

Welcome.

Please enjoy the music. We will begin shortly.

Can you hear the music? Make sure your audio is working. If your computer doesn't have a mic, you can also call in on your phone. Please see your registration email for the phone number.

Springfield to Quantico Enhanced Public Transportation Feasibility Study



Virginia Department of Rail and Public Transportation

drpt.virginia.gov/transit/springfield-to-quantico/

Welcome.

Springfield to Quantico Enhanced Public Transportation Feasibility Study

Public Meeting #1

May 4, 2021

6:00-8:00 PM

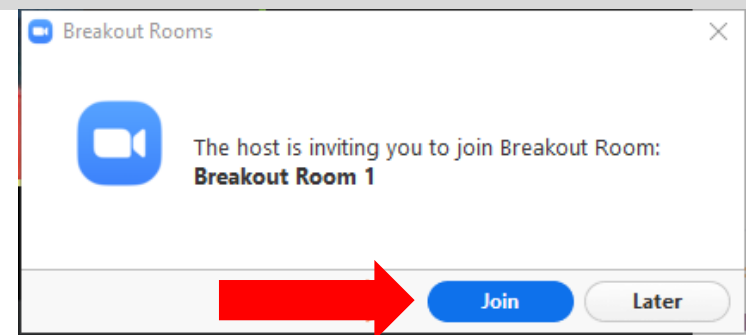


Virginia Department of Rail and Public Transportation

drpt.virginia.gov/transit/springfield-to-quantico/

What you can expect during this meeting

1. Presentation
2. Question & Answer period
3. Breakout rooms for discussion
4. Regroup and Closing



During the large group portion of the meeting:

- Microphones muted during the large group portion of the meeting
- Use the chat feature to ask questions

Breakout rooms:

- Opportunity for you to unmute and ask questions in a smaller group setting
- Please raise your hand if you want to speak during the breakout room portion
- You are always welcome to use the chat feature
- A notetaker will capture the discussion



Tim Roseboom

NoVA Senior Program Manager, Major Capital Investments

Virtual Meetings

g. 1. Notwithstanding any other provision of law, any public body, including any state, local, regional, or regulatory body, or a governing board as defined in § 54.1-2345 of the Code of Virginia, or any joint meeting of such entities, may meet by electronic communication means without a quorum of the public body or any member of the governing board physically assembled at one location when the Governor has declared a state of emergency in accordance with § 44-146.17, provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body or governing board to assemble in a single location; (ii) the purpose of meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body or common interest community association as defined in § 54.1-2345 of the Code of Virginia and the discharge of its lawful purposes, duties, and responsibilities; (iii) a public body shall make available a recording or transcript of the meeting on its website in accordance with the timeframes established in §§ 2.2-3707 and 2.2- 3707.1 of the Code of Virginia; and (iv) the governing board shall distribute minutes of a meeting held pursuant to this subdivision to common interest community association members by the same method used to provide notice of the meeting.] V

Introductions

- DRPT:
 - Tim Roseboom, NoVA Senior Program Manager, Major Capital Investments
 - Todd Horsley, Director of Northern Virginia Transit Programs
 - Ciara Williams, NoVA Transit Planning Manager
 - Randy Selleck, Rail Planning and Environmental Manager
- Consultant Team:
 - Tom Harrington, Cambridge Systematics
 - Dalia Leven, Cambridge Systematics
 - Sue Knapp, KFH Group
 - Aditya Inamdar, Kittelson & Associates

Presentation Outline

- Study Introduction
- Existing and Planned Land Use
- Existing and Planned Transportation Network
- Transit Needs
- Potential Transit Enhancements

Study Introduction

Study Background

- Virginia General Assembly approved a 2020 budget amendment directing DRPT to conduct a feasibility study :

"F. The Department of Rail and Public Transportation, in cooperation with Fairfax and Prince William counties, shall evaluate enhanced public transportation services from the Franconia-Springfield Metro Station to Fort Belvoir, Lorton, Potomac Mills, and Marine Corps Base Quantico in Prince William County, including the cost and feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Director of the Department of Rail and Public Transportation shall submit a report of its findings to the Chairs of the House Appropriations Committee and the Senate Finance and Appropriations Committee by December 1, 2021."

- Study must be completed by December 1, 2021
- A range of multimodal transit investments will be evaluated

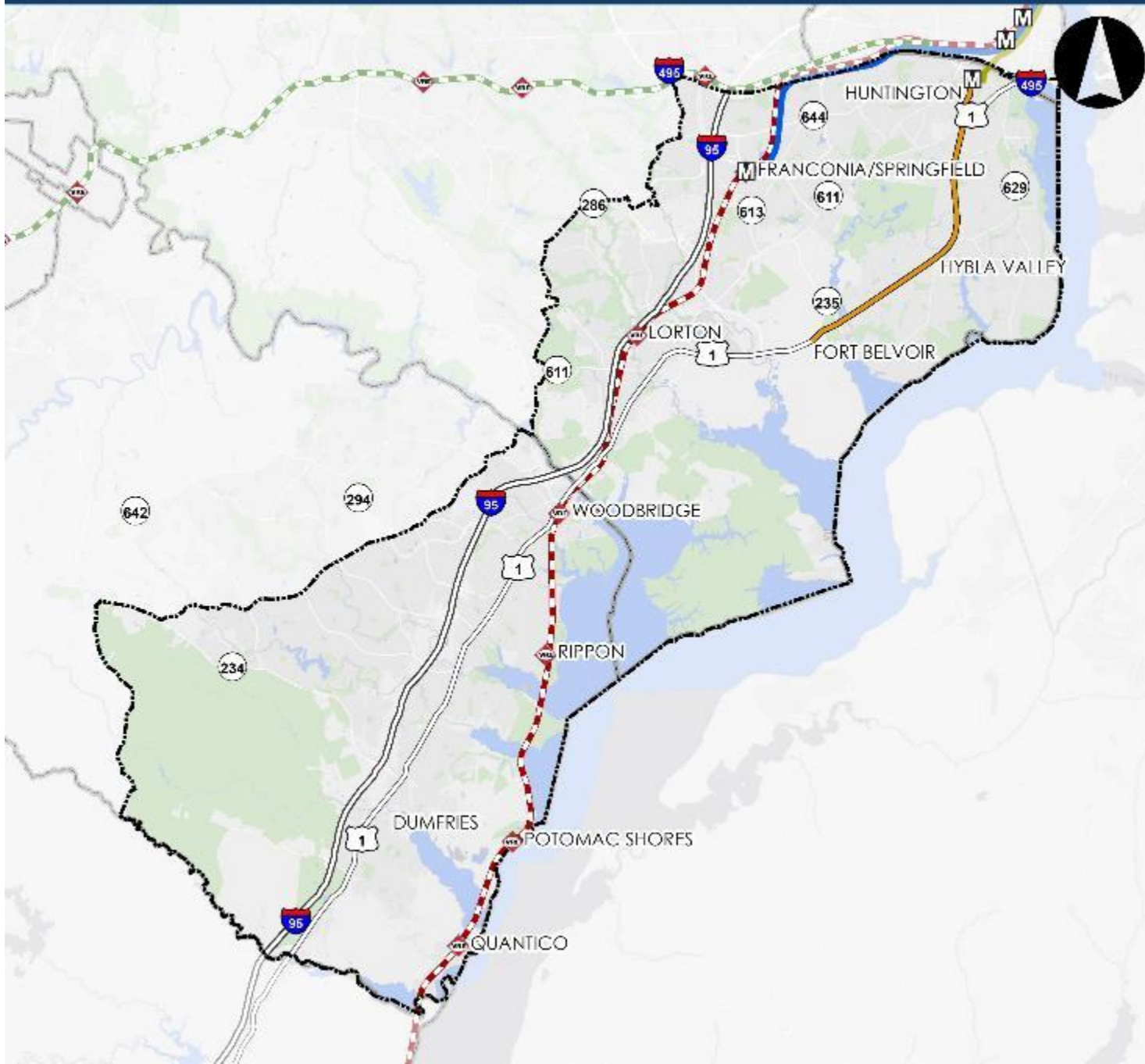
Study Outcomes

Comprehensive, objective **evaluation of feasibility** for a range of potential enhanced transit alternatives to inform recommendations about future investment in the corridor based on comparing:

