

Fairfax County Transportation Plan Update

“Fairfax Futures” ***Preliminary Recommendations*** **November 1-10, 2005**

Fairfax County
Department of Transportation





Public Meeting Agenda

- 1. Overview of Transportation Plan Update Process**
- 2. Proposed Transportation Policies**
- 3. Transportation Analysis**
- 4. Next Steps in the Plan Update Process**
- 5. Questions and Comments**

Overview of Transportation Plan Update



- **The Transportation Plan is**
 - **A set of broad policies to reinforce transportation objectives and support proposed infrastructure**
 - **One of several regional transportation plans (e.g., TransAction 2030), but the County's own statement about desired future**
 - **A tool for reserving right-of-way when development occurs**
 - **A guide for identifying transportation projects to be included in**
 - **Region's long-range plan**
 - **State's 6-year program**
 - **Board of Supervisors' 4-year program**

BOARD'S 4-YEAR TRANSPORTATION PLAN



- **Additional \$215 million funding for Projects (\$165 million from 2004 Bond Referendum)**
- **County Share of “Metro Matters” (\$110 million)**
- **Jump Starts/Accelerates Projects**
- **Major Projects**
 - **Route 29/Gallows Road Intersection**
 - **Burke VRE Parking Garage**
 - **Richmond Highway Public Transportation Initiative**
 - **Stringfellow Road widening**
 - **Centreville Road widening**
- **Spot Intersection and Pedestrian Improvements**
- **Traffic Flow (signal timing, etc.) Improvements**

Overview of Transportation Plan Update

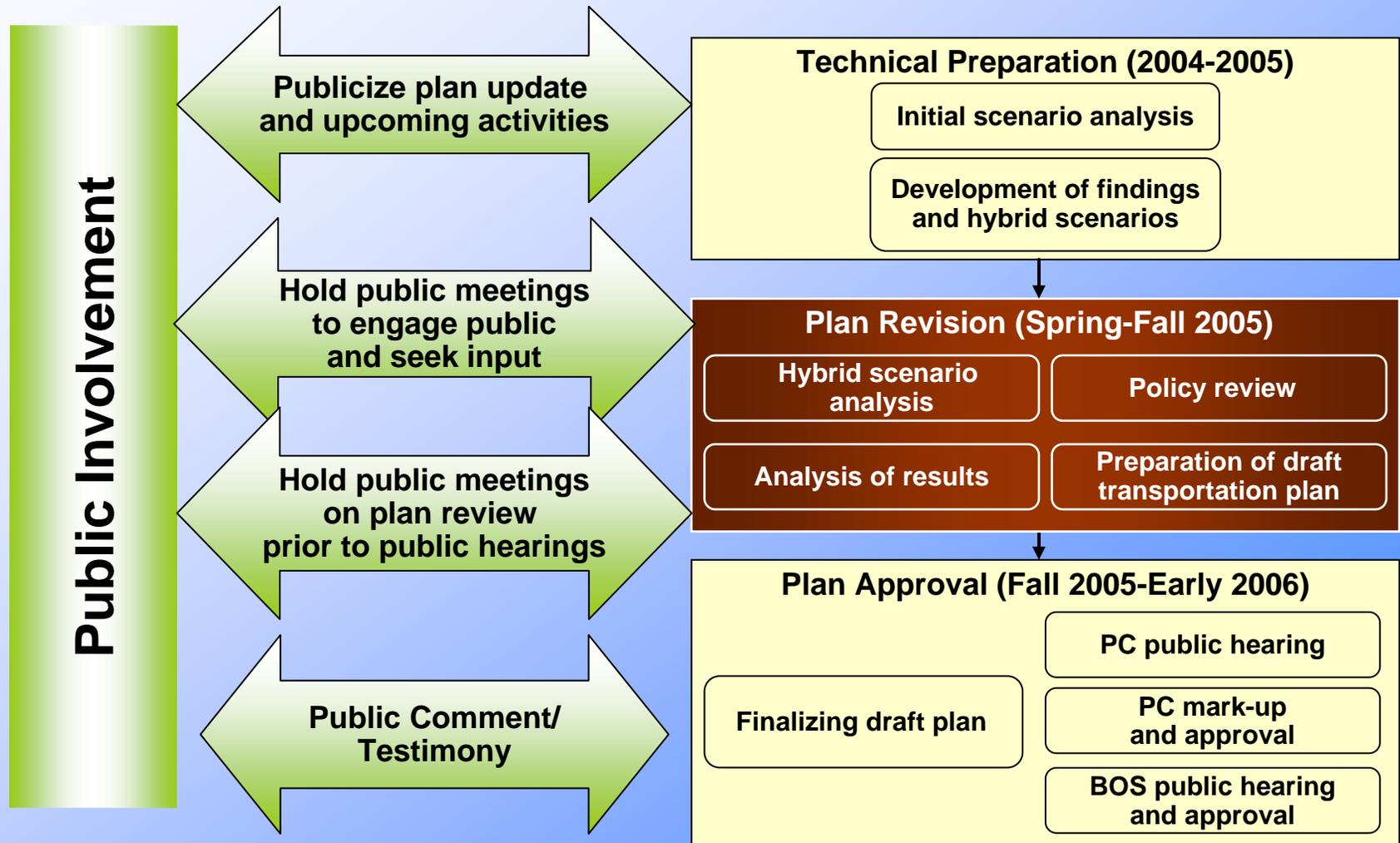


- **Transportation Plan Update**
- **Provides an up-to-date picture of current and future transportation system performance**
 - **Scenario testing evaluates the impacts of land use and transportation system alternatives**
- **Reviews and updates policies, maps and other plan elements to guide future development and improvements**

Overview of Transportation Plan Update



Process





Participants in Policy Review

- **Members of the General Public,**
- **Transportation Advisory Commission,**
- **Planning Commission,**
- **Non-Motorized Transportation Committee, and**
- **Other Stakeholder Groups**



Proposed Transportation Policies

Policy Plan Structure



➤ Goal (1)

- Objectives (13 proposed)
 - Policies (4 to 14 per objective)

➤ Appendices

- 1 road functional classification
- 2 types of transit services and facilities
- 3 trail classification
- 4 roadway right of way requirements

Supervisors' Transportation Goal



- **Balance land use with the supporting transportation infrastructure...**
- **Encourage accessible transportation systems...moving people and goods efficiently...minimizing environmental impact and community disruption...**
- **Develop sidewalks and trails as alternate transportation facilities leading to mass transit, high density areas, public facilities, and employment areas**

Existing Objectives

1. Multimodalism
2. Transit services and facilities
3. Road development
4. Non-motorized transportation
5. Programming/ funding
6. Environmental impact
7. Financing
8. Safety
9. Efficiency of built roads
(=traffic ops management)
10. Land use and transportation
11. ROW preservation
12. Aviation – *DELETED*
13. Plan Review
14. New Challenges – *DELETED*

Revised Objectives

1. Multimodalism
2. Transit services and facilities
3. Road development
4. Non-motorized transportation
5. TDM – *ADDED*
6. Programming/funding
7. Environmental impact
8. Financing
9. Safety
10. Efficiency of built roads
(= traffic ops management)
11. Land use and transportation
12. ROW preservation
13. Plan review

Significant Policy Revisions



- **Significant Revisions to Objective 2: “Increase use of public transportation and non-motorized transportation”**
 - **Emphasis on use of public transit for all trips, not just the home to work commute**
- **NEW Appendix 2, Transit Service Types**



Significant Policy Revisions



- **NEW Objective 5: Transportation Demand Management (TDM)**
 - **Combines, modifies and expands upon previous TDM Policies**
 - **Adds residential-based programs to employment-based programs**



Significant Policy Revisions



- **Revisions to Objective 3: “Ensure that the roadway system provides adequate local access and capacity for through movements...”**
 - **Introduces the concept of “Context Sensitive Solutions” to improve the integration of roads into the physical environment and communities**



