



County of Fairfax, Virginia

Transportation Planning in the Dulles Suburban Center

Presentation to Dulles Suburban Center Advisory Group
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Outline

- Transportation Planning & Guidance
- Transportation & Land Use Imbalance
- Transportation Study
- Question & Discussion
- I-66 Outside the Beltway Improvements



Transportation Plan

- Focuses on the objectives, strategies and improvements needed for the transportation network to support future travel demand and land use recommendations made in the plan.
- Components of the transportation plan include:
 - Recommended Transportation Improvements
 - Road Network
 - Pedestrians & Bicycle Accommodations
 - Transit Service
 - Policy Recommendations



Road Network

- Access and Circulation
 - Street type and function
- Capacity
 - How much transportation demand the network can support
 - Level of Service (LOS): how well the network moves vehicles
- Transportation improvements fill in gaps within the network to improve access and circulation and add capacity



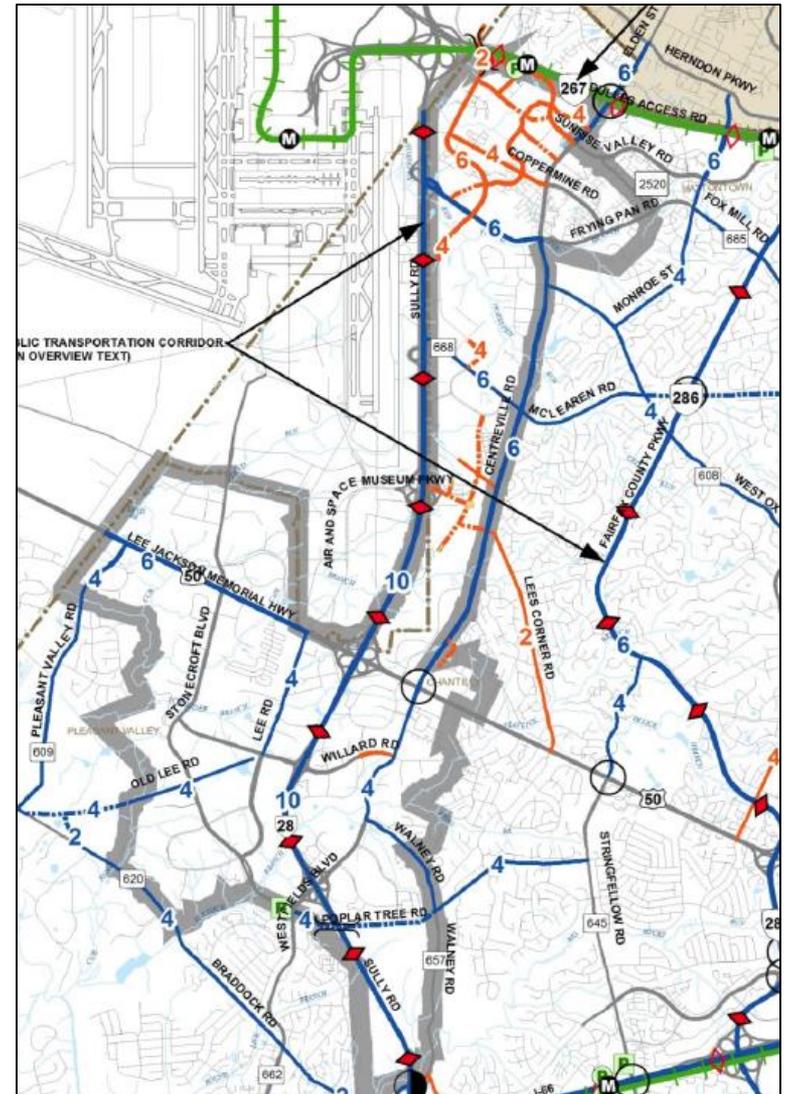


Transportation Plan Map

Planned transportation network designed to meet future travel demand.

- New roadways
- Improved roadways
- Interchanges
- Park and Rides
- Future Metrorail & other high capacity transit

Including a roadway improvement in the Comprehensive Plan is the first step to implementation.