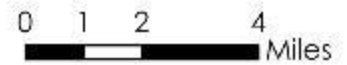
- Costs
- Benefits
- Impacts



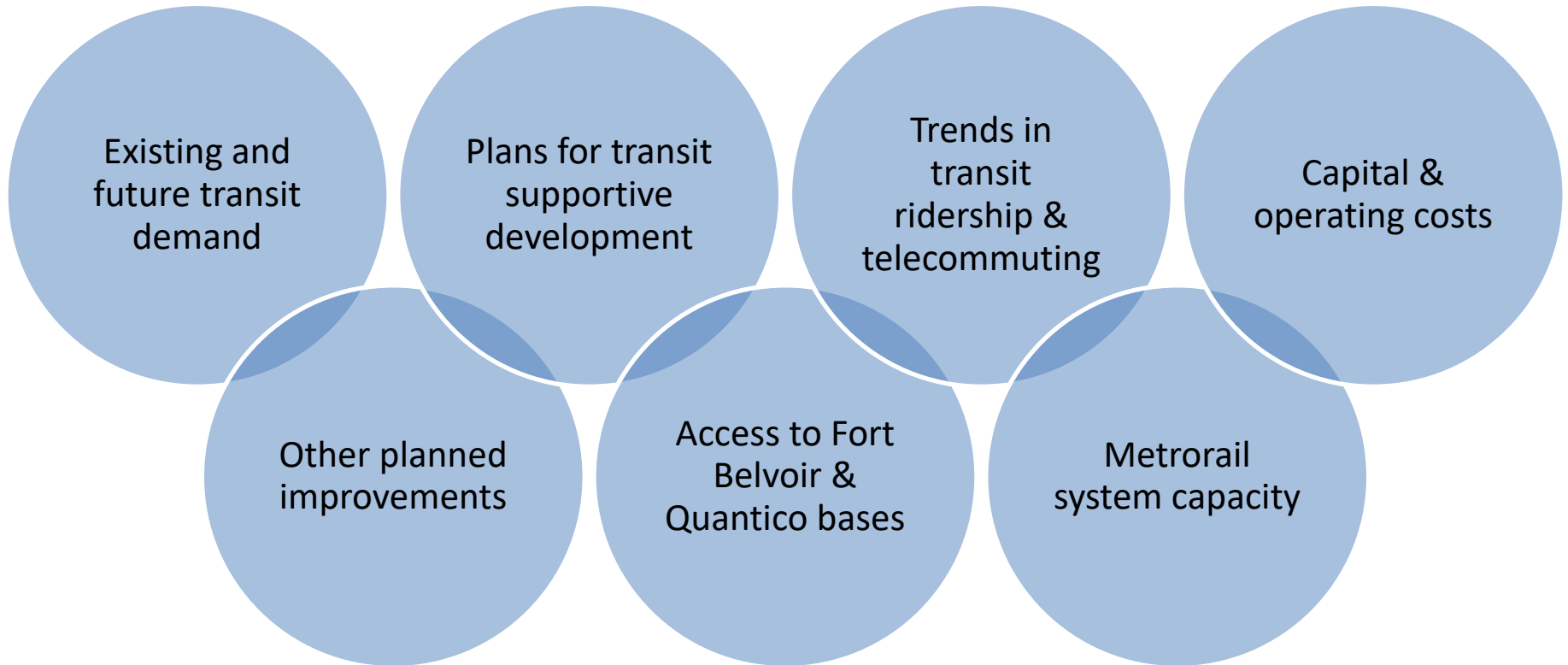
STUDY AREA



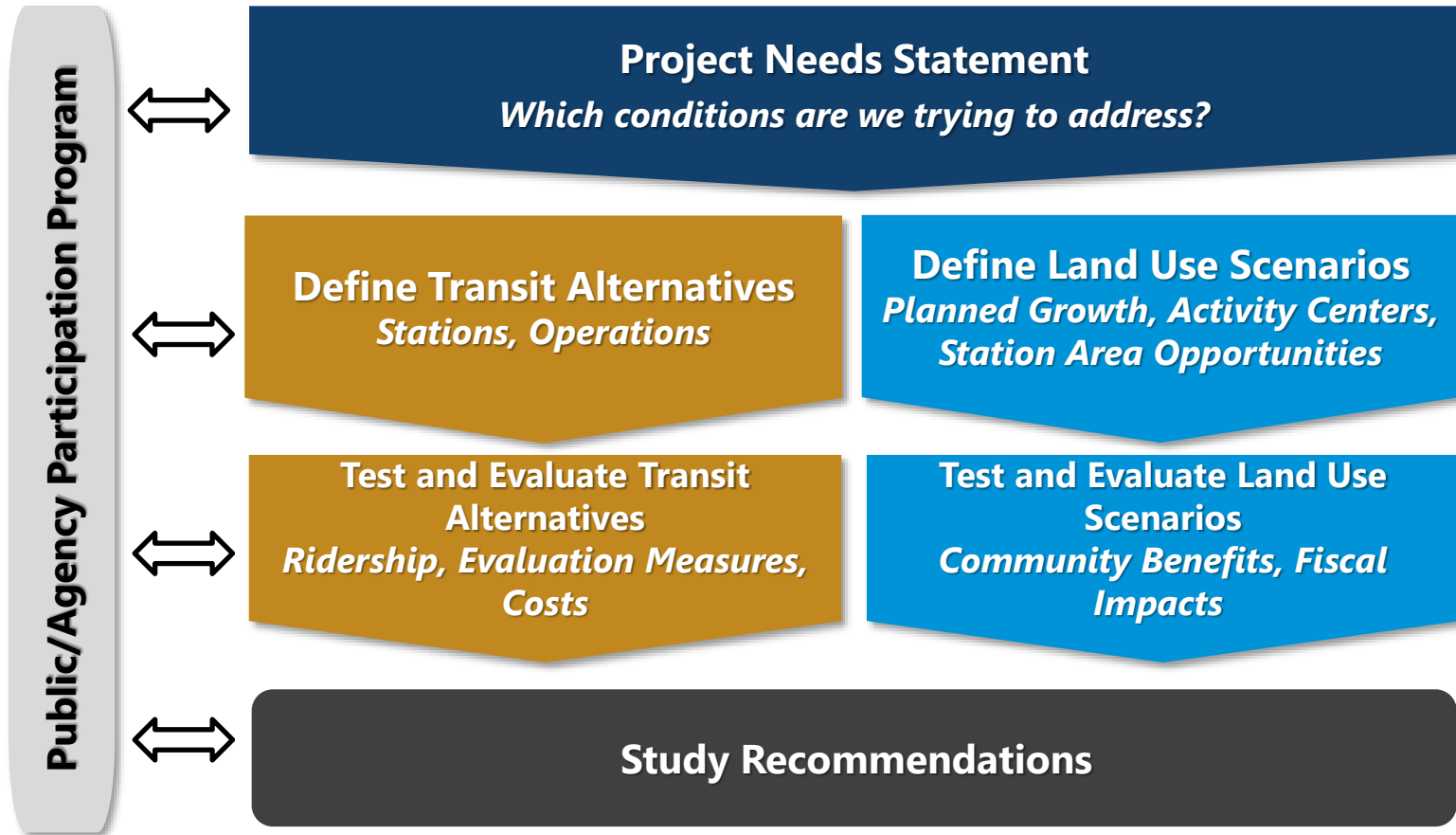
- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- Study Area
- County Boundary
- I-95
- US Route 1
- Richmond Highway BRT
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Fredericksburg
 - Manassas



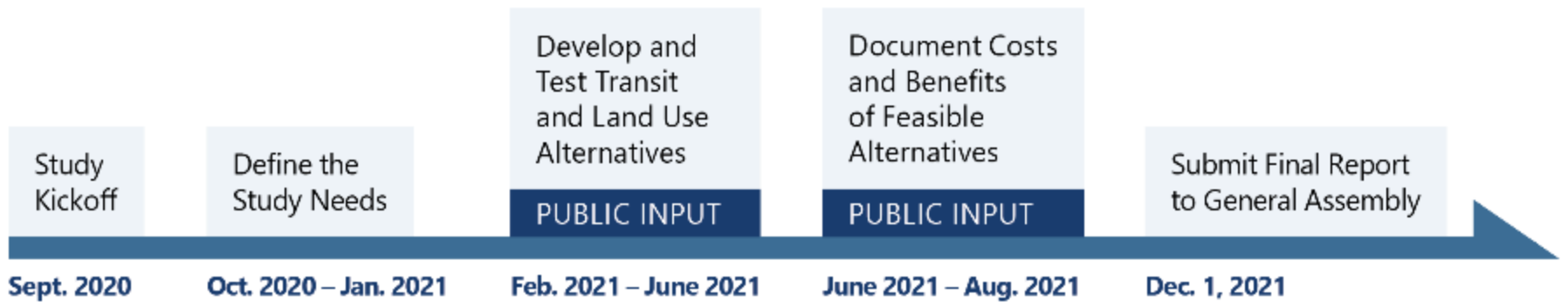
Key Issues for the Study to Consider



Study Technical Approach



Study Schedule



- Draft report will be completed by September 2021
- Final report will be submitted to General Assembly by December 1, 2021

Stay Engaged!

Let us know what you think

- Project website:
<http://www.drpt.virginia.gov/transit/springfield-to-quantico/>
- Project survey closes May 17th, so don't wait and share your thoughts today!
- Future public meeting will be held in next phase of the study.

Project Survey:

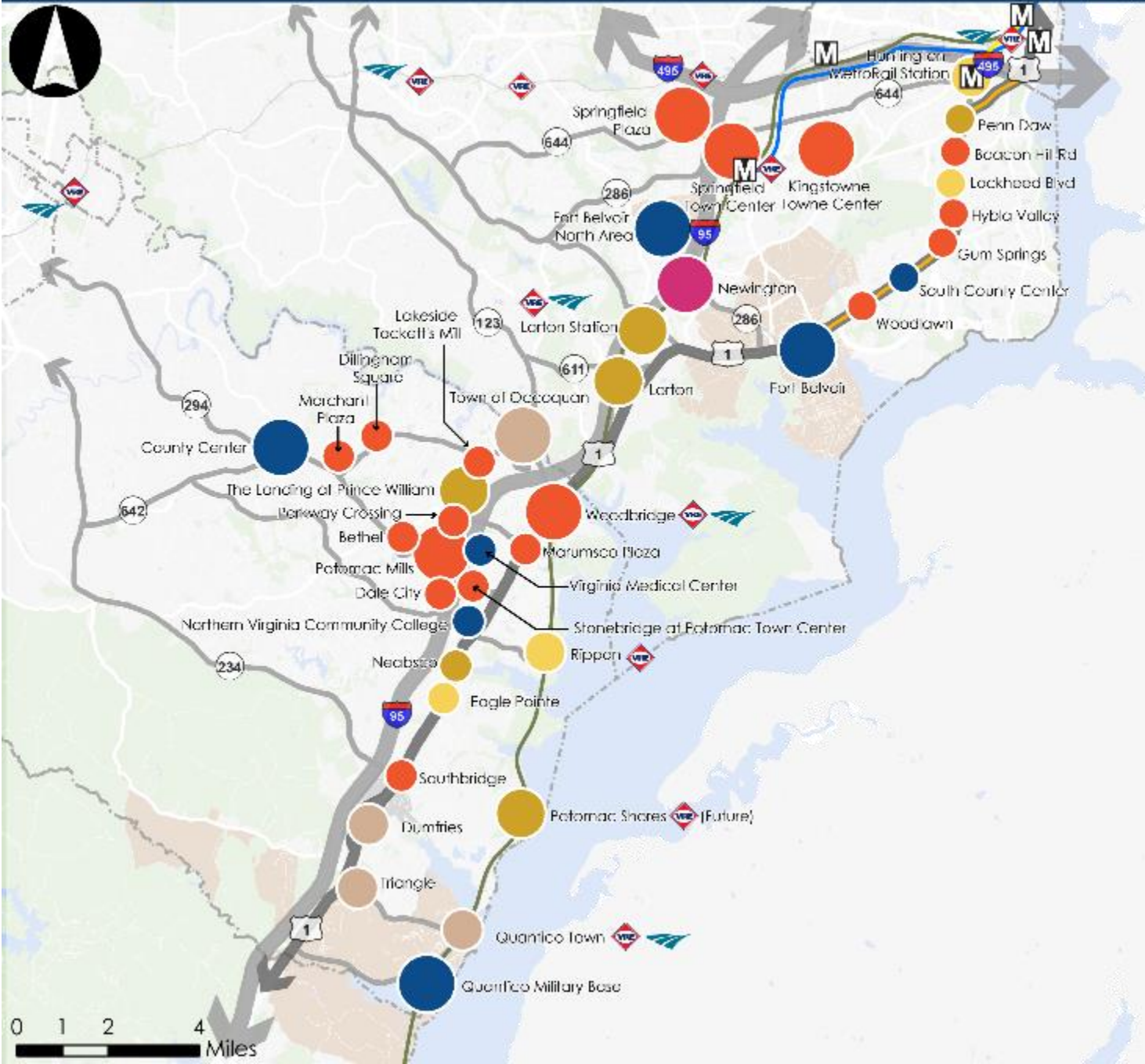
bit.ly/DRPTSpringfieldQuantico

Encuesta:

bit.ly/DRPTSpringfieldQuanticoES

Existing and Planned Land Use

Activity Centers



- M** Metrorail Stations
- VRE** Virginia Railway Express (VRE) Stations
- Amtrak Stations
- Metrorail Routes**
 - Blue
 - Yellow
- VRE/Amtrak Route
- Richmond Hwy BRT