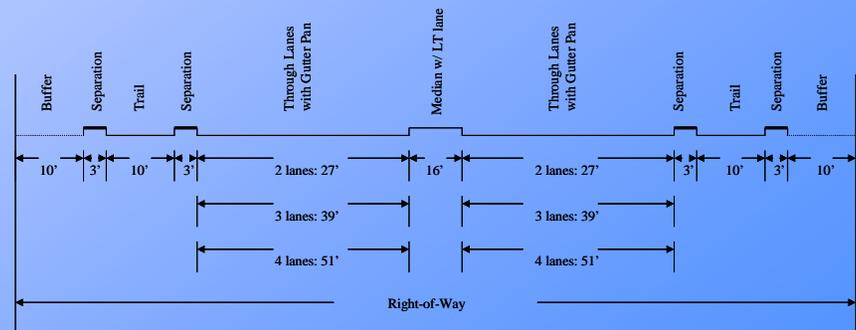
Significant Policy Revisions



NEW Appendix 3, Trail Classification (Replicates Trails Plan)



Revision to Appendix 4: Right-of-Way Requirements including cross-section illustrations for arterial roadway improvements





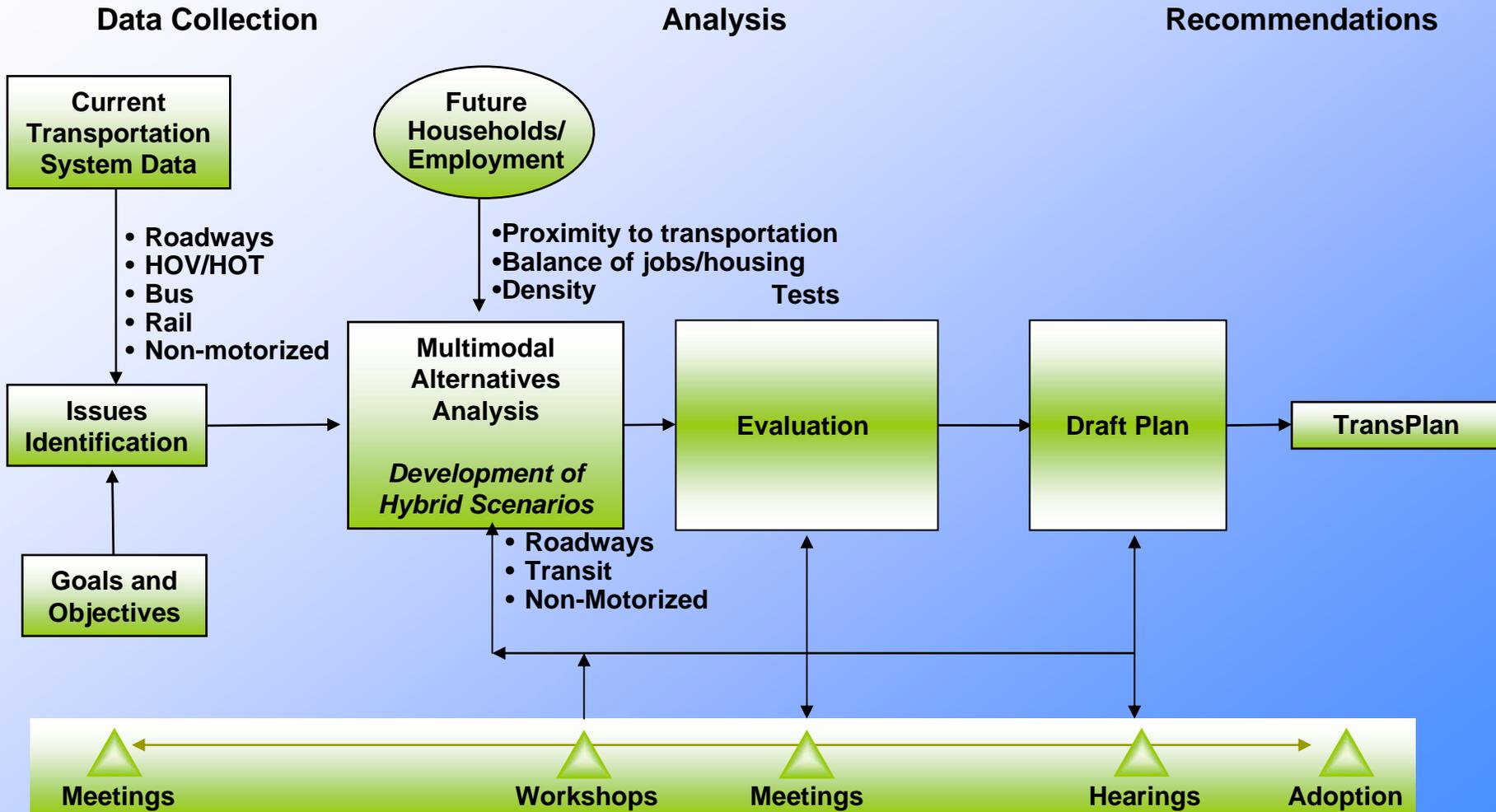
Proposed Transportation Policy Plan Can Be Found on the Transportation Plan Update Website

www.fairfaxcounty.gov/fcdot/transplanupdate.htm

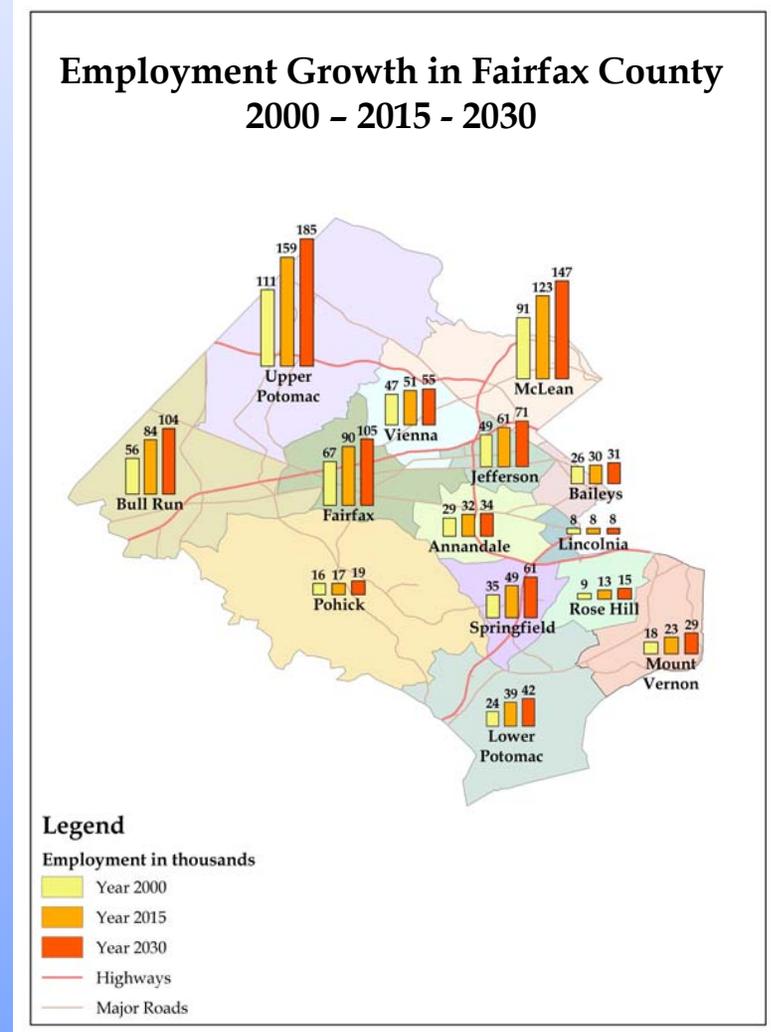
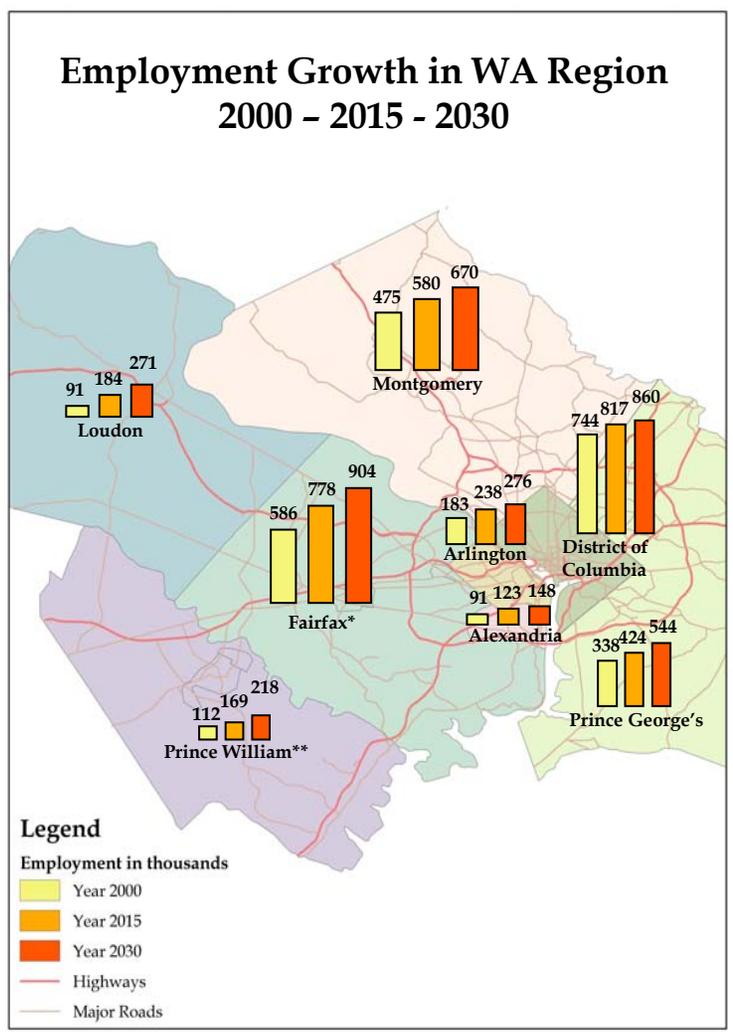


