

A MULTIMODAL FUTURE

The Commonwealth of Virginia, in collaboration with local agencies, conducted a Multimodal Alternatives Analysis to study improvements to transit, bicycle, pedestrian and vehicular conditions and facilities along the Richmond Highway corridor in support of long-term growth and economic development. The Executive Steering Committee for the study endorsed the study recommendations in October 2014, and on May 12, 2015, the Fairfax County Board of Supervisors also endorsed the recommendations.

WHAT IS A BRT SYSTEM?

- A bus rapid transit system (BRT) operates primarily on dedicated lanes in the roadway.
- It provides frequent, reliable and attractive service to reduce travel times.
- It works with the traffic signals to extend green time for the buses.
- It features intelligent transit system components such as innovative fare collection, real-time bus tracking for mobile devices, and more.

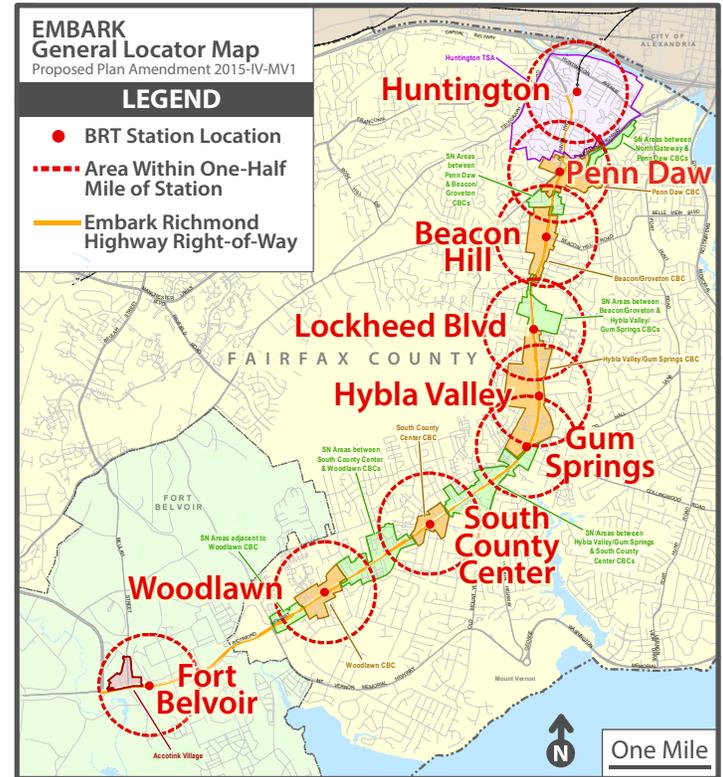
EMBARK

RICHMOND HIGHWAY

CREATING A MULTIMODAL FUTURE

APRIL 2016

Today, the segment of U.S. Route 1 (Richmond Highway) and North Kings Highway that runs from Interstate 495 (I-495)/ Huntington Metrorail Station in Fairfax County to Woodbridge in Prince William County supports a culturally vibrant and rapidly growing community. To accommodate future growth and anticipated transportation needs, work is currently underway to plan for and implement multimodal transportation solutions along the corridor.