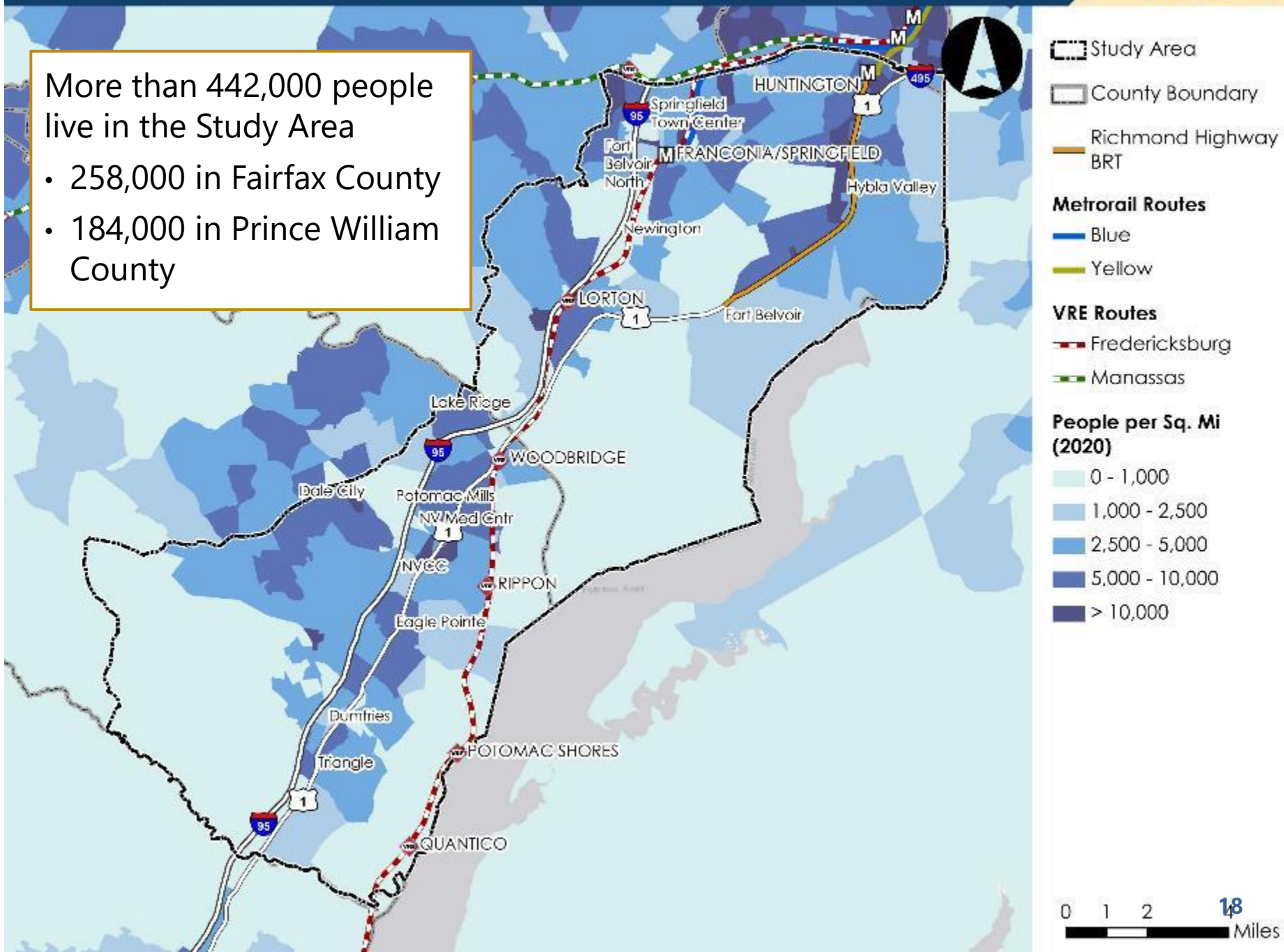
Place Types of Activity Centers

- Suburban Commercial
- Institutional/Military Campus
- Mixed Use
- Historic Small Town
- Suburban Residential
- Industrial

EXISTING POPULATION DENSITY

More than 442,000 people live in the Study Area

- 258,000 in Fairfax County
- 184,000 in Prince William County



Diversity in the Study Area

442,000
Total Population

47%
Minority

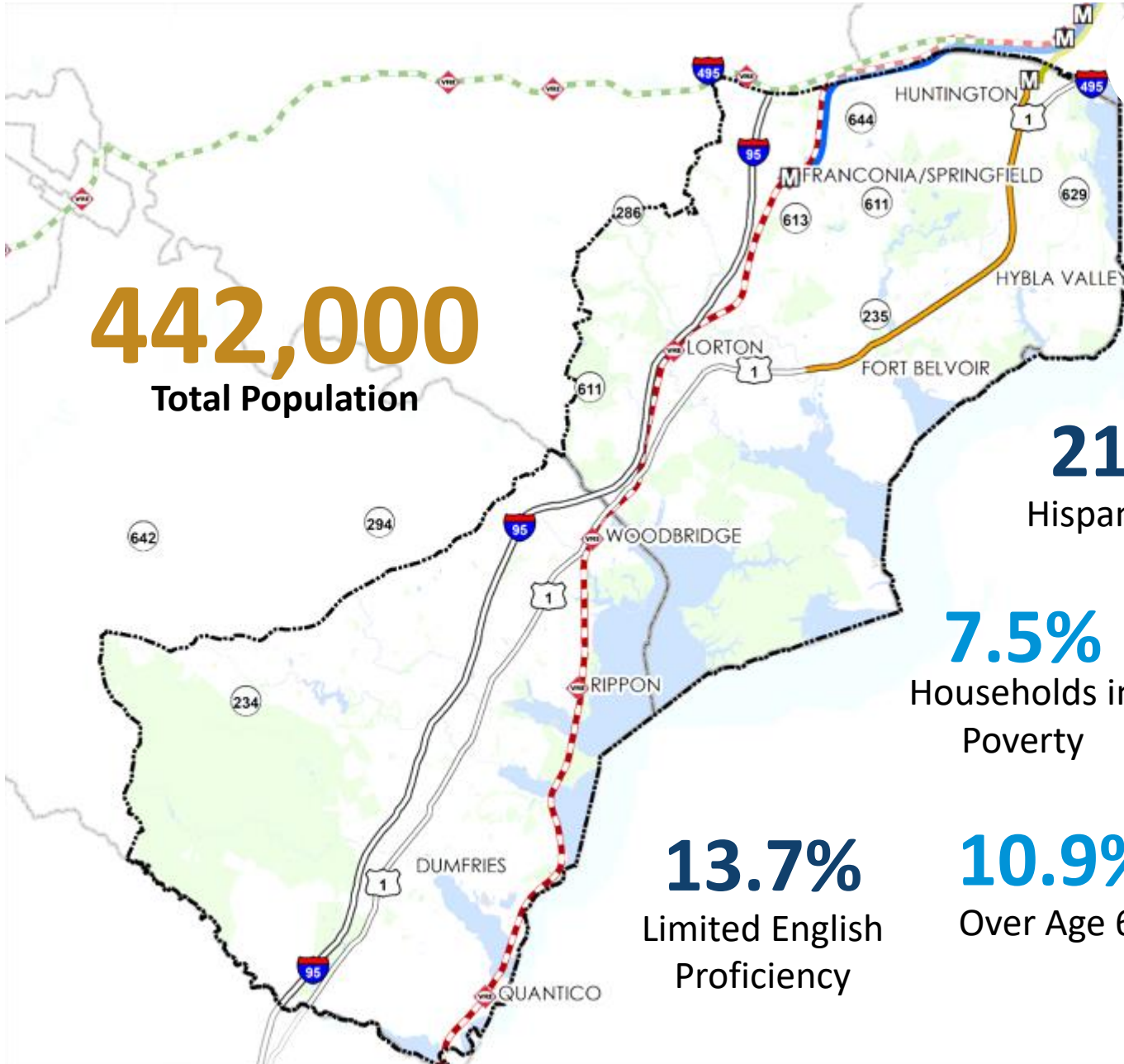
16.6%
Low Vehicle
Ownership

21.2%
Hispanic/Latinx

7.5%
Households in
Poverty

13.7%
Limited English
Proficiency

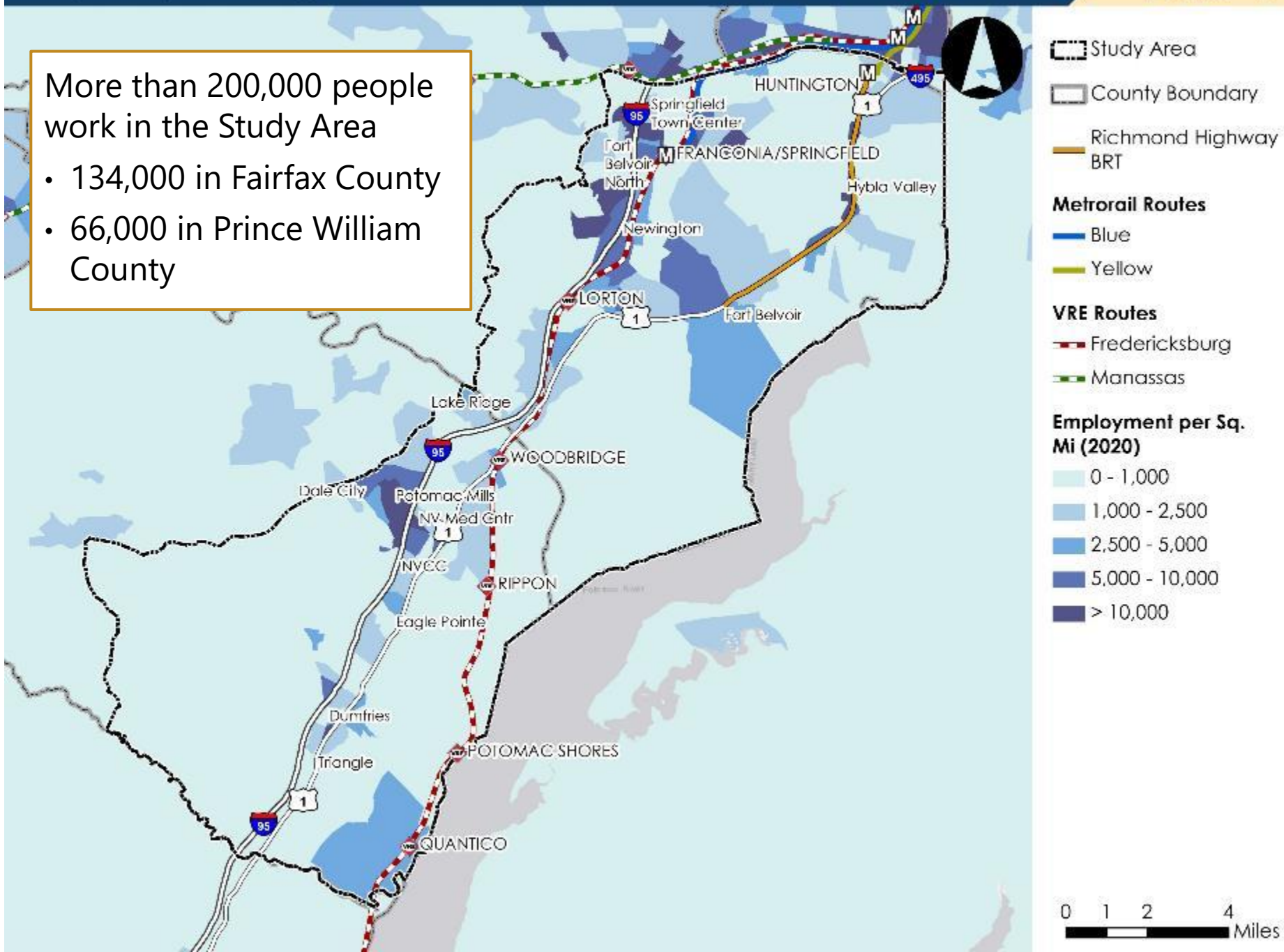
10.9%
Over Age 65



EXISTING EMPLOYMENT DENSITY

More than 200,000 people work in the Study Area

- 134,000 in Fairfax County
- 66,000 in Prince William County

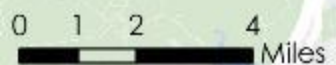


Existing Land Use



- M** Metrorail Stations
- vrc** Virginia Railway Express (VRE) Stations
- Amtrak Stations
- VRE & Amtrak Routes
- Richmond BRT
- Metrorail Routes**
 - Blue
 - Yellow
- Study Area
- Counties
- Existing Land Use**
 - Commercial
 - Industrial
 - Institutional
 - Residential - Multifamily
 - Residential - Single Family
 - Agricultural
 - Open Space/Recreation
 - Utilities/Transportation
 - Vacant
 - ROW

