

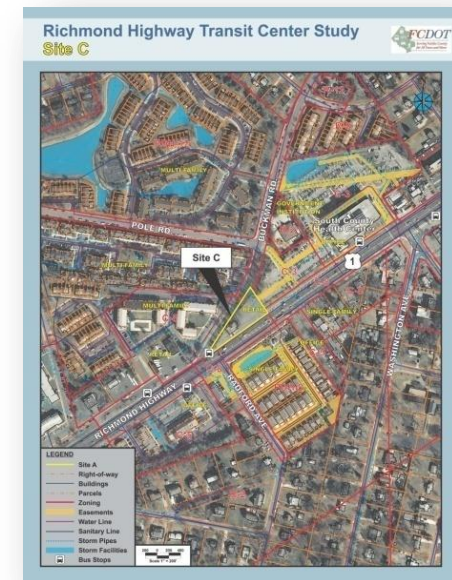
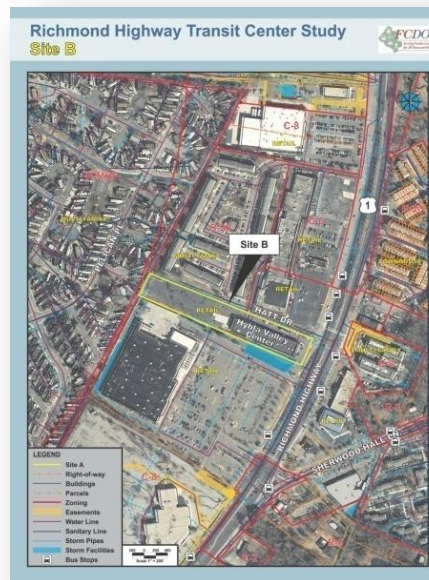
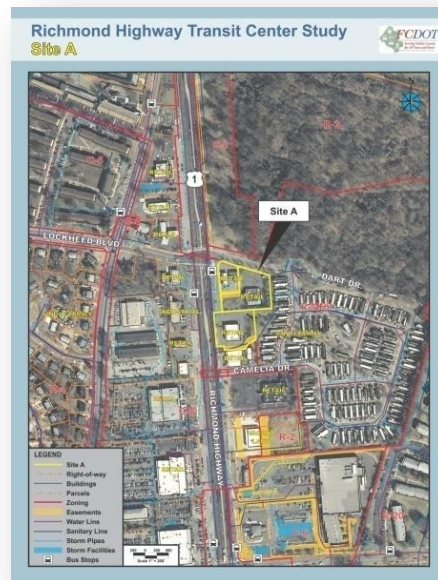


County of Fairfax, Virginia

Richmond Highway Transit Center Feasibility Study

Briefing with the Fairfax County
Transportation Advisory Commission

December 17, 2013





Outline

- General overview of project
- Conceptual layouts of three transit center sites
- Question and answer



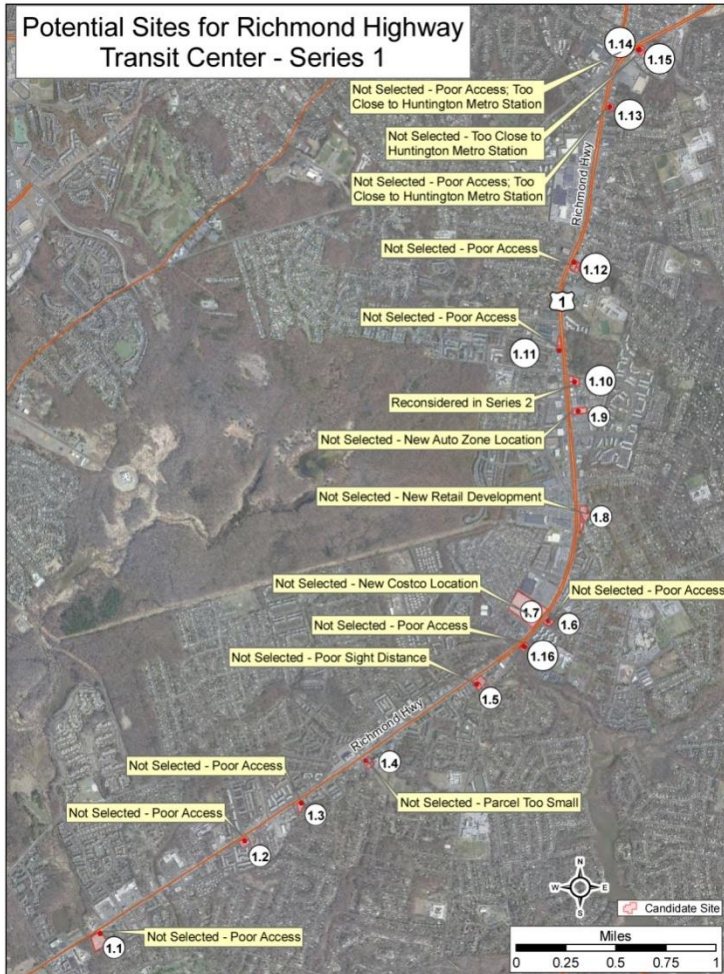
Project Purpose

- To support revitalization and transportation goals for the Richmond Highway corridor
- Richmond Highway is an important arterial that provides connectivity between major commercial, residential, and recreational points in northern Virginia and Fairfax County.
- The efficient operation of Richmond Highway is critical to the regional roadway network, and good quality bus service will be more important as traffic grows in the corridor.
- Enhance existing bus services provided by Fairfax County
- Trigger economic development along the Richmond Highway Corridor



