FAIRFAX COUNTY
COUNTYWIDE TRANSIT NETWORK
STUDY
Proposed High Quality Transit Network

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Board of Supervisors
Transportation Committee

Leonard Wolfenstein & Dan Rathbone
Fairfax County Department of Transportation
This presentation summarizes the draft recommendations for Fairfax County’s proposed High Quality Transit Network (HQTN).

The study team is currently conducting analyses to reflect the most recently adopted (October 2015) Constrained Long Range Plan and plans to present the proposed HQTN to the public in early 2016.
Establish the most effective way to serve the County’s future growth by improving public transit usage.

Replace the Enhanced Public Transportation Corridors (EPTC) in the Comp Plan with High Quality Transit Network (HQTN) and further define modes, right-of-way needs, and station locations.
We are at the final stage of public involvement and review:

- Goals/objectives (July 2012)
- Corridor functions (November 2012)
- Proposed High Quality Transit Network Concept (July 2013)
- Final concept (early 2016)

Our remaining steps are to:

- Reflect current CLRP as baseline
- Complete stakeholder engagement
- Develop additional details on alignments, stations, and costs
- Finalize recommendations
The proposed HQTN supports the County’s Concept for Future Development by focusing on service to and from activity centers both within the County and region-wide.
Defining elements of the HQTN include providing improved travel speeds and reliable travel times, typically on exclusive right-of-way.

Commuter rail, Metrorail, LRT, and BRT are all examples of High Quality Transit modes.
The type of premium transit service appropriate for each corridor will reflect the traveler needs and land use context in that corridor.

**Destination corridors**, like the Crystal City Potomac Yards Transitway, connect neighborhoods to multiple activity centers, functioning primarily to provide **access**.

**Commuter corridors**, like the Virginia Railway Express, primarily serve one major activity center and tend to focus on journey-to-work trips and function primarily to provide **mobility**.

Source: Center for Transit Oriented Development
The November 2012 public meeting presented different functional concepts for a High Quality Transit Network. The **access** focus attracted more total transit riders, whereas the **mobility** focus provided better access to regional jobs. Both had a similar benefit in reducing vehicle travel.
The public values multiple objectives:
- Increase access to destinations
- Include both high demand commuter and destination corridors
- Reduce roadway congestion
- Increase transit ridership
- Take cars off the road
- Encourage TOD
- Support Countywide vision for managed growth
- Be affordable
- Be understandable/usable
- Be connected

Four concepts were reviewed with the public in November 2012. The proposed HQTN concept utilizes the best ideas from each for a context-sensitive fit to individual corridor needs.
Extensive coordination with current studies in past two years:

- Transform 66
- Richmond Highway
- Envision Route 7
- Alexandria transitway planning
- Route 7 west of Tysons

Coordination at time of 2014 CLRP
The proposed HQTN builds upon the existing and CLRP transit investments to create an interconnected network of commuter and destination corridors, supported by connecting express bus routes.
Existing HQTN elements serving Fairfax County include Metrorail and VRE with supportive express bus services on high-occupancy vehicle (HOV) or high-occupancy/toll (HOT) lanes.
2015 Constrained Long Range Plan transit connections provide the starting point for the proposed HQTN:

- Silver Line extension (Metrorail)
- Richmond Highway (BRT)
- Alexandria’s West End and Duke Street transitways (BRT)
Metrorail Extensions provide capacity to both connect Fairfax County with other jurisdictions for longer-distance trips as region expands over time and to serve the County’s activity centers:

- Metrorail Orange Line
- Metrorail Blue Line
- Metrorail Yellow Line
County of Fairfax, Virginia

Proposed HQTN Elements (Cont.)

