

**INTERIM REPORT OF THE
VIRGINIA DEPARTMENT OF RAIL AND
PUBLIC TRANSPORTATION**

Centreville Transit Study

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 37

**COMMONWEALTH OF VIRGINIA
RICHMOND
2001**

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Preface

HJR 757 of the 1999 Session of the Virginia General Assembly requested the Virginia Department of Rail and Public Transportation to study the desirability and feasibility of daily bus service between Centreville and Tysons Corner, the Vienna Metro station, the Herndon/Reston area, and destinations along the Dulles Airport Corridor.

In response to the legislation, a regional bus study is being conducted by the Washington Metropolitan Area Transit Authority in coordination with DRPT and Fairfax County's Department of Transportation. Participants in the process include:

WMATA

Rick Stevens – Director of Business Planning and Development
Ron Downing – Regional Bus Study Project Manager
Shiva Pant – Government Relations Officer, Virginia

Fairfax County

Young Ho Chang - Director, Department of Transportation
Andy Szakos - Chief, Transit Operations Division
Leonard Wolfenstein - Head, Planning Analysis and Special Projects Section.

DRPT

Corey Hill – Regional Manager, Northern Virginia

Consulting services are also being provided to this study by Daniel, Mann, Johnson, & Mendenhall (DMJM) under contract to Multisystems Incorporated.

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Executive Summary

HJR 757 requested the Virginia Department of Rail and Public Transportation to "study the desirability and feasibility of daily bus service between Centreville and Tysons Corner, the Vienna Metro station, the Herndon/Reston area, and destinations along the Dulles Airport Corridor."

DRPT, the Washington Metropolitan Area Transit Authority (WMATA) and Fairfax County determined that the scope of the work in HJR 757 could best be accomplished by coordinating it with the Metropolitan Washington Regional Bus Study. The study began in February 2000 and is being conducted by WMATA with involvement from DRPT and all local jurisdictions in the Metropolitan Washington Area.

The study process for identifying potential transit markets between Centerville and key regional employment/activity centers involves two steps. The first step is to identify present and future all-mode work trip patterns that originate in the Centreville area and are destined for identified employment/activity centers. The second step of the process is to apply transit mode shares reflecting the Washington Region and National experience with bus and rail services from and to suburban residential areas and activity centers. This step takes the information from step one and applies criteria that help determine the portion of the total volume that would be likely to use transit for work trips. Based upon the results of these two steps, a recommendation will be provided on what, if any, steps should be taken.

The study results and recommendation should be available by late January 2001. Upon completion of the study, a comprehensive report will be submitted to the General Assembly.

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Introduction

In February 1999, the General Assembly passed House Joint Resolution Number 757 requesting the Virginia Department of Rail and Public Transportation to "study the desirability and feasibility of daily bus service between Centerville and Tysons Corner, the Vienna Metro station, the Herndon/Reston area, and destinations along the Dulles Airport Corridor."

DRPT, the Washington Metropolitan Area Transit Authority (WMATA) and Fairfax County determined that the scope of the work in HJR 757 could best be accomplished by coordinating it with the Metropolitan Washington Regional Bus Study. The study began in February 2000 and is being conducted by WMATA with involvement from DRPT and all local jurisdictions in the Metropolitan Washington Area.

The purpose of the study is to determine the potential market for transit services between Centerville and the areas identified in the House Joint Resolution, as well as additional potential transit markets identified by the Fairfax County Department of Transportation. The specific destinations considered by the study include:

- Reston
- Herndon
- Dulles Airport Area
- Central Fairfax – Fair Oaks Area
- Fairfax City, George Mason University
- Tysons Corner
- The Region's core (Downtown Washington, D.C. and adjoining areas of Arlington County)

Current Bus Service from Centerville

The Centerville area is currently served by Metro's # 12 line, which is comprised of eight different branch routes, all providing weekday only feeder bus service into the Vienna Metro Station. A brief description of these services is outlined below.

12 C & D – These routes run in the area north of I-66 and Lee Highway and south of Braddock Road, and bounded in the west by Stone Road and in the east by Sully Road. These routes enter I-66 at Sully Road and run express into the Vienna Metro Station. The 12 C & D service carries approximately 266 passengers per day to and from Centerville.

12 E & F – These routes run in the area south of Lee Highway and north of Field Encampment Road, and bounded in the West by St. Germain Drive and in the east by Centerwood Road. These routes enter I-66 at Sully Road and run express into the Vienna Metro Station. The 12E & F service carries approximately 340 passengers per day in both directions.

12 L & M – These routes run in the area south of Lee Highway and I-66, but generally east of Routes 12 E & F. The service area is bounded in the south by New Braddock Road, in the west by Centerwood Road, and in the east by Braddock Road. These routes enter I-66 at Sully Road and run express into the Vienna Metro Station, and have approximately 320 passengers per day to and from Centerville.

12 R & S – These routes run in the area north of I-66, but generally east of Routes 12 C & D. The service area is bounded in the north by Poplar Tree and Westfields Boulevard, in the west generally by Stone Road, and in the east by the Fairfax County Parkway. These routes enter I-66 at Fairfax County Parkway and run express into the Vienna Metro Station. Approximately 340 passengers are carried each weekday on the 12 R & S.

There is currently no direct service from the Centerville area to the Dulles Corridor, including Tysons, though Tysons is accessible via a transfer at the Vienna Station from any of the Metrobus number 12 routes.

Study Process

The study process for identifying potential transit markets between Centerville and key regional employment/activity centers involves two steps. The first step is to identify present and future all-mode work trip patterns that originate in the Centerville area and are destined for identified employment/activity centers.

The second step of the process is to apply transit mode shares reflecting the Washington Region and National experience with bus and rail services from and to suburban residential areas and activity centers. This step takes the information from step one and applies criteria that help determine the portion of the total volume that would be likely to use transit for work trips. Based upon the results of these two steps, a recommendation will be provided on what, if any, steps should be taken.

Next Steps

The study team has completed step one of the study process and is currently analyzing the results from step two. By the end of January 2001, the study team will submit a comprehensive report that summarizes the study results and provides a recommendation.

APPENDIX A

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HOUSE JOINT RESOLUTION NO. 757

Requesting the Department of Rail and Public Transportation to study the desirability and feasibility of daily bus service between Centreville and Tyson's Corner, the Vienna Metro station, the Herndon/Reston area, and destinations along the Dulles Airport Corridor.

Agreed to by the House of Delegates, February 7, 1999

Agreed to by the Senate, February 18, 1999

WHEREAS, the economic health of Northern Virginia is vital to the health of the Commonwealth as a whole; and

WHEREAS, the economic health of Northern Virginia is threatened by strangulation in traffic gridlock; and

WHEREAS, even if infinite resources were available for construction of additional highways, it is doubtful whether enough highways could be built to cure traffic congestion in the region; and

WHEREAS, greater availability and use of public transportation offers the possibility of some relief from congestion and offers it at a cost that could be less than that of providing equal relief by building more highways; and

WHEREAS, changes in commuting patterns make it necessary not only to provide more public transportation but to provide more of it between suburban population and business centers rather than between the suburbs and the inner city; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, that the Department of Rail and Public Transportation be requested to study the desirability and feasibility of daily bus service between Centreville and Tyson's Corner, the Vienna Metro station, the Herndon/Reston area, and destinations along the Dulles Airport Corridor.

The Department shall complete its work in time to submit its findings and recommendations to the Governor and the 2000 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

