The following sections summarize Super NoVa Vision Plan recommendations for transit and transportation demand management (TDM). The sections address policies, corridors, local transit services, transit facilities, and TDM. The recommendations are based on the outcomes of the stakeholder and public processes; the evaluation of existing conditions; future needs based on land use, demographics, and travel demand; and regional constraints.
The Super NoVa vision plan developed a set of policy statements that reflect the local regional and state point of view for vision level policy for transit and TDM. Policy statements were drafted in a number of distinct areas and presented to stakeholders and the public for review and comment. Most of the draft policy statements were accepted outright and some were revised to accommodate local, regional, and state consensus. In the end, this vision plan remains a strong set of policy statements that are agreed upon. Policy topic areas include:

- Marketing and communication
- Planning
- Operations
- Transit facilities
- Access to transit
- Technology
- TDM

The sections that follow discuss the policies in each of the above topic areas.

**MARKETING AND COMMUNICATION**

Targeted, consistent, and clear communication is essential to the success of transportation service, and for the public to understand the travel options available to them. The public at large is not interested in all of the subtle technical nuances that result in the naming and branding of services, programs, and service providers. The public is interested in understanding the options that are available and how they may be able to accommodate their travel needs, regardless of who provides the service, administers
the program, or operates the facility. A recent example of successful coordinated marketing is the Tysons Express service. Loudoun County (Loudoun County Transit) and Prince William County [Potomac and Rappahannock Transportation Commission (PRTC)] are delivering this service to Tysons Corner under a single brand, as marketed under Tysons Express, despite it being operated by two different entities. To the public, it is one service operating in two different corridors. The following are recommended marketing and communication policies.

- Coordinated marketing (services, programs, and facilities)
- Consistent branding (i.e., route names and service types)
- Common language to refer to transit and TDM services, facilities, and programs
- Educational programs tailored to serve:
  - Users (young, old, captive riders, and choice riders)
  - Travel markets (long distance, local, specific corridors, and destinations)
- Cross-marketing with related industry and other modal [bicycle, pedestrian, and high-occupancy vehicle (HOV) efforts]
- Consolidated locations for consumers to obtain information on services, facilities, and programs
- Social media and mobile device application support

### PLANNING

The Super NoVa study area was defined to extend beyond traditional local, regional, and state boundaries. The study captured the vast majority of the Northern Virginia travel market. The result of planning within an area of this geographic scale and with the agencies that operate within the area was the identification of a better understanding of collective regional need and opportunities. As the region grows, solutions to transportation challenges become increasing multijurisdictional and sophisticated. Planning at a broader scale will become increasingly important so that relatively scarce resources can be used to create the greatest benefit. The following are recommended policies related to planning:

- Multijurisdictional transit and TDM planning
- Coordinated land use and transportation planning and policy-making
- Context-sensitive regional transit performance standards
- Regional systems interoperability planning
- Continued Super NoVa transit and TDM dialogue (regular)
- Department of Rail and Public Transit (DRPT) guidance on transit-supportive land use characteristics and densities

### OPERATIONS

The efficient operation of services is at the core of the Vision Plan. Avoiding service duplication and generally increasing service efficiency has the potential to improve the experience for transit patrons and increase service marketability. Over the course of the planning process, many different approaches were discussed on how best to achieve the goal of an efficient, customer-focused operation. The following reflect the outcome of the discussions and summarize recommended policies related to transit operations:

- Super NoVa region multijurisdictional transit service provider(s) or coordinated operating plan(s)
- Simplify bus routes
- Local bus services coordinated to interface with regional transit services such as commuter bus, commuter rail, intercity passenger rail, and Metrorail
- Public-private partnership in operations
- Fare structures (reduce penalty for transfers, route pricing, private and public) to incentivize transfers
- Universal transit payment system
- Integrated corridor management
- Regional transit system interoperability
- Operating cost sharing for cross-jurisdictional service
- Performance standards guidelines

### FACILITIES

Transit facilities are an essential element of successful transit systems and support TDM programs and services. Transit facilities range from appropriately appointed bus stops to the most sophisticated intermodal transportation hubs. They also include key support infrastructure such as vehicle storage and maintenance facilities that accommodate essential maintenance functions of operators and allow transit vehicles to be stored securely and environmentally while they are not in service. Often, the most significant transit facilities become the responsibility of the locality in which the facility is located, regardless of
whether it is used by more than that locality. As the region’s transit demand becomes increasingly multijurisdictional, more dedicated transit runningways [for bus rapid transit (BRT), light rail transit (LRT), and streetcar] will cross jurisdictional boundaries and more storage, maintenance, and intermodal/transfer facilities will be needed. Planning for, constructing, and operating these “region” serving facilities should be at a regional level in close coordination with the communities in which they are located. The following are recommended policies related to transit facilities:

- Capacity improvements for Virginia Railway Express (VRE) and Metrorail
- System of intermodal transit centers (including park-and-rides) with supporting infrastructure, services, programs, and technology
- Development of a system of hubs
- Innovative delivery methods for transit facilities
- Quality, context-sensitive community growth related to transit facilities
- Transit vehicle storage and maintenance facilities
- Guidance on the shared use of roadway/high-occupancy toll (HOT)/HOV/Express Lane facilities for transit
- Accommodations for private bus and shuttle operations
- Shared- or joint-use facilities (i.e., park-and-ride at sports facility) that benefit transit and TDM

ACCESS TO AND FROM TRANSIT

Expanding access to transit through strategic investments in pedestrian and bicycle infrastructure can have tremendous benefits to transit use. Many of the study area’s localities already have successful programs that encourage walking and bicycling as well as capital improvement funds programmed for pedestrian and bicycle infrastructure projects. The arrival of Capital Bikeshare (CaBi) in the District of Columbia, Arlington County, and the City of Alexandria is expanding access to transit, while at the same time, serving as a mode itself. The following are recommended policies related to access to transit:

- Pedestrian and bicycle facilities in transit corridors
- Programs to expand bicycling and walking to/from transit
- Transit stops and stations that offer good access for pedestrians and bicyclists
- Secure bicycle parking at transit stops and stations
- Vehicle-sharing systems at transit stops and stations
- Paratransit support
- Guidance for access to transit provisions in local development ordinances
- Access for transit-dependent populations

TECHNOLOGY

Intelligent transportation systems (ITS) is the application of advanced communication and information technologies and management strategies to optimize the performance of surface transportation systems. Transit operators across the country have deployed ITS applications to improve on-time performance, enhance route planning, and provide better customer service. These investments in ITS have helped to mitigate the need for new infrastructure and vehicles, while also reducing operating costs.

Transit operators across Virginia are continuing to deploy a variety of technologies for improving transit service planning and operations. Statewide, ITS planning and deployment has been a loosely coordinated process driven primarily by local interest or an emerging local need, rather than a cooperatively planned deployment that focuses on the comparative needs between providers across the region. There is tremendous benefit in coordinated transit ITS at a regional and statewide level. The following are recommended policies related to transit ITS:

- Comprehensive, simple travel information for transit and TDM
- Develop a regional automatic vehicle location (AVL) system
- Open-source data
- Private investment in traveler information applications
- ITS as transportation infrastructure
- Interagency/intra-agency technology integration (i.e., common ridematching databases)
- Multijurisdictional technology planning
- Consistent policy on technology infrastructure and platforms
- Expand and coordinate regional transit signal priority application and deployment
- Support systems engineering process
TDM

TDM is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles) or to redistribute this demand. Managing transportation demand is often a cost-effective alternative to increasing capacity. A demand management approach to transportation has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities. The following are recommended policies related to TDM:

- TDM to support affordability, tourism, military, airports, aging in place, and transit-dependent populations
- Programs for specific corridors and activity centers
- Transportation management associations (TMA) in activity centers support for TDM
- Sustainability through collaborative consumption (carshare, bikeshare, transit, rideshare, etc.)