Light Rail Transit (LRT) / Bus Rapid Transit (BRT) provide service to support access to and within transit-oriented development along linear corridors:

- Route 28 Corridor LRT/BRT
- Route 7 LRT/BRT
- Gallows Road LRT/BRT

The choice of LRT or BRT will be finalized during alternatives analysis.
Express Bus services connect activity centers as well as other transit services, including Transit Centers and Park & Rides, and provide greater routing flexibility:

<table>
<thead>
<tr>
<th>Radial</th>
<th>Circumferential</th>
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<tbody>
<tr>
<td>Route 50</td>
<td>Beltway Express</td>
</tr>
<tr>
<td>Route 236</td>
<td>Fairfax County Parkway</td>
</tr>
<tr>
<td>Van Dorn Street</td>
<td>Route 28</td>
</tr>
</tbody>
</table>

Bus lanes may also include HOV/HOT.

Express bus to be > 50% on exclusive right-of-way inclusive of HOV/HOT lanes.
The proposed HQTN would result in changes to the Transportation Plan Map, including mode and alignment details in the following corridors:

- Blue Line Extension
- Yellow Line Extension
- Gallows Road: BRT/LRT
- Richmond Highway: BRT/Metrorail Extension
- Route 7: BRT/LRT
- Route Corridor 28: BRT/LRT
County of Fairfax, Virginia

Proposed HQTN

Recommends the following in addition to the current CLRP in Fairfax County:

- **Metrorail**: 34 miles & 10 Stations
- **LRT/BRT**: 33 miles & 27 Stations
- **Supported by**:
  - **Express Bus**: 113 miles & 25 stations
# Measures of Effectiveness

<table>
<thead>
<tr>
<th>Goal</th>
<th>Achievement (compared to 2050 CLRP conditions)</th>
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<tbody>
<tr>
<td><strong>CONNECT</strong></td>
<td>Provide more transportation choices for Fairfax County and regional connectivity</td>
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<td></td>
<td>Allows average County resident to reach 190,000 more jobs within a 45 minute transit commute</td>
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<td>Increases Fairfax County transit trips by 150,000 per day, a 35% increase over base conditions.</td>
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<td>Introduces rail service to 14 previously unserved activity centers</td>
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<td>Estimated Cost per passenger consistent with recent New Starts approvals</td>
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<tr>
<td><strong>GROW</strong></td>
<td>Support local and regional economic development goals</td>
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<td>Serves 27 new station areas within designated activity centers.</td>
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<tr>
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<td>Brings 120,000 new County households and 263,000 County jobs within ½ mile of high quality transit station</td>
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<tr>
<td><strong>THRIVE</strong></td>
<td>Strengthen quality of life by making transit-friendly, sustainable investments</td>
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<td>Serves 28 new station areas with higher than average transit dependent populations</td>
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<tr>
<td></td>
<td>Reduces weekday peak period Vehicle Hours of Travel by 68,000 and Vehicle Miles of Travel by 147,000</td>
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<td>Furthers Comprehensive Plan concepts for Enhanced Public Transportation Corridors</td>
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Pending refinement with 2015 CLRP base
• Capital cost per annual weekday passenger is a measure of cost effectiveness.

• Tested Transit Network projects compare favorably to New Starts approved projects.

Pending refinement with 2015 CLR base
Supporting policies for the CTNS include:

- Concentrated growth in Activity Centers
- Quality TOD
- Feeder Bus Services
- Park & Rides
- Transit Centers
- Circulator Systems
Next Steps

- Complete documentation (early 2016)
- Publish Draft Final Report (early 2016)
- Obtain additional public comments (early 2016)
- Present Final Report to Board for endorsement (mid-2016)
- Initiate process to incorporate study recommendations in Comprehensive Plan (mid-2016)
FAIRFAX COUNTY COUNTYWIDE TRANSIT NETWORK STUDY

Leonard Wolfenstein
Leonard.Wolfenstein@fairfaxcounty.gov

Dan Rathbone
Daniel.Rathbone@fairvaxcounty.gov

http://www.fairfaxcounty.gov/fcdot/2050transitstudy/