

# Design

## Public Hearing



### **RICHMOND HIGHWAY PUBLIC TRANSPORTATION INITIATIVE INTERSECTION, SIDEWALK AND PEDESTRIAN ACCESS IMPROVEMENTS**

Fairfax County Project Numbers K00447, 26006G  
State Project Numbers 0001-029-R27, N501, P101, R201 (UPC 67772);  
0001-029-R28, M501, P101, R201 (UPC 71851)

**September 25, 2007**

**5:00 to 8:00 p.m.**

Walt Whitman Middle School  
2500 Parker's Lane,  
Alexandria, VA 22306

[www.fairfaxcounty.gov/dpwes/construction/richmond\\_hwy/](http://www.fairfaxcounty.gov/dpwes/construction/richmond_hwy/)

## Welcome!

Thank you for attending tonight's public hearing.

A brief presentation will begin at 6:00 p.m., followed by a question-and-answer session. Staff from Fairfax County, the county's engineering consultants, and the Virginia Department of Transportation (VDOT) are here to answer your questions.

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

Tonight, you can find out what work has been accomplished already and what projects are planned for the future. You will be able to review design concepts for the entire project as well as design plans for multiple locations, and will be able to submit comments or suggestions to county staff.

Your comments are important to making this project a success and the county will consider your questions and concerns before moving forward with future work. Your comments — verbal and written — will be included in a transcript that will be available for review. Besides this meeting, you also can e-mail your comments to [DPWESRichmondhwy@fairfaxcounty.gov](mailto:DPWESRichmondhwy@fairfaxcounty.gov); comments will be accepted until Oct. 5.



Fairfax County ensures nondiscrimination on the basis of disability and equal employment in all county programs, services and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact the Fairfax County Department of Public Works and Environmental Services, Planning and Design Division, 12000 Government Center Parkway, Suite 449, Fairfax, Virginia 22035, or 703-324-5800 or TTY/TDD 711.

***The enclosed comment sheet and a court reporter are here to document your concerns.  
We look forward to working with you as the project moves forward. Thanks for coming!***

Fairfax County Department of Public Works and Environmental Services  
Fairfax County Department of Transportation  
Virginia Department of Transportation

## In this brochure:

Project History and Purpose, Project Description, Project Locations, Estimated Cost	Page 2
Work Completed, Traffic in Project Area, Environmental Considerations	Page 3
Project Map	Page 4 & 5
Specific Improvement Locations, Right-of-Way Considerations	Page 6
Typical Intersection Pedestrian Improvements, Typical Bus Stop Improvements, Typical Sidewalk Improvements	Page 7
Next Steps, Project Comments	Page 8

# Project History and Purpose

**The Richmond Highway Public Transportation Initiative** is a \$55-million program to upgrade transit services and facilities along the Richmond Highway (US Route 1) corridor. This multi-year project started in 2004, is part of Fairfax County's Four-Year Transportation Plan, and is being administered by the county, in cooperation with the Virginia Department of Transportation and various other local and state agencies.

The overall program plans include improving bus service and pedestrian facilities, improving bus stop amenities and intersections to facilitate a safer and more inviting travel experience, developing and/or building bus transit centers with parking, and utilizing technology to make transit quicker and more utilized. The infrastructure improvements along the corridor are based on the recommendations from previous studies and are described in more detail below under "PROJECT DESCRIPTION."

Early in the program, planning and design efforts focused on changes to Fairfax Connector and Washington Metropolitan Area Transit Authority (WMATA) Metrobus routes in coordination with the start of the Richmond Highway Express (REX) bus service and the implementation of Fairfax County's South County Bus Plan. These early efforts and other work completed since the beginning of the program are described on the next page under "WORK COMPLETED."

## Project Description

**The infrastructure improvements** associated with the Richmond Highway Public Transportation Initiative include general pedestrian access and safety improvements at 29 intersections along Route 1, upgrades to the amenities at various bus stops throughout the corridor, and construction of missing sidewalk segments and pedestrian facilities at 24 locations along Route 1.