- Public-private partnerships
- Super-regional coordination for TDM
- Parking pricing
- Expansion of Guaranteed Ride Home
- Infrastructure to support TDM (i.e., HOV lanes and park-and-ride lots)
- Support for shuttles and connecting services
- Common ridematching database among all TDM agencies
- Transit and TDM information delivered in multiple languages and accessible formats
The recommended regional transit network is comprised of an array of corridor-focused recommendations intended to serve many different trip purposes. The recommended network was developed by identifying the most important regional travel corridors in addition to reviewing regional and local plans for proposed transit projects. The recommendations for each corridor were developed through an analysis of travel demand, land use, and population and employment. Stakeholder and public input was used to refine recommendations.
The recommended transit network shown in Figure 6.1 encompasses the entirety of the Virginia portion of the Super NoVa region. The recommended network is an interconnected system of the following:

- Intercity passenger rail
- Commuter rail
- Local bus
- Regional commuter bus
- Express bus
- Rapid bus
- BRT
- LRT
- Heavy rail transit
Notes:

1. Columbia Pike: Arlington County and Fairfax County Boards have adopted the locally preferred alternative, modern streetcar service and continued bus service between Pentagon City in Arlington County and the Skyline area of Fairfax County.

2. US Route 1: Arlington County Board and Alexandria City Council have a coordination agreement for the joint Route 1 Corridor Streetcar Conversion project that would convert the bus transitway (under construction) to a streetcar between Crystal City in Arlington County and the potential new Potomac Yard Metrorail station in the City of Alexandria.

3. US Route 1: City of Alexandria is currently constructing a bus transitway between East Glebe Road and the Braddock Road Metrorail station.

4. Duke Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for Duke Street between the King Street Metrorail station and Landmark Mall.

5. Van Dorn Street/Beauregard Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for sections of Van Dorn Street and Beauregard Street between the Van Dorn Metrorail station and the Mark Center. At the Mark Center, the high-capacity bus transitway would branch into two lines: one serving Pentagon/Pentagon City via I-395 and the second serving the Northern Virginia Community College, Shirlington, and Pentagon/Pentagon City via Beauregard Street, S. Arlington Mill Drive, and I-395.

6. I-66 Between I-495 and US 15: DRPT and VDOT are conducting a Tier 1 Environmental Study. Recommendations from the study may differ from the Super NoVa Vision Plan. Bus solutions may be implemented as an interim solution in the corridor and do not preclude future rail implementation.

* Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

** The Super NoVa Transit/TDM Vision Plan includes policies, areas, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.
RAIL NETWORK

The recommended rail network includes the existing and an expanded network of higher speed passenger rail services, standard intercity passenger rail, commuter rail, and heavy rail corridors in the study area. The recommended rail network is shown in Figure 6.2 and key recommendations are summarized in the following:

- Higher speed and standard intercity passenger rail service between Washington, D.C. and Richmond (as well as support for services to Norfolk and Newport News)
- Standard intercity passenger rail service between Washington, D.C. and Lynchburg
- VRE service extension on the Manassas Line to Gainesville and the Town of Remington
- VRE service extension on the Fredericksburg Line to Crossroads in Spotsylvania County
- Run-through service for Maryland Area Regional Commuter (MARC) and VRE
- Metrorail Orange Line extension to Centerville
- Metrorail Silver Line completion to Loudoun County

CORE CAPACITY IMPROVEMENTS

**Metrorail (Washington Metropolitan Area Transit Authority)**

- Transfer station improvements
- Platform improvements
- Eight-car trains on all lines during the peak period
- Additional rail cars and storage
- Traction power system improvements
- Under further study by Washington Metropolitan Area Transit Authority (WMATA)
  - Express line through Arlington County
  - Silver-Orange-Blue line separation
  - Yellow-Green line separation

**Virginia Railway Express**

- Additional train storage (in core)
- Additional train cars
- Rail infrastructure (track, signaling, and similar) improvements
- Maintenance facility improvements

**Surface Transit Connections**

The recommended transit network shown in the Vision Plan is limited to Virginia. DRPT is a state agency and did not feel it appropriate to make service and facility recommendations to areas outside Virginia. In addition to improvements to transit and rail infrastructure and bus services that already cross state boundaries, new surface transit services recommended in the Vision Plan could mitigate core capacity limitations. These connections would need to be implemented in conjunction with other state and regional agencies, jurisdictions, and localities. Potential surface transit connection corridors are summarized in the following and on Figures 6.1, 6.3, and 6.4.

- I-495 between City of Alexandria and Prince George’s County
- I-495 between Fairfax County and Montgomery County
- I-395/US 1 between Arlington County and the District of Columbia (potential connection to planned D.C. streetcar)
- I-66/US 29 between Arlington County and the District of Columbia (potential connection to planned D.C. streetcar)
Notes:
** The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.

Figure 6.2: Future Rail Network
COMMUTER-ORIENTED TRANSIT NETWORK

The recommended commuter-oriented transit network includes commuter rail and bus transit services that are primarily intended to serve work trips throughout the Super NoVa region. For a large portion of this recommended network, future travel demand was significant and supportive of peak-oriented transit investments such as express and regional commuter bus services.

The recommended commuter-oriented transit network includes services operating in general purpose travel lanes as well as in existing and future express or HOV lanes. Existing and future Express and HOV lanes are shown along portions of I-495 and I-95, I-66, I-395, Route 267, and the Dulles Greenway. The recommended network shown in Figure 6.3 highlights major corridors recommended for commuter-oriented services. The corridors shown are intended to represent connections between origins and destinations, rather than specific routes. These corridors include:

- I-66
- I-81
- I-95/I-395
- I-495
- US 17 between I-95 and future VRE Crossroads station
- US 29 south of Gainesville
- Route 7 between Tyson’s Corner and Dulles Town Center
- Route 7 west of Leesburg
- Route 9 west of Leesburg
- Dulles Greenway/Dulles Toll Road/Dulles Connector Road
Notes:
1. Van Dorn Street/Beauregard Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for sections of Van Dorn Street and Beauregard Street between the Van Dorn Metrorail station and the Mark Center. At the Mark Center, the high-capacity bus transitway would branch into two lines with one serving Pentagon/Pentagon City via I-395 and the second serving the Northern Virginia Community College, Shirlington, and Pentagon/Pentagon City via Beauregard Street, S. Arlington Mill Drive, and I-395.

2. I-66 Between I-495 and US 15: DRPT and VDOT are conducting a Tier 1 Environmental Study. Recommendations from the study may differ from the Super NoVa Vision Plan. Bus solutions may be implemented as an interim solution in the corridor and do not preclude future rail implementation.

Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

**The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.**
HIGHER CAPACITY TRANSIT NETWORK

The recommended higher capacity transit network includes rapid bus, BRT, and LRT corridors. This network of corridors would support frequent, higher speed all-day transit services with longer spans of service and more sophisticated facilities. Generally, higher capacity transit services would benefit from some or all of the following:

- Fully dedicated transit runningways separated from non-transit traffic (most BRT and LRT)
- Partially dedicated transit runningways separated from non-transit traffic (some BRT and most rapid bus)
- Traffic signal pre-emption (some BRT and LRT)
- Transit signal priority
- Queue jump lanes (rapid bus and some BRT)
- Level or nearly level boarding and off-board fare collection
- Substantial stations with significant passenger amenities (BRT and LRT and some rapid bus)
- Service- and line-specific branding and identity
- Real-time passenger information
- Special vehicles

The system of higher capacity transit corridors shown in Figure 6.4 represents a series of connections along existing major roadway corridors between origins and destinations. Many of these corridors serve existing and currently urbanizing areas, whereas others anticipate future growth and development of transit-friendly places. The corridors identified provide for improved radial and circumferential mobility.

The recommendations for these corridors do not prescribe a particular approach for the implementation of the recommended service and accompanying facility type. The recommendations suggest a particular transit mode technology and general corridor location based on analyses conducted related to land use, demographics, and travel demand.