Study Goals & Objectives

- Plan and design a facility that creates an attractive environment for transit riders and is seamlessly integrated into local communities
- Develop a functional, practicable, and cost-effective design concepts for the new facility
- Focus on site program and traffic impacts to meet future needs for year 2030
- To provide a conceptual layout design and access plan for each of the three proposed transit center sites
- To evaluate the pros and cons of each site
- To assist in final site selection



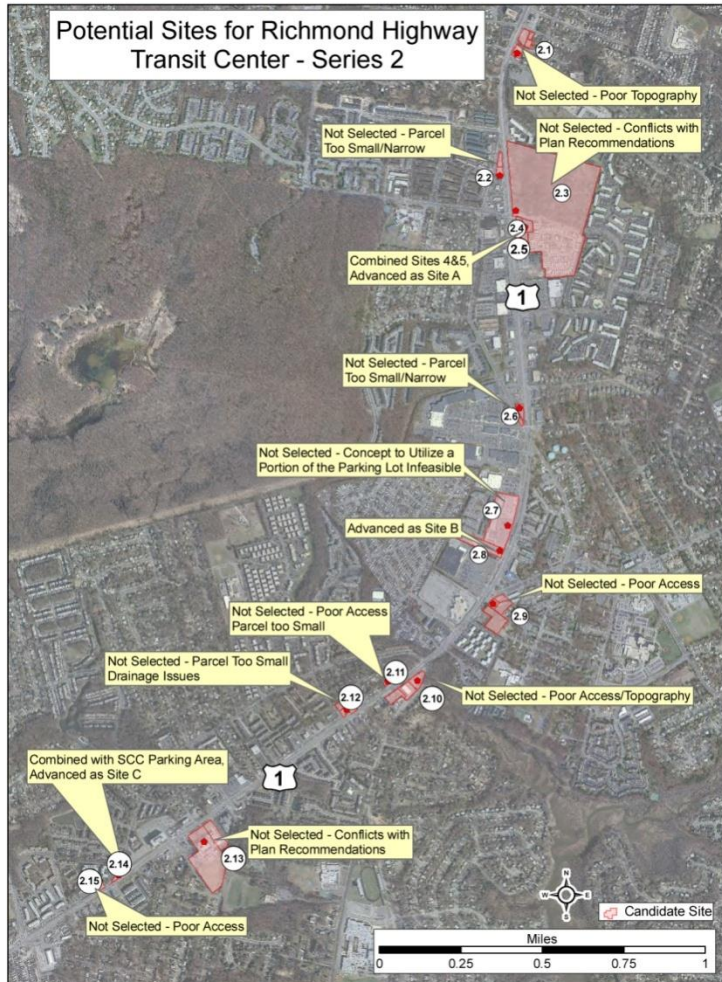
Project Overview

In 2011, a total of 16 candidate sites were selected for evaluation based on proximity to the Route 1 corridor and land availability. The site at Fordson Rd. was selected for further analysis, but was not advanced due to new retail development.



Project Overview

In 2013, a total of 15 candidate sites were selected for evaluation based on community input, proximity to the Route 1 corridor and functionality. Three sites were selected for further analysis.





Evaluation & Screening Criteria

- Location
- On-site Bus Circulation
- Cost Effectiveness
- Amenities
- Bus Access
- Traffic
- Intermodality
- Neighborhood Development
- Right-of-Way/Relocations
- Environmental Impacts
- Land Use Compatibility





