

TransAction Update

Regional Bus Rapid Transit (BRT) System

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presented to

*Northern Virginia
Transportation Authority*

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NVTA's
TransAction
*Transportation Action Plan
for Northern Virginia*



Topics

1. TransAction Vision, Goals, and Core Values
2. What is Bus Rapid Transit (BRT)?
3. What is NVTA's track record with BRT?
4. Why did we establish a BRT Planning Working Group?
5. Does TransAction include a BRT system?
6. What's next?



TransAction Vision Statement

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”



Core Values:

Overarching principles for TransAction that are part of the Vision statement and should be incorporated into the process and resulting plan.

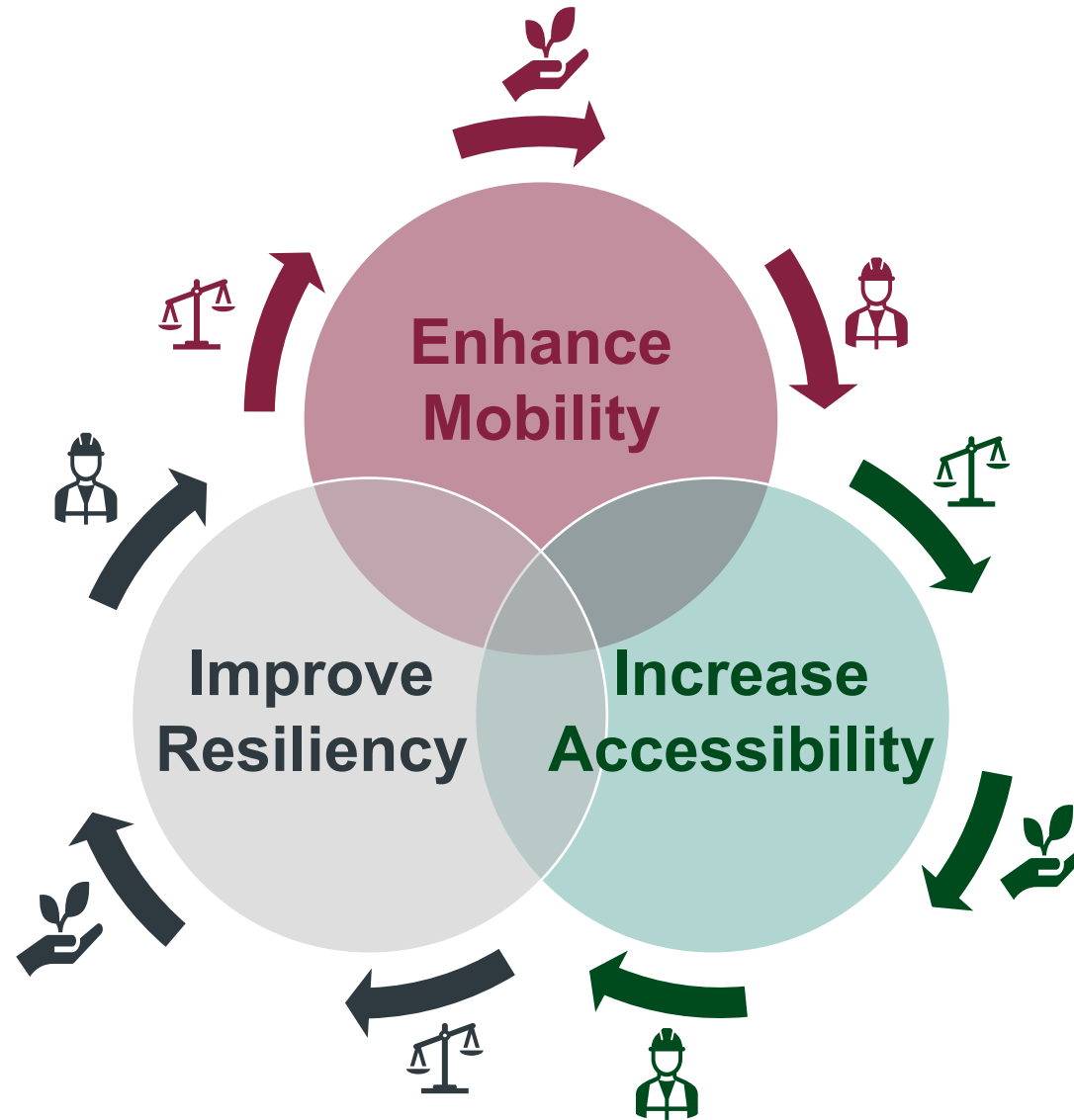
Vision statement approved by NVTA in December 2020.

