

Richmond Highway Public Transportation Initiative

TAC Briefing



Transportation Advisory Commission
April 1, 2008

Richmond Highway

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Presenter:

Michael Guarino, Senior Engineer

Planning and Design Division

Department of Public Works and Environmental Services



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Tonight's Objective

- Provide a project overview
- Answer your questions
- Get your ideas and comments



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Project Overview



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Overall Project Location

The project extends along Richmond Highway (US Route 1) from just south of the Capital Beltway (I-95/I-495) in the north to Old Mill Road / Mount Vernon Memorial Highway (Route 235) in the south. It includes pedestrian improvements at 29 intersections, new sidewalks to fill in 5.6 miles of missing sidewalks, and various bus stop improvements.



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Project Highlights

- Part of the County's Four-Year Transportation Plans
- A \$55 Million Program
- To Upgrade Transit Services and Facilities along Richmond Highway
- Multi-Year Project Starting in 2004



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Project Team

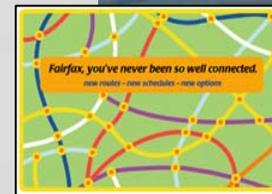
- Public
- Fairfax County Department of Public Works and Environmental Services (FC DPWES)
- Fairfax County Department of Transportation (FC DOT)
- Virginia Department of Transportation (VDOT)
- Washington Metropolitan Area Transit Authority (WMATA)



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Project History

- **REX Bus Service – September 2004**
 - Express (limited stop) service along Richmond Highway
 - Complements Fairfax Connector bus routes
 - New, improved bus stops constructed at South County Center and Mohawk Lane
 - Installation of signal prioritization technology
 - Pedestrian improvements constructed for REX stops at intersections of Richmond Highway with Old Mill Road, Belford Drive and Kings Highway
- **South County Bus Plan – September 2004**
 - Restructured almost all existing bus service in southern Fairfax County
 - Added 40% more service
 - Provided more weekday and midday service
 - Extended hours of operations
 - Enhanced weekend/holiday operations



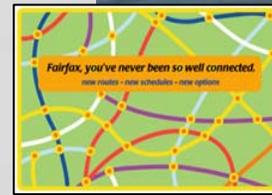
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Project History

- REX Bus Service – September 2004
 - Express (limited stop) service along Richmond Highway
 - Complements Fairfax Connector service in Loudoun County
 - Meets Metro service in Arlington County

South County Bus Plan RESULTS

Since the start of the new service in 2004, each year has shown an increase in ridership. From 2004 to the present, ridership has increased almost 50%.



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Project History

- **Survey and Design Tasks – 2005 through the present**
 - Gathered updated survey data for 11 intersections and 2.25 miles of sidewalks
 - Ongoing design of infrastructure improvements at 6 intersections and 2.25 miles of walkways
 - Development of bus shelter standards to facilitate review and approval processes at the local and state levels
- **Sidewalk Construction – summer 2006 through spring 2007**
 - Projects in existing right-of-way.
 - Initial segments of missing sidewalks constructed, including locations along southbound Richmond Highway south of Kings Highway and Sacramento Drive, and along northbound Richmond Highway south of Sherwood Hall Lane, north of Dart Drive and north and south of Quander Road



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Project History

- **Intersection Construction – winter 2007 through the present**
 - Projects in existing right-of-way.
 - REX bus shelter and bus stop improvement complete at Sacramento Drive (Route 1 southbound), and REX bus shelters and bus stop improvements at Kings Highway (Route 1 northbound and southbound) currently in construction.
 - Intersection improvements at Kings Highway and Frye Road (estimated completion is summer 2008).



