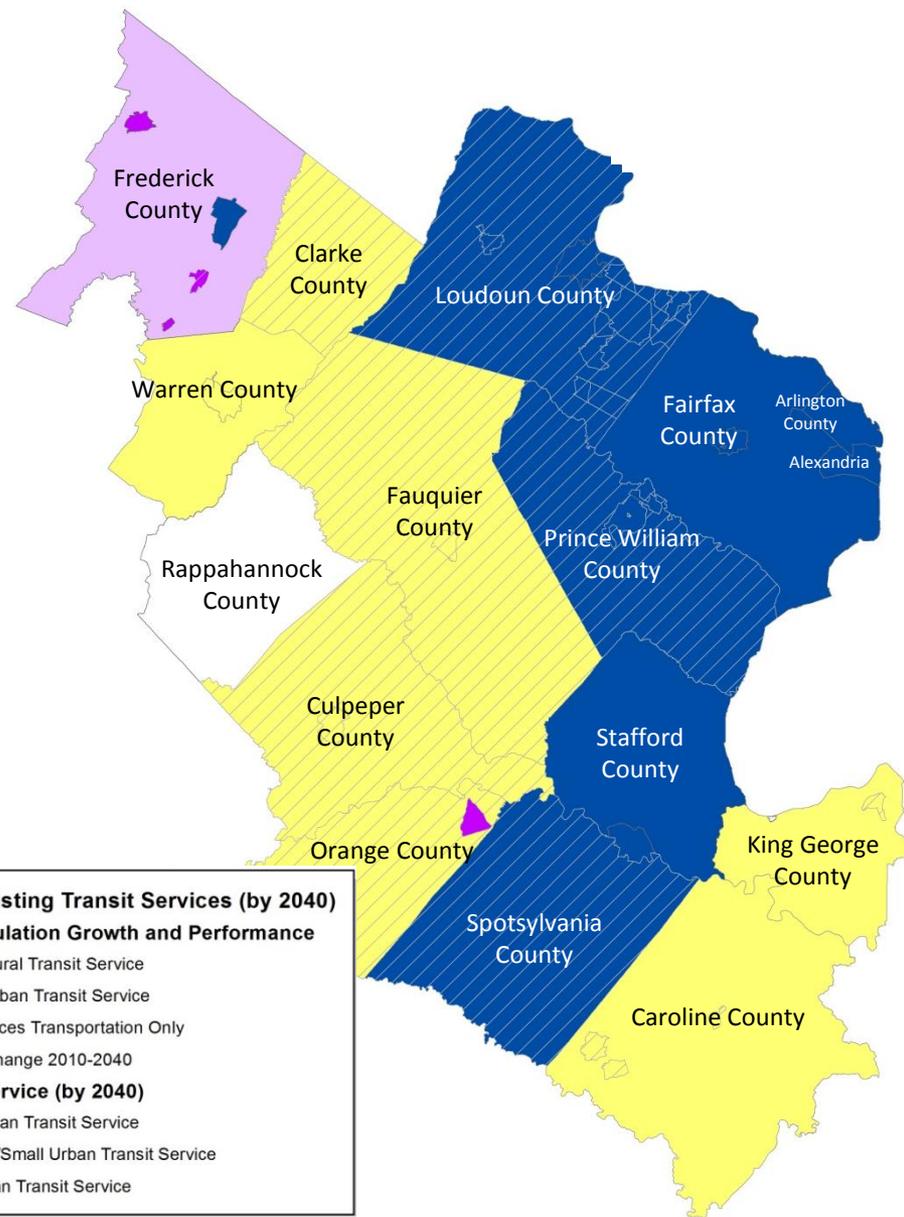
- 2040 population increases by 58% in Virginia portion of study area
- Service needs increase by 111% to 137% to meet area needs
- More cross-jurisdictional local transit services are needed

### Examples of Rural Transit Service

Demand response, deviated fixed route, commuter/express bus, rural regional route

### Examples of Urban Transit Service

Fixed route, deviated fixed route, community circulator, streetcar, commuter bus, bus rapid transit, light rail, heavy rail, commuter rail, ADA paratransit



# Transportation Demand Management

Transit facilities and services will need to be complemented by **robust TDM programs** and services. TDM can have a tremendous effect on **increasing people's travel choices** and ultimately, their **mobility**.