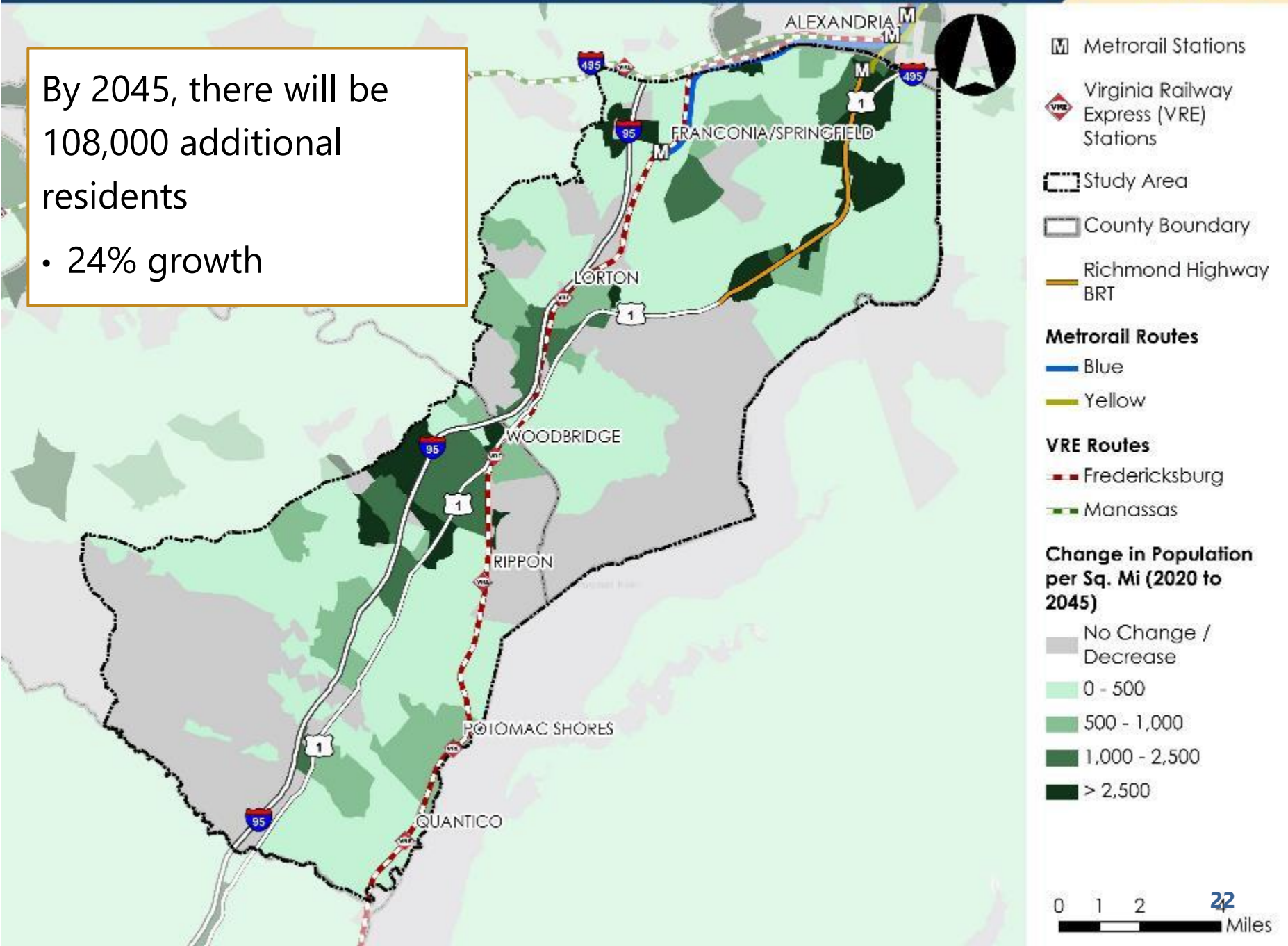
Land use varies in the study area and will continue to evolve.



CHANGE IN POPULATION DENSITY (2020 TO 2045)

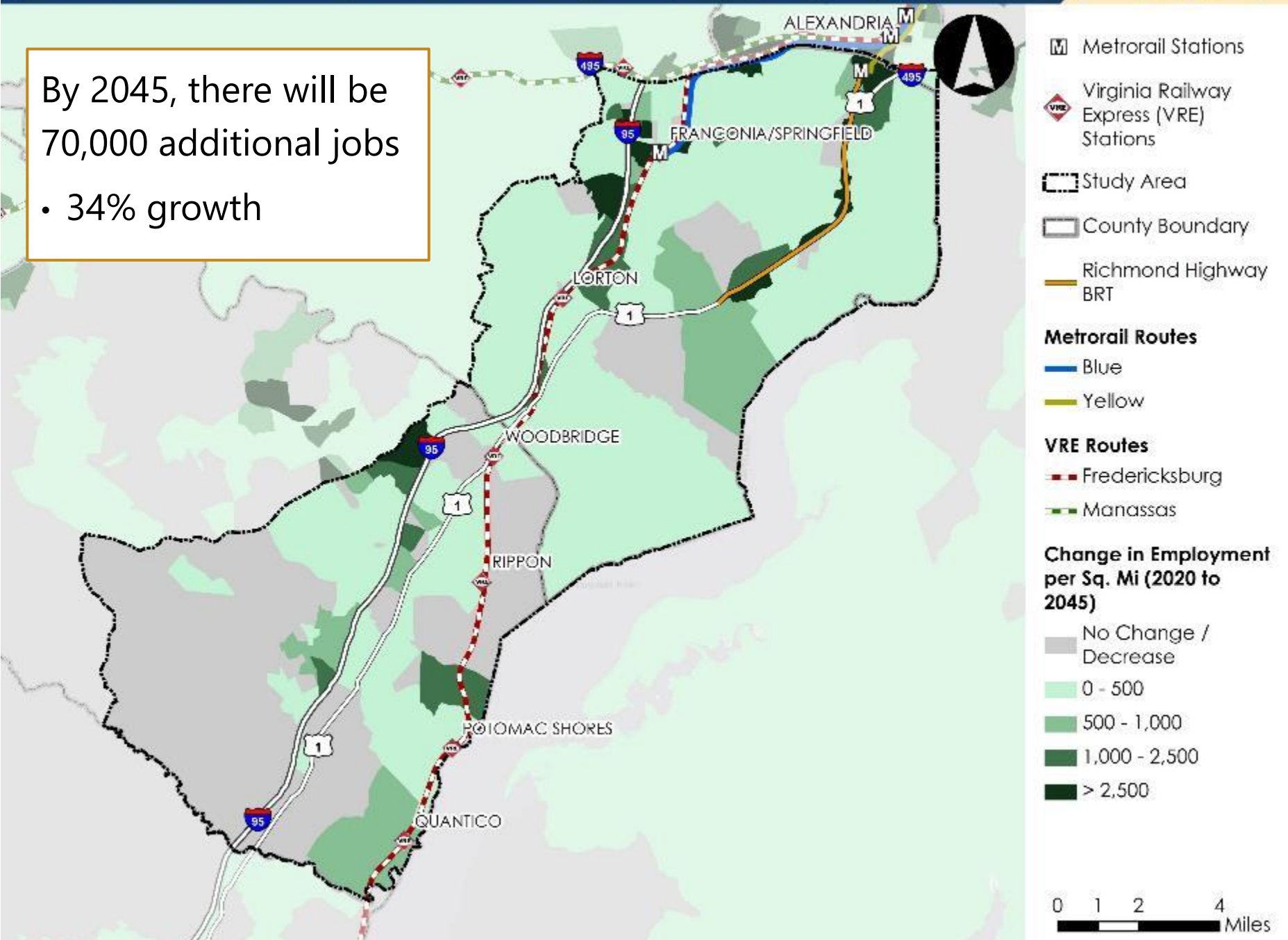
By 2045, there will be 108,000 additional residents

- 24% growth

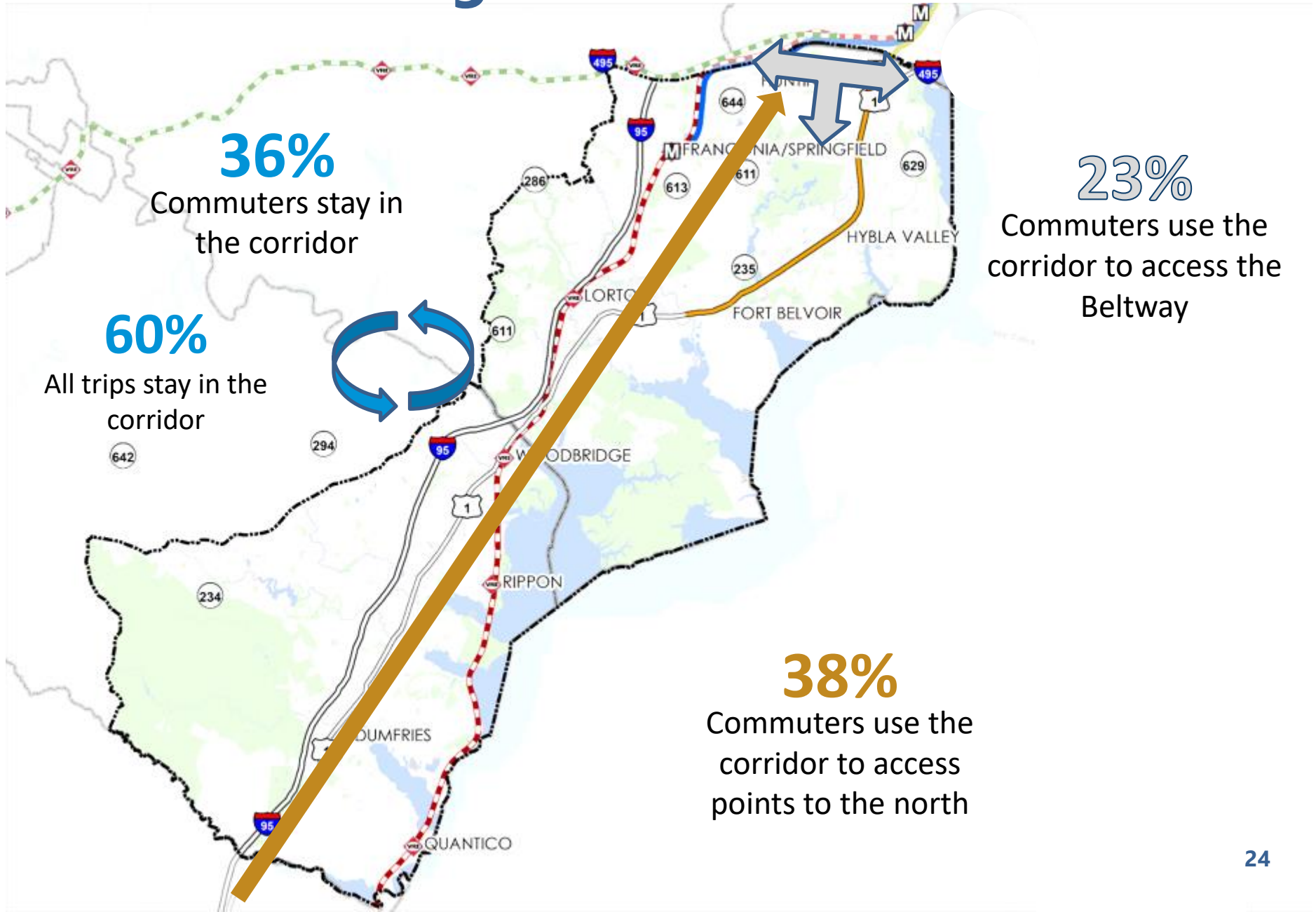


CHANGE IN EMPLOYMENT DENSITY (2020 TO 2045)