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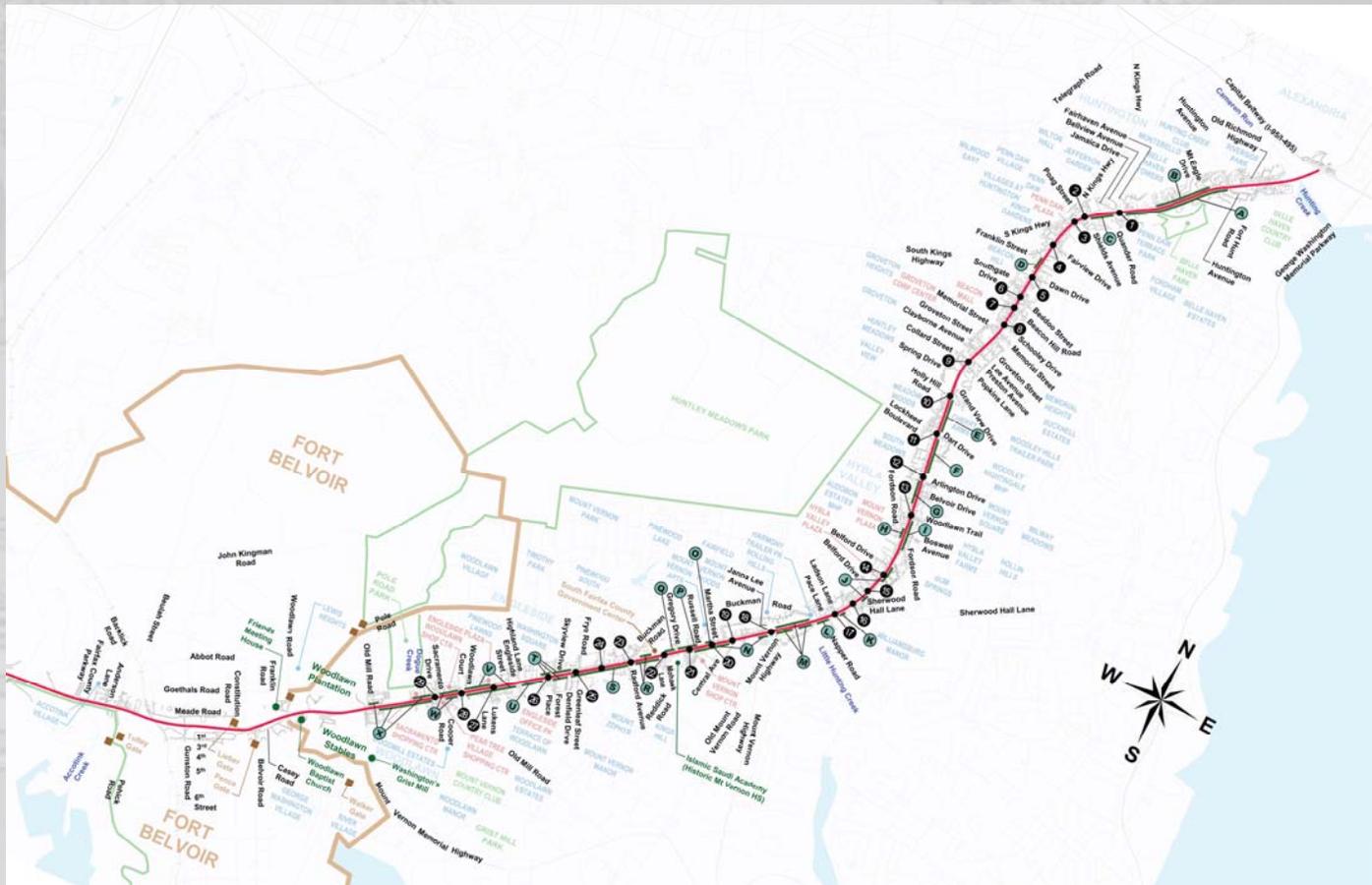
Specific Project Elements

- **Design and construction of general pedestrian access and safety improvements at various intersections along Route 1, upgrades to amenities at various bus stops, and construction of missing sidewalk segments and pedestrian facilities**
 - **Pedestrian facilities at 29 intersections along Route 1**
Current Phase: 11 REX stops
 - **5.6 miles of missing sidewalks**
Current Phase: Approximately 2 ¼ miles, 14 walkway segments



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Individual Project Locations

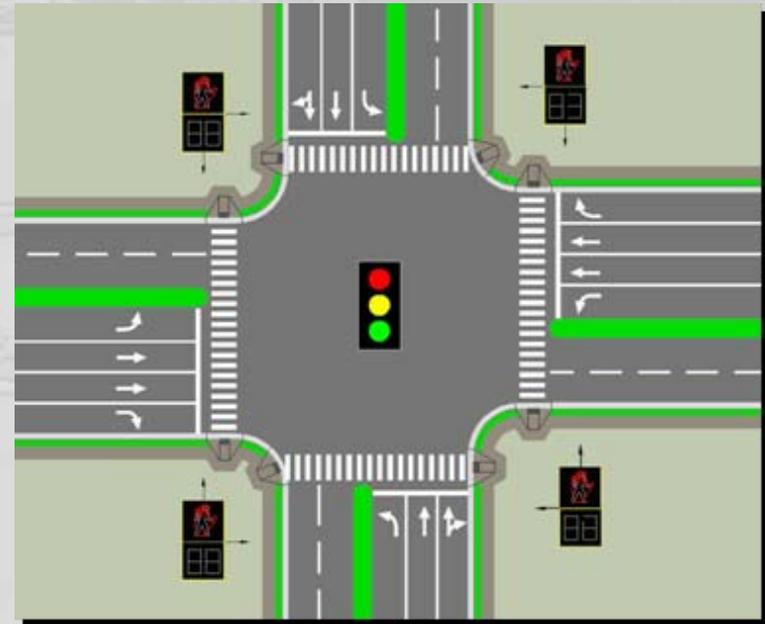


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Typical Intersection Pedestrian Improvements

