Innovation Corridor Transportation Visioning Forum

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WHO WE ARE

A commuter rail system running on existing railroad tracks

Serving Washington, D.C. and Northern Virginia carrying long-distance commuters to D.C., Arlington and Alexandria

Two lines totaling 96 miles adding peak capacity to the I-95/I-395 and I-66 corridors*

20,000 daily passenger trips that commuters otherwise would have taken alone in cars*

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014
RIDERSHIP BY JURISDICTION OF RESIDENCY

- Prince William County: 29%
- Stafford County: 18%
- Spotsylvania County: 12%
- Fairfax County: 22%
- City of Fredericksburg: 3%
- City of Manassas: 5%
- City of Manassas Park: 3%
- Systemwide Riders: 8%

*Source: 2017 Master Agreement Survey*
TODAY’S BROAD RUN UPDATE

- Why Expand Broad Run?
- Existing Conditions
- Site Plan
- Project Benefits
WHY EXPAND BROAD RUN?

- Improved Broad Run service is a more cost-effective investment than a VRE Gainesville-Haymarket extension (GHX)

- The 2016 GHX Alternatives Analysis concluded:
  - Broad Run and GHX travel markets have significant overlap
  - Broad Run service attracts 93% of GHX ridership
  - Capital costs for Broad Run improvements are half of GHX costs
  - Operating costs for Broad Run-based service are 20% of GHX costs
EXISTING CONDITIONS

- Primary station access is via Piper Lane
  - Experiences periodic flooding
  - Cannot be widened
- Piper Lane/Route 28 intersection heavily congested in afternoon
  - Intersection provides unacceptable level of service
  - Car queues of up to 60 vehicles
  - Waits of up to 4 traffic-light cycles

VIRGINIA RAILWAY EXPRESS
EXISTING CONDITIONS

- Storage yard is at capacity
- Parking lot is at capacity
  - Utilization exceeds 90%
  - Vehicles overflow onto access road
- Adjacent uses and environmental resources constrain expansion
  - Manassas Airport
  - Williams Communications
  - Floodplain and wetlands

Broad Run Maintenance & Storage Facility (MSF)
8 tracks – 5 trains stored

Broad Run Station Parking
1,076 parking spaces
**SITE PLAN**

*Proposed parking facility with 600 spaces*

By 2030, ridership at the Broad Run Station is forecast to increase by 20%. The parking expansion meets future parking demands, providing 1,400 total spaces for VRE riders.

*The proposed parking facility will include a Kiss & Ride, bike racks, and bus/shuttle loop*

*Riders will access the platform from the north parking area using a proposed pedestrian tunnel*

*Proposed third track south of the existing tracks between the Broad Run Station and Wellington Rd*

This additional track will increase railhead capacity and operational efficiency for VRE, Amtrak, and freight trains.

*New Access Road to the VRE Maintenance & Storage Facility (MSF)*

*Employee parking and a new employee welfare building*

*Existing platform will shift to the east to accommodate the longer storage tracks*

*Extend train storage tracks to accommodate longer trains*

VRE is adding 10 new passenger coaches to its Broad Run fleet. This will provide 1,700 more seats on morning and evening trains.

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**Floodplain (100-Year) Floodway**

**Existing stormwater management**

**Proposed stormwater management**

**Runway Protection Zone**

**Shared use path (by others)**

**Existing station parking**

**Parcels boundary**

**New MSF fence**

**VIRGINIA RAILWAY EXPRESS**
PROJECT BENEFITS

Additional Rolling Stock

- Alleviates crowding on VRE trains and moves more people
- Adds 1,700 more seats on morning and evening Manassas Line trains
- Helps reduce congestion in the 1-66 corridor and provides an alternative to commuting by car

Additional Station Parking Accessed Via Residency Road

- Adds 300 parking slots for a total of 1,400 spaces
- Improves vehicular circulation in the station
- More evenly distributes VRE traffic across local roads
- Provides an alternative entry point to the station
- Enhances pedestrian and bicycle access to the station
- Provides a safe, grade-separated pedestrian route from the proposed north parking lot to the station platform
PROJECT BENEFITS

Train Maintenance and Storage Facility Expansion

• Enables expanded train capacity for growing ridership
• Provides storage for longer train sets, up to 10 cars long
• Enhances access for MSF deliveries
• Consolidates VRE employee parking and welfare facilities

Proposed Third Main Track from Broad Run Station to Wellington Road

• Expands railroad capacity and improves operational efficiency for VRE, Amtrak and freight trains
• Minimizes potential train movement conflicts to help ensure VRE on-time performance
EXPANSION TIMELINE

2017: Planning
2018: Environmental
2019: Preliminary Design
Current Phase
2020: Final Design
2021: Construction
2022: Operational
2023: (No activity in this year)

VIRGINIA RAILWAY EXPRESS