TransAction Goals and Core Values




Goals:

What we want to achieve

- Enhance Mobility
- Increase Accessibility
- Improve Resiliency



Core Values:
How we achieve the goals

-  Equitably
-  Sustainably
-  Safely

Core Values are associated with multiple goals, objectives, and performance measures.

What is Bus Rapid Transit (BRT)?

BRT supports all three of our Core Values – equity, sustainability, and safety...

How It Works

Improved stations have **offboard fare collection** and **platform-level, all-door boarding.**



Frequent, reliable service shortens wait times.



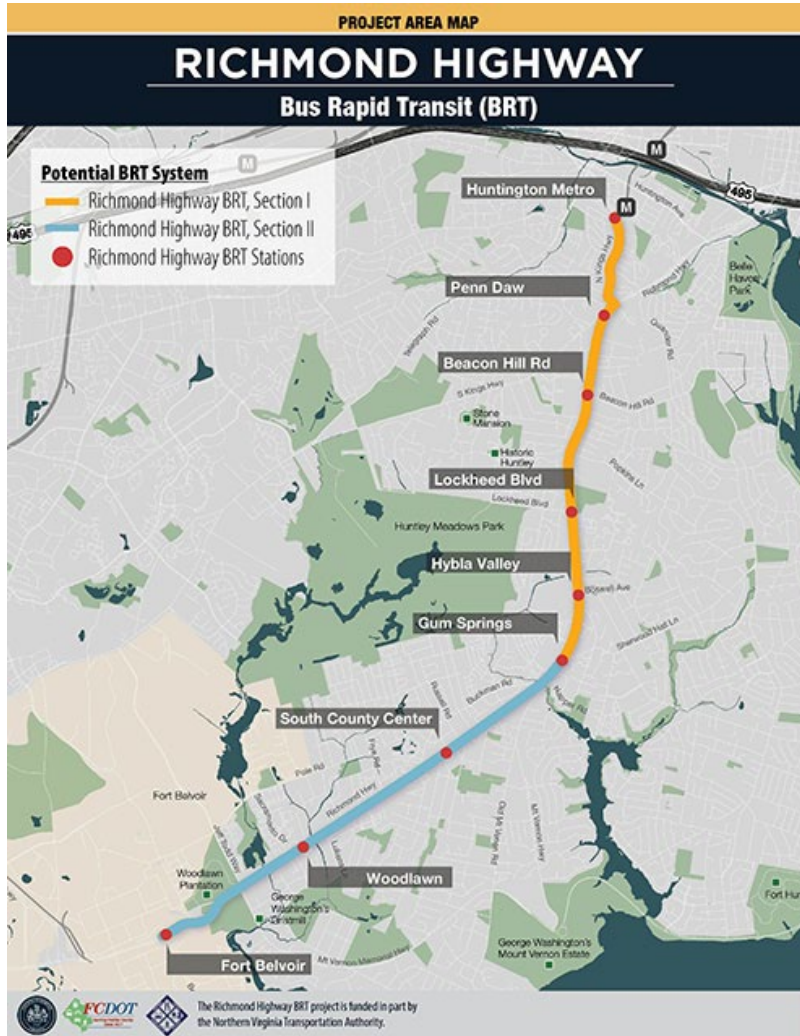
Transitways with **dedicated lanes** provide faster trips.



Transit signal priority and **queue jumping** let BRT buses go first at traffic lights, reducing delay.



What is NVTA's Track Record with BRT?



Why did we establish a BRT Planning Working Group?



- » We identified a regional need that coincided with a gap
 - Need: how to reduce/reverse our dependency on driving alone and provide meaningful travel choices, recognizing Metrorail extensions are unlikely in the next two decades at least
 - Gap: Jurisdictions/agencies are advancing initiatives at the project level with no larger vision for the region
- » TransAction provided the once-every-five-years opportunity to assess the need and fill the gap
- » An integrated, comprehensive regional BRT system offers the potential to support TransAction's vision and goals, as well as NVTA's core values

Why did we establish a BRT Planning Working Group?



- » In March 2021, NVTA staff established a BRT Planning Working Group to bring together planners across the Washington DC region who were involved in current or potential BRT initiatives
- » The scope of the BRT Planning Working Group was to inform members of current BRT and related initiatives, and to support the development of BRT components to be included in the draft TransAction Project List. If implemented, the regional BRT system would:
 - Link outer jurisdictions, Equity Emphasis Areas, Maryland, and the District of Columbia to the NoVA region's activity centers
 - Incorporate all five existing/planned NoVA BRT lines, all of which have received NVTA Regional Revenues
 - Include components such as mobility hubs, first/last mile (FMLM) solutions, bus priority measures (infrastructure and technology), technology, maintenance/storage facilities, rolling stock, and decarbonization of the transportation system
 - Provide a meaningful alternative to driving alone on a much shorter timeframe than Metrorail core capacity and extensions
 - Support all three of NVTA's core values – equity, sustainability, and safety
- » Focus of the Working Group was NOT on local bus services

