ROUTE 7 EXPRESS LANES STUDY

Why did we look at Express Lanes on Route 7?

- Public involvement efforts indicate support for HOV/transit on Route 7
  - Route 7 Working Group
  - November 2012 Public Involvement Meeting
  - Market Research Study completed February 2013

What are Express Lanes?

- Lanes on which HOV3+ and buses have free access
- Single-occupancy and HOV-2 pay tolls
- Tolls are congestion-based, like the I-495 Express lanes
- Express lanes maximize utilization while enhancing transit and HOV3+ operations

Study Limits
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Basic Assumptions

- Connection with other HOV facilities
  - Fairfax County Parkway (future configuration)
  - Dulles Toll Road
- Express lanes separated from general purpose lanes with limited access points.
- The 2040 ‘Base Case’ is the configuration shown on the County comprehensive plan
  - 3 general purpose lanes in each direction
- Two express lane alternatives were compared with the 2040 ‘Base Case’
  - 2 general purpose lanes in each direction, 2 reversible express lanes
  - 3 general purpose lanes in each direction, 2 reversible express lanes
- Include enhanced bus services from Loudoun and Fairfax Counties
- Travel forecasts based on currently-planned 2040 land uses

Summary of Findings

- Congestion on the general purpose lanes at similar levels with or without express lanes
- Transit ridership increases under both alternatives
- Most riders divert from the Silver Line and the Dulles Toll Road bus services
- Express lanes forecast to carry more low-occupancy vehicles and people at the expense of HOV3+ users

Full presentation and findings on VDOT project webpage:
http://www.virginiadot.org/projects/northernvirginia/route_7_widening_-_reston_ave_to_dtr.asp