



LEGEND

Selected Key Destinations

- Higher Education
- Government Center
- Historic Site
- Hospital
- Shopping Center
- VRE Stations
- Future Metro Stations
- Existing Metro Stations

Fairfax Special Planning Areas

- Railroads
- Future Metrorail Line
- Metrorail Lines
- Columbia Pike Streetcar

Fort Belvoir

- Airports
- Interstates
- Primary Road
- Secondary Road
- Localities

2050 Activity Units (People+Jobs)/Acres

- 4-20
- 4-8
- 8-20
- 20-50
- 20-30
- 30-37
- 37-50
- > 50
- 50-85
- 85-150
- 150-350

Commuter
Destination
Circulator



Transit Supportive Development Densities: 2050



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PUBLIC WORKSHOPS - JULY 16 & 19, 2012



7/16 MAP



Proposed Study Goals: Connect, Grow, Thrive

Goal	Objective	Performance Measure	Please Place Your Preference DOTS Here
CONNECT <i>Provide more transportation choices for Fairfax County and regional connectivity</i>	1. Enhance transit connections	<ul style="list-style-type: none"> Assessment of ease of connections to other services within and beyond the County Assessment of impacts on existing and planned transit operations Assessment of standardization of mode on operating and maintenance costs 	
	2. Increase ridership	<ul style="list-style-type: none"> Activity centers served Activity levels within 1/4 mile of corridor: <ul style="list-style-type: none"> Employees Housing units Hotel rooms Special event venues Quality of connections between activity centers and corridor Quality of pedestrian environment in and around corridor 	
	3. Improve directness of travel	<ul style="list-style-type: none"> Objective estimate based on average travel speeds and length of each corridor Analysis of estimated level of transfer activity and ease of transfers between EPTCs and existing services 	
	4. Capital cost	<ul style="list-style-type: none"> Conceptual cost estimate for each corridor (by mode) using general unit costs, adjusted for specific route differences like the relative number of utility conflicts Assessment of viability of right-of-way acquisition based on infrastructure requirements (such as grade-separation) and associated capital costs 	
	5. Operating costs	<ul style="list-style-type: none"> Calculated based on unit costs and common assumptions for service frequency and span 	
GROW <i>Support local and regional goals for quality growth</i>	1. Increase value of existing development	<ul style="list-style-type: none"> Total value base (including tax exempt) within 1/4 mile of corridor Taxable base within 1/4 mile of corridor 	
	2. Encourage transit oriented development	<ul style="list-style-type: none"> Calculation of total acreage (not on streets) within 1/4 mile of corridors Identification / calculation of vacant and redevelopable acres within 1/4 mile of corridors Identification of planned developments within 1/4 mile of corridors Estimation of new transit-induced development 	
THRIVE <i>Strengthen quality of life by making transit-friendly, sustainable investments</i>	1. Increase access to cultural venues and community facilities	<ul style="list-style-type: none"> Identification of venues and facilities within 1/4 mile of corridors 	
	2. Reduce environmental impacts	<ul style="list-style-type: none"> Initial GIS data gathered related to environmental areas of concern (historic, community, wetlands, parks, etc.) 	
	3. Support countywide vision	<ul style="list-style-type: none"> Subjective assessment of how each route addresses County, city, and neighborhood land use and other plans with attention to community concerns such as noise and visual impacts 	



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	3. Support countywide vision	<ul style="list-style-type: none"> Subjective assessment of how each route addresses County, city, and neighborhood land use and other plans with attention to community concerns such as noise and visual impacts 	

7/16

- SAFETY - Sharing our roads
w/ pedestrians

└ enforcement of drivers not
yielding to pedestrians

- More carbon pts. in HOA's —
(full range of strategies to
Go Green)

"trees vs. tennis courts"

ANYTHING WE MISSED? 7/16

~~STREET CONNECTIVITY - CUL DE SAC "punch through"~~

VALUE ADDED TRANSIT

COST - BENEFIT OF INVESTMENT

OR Percent of MODE SHIFT

CONNECT DESTINATIONS

NEIGHBORHOOD CONNECTIONS TO TRANSIT

SOCIAL JUSTICE ●

ECONOMIC ISSUES Relative to COST
of time - ●

Increase Regional Mode
Share for TRANSIT ●

Develop long term land use strategies
to support TRANSIT - rezoning

7/19

ANY ADDITIONAL GOALS?

Make it ^(understandable) easier / more logical TO GET Around
(Help visitors)

REDUCE traffic (~~to~~ improve mode split)

TRAVELER COSTS / Household Transportation COSTS

- make sustainable travel choices a priority
 - ↳ see European cities for good examples (esp. Copenhagen)
 - ↳ significant increase in HOV lanes to support car- & vanpooling

Take universities' needs & expansion into consideration

Concurrency - Make sure that when areas develop the transit is in place TO support them