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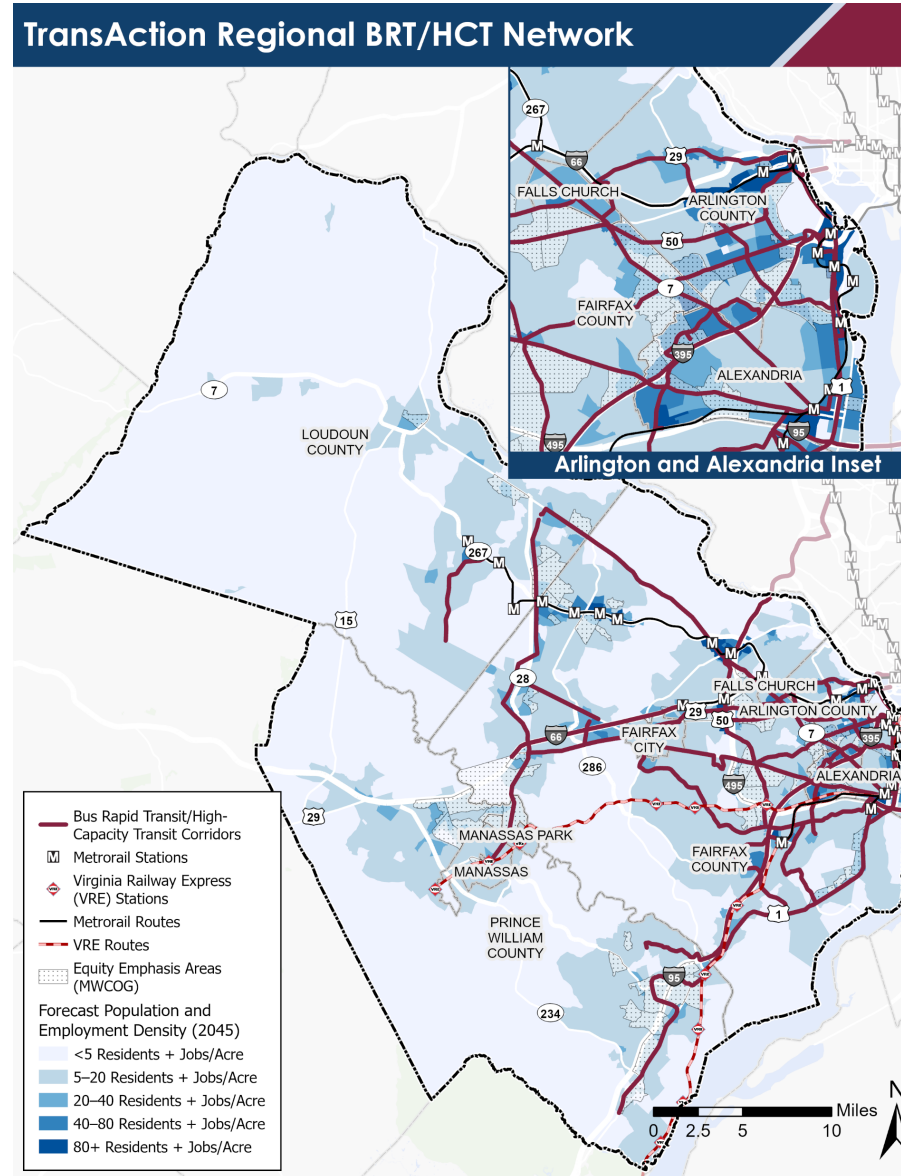


» Participating jurisdictions/agencies:

- NVRTA member jurisdictions
- Transit Agencies
- VDOT
- DRPT
- NVTC
- Omniride
- TPB
- WMATA
- Montgomery County, Prince George's County, and DDOT

» Widespread enthusiasm to work collaboratively across jurisdictional boundaries

Does TransAction include a BRT system?





What's Next?

- » Need to better understand:
 - Where are the strongest patterns of demand?
 - Expansion of existing/planned BRT lines
 - New BRT lines
 - Integration
 - Synergistic effects of a regional BRT system versus a family of individual BRT lines
 - Mobility hubs
 - FMLM, including bike, walk, micro-transit, autonomous transit shuttles
 - Opportunities and need for bus priority measures – physical and technology
 - Broader role of technology for operational efficiencies, customer information, demand management
 - Potential ridership impact arising from travel behavior changes related to incentives/pricing
 - Support for NVTA's core values related to a Regional BRT System
 - Industry best practices for BRT deployment and operations
- » Identify a pathway (and challenges) to deployment
- » Develop scope of work for preliminary deployment plan for Regional BRT System