Site Program

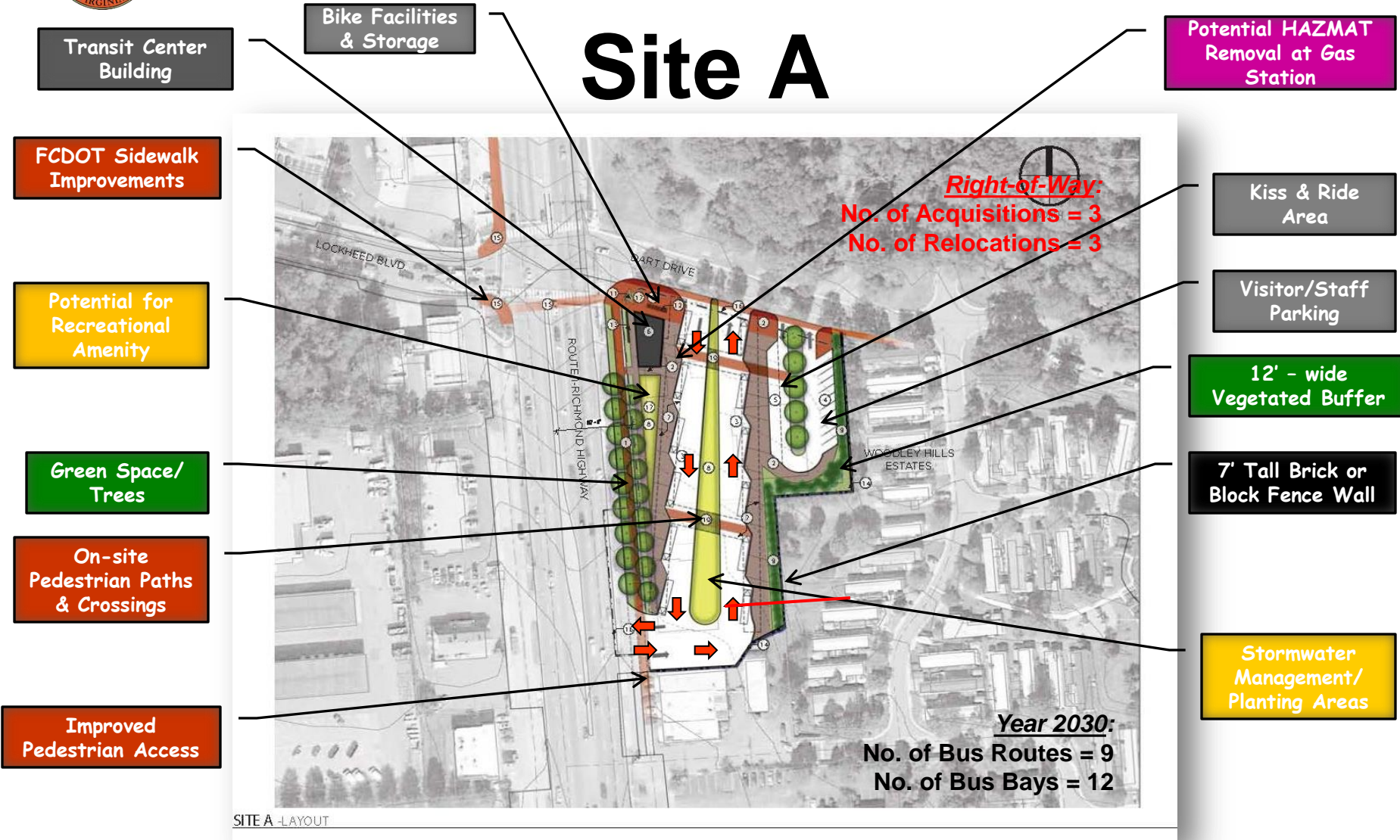
Site	Site Area (acres)	No. of Bus Routes	No. of Bus Bays		Kiss & Ride	Building/ Community Center	Layover Bus (2 spaces)	Employee Parking (4 spaces)	Shuttle Bus (4 spaces at 30')	Police/Emergency Parking (1 space)	Bike Parking	Tourist Bus	ADA Facilities	Green Areas
			2020	2030										
Site A	2.20	9	9	12	✓	✓	✓	✓	✓	✓	✓		✓	✓
Site B	2.89	12	12	16	✓	✓	✓	✓	✓	✓	✓		✓	✓
Site C	0.74*	6	6	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

*This area does not include parking area for the adjacent Fairfax South County Health Center.



