

4 EXISTING AND PLANNED TRANSPORTATION SYSTEMS

Table of Contents

4.1	EXISTING BUS SERVICE	1
4.2	EXISTING PARK AND RIDES.....	39
4.3	PLANNED HIGHWAY AND TRANSIT IMPROVEMENTS	42
4.4	OTHER STUDY RESOURCES.....	47

Figures

Figure 4.1	Existing Transit in Fairfax County, Spring 2008	1
Figure 4.2	Existing Transit Service and Population Density	3
Figure 4.3	Existing Transit Service and Employment Density	4
Figure 4.4	VA-267 Priority Corridor Bus Service	7
Figure 4.5	Lee Highway/US-29 Priority Corridor Bus Service	9
Figure 4.6	US-50 Priority Corridor Bus Service	11
Figure 4.7	VA-123 Priority Corridor Bus Service	13
Figure 4.8	Little River Turnpike/VA-236 Priority Corridor Bus Service	15
Figure 4.9	Columbia Pike/VA-244 Priority Corridor Bus Service.....	17
Figure 4.10	Centreville Road Priority Corridor Bus Service	19
Figure 4.11	Backlick Road Priority Corridor Bus Service	20
Figure 4.12	Braddock Road Priority Corridor Service	22
Figure 4.13	Burke Center Parkway Priority Corridor Service.....	24
Figure 4.14	Telegraph Road Priority Corridor Service.....	25
Figure 4.15	I-66 Priority Corridor Service	27
Figure 4.16	Fairfax County Parkway Priority Corridor Service.....	28
Figure 4.17	I-95/I-395 Priority Corridor Service.....	30
Figure 4.18	Richmond Highway Priority Corridor Service.....	32
Figure 4.19	Reston Parkway Priority Corridor Service	34
Figure 4.20	Park and Ride Locations and Use, January – February 2008	40
Figure 4.21	Planned Highway Improvements.....	42
Figure 4.22	Planned Transit and HOV/HOT Improvements.....	43
Figure 4.23	Fairfax County Parkway Extension.....	44
Figure 4.24	I-495 HOT Lanes Access and Egress	45
Figure 4.25	I-95/I-395 HOT Lanes Access and Egress	46

Tables

Table 4.1	Bus Route Priority Corridors and Magisterial Districts.....	5
Table 4.2	VA-267 Priority Corridor Bus Service	8
Table 4.3	Lee Highway/US-29 Priority Corridor Bus Service.....	10
Table 4.4	US-50 Priority Corridor Bus Service.....	12
Table 4.5	VA-123 Priority Corridor Bus Service	14
Table 4.6	Little River Turnpike/VA-236 Priority Corridor Bus Service	16

Table 4.7 Columbia Pike/VA-244 Priority Corridor Bus Service 18

Table 4.8 Centreville Road Priority Corridor Bus Service..... 21

Table 4.9 Backlick Road Priority Corridor Bus Service 21

Table 4.10 Braddock Road Priority Corridor Service..... 23

Table 4.11 Burke Center Parkway Priority Corridor Service 26

Table 4.12 Telegraph Road Priority Corridor Service..... 26

Table 4.13 I-66 Priority Corridor Service..... 29

Table 4.14 Fairfax County Parkway Priority Corridor Service 29

Table 4.15 I-95/I-395 Priority Corridor Service 31

Table 4.16 Richmond Highway Priority Corridor Service..... 33

Table 4.17 All Other Service..... 35

Table 4.18 Bus/Carpool/Vanpool Park and Ride Lot Locations, January-February 2008 41

Table 4.19 Planned New Services from Other Studies 48

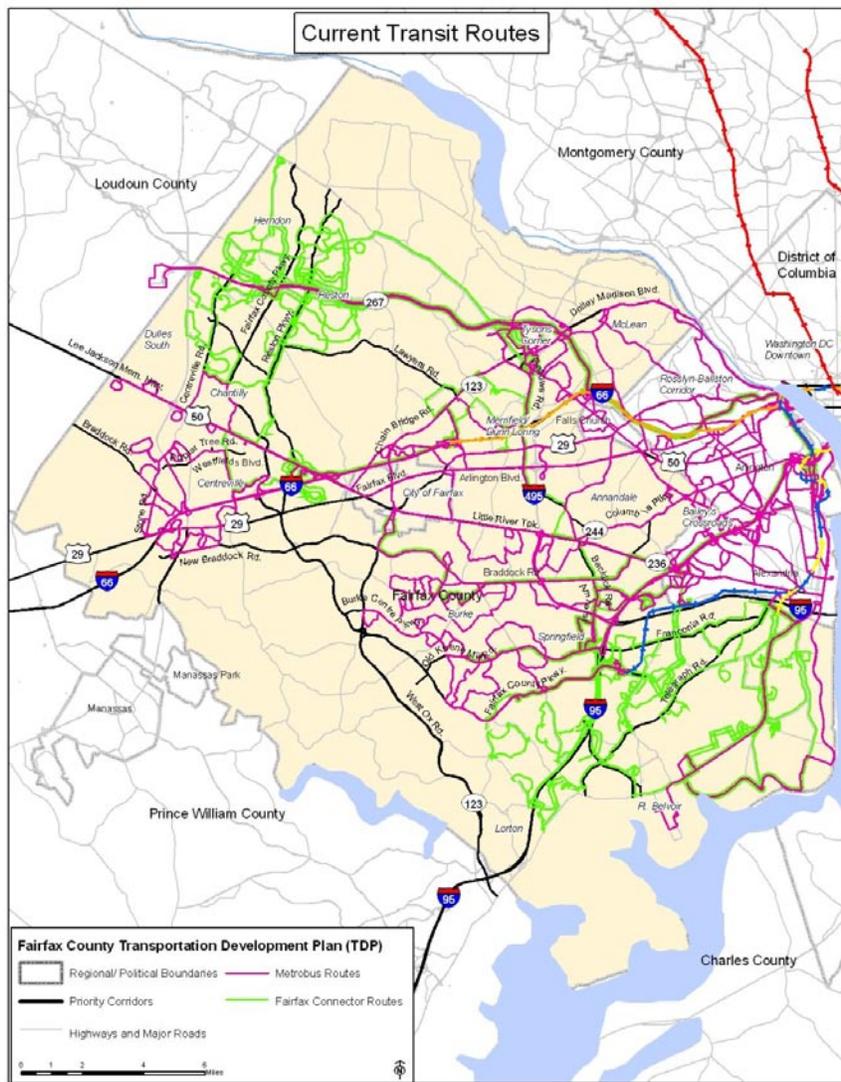
Table 4.20 Service Adjustments to Existing Metro Bus/OmniLink, and Fairfax Connector..... 58

Table 4.21 Service Restructuring to Existing Metrobus/Fairfax Connector from Other Studies..... 64

4.1 EXISTING BUS SERVICE¹

The bus system in Fairfax County serves most of the area not included in the low-density, high-income areas of the northernmost part of the County, the central part and the southwestern part. There are three distinct service groupings, as shown in Figure 4.1. Fairfax Connector's Huntington Division serves the southeastern portion of the county, while the Herndon Division serves Reston, Herndon, and the Fair Oaks area and the middle portion of the county is served by the West Ox Division. There is also Metrobus service throughout the County, particularly in the eastern half. Note that the Centreville/Chantilly Metrobus routes (12s and 20s) have been converted to Fairfax Connector operations since the TDP analysis began in the spring of 2008, and that change is not reflected in Figure 4.1

Figure 4.1 Existing Transit in Fairfax County, Spring 2008



Source: Fairfax County DOT

¹ This chapter is based on existing bus service as of the beginning the TDP analysis, Spring 2008.

A simple map of route coverage, though, does not tell the whole story of the type of service provided. Much of the Metrobus service in the western and southwestern areas runs only during morning and afternoon peak periods and functions as commuter service feeding to Metrorail and the urban core. The Metrobus service in the central and eastern portions of the county runs all day and serves major arterial roads.

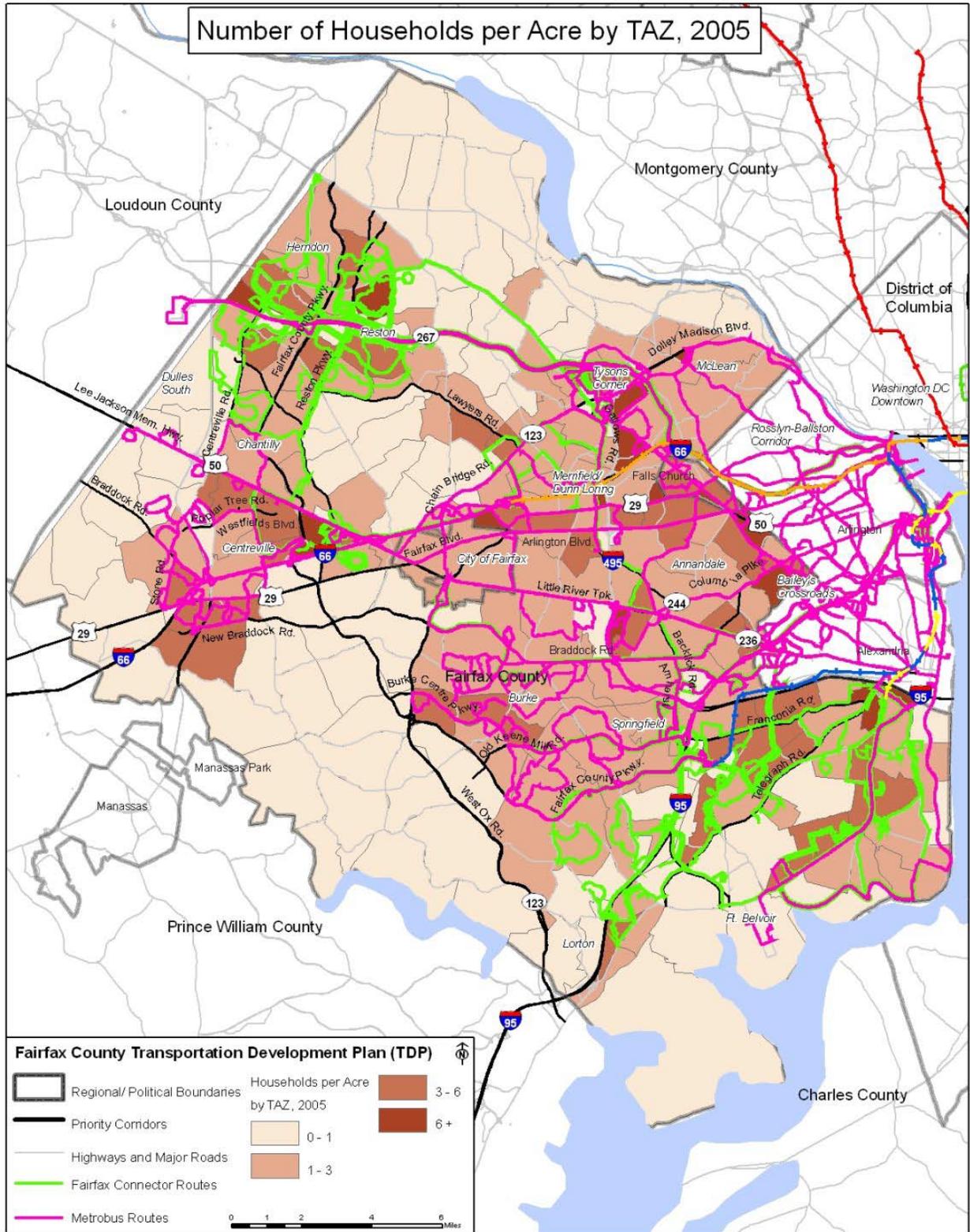
Fairfax Connector's 100-series routes in the southeastern corner and the 310 (Rolling Valley) and 401 (Backlick-Gallows) routes run all day, but most of the rest of the Huntington Division runs during peak periods only. In the northern area, the core full-day routes (425/7 Tysons-West Falls Church, 505 Reston-WFC, 574 Reston-Tysons, 605 Fair Oaks-Reston, 922 Herndon, 927 South Herndon, 950 Herndon-Reston-WFC, and RIBS) are supplemented by several rush hour commuter routes connecting to West Falls Church Metrorail or Pentagon/Crystal City.

In general, the coverage of the bus routes in the county is well coordinated with the pattern of residential density (see Figure 4.2). In those areas of the county with less than one household per acre, there is little or no bus service. Virtually all areas with at least 3 households per acre are served by a bus route, and most areas with between 1 and 3 households per acre have nearby bus access. Areas with high concentrations of jobs are similarly well served (see Figure 4.3). These zones are more restricted in total area, clustering more closely around the major arterial roadways in the county.

In addition to looking at externalities such as land use patterns and population and employment densities, the TDP analysis included a careful review of the existing bus service. Table 4.1 shows the bus routes that operate in the County with the priority corridor in which they operate as well as the magisterial district(s) that they serve. Sections 5 and 6 show the results of the on-board and resident surveys and ridechecks, respectively. The data in those two sections were also utilized to develop the recommendations set forth in the TDP.

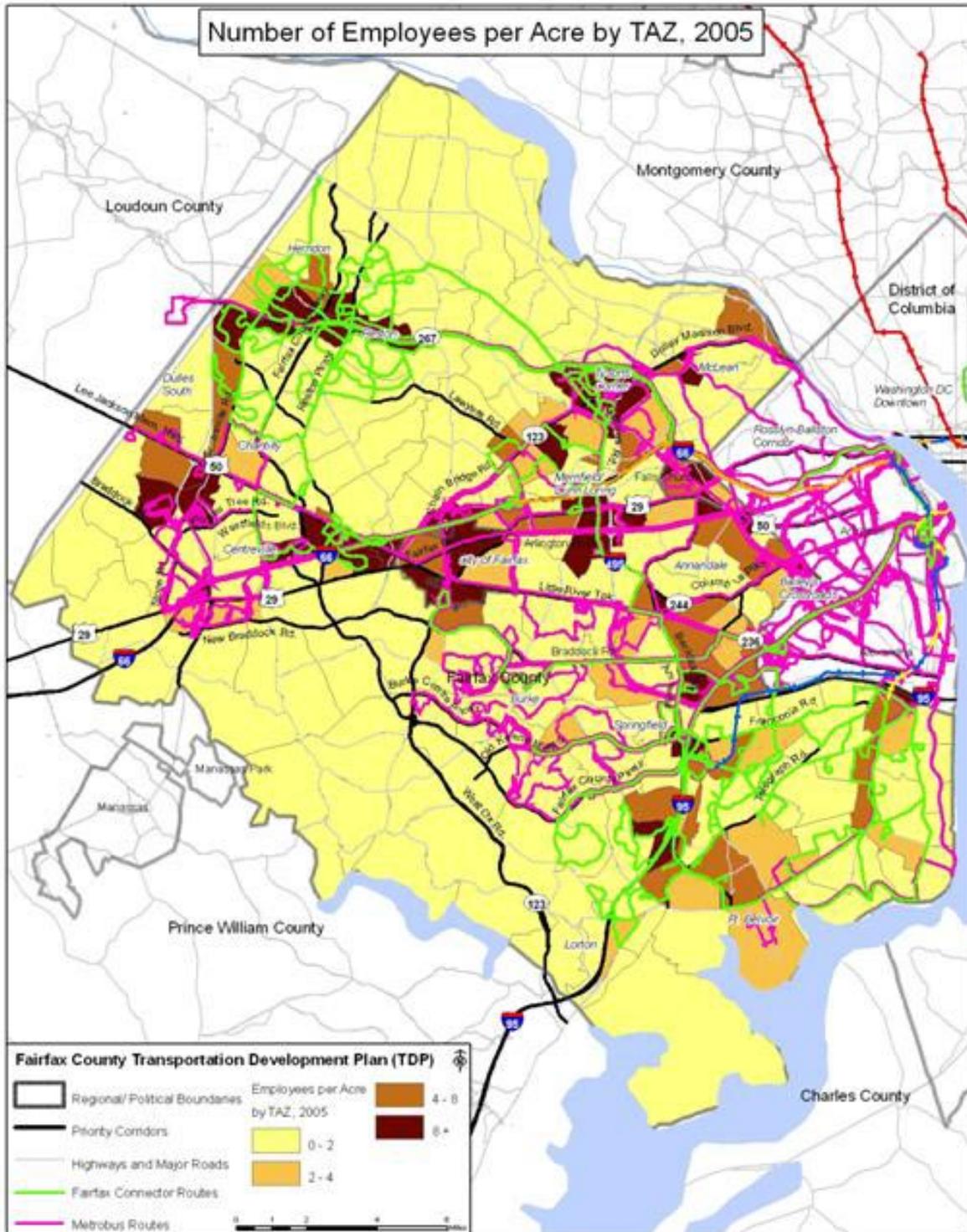
Figures 4.4 through 4.19 in this section show the average daily weekday boardings on both Fairfax Connector and Metrobus routes. The data is based on ridechecks conducted as part of the TDP between March and September 2008, where available. Boardings for Metrobus routes for which ridechecks were not conducted in 2008 are from WMATA counts conducted no earlier than January 2006. The maps give a general idea of the ridership along the route as a whole. As part of the process of developing specific route recommendations, the route segment and stop level ridership was used to determine the productivity and desirability of a route at a finer level of detail than for the total route. Therefore, these maps are for illustrative purposes only. Following each map, in Tables 4.2 through 4.17, is some key service level information about the routes that run in the corridors shown. This service data is based on the service that was operating at the time of the ridechecks.

Figure 4.2 Existing Transit Service and Population Density



Source: Fairfax County DOT

Figure 4.3 Existing Transit Service and Employment Density



Source: Fairfax County DOT

Table 4.1 Bus Route Priority Corridors and Magisterial Districts

Route	Priority Corridor(s)	Magisterial District(s)	Route	Priority Corridor(s)	Magisterial District(s)
101	NA	Mt. Vernon	950	Dulles Toll Road	Dranesville, Hunter Mill
109	Telegraph Road	Lee, Mt. Vernon	951	Dulles Toll Road	Dranesville, Hunter Mill
151	Richmond Hwy	Mt. Vernon	952	Dulles Toll Road	Dranesville, Hunter Mill
152	Richmond Hwy	Mt. Vernon	980	Dulles Toll Road	Dranesville, Hunter Mill
161	Richmond Hwy	Lee, Mt. Vernon	11Y	NA	Mt. Vernon
162	Richmond Hwy	Lee, Mt. Vernon	15K, 15L	VA-123	Dranesville, Providence, Hunter Mill, Braddock
171	Richmond Hwy	Mt. Vernon	16A,16B,16D,16E,16F,16J	VA-244 (Columbia Pike)	Mason, Braddock
231	NA	Lee	16G,16H,16K,16W	NA	Mason
232	NA	Lee	16L	VA-244 (Columbia Pike)	Mason
301	Telegraph Road	Lee, Mt. Vernon	17A, 17B, 17F, 17M	Braddock Rd.	Mason, Braddock, Lee
303 ²	Telegraph Road	Lee, Mt. Vernon	17G, 17H, 17K	Braddock Rd.	Mason, Braddock, Lee
304	Backlick	Lee, Mt. Vernon	18E,18F	Backlick	Mason, Lee
305	FS Pkwy/FC Pkwy	Lee, Springfield, Mt. Vernon	18G,18H,18J	I-95/395	Mason, Lee, Braddock, Springfield
306	Braddock Rd.	Mason, Braddock	18P,18R,18S	Burke Ctr Pkwy	Mason, Lee, Braddock, Springfield, Mt. Vernon
307	NA	Mount Vernon	1A, 1B, 1D, 1E, 1F, 1Z	US-50	Providence, Mason
310	Burke Ctr Pkwy	Lee, Springfield	1C	US-50	Providence, Springfield
321	NA	Mt. Vernon, Lee			
322	NA	Mt. Vernon	23A,23C	VA-123	Dranesville, Providence
331	Backlick	Lee, Mt. Vernon	24T	NA	Dranesville, Providence
332	Backlick	Lee, Mt. Vernon	25A, 25F, 25G, 25J, 25P	NA	Mason
380	I-95/395	Mt. Vernon	25A, C, D	NA	Mason
401	Backlick	Lee, Braddock, Mason, Providence	25B	NA	Mason
425	NA	Dranesville, Providence	25P	NA	Mason
427	Dulles Toll Road	Dranesville, Providence	26A ³ ,26E	NA	Dranesville, Mason
462 ⁴	NA	Hunter Mill, Providence	26W	NA	Dranesville, Providence

² Route 303 was discontinued as part of the June 2009 service cuts.