It should be noted that several localities in the study area are undertaking, or have recently undertaken, detailed evaluations of some of these corridors. These localities may adopt recommendations that differ from those shown in this Vision Plan. The more detailed analyses and outcomes of the studies by these localities should be considered carefully as corridors are programmed for more detailed study project development and implementation.
Notes:
1. Columbia Pike: Arlington County and Fairfax County Boards have adopted, as the locally preferred alternative, modern streetcar service and continued bus service between Pentagon City in Arlington County and the Skyline area of Fairfax County.
2. US Route 1: Arlington County Board and Alexandria City council have a coordination agreement for the joint Route 1 Corridor Streetcar Conversion project that would convert the bus transitway (under construction) to a streetcar between Crystal City in Arlington County and the potential new Potomac Yard Metrorail station in the City of Alexandria.
3. US Route 1: City of Alexandria is currently constructing a bus transitway between East Glebe Road and the Braddock Road Metrorail station.
4. Duke Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for Duke Street between the King Street Metrorail station and Landmark Mall.
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6. I-66 Between I-495 and US 15: DRPT and VDOT are conducting a Tier 1 Environmental Study. Recommendations from the study may differ from the Super Nova Vision Plan. Bus solutions may be implemented as an interim solution in the corridor and do not preclude future rail implementation.
* Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super Nova Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.
** The Super Nova Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super Nova Vision Plan recommendations.
TRANSPORT PROJECT DEVELOPMENT

The Super NoVa Transit/TDM Vision Plan includes corridor-specific recommendations not currently included in adopted or ongoing local or regional plans. Local and/or regional action or studies to incorporate Vision Plan recommendations into local and regional plans is likely to be needed prior to the implementation of many of the Super NoVa recommendations. In addition, formal efforts to further develop recommendations into specific projects and document those projects will be needed. The names and requirements of these steps differ depending on funding and desired outcome; however, projects can generally be expected to move through the following general steps:

- Feasibility study or analysis
- Environmental study/analysis/documentation
- Identification of a preferred alternative/solution
- Identification of funding and programming
- Design and construction documentation
- Bidding and construction
- Project acceptance, testing, and operation

Beyond initial study, project development for transit projects can follow many different paths based on factors such as the project size, complexity, delivery method, and funding source. Ultimately, many of the recommendations in the Vision Plan could become capital projects. Capital projects can be implemented through many different programs and by different lead agencies. The following briefly summarizes potential implementation mechanisms for transit projects.

- Local or Regional Agency Programs — Capital improvement programs typically encompass infrastructure and facility development projects for the jurisdiction. These programs can typically be used to plan and study, design, and construct identified projects. Local transit and TDM projects could be programmed through local and agency capital improvement programs.

- State Programs — A number of state programs provide funding for infrastructure and facility projects. These programs offer funding assistance to better leverage local and federal funding sources and can be used to plan and study, design, and construct identified projects. Local, regional, and statewide transit and TDM projects could be programmed through state programs working in cooperation or exclusive from local, regional, and federal programs.

- Federal Programs — A number of federal programs provide assistance in the implementation of transit and TDM projects. At the time of the publication of this report, Moving Ahead for Progress in the 21st Century (MAP-21) was the current transportation authorization. MAP-21 offered numerous opportunities for partnership in transit and TDM project implementation. Successful Federal Transit Administration programs such as New Starts/Small Starts continued to be offered and are complemented by expansions of existing programs that offer low-cost financing for projects. Many other project development programs also are available.
TRANSIT FACILITIES

The interconnected system of transit services recommended in the Vision Plan will need to be supported by a strategically deployed set of nodal transit facilities. These facilities will need to include transfer hubs, intermodal and multimodal hubs, park-and-ride facilities, storage and maintenance facilities, and transit stops and stations. Traditionally, individual jurisdictions have been responsible for planning, development, and operation of these facilities, even when they serve needs well beyond those of the local jurisdiction. In the future, there may be an increased need for regional ownership of planning, development, and operation of major, region-serving facilities. These facilities are likely to be needed to support increasingly multijurisdictional transit services. The following sections briefly summarize recommendations for key transit facility types in the Super NoVa region.

TRANSIT STOPS AND STATIONS

Depending on the type, frequency, and anticipated use of a particular transit mode, these facilities can take on many different forms, serve different purposes, and have a wide range of capital and operating costs. Some level of standardization should be developed for stop and station facilities within the region to improve the passenger, transit operator, and community experience with these facilities. Creating a predictable experience related to transit stops and stations for the traveling public as well as transit operators has many measurable benefits. The standard should address stop and station elements such as:

- **Location** — Consider availability and quality of pedestrian and bicycle access, proximity and relationship to nearby destinations, impact on transit service and traffic operations, and safety.
Configuration and Accommodation — Consider space requirements for anticipated use, technology, branding/information, level of amenity/features provided, and impact on transit service and traffic operations.

Responsibility and Ownership — Consider initial planning and development as well as ongoing operations and maintenance for the facility and interconnected infrastructure. Identify opportunities for partnership with adjacent uses.

STORAGE AND MAINTENANCE FACILITIES

Transit vehicle storage and maintenance facilities are critical to the successful and efficient operation of transit services. The appropriate location and level of accommodation at these facilities enables operators to best serve their markets efficiently. Generally, transit vehicle storage and maintenance facilities are significant infrastructure investments. These facilities are often planned, developed, operated, and maintained by a single jurisdiction or operator at considerable expense for a region-serving purpose.

If the region's transit services evolve to be more regionally-focused and increasingly cross-locally and -regionally defined boundaries in serving the traveling public, it is likely that facility infrastructure and development processes will need to evolve. Already, VRE’s ability to expand services to the inner area of the region is limited by the ability of Union Station to accommodate more train sets midday. PRTC, Loudoun County Transit (LC Transit), and numerous other commuter service providers are forced to deadhead most or all of their fleet back to their overnight storage locations due to limited midday storage in the inner area. Deadheading is a significant cost to operators. Preventing it by building storage facilities would create significant cost for the urban localities (under the current approach to building facilities) where storage is most needed. The following are recommended related to future transit vehicle storage and maintenance facilities:

- Identify and implement strategies to reduce demand for midday and off-peak transit vehicle storage
- Develop regional forecasts of transit vehicle storage and maintenance needs for overnight and midday (off-peak) periods
- Conduct regional planning as to the most beneficial location of new facilities
- Identify public and private partnerships in development, operation, and maintenance of new facilities
- Plan, develop, operate, and maintain new facilities to support regional transit services

HUBS

The recommended interconnected set of transit services will need to be supported by appropriately scaled transfer, intermodal, and multimodal hubs. Locations within the region are already serving as hubs. The area’s two international airports, many of its Metrorail, Amtrak, and VRE stations, and the series of specifically designated transfer centers (i.e., Shirlington, Reston Town Center, and Tysons) help facilitate transfers between travel modes and transit modes and services.

The Super NoVa Vision Plan envisions transit hubs as purposefully developed facilities where transit connections can be easily made and where travelers can have easy and comprehensive access to transit and TDM services. Figures 6.1 through 6.4, shown on the previous pages, show the recommended general location of hubs. The specific location of these facilities would need to be identified through cooperative planning for transit operations and community development.

