



County of Fairfax, Virginia

VDRPT Route 1 Multimodal Alternatives Analysis: Recommendations for Next Steps

Board Transportation Committee

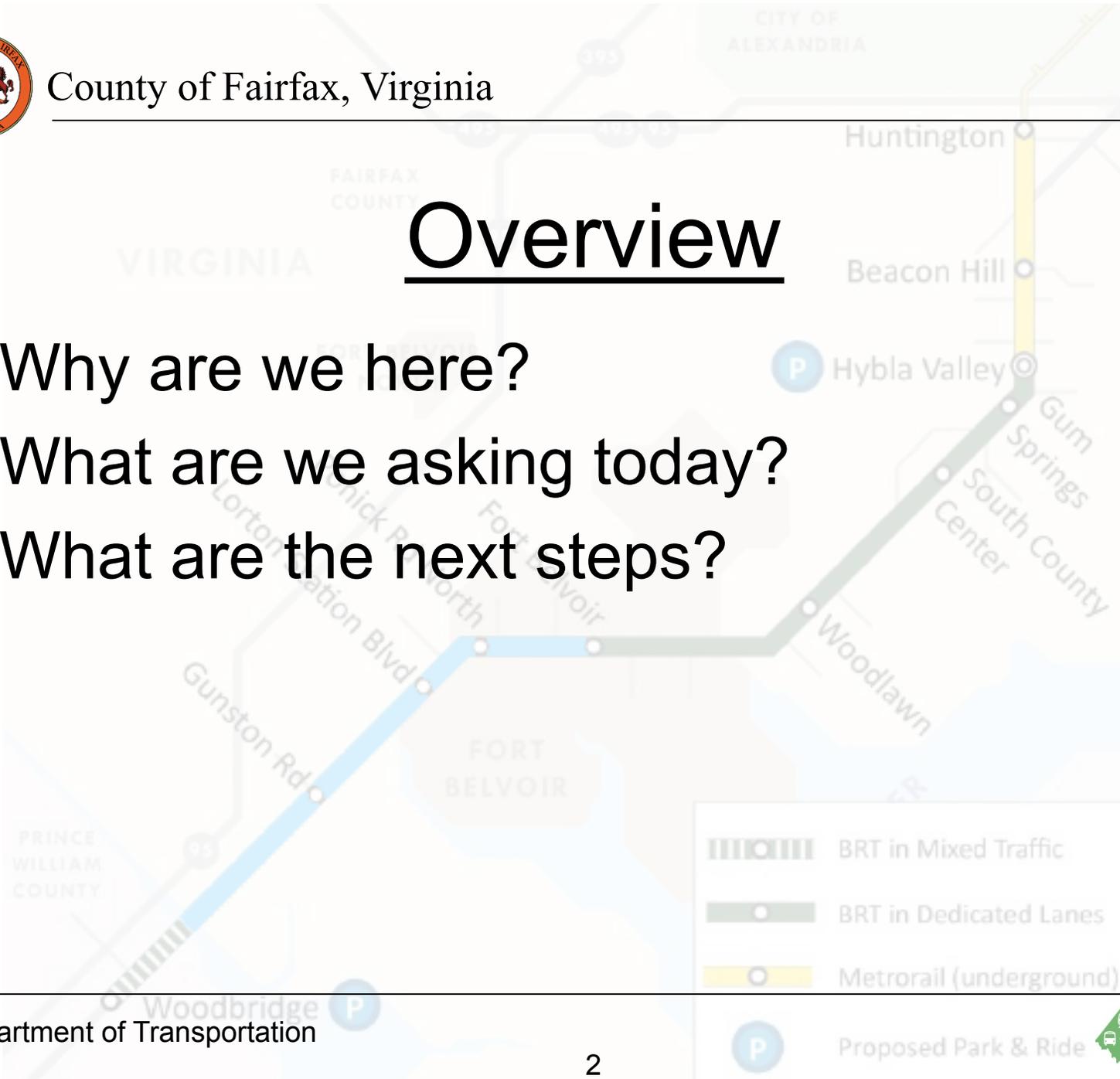
March 17, 2015

Tom Biesiadny, FCDOT



Overview

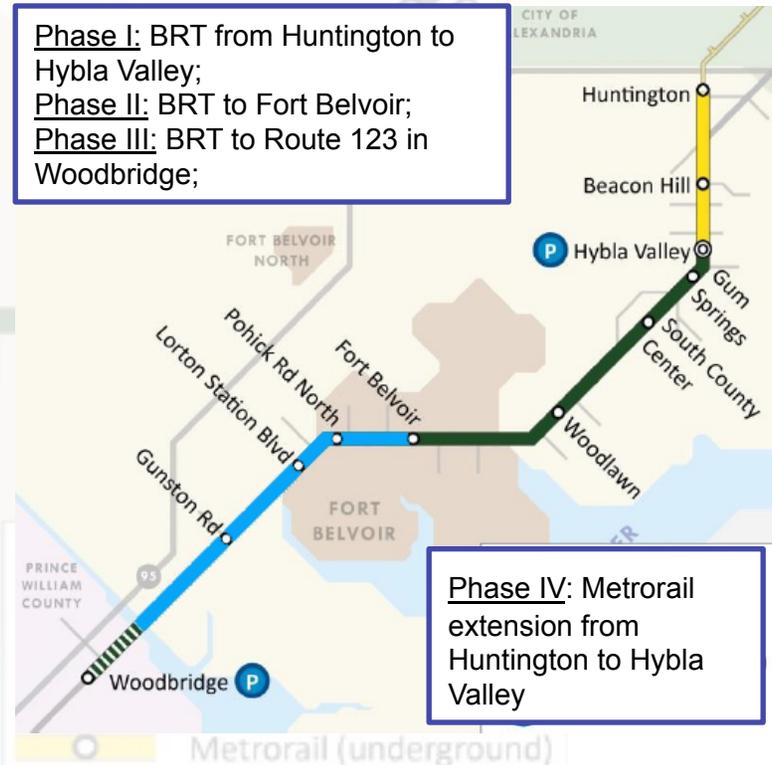
- Why are we here?
- What are we asking today?
- What are the next steps?





Purpose

- Incorporate DRPT's Route 1 Multimodal Alternatives Analysis recommendations into the Comprehensive Plan
- DRPT recommendations include:
 - Median running Bus Rapid Transit (BRT) from Huntington along North Kings Highway and Richmond Highway/Route 1 to the Fairfax County boundary;
 - Route 1 roadway widening from 4 to 6 lanes and additional roadways, where necessary;
 - Continuous pedestrian and bicycle facilities along corridor; and,
 - Future Metrorail extension from Huntington to Hybla Valley.





Approach

(12/9/2014 BTC Meeting)

- **Comprehensive Plan Amendment :**
 - Amend Transportation Plan Map
 - Develop street cross sections and corridor design standards
 - Refine BRT stop locations
 - Evaluate DRPT Phase I of BRT (Huntington to Hybla Valley- 5 stations)
 - Land use, infrastructure, design, etc.
- **Environmental Assessment**





Refined Approach

- Three parallel processes:
 - Environmental Assessment
 - For BRT
 - For Route 1 road widening
 - Comprehensive Plan amendment
 - Include results of Huntington Area Transportation Study
 - Transportation assessment and modelling





Environmental Assessment

- Multiple projects within the Route 1 corridor
 - BRT from Huntington Metro to Fort Belvoir (DRPT Phases I-II)
 - Widening from Mt Vernon Memorial Hwy (VA 235) to Napper Rd (County agreement with VDOT pending)
- FHWA/FTA requires unified study within a corridor
- Tiered approach recommended
 - Tier 1: High-level programmatic evaluation of entire corridor
 - Tier 2: Series of detailed studies (BRT, widening)
- VDOT to administer with County oversight
- FHWA/FTA lead federal agency





County of Fairfax, Virginia

Environmental Assessment

- Benefits of a Tiered EA:
 - Shifts requirement for substantial ROW funding to Tier 2
 - Shifts requirement that projects be in approved plans and programs (CLRP) to Tier 2
 - Allows for coordination with land use changes

Allows the projects to move forward, while developing a funding plan, placing the projects in the appropriate plans and programs, and determining the best station area plans, land use mixes, and intensities, etc.