Transportation Analysis

Scenario Analysis Process



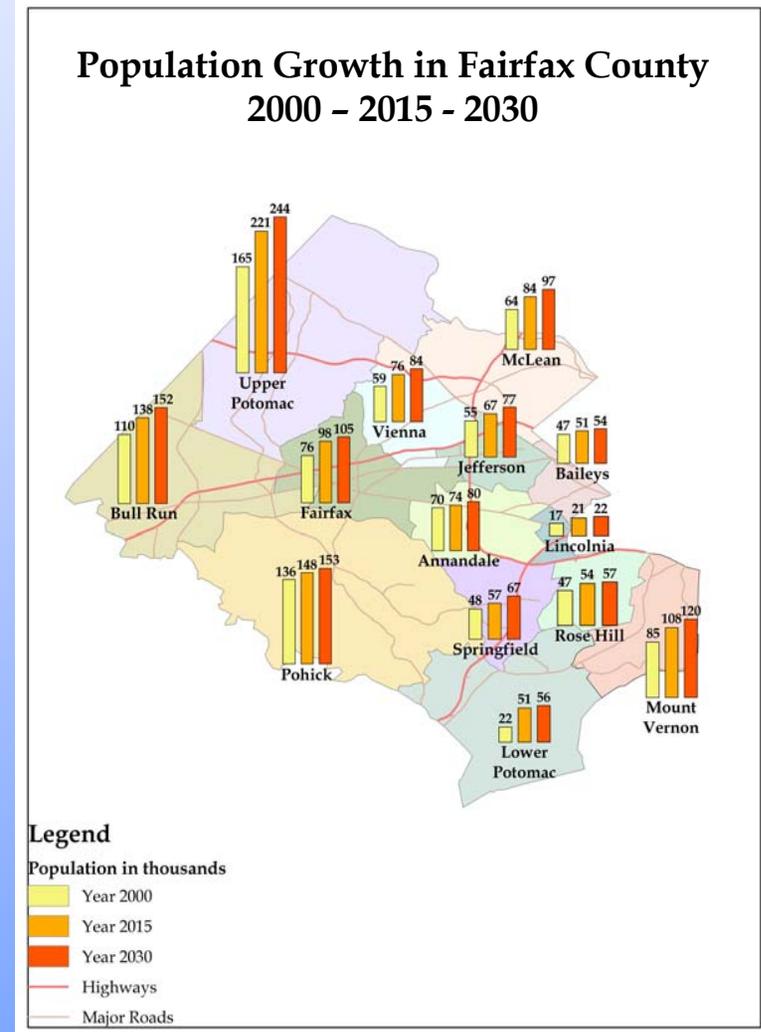
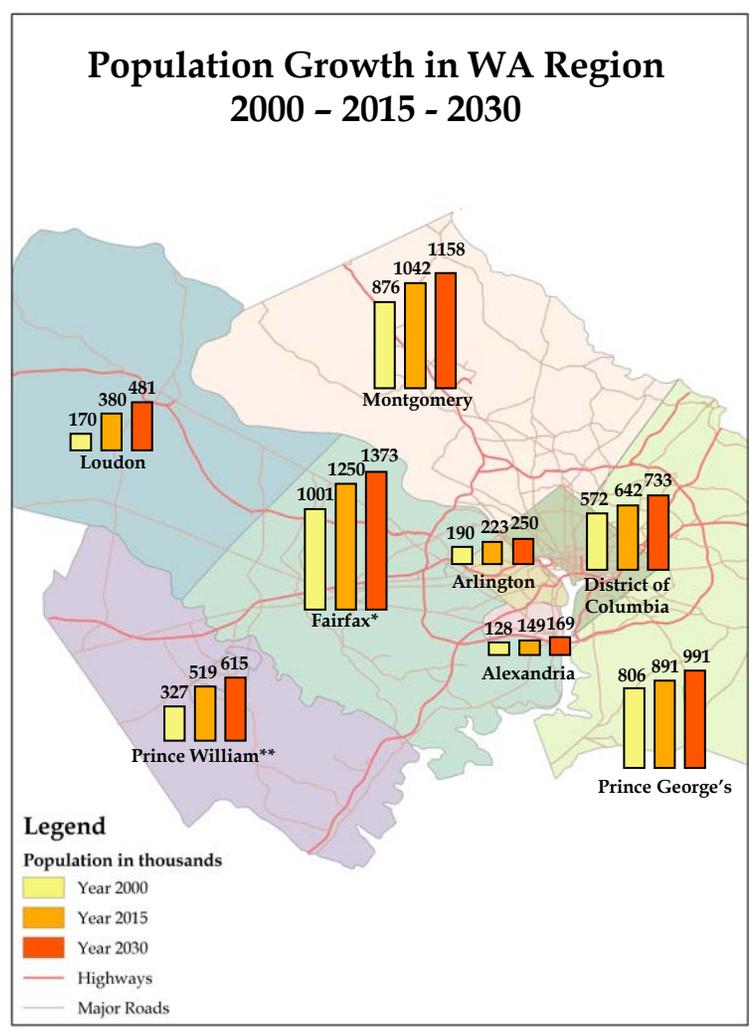
Trends in Population and Jobs



* Includes cities of Fairfax and Falls Church
 ** Includes cities of Manassas and Manassas Park