- Crosswalks across all legs of the intersection
- Countdown pedestrian signals on all legs of the intersection
- Curb ramps at every crosswalk that meet the latest standards for accessibility
- Sidewalks leading to and from the intersection along all connecting roadways
- Raised medians on Route 1 (and side roads where feasible) to provide refuge for pedestrians – 6 foot minimum width, 8 foot preferred width



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Typical Intersection Pedestrian Improvements



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Typical Intersection Pedestrian Improvements

- **Plans for Route 1 intersections with REX stops presented at September 25, 2007, public hearing:**
 - North/South Kings Highway
 - Belford Drive (South)
 - Ladson Lane
 - Mohawk Lane
 - Frye Road
 - Lukens Lane



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Typical Intersection Pedestrian Improvements

- **Next group of Route 1 intersections with REX stops - initiating design:**
 - Beacon Hill Road
 - Lockheed Blvd / Dart Drive
 - Arlington Drive
 - Sacramento Drive / Cooper Road
- **Additional Route 1 intersections with REX stops:**
 - Fordson Road / Boswell Avenue [Future stop]
 - Janna Lee Avenue [Future stop]
 - Old Mill Road / Mt. Vernon Memorial Highway [On hold]



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Typical Bus Stop Improvements

- **All bus stops**
 - Improved access
 - Addition of concrete pad and/or shelter
 - Evaluation of lighting near bus stop
- **REX bus stops**
 - Branded shelters with patterned glass panels
 - Map display cases and solar shelter lighting
 - Trash cans, bike racks and benches
 - Bus stop poles with solar lighting and backlit schedule panels



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South County Center REX Stop Improvements



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**New shelter at Route 1
southbound and Sacramento
Drive REX stop**



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Typical Sidewalk Improvements

- Fill in missing sidewalks along Route 1 to provide a safe, continuous sidewalk along, initially, one side of Route 1 and, eventually, both sides
- Concrete sidewalks with a minimum width of 5 feet (6 feet where space allows)
- Curb ramps at cross streets and entrances that meet the latest standards for accessibility
- In some locations, 10 foot-wide asphalt multi-use paths



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Typical Sidewalk Improvements



Before and after near
Sherwood Hall Lane



Under construction south
of Sacramento Drive



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Typical Sidewalk Improvements



New sidewalk and retaining wall near Belle Haven Towers



New sidewalk north of Dart Drive



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Typical Sidewalk Improvements

- **Plans for sidewalks presented at September 25, 2007, public hearing :**
 - Near Belle Haven Towers (west side)
 - Quander Road to Shields Avenue (east side)
 - Grandview Drive to Dart Drive (east side)
 - Woodlawn Trail to south of Fordson Road South (east side)
 - Kings Village Road to Sherwood Hall Lane (east side)
 - South of Sherwood Hall Lane (east side)
 - Near Napper Road (east side)
 - Buckman Road to Janna Lee Avenue (east side)
 - Janna Lee Avenue to Reddick Road / Russell Road (east side)
 - Mohawk Lane to Radford Avenue (east side)
 - Frye Road to Sky View Drive (west side)
 - Highland Lane to Woodlawn Court (west side)
 - Woodlawn Court to Sacramento Drive (west side)
 - Sacramento Drive to Old Mill Road (west side)



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Right-of-Way Considerations

- Most of the proposed improvements are located on or along existing state-owned rights-of-way, though in many locations will extend beyond existing state-owned land.
- The acquisition of additional right-of-way or the establishment of temporary or permanent easements will be required.
- No displacements or relocations of families or businesses.
- Property owners will be contacted directly by Fairfax County to negotiate the exact locations and use of the easements during the right-of-way process prior to construction.



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Estimated Cost

- The estimated cost of the intersection, bus stop and sidewalk improvements is \$21 million, which is being paid for through local, state and federal funds.



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Next Steps

- Finish initial phase of improvements for which right-of-way acquisition is not required (intersection work at Kings Highway and Frye Road expected to be complete in summer 2008)
- Obtain VDOT approval of design plans presented at public hearing (in progress)
- Obtain VDOT approval to start land acquisition
- Acquire needed land rights, finalize plans, obtain permits, and construct intersection improvements and sidewalk segments presented at public hearing
- Hold public hearings and repeat the process above for the remainder of the intersections and sidewalks



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Project Information:

- Project Website:
http://www.fairfaxcounty.gov/dpwes/construction/richmond_hwy/
- Fairfax County Department of Transportation:
Capital Projects and Operations Division
703-324-1100
- Fairfax County Department of Public Works and Environmental Services:
Planning and Design Division
703-324-5800



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Questions & Comments



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participation and comments!