³ The 26A was discontinued on July 6, 2009

⁴ Formerly the 402/403 prior to June 29, 2009. All ridership data was collected while these routes were the 402/403.

Route	Priority Corridor(s)	Magisterial District(s)	Route	Priority Corridor(s)	Magisterial District(s)
463	Backlick	Hunter Mill, Providence	28A, 28B	NA	Providence, Dranesville, Mason
505	Dulles Toll Road	Dranesville, Providence, Hunter Mill	28F,28G	NA	Mason
551	Dulles Toll Road	Dranesville, Providence, Hunter Mill	28T	NA	Dranesville, Providence, Hunter Mill
552	NA	Dranesville, Providence, Hunter Mill	29C,29E,29G,29H,29X	VA-236	Mason, Braddock, Lee
553	Dulles Toll Road	Dranesville, Providence, Hunter Mill	29K,29N	VA-236	Providence, Braddock, Mason
554	Dulles Toll Road	Dranesville, Providence, Hunter Mill	2A,2B,2C,2G	US-29	Providence, Springfield
556 ⁵	NA	Hunter Mill	2T	VA-123	Providence, Hunter Mill
557	Dulles Toll Road	Sully, Hunter Mill, Dranesville	2W	VA-123	Hunter Mill, Providence
574	Dulles Toll Road	Hunter Mill, Dranesville, Providence	3A, 3B, 3E, 3F	NA	Dranesville, Providence, Mason, Braddock
585	Dulles Toll Road	Hunter Mill, Dranesville, Providence	3T	VA-123	Providence, Dranesville
595	Dulles Toll Road	Hunter Mill, Dranesville, Providence	4A,4B,4E,4H	NA	Mason
597	Dulles Toll Road	Hunter Mill, Dranesville, Providence	5A	Dulles Toll Road	Dranesville, Hunter Mill
605	US-50	Hunter Mill, Sully, Springfield	7A, 7B, 7C, 7D, 7E, 7F, 7P, 7W, 7X	I-95/395	Mason
621	I-66	Providence, Springfield	9A,9E	NA	Mt. Vernon
622	I-66	Providence, Springfield			
623	I-66	Providence, Springfield	REX	Richmond Hwy	Mt. Vernon
630s, 640s, 650s ⁶	Braddock Rd., Centreville Road, I-66	Providence, Springfield, Sully	RIBS 1	NA	Hunter Mill
922 ⁷	NA	Dranesville, Hunter Mill	RIBS 2	NA	Hunter Mill
924	Centreville Rd	Dranesville, Hunter Mill	RIBS 3	NA	Hunter Mill
926	Centreville Rd	Dranesville, Hunter Mill	RIBS 4	NA	Hunter Mill, Dranesville
927	NA	Hunter Mill	S80	NA	Lee
929	Centreville Rd	Hunter Mill, Sully	S91	NA	Lee

⁵ Route 556 was discontinued as part of the June 2009 service cuts.

⁶ Formerly the Metrobus 12s and 20s prior to June 29, 2009. All ridership data was collected while these routes were the 12s and 20s.

⁷ Route 922 was discontinued as part of the June 2009 service cuts.

Figure 4.4 VA-267 Priority Corridor Bus Service

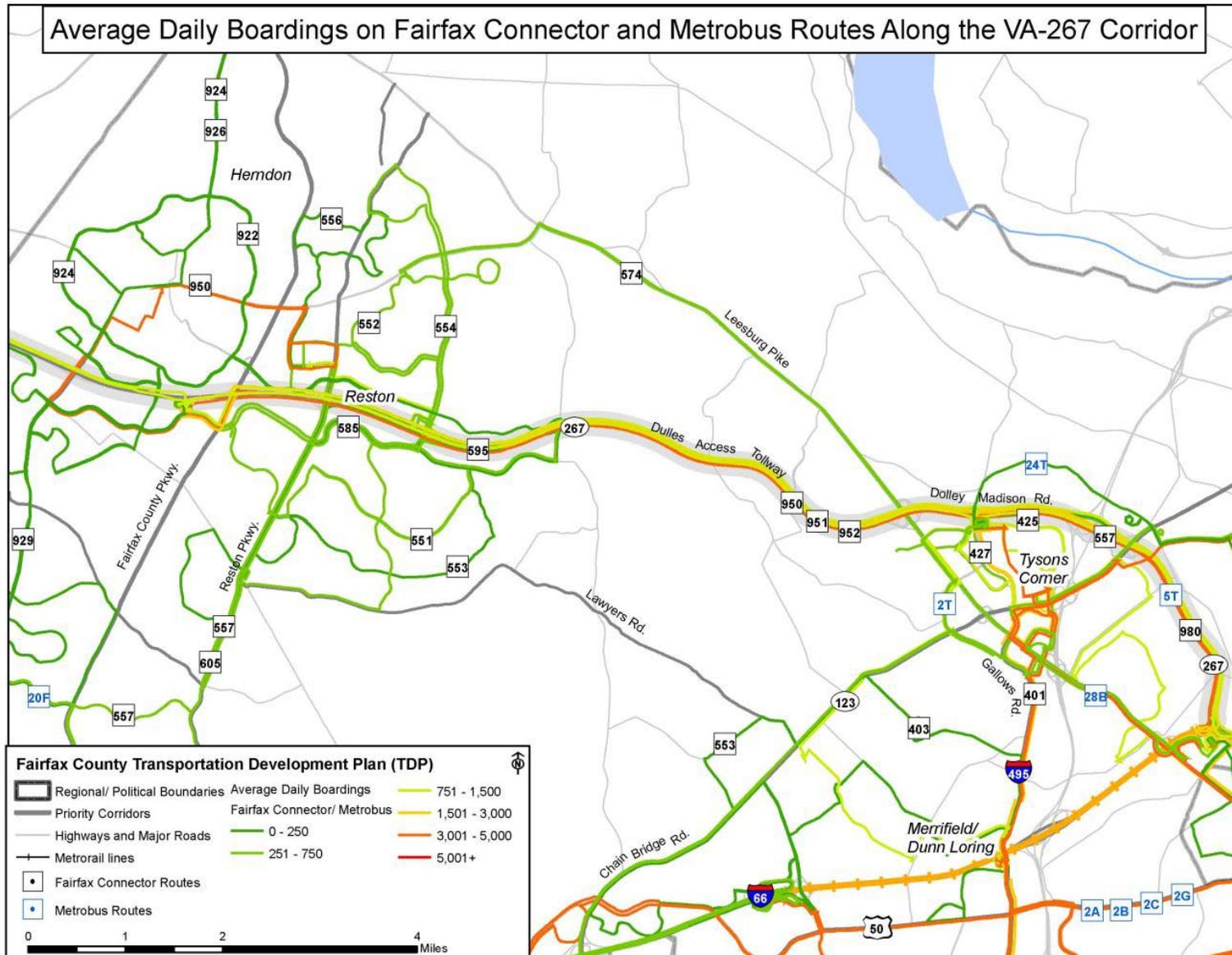


Table 4.2 VA-267 Priority Corridor Bus Service

Route	Name	Service Days/ Times	Weekday				Saturday			Sunday		
			From	To	Peak Headway	Midday/Eve Headway	From	To	Headway	From	To	Headway
427	Tysons-WestPark Transit Stn/West Falls Church Metro Line	Weekday	5:16 AM	11:44 PM	20	24						
505	Reston Town Center Line	All	5:05 AM	11:58 PM	30	15	7:30 AM	1:15 AM	30	7:30 AM	11:10 PM	30
551	South Reston Line	Weekday Peak	Peak Only		30							
553	South Reston Line	Weekday Peak	Peak Only		25							
554	North Reston Line	Weekday Peak	Peak Only		30							
557	South Reston Line	Weekday Peak	Peak Only		30							
574	Tysons Corner-Reston Town Center Line	All	5:10 AM	11:55 PM	60	60	6:10 AM	10:00 PM	60	6:10 AM	8:00 PM	60
585	Reston South Express Line	Weekday Peak	Peak Only		20							
595	Pentagon Express	Weekday Peak	Peak Only		30							
597	Crystal City Express	Weekday Peak	Peak Only		30							
950	Herndon/Reston Town Center Line	All	5:05 AM	12:55 AM	30	30	5:56 AM	1:59 AM	30	5:56 AM	12:05 AM	30
951	Reston/Herndon Reverse Commuter Line	Weekday Peak	Peak Only		30							
952	Reston/Herndon Reverse Commuter Line	Weekday Peak	Peak Only		30							
980	Herndon/Reston Town Center Line	Weekday Peak	Peak Only		6							
5A	DC-Dulles Line	All	4:50 AM	12:29 AM	30	40 or 60	5:30 AM	12:25 AM	60	5:30 AM	12:23 AM	60

Figure 4.5 Lee Highway/US-29 Priority Corridor Bus Service

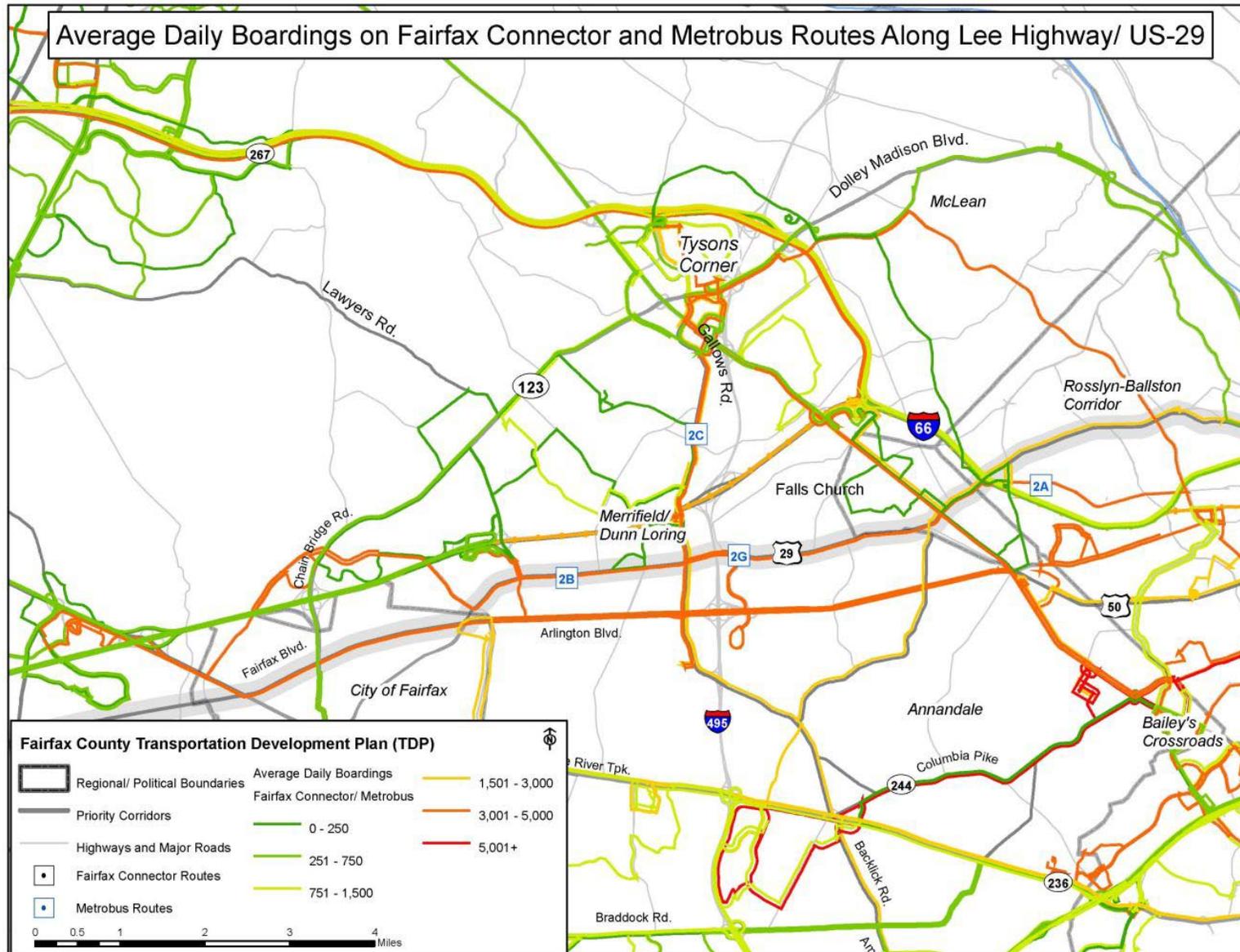


Table 4.3 Lee Highway/US-29 Priority Corridor Bus Service

Route	Name	Service Days/Times	From	To	Weekday		Saturday			Sunday		
					Peak Headway	Midday/Eve Headway	From	To	Headway	From	To	Headway
2A,2B,2C, 2G	Washington Blvd Line	All	4:52 AM	12:56 AM	*15 at eastern part of the route *30 at western part of the route	*30 at eastern part of the route *60 at western part of the route	5:55 AM	1:00 AM	*30 at eastern part of the route *60 at western part of the route	5:59 AM	11:06 PM	60

Figure 4.6 US-50 Priority Corridor Bus Service

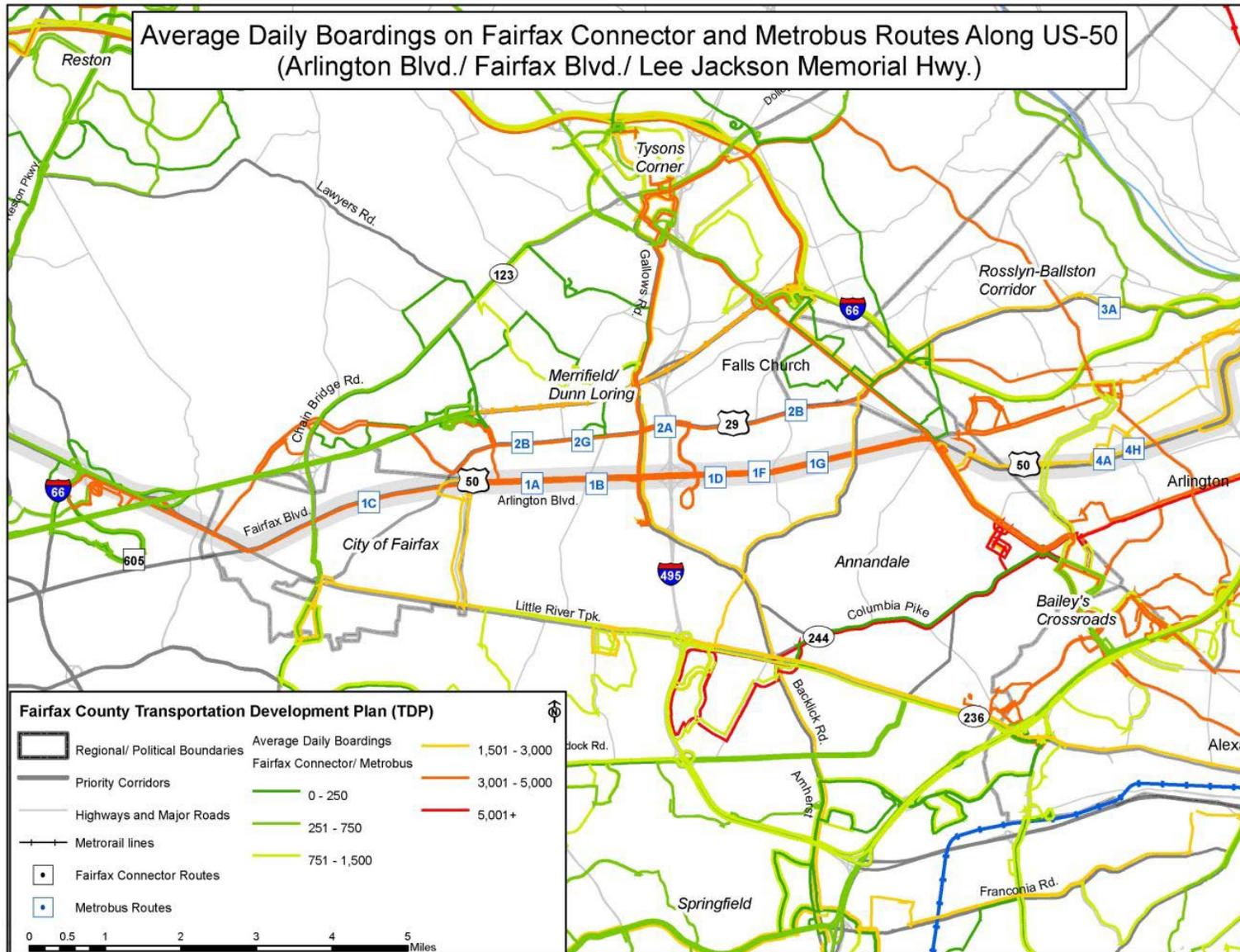


Table 4.4 US-50 Priority Corridor Bus Service

Route	Name	Service Days/Times	Weekday				Saturday				Sunday			
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway
605	Fair Oaks-Reston Line	All	6:56 AM	10:20 PM	60	60	7:11 AM	8:00 PM	60	60	8:10 AM	6:59 PM	60	60
1A, 1B, 1D, 1E, 1F, 1Z	Wilson Blvd Line	All	4:53 AM	3:44 AM	*15 at eastern part of the route *30 at western part of the route	*30 overall *60 after midnight	5:38 AM	12:45 AM	30	*40 after 10 pm, toward Ballston Metro station *also served by 1F at 10 pm *60 min headway toward Vienna Metro Station	7:30 AM	10:48 PM	30 on the eastern part of the route toward Ballston	60 on western part of the route *60 after 7 pm on eastern part of the route
1C	Fair Oaks-Dunn Loring Line	All	4:51 AM	11:52 PM	25	60	6:34 AM	11:02 PM	60	60	7:25 AM	9:25 PM	60	60