Source: MWCOG Cooperative Forecast Round 7.0

Trends in Population and Jobs



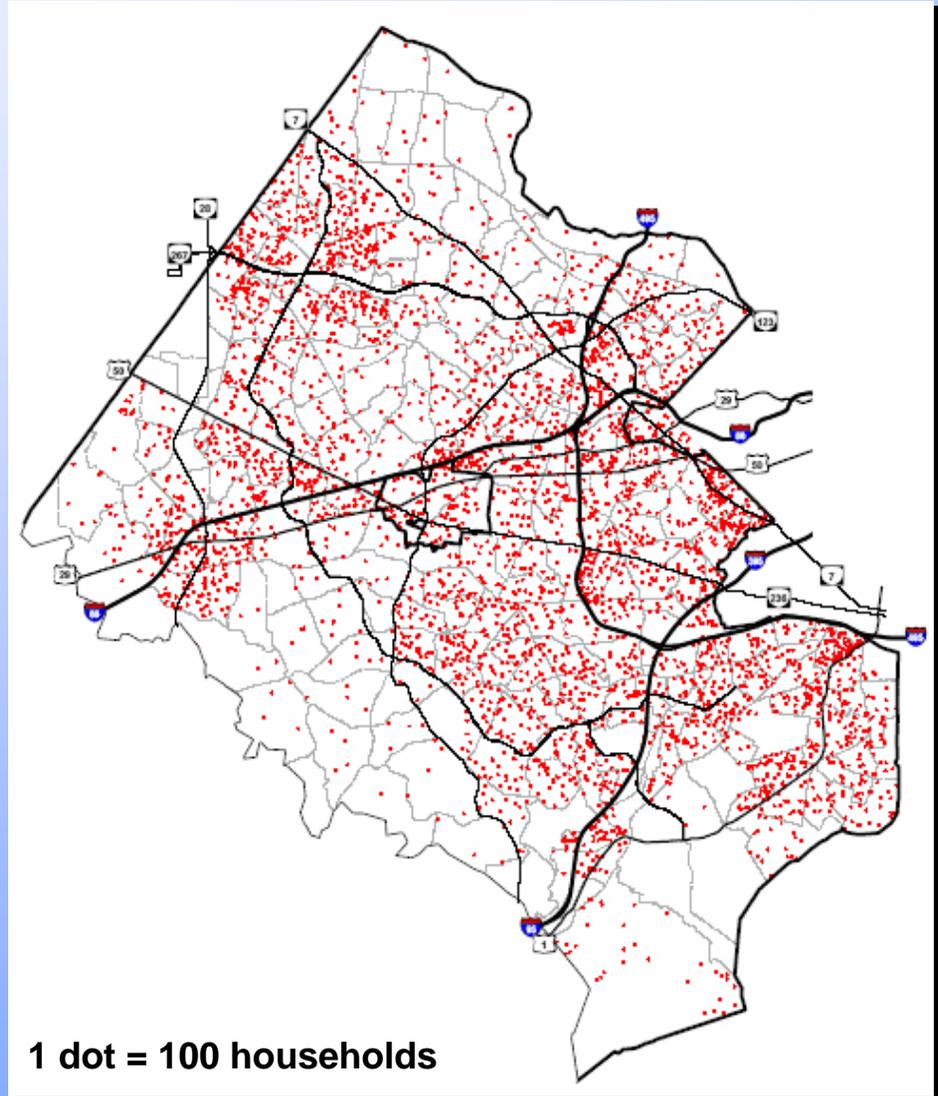
* Includes cities of Fairfax and Falls Church
 ** Includes cities of Manassas and Manassas Park

Source: MWCOC Cooperative
Forecast Round 7.0

Households – 2005



- Total 378,000 households
- Lower density in environmentally-sensitive areas
- Higher density near employment centers
- Majority of development in suburban neighborhoods