It is recommended that hubs be of many different scales and purposes in coordination with the context within which they exist and their role in the region’s transportation system. Some hubs would stand alone as transit facilities, while others may be integrated into other facilities and development. Generally, hubs should be locations where multiple travel options are available, access is available by many travel modes, travelers feel safe and secure, and information is provided for regional transportation options and TDM services. Features and services that may be provided at hubs include:

- Real-time traveler information
- Bikesharing and carsharing
- Park-and-Ride spaces
- Transit services
- TDM services
- Ridesharing services and accommodations
- Vanpool parking
- Secure bicycle storage
- Taxi, private shuttle, and private transit services
- Retail development
- Mixed use development
- Access to area bicycle and pedestrian facilities
TRAVEL SHED RECOMMENDATIONS

The following sections briefly describe and summarize Vision Plan recommendations for travel sheds in the Super NoVa area. The sections are the following:

- **Southern** — Generally follows the I-95/I-395 corridor between the District of Columbia and Caroline County, VA
- **Western** — Generally follows the I-66 corridor between the District of Columbia and Front Royal, VA
- **Northwestern** — Generally follows the Route 267/ Dulles Greenway/Route 7/Route 9 corridors between Tysons Corner and Winchester, VA
- **Inner** — Area inside I-495 made up of an interconnected system of major roadway and transit corridors
- **Circumferential** — Major circumferential corridors outside the Capital Beltway (I-495) include US 15, Route 123, Route 286 (Fairfax County Parkway), Route 234, and Route 28
SOUTHERN TRAVEL SHED

This travel shed, shown in Figure 6.5, generally follows the I-95/I-395 corridor between the District of Columbia and Caroline County. Key radial routes in the corridor in addition to I-95 include US 1 (Jefferson Davis Highway), Telegraph Road, and VRE’s Fredericksburg Line. Generally, the corridor is heavily traveled by commuter bus services and vanpools in the section between Fredericksburg and the District of Columbia. The corridor also has significant HOV use during peak periods. I-95 currently benefits from a reversible HOV facility between Dumfries and the District of Columbia. It will soon benefit further from a modification of this facility to an Express Lane configuration as well as an extension of the facility to Route 610 (Garrisonville Road) in Stafford County.

The VRE Fredericksburg Line currently parallels this corridor to the east and the Metrorail Blue and Yellow Lines provide service to portions of this corridor in Arlington County, Alexandria, and northeastern Fairfax County. The following transit projects are currently programmed within the southern travel shed:

- Extension of VRE to Crossroads in Spotsylvania County
- I-95 Express Lanes from I-495 to Route 610 (Garrisonville Road) in Stafford County. Park-and-ride lot and bus service expansion is being advanced by DRPT in conjunction with this project.
- Expanded commuter bus service on I-95
- Crystal City/Potomac Yard Transitway
Notes:

1. US Route 1: Arlington County Board and Alexandria City council have a coordination agreement for the joint Route 1 Corridor Streetcar Conversion project that would convert the bus transitway (under construction) to a streetcar between Crystal City in Arlington County and the potential new Potomac Yard Metrorail station in the City of Alexandria.

2. US Route 1: City of Alexandria is currently constructing a bus transitway between East Glebe Road and the Braddock Road Metrorail station.

3. Van Dorn Street/Beauregard Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for sections of Van Dorn Street and Beauregard Street between the Van Dorn Metrorail station and the Mark Center. At the Mark Center, the high-capacity bus transitway would branch into two lines with one serving Pentagon/Pentagon City via I-395 and the second serving the Northern Virginia Community College, Shirlington, and Pentagon/Pentagon City via Beauregard Street, S. Arlington Mill Drive, and I-395.

* Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

** The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.

Figure 6.5: Southern Travel Shed

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Other unprogrammed projects are described in Chapter 4.

Table 6.1 summarizes primary Vision Plan corridor recommendations for the southern travel shed. Hub locations recommended in the southern travel shed are the following:

- Crystal City (Arlington County)
- Landmark area (Alexandria)
- King Street Station (Alexandria)
- Lorton (Fairfax County)
- Woodbridge/Potomac Mills (Prince William County)
- Garrisonville (Stafford County)
- Fredericksburg (Spotsylvania County or City of Fredericksburg)
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<th>Route/Termini</th>
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<th>Service Type</th>
<th>Trip Type Served</th>
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</tr>
<tr>
<td>I-395 from Washington, D.C. to I-495</td>
<td>Regional Bus on Existing Express or HOV Lane</td>
<td>Commuter-Oriented</td>
<td>Long-to Medium-Distance</td>
<td>Commuter bus service serves specific origin-destination pairs including those outside the corridor. Use of existing peak direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td></td>
<td>Rapid Bus from Pentagon/Pentagon City to Mark Center</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Part of Alexandria Transitway Corridor C (planned improvement) to Van Dorn Metrorail Station.</td>
</tr>
<tr>
<td>I-95 from I-495 to Garrisonville</td>
<td>Regional Bus on Existing Express or HOV Lane</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Use of Express Lanes (programmed improvement) decreases travel time.</td>
</tr>
<tr>
<td>I-95 from Garrisonville to Caroline County</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor.</td>
</tr>
<tr>
<td>US 1 from Washington, D.C. to Alexandria</td>
<td>Streetcar and Light Rail Transit/ Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Programmed Crystal City/Potomac Yard Transitway between Pentagon City and Braddock Road Metrorail Stations. Serves local destinations and provides connection to other transit services such as Metrorail. May extend to meet future D.C. Streetcar with cooperation from Washington, D.C.</td>
</tr>
<tr>
<td>US 1 from Huntington to Lorton</td>
<td>Light Rail Transit/ Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Operates with similar hours and headways as Metrorail, acting as a less capital extensive extension. Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>US 1 from Lorton to US 17 in Spotsylvania County</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Any Distance</td>
<td>Provides all-day service in the travel shed that compliments commuter-oriented service on I-95 and offers local connectivity.</td>
</tr>
<tr>
<td>US 17 from Stafford County to City of Fredericksburg</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Provides all-day service connecting to the I-95 corridor and offers local connectivity.</td>
</tr>
<tr>
<td>US 17 from US 1 to Crossroads in Spotsylvania County</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Provides service connecting the I-95 corridor and the planned Crossroads VRE station. Serves specific origin-destination pairs including those outside the corridor.</td>
</tr>
<tr>
<td>Route 3 from Spotsylvania County to City of Fredericksburg</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium-to Short-Distance</td>
<td>Provides all-day service connecting to the I-95 corridor and offers local connectivity.</td>
</tr>
<tr>
<td>Route 610 from Stafford County to Route 1</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Provides all-day service connecting to the I-95 corridor and offers local connectivity.</td>
</tr>
<tr>
<td>Beauregard Street/Route 401 (Van Dorn Street)/Route 613 (Van Dorn Street and Manchester Boulevard) from Alexandria to Franconia</td>
<td>Light Rail Transit/ Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Part of Alexandria Transitway Corridor C from I-395 to Van Down Metrorail Station and extension south to Franconia in Fairfax County. Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
</tbody>
</table>
WESTERN TRAVEL SHED

The western travel shed, shown in Figure 6.6, generally follows the I-66 corridor between the District of Columbia and Front Royal. Key radial routes in the corridor in addition to I-66 include US 50, US 29, VRE’s Manassas Line, and Metrorail’s Orange Line. I-66 has bi-directional HOV lanes between Vienna and Gainesville and also operates HOV only in the morning peak in the eastbound direction and evening peak in the westbound direction between I-495 and the District of Columbia. In general, the corridor is heavily traveled by commuter bus service, vanpools, and HOV in morning and evening peak periods between Gainesville and the District of Columbia.