By 2045, there will be 70,000 additional jobs
• 34% growth



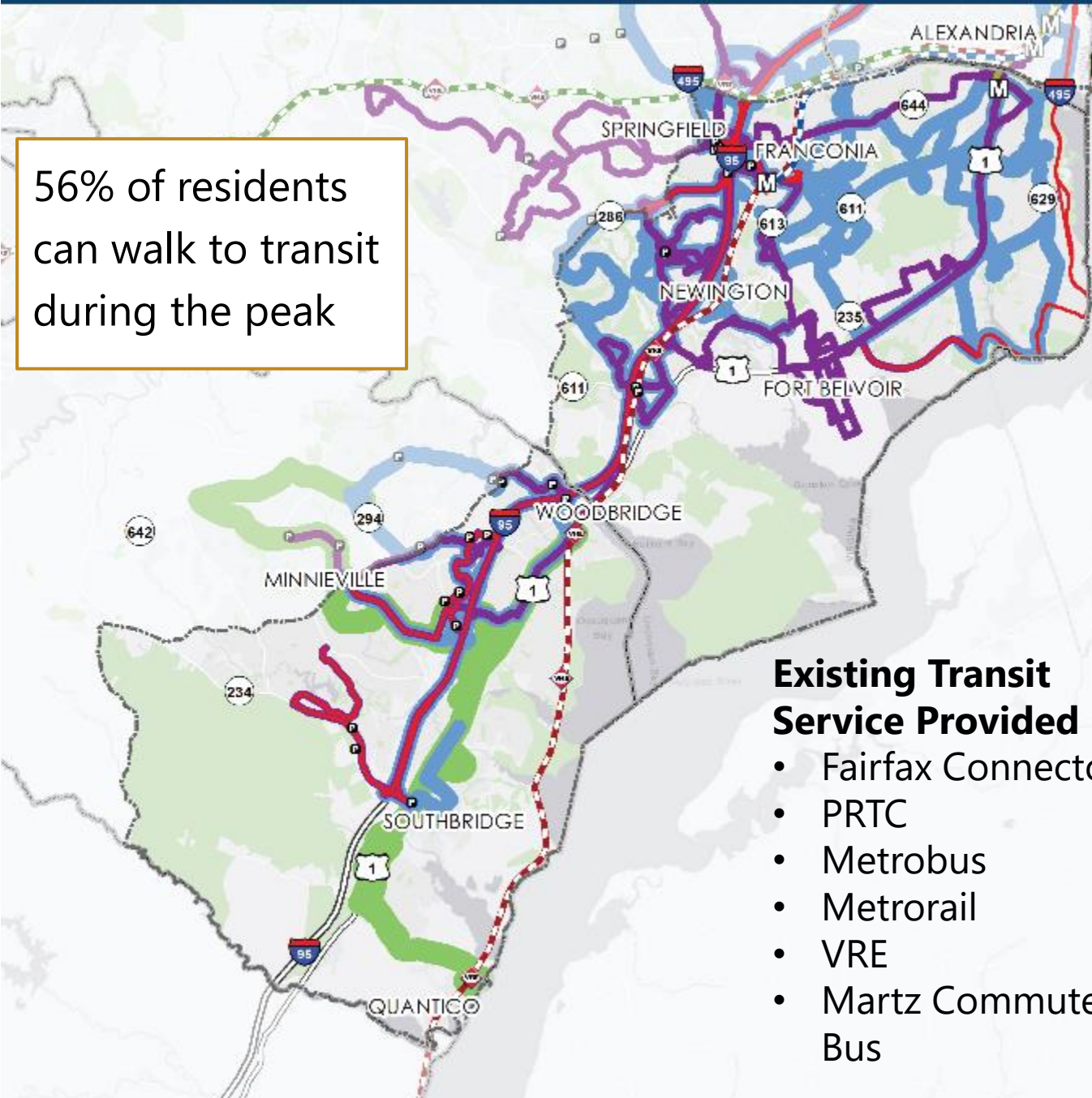
Existing Commute Patterns



Existing and Planned Transportation Network

Frequency of Peak Bus Service

56% of residents can walk to transit during the peak



- Study Area
- County Boundary
- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- Park and Rides

Metrorail Routes

- Blue
- Yellow

VRE Routes

- Fredericksburg
- Manassas

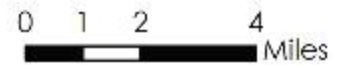
Routes by Frequency Level (Time Between Buses)

- 15 minutes or less
- 16-30 minutes
- 31-45 minutes
- Over 45 minutes

- I-95
- US Route 1

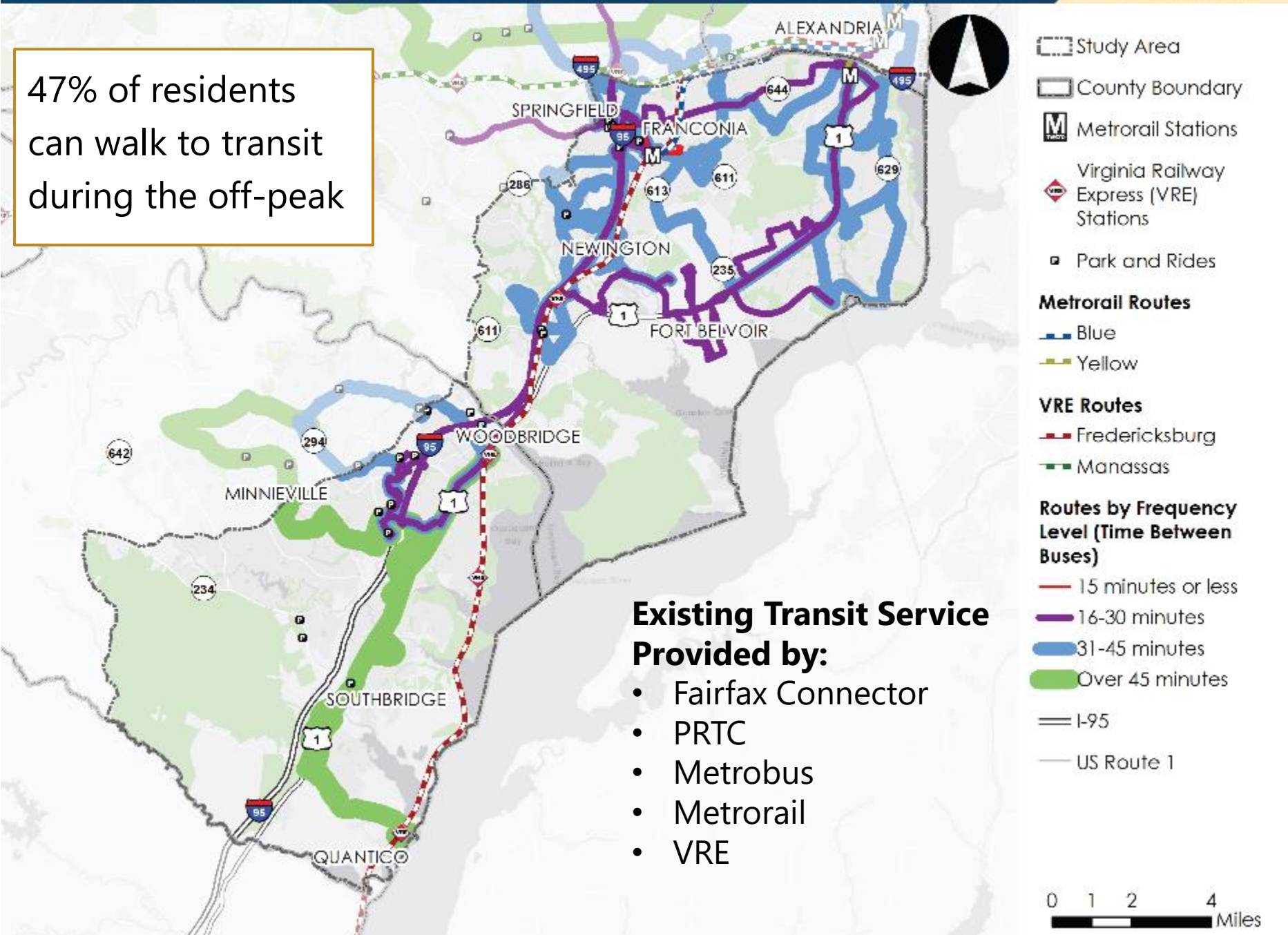
Existing Transit Service Provided by:

- Fairfax Connector
- PRTC
- Metrobus
- Metrorail
- VRE
- Martz Commuter Bus



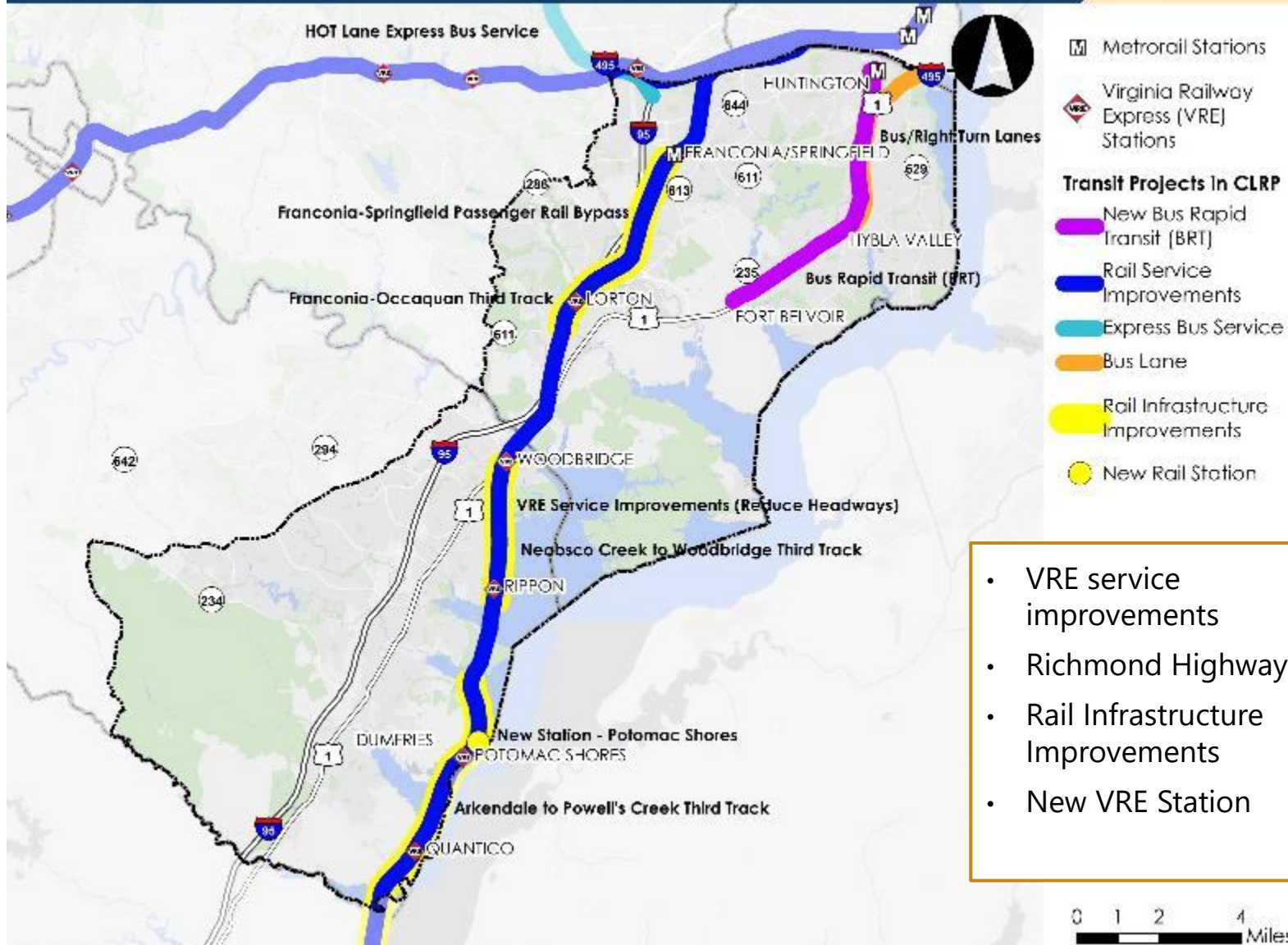
Frequency of Off-Peak Bus Service

47% of residents can walk to transit during the off-peak

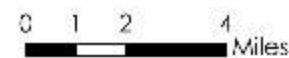


Planned Transit Projects

STUDY AREA



- VRE service improvements
- Richmond Highway BRT
- Rail Infrastructure Improvements
- New VRE Station



Transforming Rail in Virginia Program

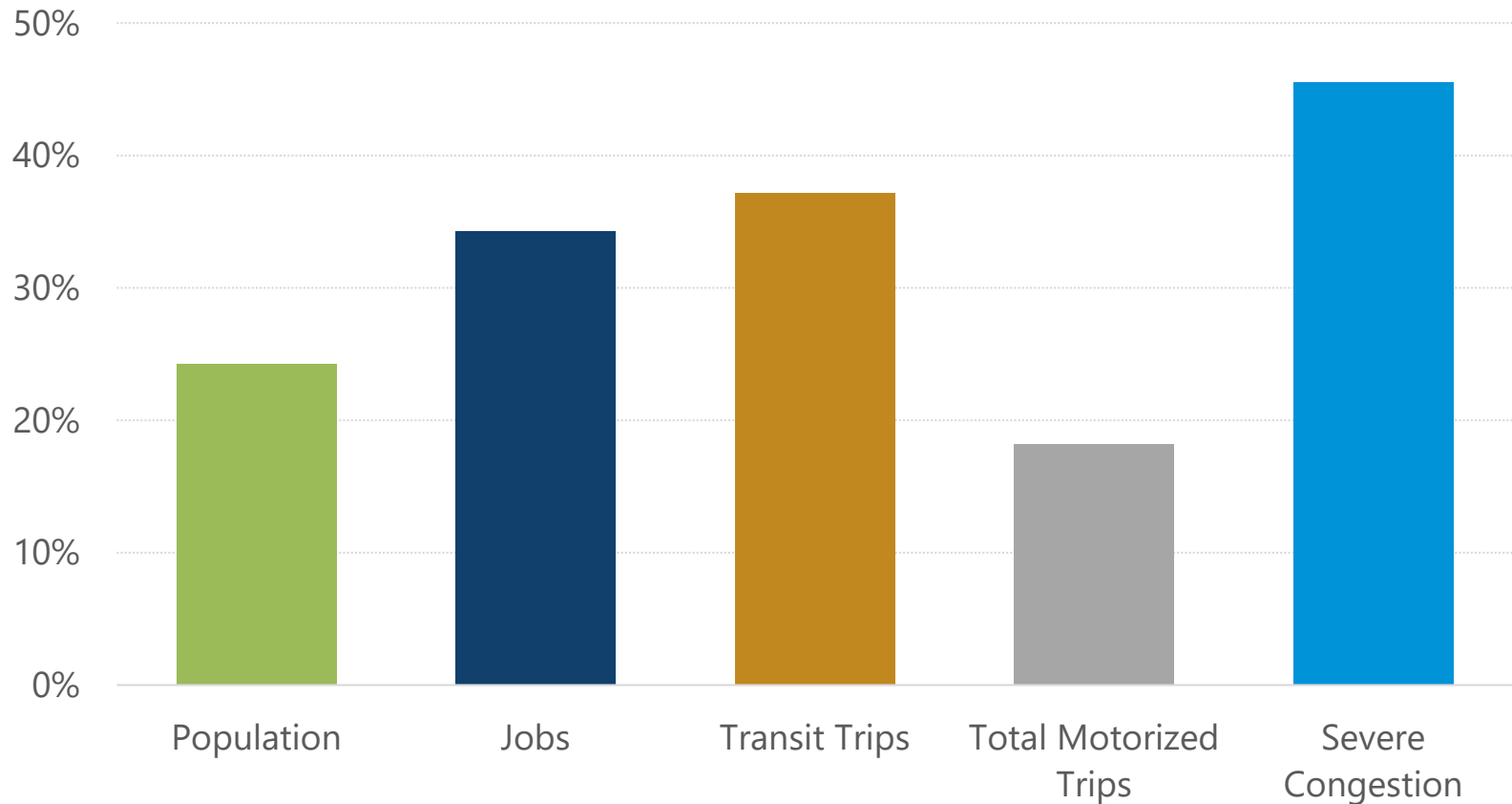


On December 19th, 2019, Governor Northam, Secretary Valentine, CSX, Amtrak, and VRE announced a **\$3.7B** landmark deal (formalized March 30, 2021, shown here)

- Acquiring **384 miles** Railroad Right of Way (ROW) & **223 miles** track funded from federal/state/local revenues.
- Program will work toward separation of freight and passenger rail in the I-95 corridor.

Transit Needs

Study Area Growth Forecasts: 2019-2045



- Existing problems are likely to get worse

Which problems are we trying to solve?



Identifying needs helps us...

- Understand what should be addressed by potential solutions
- Create project goals, objectives, and evaluation measures
- Determine which alternatives should be considered as reasonable options

Enhanced Public Transit is Needed Because ...

Existing transit does not **serve all trips well**

Transit services may need enhancements to support **future development**

Transit can improve **equity** by connecting low-income and minority populations to opportunities







Transit connections to key regional **activity centers**, such as Fort Belvoir and Quantico bases, are limited

Traffic congestion is severe and continuing to get worse

Access to Transit Services is reliant on park & ride or long walks to the bus

Potential Transit Enhancements

How will we evaluate feasibility?

Goals for Enhanced Transit		
Ridership Potential  Increase transit usage in the study corridor	Congestion Mitigation  Reduce the amount of traffic congestion in the study corridor	Equity  Provide a fair distribution of costs and benefits across different population groups
Regional Accessibility/Connectivity  Increase access to regional activity centers and meet identified service gaps	Cost-effectiveness  Ensure that resources are used efficiently	Development Potential  Create opportunities for development around stations or stops