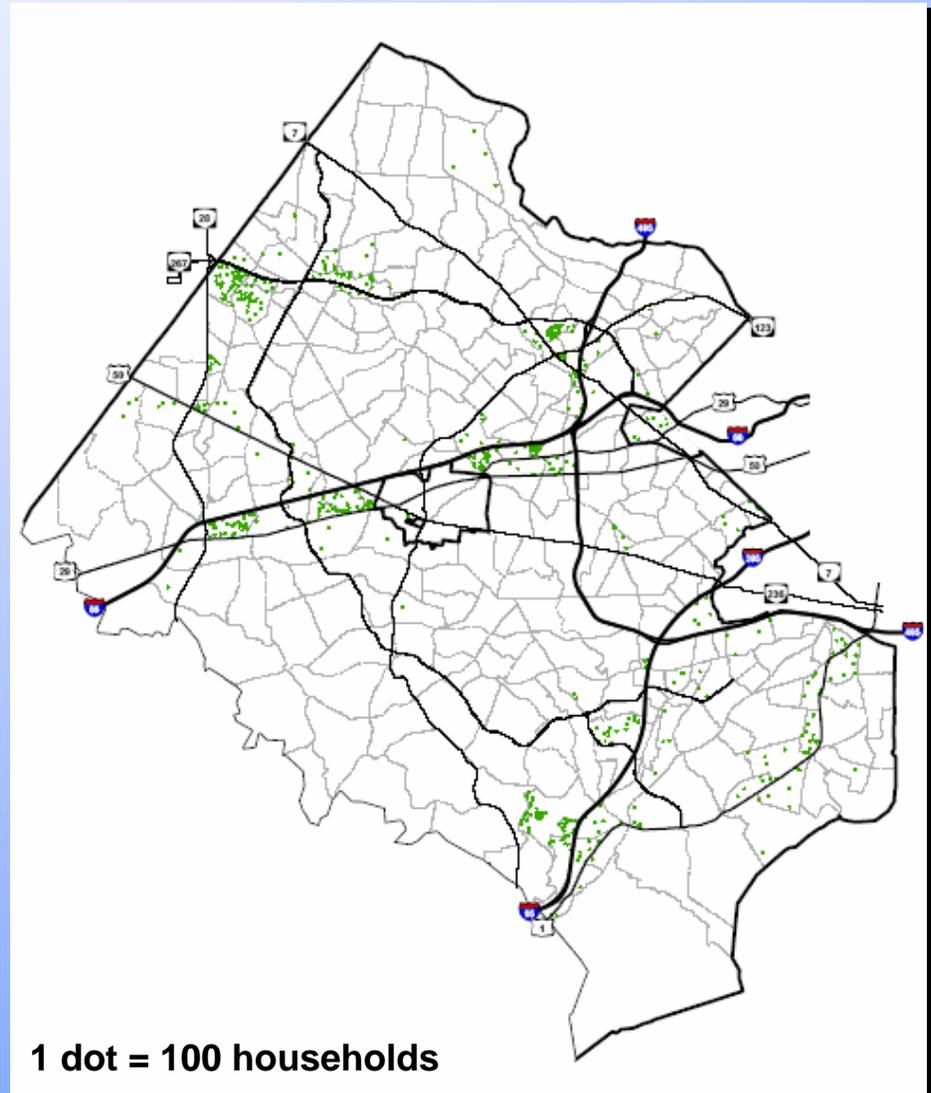


Forecast Change in Households 2005-2030

Cooperative Forecast Round 7.0 with BRAC



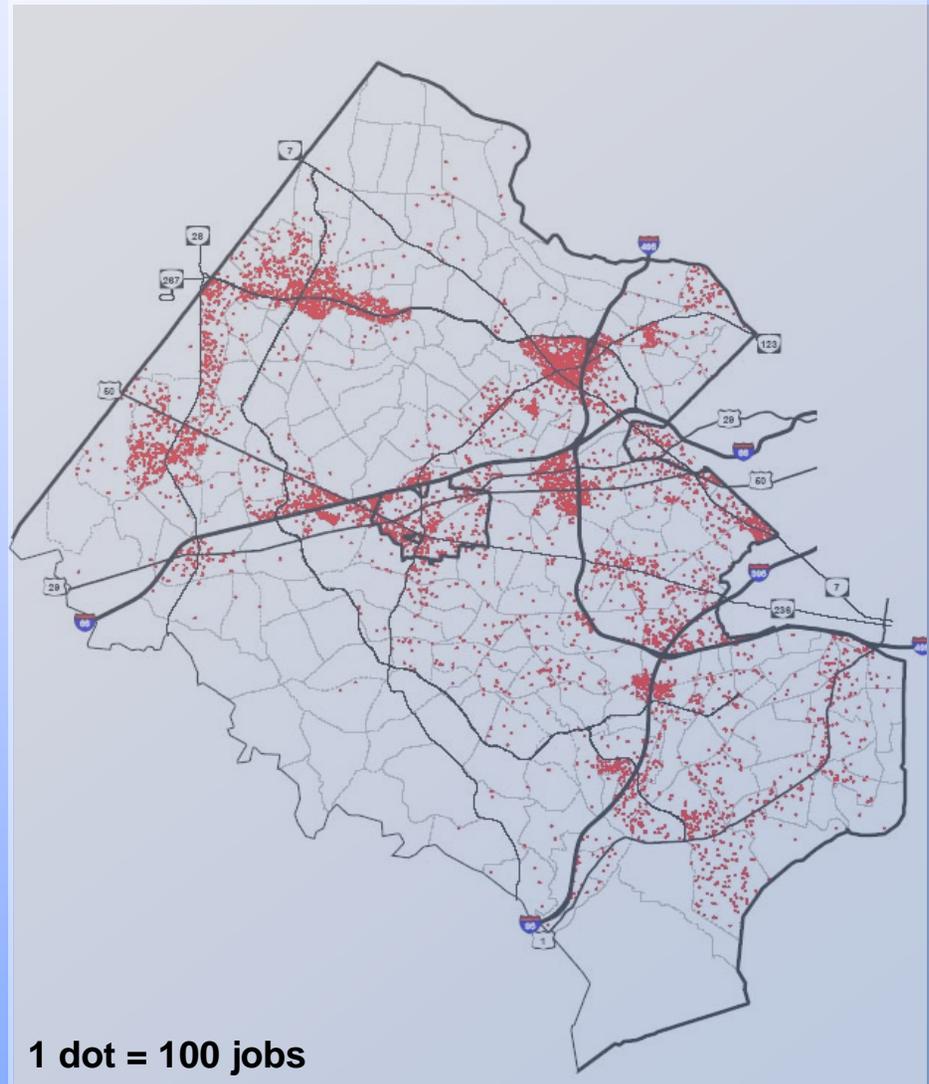
- **Total 482,000 households (an increase of 104,000 households, or about 28 percent)**
- **More multi-family housing in defined employment centers**
- **Less infill in suburban neighborhoods**



Employment – 2005



- 599,000 jobs
- Major concentrations in County-designated employment centers served by major transportation facilities

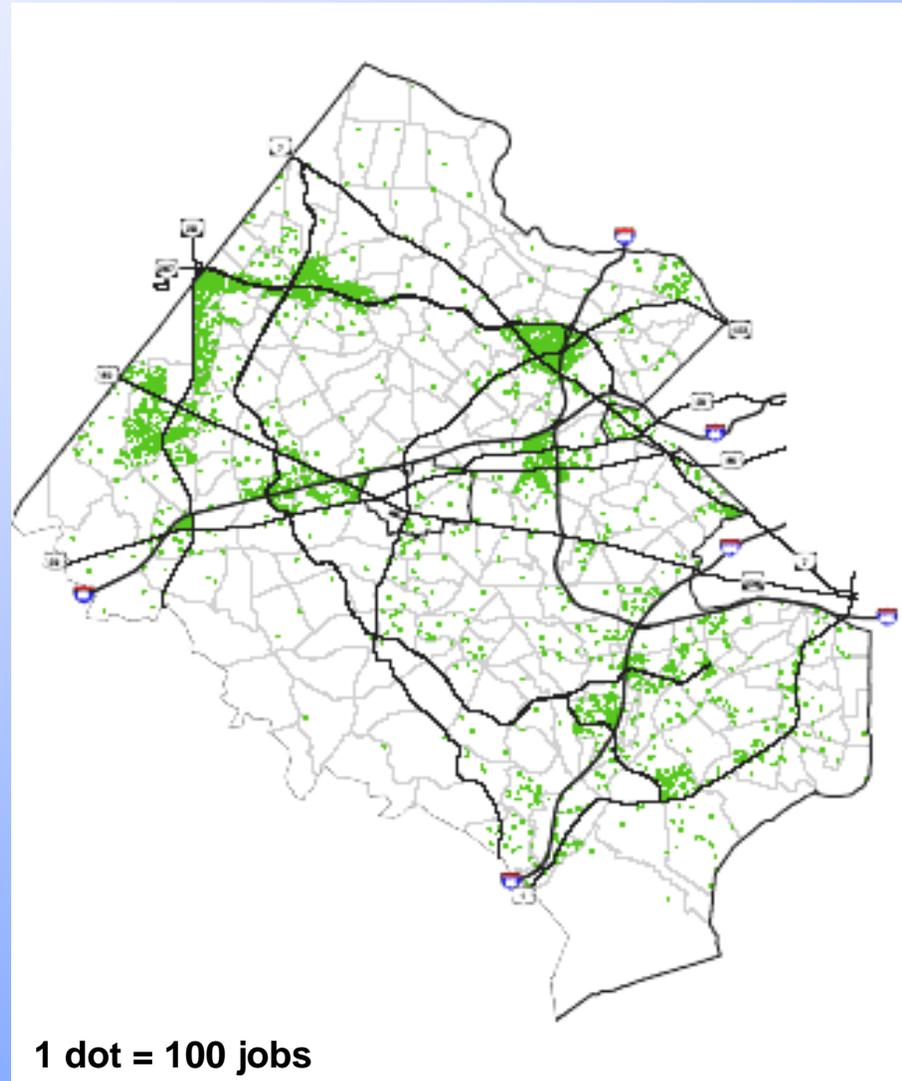


Forecast Change in Employment 2005-2030

Cooperative Forecast Round 7.0 with BRAC



- Total 843,000 jobs (an increase of 244,000, or about 41 percent)
- Growth to be focused in defined employment centers
- Increased Residential Based Employed