## SUMMARY OF SUPER NOVA RECOMMENDATIONS

- Inner ring: promote a car-free lifestyle with multimodal options for all trips
- Middle ring: promote a car-light lifestyle focusing on options for work trips
- Outer ring: focus on providing access to employment and essential services
- All rings: promote improvements for last mile connectivity

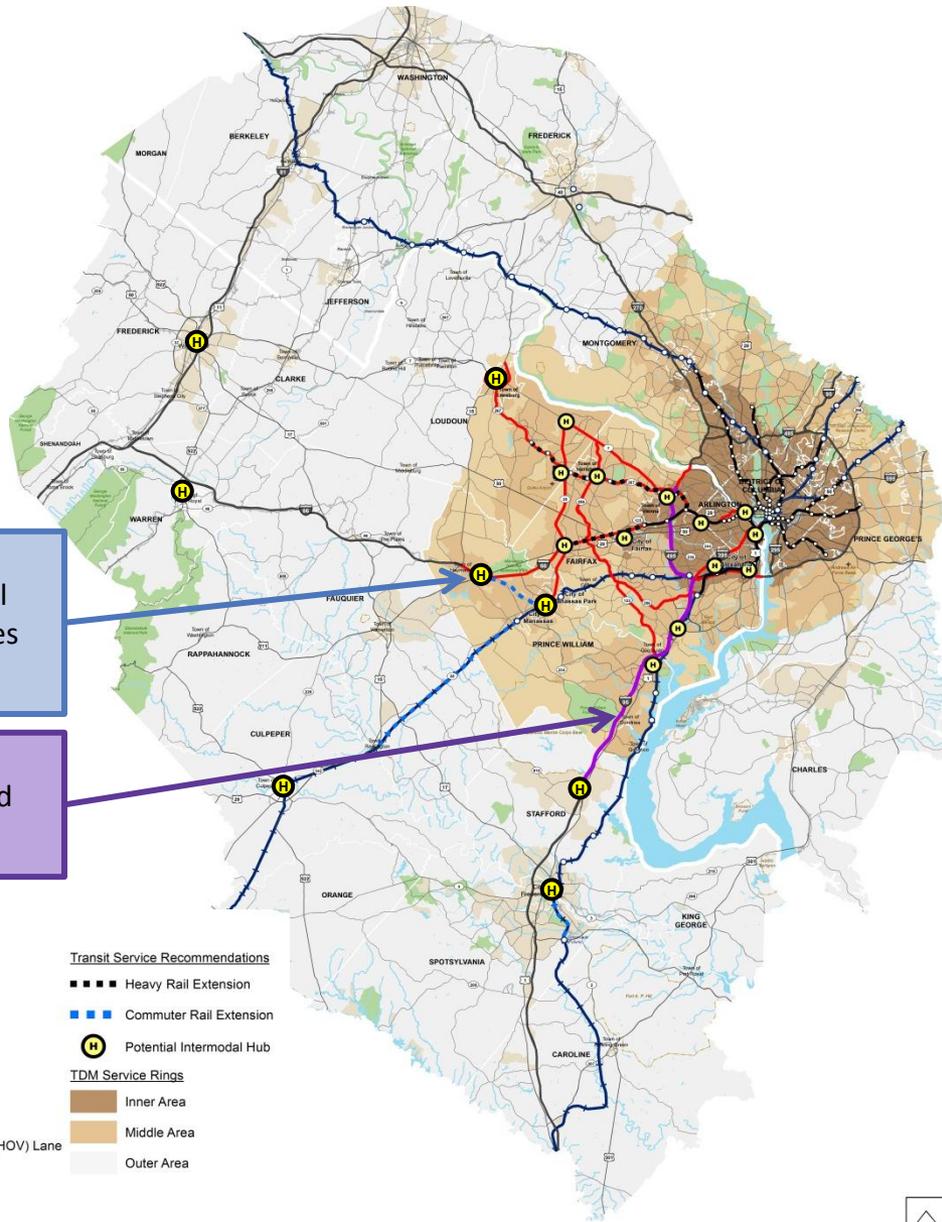
TDM Strategies for **Hubs** as multimodal centers with services & retail