Transit Modes for Alternatives Testing

5 Options:



Metrorail – Blue Line Extension



Metrorail – Yellow Line Extension



Bus Rapid Transit

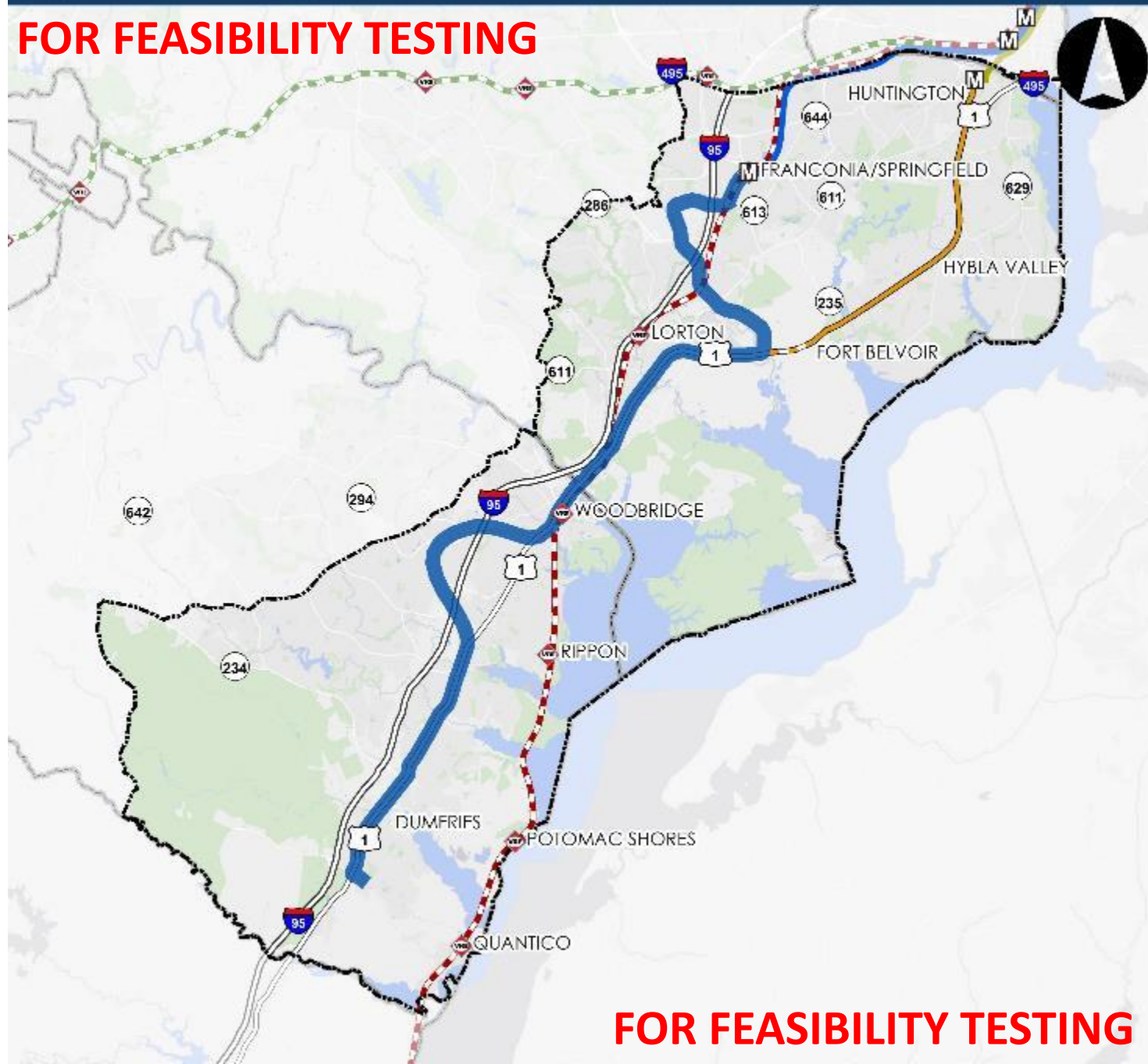


VRE Service Improvements



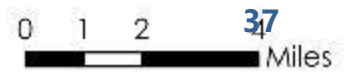
Express Bus Routes

FOR FEASIBILITY TESTING

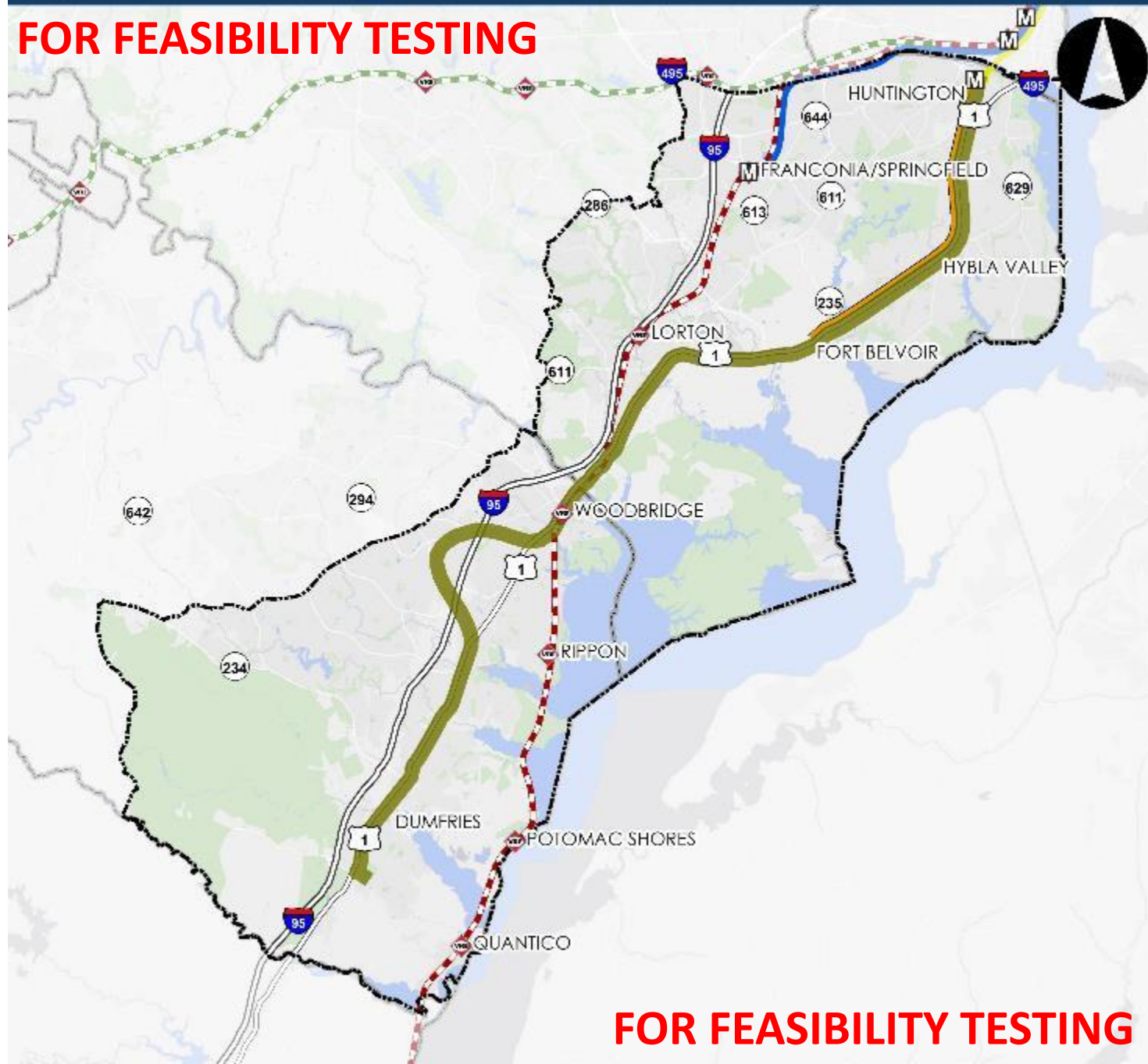


- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- County Boundary
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Fredericksburg
 - Manassas
 - Richmond Highway BRT
 - Richmond Highway BRT Extension
- Potential Blue Metrorail Alignment

FOR FEASIBILITY TESTING

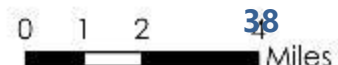


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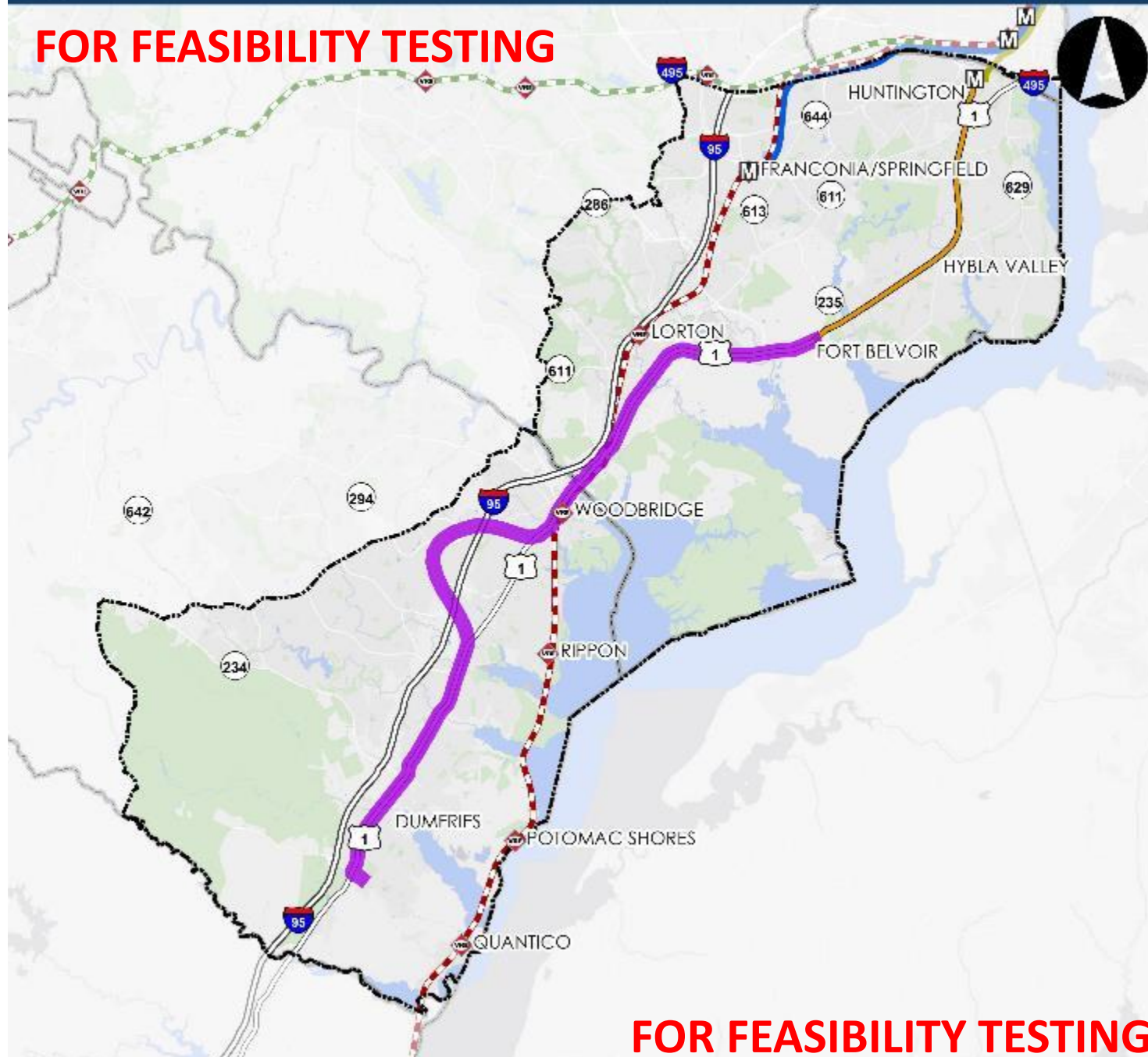


- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- County Boundary
- Richmond Highway BRT
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Fredericksburg
 - Manassas
 - Potential Yellow Metrorail Alignment