County of Fairfax, Virginia

Site A





Site A

Pros

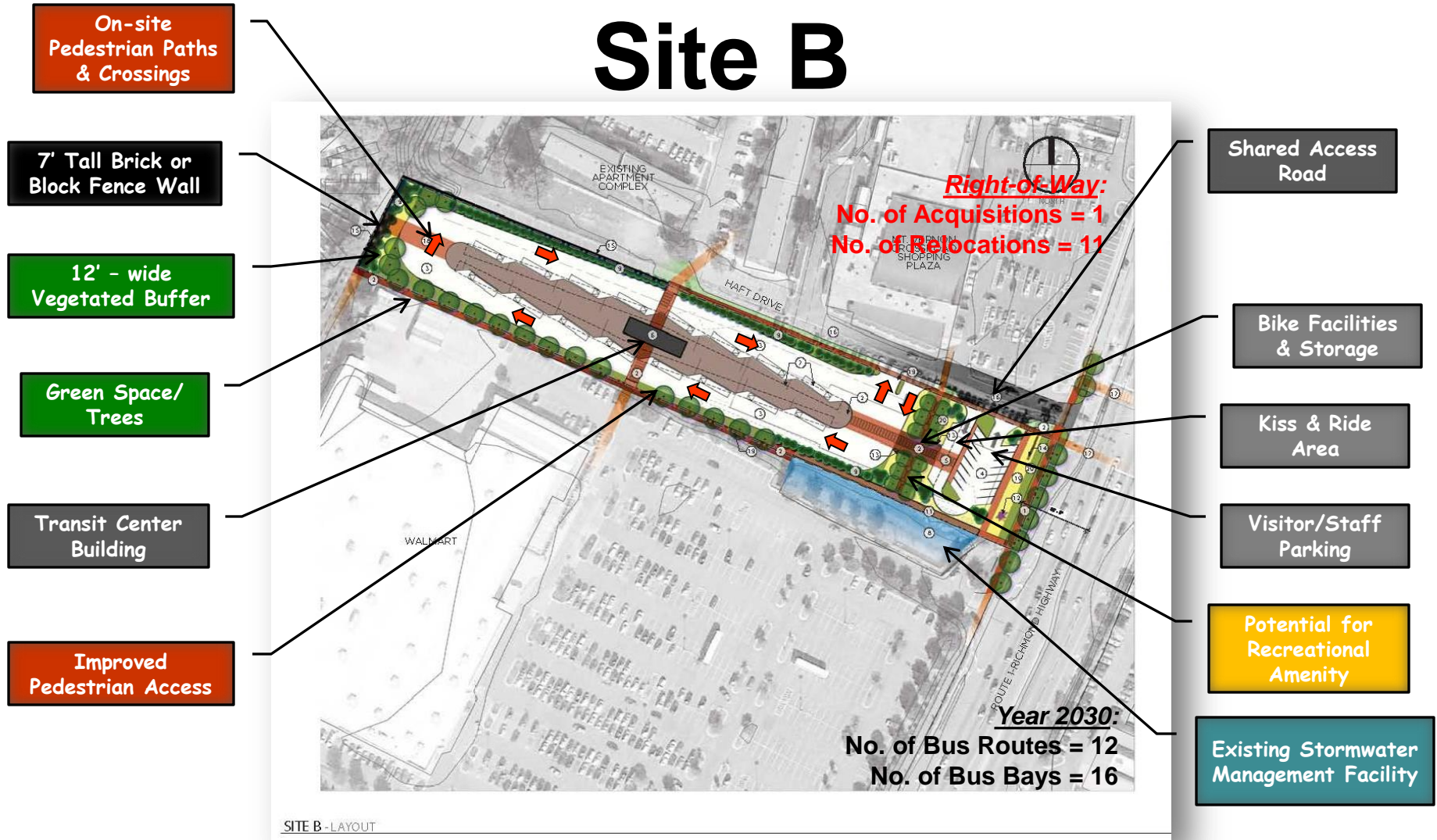
- Allows for 12 bus bays to accommodate forecasted 2030 growth
- Easily accessible & visible from Richmond Highway
- Multiple bus access points
- Potential for future neighborhood development

Cons

- On-site bus circulation; buses cross each other
- Requires acquisition and relocation of 3 properties (including gas station and video store)
- Potential HAZMAT site
- Adjacent to residential use
- Limited pedestrian and bike access
- Deficient traffic operations
- Only small area available for amenities



