Fairfax County Comprehensive Transit Plan and Transit Development Plan

Board Transportation Committee
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Overview

• Background
• Methodology
• Internal review
• Outreach
• Recommendations
• Next Steps
Background

• The 2015 Comprehensive Transit Plan (CTP) and associated Transit Development Plan (TDP) update Fairfax County’s 2009 transit plan

• The CTP and TDP will provide a roadmap of future bus service investments

• The development of service recommendations involved an analysis of existing connections, missing connections, and extensive public involvement
Differences Between CTP and TDP

- The CTP is a financially unconstrained plan with a ten year planning horizon through 2025
  - The CTP outlines a range of transit recommendations in an unconstrained funding environment
- The TDP is financially constrained to anticipated revenues over a six year planning horizon
  - The TDP prioritizes transit investments, based on anticipated funding
  - Required submission to DRPT every six years
Differences Between CTP and County-wide Transit Network Study (CTNS)

• The CTP:
  – Includes both local and limited-stop/express bus service county-wide
  – Has a 10 year (2025) planning horizon

• The CTNS:
  – Focuses on high-quality limited-stop/express bus and rail service in the Enhanced Public Transportation Corridors shown on Comprehensive Plan Transportation Map
  – Has a 25-plus year (2040 and beyond) planning horizon
Methodology

- Assessed current travel patterns and transit services
  - Ridership reports
  - Origin and Destination survey
  - Analysis of activity centers and planned development
- Used regional travel demand model to project future travel demand and patterns
- Developed a transit suitability measure, reflecting the propensity to utilize transit, to assess the suitability of different parts of the county for different levels of transit service
- Collected public input through a two phase outreach process using a host of engagement tools
Outreach

• Branded as “Connections 2015,” outreach was conducted in two phases:
  – **Phase One:** occurred during the compilation of service data and the review of existing studies
  – **Phase Two:** provided an opportunity for public comment on the initial service recommendations

• Reviewed feedback from outreach efforts; some feedback resulted in revisions to the draft recommendations
Outreach

• Public outreach was conducted county-wide
• Utilized various methods to maximize public engagement
  – Public meetings
  – Pop-up events
  – Telephone surveys
  – Online surveys
  – Focus groups
  – Social media
  – Onboard surveys
  – Supervisor briefings
  – Meetings with bus operators
  – Meetings with community based organizations
Internal Review

• Technical reports were reviewed by the study’s technical advisory group (TAG), including representatives from:
  – Metro
  – NVTC
  – City of Fairfax
  – Town of Herndon
  – Town of Vienna

• Additional consultation with the Mobility and Accessibility Committee, Planning Commission Transportation Committee, and Transportation Advisory Commission

• Coordination with neighboring Northern Virginia jurisdictions
Recommendations

• General recommendation themes:
  − Enhancing existing service
  − Addressing missing connections
  − Strengthening cross-county connections
  − Strengthening regional connections
  − Restructuring low performing service to better utilize resources and respond to ridership

• Revised specific recommendations based on public input and technical review
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Recommendations
Recommendations – Existing Efforts

• Commuter services – including existing and planned express lanes
  – I-95/395
  – I-66
  – Fairfax County Parkway (longer term)

• Enhanced bus
  – Richmond Highway Corridor
  – Route 7/Leesburg Pike (Alexandria-Tysons)

• Tysons redevelopment
  – Monitor service on current routes
  – Consider route changes as new infrastructure becomes available
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Recommendations – New Connections

• Silver Line Phase 2
  – Future Reston Town Center, Herndon, and Innovation Center Metrorail stations

• Springfield-Richmond Highway via Hilltop Village Center

• Merrifield Circulator (Mosaic District)

• Springfield CBC Park-and-Ride

• Fair Oaks-Springfield via GMU and Judicial Center

• Huntington-National Harbor (regional)

• Tysons-Bethesda (regional)
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Recommendations – New Service Concepts

• Requires further study
• Deviated route flexible service
  – Generally on-call or demand response
• Smaller buses that can penetrate neighborhoods
• Provides a first mile/last mile solution through timed transfers and/or activity center and transit hub connections
  – Considered for lower density areas in Annandale, Centreville, McLean

Department of Transportation
Near Term TDP Recommendations

• FY 2016:
  – **South County**: improve on-time performance; targeted service improvements in response to ridership and public feedback
  – **I-66 Corridor**: improve rush hour frequency between expanded Stringfellow Road Park-and-Ride and Vienna Metro; initiate Centreville/Chantilly weekend service

• FY 2017:
  – **South County**: initiate Springfield-Richmond Highway service via Hilltop Village Center; targeted service improvements in response to ridership and public feedback
  – **Cross-county**: initiate Fair Oaks-Springfield service via GMU
  – **Merrifield**: initiate circulator service
Longer Term TDP Recommendations

- **FY 2018 and 2019:**
  - Enhance and restructure existing service in response to ridership and public feedback

- **FY 2020:**
  - Silver Line, Phase 2 service implementation
    - Realign existing Herndon area service to the future Herndon and Innovation Center Metrorail stations
    - New connection between Chantilly and the Dulles Corridor
    - New Herndon Circulator service north of the Dulles Toll Road
Next Steps

• TDP presented to Board of Supervisors for approval on January 12th

• Approved TDP submitted to DRPT as part of 2015 update
Questions?