Scenario Analysis



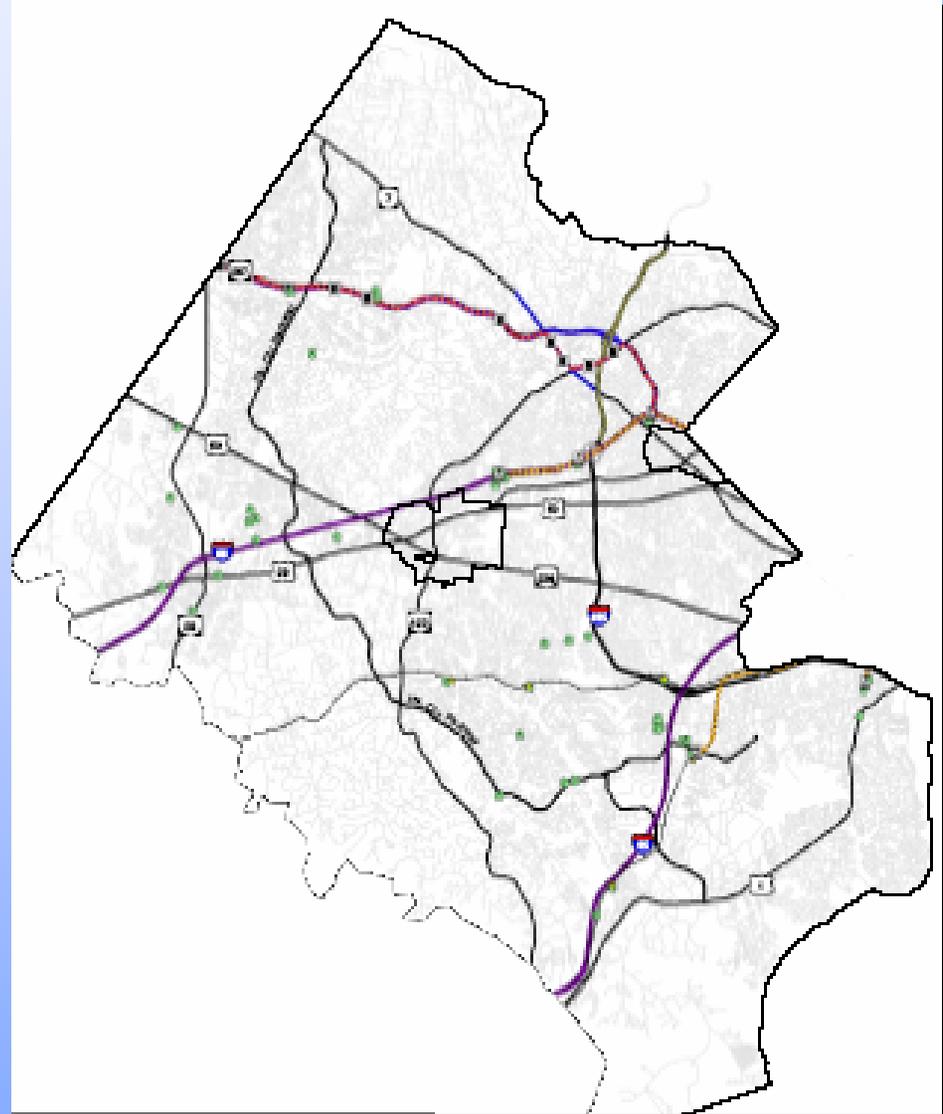
Proposed Scenarios		Transportation Network			
		1. Region's Plan (CLRP)	2. County's Plan with Extensive Bus Service	3. Enhanced Transit and HOV	4. Test Hybrid Networks
LAND USE	1. Region's Land Use Forecast Adopted COG's Cooperative Forecast Round 6.4	●			
	2. Focused Household Growth Improved job-housing balance w/ more housing units in employment centers		●	●	
	3. Revised Regional Land Use Forecast COG Round 7.0 with additional job growth	●	●	●	
	4. Hybrid Land Use Concept COG Round 7.0 with BRAC	●	●	●	●

Constrained Long-Range Plan (CLRP)



➤ Major Elements

- Dulles Metrorail Extension into Loudoun County
- Capital Beltway HOV/HOT lanes
- I-95 Expanded HOV



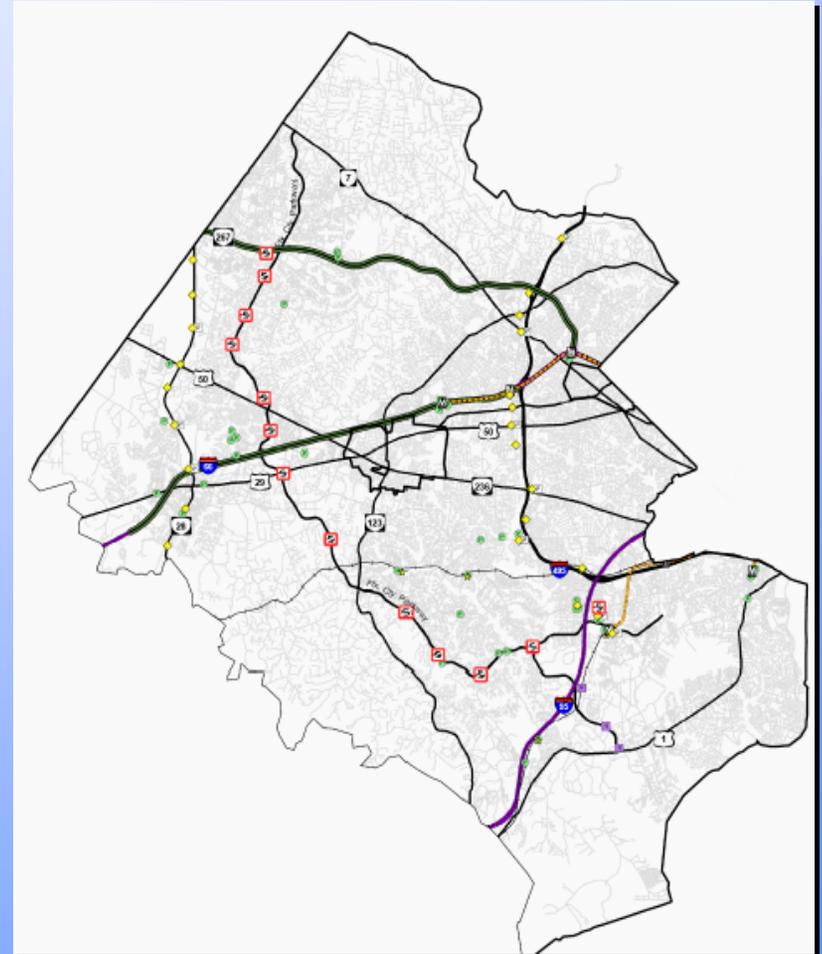
Enhanced Transit and HOV



➤ Major Elements

- Rail to Fort Belvoir
- Route 28 Transitway* (Dulles Airport to Manassas)
- Capital Beltway Transitway (Springfield to north of Tysons Corner)
- Columbia Pike Transitway
- Route 7 Transitway
- Fairfax County Parkway express bus service

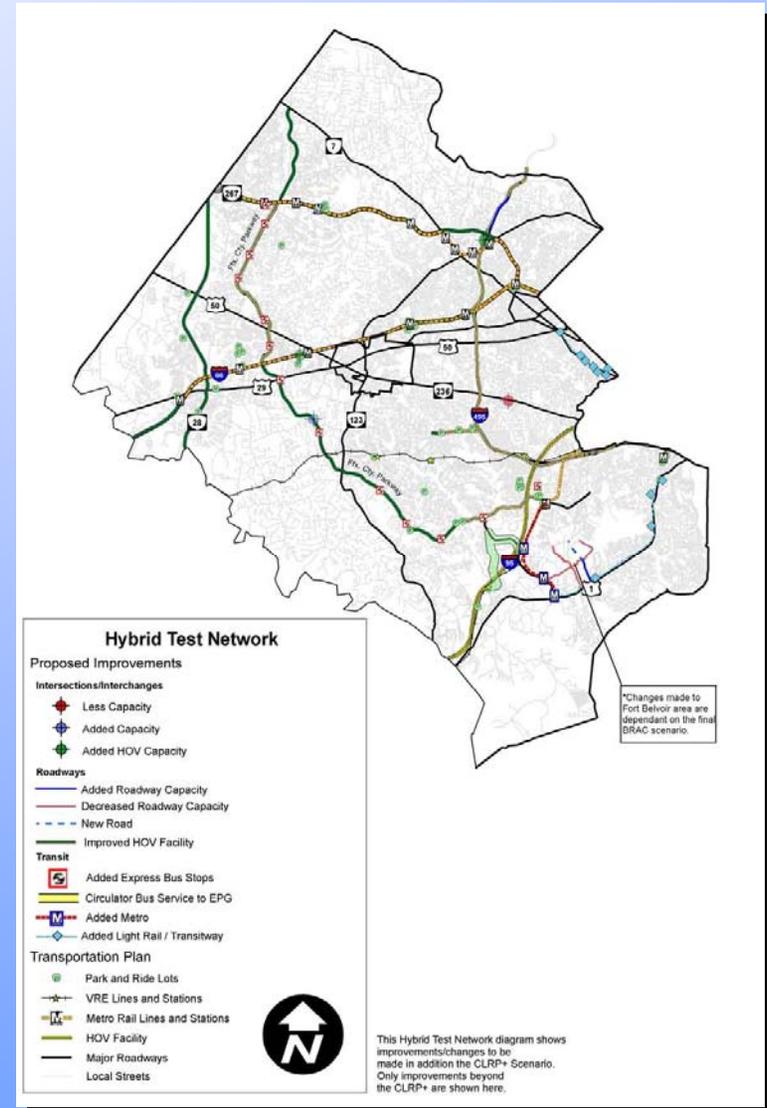
*Transitway = Bus Rapid Transit or Light Rail Transit