Transit

- Service type, gaps and future needs
- Locations and connections to Park and Ride and Transfer Centers
- Land use recommendations for station areas
- Transit and the Dulles Suburban Center transportation network
 - Silver Line Phase 2
 - Expansion of Orange Line Metrorail to Centreville



Pedestrians & Cyclists

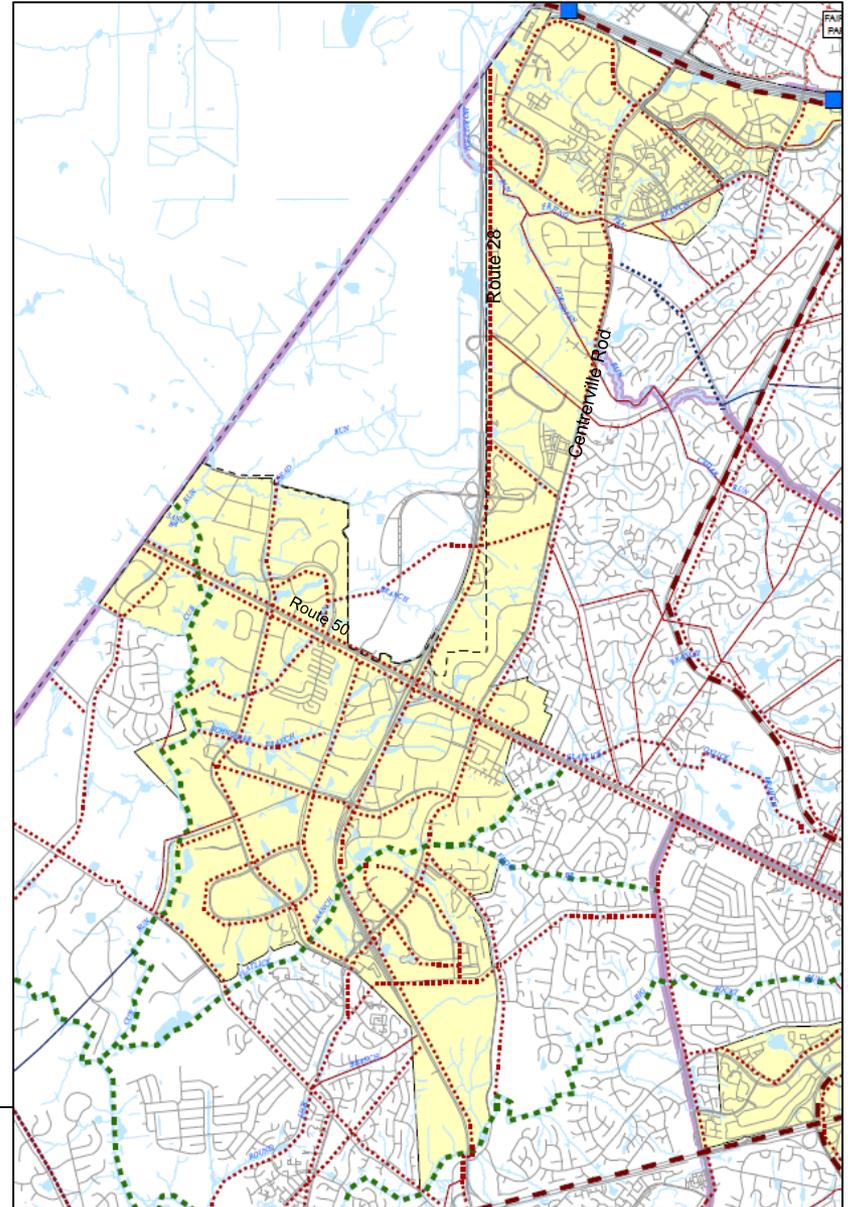
- Standards
 - Safe, convenient and pleasant facilities
 - Crosswalks, signals and refuge islands, where appropriate
- Specific recommendations
 - Trails Master Plan (2010)
 - Bicycle Master Plan (2014)



Trails Master Plan

Existing and planned sidewalk, shared use path and recreational trail facilities.

- Major paved trail recommended along Route 28 and Route 50.
- Additionally, the County builds sidewalk facilities on all new or improved roadways.





Bicycle Master Plan

Recommended facilities for a countywide bicycle network.

- Built off of the existing network.
- Recommended facilities shown with dashed lines.
- Included Trails Master Plan recommendation for a shared use path along Route 28 and Route 50.