Site B





Site B

Pros

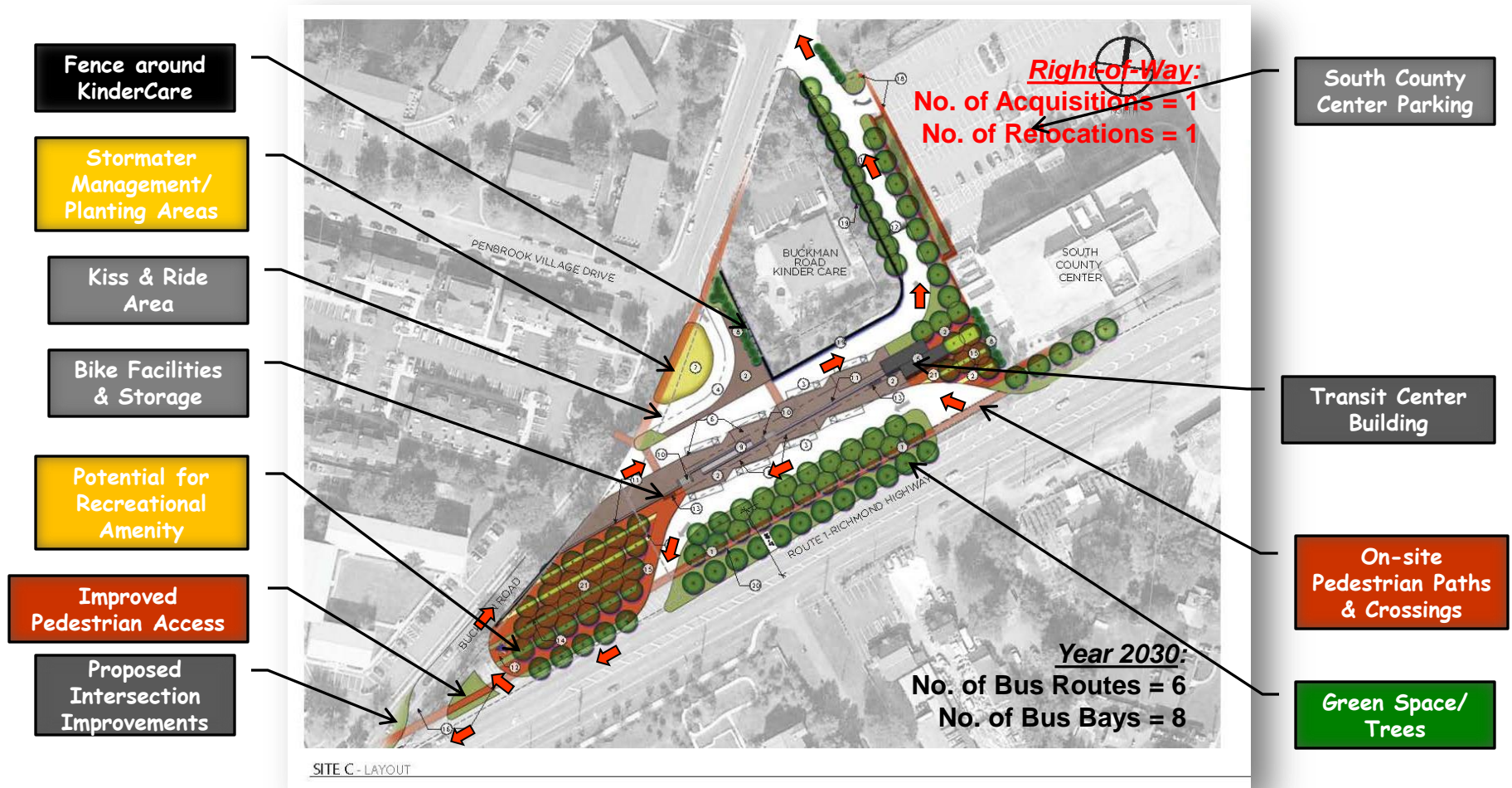
- Allows for 16 bus bays to accommodate forecasted 2030 growth; highest of all sites
- Efficient on-site bus circulation; loop design
- High potential for future neighborhood development
- Adjacent to busy commercial developments

Cons

- Limited bus access from service road; shared with highly used commercial site and apartment complex
- Only one bus access point
- Requires acquisition of 1 property and 11 business relocations; highest cost
- Limited pedestrian and bike access
- Only small area available for amenities



Site C





Site C

Pros

- Allows for 8 bus bays to accommodate forecasted 2030 growth
- Efficient on-site bus circulation; multi-level design
- Potential for future neighborhood development
- Relatively large area available for amenities
- Requires acquisition and relocation of 1 property only; lowest cost

Cons

- Limited bus access/egress; requires intersection improvements at Buckman Rd (South) & Route 1
- Limited pedestrian and bike access
- Site elevation difference requires earthwork and retaining wall
- 167 parking spaces required to be taken from South County Center
- Adjacent to Kinder Care facility