Figure 4.7 VA-123 Priority Corridor Bus Service

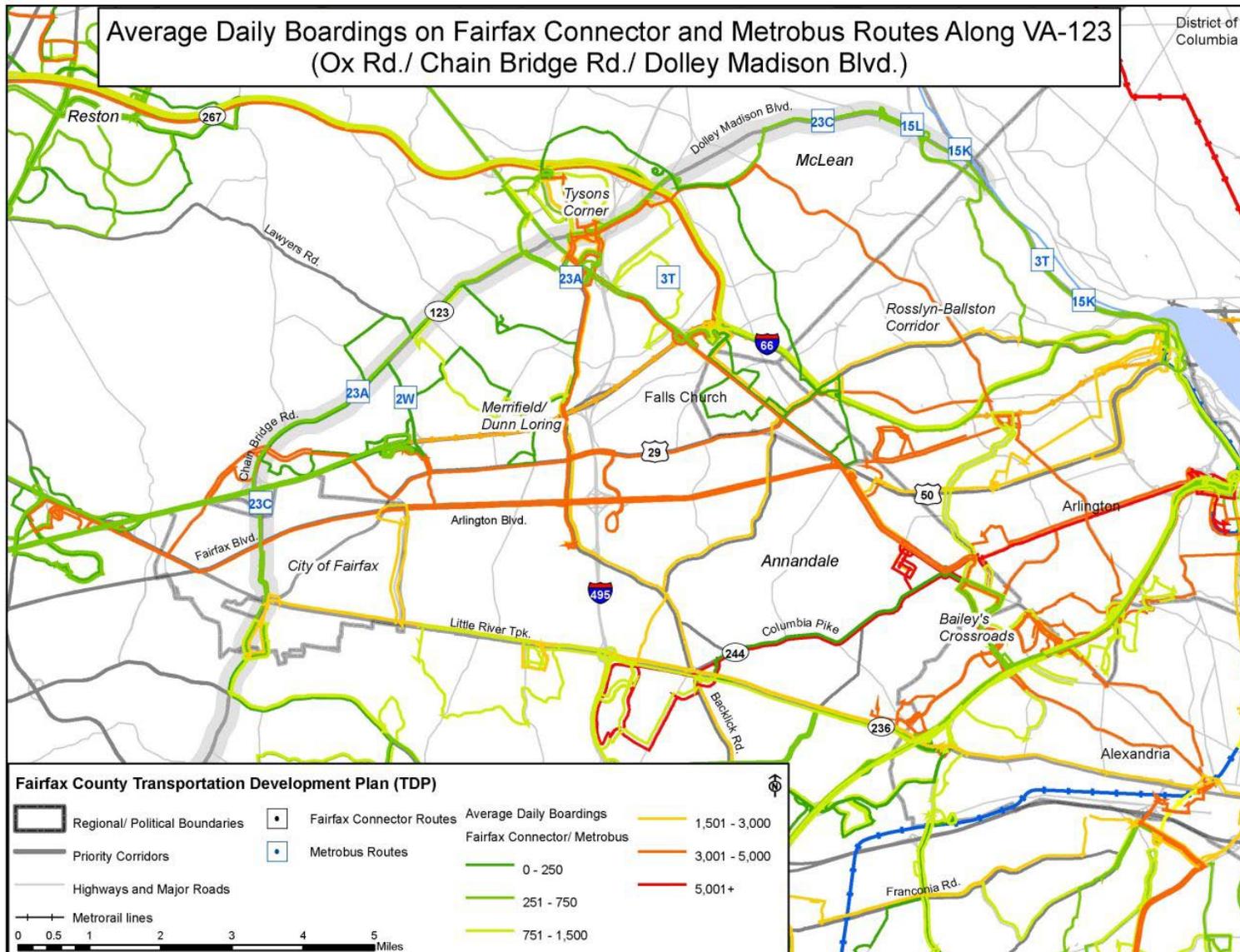


Table 4.5 VA-123 Priority Corridor Bus Service

Route	Name	Service Days/Times	From	To	Weekday		Saturday				Sunday		Headway
					Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	
23A,23B	McLean-Crystal City Line	All	5:37 AM	1:23 AM	*20 or 30 *15 in the middle of the route	60 late evening	5:52 AM	1:07 AM	30	*60 after 8 pm going east *40 or 93 min after 6:30 pm going west	5:20 AM	10:33 PM	60
2T	Tysons Corner-Dunn Loring Line	All	5:30 AM	11:43 PM	30	60	5:55 AM	10:34 PM	60	60	10:00 AM	7:46 PM	60
2W	Vienna-Oakton Line	Weekday Peak	Peak Only		30		5:55 AM	10:34 PM	60	60			
3T	Pimmit Hills Line	Weekday and Saturday	5:40 AM	10:27 PM	20	60	6:01 AM	10:32 PM	60	60			
15K, 15L	Chain Bridge Road Line	Weekday	5:54 AM	8:08 PM	30 to 40	60	No service				No service		

Figure 4.8 Little River Turnpike/VA-236 Priority Corridor Bus Service

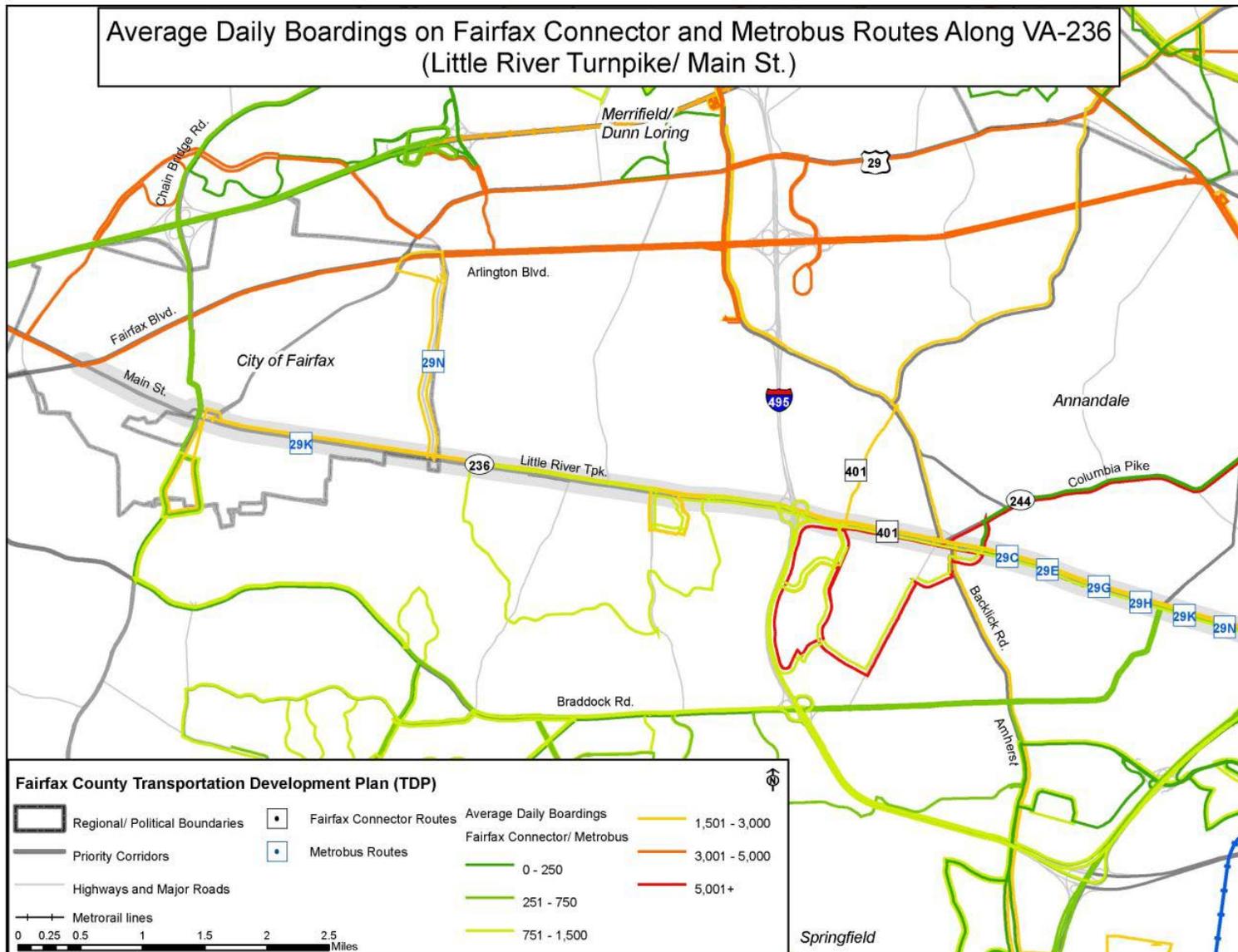


Table 4.6 Little River Turnpike/VA-236 Priority Corridor Bus Service

Route	Name	Service Days/Times	Weekday		Peak Headway	Midday/Eve Headway	Saturday		
			From	To			From	To	Headway
29C,29E,29G,29H,29X	Annandale Line	Weekday Peak	Peak only						
					*5 at eastern part of the route *10 or 15 in middle part of the route *20 or 25 at western part of the route *60 after 8 pm going west				
29K,29N	Alexandria-Fairfax Line	Weekday and Saturday	5:47 AM	11:35 PM	*10 or 20 at ends of the route *30 in middle of the route	50 or 60	6:02 AM	10:28 PM	60 (29N)

Figure 4.9 Columbia Pike/VA-244 Priority Corridor Bus Service

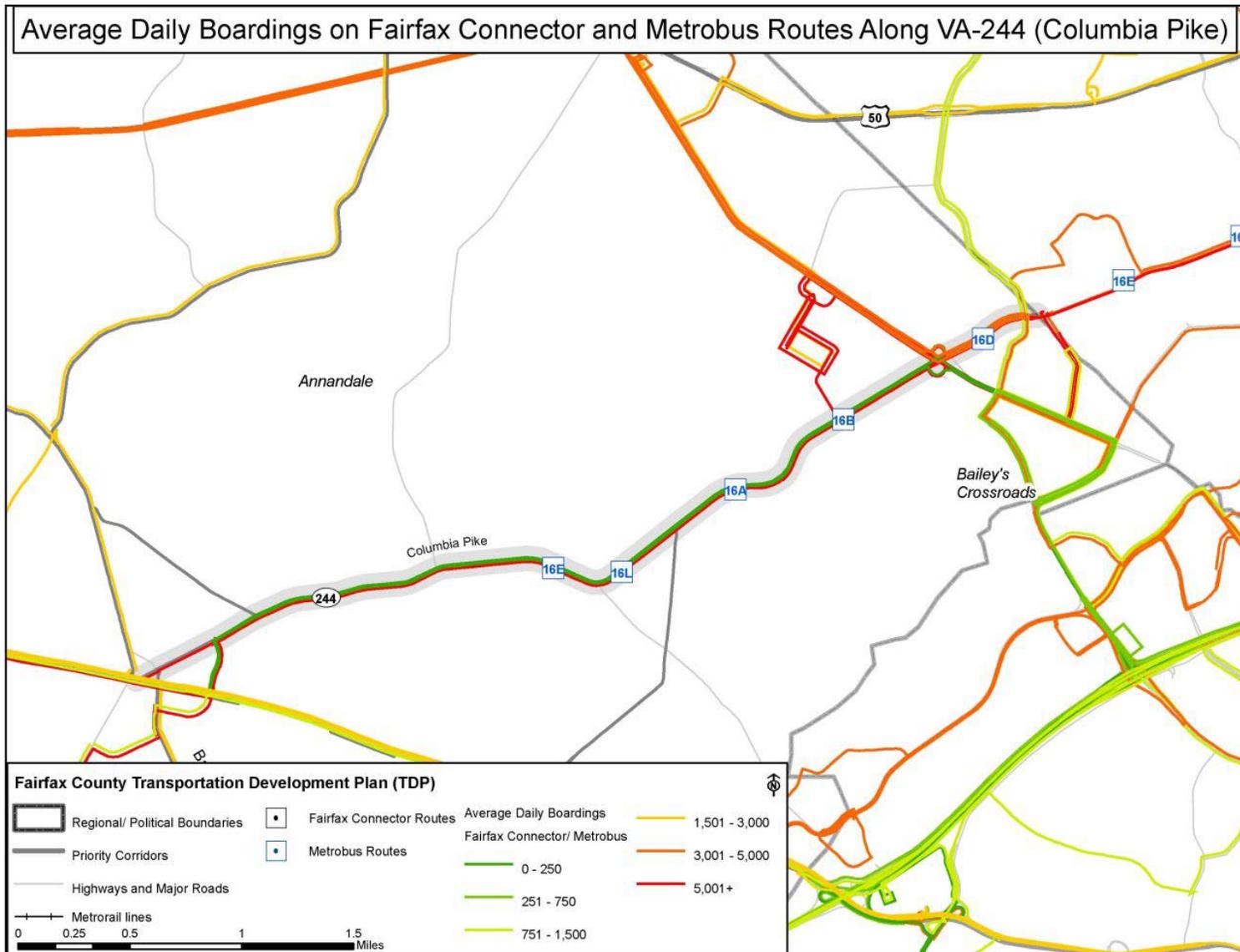


Table 4.7 Columbia Pike/VA-244 Priority Corridor Bus Service

Route	Name	Service Days/Times	Weekday				Saturday				Sunday			
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway
16A,16B, 16D, 16E, 16F,16J	Columbia Pike Line	All	4:41 AM	12:59 AM (2:27 AM Friday)	*5 or 10 at eastern part of the route *30 at western part of the route	*15 to 25 at eastern end of the route *20-40 over entire route	5:30 AM	3:56 AM	*15 (eastern part of the route, toward Pentagon)	*30 (western part of the route, away from Pentagon) *16E runs 20, 30, or 60 headways after 11 pm	6:00 AM	12:57 AM	*23,30, or 38 (eastern part of the route, toward Pentagon) *after 7 pm, served by 16E at 23 or 30 min headway	60 (western part of the route, away from Pentagon)
16L	Annandale-Skyline City-Pentagon Line	Weekday Peak	Peak Only (3 trips)		30	No Service				No Service				

Figure 4.10 Centreville Road Priority Corridor Bus Service

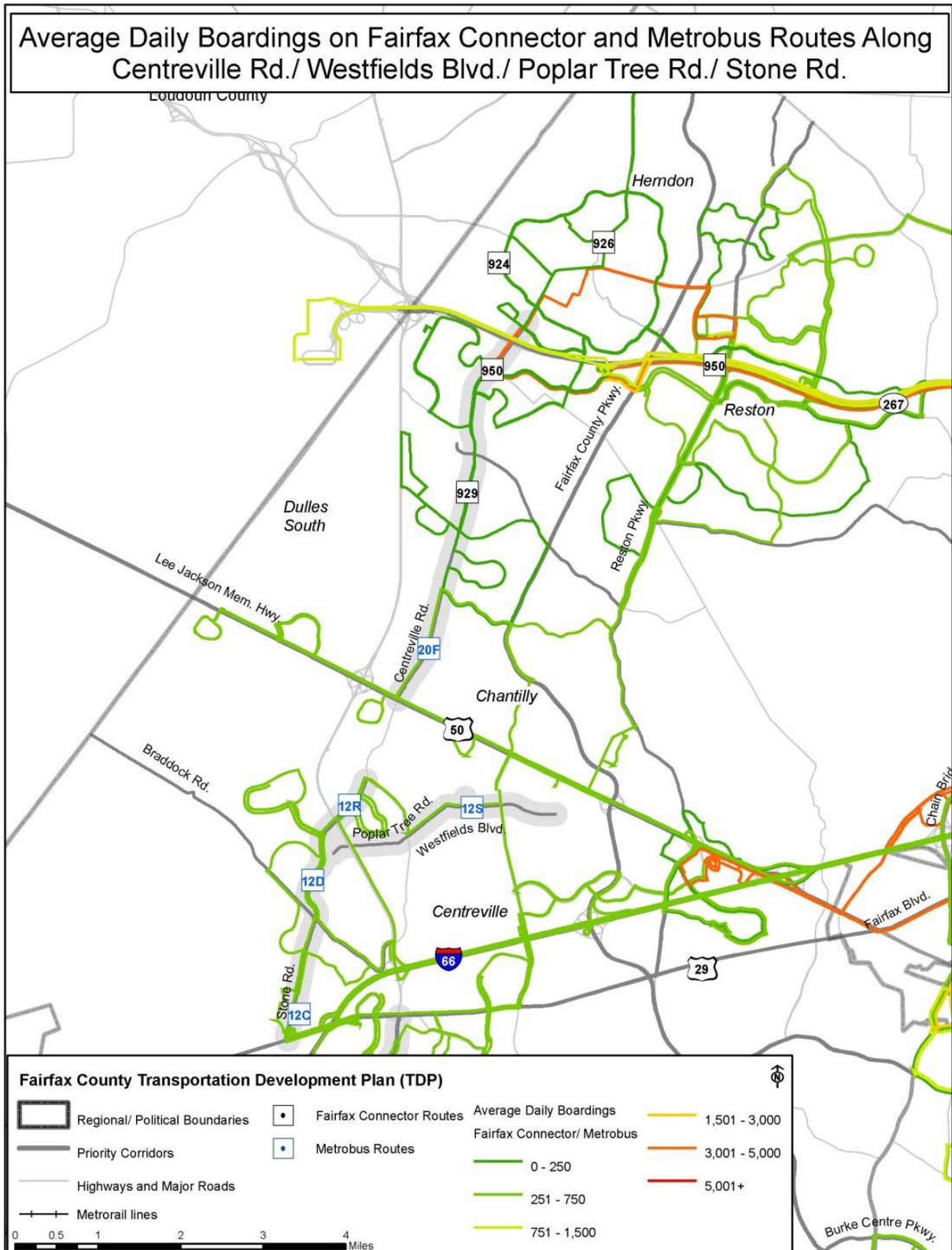


Figure 4.11 Backlick Road Priority Corridor Bus Service



Table 4.8 Centreville Road Priority Corridor Bus Service

Weekday						
Route	Name	Service Days/Times	From	To	Peak Headway	Midday/Eve Headway
924	Herndon Line	Weekday Peak	Peak Only		24	
926	Herndon Line	Weekday Peak	Peak Only		24	
929	Centreville Road Line	Weekday Peak	Peak Only		30	

Table 4.9 Backlick Road Priority Corridor Bus Service

Route	Name	Service Days/Times	Weekday				Saturday			Sunday			
			From	To	Peak Headway	Midday/ Eve Headway	From	To	Headway	From	To	Headway	
304	Saratoga Line	Weekday Peak	Peak Only		30	NA	No service				No service		
331	I-95 Circulator - Counter-Clockwise Loop	Weekday	5:59 AM	10:27 PM	30	60	No service				No service		
332	I-95 Circulator - Clockwise Loop	Weekday	5:44 AM	8:18 PM	30	60	No service				No service		
401	Backlick-Gallows Road Line	All	4:20 AM	11:47 PM	30	60	5:50 AM	10:52 PM	60	5:51 AM	9:20 PM	60	
463	Vienna-Merrifield-Dunn Loring Line	Weekday Peak	Peak Only		35	NA	No service				No service		
18E,18F	Springfield Line	Weekday Peak	Peak only		30		No service				No service		

Figure 4.12 Braddock Road Priority Corridor Service

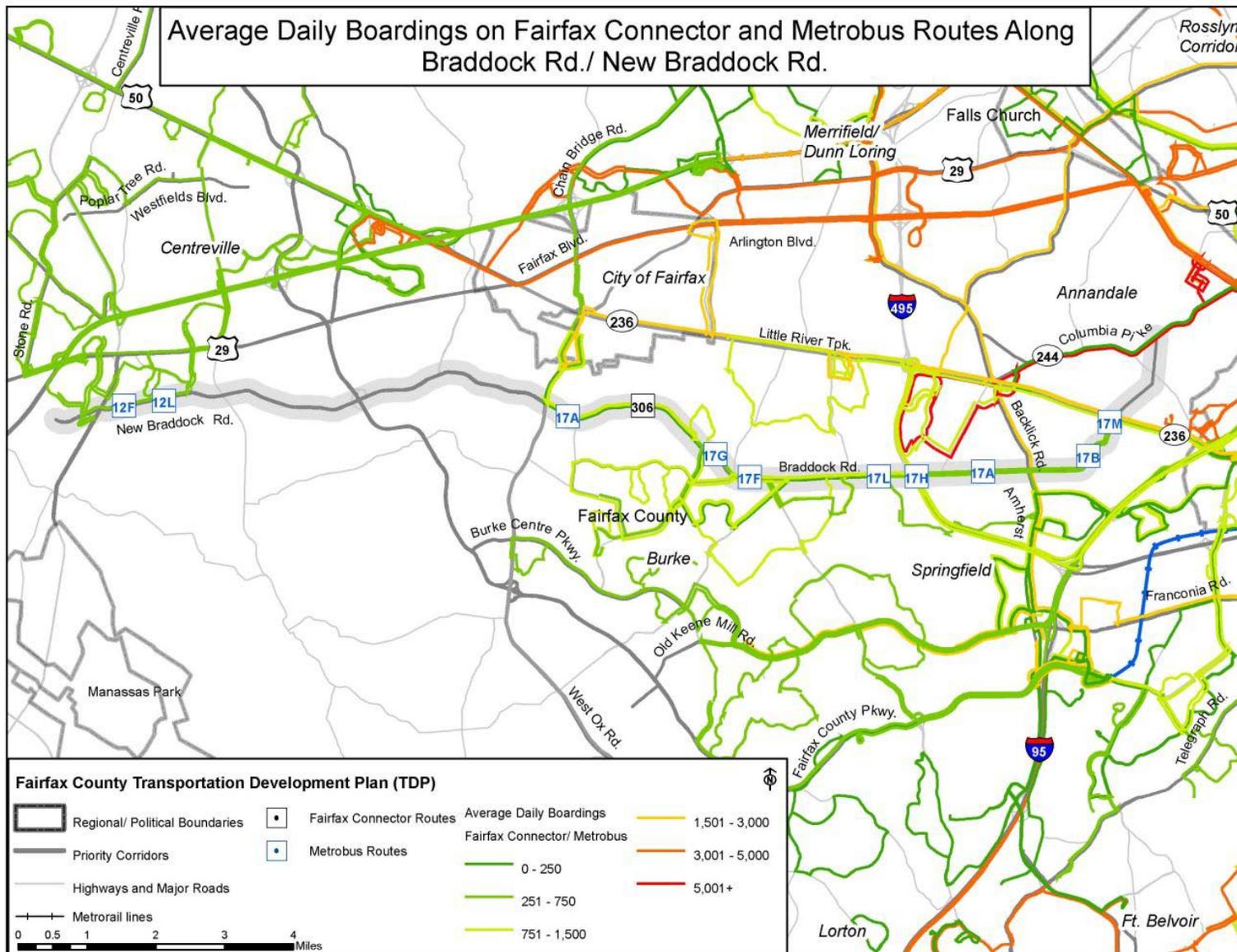


Table 4.10 Braddock Road Priority Corridor Service

Route	Name	Service Days/Times	From	To	Weekday	
					Peak Headway	Midday/Eve Headway
306	GMU Line	Weekday-Midday	8:50 AM	3:56 PM	NA	60
12A, 12E, 12F, 12G⁸	Centreville South Line	Weekday	5:21 AM	9:12 PM	15 or 20	35 or 40
17A, 17B, 17F, 17M	Kings Park Line	Weekday	6:00 AM	10:59 PM	*20 or 25 at eastern end of the route *50 or 60 at western end of the route	60
17G, 17H, 17K	Kings Park Express Line	Weekday	5:20 AM	7:31 PM	*5 at eastern end of the route *15, 20 or 30 at western end of the route	Peak only

⁸ 12s line routes are now operated by Fairfax Connector as the 630-650 series of routes.