- Allows us to evaluate and move sections of the corridor forward individually in a series of Tier 2 studies
- Allows timing of NEPA approval to be more closely related to timing of construction



Plan Amendment

- Develop public engagement plan
- Develop station templates
- Analyze three DRPT BRT phases:
 - Immediate focus –
 - DRPT Phase 1: BRT from Huntington to Hybla Valley (5 stations); (future study of Metrorail)
 - DRPT Phase 2: BRT from Hybla Valley to Fort Belvoir (4 stations)
 - Future focus –
 - DRPT Phase 3: BRT from Fort Belvoir to County line (3 stations)
 - Public hearings to occur after each segment is completed





Plan Amendment

- Analysis for each DRPT phase to include:
 - Transit supportive objectives
 - ROW requirements and cross sections
 - including streetscape guidance and bicycle facilities
 - Specific station locations
 - Additional roadway connections and station area street grids
 - Station area plans
 - including land use and urban design
- Corridor-wide urban design guidance revisions



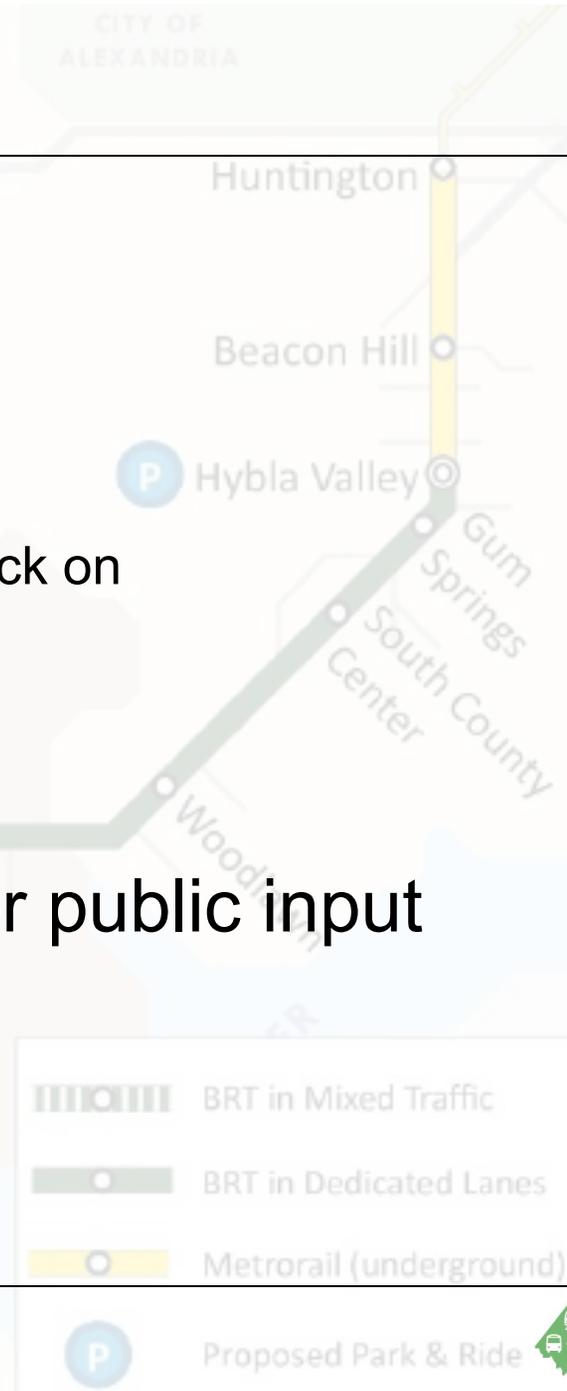


Public Outreach

- Steering Committee
 - SFDC and other stakeholders
 - Advisory role to provide feedback on
 - Study direction
 - Community Outreach
 - Station locations
 - Urban Design
- Series of open houses for public input

Resources

- Under review





What are we asking today?

- Feedback on approach
- Intent to endorse VDRPT recommendations
- Intent to authorize a planning study