The VRE Manassas Line currently parallels the corridor to the south between Gainesville and the District of Columbia and the Metrorail Orange Line provides service between Vienna and the District of Columbia. There are currently no programmed transit projects in the western travel shed, but a variety of projects are included in local comprehensive and other regional plans or studies as described in Chapter 4. Table 6.2 summarizes primary Vision Plan corridor recommendations for the western travel shed. Hub locations recommended in the western travel shed are the following:

- Rosslyn (Arlington County)
- East Falls Church/Seven Corners (Arlington County/Falls Church)
- City of Fairfax
- Centreville (Fairfax County)
- Manassas (Prince William County)
- Gainesville (Prince William County)
- Front Royal (Fauquier County)
<table>
<thead>
<tr>
<th>Route/Termini</th>
<th>Vision Plan Recommendation</th>
<th>Service Type</th>
<th>Trip Type Served</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail Orange Line</td>
<td>Extend Metrorail from Current Terminus in Vienna to Centreville</td>
<td>All-Day</td>
<td>Long- to Medium-Distance</td>
<td>Fairfax County policy supports this extension.</td>
</tr>
<tr>
<td>VRE Manassas Line</td>
<td>Extend from Current Terminus to Gainesville</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Alternatives Analysis Study has been prepared for this extension by VRE.</td>
</tr>
<tr>
<td>I-66 from Washington, D.C. to Centreville</td>
<td>Regional Bus on Express or HOV Lanes</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Commuter bus service supplements Metrorail service and serves specific origin-destination pairs. Use of existing peak-direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td>I-66 from Centreville to Gainesville</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Long- to Medium-Distance</td>
<td>Operates with similar hours and headways as Metrorail, acting as a less capital extensive extension.</td>
</tr>
<tr>
<td></td>
<td>Regional Bus on Express or HOV Lanes</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Supplements Rapid Bus service and serves specific origin-destination pairs. Use of existing peak-direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td>I-66 from Gainesville to Haymarket</td>
<td>Regional Bus on Express or HOV Lanes</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Use of future peak-direction HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>I-66 from Haymarket to Front Royal</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor.</td>
</tr>
<tr>
<td>US 29 from Washington, D.C. to Falls Church</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Transitions to US 50 at East Falls Church Metrorail Station. Serves local destinations and provides connection to other transit services such as Metrorail. May extend to meet future D.C. Streetcar with cooperation from Washington, D.C.</td>
</tr>
<tr>
<td>US 29 from Centreville to Town of Culpeper</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor.</td>
</tr>
<tr>
<td>US 50 from Washington, D.C. to Seven Corners/Falls Church</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>US 50 from Seven Corners/Falls Church to City of Fairfax</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
</tbody>
</table>
Figure 6.6: Western Travel Shed
Notes:
1. I-66 Between I-495 and US 15: DRPT and VDOT are conducting a Tier 1 Environmental Study. Recommendations from the study may differ from the Super NoVa Vision Plan. Bus solutions may be implemented as an interim solution in the corridor and do not preclude future rail implementation.

* Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county's Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

** The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.
NORTHEASTERN TRAVEL SHED

This travel shed, shown in Figure 6.7, generally follows the Route 267/Dulles Greenway/Route 7/Route 9 corridor between I-495 and Winchester. The primary route parallel to Route 267 and the Dulles Greenway is Route 7. Today, the corridor has considerable commuter-oriented transit services in operation including those operated by Fairfax Connector and Loudoun County Transit. Route 267 also has significant HOV use during peak periods. Transit operating in the corridor benefits from the Dulles International Airport Access Highway (DIAAH), which runs in the median of Route 267 between the airport and McLean.

Phase I of the Metrorail Silver Line is nearing completion between East Falls Church and Wiehle Avenue in Reston. The other major programmed transit project in the travel shed is the second phase of the Metrorail Silver Line, which will run from Wiehle Avenue to Route 707 in Loudoun County. Other unprogrammed projects are described in Chapter 4. Table 6.3 summarizes primary Vision Plan corridor recommendations for the northwestern travel shed. Hub locations recommended in the northwestern travel shed are the following:

- Tysons Corner (Fairfax County)
- Reston/Herndon (Fairfax County)
- Dulles Airport (Loudoun County)
- Dulles Town Center (Loudoun County)
- Town of Leesburg
<table>
<thead>
<tr>
<th>Route/Termini</th>
<th>Vision Plan Recommendation</th>
<th>Service Type</th>
<th>Trip Type Served</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail Silver Line</td>
<td>Heavy Rail Between East Falls Church and Wiehle Avenue</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Programmed improvement, under construction.</td>
</tr>
<tr>
<td>Metrorail Silver Line</td>
<td>Heavy Rail Between Wiehle Avenue and Route 707</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Programmed improvement.</td>
</tr>
<tr>
<td>I-66/Dulles Connector Road/Route 267/Dulles Greenway from Washington, D.C. to Loudoun County</td>
<td>Regional Bus on Existing Express or HOV Lane</td>
<td>Commuter-Oriented</td>
<td>Long- to Medium-Distance</td>
<td>Commuter bus service supplements Metrorail service and serves specific origin-destination pairs. Use of existing toll, airport, shoulder and peak direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td>Dulles Greenway from Loudoun County to Leesburg</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Operates with similar hours and headways as Metrorail, acting as a less capital extensive extension.</td>
</tr>
<tr>
<td>Route 7 from Alexandria to Tysons Corner</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 7 from Tysons Corner to Dulles Town Center</td>
<td>Express Bus</td>
<td>Commuter-Oriented</td>
<td>Medium-Distance</td>
<td>Express Bus spine serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Route 7 from Dulles Town Center to Leesburg</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Provides an interjurisdictional service with focus on local destinations. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Route 7 from Leesburg to West Virginia Line</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Corridor could provide service to/from West Virginia with interstate cooperation.</td>
</tr>
<tr>
<td>Route 9 from Leesburg to West Virginia Line</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Corridor could provide service to/from West Virginia with interstate cooperation.</td>
</tr>
<tr>
<td>US 15 from Leesburg to Maryland Line</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Corridor could provide service to/from Maryland with interstate cooperation.</td>
</tr>
<tr>
<td>US 50 from Seven Corners/Falls Church to City of Fairfax</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day Service</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
</tbody>
</table>
Figure 6.7: Northwestern Travel Shed
Notes:
* Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

** The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.
INNER TRAVEL SHED

This travel shed, shown in Figure 6.8, is defined as the area inside I-495 for the purposes of providing a summary of recommendations. Unlike the previously defined travel sheds, the inner travel shed is an interconnected system of major roadway and transit corridors. These include I-395, I-495, I-66, US 1, US 29, US 50, and Route 7, the Metrorail Orange, Blue, Silver (future), and Yellow lines, and the VRE Manassas and Fredericksburg Lines. Significant traffic congestion exists on many of the major roadways in this area and the area also experiences significant rail and bus transit ridership.

Each of the jurisdictions within the inner area have significant capital projects programmed that will improve transit facilities and services. Many of these projects are cross-jurisdictional and will require cooperation in project implementation and service operation. The following transit projects are currently programmed in this travel shed:

- Metrorail Silver Line Phase I between East Falls Church and Wiehle Avenue
- I-495 Express Lanes
- Crystal City/Potomac Yard Transitway
- Columbia Pike Streetcar

Other unprogrammed projects are described in Chapter 4. Table 6.4 on the following pages summarizes primary Vision Plan corridor recommendations for the inner travel shed. Hub locations recommended in the inner travel shed are the following:

- Rosslyn (Arlington County)
- Crystal City (Arlington County)
- East Falls Church/Seven Corners (Arlington County and Falls Church)
- Tysons Corner (Fairfax County)
- King Street Station (Alexandria)
- Landmark area (Alexandria)
Notes:
1. Columbia Pike: Arlington County and Fairfax County Boards have adopted, as the locally preferred alternative, modern streetcar service and continued bus service between Pentagon City in Arlington County and the Skyline area of Fairfax County.
2. US Route 1: Arlington County Board and Alexandria City council have a coordination agreement for the joint Route 1 Corridor Streetcar Conversion project that would convert the bus transitway (under construction) to a streetcar between Crystal City in Arlington County and the potential new Potomac Yard Metrorail station in the City of Alexandria.
3. US Route 1: City of Alexandria is currently constructing a bus transitway between East Glebe Road and the Braddock Road Metrorail station.
4. Duke Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for Duke Street between the King Street Metrorail station and Landmark Mall.
5. Van Dorn Street/Beauregard Street: Alexandria City Council has approved a resolution identifying a high-capacity bus transitway as the locally preferred alternative for sections of Van Dorn Street and Beauregard Street between the Van Dorn Metrorail station and the Mark Center. At the Mark Center, the high-capacity bus transitway would branch into two lines with one serving Pentagon/Pentagon City via I-395 and the second serving the Northern Virginia Community College, Shirlington, and Pentagon/Pentagon City via Beauregard Street, S. Arlington Mill Drive, and I-395.

Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

Super NoVa Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.

Figure 6.8: Inner Travel Shed
Table 6.4: Summary of Vision Plan Corridor Recommendations for the Inner Travel Shed

<table>
<thead>
<tr>
<th>Route/Termini</th>
<th>Vision Plan Recommendation</th>
<th>Service Type</th>
<th>Trip Type Served</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail Silver Line</td>
<td>Heavy Rail from East Falls Church to Wiehle Avenue</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Programmed improvement, under construction.</td>
</tr>
<tr>
<td>I-66 from Washington, D.C. to Centreville</td>
<td>Regional Bus on Existing Express or HOV Lane</td>
<td>Commuter-Oriented</td>
<td>Long- to Medium-Distance</td>
<td>Supplements Metrorail service and serves specific origin-destination pairs including those outside the corridor. Use of existing peak direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td>I-395 from Washington, D.C. to I-495</td>
<td>Commuter Bus on Existing Express or HOV Lane</td>
<td>Commuter-Oriented</td>
<td>Long- to Medium-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Use of existing peak direction HOV lanes improves travel time.</td>
</tr>
<tr>
<td>Rapid Bus from Pentagon/Pentagon City to Mark Center</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Part of Alexandria Transitway Corridor C (planned improvement) to Van Dorn Metrorail Station.</td>
<td></td>
</tr>
<tr>
<td>I-495 from Montgomery County to Prince George's County</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Provides an interjurisdictional service with focus on local destinations. Use of express lanes (under construction) improves travel time. Corridor could provide service to/from Maryland with interstate cooperation.</td>
</tr>
<tr>
<td>Regional Bus on Existing Express or HOV Lanes from I-395 to VA 267</td>
<td>Commuter-Oriented</td>
<td>Long- to Medium-Distance</td>
<td>Supplements rapid bus service and serves specific origin-destination pairs including those outside the corridor. Use of express lanes (under construction) improves travel time.</td>
<td></td>
</tr>
<tr>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long- to Medium-Distance</td>
<td>Supplements rapid bus service and serves specific origin-destination pairs including those outside the corridor. Corridor could provide service to/from Maryland with interstate cooperation.</td>
<td></td>
</tr>
<tr>
<td>US 1 from Washington, D.C. to Alexandria</td>
<td>Streetcar and Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Programmed Crystal City/Potomac Yard Transitway between Pentagon City and Braddock Road Metrorail Stations. Serves local destinations and provides connection to other transit services such as Metrorail. May extend to meet future D.C. Streetcar with cooperation from Washington, D.C.</td>
</tr>
<tr>
<td>US 29 from Washington, D.C. to Falls Church</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day Service</td>
<td>Medium- to Short-Distance</td>
<td>Transitions to US 50 at East Falls Church Metrorail Station. Serves local destinations and provides connection to other transit services such as Metrorail. May extend to meet future D.C. Streetcar with cooperation from Washington, D.C.</td>
</tr>
<tr>
<td>US 50 from Washington, D.C. to Seven Corners/ Falls Church</td>
<td>Rapid Bus</td>
<td>All-Day Service</td>
<td>Medium- to Short-Distance</td>
<td>Provides an interjurisdictional service with focus on local destinations. Provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>US 50 from Seven Corners/ Falls Church to City of Fairfax</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day Service</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 7 from Alexandria to Tysons Corner</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 120 (Glebe Road)</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 236 (Duke Street/ Little River Turnpike) from King Street Station in Alexandria to City of Fairfax</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium- to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route/Termini</td>
<td>Vision Plan Recommendation</td>
<td>Service Type</td>
<td>Trip Type Served</td>
<td>Notes</td>
</tr>
<tr>
<td>---------------</td>
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</tr>
<tr>
<td>Route 244 (Columbia Pike) from Pentagon City to Annandale</td>
<td>Streetcar from Pentagon City to Bailey’s Crossroads</td>
<td>All-Day</td>
<td>Medium-to Short-Distance</td>
<td>Programmed Columbia Pike Streetcar. Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td></td>
<td>Light Rail Transit/Bus Rapid Transit from Bailey’s Crossroads to Annandale</td>
<td>All-Day</td>
<td>Medium-to Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail. May be streetcar extension.</td>
</tr>
<tr>
<td>Beauregard Street/Route 401 (Van Dorn Street)/ Route 613 (Van Dorn Street and Manchester Boulevard) from Alexandria to Franconia</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium-to Short-Distance</td>
<td>Part of Alexandria Transitway Corridor C from I-395 to Van Down Metrorail Station and extension south to Franconia in Fairfax County. Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
</tbody>
</table>
OUTSIDE THE BELTWAY, CIRCUMFERENTIAL TRAVEL SHED

This travel shed, shown in Figure 6.9, includes the circumferential routes outside the Capital Beltway (I-495). Major corridors include I-495, Route 123, Route 286 (Fairfax County Parkway), Route 234, and Route 28. Currently, there is not fixed guideway transit in any of the circumferential corridors in the Super NoVa region. In the future, significant travel demand growth is forecast along circumferential routes. In addition, the communities along many of these corridors are planned to experience considerable population and employment growth that will contribute to the creation of more transit-suitable places along these corridors. Fairfax County is currently evaluating a number of circumferential corridors for high-capacity transit services. The I-495 Express Lanes project is the only currently programmed transit project in this travel shed.

Other unprogrammed projects are described in Chapter 4. Table 6.5 summarizes primary Vision Plan corridor recommendations for the circumferential travel shed. Hub locations recommended in the circumferential travel shed are the following:

- Tyson’s Corner (Fairfax County)
- City of Fairfax
- Lorton (Fairfax County)
- Reston (Fairfax County)
- Woodbridge/Potomac Mills (Prince William County)
- Dulles Town Center (Loudoun County)
- Dulles Airport (Loudoun County)
- Centreville (Fairfax County)
- Manassas (Prince William County)
- Town of Leesburg
- Gainesville (Prince William County)
<table>
<thead>
<tr>
<th>Route/Termini</th>
<th>Vision Plan Recommendation</th>
<th>Service Type</th>
<th>Trip Type Served</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 15 from Maryland to Gainesville</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Corridor could provide service to/from Maryland with interstate cooperation.</td>
</tr>
<tr>
<td>I-66 from Gainesville to Haymarket</td>
<td>Regional Bus on Existing Express or HOV Lanes from I-395 to VA 267</td>
<td>Commuter-Oriented</td>
<td>Long-to-Medium Distance</td>
<td>Serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>I-495 from Montgomery County to Prince George's County</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Provides an interjurisdictional service with focus on local destinations. Provides connection to other transit services such as Metrorail. Use of express lanes (under construction) improves travel time.</td>
</tr>
<tr>
<td>I-495 from Montgomery County to Prince George's County</td>
<td>Regional Commuter Bus</td>
<td>Commuter-Oriented</td>
<td>Long-to-Medium Distance</td>
<td>Supplements rapid bus service and serves specific origin-destination pairs including those outside the corridor. Use of express lanes (under construction) improves travel time.</td>
</tr>
<tr>
<td>Route 123 from McLean to City of Fairfax</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 123 from City of Fairfax to Woodbridge</td>
<td>Express Bus</td>
<td>Commuter-Oriented</td>
<td>Medium-Distance</td>
<td>Express bus spine serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Reston Parkway from Fair Oaks to Reston Town Center</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 286 (Fairfax County Parkway) from Reston to Lorton</td>
<td>Express Bus</td>
<td>Commuter-Oriented</td>
<td>Medium-Distance</td>
<td>Express bus spine serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Route 657 (Centreville Road) from Centreville to Herndon and Reston Town Center</td>
<td>Light Rail Transit/Bus Rapid Transit</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Route 28 from Manassas to Dulles Town Center</td>
<td>Light Rail Transit/Bus Rapid Transit from Manassas to Centreville</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
<tr>
<td>Rapid Bus from Centreville to Dulles Town Center</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td></td>
<td>Rapid bus serves local destinations and provides connection to other transit services such as Metrorail. All-day service is important because of Dulles Airport.</td>
</tr>
<tr>
<td>Regional Commuter Bus from Manassas to Dulles Airport</td>
<td>Commuter-Oriented</td>
<td>Long-to-Medium-Distance</td>
<td></td>
<td>Serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Route 294 (Prince William Parkway) from Manassas to I-95</td>
<td>Express Bus</td>
<td>Commuter-Oriented</td>
<td>Medium-Distance</td>
<td>Express bus spine serves specific origin-destination pairs including those outside the corridor. Use of potential future HOV lanes would improve travel time.</td>
</tr>
<tr>
<td>Future Loudoun County route from South Riding to Lansdowne</td>
<td>Rapid Bus</td>
<td>All-Day</td>
<td>Medium-to-Short-Distance</td>
<td>Serves local destinations and provides connection to other transit services such as Metrorail.</td>
</tr>
</tbody>
</table>
Fairfax County is currently studying an interconnected network of high-capacity transit corridors as part of the Fairfax Countywide Transit Network Study. Recommendations from that study may differ from the Super NoVa Vision Plan due to differences that include approach, goals, objectives, and constraints of the two studies. The county’s Transit Network Study will consider prioritization, funding, impacts, and demand while the Vision Plan primarily considered potential future need and suitability.

