



County of Fairfax, Virginia

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

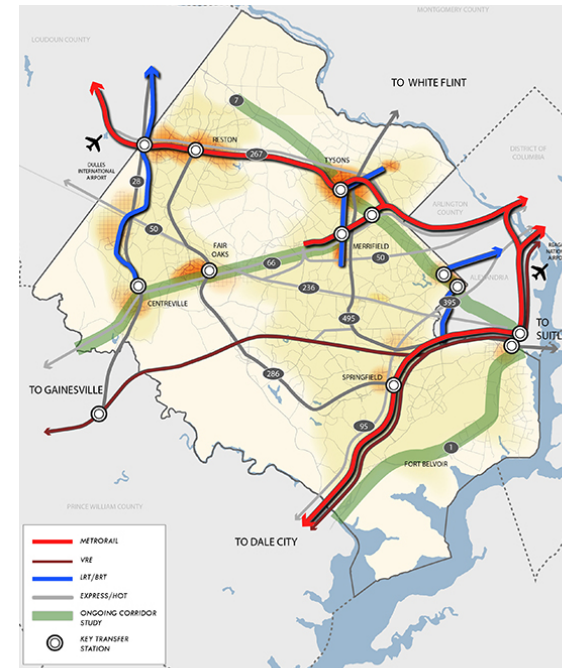
- The CTP is a financially unconstrained plan with a ten year planning horizon through 2025
 - The CTP outlines a range of transit recommendations in an unconstrained funding environment
- The TDP is financially constrained to anticipated revenues over a six year planning horizon
 - The TDP prioritizes 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





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





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)





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





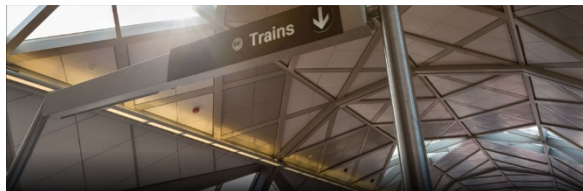
Near Term TDP Recommendations

- 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?