TDM Strategies for Major **Corridors** and Travelsheds

### Legend

- Rail Station
- Metrorail Station
- Existing Metrorail Line
- Commuter rail
- Freight rail
- Managed Lane
- High-occupancy Vehicle (HOV) Lane
- Water
- Park
- Federally Owned Land

- Transit Service Recommendations**
- Heavy Rail Extension
  - Commuter Rail Extension
  - Potential Intermodal Hub
- TDM Service Rings**
- Inner Area
  - Middle Area
  - Outer Area



# Policy Areas

- Planning
- TDM
- Facilities
- Access To & From Transit
- Operations
- Technology
- Marketing & Communication

# Draft Super NoVa Transit & TDM Action Plan

## *Achieving Mobility Beyond Boundaries*

Achieving mobility beyond boundaries will require a long-term investment in the region's transportation infrastructure and services and implementation of complementary supporting policies.

# Action Plan Goals

- Identify short- and longer-term actions
- Identify roles and responsibilities among agencies for leadership and implementation
- Identify opportunities to integrate Vision Plan recommendations into applicable local, regional, and state plans
- Establish a platform for continued coordination, dialogue, and long-term leadership



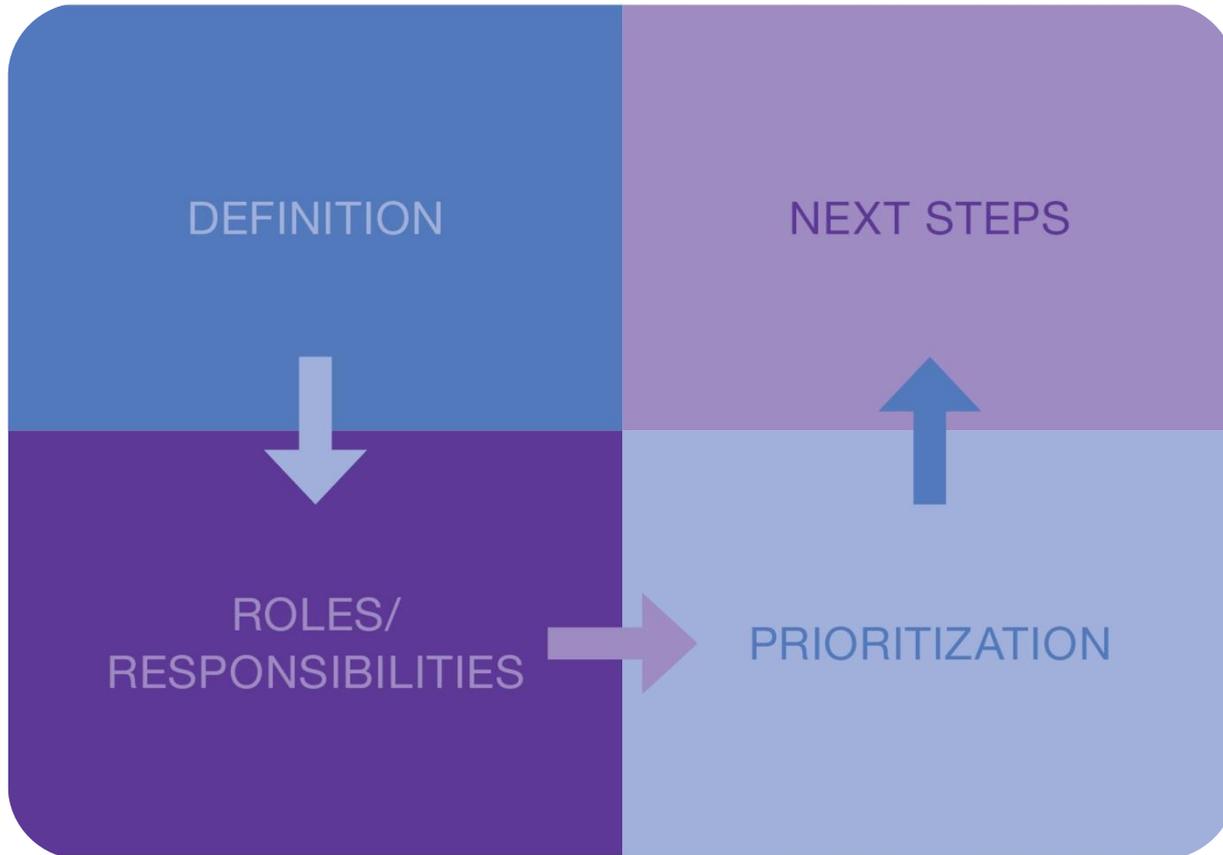
# Development of the Action Plan

- Super Regional Transit/TDM Regional Consortium
  - Elected officials from local jurisdictions with a regional purview
  - Agency executive staff and leaders of regional transportation and planning organizations
  - Representatives from the General Assembly and the Commonwealth Transportation Board (CTB)
  
- Super Regional Jurisdictional and Agency Staff
  - Regional planning bodies
  - Local jurisdictions
  - Transit operators
  - TDM providers
  - State agencies

# Draft Action Plan Elements

- Policies
- Projects
- Continuing the Super Regional Dialogue

# Policy and Planning Actions



## *Parts of a whole*

Action Plan policy recommendations are made up of four parts

# Policy and Planning Actions - Next Steps

## *Early Implementation Actions*

A considerable number of policies that can help move the region toward removing barriers to seamless mobility can be undertaken in a short time period – concrete “early wins”.

## *Longer-term High Priority Actions*

Many of the most urgently needed transportation services for the region are significant and will take many years of investment to become reality but immediate planning needs to happen now.

## *Continuing the Super Regional Dialogue*

Early Implementation Actions and the initial steps for the Longer-term High Priority Actions represent potential action items and focus areas moving forward.