The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.

Figure 6.9: Outside the Beltway, Circumferential Travel Shed
Chapter 5 identified local service needs in the Super NoVa region based on area type. Anticipated future growth and development of the Super NoVa region will contribute to the need for local transit service to more than double for much of the region. This is in-part due to the area being underserved today, but also attributed to portions of the area’s transition to a more urbanized character that requires a higher level of transit service per capita. Figure 6.10 illustrates the change in service hours per capita by jurisdiction for the Super NoVa region, and Table 6.6 (on page 248) presents transit service recommendations by subarea and jurisdiction.

This analysis indicates that by 2040 areas like Prince William County and Eastern Loudoun County are likely to require transit service levels similar to levels presently provided in Loudoun County and Prince William County. Those service needs could include expanded all-day transit services, weekend, and evening services. Local transit service needs are also likely to be interjurisdictional. For example, eastern Loudoun and Fairfax Counties fall in the “large urban” area type category by 2040. There will be increased cross-jurisdictional trips since they both fall in the same area type category, thus an increased need for local transit services that cross county boundaries.

It is important to note that transit service ranges by jurisdiction should be considered as a range of “potential” service that is based on the anticipated mix of area types for each jurisdiction (e.g., large urban, medium urban, rural village, etc.). The actual level of service provided will need to take into account more specific land use and demographic characteristics. Nevertheless, this
analysis does indicate a need for a significant increase in the investment of local transit services, to address the increasing urbanization of the Super NoVa region. *Figure 6.11* shows the potential types of transit services that may be provided based on area characteristics.

It also is important to keep in mind the need for expanded paratransit services. In areas presently served by transit, there will be a need to expand paratransit service levels to keep pace with anticipated population growth; however, much of the proposed growth in local transit service is associated with providing service in areas that presently do not have transit service. Thus, there will be a need for corresponding paratransit service with any new local transit service. The potential range of transit service growth shown in *Table 6.6* and *Figure 6.10* are inclusive of paratransit service needs.

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Jurisdictional Area</th>
<th>Est. 2011 Service Hours</th>
<th>Potential 2040 Service Hour Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner Subarea</td>
<td>Alexandria/Arlington/Falls Church</td>
<td>1,099,000</td>
<td>1,607,000 1,862,000</td>
</tr>
<tr>
<td></td>
<td>Fairfax City/County</td>
<td>1,358,000</td>
<td>1,966,000 2,276,000</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>2,457,000</strong></td>
<td><strong>3,573,000 4,138,000</strong></td>
</tr>
<tr>
<td>Northwest Subarea</td>
<td>Loudoun County</td>
<td>105,000</td>
<td>679,000 690,000</td>
</tr>
<tr>
<td></td>
<td>Clark County</td>
<td>1,000</td>
<td>7,000 9,000</td>
</tr>
<tr>
<td></td>
<td>Frederick County/Winchester</td>
<td>20,000</td>
<td>87,000 93,000</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>126,000</strong></td>
<td><strong>773,000 792,000</strong></td>
</tr>
<tr>
<td>West Subarea</td>
<td>Fauquier County</td>
<td>4,000</td>
<td>55,000 58,000</td>
</tr>
<tr>
<td></td>
<td>Culpeper County</td>
<td>7,000</td>
<td>55,000 58,000</td>
</tr>
<tr>
<td></td>
<td>Orange County</td>
<td>4,000</td>
<td>24,000 24,000</td>
</tr>
<tr>
<td></td>
<td>Warren County</td>
<td>3,000</td>
<td>23,000 26,000</td>
</tr>
<tr>
<td></td>
<td>Rappahannock/Shenandoah Counties</td>
<td>0</td>
<td>24,000 24,000</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>18,000</strong></td>
<td><strong>181,000 190,000</strong></td>
</tr>
<tr>
<td>South Subarea</td>
<td>Pr. William/Manassas/M. Park</td>
<td>156,000</td>
<td>1,064,000 1,182,000</td>
</tr>
<tr>
<td></td>
<td>Stafford/Spotsy/Fredericksburg</td>
<td>50,000</td>
<td>310,000 331,000</td>
</tr>
<tr>
<td></td>
<td>Caroline/King George Counties</td>
<td>6,000</td>
<td>37,000 40,000</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>212,000</strong></td>
<td><strong>1,411,000 1,553,000</strong></td>
</tr>
<tr>
<td><strong>TOTAL FOR SUPER NOVA REGION</strong></td>
<td></td>
<td><strong>2,813,000</strong></td>
<td><strong>5,938,000 6,673,000</strong></td>
</tr>
<tr>
<td><strong>Percent Change</strong></td>
<td></td>
<td></td>
<td><strong>111% 137%</strong></td>
</tr>
</tbody>
</table>
Figure 6.11: Local Transit Service Type by Area Characteristics
TDM RECOMMENDATIONS

TDM in the Super NoVa region will need to go beyond its traditional role of providing alternatives to single-occupancy commuter travel in order to realize its full benefit. The aim of TDM is to manage travel demand while optimizing transportation system performance for all types of trips including non-recurring events. From the traveler’s point of view, the role of TDM is to deliver viable transportation choices and information that support cost-effective travel, reliable travel times, a cleaner environment, healthy communities, and a more prosperous and livable region. The following definition best encapsulates the vision for TDM in this region:

TDM, also called Mobility Management, will be defined as helping various types of travelers in a community explore and identify appropriate travel options for various types of trips at various times of the day.

TDM is the use of policies, programs services and programs, services, and products to influence whether, why, when, where, and how people travel.¹

TDM will aim to “better balance people’s needs to travel a particular route at a particular time with the capacity of available facilities to efficiently handle this demand.”²

THEMES

An expansion of TDM can be realized through incremental shifts and adjustments in individual programs throughout the course of time. Consistency and collaboration between the various TDM providers can be achieved through common policy and guidance. The following are themes that should be considered when designing, updating, and implementing TDM programs and strategies in the Super NoVa region:

1. **Super-Regional Coordination** — There is a need to expand the region beyond current jurisdictional and conceptual boundaries. The transportation network and TDM service providers need to serve the Super NoVa region seamlessly.

2. **Coordinate Marketing and Outreach Efforts** — Marketing and outreach efforts should be coordinated to achieve economies of scale and reduce the need to have specialists at every TDM agency for marketing and coordination.