Figure 4.13 Burke Center Parkway Priority Corridor Service

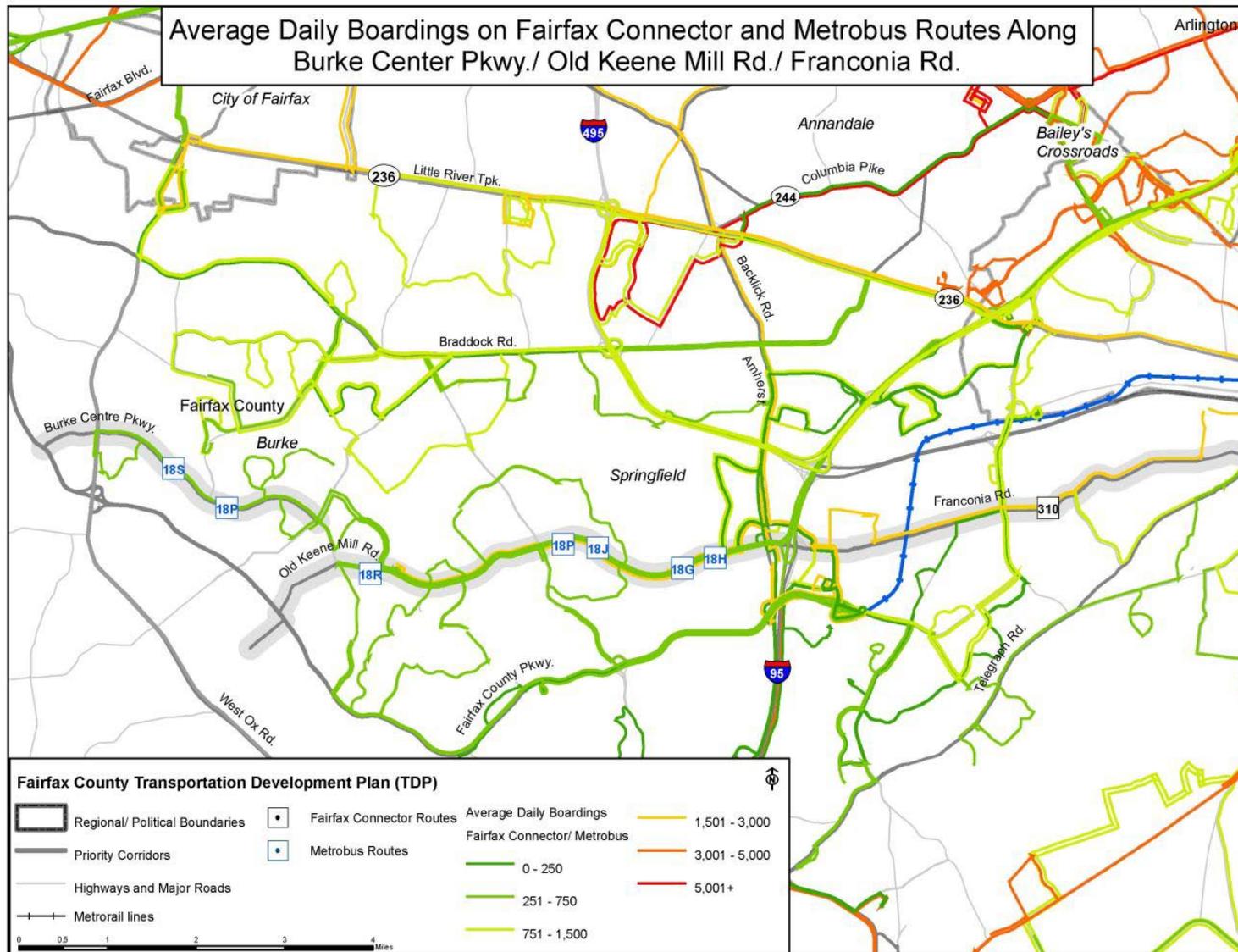


Figure 4.14 Telegraph Road Priority Corridor Service



Table 4.11 Burke Center Parkway Priority Corridor Service

Route	Name	Service Days/Times	Weekday				Saturday			Sunday			
			From	To	Peak Headway	Midday/Eve Headway	From	To	Headway	From	To	Headway	
18P,18R,18S	Burke Centre Line	Weekday Peak	Peak only		*5 or 10 at western part of the route *15, 20, 30 at eastern part of the route			No service			No service		
310	Rolling Valley Line	All	4:14 AM	12:46 AM	30	60	5:54 AM	12:54 AM	60	5:54 AM	11:54 AM	60	

Table 4.12 Telegraph Road Priority Corridor Service

Route	Name	Service Days/Times	Weekday				Saturday		
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway
109	Rose Hill Line	Weekday and Saturday	4:59 AM	11:29 PM	30	60	6:30 AM	10:25 PM	60
301	Telegraph Road Line	Weekday Peak	Peak Only		30	NA	NA		
303	Island Creek Line	Weekday Peak	Peak Only		30	NA	NA		

Figure 4.15 I-66 Priority Corridor Service

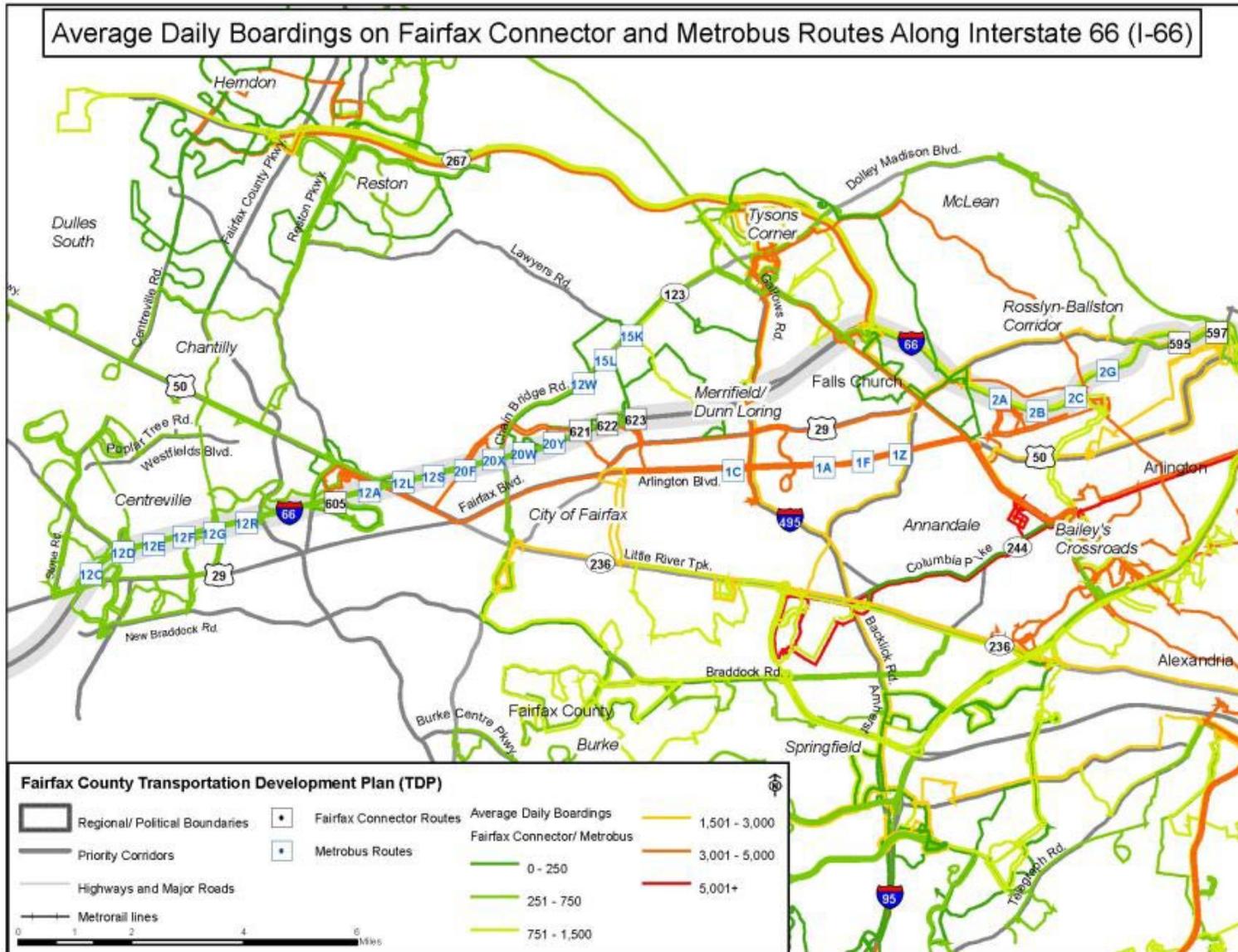


Figure 4.16 Fairfax County Parkway Priority Corridor Service

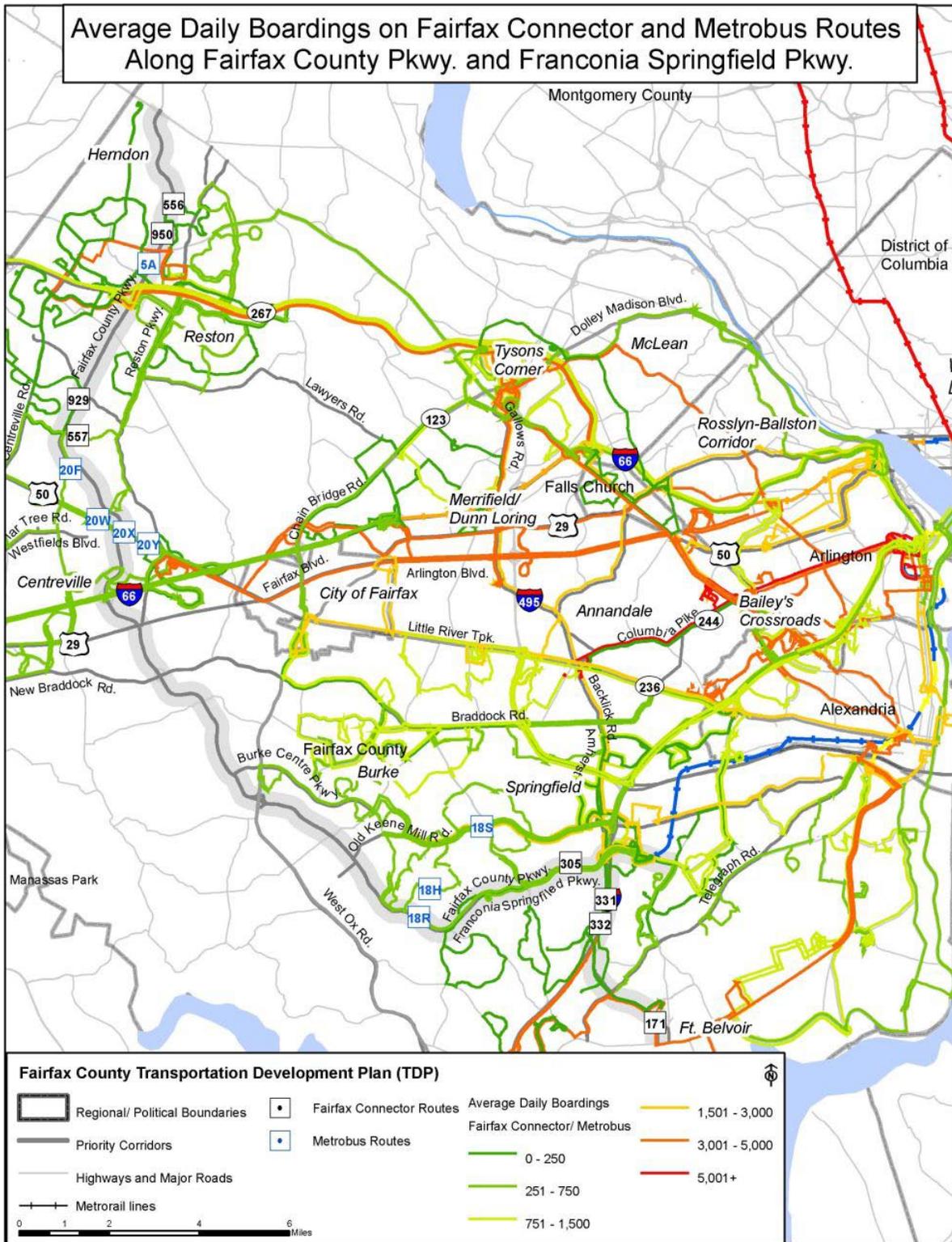


Table 4.13 I-66 Priority Corridor Service

Route	Name	Service Days/Times	From	To	Weekday	
					Peak Headway	Midday/Eve Headway
621	Fairfax County Government Center Line	Weekday	8:38 AM	10:42 PM	30	60
622	Fairfax County Government Center Line	Weekday Peak	Peak Only		30	
623	Fairfax County Government Center Line	Weekday Peak	Peak Only		30	
12C, 12D ⁹	Centreville North Line	Weekday	5:19 AM	8:01 PM	30 or 35	60
12L, 12M	Little Rocky Run-Vienna Line	Weekday	5:33 AM	7:30 PM	30 or 35	30 or 35
12R, 12S	Stringfellow Road-Vienna Line	Weekday	5:35 AM	7:55 PM	30	peak only

Table 4.14 Fairfax County Parkway Priority Corridor Service

Route	Name	Service Days/Times	From	To	Weekday	
					Peak Headway	Midday/Eve Headway
305	Newington Forest Line	Weekday Peak	Peak Only		30	NA

⁹ 12s line routes are now operated by Fairfax Connector as the 630-650 series of routes.

Figure 4.17 I-95/I-395 Priority Corridor Service

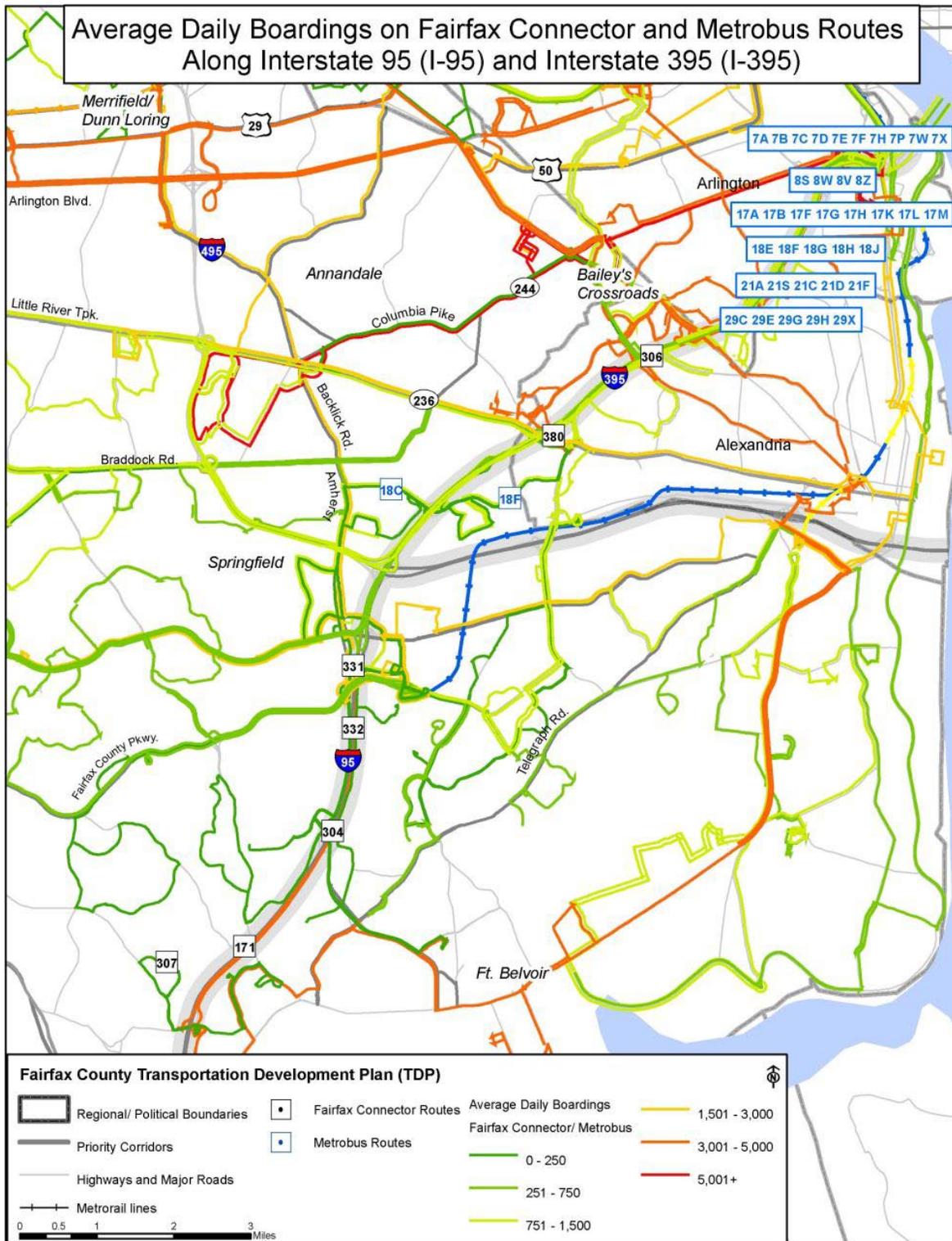


Table 4.15 I-95/I-395 Priority Corridor Service

Route	Name	Service Days/ Times	From	Weekday			Saturday				Sunday			
				To	Peak Headway	Midday/ Eve Headway	From	To	Peak Headway	Midday/ Eve Headway	From	To	Peak Headway	Midday/ Eve Headway
380	Franconia-Springfield /Pentagon Express Route	Weekday Peak	Peak Only		15									
18G, 18H, 18J	Orange Hunt Line	Weekday Peak	Peak only		*15 or 20 at eastern part of the route *30 to 35 at western part of the route									
7A,7B,7C,7D,7E,7F,7P,7W,7X	Lincolnia-North Fairlington Line	All	5:05 AM	12:54 AM (3:54 AM Friday)	2, 5, 7, 10, 20 in regular commute direction	*30 or 40 *60 after midnight	6:20 AM	3:02 AM	30	*60 or 65 at Morgan and Chambliss Sts (served by 7F) *60 after 9 pm (only 7A)	7:30 AM	12:41 AM	40 or 45	60 after 9 pm