Hybrid Network



- Represents synthesis of best elements of previous scenarios tested



Key Findings – Scenario Evaluation



➤ Level of Demand

- Work Trips by mode
- Average daily vehicle miles of travel (VMT)
- Average daily total transit ridership

➤ Congestion

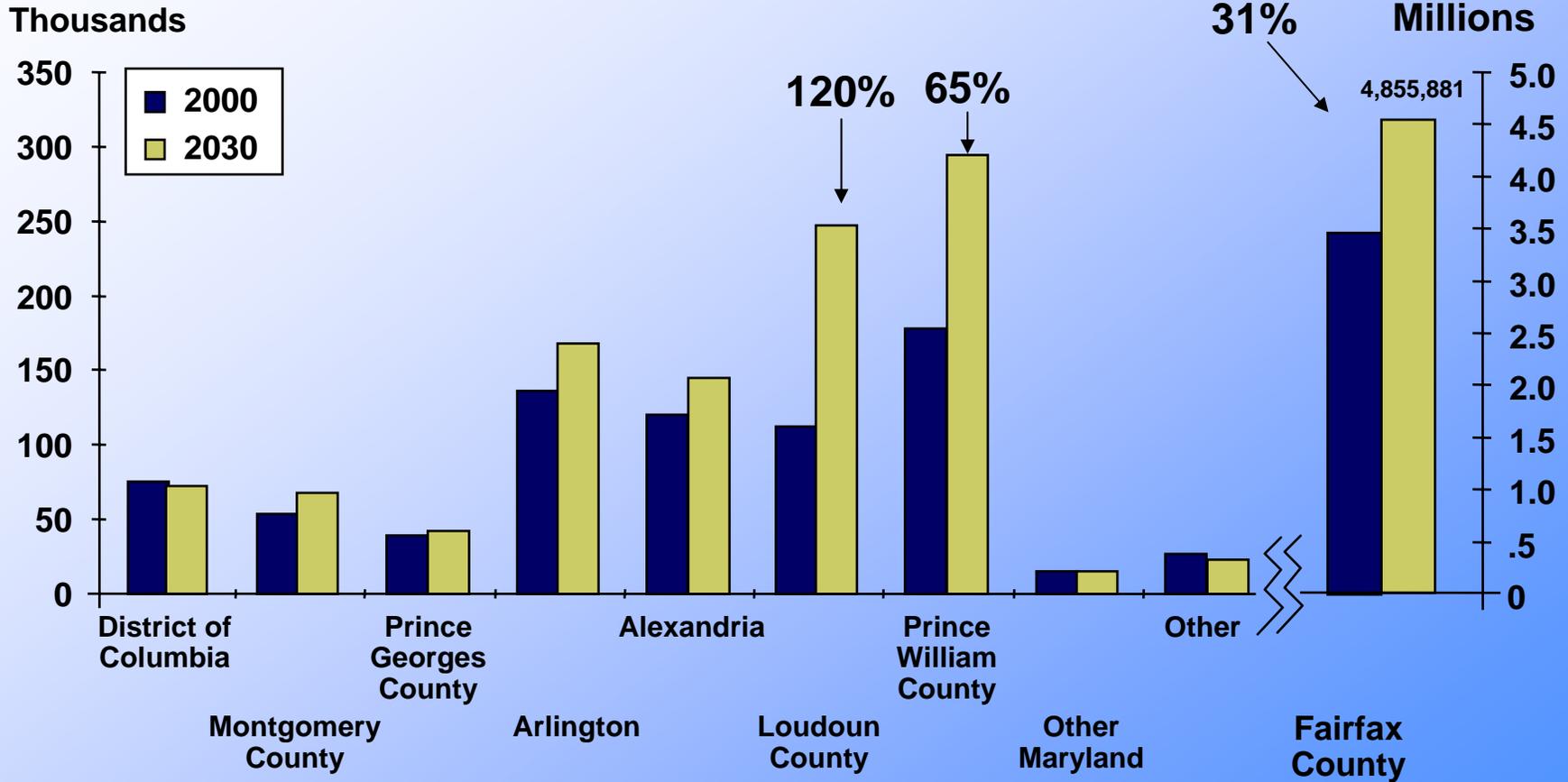
- Average daily VMT by congestion level
- Annual Hours of Delay

➤ Accessibility

- Percent of Regional households within 45 minutes of major employment centers by car