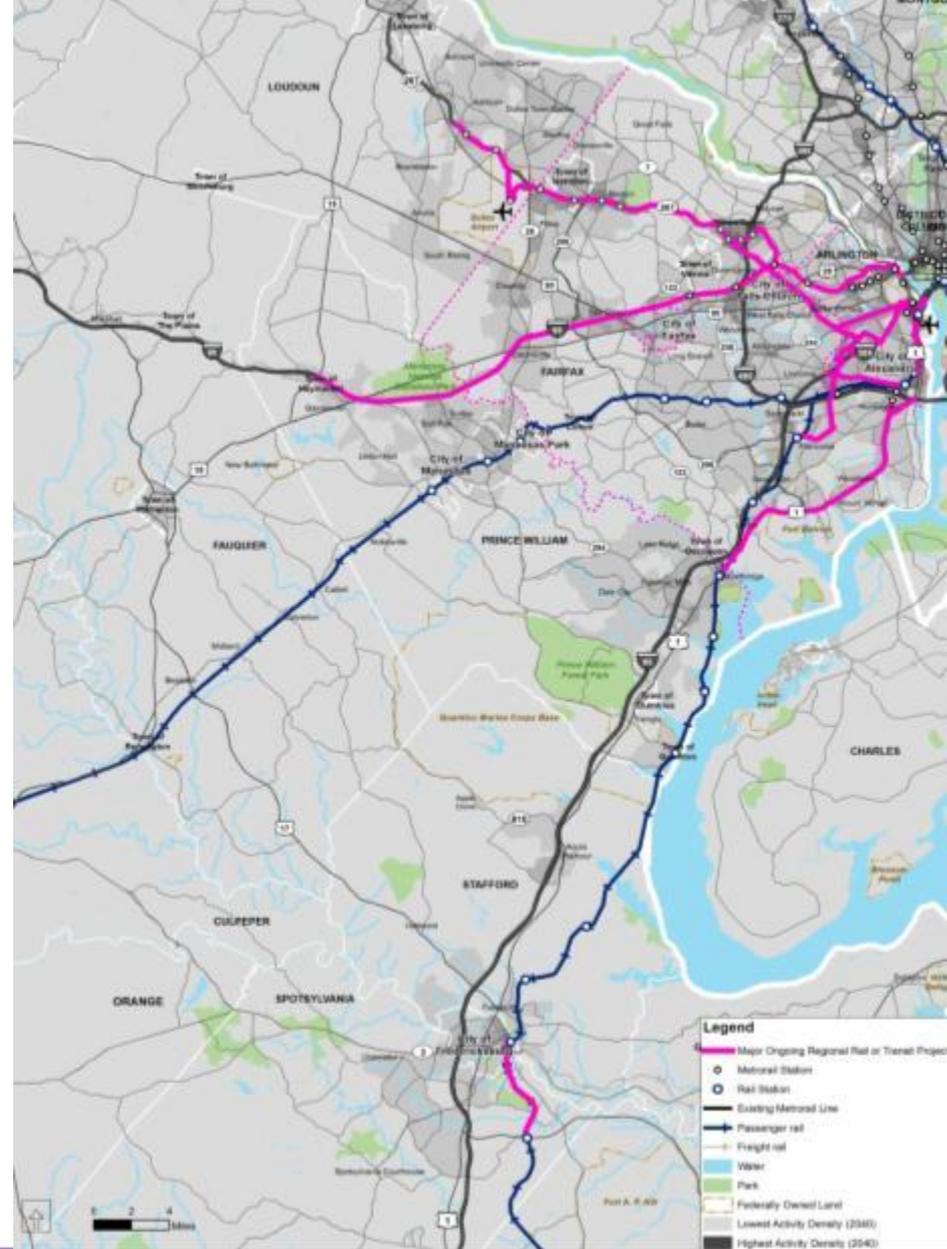
# Early Implementation Actions

- Mobile applications with travel information from across the region
- Increased carpool and vanpool opportunities
- Educational programs on travel choices and walking/biking/transit-riding that are tailored to you
- Easier transfers between private buses and shuttles and public transit
- Consistent transit and TDM terminology across the region

# Projects Underway

Throughout the region many projects consistent with the Super NoVa vision are underway. These projects are prime examples of locals working to advance projects that expand the coverage of high-capacity transit in the region.

1. Columbia Pike Streetcar
2. Crystal City Potomac Yard Transitway
3. Crystal City Streetcar
4. Dulles Corridor Metrorail (Silver Line) Phase I
5. Dulles Corridor Metrorail (Silver Line) Phase II
6. Duke Street (Virginia Route 236) Transitway
7. Fairfax County Countywide Transit Network Study
8. I-66 Multimodal Study Inside the Beltway
9. I-66 Outside the Beltway – Tier I EIS
10. Regional Commuter Bus Layover Study
11. U.S. Route 1 Multimodal Alternatives Analysis
12. Virginia Route 7 Multimodal Alternatives Analysis
13. Virginia Railway Express (VRE) Spotsylvania County Extension
14. Van Dorn/Beauregard Corridor Bus Rapid Transit Line



# Moving Forward with Transit Projects

- Local and/or regional action or studies are needed to incorporate Super Nova recommendations into local and regional plans prior to implementation
- The process for implementation varies based on project complexity and funding

# Next Steps

- Presentations to interested groups
- Final Action Plan early 2014

**THANK YOU**