Policy Recommendations

- Mitigating Transportation Impacts
 - New development should mitigate the transportation impact to the surrounding road system
- Parking Access and Orientation
 - Pedestrian considerations
- Transportation Demand Management (TDM)
 - Strategies aimed at reducing the demand on the transportation system by single-occupancy vehicles



Transportation & Land Use Imbalance

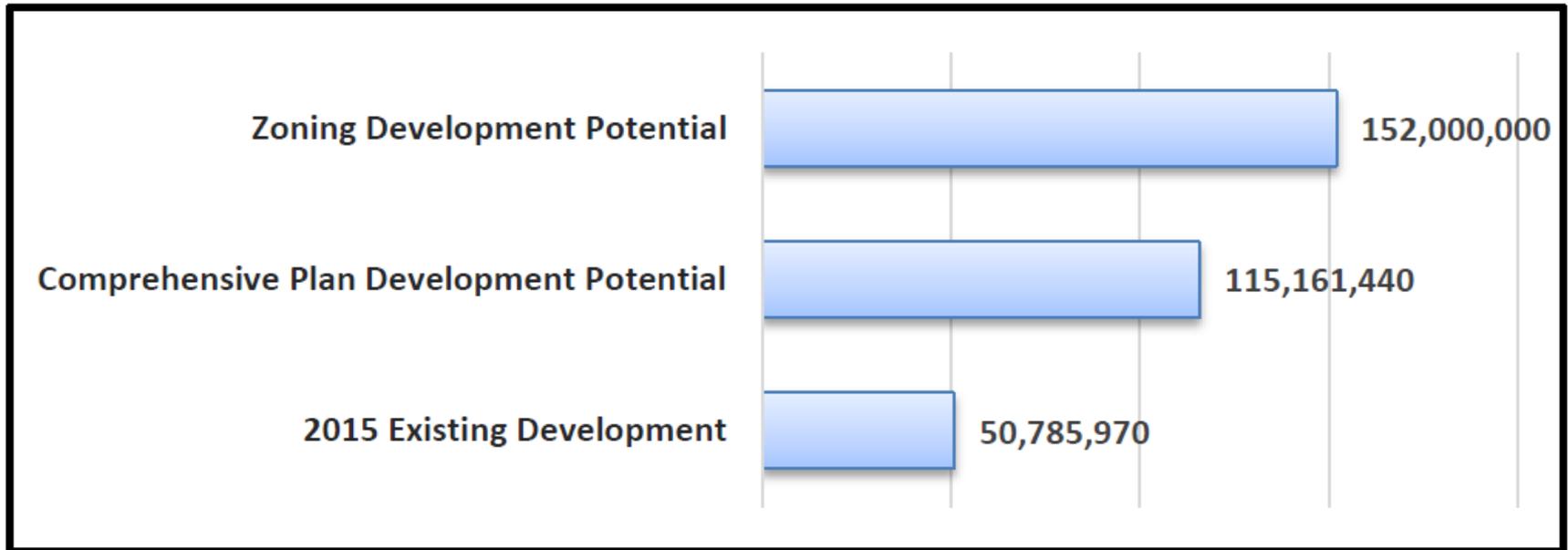


Transportation Imbalance

- Both the Plan and Zoning provide guidance on land use and intensities.
- Under the Plan, the majority of development is planned for a mix of uses.
- Based on these recommendations there is a total of 115 million square feet of planned development potential.
- The development potential allowed under zoning is even higher.