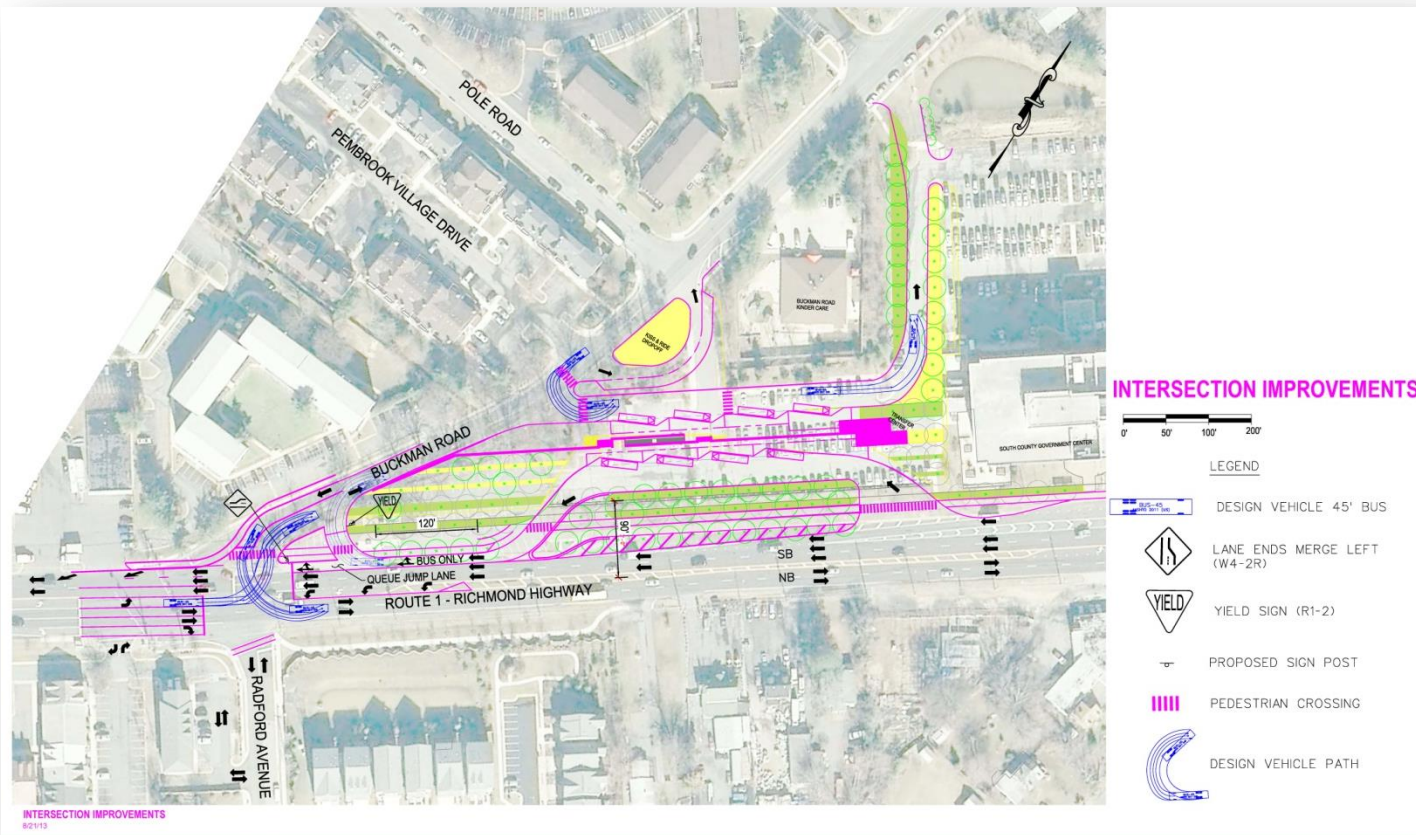
Site C Intersection Improvements

- Buckman Road/Richmond Highway Intersection problems
 - Difficult access to transit center
 - No right turn onto Buckman Road allowed
 - Insufficient queueing length for SB buses onto Richmond Highway