Intersection improvements may include the addition of sidewalks, crosswalks, median refuges for pedestrians, pedestrian signals, lighting, signage and curb ramps. Each intersection will be evaluated on an individual basis and not all of the improvements mentioned above may be necessary at every intersection. As the scope of this project is limited to the area immediately surrounding each intersection, the project will not be addressing major changes along Route 1.

Bus stop improvements may include new or upgraded shelters, benches, trash cans, bicycle racks, bus stop sign poles, lighting and other amenities. For bus stops designated as REX stops, the shelters will have a unique design and will include solar lighting within the shelter and a bus stop sign pole with solar lighting and a backlit display. Each stop will be evaluated individually and may not include all of the amenities listed.

Sidewalk improvements will include the construction of asphalt trails, sidewalks, curb ramps, median cuts and other infrastructure required to provide an accessible path along Route 1. The sidewalk improvements and other intersection and bus stop improvements will meet the accessibility standards required by the Americans with Disabilities Act, unless specific site conditions render that task impossible.

See page 6 for a list of specific improvement locations, including the projects for which design plans are available for review at tonight's hearing, and page 7 for graphics and photos of typical improvements

## Project Locations

**All intersections and sidewalk segments** are located along Richmond Highway, from Huntington Avenue in the north (just south of the Capital Beltway) to Mount Vernon Memorial Highway and Old Mill Road in the south (just north of Fort Belvoir). See pages 4 and 5 for a map showing the specific intersections and sidewalk segments within the project.

## 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.



# Work Completed

## REX Bus Service – September 2004

- o Express (limited stop) service along Richmond Highway, with only 12 stops
- o Complements Fairfax Connector bus routes
- o New, improved bus stops constructed at South County Center and Mohawk Lane
- o Special technology installed at traffic signals to let REX buses keep lights green and allow buses to travel more quickly
- o 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

- o Restructured almost all existing bus service in southern Fairfax County
- o Added 40% more service
- o Provided more weekday and midday service
- o Extended hours of operations
- o Enhanced weekend/holiday operations

## Survey and Design Tasks – 2005 through the present

- o Gathered updated survey data for 11 intersections and 2.25 miles of sidewalks
- o Ongoing design of infrastructure improvements at 7 intersections and 2.25 miles of walkways
- o Development of bus shelter standards to facilitate review and approval processes at the local and state levels

## Sidewalk Construction – Summer 2006 through Spring 2007

- o 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

### South County Bus Plan Results

- o Since the start of the new service, each year has shown an increase in ridership
- o From 2004 to the present, ridership has increased 49.8%

# Traffic In Project Area

During construction, every reasonable effort will be made to minimize the impacts to traffic along Richmond Highway and any connecting roads, and to protect the environment by minimizing potential dust and erosion. Access to all properties will be maintained during construction.

Based on the latest data available from VDOT (2005 traffic counts), the Average Daily Traffic (ADT) for Richmond Highway is shown in the table below.

From	To	Average Daily Traffic (Vehicles per day)
Woodlawn Road (Route 618)	Mount Vernon Memorial Highway (State Route 235 S)	44,000
Mount Vernon Memorial Highway (State Route 235 S)	Mount Vernon Highway (State Route 235 N)	37,000
Mount Vernon Highway (State Route 235 N)	North and South Kings Highway (State Route 241)	61,000
North and South Kings Highway (State Route 241)	Capital Beltway (Interstate 95 / 495)	53,000

# Environmental Considerations

Through on-site inspection, coordination and correspondence with federal, state and local agencies, VDOT's Northern Virginia District Environmental Section has determined that these projects will not significantly impact streams or wetlands; will not impact any threatened or endangered species, or natural, cultural, historic, or recreational resources; and will not involve significant air, noise, or water quality impacts. The State Environmental Review Process (SERP) was administered to identify potential environmental impacts. Pursuant to the requirements of the National Environmental Policy Act (NEPA), the potential environmental impacts of this project were also addressed by two Programmatic Categorical Exclusion (PCE) documents – one for intersection and bus stop improvements and one for sidewalk improvements – that were accepted and approved by the Federal Highway Administration (FHWA) in 2006. As defined by FHWA, Categorical Exclusions cover actions which “do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.” No significant impacts were found during the analyses performed, supporting the PCEs. Although no adverse impacts to historic properties were identified, in compliance with the national Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places will be available at the hearing.