Comprehensive Plan vs. Zoning Potential





Addressing Land Use & Transportation Imbalance

1. Route 28 Tax District
2. Transit on Route 28
3. Performance Criteria for Optional Use





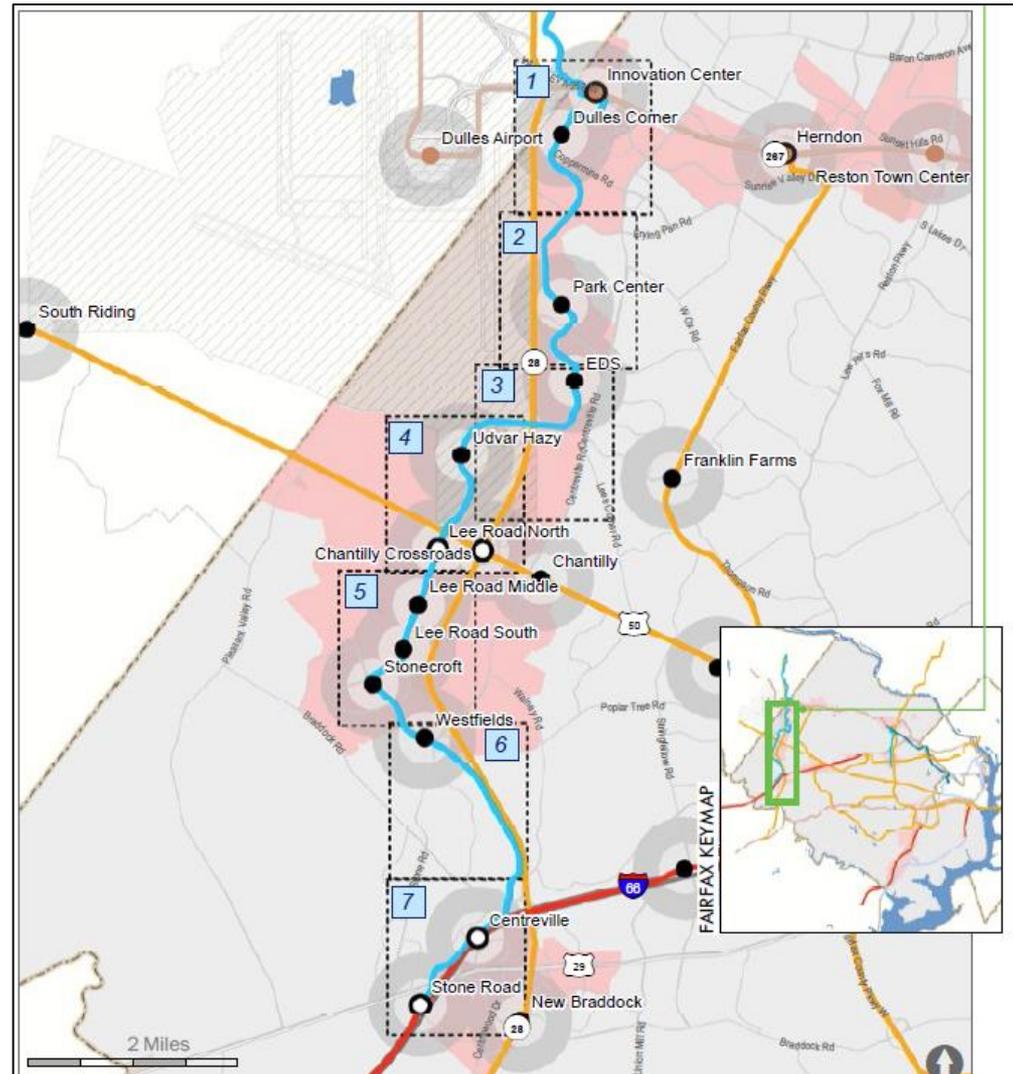
Route 28 Tax District

- Funds 80 percent of the transportation improvements on Route 28
- Milestones:
 - Widening of SB 28 from Dulles Toll Road to Route 50 under construction
 - Widening of NB 28 from McLearen Road to the Dulles Toll Road under construction
 - Five grade separated interchanges constructed
 - Related improvements on Centreville Road, Loudoun County Parkway and others
- Seeking funding:
 - Widening from NB 28 from Route 50 to McLearen Road



Route 28

- Express Bus service along Route 28
- Light Rail Transit (LRT) or Bus Rapid Transit (BRT) parallel to Route 28
- Alignment and station locations will be included in the Dulles Suburban Center text.





Optional Use

- The plan provides the developer an opportunity for a broader range of uses or Optional Use if it has:
 - Lower peak-hour transportation impacts
 - Compatible Land Uses
 - High Quality Design



Transportation Study Development



Scope

- **Data Collection**
 - Traffic counts and existing conditions model development
- **Existing Conditions Results**
 - Document existing Level of Service (LOS)
- **Current Comprehensive Plan**
 - 2040 LOS based on Plan land use and transportation Improvements
- **Potential Zoning**
 - 2040 LOS based on land use and intensity allowed by zoning and transportation Improvements
- **Future Scenario 2040**
 - Test 2040 LOS based on future land use, proposed plan submissions & guidance from the Advisory Group



Questions & Comments

For questions and comments please contact:

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<http://www.fairfaxcounty.gov/dpz/dullessuburbancenter>



Resources

- CTNS: <http://www.fairfaxcounty.gov/fcdot/2050transitstudy/>
- Bicycle Master Plan:
http://www.fairfaxcounty.gov/fcdot/bike/county_bike_master_plan.htm
- I-66/Route 28 Interchange: <http://outside.transform66.org/>
- Route 28 Tax District Complete list of Active, Complete and Planned Tax Projects: <http://www.28freeway.com/projectmap.html>



I-66 Outside the Beltway



Route 28 Improvements

- I-66 Outside the Beltway
 - Route 28/I-66 interchange will be rebuilt
 - Poplar Tree will be extended over Route 28 to Stonecroft Boulevard
 - A park access road will channel park traffic off of Route 28 from Stonecroft Boulevard to Ellanor C. Lawrence Park
- Status: Route 28 improvements are prioritized and will be constructed in the earliest phases of the project. Expected by 2021.



I-66/Route 28 Interchange





Poplar Tree Extension





Park Access Road