Findings

Growth in Travel to Fairfax County

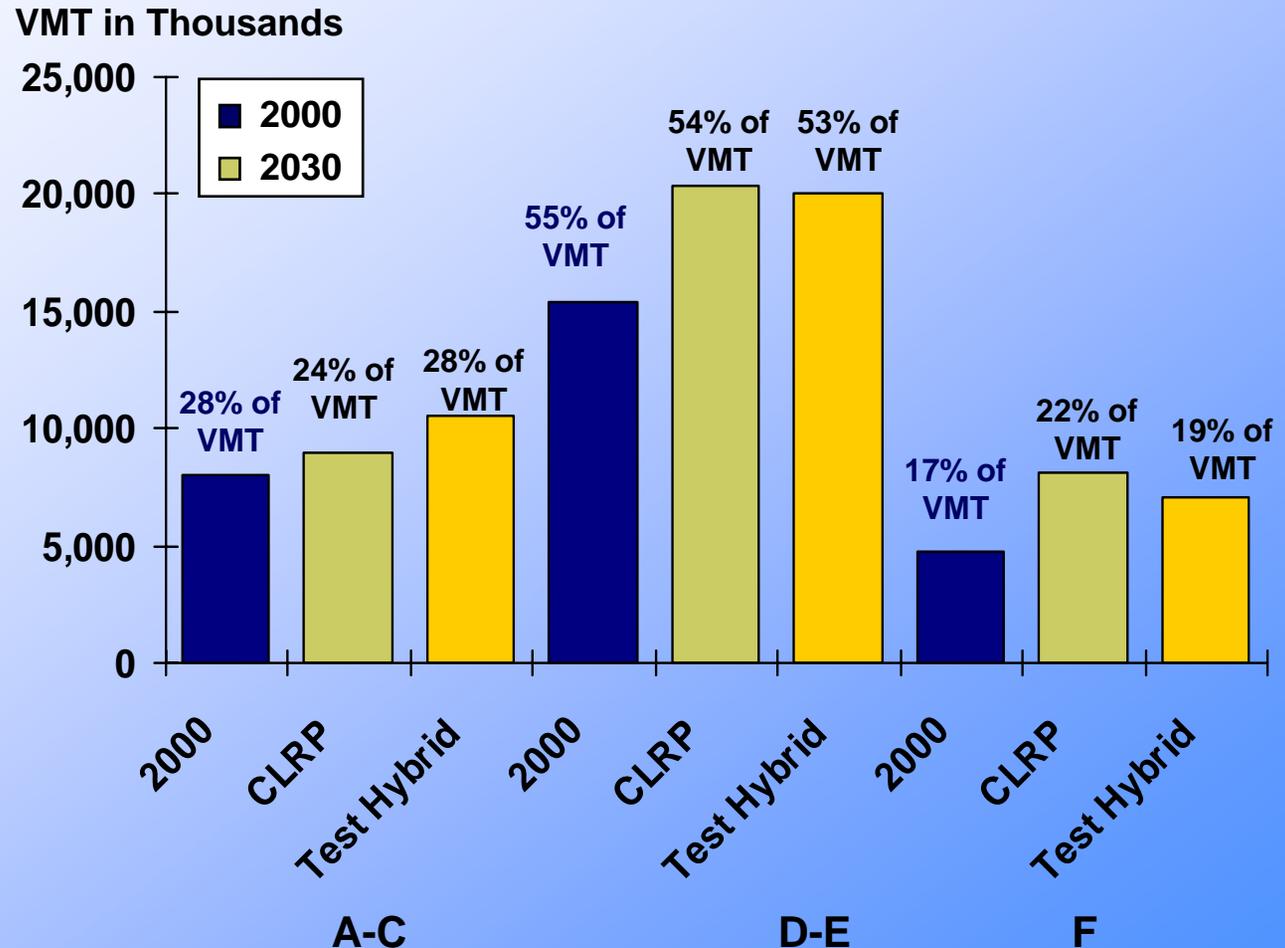


Findings

Changes in Congested Travel between 2000-2030



- Total Vehicle Miles of Travel (VMT) Increases by 30% between 2000 and 2030
- LOS F as Percent of Total VMT increases slightly (22% in 2030 CLRP versus 17% in 2000)
- Test Hybrid reduces congestion compared to CLRP



Baseline Scenario: Land Use R7.0/CLRP

Summary of Key Findings



Comparative Factor	2030 Base (CLRP / Round 7.0)	County Plan	ETHOV	Test Hybrid
Transit Usage	225k daily transit work trips	231k	282k	277k
Congested VMT	43.6% of all roads congested	38.8%	38.3%	37.5%
Accessibility	25.1% of households within 45 minutes of selected employment centers	26.2%	28.0%	30.4%
Average Delay	4,228 PM hours of delay from employment centers	3,827	3,700	3,796
Travel Times	31.9 minutes (PM) – Tysons to Chantilly	29.8	30.7	24.9

Summary of Key Findings (continued)



Comparative Factor	2030 Base (CLRP / Round 7.0)	County Plan	ETHOV	Test Hybrid
Transit Usage	225k daily transit work trips			
Congested VMT	43.6% of all roads congested			
Accessibility	25.1% of households within 45 minutes of selected employment centers			
Average Delay	10,150 PM hours of delay from employment centers			
PM Travel Times	31.9 minutes (PM) – Tysons to Chantilly			

Little/No Improvement Over Base

Moderate Improvement Over Base

Best Improvement Over Base

Slight Improvement Over Base

Good Improvement Over Base

Land Use



- **Based on an updated land use forecast (MWCOCG Round 7.0) which improves the balance between land use and transportation by**
 - **Maintaining the existing residential character of the vast majority of Fairfax County**
 - **Locating most new housing close to employment centers and existing or planned transit**
 - **Supporting employment growth near accessible transportation**

- **Accounts for recent changes due to BRAC commission**

Key Findings – Transportation



- **Relative to the current County transportation plan, the hybrid test network**
 - **Reduces reliance on single-occupant auto use**
 - **Generates more transit ridership**
 - **Improves mobility and accessibility for County residents**
 - **More explicitly responds to the Policy Plan's revised transportation objectives and policies**
 - **Maintains congestion levels near where they are today**

Potential Refinements to the Current Plan (Hybrid Test Network)



- **Most of current transportation plan validated/retained**
- **Several improvements to be added, mostly transit or HOV-related**
- **Some current plan improvements to be removed or modified based on recent studies**
- **Based on updated land use forecast including BRAC assumptions**

Potential Refinements to the Current Plan (Hybrid Test Network)



- **HOT lanes on Capital Beltway**
- **Fourth Metrorail station in Tysons Corner**
- **Metrorail Orange Line extension to Centreville Area**
- **Columbia Pike LRT/BRT to Baileys/Skyline**

Potential Refinements to the Current Plan (Hybrid Test Network)



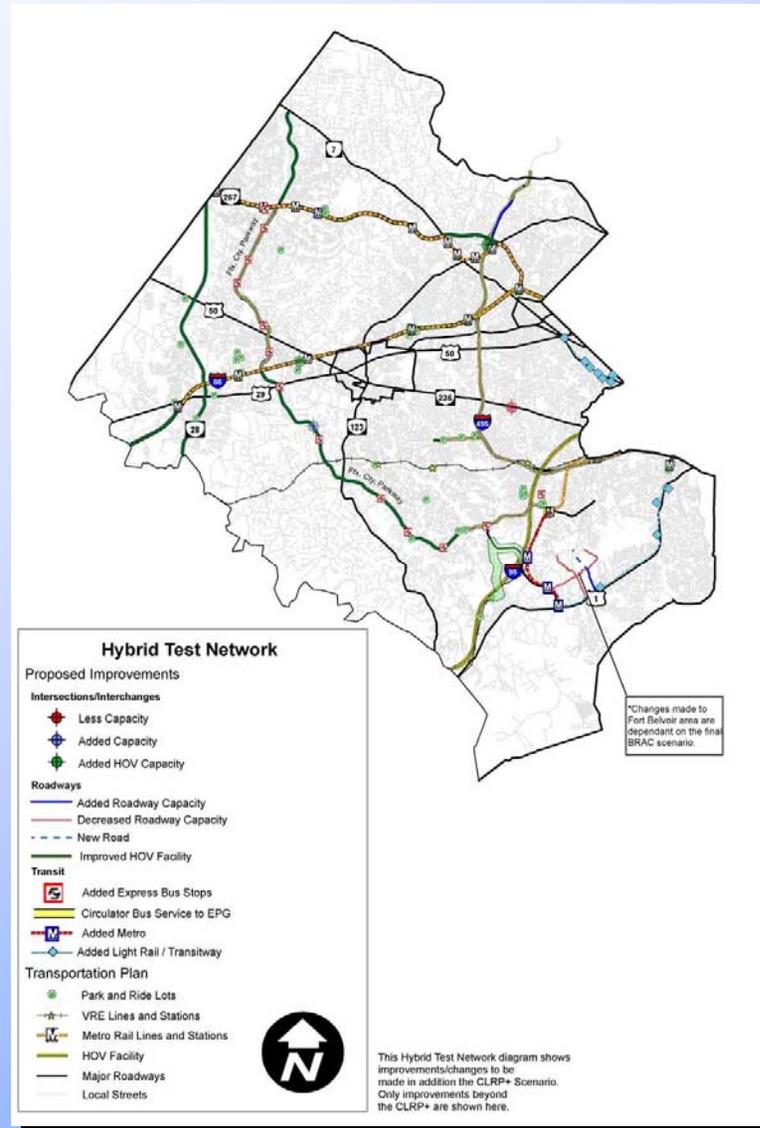
- **Improved transit to Ft. Belvoir, including**
 - **Route 1 LRT/BRT from Huntington Metro**
 - **Metro Blue Line Extension from Franconia-Springfield Metrorail Station**
- **HOV on Fairfax County Parkway Route 7 to Springfield**
- **HOV on Route 28**

Potential Refinements to the Current Plan (Hybrid Test Network)



- **New interchange at FFX County Parkway/Shirley Gate/Pope's Head Road**
- **Substituted overpass for interchange at Little River Turnpike in Annandale Commercial Business Center**
- **Express bus/BRT improvements added in selected corridors**

Potential Refinements to the Current Plan (Hybrid Test Network)





Next Steps

Next Steps



- **Review comments received during November 2005 public meetings**
- **Prepare staff recommendations**
- **Additional Community Outreach as needed**
- **Planning Commission public hearing(s)**
- **Board of Supervisors public hearing(s)**
- **Board of Supervisors Adoption of Revised County Transportation Element of Comprehensive Plan**
- **Follow-Up Area Plan Reviews, Subarea studies**

Conclusion



Questions and Discussion