3. **Address Travel Needs of Special Populations**
   a. **Tourism and Airports**: Travel needs for tourism and airports are distinctly different than the types of travel traditionally targeted by TDM strategies. Addressing these needs through special TDM programs and strategies can support the economic development benefits of such travel.
   b. **Military**: Travel to and around military installations can be made less challenging in the future through close coordination between local and federal organizations to provide infrastructure and by developing TDM programs that improve the quality of transitions required to connect destinations inside and outside these installations.
   c. **Affordability**: TDM programs and strategies should be designed to support affordability initiatives and allow for cost-effective travel. For example, transportation costs may be included in the evaluation of affordable housing options.
   d. **Aging in Place**: The aging of the population will increase demand for non-peak trips and door-to-door services. These types of trips and the services that accommodate them will be a new area of focus for TDM.
   e. **Disabled**: TDM services such as Commuter Stores and demand-responsive transit services can be beneficial to disabled populations. In addition, programs that reduce barriers to walkability and increase access to public transportation also are beneficial to this population group. Frequently, the easiest and most efficient method of accommodating the disabilities of some groups is to make driving between origin and destination convenient and cost-effective.

4. **Design Programs for Specific Corridors and Activity Centers** — A customer-centric approach to providing transportation options of the future can be supported by a transition to planning and providing TDM programs for specific travel movements and/or zones of activity. Such a TDM program will require coordination and collaboration between various jurisdictions and private entities. In case of activity centers, TMAs can provide that overlay for coordination.

5. **Promote Sustainability Through Collaborative Consumption** — TDM strategies that promote and expand viable transportation options through sharing of infrastructure and resources should be encouraged. These options are more cost-effective for the individual and the community, and often use a pay-per-use model. Examples include carshare, bikeshare, transit, and ridesharing.

6. **Encourage Public-Private Partnerships** — Many TDM strategies are most effectively provided through public-private partnerships. Identification of potential or needs, coordination to install infrastructure, and support start-up and ongoing operations are key roles for public agencies.

7. **Coordinate Regional Parking Pricing** — Availability and price of parking at both the final destination as well as an interim parking location (e.g., park-and-ride lot) can significantly influence choice of travel mode. A regional parking study is needed to provide guidance on appropriate parking policies that are supportive of the vision for transportation in the Super NoVa region.

8. **Expand Guaranteed Ride Home** — Guaranteed Ride Home is regarded a key support service that enhances confidence in trial and use of transit and other options. Services need to be expanded in geography and scope (e.g., number of trips allowed annually, integration with a call center, etc).

STRATEGIES

Land use and travel patterns are not uniform across the study area; however, similar patterns of land use exist in lesser concentration from the regional center as shown on Figure 6.12. There are distinctions in the overall philosophy and goals for providing transportation services in these three rings. This section highlights a selection of TDM strategies that best suit the goals for the Super NoVa region.
Notes:
** The Super NoVa Transit/TDM Vision Plan includes policies, area, and corridor-specific recommendations not currently included in local or regional plans. Local and/or regional action or studies to incorporate these recommendations into local and regional plans would be needed prior to the implementation of many of the Super NoVa recommendations.
**Inner Area**

The inner area has the highest density of trips and the most transportation choices. Accordingly, TDM efforts should be the most intensive. The overall goal of TDM in this area is to promote a car-free lifestyle with multimodal options for all trips at all times of the day. Recommended strategies for this area include:

- Coordinated real-time travel information
- Employee commuter benefits package
- Telework support
- Multimodal travel marketing and promotion
- Bikeshare, carshare, and pay-per-use transportation options
- Transportation funding through site development conditions

**Middle Area**

The middle area has pockets of relatively high levels of activity separated by lower density, less intense areas. In this ring, transportation choice is greatest during peak periods. The overall focus of TDM in this area is on providing options for work trips. The majority of non-work, local trips, and trips during off-peak periods is likely to be made by single-occupant vehicles. Recommended strategies for this area include:

- Trip planners
- Employer services
- Financial incentives for trial/use of new modes
- Ridesharing support
- Transportation services through site development conditions

**Outer Area**

The outer area has the lowest overall population density of the three area. By land area, it is mostly rural. Within the outer area are numerous small towns, villages, and cities. The overall focus of TDM in this area is on providing access to jobs and services. Trips served by TDM in this area range from local trips to long-distance work trips. Recommended strategies for this area include:

- Traditional media for travel information
- Marketing and promotions to highlight accessibility
- Financial incentives for ridesharing to improve attractiveness
- Telework support for employees
- Vanpool services
- Guaranteed Ride Home services
STRATEGIES FOR CORRIDORS AND HUBS

In addition to the areawide overlays, the Vision Plan identified the need to identify specific strategies for major travel corridors and hubs. Strategies for corridors and hubs are summarized in the following sections.

Corridors

The primary goal of TDM strategies along major corridors in the Super NoVa region is to increase people’s awareness of available travel options, encourage travelers to try different travel means, and increase people’s confidence in car-free travel. The following are recommended corridor-focused TDM strategies:

- Targeted campaign for individual travel sheds and key travel patterns
- Customized marketing materials to key travel markets and corridors
- Coordinated local TDM services
- Organization of events at hubs and major destinations
- Regular assessment surveys of transportation programs, facilities, and services
- Goal-based financial incentives

Hubs

The recommended network of hubs in the Super NoVa region are intended to become natural transfer and collection points between different modes of transportation. They also are intended to become convenient points to deliver TDM services. Recommended TDM strategies for hubs are focused on expanding services to increase people’s travel convenience. The following are recommended hub-focused TDM strategies:

- Real-time transit service and transportation facility information
- Adequate park-and-ride capacity
- Well-marked and specifically designated ridesharing and slugging areas
- Overnight vanpool parking
- Secure bike storage
- Quality pedestrian and bicycle access to/from hubs to the surrounding community
- Carshare service
- Bikeshare service (at some hubs)
- Private shuttles and transit service
- Mixed use development
The Super NoVa Transit/TDM Vision Plan development process was a successful start to broader regional coordination on transit and TDM. Actions will need to follow and support facility, service, and policy recommendations outlined by the vision plan. Achieving mobility beyond boundaries will take commitment and collective will from local, regional, state, and federal officials as well as the traveling public. The following actions are recommended as a starting point for continued dialog and coordination on the Super NoVa Transit/TDM Vision Plan:

Follow the Policy Articulated in the Vision Plan

The policy recommendations of the Vision Plan address topics related to improving mobility through transit and TDM. The policy statements are intentionally simple to allow local, regional, and state policy-makers the opportunity to mold the policies to fit the local context, while maintaining the intent of the statement.
Integrate Vision Plan Recommendations into Local and Regional Policies, Plans, and Programs

There is value for local and regional planning organizations to take the Vision Plan into consideration as input into their local and regional plans and programs. The Vision Plan’s recommendations provide a high-level view of the super region based projected travel demand, demographics, and land use. As local and regional plans are updated in the future, Super NoVa recommendations should be an input for consideration by local and regional agencies.

Develop an Action Plan to Pursue Implementation

The Vision Plan is a long-range vision. The series of recommendations that form the plan will need to be incorporated into local and regional plans so that they can be prioritized and implemented. Additionally, an implementation plan identifying roles, responsibilities, costs/benefits, priorities, and timetables should be developed as a tool to guide local and regional decision-making and programming.

Create a Mechanism for Regular Super-Regional Coordination for Transit and TDM Planning and Programming

The dialog that has been started by the Vision Plan should be continued. Planning and programming at a scale that is consistent with travel desires and transportation demand of the super region has the potential to be beneficial in better meeting regional needs and increasing the region’s competitiveness in terms of receiving federal assistance on transportation programs.

Identify and Support Strong and Comprehensive Regional Leadership and Champions

As the Super NoVa area is discussed and coordination efforts continue, there will be the need to foster and encourage multimodal leadership at all levels of state, regional, and local government. Without a super-regional mandate to coordinate, there is tremendous need for voluntary cooperation and coordination.