FOR FEASIBILITY TESTING



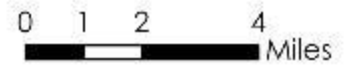
FOR FEASIBILITY TESTING



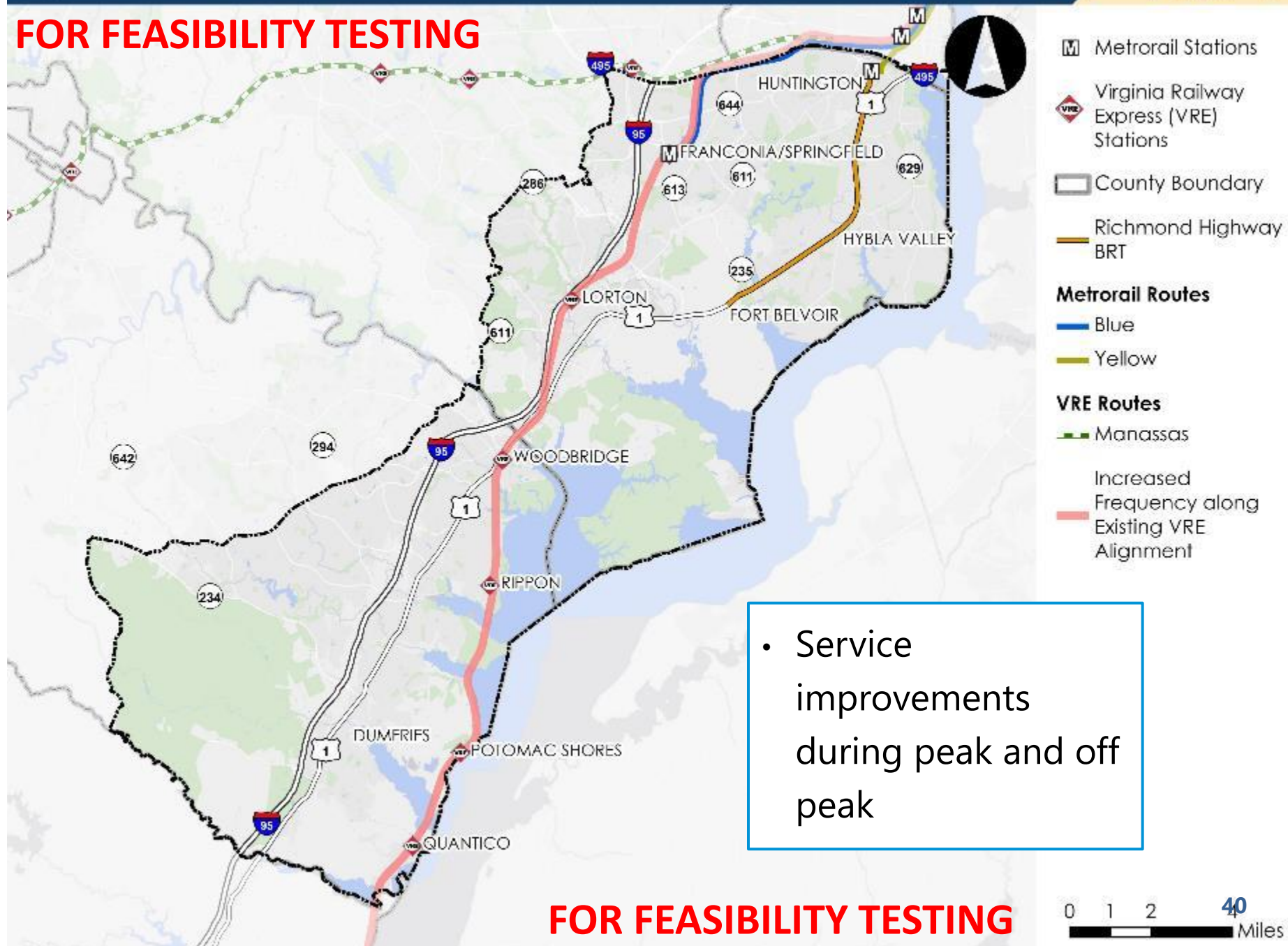
- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- County Boundary
- Richmond Highway BRT
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Fredericksburg
 - Manassas
- Potential BRT Alignment



FOR FEASIBILITY TESTING



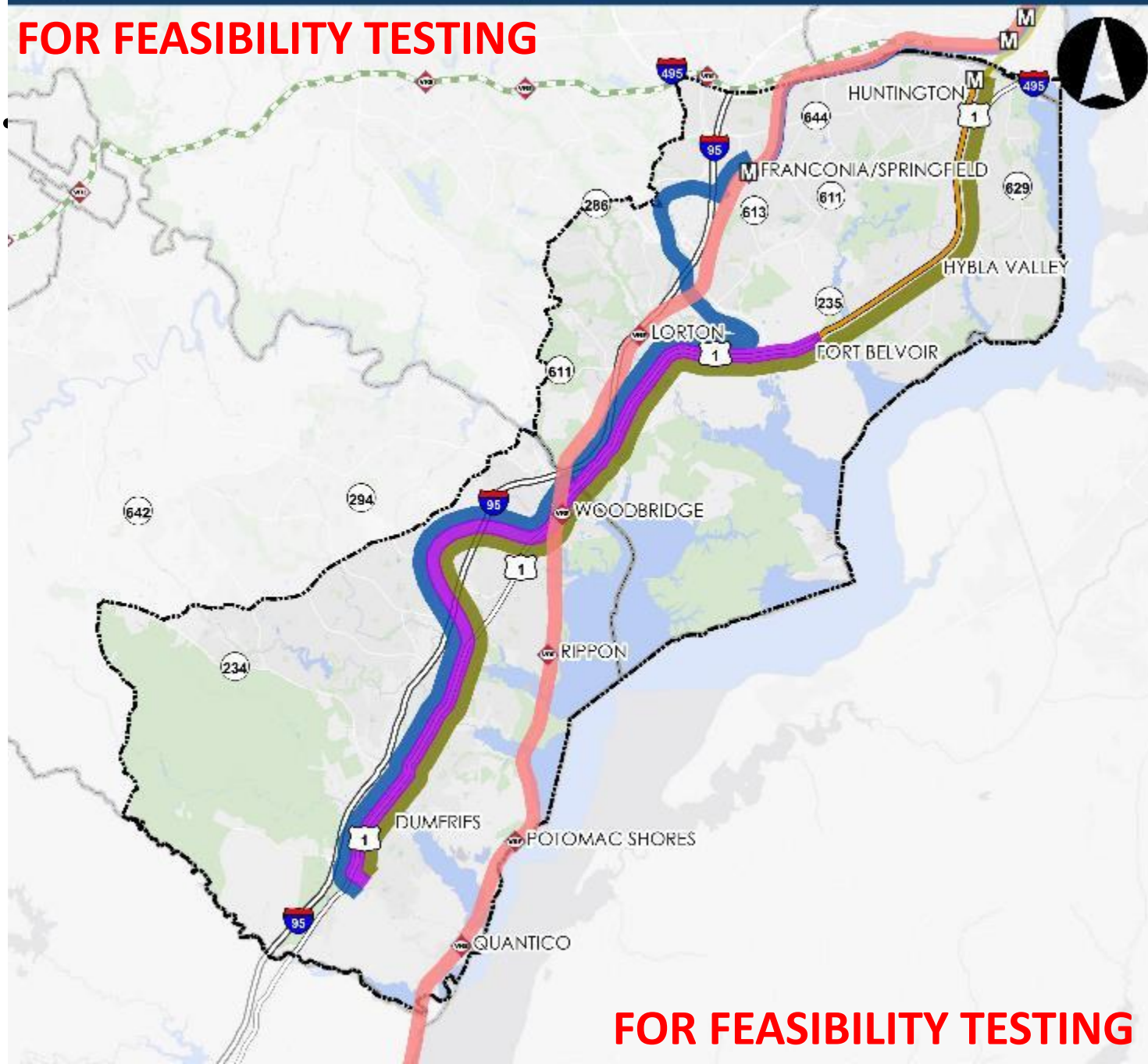
FOR FEASIBILITY TESTING



- Service improvements during peak and off peak

FOR FEASIBILITY TESTING

FOR FEASIBILITY TESTING



- Metrorail Stations
- Virginia Railway Express (VRE) Stations
- County Boundary
- Richmond Highway BRT
- Metrorail Routes**
 - Blue
 - Yellow
- VRE Routes**
 - Manassas
- Alternatives**
 - Blue Line Metrorail
 - Yellow Line Metrorail
 - Bus Rapid Transit
 - Increased Frequency Along Existing VRE Alignment



FOR FEASIBILITY TESTING

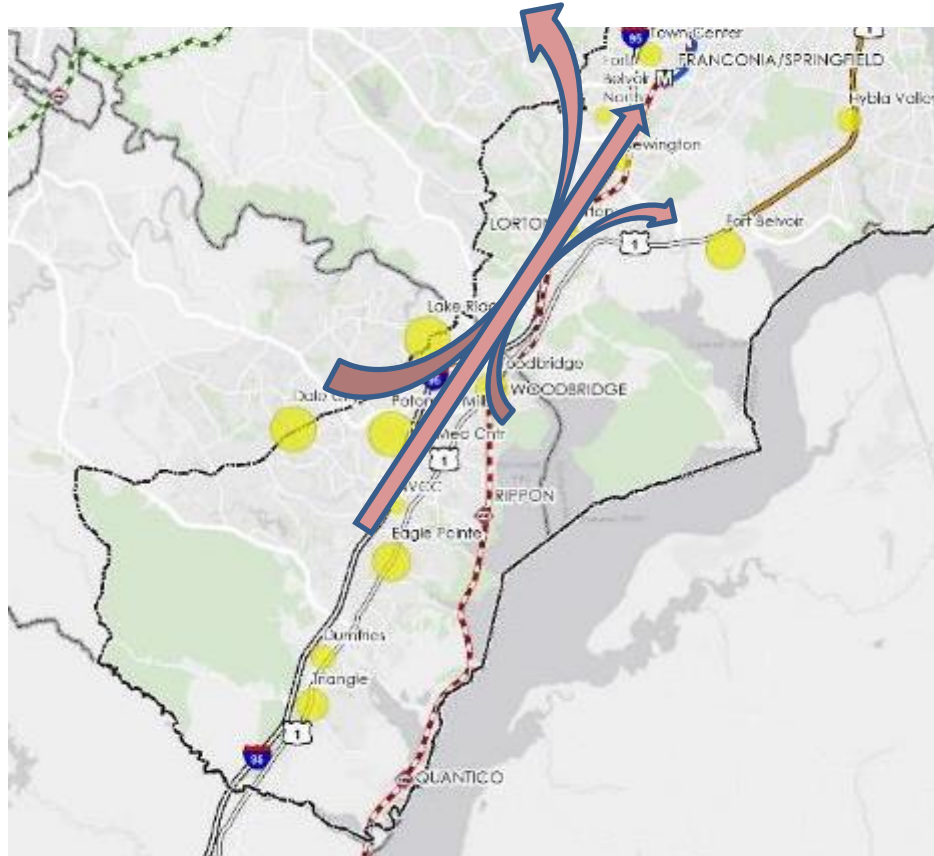
Express Bus Alternatives

Origins

Lake Ridge
Dale City/Potomac Mills, Quantico
Woodbridge
Woodbridge
Woodbridge/Dale City/Quantico

Destinations

Old Town Alex. via I-95
Tysons
Reston
Fairfax City
Ft. Belvoir South



Next Steps

- Finalize transit alternatives
- Evaluate feasibility of alternatives
- Analyze potential impacts to land use and development patterns
- Make recommendations

Project Survey:

bit.ly/DRPTSpringfieldQuantico

Encuesta:

bit.ly/DRPTSpringfieldQuanticoES

Q&A

Type your clarification questions into the chat box.



This meeting will resume in five minutes

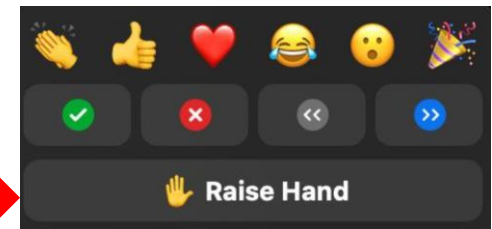
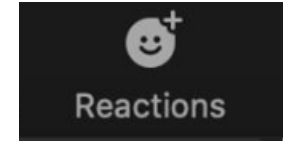
Coming up...

Breakout groups to discuss:

1. Have we identified the important transit needs and problems in the corridor? Did we miss anything?
2. What is the most important thing to improve about transit in the corridor?
3. Where should enhanced transit serve? What time of day does the corridor need better transit service?
4. What do you think about the potential alternatives we showed?

Welcome to the breakout room!

- Please raise your hand if you want to speak
- Please remain muted if you have not been called on to ask a question
- Breakout rooms will be active for approximately 35 minutes
- There is a notetaker in each breakout room to capture the discussion
- You are always welcome to use the chat feature to ask questions



Breakout Groups – Discussion Questions

1. Have we identified the important transit needs and problems in the corridor? Did we miss anything?
2. What is the most important thing to improve about transit in the corridor?
3. Where should enhanced transit serve? What time of day does the corridor need better transit service?
4. What do you think about the potential alternatives we showed?

Group Reports

Thank you for your participation!

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