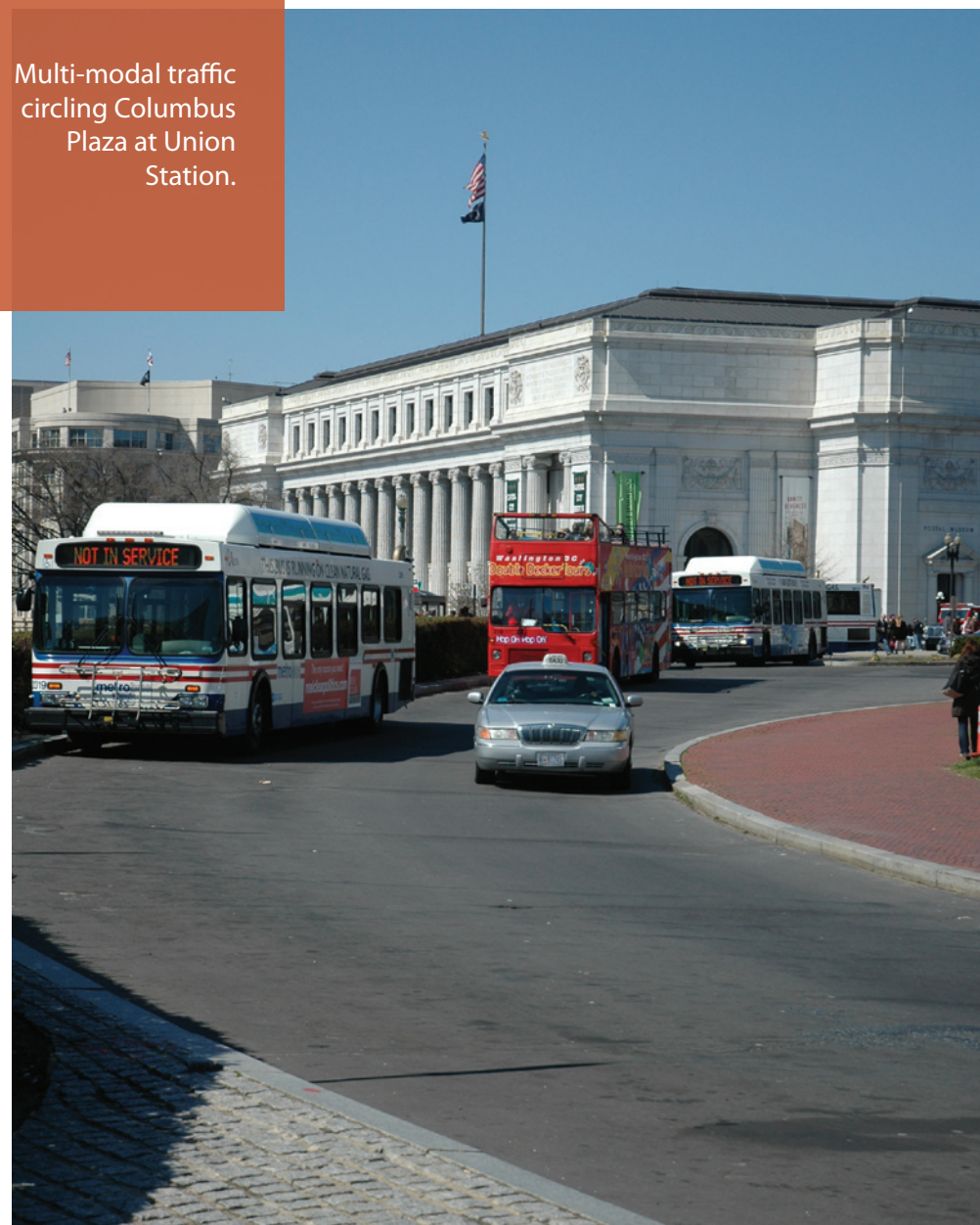


# 5 Future Transportation Demand

As demand for multi-modal transportation continues to grow in and around the D.C. region, growth pressures will continue to be felt at Union Station. Because the station is a hub not only for roadway-based transit, but also multiple types of rail, pedestrian, and bicycle traffic, as discussed in Chapter 4, continued growth across these modes will have a significant impact on facilities maintenance, as well as planning for passenger needs. Additionally, it should be noted that several key factors may result in demands being considerably higher than those in the discussion that follows.

Multi-modal traffic circling Columbus Plaza at Union Station.



Fluctuations in gas prices demonstrably change travel behaviors at the local and national level; general trends toward increased prices tend to create higher demand for transit services. Other factors, such as the aging demographic of America, may also accelerate use of the various non-automobile transportation modes currently served at Union Station.

Demand forecasts have been completed across all modes and are summarized in **Table 5-1**. A higher level of detail, regarding existing conditions and future transportation demand, can be found in the Baseline Study included as **Appendix A**.

Table 5-1 Mode Demand Forecast

Mode	Projected Demand
<b>Bicycles</b>	Construction of the new Bikestation will allow for three times the current number of bikes to be parked at Union Station. Additionally, the completion of the Metropolitan Branch Trail is sure to draw more regional bike traffic. Recent observations near the station counted 20-30 bikes per hour headed toward the station in the morning and up to 40 bikes per hour moving away from the station during the afternoon.
<b>Metrobus</b>	While there are no specific forecasts for increases in Metrobus usage for the routes serving the Union Station study area, general Metrobus ridership estimates tally growth at just less than 1 percent per year, which would result in overall growth of 35 percent to 40 percent 2050.
<b>D.C. Circulator</b>	The D.C. Circulator service has already realized significant growth in demand and has responded by adding two new routes; one is within the study area, between Union Station and the Navy Yard Metro. It is anticipated that this service will continue to grow as demands for similar bus services increase.
<b>Commuter Bus</b>	Demand for commuter bus services is likely to follow other projected bus ridership increases in the 30-percent to 50-percent range between now and 2050.
<b>Tour Bus</b>	Currently, no consolidated projections exist for increases in tour bus travel; however, fluctuations in tour bus traffic do tend to be seasonal as well as responsive to the economic climate.
<b>Intercity Bus</b>	Greyhound's estimate of future travel demand at its facility near Union Station is expected to be relatively flat. This may be partially due to the fact that large percentages of intercity bus passengers in D.C. are served on-street in multiple locations throughout the area.
<b>Streetcar</b>	Projected demand for the streetcar service has not yet been calculated. However, it can be anticipated that the high growth in demand for other transportation modes serving Union Station will translate into a high level of demand for streetcar service.
<b>Metro rail</b>	System-wide, Metrorail ridership projections show an increase of 42 percent from 2005 to 2030, with increases in the range of 50 percent by 2050. Accommodating these demands will require considerable additional space within Metrorail trains and stations and enhanced connections to other modes and street networks.
<b>Commuter and Intercity Rail</b>	Increase in rail travel demand will certainly be accompanied by increased demand on the Union Station facilities, including platforms and pedestrian spaces. Amtrak, MARC, and VRE all experience facilities and operational constraints at Union Station that may affect expected increases in rail travel. Between now and 2050, Amtrak expects to grow its service by 13%, from 85 trains per day to 96 trains per day; MARC expects to grow by 40%, from 93 trains per day to 132 trains per day; and VRE expects to grow by 73%, from 30 trains per day to 52 trains per day. *

\* Note: VRE growth projections are to 2030