Figure 4.18 Richmond Highway Priority Corridor Service

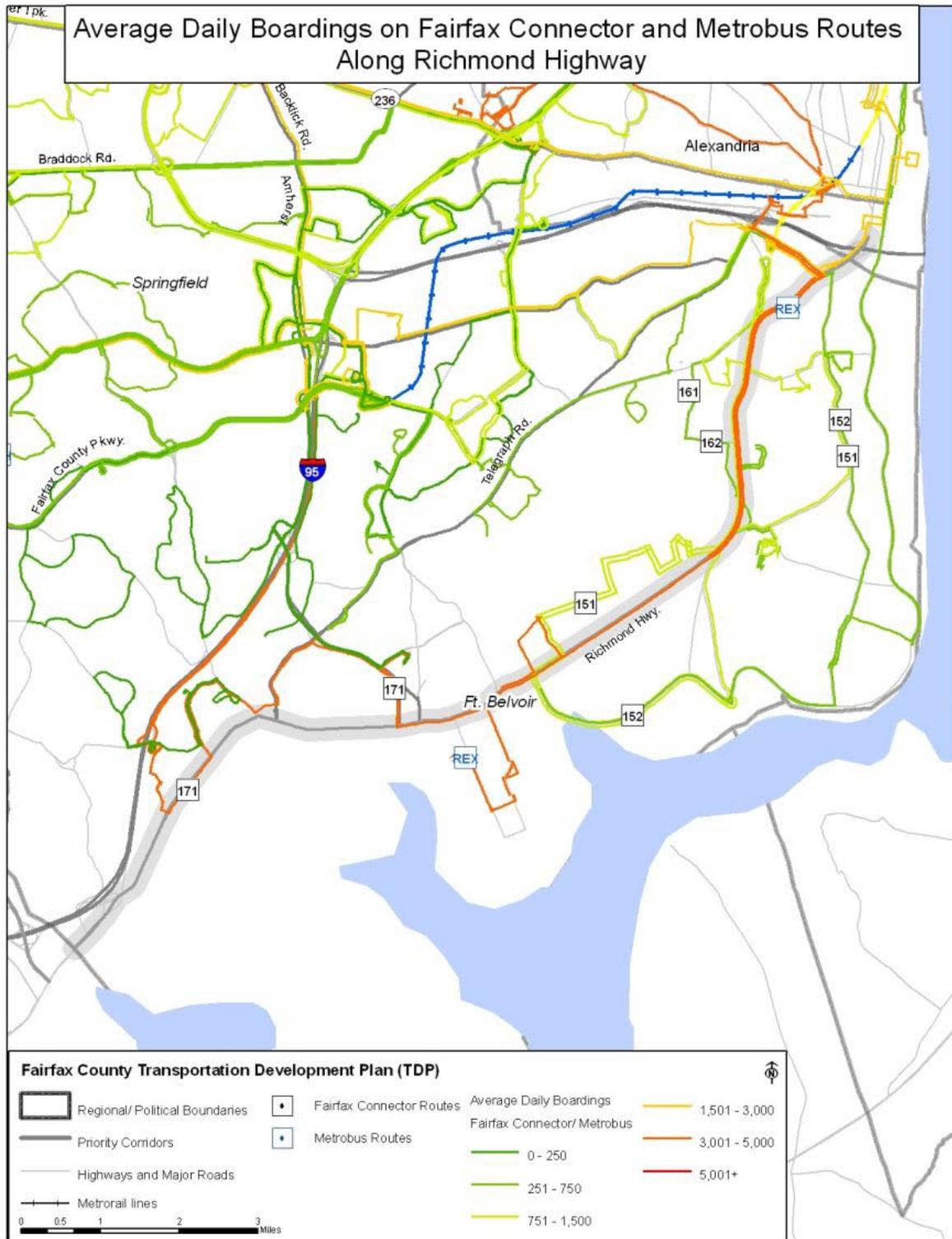
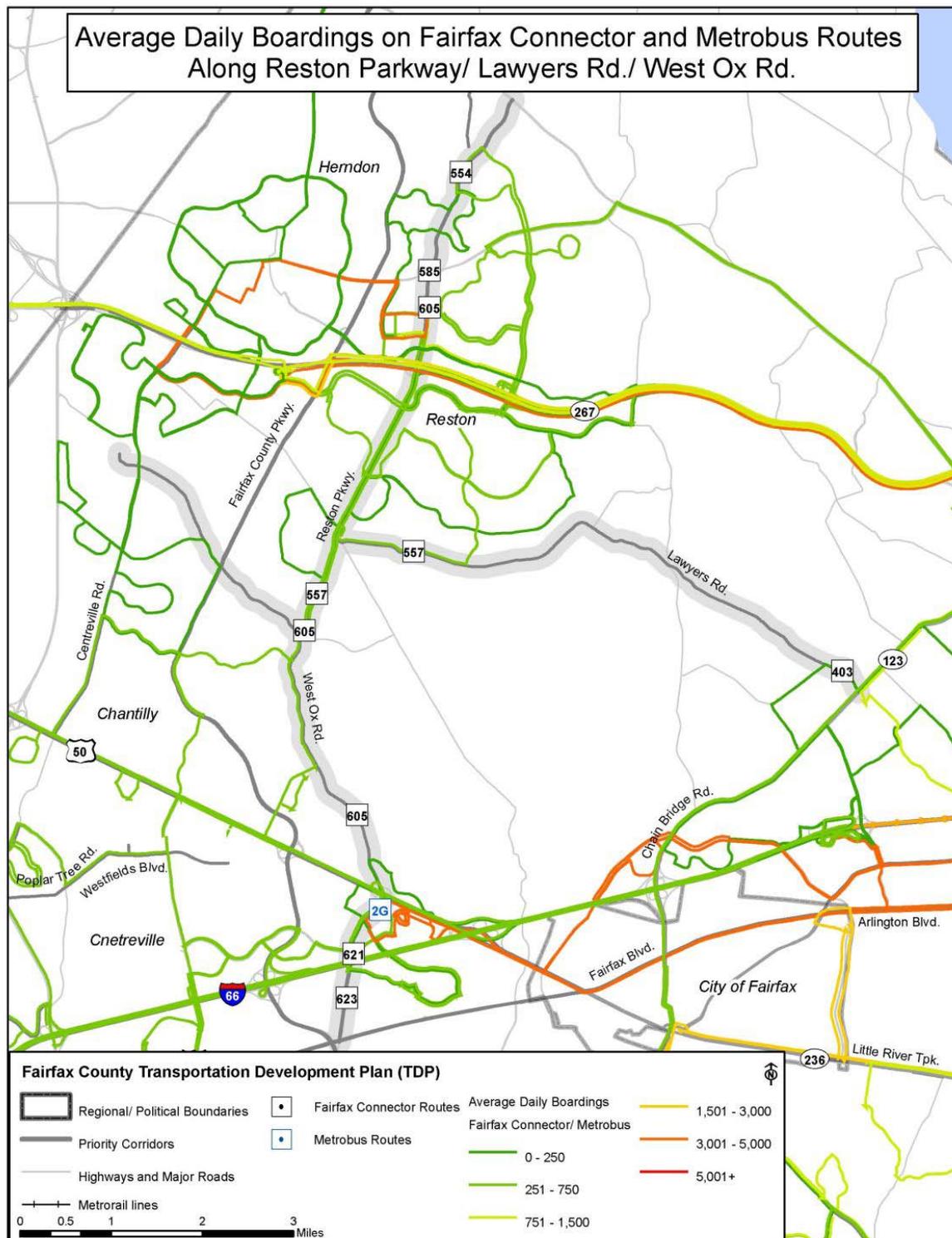


Table 4.16 Richmond Highway Priority Corridor Service

Route	Name	Service Days/Times	Weekday				Saturday			Sunday		
			From	To	Peak Headway	Midday/Eve Headway	From	To	Headway	From	To	Headway
151	Richmond Highway Circulator- Counter-Clockwise Loop	All	4:08 AM	11:50 PM	30	60	5:39 AM	11:49 PM	60	5:39 AM	11:49 PM	60
152	Richmond Highway Circulator- Clockwise Loop	All	4:23 AM	11:56 PM	30	60	6:04 AM	12:25 AM	60	6:04 AM	12:25 AM	60
161	Richmond Highway Circulator- Counter-Clockwise Loop	All	4:34 AM	11:24 PM	30	60	6:34 AM	10:55 PM	60	6:34 AM	10:55 PM	60
162	Richmond Highway Circulator- Clockwise Loop	All	5:06 AM	10:56 PM	30	60	6:36 AM	10:52 PM	60	6:36 AM	10:52 PM	60
171	Richmond Highway Line	All	3:23 AM	1:25 AM (3:31 AM Friday)	30	60	5:40 AM	3:02 AM	60	5:40 AM	1:11 AM	60
REX	Richmond Highway Express	All	5:12 AM	10:40 PM	7-15	30	4:51 AM	10:47 PM	30	4:53 AM	9:46 PM	60

Figure 4.19 Reston Parkway Priority Corridor Service¹⁰



¹⁰ Details for Reston Parkway Routes 557 and 605 are shown in other priority corridor tables, Dulles Toll Road and US-50 respectively.

Table 4.17 All Other Service

Route	Name	Service Days/Times	Weekday				Saturday				Sunday			
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway
101	Fort Hunt Line	All	4:26 AM	10:00 PM	30	60	6:22 AM	10:25 PM	60	60	6:22 AM	8:19 PM	60	60
231	Kingstowne Line-Counter-Clockwise Loop	Weekday Peak	Peak Only		30	NA								
232	Kingstowne Line-Clockwise Loop	Weekday Peak	Peak Only		30	NA								
307	Laurel Hill/Lorton Line	Weekday Peak	Peak Only		30	NA								
321	Greater Springfield Circulator-Counter-Clockwise Loop	All	4:02 AM	10:55 PM	30	60	6:33 AM	11:17 PM	60	60	6:33 AM	10:17 PM	60	60
322	Greater Springfield Circulator-Clockwise Loop	All	4:10 AM	10:21 PM	30	60	6:11 AM	11:35 PM	60	60	6:11 AM	9:35 PM	60	60
462	Vienna-Merrifield-Dunn Loring Line	Weekday Peak	Peak Only		35	NA								
425	Tysons-WestPark Transit Stn/West Falls Church Metro Line	All	5:55 AM	11:22 PM	20	24	8:18 AM	11:41 PM	30	30	8:20 AM	11:21 PM	30	30
552	North Reston Line	Weekday Peak	Peak Only		30									
556	Reston Town Center Line	Weekday Peak	Peak Only		30									
922	Herndon Line	Weekday (no service late morning)	4:45 AM	8:33 PM	25	60								
927	South Herndon Line	Weekday	5:25 AM	8:51 PM	30	30								
RIBS 1	Lake Anne/Hunters Woods Line	All	5:05 AM	12:53 AM	30	30	6:10 AM	11:58 PM	30	30	6:05 AM	8:56 PM	60	60
RIBS 2	South Lakes/Herndon-Monroe Line	All	5:05 AM	12:52 AM	30	30	6:10 AM	11:58 PM	30	60 after 7 pm	6:05 AM	8:58 PM	60	60
RIBS 3	Lake Anne/Hunters Woods Line	All	5:05 AM	12:51 AM	30	30	6:10 AM	11:55 PM	30	60 after 7 pm	6:10 AM	8:55 PM	60	60
RIBS 4	North Point/Herndon Line	All	6:05 AM	10:59 PM	30	30	6:00 AM	10:59 PM	30	60 after 7 pm	6:00 AM	8:59 PM	60	60
11Y	Mt. Vernon Express Line	Weekday Peak	Peak Only		15-20									

Route	Name	Service Days/Times	Weekday				Saturday				Sunday			
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway
16G,1 6H,16 K,16W	Columbia Heights West- Pentagon City Line	All	4:51 AM	11:37 PM	*5 at eastern part of the route *5 or 10 at western part of the route	15	5:17 AM	11:15 PM	15 (16G to Pentagon City)	*16K runs at 30 min interval to Pentagon, only in the AM *16G runs 25-30 after 9:30 pm	5:45 AM	10:1 3 PM	30 (both K and G)	*16K runs at 30 headway to Pentagon, only in the AM *16G runs 30-36 headway after 9 pm
16Y	Columbia Pike-Farragut Square Line	Weekday Peak	peak only		10, 15 or 20									
26A,2 6E	East Falls Church Line	Weekday	6:00 AM	7:42 PM	25	40 or 45								
28F,2 8G	Skyline City Line	Weekday Peak	Peak only		20 or 25									
4A,4B, 4E,4H	Pershing Dr.-Arlington Blvd Line	All	5:33 AM	12:46 AM	*10 at middle toward west part of the route *30 at west and east ends of the route	25	6:19 AM	11:31 PM	40 on each end of the route (4B and 4H)	60 in the middle of the route (4H)and after 7 pm	6:26 AM	10:1 9 PM	60 (only 4B)	60 (only 4B)
9A,9E	Huntington-Pentagon Line	All	4:30 AM	1:54 AM	*30 *5-15 going south from Pentagon in the AM	30	5:24 AM	1:48 AM	30	60 after midnight (served by 9A all day)	5:00 AM	12:5 3 AM	40 (served by 9A all day)	60 from 5 to 9 am and 9pm to closing

Route	Name	Service Days/Times	Weekday				Saturday				Sunday			
			From	To	Peak Headway	Middy/Eve Headway	From	To	Peak Headway	Middy/Eve Headway	From	To	Peak Headway	Middy/Eve Headway
S80	Springfield Circulator	Weekday	6:02 AM	7:48 PM	15	15								
S91	Springfield Circulator	Weekday	6:02 AM	7:48 PM	15	15								
3A, 3B, 3E, 3F	Lee Highway Line	All	5:00 AM	12:47 AM	*10 or 15 on eastern end of the route *25 or 30 on western end of the route	*30 or 40 on eastern end of the route *60 on western end of the route	5:50 AM	12:41 AM	*30 on eastern part of the route *60 on western part of the route	3E services after 9 pm on eastern part of the route only at 40 and 60 after midnight headway	6:21 AM	11:09 PM	60	60 (3E serves only the eastern part of route after 9 pm)
24T	McLean Hamlet-East Falls Church Line	All	6:00 AM	7:34 PM	30 to 40	peak only	No service				No service			
25A, C, D	Ballston-Bradlee-Pentagon Line	All	5:53 AM	11:02 PM	*5 or 10 at eastern part of the route *20 at western part of the route	40 to 60	7:40 AM	9:25 PM	60	60	8:11 AM	9:00 PM	60	60

Route	Name	Service Days/Times	Weekday				Saturday				Sunday				
			From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	From	To	Peak Headway	Midday/Eve Headway	
25B	Landmark-Ballston Line	Weekday and Saturday	6:04 AM	10:07 PM	20, 30	40, 60	6:10 AM	9:01 PM	60	60	No service				
26W	West Falls Church Line	Weekday Peak	Peak Only		25 or 30		No service				No service				
28A, 28B	Alexandria-Tysons Corner Line	All	5:30 AM	12:20 AM	*10 at western end of route *25 or 20 overall	30	5:59 AM	12:07 PM	20 or 30	60 at certain stops	5:57 AM	11:54 PM	30	30	
28T	Tysons Corner-West Falls Church Line	Weekday	5:56 AM	7:56 PM	20	30	No service				No service				
25A, 25F, 25G, 25J, 25P	Ballston-Bradlee-Pentagon Line	All	5:54 AM	12:12 AM	*10 eastern part of the route *30 western part of the route	60									
25P	Ballston-Bradlee-Pentagon Line	All	Some late evening service- mainly a Saturday route				7:50 AM	9:35 PM	60	60					

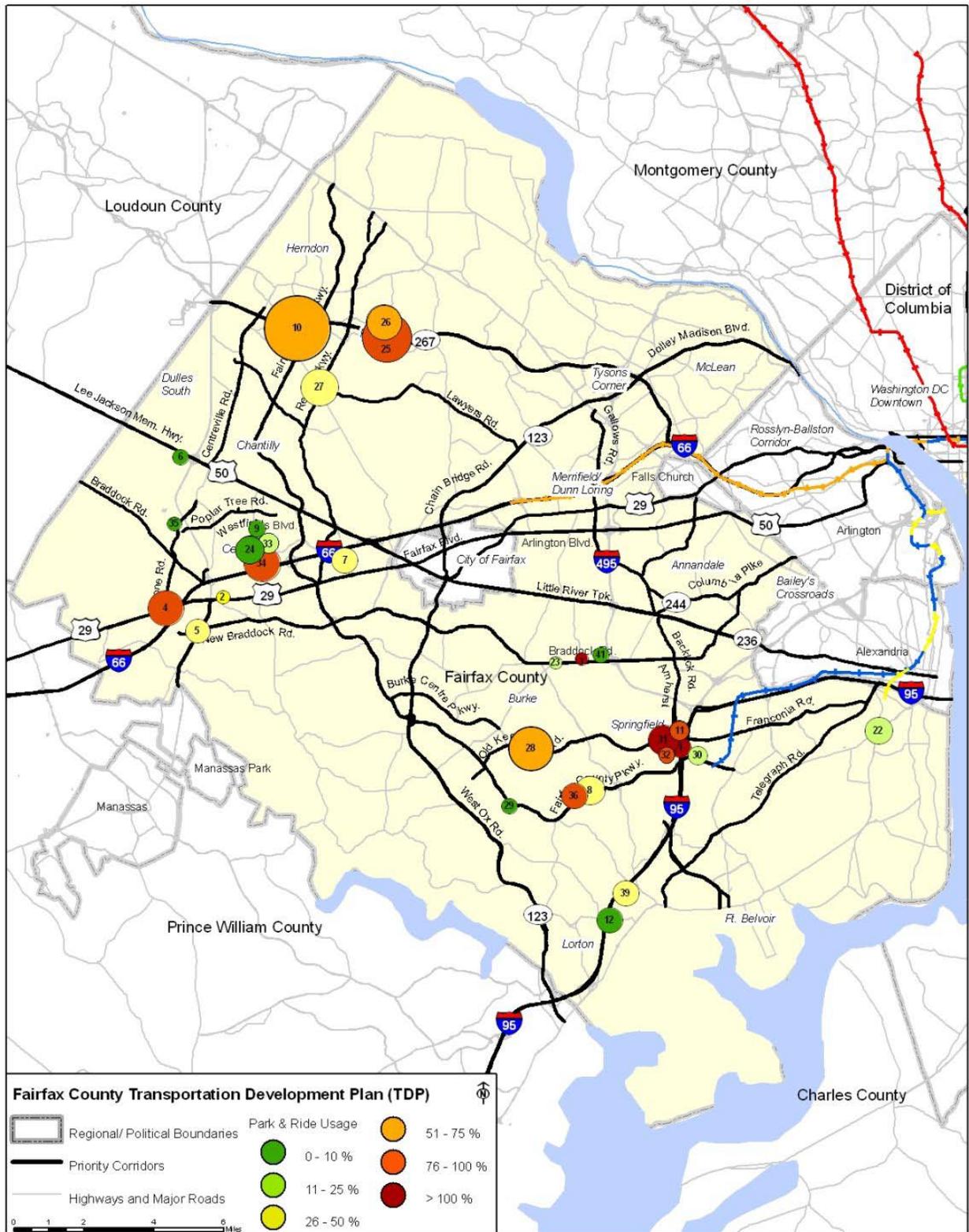
4.2 EXISTING PARK AND RIDES

Fairfax County commuters have access to the Park and Ride lots at Metrorail and VRE stations for using rail, but there are also 29 additional park and ride lots within the County for accessing bus services and for car- and van-pooling. The lots, which are shown in Figure 4.19, are mainly clustered in the following locations:

- Reston and Herndon along the Dulles Toll Road;
- Fairfax and Centreville along I-66, US-50 and US-29;
- Springfield and Lorton along I-95; and
- Burke along Fairfax County Parkway and Braddock Road.