EMBARK Current Focus Area

THE WORK IS UNDERWAY

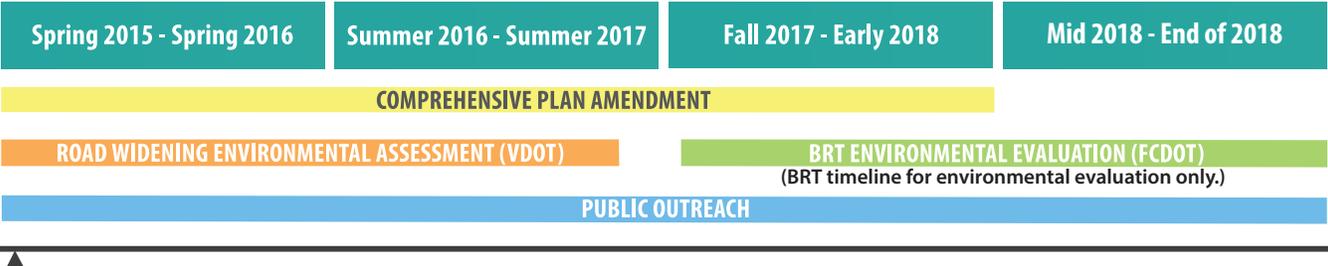
A Multimodal Alternatives Analysis of the Richmond Highway corridor by the Virginia Department of Rail and Public Transportation (DRPT) recommended a program of transportation improvements for Fairfax and Prince William Counties consisting of roadway, pedestrian and bicycle improvements associated with the implementation of a Bus Rapid Transit (BRT) system, and ultimately the construction of a three-mile extension of the Metrorail Yellow Line from Huntington to Hybla Valley.

The collective approach to plan for and implement these recommendations in Fairfax County is being called **Embark Richmond Highway**. County staff will work with residents, community stakeholders, and local, state and federal agencies to plan for and implement the project. The general components and timeline for the Embark Richmond Highway efforts are highlighted at the top of the next page.



Fairfax County Department of Transportation (FCDOT) ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). To request this information in an alternate format, contact FCDOT at 703-877-5600, TTY 711.

EMBARK
Current Focus Area
TIME LINE



*General BRT Project Sequence steps may overlap or occur simultaneously.
**Current stage of BRT development as of the date of printing.

The components of *Embark Richmond Highway* include:

ROAD WIDENING

Richmond Highway is planned to be widened from four lanes to six lanes.

- The work is currently underway from Telegraph Road to Mount Vernon Highway.
- Environmental and design work is currently underway to widen the segment of Richmond Highway from Route 235 to Napper Road.
- To date, a total of \$10 million in funding has been approved for this portion of Richmond Highway widening, including \$1 million from the Northern Virginia Transportation Authority and \$9 million in federal funds from the Regional Surface Transportation Program.
- There is additional funding to widen Richmond Highway from Armistead Road to the south at the Prince William County Line.

COMPREHENSIVE PLAN AMENDMENT

The Comprehensive Plan Amendment process is considering:

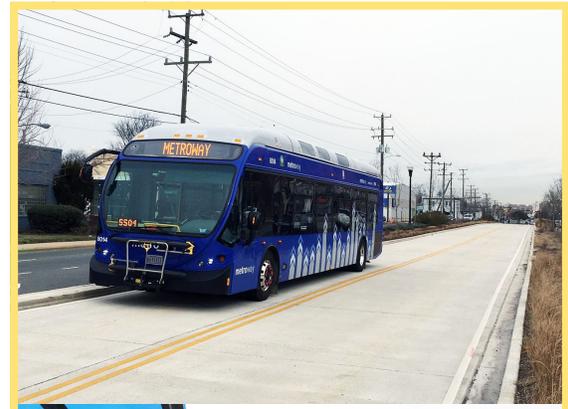
- Planning goals and objectives for the corridor.
- Land use density and mix for the areas in the vicinity of the proposed BRT stations between Huntington and Fort Belvoir.
- Corridor-wide transportation systems, urban design, public facilities and other elements supportive of BRT.

Policy guidance supporting future Metrorail extension from the Huntington Metrorail station to Hybla Valley in terms of urban design and grid of streets, and future planning for stations.

BRT SYSTEM

The goal of the BRT system is to increase transit ridership along the Richmond Highway corridor and ultimately lead to the future Metrorail extension to Hybla Valley.

- On January 12, 2016, the Fairfax County Board of Supervisors approved a grant agreement for the county to receive \$3.9 million in design funding from the state for the BRT Project in FY 2016.



Existing BRT System in Alexandria

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