 - Current intersection configuration not aligned with Radford Ave.
 - Improve pedestrian safety



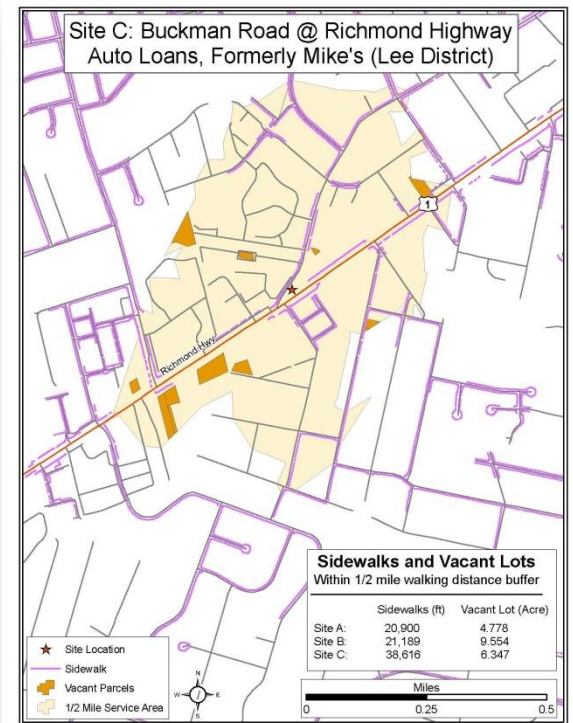
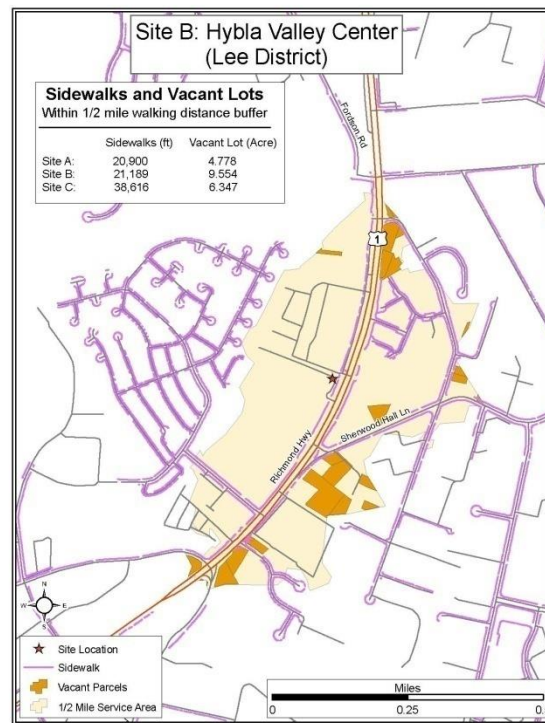
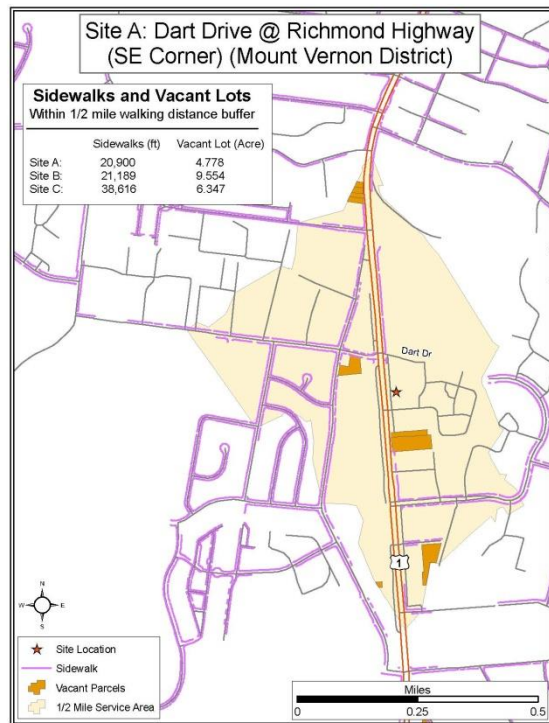
County of Fairfax, Virginia