The dots are colored based on their usage level, as collected by the County in January and February 2008. The size of the dots on the map for the Park and Ride Lots are indicative of their size, and the numbers refer to the Park and Ride lot number shown in Table 4.18. The table also shows the specific number of spaces in each lot. For information on which bus routes serve the lots, as well as updated usage information, refer to Chapter 10. While some lots are well utilized, there are many that have extremely low or even no utilization, even though they are served by bus routes.

Figure 4.20 Park and Ride Locations and Use, January – February 2008



Source: Fairfax County DOT

Table 4.18 Bus/Carpool/Vanpool Park and Ride Lot Locations, January-February 2008

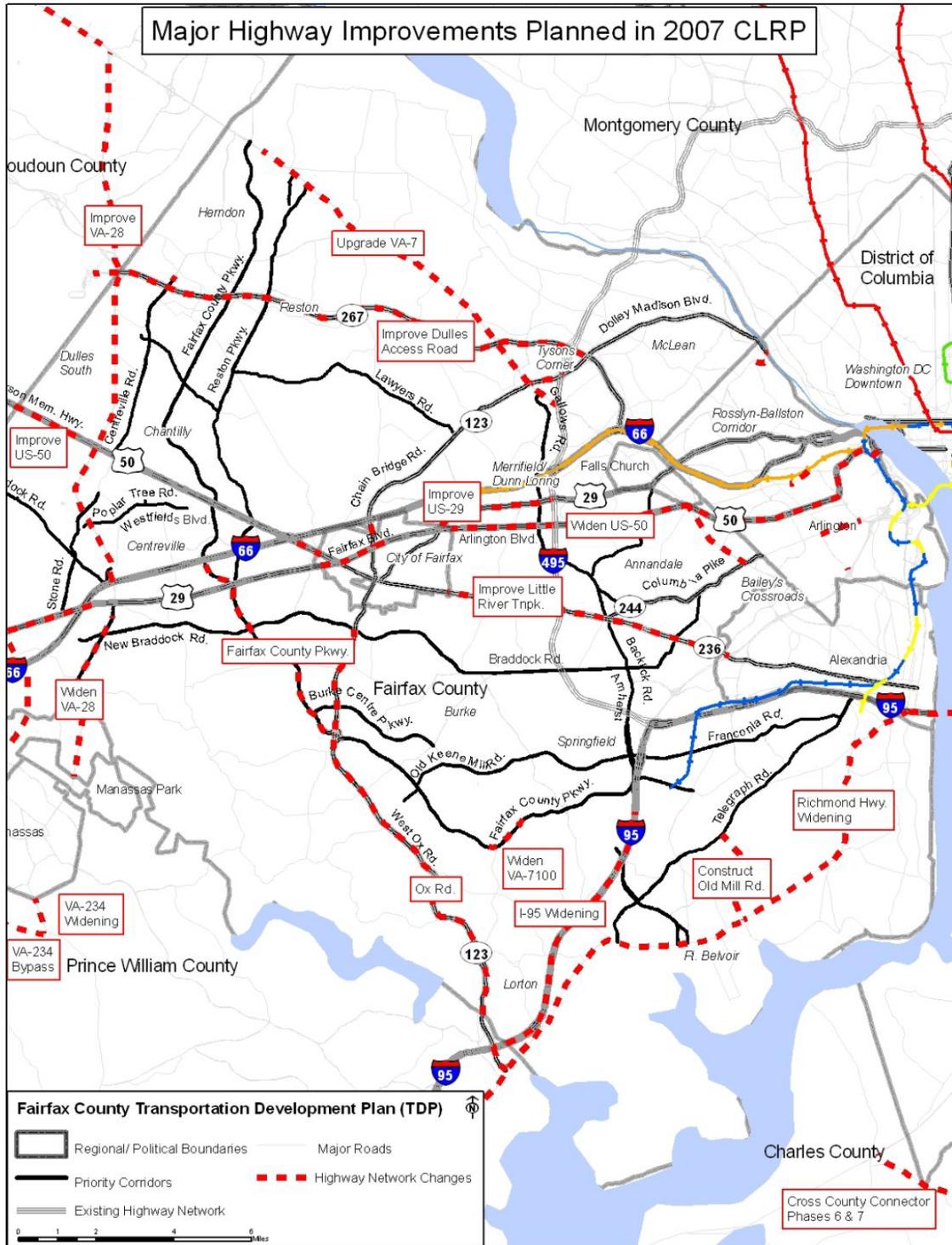
Number	Name	# of Spaces	Usage Level ¹¹
1	American Legion	100	94%
2	AMF Centreville Lanes	35	5%
	Apple Federal Credit Union	12	0%
	Autumn Willow Park	100	0%
	Backlick North	279	3%
3	Canterbury Woods Park	29	0%
4	Centreville Park & Ride	372	100%
5	Centreville United Methodist Church	144	3%
7	Fairfax County Government Center	170	42%
8	Gambrill Road Park & Ride	225	30%
9	Greenbriar Park	60	0%
10	Herndon - Monroe (Surface Lot & Garage)	1,745	100%
12	Lorton Park & Ride	170	33%
22	Michaels at Richmond Highway ¹²	202	3%
23	Parkwood Baptist Church	279	2%
24	Poplar Tree Park	820	0%
25	Reston East	820	102%
26	Reston North	368	100%
27	Reston South	412	72%
28	Rolling Valley	664	77%
29	South Run District Park	52	0%
30	Springfield Mall	500	51%
31	Springfield Plaza	258	100%
32	Springfield United Methodist Church	56	100%
33	St. Paul Chung Catholic Church	100	9%
34	Stringfellow Park & Ride	385	100%
35	Sully Station Park & Ride	38	0%
36	Sydenstricker Road	170	100%
39	Lorton Market Street	65	0%
41	Wakefield Park	50	1%

¹¹ January-February 2008 data provided by FCDOT. For updated information refer to Chapter 10.

¹² This lot was closed to commuter use in July 2009

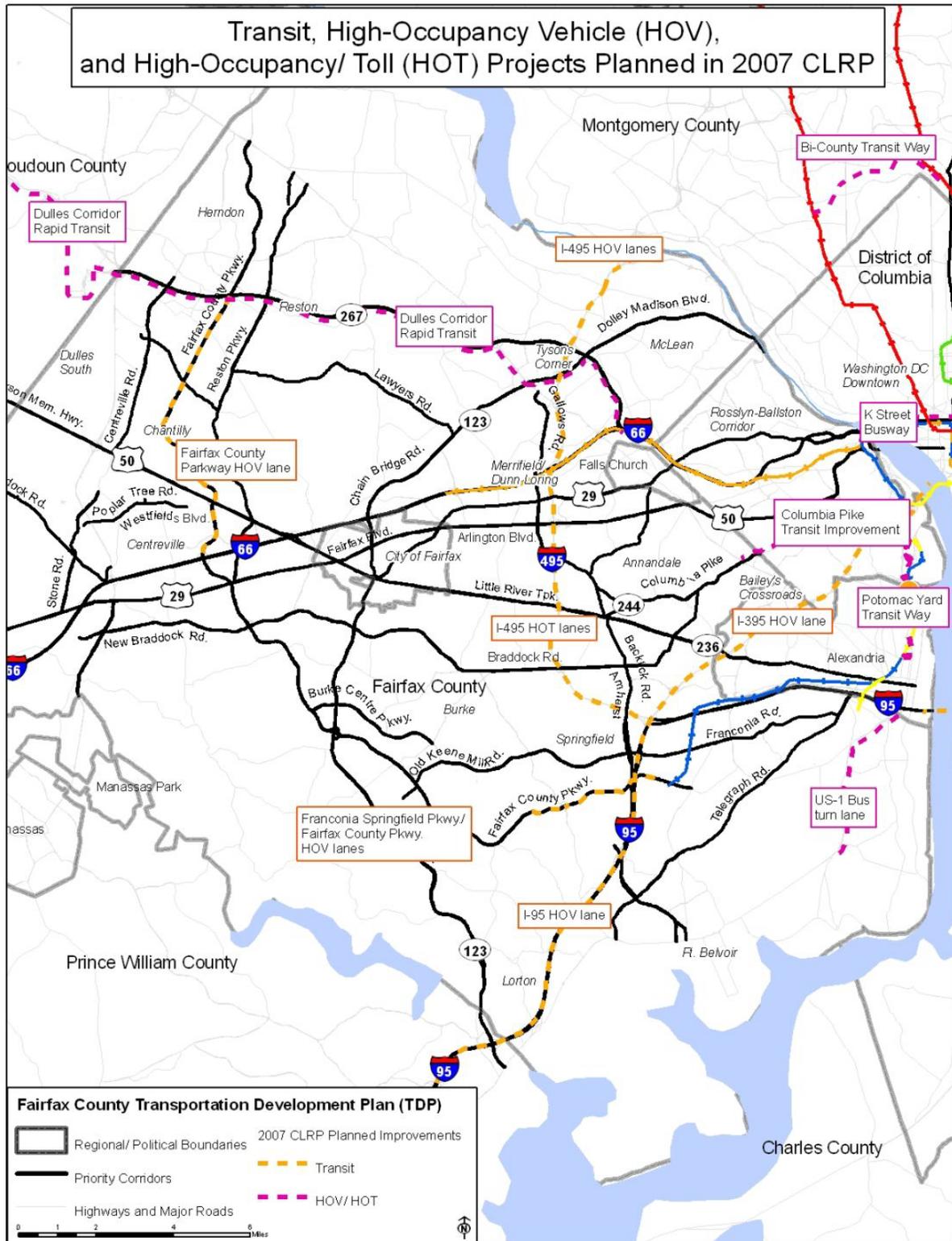
4.3 PLANNED HIGHWAY AND TRANSIT IMPROVEMENTS

Figure 4.21 Planned Highway Improvements



Source: MWCOG 2007 Constrained Long Range Plan

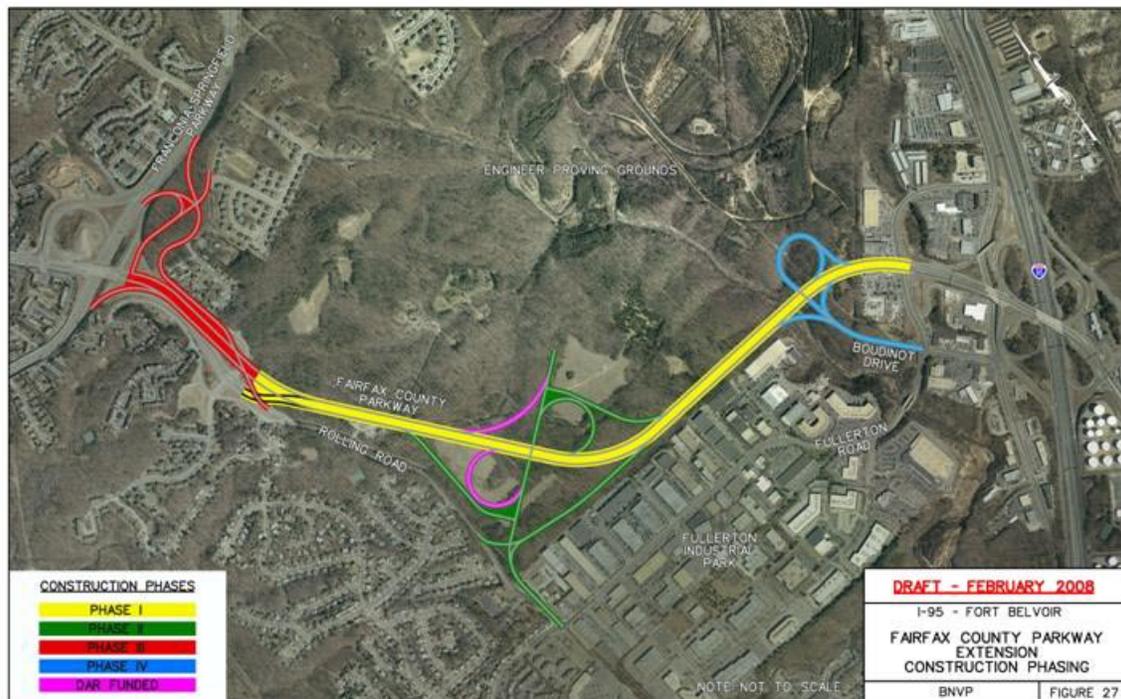
Figure 4.22 Planned Transit and HOV/HOT Improvements



Source: MWCOG 2007 Constrained Long Range Plan

As the recommendations are developed for improved transit service in Fairfax County, it is important to consider the additional highway and transit facilities that are already in the long range plans for the County, the region and the Commonwealth. On the highway side, improvements are planned on many of the County's priority corridors, including VA-28, US-50, VA-7, US-29, Little River Turnpike, Richmond Highway, and Fairfax County Parkway and Ox Road. These improvements, expected to be implemented over the next 25 years, include widening, additional turn lanes and other improvements that will help accommodate the additional traffic as the County and region continue to grow. In addition, some immediate highway improvements need to be taken into account as plans for new and revised bus routes are developed. One such improvement is the extension of the Fairfax County Parkway from the Franconia-Springfield Parkway to I-95.

Figure 4.23 Fairfax County Parkway Extension

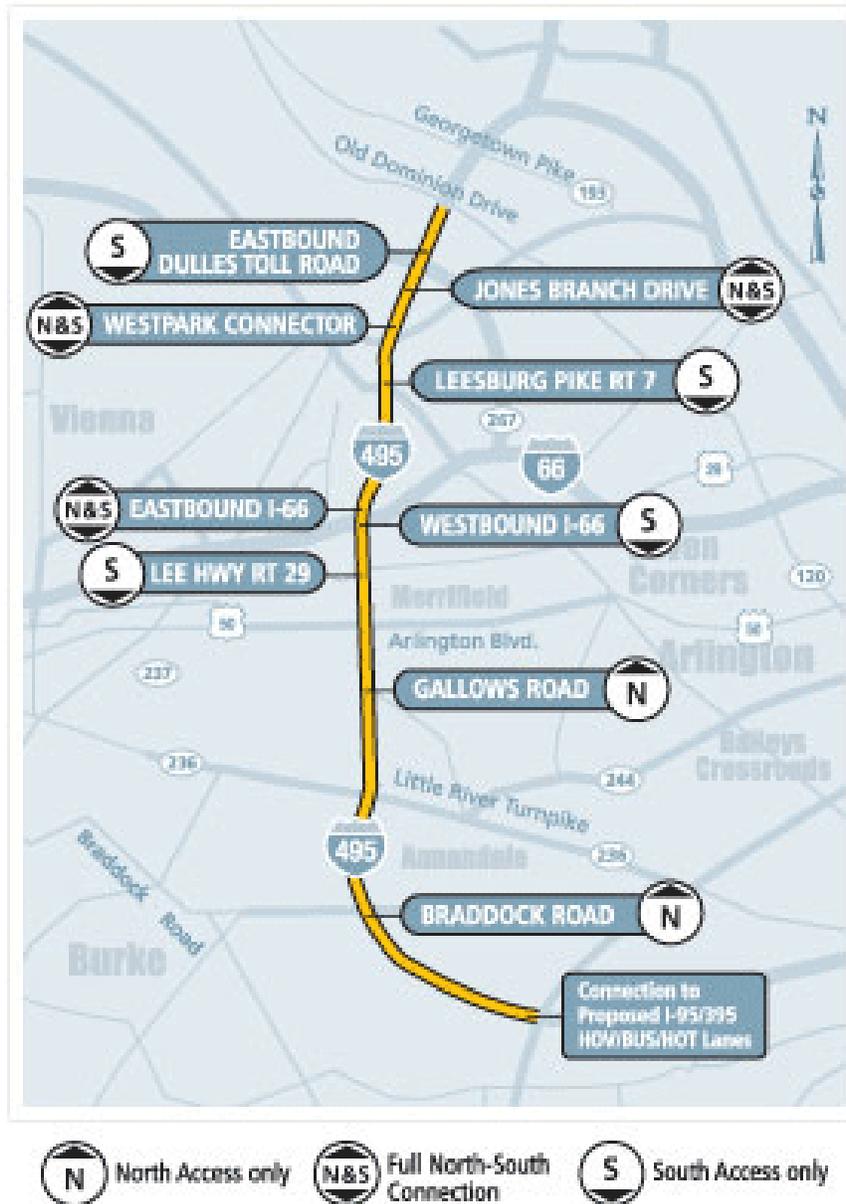


Source: Fairfax County DOT

Phases I, II and DAR Funded, the parts indicated in yellow, green and pink on the map in Figure 4.22, have already begun construction. This section of the parkway extension is expected to be completed by 2010 or 2011, providing a linkage between I-95 and Rolling Road, which essentially provides a direct connection to I-95 from the Fairfax County Parkway. Rolling Road will also connect to the parkway at existing grade signalized intersections and the new lanes indicated in green on the map. There will be no access from the east end of Fullerton Road to the parkway. Traffic from Fullerton Road will have to go west to access the Parkway at the western part of the industrial park. Additionally, the Fairfax County Parkway extension will not provide access to northbound I-95. Traffic destined for northbound I-95 will need to use Old Keene Mill Road to access I-95 northbound at Springfield.

One other major highway improvements that are already underway are the HOT lanes on I-495. The HOT lanes project will provide express highway access for buses, although at this point there aren't provisions made for in-line bus stations. However, to the extent that the guaranteed speeds in the HOT lanes are maintained, buses can use the lanes to gain a time and cost advantage and provide more reliable service than they can now. In addition to the HOT lanes currently under construction on I-495, planning work is ongoing for HOT lanes on I-95/I-395.