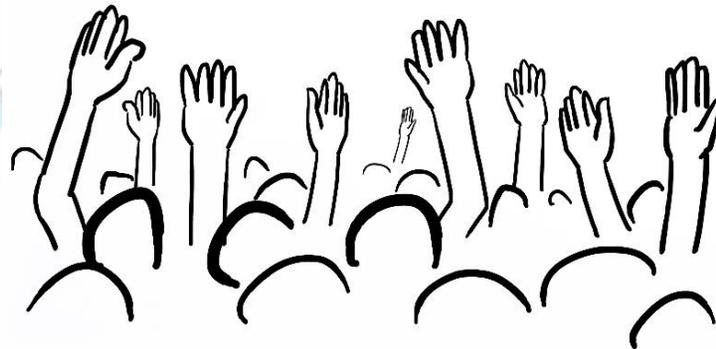
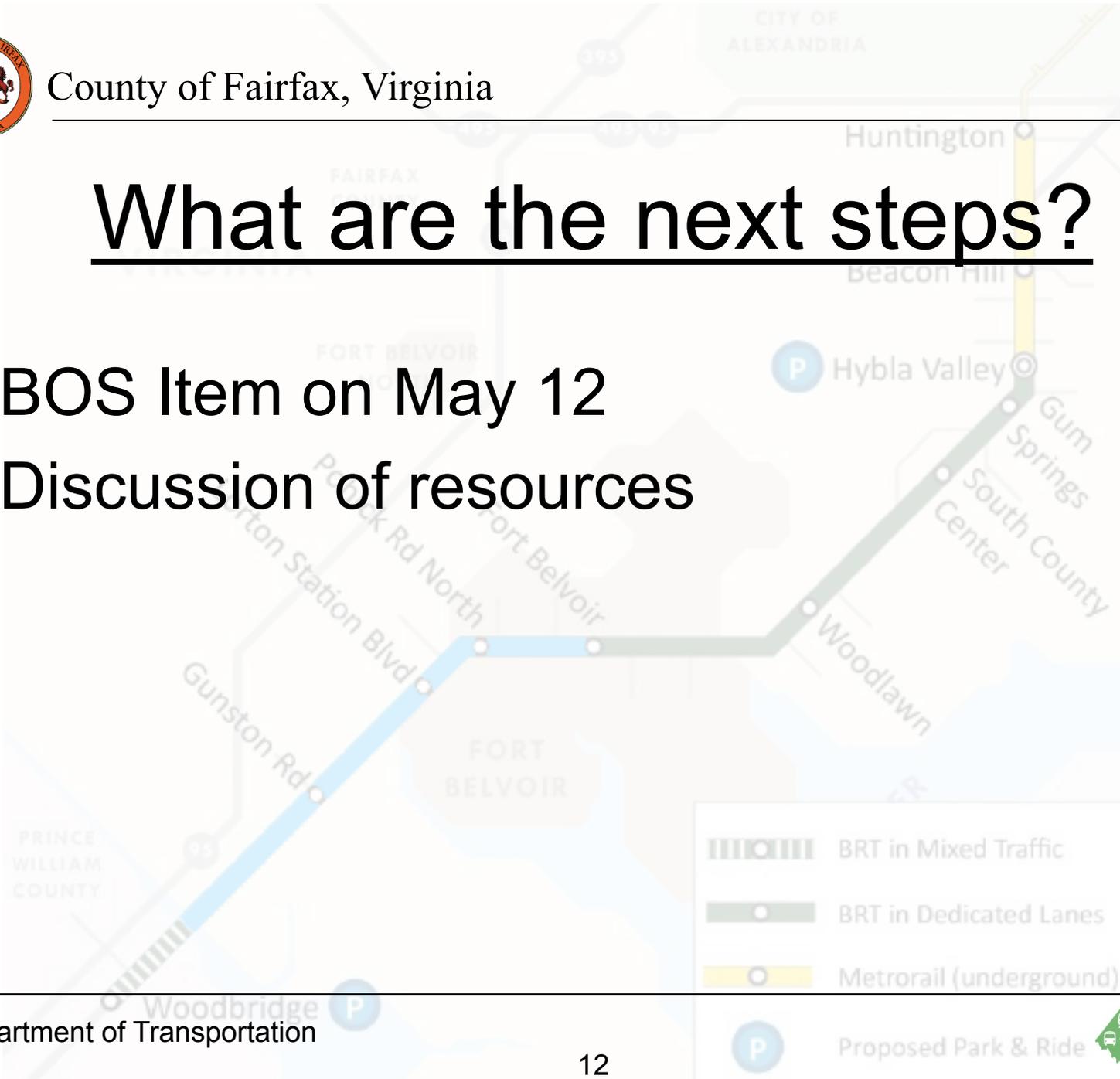


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What are the next steps?

- BOS Item on May 12
- Discussion of resources





Thank You

Questions/Comments?