Site C Intersection Improvements Plans





Neighborhood Development



1/2-mile buffer shown



Traffic Impacts

- Projected Level of Service (LOS) indicate traffic operations at sites A, B and C will be marginally affected when compared against the No-Build alternative



Site A
**Dart Drive & Richmond
Highway Intersection**



Site B
**Haft Drive / Richmond
Highway Intersection**



Site C
**Buckman Road (South) /
Richmond Highway Intersection**

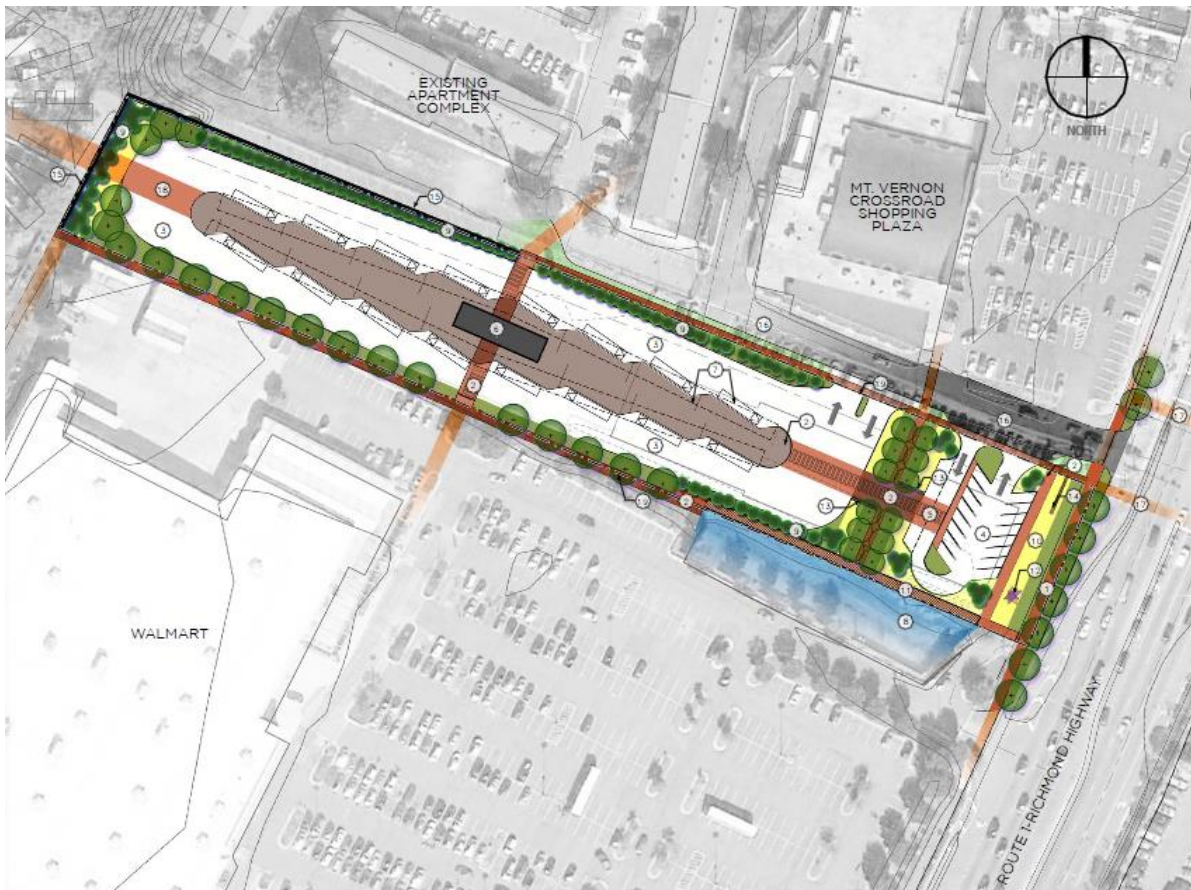


Environmental Impacts

- Expect no significant environmental impacts associated with the proposed improvements, including: Stormwater Management, noise and visual intrusion
- Expect to have appropriate mitigation for all potential environmental impacts
- May be required to perform further environmental investigation on Site A



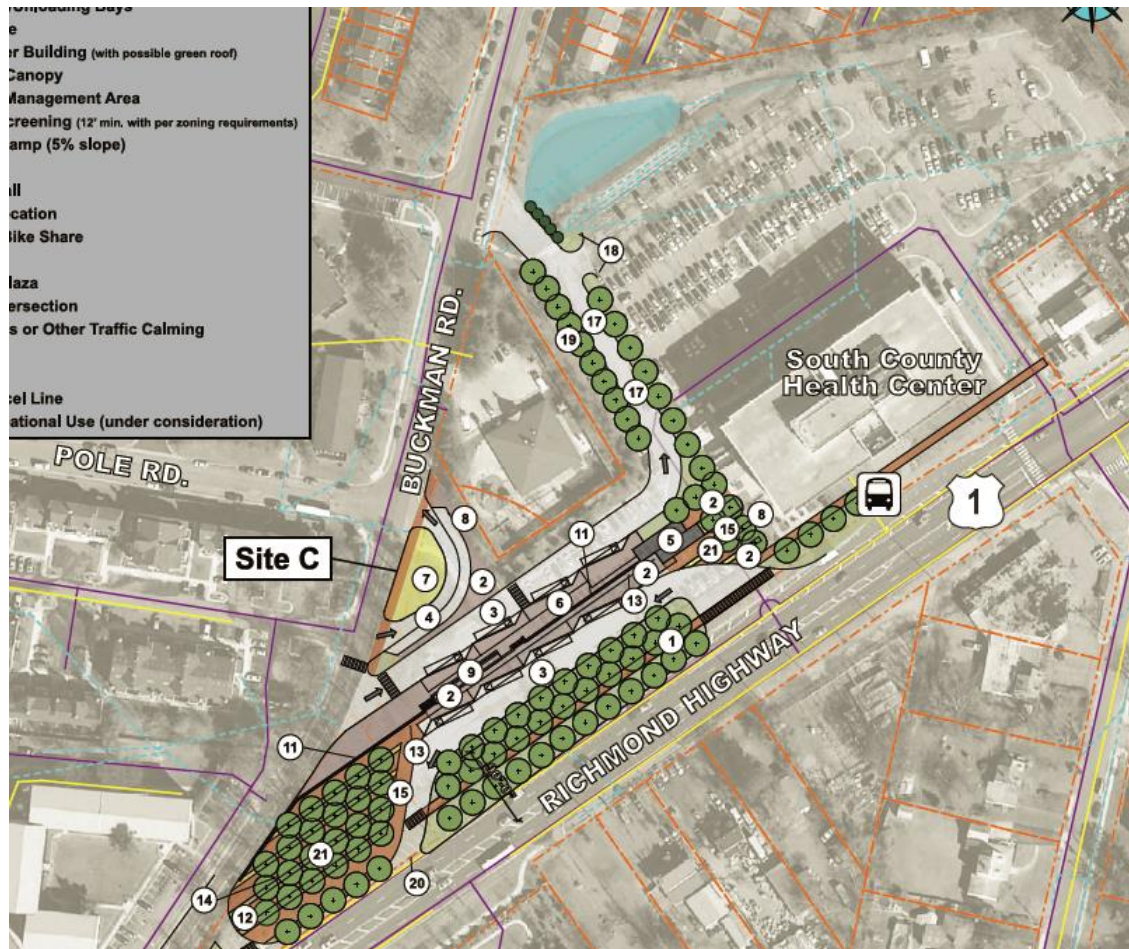
Site B Revisions



- Provide recreational facility
- Explore using part of Mt. Vernon Crossroad Shopping Plaza
- Reduce number of bus bays and move towards Route 1



Site C Revisions



- Include parking structure
- Reevaluate design looking at entire South County Center site
- Consider access options at South County Center entrance at Mohawk Lane



Next Steps

- Design Revisions
- Stakeholder and Community Outreach
- Site Selection
- Preliminary Engineering and NEPA Analysis of selected site
- Branding & Cultural Resources



Questions and Answers



THANK YOU!