Figure 4.24 I-495 HOT Lanes Access and Egress



Source: <http://www.virginiahotlanes.com/beltway-project-info.asp>, 12/2/08

Figure 4.25 I-95/I-395 HOT Lanes Access and Egress



Source: <http://www.vamegaprojects.com/projectSummary03.html>, 12/2/08

4.4 OTHER STUDY RESOURCES

In order to make the best use of other studies that make bus service recommendations, the Fairfax County Transit Development Plan will consider recommendations for bus service made in other studies. To this end, a number of other studies (as of spring 2008) were reviewed and their recommendations summarized below. The studies reviewed were:

- Dulles Rail FEIS: Transit Operations and Maintenance Plan
- Wiehle Avenue Station Access Study
- Tysons CMP
- TMP for Dulles Corridor Metrorail extension to Wiehle Avenue
- Columbia Pike Alternatives Analysis
- I-395/I-95 HOT Lanes: Transit Plan and Maps of HOT Lanes
- I-495 HOT Lanes: 495 Transit TMP and Maps of HOT Lanes
- BRAC: Ft. Belvoir EIS
- Fairfax County Parkway: Revised Alignment and Access
- WMATA Regional Bus Study
- WMATA Regional Bus Study Phase II
- WMATA Bus Network Evaluation
- Tysons Land Use Task Force: Circulator Routes
- Fair Lakes Shuttle Replacement Study
- TransAction 2030 Plan
- MD BRAC Transportation Study
- Arlington Master Transportation Plan

Table 4.19 Planned New Services from Other Studies

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Streetcar or Light Rail						
Columbia Pike Transit AA	Columbia Pike	Pentagon/Pentagon City to Bailey's Crossroads	6 or 12 minutes	n/a	The LPA alternative is for modified streetcar	Arlington, Fairfax
TransAction 2030	VA7	Tysons Corner to Bailey's Crossroads	The TransAction 2030 Plan does not contain any details on frequency or span of service.		Construct LRT	Fairfax, Arlington
TransAction 2030	VA28	Manassas to Dulles Airport			Construct LRT	Prince William William, Fairfax, Loudoun
Express Bus						
TransAction 2030	Fairfax Co Parkway (VA7100)		The TransAction 2030 Plan does not contain any details on frequency or span of service.		Implement corridor-wide priority bus service	Faifax
TransAction 2030	I-66/US 29/ US 50				Implement express bus service along I-66 corridor. Implement Priority Bus along US 50 from VA 659 relocated (Loudoun) to Glebe Road.	Fairfax, Arlington, Prince William
TransAction 2030	I-495 Beltway	Woodrow Wilson Bridge to American Legion Bridge			Implement corridor-wide priority bus service	Fairfax
TransAction 2030	I-95/I-395/US 1	Springfield to Potomac Mills			Extend Metrorail from Springfield to Potomac Mills	
TransAction 2030	VA236	City of Fairfax to Alexandria			Priority bus service	Fairfax, Arlington

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Arlington MTP	Columbia Pike	Pentagon/Pentagon City to Bailey's Crossroads	At least 30 minutes	15 hours / 7 days a week	Primary Transit Route	Arlington, Fairfax
Arlington MTP	Carlin Springs Road	N. Glebe Road to multiple points in Fairfax County	At least 30 minutes	15 hours / 7 days a week	Candidate Primary Corridor	Arlington, Fairfax
Arlington MTP	Arlington Boulevard/Route 50	Fairfax City/Seven Corners/Arlington Hall/Rosslyn/Pentagon City/Washington D.C.	n/a	n/a	Express Bus	Fairfax, Arlington, Washington D.C.
TMP for the Dulles Corridor Metrorail Project: Extension to Wiehle Ave	Sycolin Road	Leesburg Park-and-Ride to Ashburn	30 minutes	M-F 5:00a-10:00a M-F 3:00p to 8:00p	New express bus	Loudoun
I-495 Capital Beltway HOT Lanes	Surface arterials	Springfield Metro - Tysons	30 minutes	No span of service details contained in the report	Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Fairfax
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Springfield Metro – Tysons	15 minutes		Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Fairfax
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Huntington -Tysons			Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Fairfax
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Woodbridge – Tysons	15 minutes		Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Prince William, Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Prince William – Tysons via Springfield Metro	10 minutes		Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Prince William, Fairfax
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Prince William– Tysons via Springfield Metro	15 minutes		Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Prince William, Fairfax
I-495 Capital Beltway HOT Lanes	I-495 Beltway	Annandale- Tysons	15 minutes		Express transit routes along the Beltway taking advantage of the future Beltway HOT lanes	Fairfax
Circulator						
TMP for the Dulles Corridor Metrorail Project: Extension to Wiehle Ave.	C3	Tysons Corner Center via Jones Branch / Tysons West Park Transit Station via Greensboro	10 minutes	Midday (10a-3p)	Circulator service to accommodate travel needs during construction	Fairfax
TMP for the Dulles Corridor Metrorail Project: Extension to Wiehle Ave	C4	Tysons Corner Center via Greensboro / Tysons West Park Transit Station via Jones Branch	10 minutes	Midday (10a-3p)	Circulator service to accommodate travel needs during construction	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
I-95/I-395 Transit TDM Study	Van Dorn, I-395	Kingstowne to Pentagon	20 minutes / 30 minutes	M-F	New express route serving Kingstowne – Van Dorn – Shirlington. Start at Kingstowne, stop at Van Dorn Metro, then travel along Van Dorn Avenue, Landmark Mall, Van Dorn Avenue, Sanger, Beauregard Street, Walter Reed Drive, and Arlington Mill Road, Shirlington, and then the HOT lanes to Pentagon. This service would be a limited stop service, possibly using some exclusive transitways in Alexandria	Fairfax, Alexandria, Arlington
I-95/1-395 Transit TDM Study	Fairfax County Pkwy and Fairfax County Parkway	Franconia-Springfield – EPG – Ft. Belvoir	12 minutes	M-F: Peak Hours	New shuttle service between the Springfield Metro – EPG – Ft. Belvoir via Franconia-Springfield Parkway and Fairfax County Parkway	Fairfax
I-95/1-395 Transit TDM Study	Telegraph Rd, Fairfax County Pkwy, and Rolling Rd	Lorton VRE – EPG – Ft. Belvoir	Timed to meet VRE/Amtrak trains	M-F: Peak Hours	New “meet the train” shuttle or subscription service between the Lorton VRE Station – EPG/Ft. Belvoir Via Telegraph Road, Fairfax County Parkway and Rolling Road/Pohick Road	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
I-95/1-395 Transit TDM Study	US 1, I-395	Lorton/Laurel Hill – EPG – Pentagon	15 minutes / 30 minutes in 2015 10 minutes / 15 minutes in 2030	M-F	New express bus route from Lorton – EPG – Pentagon. Route should serve the EPG southbound in the morning and northbound in the evening.	Fairfax, Arlington
I-95/1-395 Transit TDM Study		Woodbridge – Lorton – Tysons and Merrifield	30 minutes	M-F: Peak Hours	New OmniRide express route from East Prince William to the new Lorton VRE easy on/off to Tysons to Merrifield.	Prince William, Fairfax
I-95/1-395 Transit TDM Study	I-95	Dale City/Lake Ridge – EPG	30 minutes	M-F: Peak Hours	New OmniRide route from Dale City/Lake Ridge to EPG	Prince William, Fairfax
I-95/1-395 Transit TDM Study	I-95	Woodbridge – EPG	30 minutes	M-F: Peak Hours	New OmniRide route from Woodbridge to EPG	Prince William, Fairfax
I-95/1-395 Transit TDM Study	I-95	Fredericksburg – EPG/Ft. Belvoir	30 minutes	M-F: Peak Hours	New OmniRide route from Fredericksburg to EPG and Ft. Belvoir	Prince William, Fairfax
I-95/1-395 Transit TDM Study		Fredericksburg – Tysons Corner – Merrifield	30 minutes	M-F: Peak Hours	Extension of the new Woodbridge – Lorton – Tysons – Merrifield route	Prince William, Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Draft EIS for 2005 BRAC Recommendations	US Route 1	Huntington and the Main Post	No details provided	M-F: Peak Hours	<i>Main Post – 5 & 10 Percent Mode Share:</i> Two additional buses per hour would be added to existing services along the U.S. Route 1 corridor between Huntington and the Main Post. (One additional bus per hour in 5 percent mode share.)	Fairfax
Draft EIS for 2005 BRAC Recommendations	Fairfax County Pkwy	Burke Center and the Main Post	No details provided	M-F: Peak Hours	<i>Main Post – 10 Percent Mode Share:</i> One additional bus per hour would operate in the Fairfax County Parkway corridor to the Burke area. This service would require a transfer to shuttle bus at the Franconia-Springfield Metro station.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Draft EIS for 2005 BRAC Recommendations	I-95, Fairfax County Pkwy	Franconia-Springfield and the Main Post	12 minutes	M-F: Peak Hours	<p><i>Main Post – 5 & 10 Percent Mode Share:</i> A shuttle linking the Main Post to the Franconia-Springfield Metro station would be needed. Pending a refinement of the numbers, a 12-minute headway on this shuttle is assumed. This service would link those commuters with access to one of the regional Metro lines to the Main Post area.</p>	Fairfax
Draft EIS for 2005 BRAC Recommendations	US Route 1	Huntington - Lorton – EPG	No details provided	M-F: Peak Hours	<p><i>EPG – 10 Percent Mode Share:</i> Two additional buses per hour would be added to existing services along the U.S. Route 1 corridor between Huntington and Lorton and continuing north to the EPG site.</p>	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Draft EIS for 2005 BRAC Recommendations	Fairfax County Pkwy / Route 50	Chantilly – Burke Center – EPG	20 minutes	M-F: Peak Hours	<p><i>EPG – 10 Percent Mode Share:</i></p> <p>This route would link the western portion of Fairfax County to EPG via the Fairfax County Parkway. The current assumption includes a route serving the Burke area with extended service to the Route 50 corridor into the Fair Oaks or Chantilly areas. The route would need to be anchored by a park and ride lot on the western end and likely operate as a limited stop route to EPG. A 20-minute headway is assumed to be required.</p>	Fairfax
Draft EIS for 2005 BRAC Recommendations	I-95 / Franconia Springfield Pkwy	Franconia-Springfield – EPG	12 minutes	M-F: Peak Hours	<p><i>EPG – 5 & 10 Percent Mode Share:</i></p> <p>This route would be the shuttle from the Franconia-Springfield Metro station to EPG operating on a 12-minute headway.</p>	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Draft EIS for 2005 BRAC Recommendations	US Route 1	Huntington - Lorton – EPG	No details provided	M-F: Peak Hours	<p><i>EPG – 5 Percent Mode Share:</i></p> <p>Under this scenario, one additional peak hour vehicle would provide service along the U.S. Route 1 corridor between Huntington, Lorton, and EPG.</p>	Fairfax
Draft EIS for 2005 BRAC Recommendations	Fairfax County Pkwy / Route 50	Chantilly – Burke Center – EPG	20 minutes	M-F: Peak Hours	<p><i>EPG – 5 Percent Mode Share:</i></p> <p>A 30-minute service linking the EPG to the Burke area via the Fairfax County Parkway is assumed.</p>	Fairfax
Fairfax Connector Fixed Routes						
Fair Lakes Shuttle Study Alternative 1	Fairfax Connector 656	Fair Oaks – Vienna Metro Station	30 minutes weekday peak; 60 min weekday off-peak 60 min on weekends	5:50 AM to 12:08 AM M-F 6 AM to 11 PM Saturday and Sunday	Follows the existing route 605 alignment between Fair Oaks Hospital and the intersection of Fair Lakes Parkway and Monument Drive; passes business and residential sites served by Fair Lakes Shuttle; follows two branches at the eastern end of Route 605 in reverse order; passes Fair Oaks Mall then to Vienna Metro. Requires four buses.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Fair Lakes Shuttle Study Alternative 3	FX Connector 624/625/626	Fair Lakes – Vienna Metro	30 min peak; 60 min off peak	5:25 AM to 11:15 PM	624 in reverse commute direction; 625 in peak flow direction; 626 in off-peak bidirectional route. Requires three additional buses.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2011	FX Connector 981				No platoons required	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2025	FX Connector 401	N/A	30 peak/60 midday	N/A	Proposed in the FEIS No-Build Alternative. The routing of this service is shown in Appendix E for the Full-Build Alternative	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2011	FX Connector 504	N/A	30 peak/30 midday	N/A	N/A	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2025	FX Connector 504	N/A	15 peak/30 midday	N/A	The route is turned back at Wiehle Ave rail station	Fairfax

Table 4.20 Service Adjustments to Existing Metro Bus/OmniLink, and Fairfax Connector

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Fixed Route Service						
I-95/1-395 Transit TDM Study	I-95/US 1	Woodbridge to Franconia-Springfield	Varies – every 20 – 60 minutes	M-F: Peak Hours	Modify Prince William Metro Direct Route to provide limited circulation in the Springfield area after serving the Franconia-Springfield Metrorail Station during peak hours.	Prince William, Fairfax
I-95/1-395 Transit TDM Study	I-95/US 1	Dumfries to Pentagon	1 morning and 1 evening trip	M-F: Peak Hours	Extend OmniLink Route 1 to Ft. Belvoir during peak periods	Prince William, Fairfax
Washington Metropolitan Area Regional Bus Study	CUE Green 1- Pickett Rd, Main St, Chain Bridge Rd, Fairfax Blvd	GMU to Vienna Metrorail Station	Not applicable	Sat 8:00a	One additional Saturday morning trip	Fairfax, City of Fairfax
Washington Metropolitan Area Regional Bus Study	CUE Green 2 - Pickett Rd, Main St, Chain Bridge Rd, Fairfax Blvd	GMU to Vienna Metrorail Station	Not applicable	Sat 8:00a	One additional Saturday morning trip	Fairfax, City of Fairfax
Washington Metropolitan Area Regional Bus Study	CUE Gold 1 – Old Lee Hwy, Fairfax Blvd, Main Street	GMU to Vienna Metrorail Station	Not applicable	Sat 8:00a	One additional Saturday morning trip	Fairfax, City of Fairfax
Washington Metropolitan Area Regional Bus Study	CUE Gold 2 – Old Lee Hwy, Fairfax Blvd, Main Street	GMU to Vienna Metrorail Station	Not applicable	Sat 8:00a	One additional Saturday morning trip	Fairfax, City of Fairfax
Washington Metropolitan Area Regional Bus Study	Metro 17A – Braddock Road	Landmark Center to GMU	60 minutes	Sat 6:00a-8:00p	Add Saturday service	Fairfax, Alexandria

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Metrobus 4S – Sleepy Hollow Road	Columbia Pike to Seven Corners	Not applicable	Not applicable	Eliminate low-ridership segment along Sleepy Hollow Road between Columbia Pike to Seven Corners	Fairfax, Arlington
Washington Metropolitan Area Regional Bus Study	Metrobus 5A – Old Ox Road	Dulles Airport to Dulles North Park-and-Ride	Unknown	Unknown	Extend all trips on Metrobus 5A from the current terminus at Dulles Airport to the Dulles North P-n-R.	Fairfax
Washington Metropolitan Area Regional Bus Study	Metrobus 23A,C – Dolley Madison Blvd & Glebe Rd	See Project Description for limits.	No changes	No changes	Metrobus 23A,C would split into two segments at Ballston. The segment east of Ballston would follow its current alignment. The west segment of 23A,C would continue to McLean. At McLean, Route 23A would terminate and Route 23C would continue to Langley	Fairfax, Arlington
Washington Metropolitan Area Regional Bus Study	Metrobus 28 – Leesburg Pike	See Project Description for limits.	Unknown	Unknown	Split Metrobus 28 at Bailey’s Crossroads and terminate 28A,B at King Street in Alexandria	Fairfax, Alexandria
Washington Metropolitan Area Regional Bus Study	Metrobus 29K – Lee Jackson Memorial Highway	GMU – Fair Oaks Mall Chain Bridge Road and Lee Highway	Unknown	Unknown	Extend service to Fair Oaks Mall	Fairfax, Alexandria

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Metrobus 29N - Old Pickett Road, US 29, and Fairlee Drive	Fairfax Circle to Vienna	Unknown	Unknown	Extend Metrobus 29N to Vienna from the route's current terminus at Fairfax Circle via Old Pickett Road, US 29, and Fairlee Drive.	Fairfax
Washington Metropolitan Area Regional Bus Study	Metrobus 1C,Z – US 50	See Project Description for limits.	No change	No change	Split Metrobus 1C,Z at Dunn Loring Metro. Eastern segment would follow the current alignment to Ballston. The western segment would serve Fair Oaks Hospital via US 29, Fairfax County Government Center, and Fair Oaks Mall.	Fairfax, Arlington

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Metrobus 2B – Lee Hwy	See Project Description for limits.	No change	No change	Split Metrobus 2B at Dunn Loring. East of Dunn Loring, the route would follow its current alignment to Ballston. The segment west of Dunn Loring would follow its current route to Fair Oaks Mall via Jermantown Road and Fairfax Government Center. The alignment would be modified in the future to serve the Government Center via Waples Mill Road and the new Government Center Parkway extension (still terminating at Fair Oaks Mall).	Fairfax, Arlington
Washington Metropolitan Area Regional Bus Study	Metrobus 3A – Lee Hwy and Annandale Rd	See Project Description for limits.	No change	No change	Split Metrobus 3A at East Falls Church. The eastern segment would follow the existing alignment between East Falls Church and Rosslyn. The west segment would follow the existing alignment with an extension to Northern Virginia Community College Annandale Campus via Little River Turnpike.	Fairfax, Arlington

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Fairfax Connector 304 – Backlick Rd and Rolling Rd	Saratoga – Franconia-Springfield Metro	N/A	One AM trip One PM trip	Add one trip at the end of the morning peak period and one trip to the start of the afternoon peak period	Fairfax
Fairfax Connector Fixed Route Service						
Fair Lakes Shuttle Study Alternative 1	FX Connector 605	Fair Oaks –Reston	60	No change (6:05 AM to 10:20 PM Weekdays; 7:10 AM to 8 PM Saturday; 8:15 AM to 6:59 PM Sunday)	Split the existing route at Inova Fair Oaks Hospital – maintain current 605 schedule and alignment between Reston Town Center Transit Station and Inova Fair Oaks Hospital. Requires one bus as opposed to two.	Fairfax
Fair Lakes Shuttle Study Alternative 1	FX Connector 621 and 622	Fairfax County Government Center Line	15 min peak; 60 min off peak	Weekdays only from 5:16 AM 10:46 PM	From the intersection of Monument Dr and Fair Ridge Dr, Routes 621 and 622 would continue westbound on Monument Dr, right on Meadowfield Dr, left on Fair Ridge Dr, where the extension rejoins the current routing. Requires four additional running minutes and no additional buses.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2011	FX Connector 922	No change	30 peak/60 midday	No change	Service frequency change during peak hour	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2011	FX Connector 927	No change	No change	No change	It will be a one-direction service instead	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2025	FX Connector 605	No change	30 peak/60 midday	No change	No change	Fairfax

Table 4.21 Service Restructuring to Existing Metrobus/Fairfax Connector from Other Studies

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Reston Parkway / Wiehle Avenue Stations						
Wiehle Avenue/ Reston Parkway Station Access Management Plans	North Shore Drive FXC 552	Wiehle Ave Station – North Shore Dr	14 minutes weekdays (peak direction only)	M-F: Peak Hours	Route provides service to and from the Wiehle Avenue station and the high-density residential neighborhoods along North Shore Drive	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 553	Wiehle Ave Station - Glade Rd - Lawyers Rd - Reston South Park-&-Ride - Reston Pkwy Station	14 minutes weekdays	M-F: Peak hours	Route operates between Reston Parkway station and Wiehle Avenue station with a stop at the Reston South Park-and-Ride. Service is provided from Edmund Halley Dr, along Reston Parkway, Lawyers Rd, Soapstone Rd, Glade Dr, Twin Branches Pkwy, South Lakes Dr and Sunrise Valley Dr.	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 556a	Reston Pkwy Station - Town Center Pkwy - Bennington Woods Rd – Fairfax County Pkwy - Lake Newport Rd – N Village Rd	21 minutes weekdays (peak direction only)	M-F: Peak Hours	Route provides service between the Reston Parkway station and residential neighborhoods north of the Reston Town Center via Town Center Parkway, Walnut Branch Rd, Fairfax County Pkwy, Lake Newport Rd, N Village Rd and Bennington Woods Rd.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 556b	Reston Pkwy Station – Town Center Pkwy – Bennington Woods Rd – Reston Pkwy – Wiehle Ave – Center Harbor Rd – N Village Rd (28 minutes weekdays (peak direction only)	M-F: Peak Hours	Route provides service between the Reston Parkway station and residential neighborhoods north of the Reston Town Center. Service is provided on Town Center Pkwy/Bennington Woods Rd, Reston Parkway, Wiehle Ave, Center Harbor Rd, North Village Rd and Lake Newport Rd.	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 557	Reston Pkwy Station - Glade Rd - Soapstone Rd - Wiehle Ave Station	14 minutes weekdays	M-F: Peak Hours	Service is operated between the south side of the Reston Parkway station and the Wiehle Avenue station. Service is provided to neighborhoods along Sunrise Valley Dr, Glade Drive, Soapstone Rd and Sunrise Valley Dr.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 585	Franklin Farm Rd - Viking Dr - Reston Pkwy - Reston Pkwy Station	21 minutes / 56 minutes weekdays	M-F: 5:00a – 7:30p	Route provides service primarily between the Reston South Park-and-Ride and the Reston Parkway station. Provides stops along Franklin Farm Rd, Reston Parkway, Viking Dr, Pinecrest Rd and Fox Mill Rd and terminates at the south side facility of the Reston Parkway station at Edmund Halley Dr. During the midday period, this route will travel only between the Reston Parkway Metrorail Station and the Reston South Park-and-Ride lot.	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 605	Reston Town Center - Reston Pkwy Station - Reston Pkwy - Fair Oaks Mall (shortened during the midday)	21 minutes / 42 minutes weekdays	Daily: 5:00a – 12:00a	FXC 605 provides service from Reston Town Center to the Fairfax Government Center, making stops at the Reston Parkway station, the Reston South Park-and-Ride, Fair Oaks Hospital, Fair Lakes Shopping Center and Fair Oaks Mall.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	RIBS1	Reston Pkwy Station - Reston Town Center - North Shore Dr - Wiehle Ave Station - Sunrise Valley Dr - Colts Neck Rd - Reston Pkwy (operates clockwise)	28 minutes (peak & midday) /56 minutes (evenings) weekdays and Saturdays 56 minutes Sundays	Daily: 5:00a – 12:00a	RIBS 1 provides circulator service in a loop around Reston in the clockwise direction, from the Reston Parkway station and the Reston Town Center Transit Station, along North Shore Dr, Wiehle Ave, Sunrise Valley Dr, Colts Neck Rd, Glad Dr and Reston Parkway. Stops are made at Reston Town Center, Wiehle Ave station, Reston Parkway station and Tall Oaks Village Center	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	RIBS2	Reston Town Center - Reston Pkwy Station – New Dominion Pkwy - Reston Pkwy - South Lakes Dr - Wiehle Ave Station - Sunset Hills Rd	28 minutes (peak & midday) /56 minutes (evenings) weekdays and Saturdays 56 minutes Sundays	Daily: 5:00a – 12:00a	RIBS 2 provides circulator service around Reston seven days a week, connecting the Reston Town Center and new Metrorail stations with the single-family residential neighborhoods south of the DIAAH, along New Dominion Pkwy, Sunrise Valley Drive, South Lakes Drive and Reston Parkway. This route makes stops at the Reston Town Center Transit Station, Reston Parkway station, Wiehle Avenue station and Kaiser Permanente and Target on Sunset Hills Rd.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	RIBS3	Reston Pkwy Station - Reston Town Center - North Shore Dr - Wiehle Ave Station - Sunrise Valley Dr - Colts Neck Rd - Reston Pkwy (operates counter- clockwise)	28 minutes (peak & midday) /56 minutes (evenings) weekdays and Saturdays 56 minutes Sundays	Daily: 5:00a – 12:00a	RIBS 3 provides circulator service in a loop around Reston along the same route as RIBS 1. However, while RIBS 1 travels in the clockwise direction, RIBS 3 travels in the counterclockwise direction to the Reston Town Center Transit Station and the Reston Parkway rail stations, along Reston Parkway, Glade Dr, Colts Neck Rd, Sunrise Valley Drive, Wiehle Avenue, North Shore Drive and Bowman Town Dr. Stops are made at Reston Town Center, Reston Parkway station, Wiehle Avenue station and Tall Oaks Village Center.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Wiehle Avenue/ Reston Parkway Station Access Management Plans	RIBS4	Reston Pkwy Station - Sunset Hills Rd - Herndon Pkwy - Baron Cameron Ave - Bennington Woods Rd	28 minutes (peak & midday) /56 minutes (evenings) weekdays and Saturdays 56 minutes Sundays	Daily: 5:00a – 12:00a	RIBS 4 provides circulator service from the Reston Town Center to neighborhoods along Sunset Hills Rd, Herndon Parkway, Baron Cameron Ave, Bracknell Dr and Bennington Woods Rd. Stops at the Reston Town Center Transit Station and the Reston Parkway station.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector RIBS 1 & 3	No change	30 peak/30 midday	No change	Routes would connect to the Metrorail at Wiehle Ave.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector RIBS 2	No change	30 peak/30 midday	No change	Connect to the Metrorail at Wiehle Ave.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector RIBS 4a and 4b	East portion of RIBS 4 (Reston Town Center along North Shore Drive) is eliminated, otherwise existing RIBS limits	30 peak/30 midday	N/A	4a covers the north portion of the existing RIBS 4; 4b covers the existing west portion of RIBS 4; the east portion of RIBS 4 (Reston Town Center along North Shore Drive) is eliminated.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 556	Eliminated	Eliminated	Eliminated	Portion of it is replaced with a modified RIBS 4a route.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 922	Service extended from Herndon-Monroe to the Wiehle Ave rail station	20 peak/60 midday	No change	Service on this route is two-directional. The new segment of the route is treated as premium bus service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 924	Route alignment extended to the Wiehle rail station	21 min peak	No change	Peak direction only. The new segment of the route is treated as premium bus service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 925 (new route)	Reston South – Wiehle Ave rail station via Herndon-Monroe park and ride	30 min peak only	N/A	New route servicing both directions. The segment between Herndon-Monroe is treated as premium bus service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 926	Route extended from Herndon-Monroe to the Wiehle Ave rail station	21 min peak	No change	This route is interlined with the FXC 924, in reverse peak direction. The new segment is treated as premium bus service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 927	Route extended from Herndon-Monroe to the Wiehle Ave rail station	30 peak/30 midday	No change	The new segment of the route is treated as premium bus service.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 929	Route extended from Herndon-Monroe to the Wiehle Ave rail station	30 min peak	No change	Service in both directions between Herndon-Monroe and Wiehle Ave. The new segment of the route is treated as premium bus service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 505	Eliminated	Eliminated	Eliminated	Eliminated	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 551	Turned back at the Wiehle Ave rail station	30 min peak	No change	Bi-directional service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 552	Turned back at the Wiehle Ave rail station	30 min peak	No change	Peak period and peak direction only.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 553	Reston Parkway to Tysons West rail station	30 min peak	Peak only	Existing alignment west of Reston Parkway is eliminated and replaced with FXC 925 service. Service extends from Hunter Mill to Tysons West rail station on the east end of the route. Peak direction only.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 554	Route extended south to Reston South (via Soapstone Dr and Lawyers Rd)	30 min peak	Peak only	Both directions; the extension part of this route to Reston South replaces the Route 557 alignment to the south.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 557	Eliminated	Eliminated	Eliminated	This route is replaced with restructured 554 and 585 service.	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 585	Wiehle Ave rail station to Franklin Farm Road	20 peak/60 midday	No change	Existing 585 extends south to cover the eliminated 557 route. The route also operates on the Dulles Airport Access Road to the Wiehle Ave rail station on the north end. The route operates both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 950	Route extended from Herndon-Monroe to the Wiehle Ave rail station	20 peak/30 midday	No change	The extended segment of the route is treated as premium bus service	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 980	Extended from Herndon-Monroe to the Wiehle Ave rail station	7 peak	No change	This route is restructured to provide extra capacity needed between Herndon-Monroe and the Wiehle Ave rail station. Peak direction only. 2-bus platoons are required on this route (40' buses)	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 951	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and FXC 959	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 952	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and FXC 959.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 981	Dulles Airport to Wiehle Ave rail station	30 peak/30 midday	N/A	Premium bus service; a mix of 1 and 2-bus platoons during peak periods.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector RIBS 1 & 3	No change	30 peak/30 midday	No change	The alignment is changed to provide a stop at the Reston Parkway rail station. From the RTC Transit Center, buses would follow Bluemont, Reston Parkway, Sunset Hills Road, and Town Center Parkway.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector RIBS 4a and 4b	4a covers the north portion of the existing RIBS 4; 4b covers the existing west portion of RIBS 4; the east portion of RIBS 4 (Reston Town Center along North Shore Drive) is eliminated	30 peak/30 midday	N/A	The routes are further modified to provide a stop at the Reston Parkway rail station. From the RTC Transit Center, buses circulate clockwise on Bluemont, Reston Parkway, Sunset Hills Rd, Town Center Parkway and Bluemont, back to the transit center.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 556	Eliminated	Eliminated	Eliminated	Replaced with modified RIBS 4 service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 605	No change	30 peak/60 midday	No change	The alignment is modified to provide a connection to the Reston Parkway rail station. The alignment would operate via Reston Parkway, Sunset Hills Rd, Town Center Parkway and Bluemont to the RTC transit center. Return routing is the same.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 922	No change	20 peak/60 midday	No change	The alignment is modified to provide a connection to the northside facility of the Herndon-Monroe rail station.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 924	No change	21 peak	No change	Peak direction only to allow for coordination with rail schedules. Route connects to the Herndon-Monroe rail station.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 925 (new)	Herndon-Monroe, Reston South, and Reston Parkway rail stations	30 peak	N/A	Peak period only, serving both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 926	No change	21 peak	No change	Operates in reverse peak direction to allow for rail coordination. Route connects to Herndon-Monroe rail station	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 927	No change	No change (30 peak and midday)	No change	Route connects to the rail line at Herndon-Monroe.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 929	The route is extended to connect to the Route 28 rail station	30 peak	No change	Peak period only and both directions. Also connects the rail line at Herndon-Monroe.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 505	Eliminated	Eliminated	Eliminated	Replaced with Metrorail service.	Eliminated

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 551	The route is turned back at the Wiehle Ave rail station	30 peak	No change	Peak period, both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 552	The route is turned back at the Wiehle Ave rail station	30 peak	No change	Peak period, both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 553	Reston Parkway to Tysons West rail station	30 peak	No change	The existing alignment west of Reston Parkway is eliminated and replaced with the new 925 service. On the east end, the route operates on the DAAR from Hunter Mill, with service turned back at the Tysons West rail station. Peak period and peak direction only.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 554	Route extended south, following the existing 557 alignment to Reston South	30 peak in peak direction	No change	Both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 557	Eliminated	Eliminated	Eliminated	Replaced with restructured 554 and 585 service	Eliminated

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 585	Reston Parkway rail station to Franklin Farm Road	20 peak/60 midday	No change	The southern end of the route is extended from Reston South to Franklin Farm Road to cover existing 557 alignment. Both directions.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 950	RTC Transit Center – Herndon-Monroe	30 peak/30 midday	No change	The route alignment in Reston Town Center is modified to connect to the Reston Parkway rail station. Service at the other end of the route is turned back at Herndon-Monroe.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 980	Eliminated	Eliminated	Eliminated	Replaced with Metrorail service.	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 951	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Route 959.	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 952	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Route 959.	Eliminated

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 959 (new)	Herndon-Monroe via Sunset Valley Dr	14 peak/24 midday	N/A	This new route would provide circulator and Metrorail distribution service along Sunset Hills Road and Sunset Valley Drive. The proposed alignment is a loop, with two direction service.	Fairfax
Tysons Corner Routes						
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 425	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Tysons Internal Circulator service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 427	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Tysons Internal Circulator service.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 574	Reston Town Center to rail lines at Tysons: Tysons West, Tysons Central 7 and Tysons Central 123	60 all day	No change	Two route patterns were proposed in the No-Build Alternative are applicable here, except the route no longer goes to Tysons West*Park. Both route patterns have the same frequencies.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I 2025	FX Connector 984	Herndon-Monroe to the Wiehle Ave rail station	30 min peak	Peak only	This route is also proposed in the FEIS No-Build and FTA New Starts Baseline Alternatives.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 401	N/A	30 peak/60 midday	N/A	No changes are proposed from the FEIS No-Build Alternative.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 425	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Tysons Internal Circulator service.	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 427	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Tysons Internal Circulator service.	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 504	Reston Parkway station – Wiehle Ave station	15 peak/30 midday	No change	The route alignment is modified from the Baseline Alternative proposal.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 574	Tysons rail stations – Reston Town Center Line	60 all day	No change	Two route patterns were proposed in the No-Build Alternative. Route connects to Tysons West and Tysons Central 7, and serves Tysons Corner Center.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase II 2025	FX Connector 984	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and Tysons Internal Circulator service	Eliminated

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Tysons CMP and Rail Master Bus Plan	2C	Ballston Metro to Tysons West Metro via Dunn Loring Metro, Tysons Corner Center, International Dr	15 min headway	No change	Shift terminal from Tysons West*Park to Tysons West Metro upon rail completion. Coordinate with 401 for 15 min headway.	Arlington, Fairfax
Tysons CMP and Rail Master Bus Plan	2T	Vienna Metro to Tysons Central 123 Metro via Nutley Rd, Maple Ave, Gallows Rd, International Dr	No change	No change	Terminal shift from Tysons West*Park Transit Station to Tysons Central 123 Metro upon rail completion.	Fairfax
Tysons CMP and Rail Master Bus Plan	3T	West Falls Church Metro to Tysons Central 123 Metro/Tysons Corner via Pimmit Hills, Westgate	No change	5-10AM, 2-9 PM M-F	Shift terminal from Tysons Corner Center to Tysons Central 123 Metro upon completion of rail.	Fairfax
Tysons CMP and Rail Master Bus Plan	5A	D.C – Dulles	Eliminated	Eliminated	Eliminated upon completion of rail.	Eliminated
Tysons CMP and Rail Master Bus Plan	5B	D.C. – Tysons Corner	Eliminated	Eliminated	Eliminated upon CMP Service Plan.	Eliminated
Tysons CMP and Rail Master Bus Plan	15K/15L	Tysons Central 123 Metro – George Mason University via Vienna/Fairfax City	No change	No change	Shift terminal from Tysons Corner Center to Tysons Central 123 Metro upon completion of rail.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Tysons CMP and Rail Master Bus Plan	23A	Crystal City Metro to Tysons East Metro via Ballston Metro	No change	5 to 10 AM, 2-9 PM on M-F	Shift terminal from Tysons Corner Center to Tysons East Metro upon completion of rail. Coordinate with F1 and F2 shuttles, new service identified below.	Arlington, Fairfax
Tysons CMP and Rail Master Bus Plan	24T	East Falls Church Metro to Tysons West*Park Transit Station	Eliminated	Eliminated	Eliminated	Eliminated
Tysons CMP and Rail Master Bus Plan	28A/28B	King St Metro to Tysons Central 123 Metro/Tysons Corner Center via West Falls Church	No change	No change	Shift terminal from Tysons Corner Center to Tysons Central 123 Metro. Coordinate with 28T.	Alexandria, Fairfax
Tysons CMP and Rail Master Bus Plan	28T	West Falls Church Metro to Tysons West Metro	No change	No change	Terminal shift upon rail completion. Coordinate schedule with 28A/B .	Fairfax
Tysons CMP and Rail Master Bus Plan	FX Connector 401	Franconia-Springfield Metro to Tysons West Metro	15 min headway	No change	Upon completion of rail. Coordinate with 2C headway for transfers.	Fairfax
Tysons CMP and Rail Master Bus Plan	FX Connector 402	No change	No change	5-10AM, 2-9 PM on M-F	Interlined with revised 403 upon the completion of rail.	Fairfax
Tysons CMP and Rail Master Bus Plan	FX Connector 403	Dunn Loring Metro to Tysons Central 123 Metro	15 peak/30 midday	No change	Terminal shift upon rail completion. Interlined with revised 402.	Fairfax
Tysons CMP and Rail Master Bus Plan	FX Connector 425	Tyson West*Park Transit Station to West Falls Church Metro	Eliminated	Eliminated	Eliminated upon completion of rail.	Eliminated

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Tysons CMP and Rail Master Bus Plan	FX Connector 427	Tysons West*Park Transit Station to West Falls Church	Eliminated	Eliminated	Eliminated upon completion of rail.	Eliminated
Tysons CMP and Rail Master Bus Plan	FX Connector 504	Reston Town Center Transit Station to Tysons West*Park Transit Station	Eliminated	Eliminated	Eliminated upon completion of rail.	Eliminated
Tysons CMP and Rail Master Bus Plan	FX Connector 574	Herndon Junction to Tysons West Metro	No change	No change	Shift terminal from Herndon-Monroe Park and Ride to Herndon Junction and from Tysons West*Park Transit Station to Tysons West Metro upon completion of rail. Coordinate or interline with 924/926 at Herndon Junction.	Fairfax
Metrobuses						
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	2T/2V (2V is new)	No change	30 peak/60 midday	No change	Route connects to the rail line at Tysons West and Tysons Central 123. No changes are proposed from the No-Build Alternative.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	3T	The route is turned back at Tysons Corner Center in Phase I 2025	30 peak/30 midday	No change	No alignment or service changes in the Phase II 2025. In both Phases, the route connects to Tysons East rail line.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	5A	Eliminated	Eliminated	Eliminated	Replaced with Metrorail and premium bus service in Phase I. Replaced with Metrorail service in Phase II.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	5B	Eliminated	Eliminated	Eliminated	Eliminated	Eliminated
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	14A,B,C,D	N/A	No change	N/A	The alignment for these routes is extended to Tysons West via Spring Hill Road and Tyco Road.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	15	No change	No change	No change	No changes are proposed from the No-Build Alternative. Both routes connect to the rail line at Tysons Central 123. 15N also connects to the rail line at Tysons East.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	23A	No change	30 peak and midday	No change	The alignment is modified in the Tysons Corner area, service extended along Spring Hill Rd and Tyco Rd to Tysons West rail station. This route also connects to the rail line at Tysons East and serves Tysons Corner Center.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	24T	No change	No change	No change	The route is extended to Tysons West via Spring Hill Rd and Tyco Rd.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	28A/B	No change	No change	No change	The route connects to rail line at Tysons Central 123.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan Phase I and II 2025	28T	Service is eliminated north of Tysons Corner Center	No change	No change	Service north of Tysons Corner is replaced with Metrorail service to Tysons Corner.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Chantilly Area						
Washington Metropolitan Area Regional Bus Study	Metrobus 20 I-66 & US 50	Vienna Metrorail and Sullyfield Circle	15 minutes	Morning and evening peak	Restructure Metrobus 20 – replacing current branches with coordinated local shuttles. The main route would provide commuter service between Vienna Metrorail & Sullyfield Circle in Chantilly via I-66 and US 50.	Fairfax
Washington Metropolitan Area Regional Bus Study	I-66 & US 50	Vienna and Chantilly	30 minutes	midday, evening, weekends	Restructured service to complement restructured Metrobus 20	Fairfax
Washington Metropolitan Area Regional Bus Study	Chantilly Plaza, Poplar Tree Road, and Middle Ridge Road	Chantilly Plaza and Middle Ridge Road	15 minutes / 60 minutes	Monday - Friday	Restructured fixed-route circulator would provide transit connections to the residents south of US 50 around Fair Ridge	Fairfax
Washington Metropolitan Area Regional Bus Study	Metrobus 20W, X replacement along US 50	Sullyfield Circle and South Riding Road	15 minutes / 60 minutes	Monday - Friday	Replace Metrobus 20W,X with fixed-route circulator	Fairfax
Washington Metropolitan Area Regional Bus Study	Walney Rd, Westfields, Dr, Willard Rd		15 minutes / 60 minutes	Monday - Friday	Fixed-route circulator	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Centreville Area						
Washington Metropolitan Area Regional Bus Study	Centreville Road, Franklin Farm Road, Fairfax County Parkway, and Stringfellow Road.		15 minutes / 60 minutes	Monday - Friday	Fixed-route circulator would replace Metrobus 20F provide transit connections to the residents north of US 50 around Franklin Farm Road	Fairfax
Washington Metropolitan Area Regional Bus Study	I-66 HOV Lane	Centreville Methodist Church and Vienna Metro	15 minutes	Morning and evening peak only	New express service with local feeder/distributor segment serving the residential area south of I-66	Fairfax
Washington Metropolitan Area Regional Bus Study	I-66 HOV Lane	Stone Road (Centreville) P-n-R to Vienna Metro	15 minutes	Morning and evening peak only	New express service with local feeder/distributor segment serving the residential area west of SR 28 and north of I-66	Fairfax
Washington Metropolitan Area Regional Bus Study	Stringfellow Road / Variable	Area surrounding Stringfellow P-n-R	60 minutes	Midday, evening, Saturdays	Off-peak deviation service	Fairfax
Cross-County Services						
Washington Metropolitan Area Regional Bus Study	Town Center Parkway, Elden Street, Herndon Parkway, Dranesville Road, Leesburg Pike	Reston Towne Center and Dulles Town Center	15 minutes / 60 minutes on weekdays 30 minutes on Saturdays 60 minutes on Sunday	M-F: 6a-9p Sat: 7a-9p Sun: 7a-9p	This route would provide seven-day service between Reston Towne Center and Dulles Town Center via Town Center Parkway, Elden Street, Herndon Parkway, Dranesville Road, and Leesburg Pike.	Fairfax, Loudoun

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Reston Parkway, US 50,	Fairfax County Government Center and Herndon Shopping Center	15 minutes / 60 minutes on weekdays 30 minutes on Saturdays 60 minutes on Sunday	M-F: 6a-9p Sat: 7a-9p Sun: 7a-9p	Service replaces Fairfax Connector 605	Fairfax
Washington Metropolitan Area Regional Bus Study	Franconia Springfield Parkway and Fairfax County Parkway	Franconia Springfield Metro and Fair Oaks Mall	15 minutes / 60 minutes on weekdays 30 minutes on Saturdays 60 minutes on Sunday	M-F: 6a-9p Sat: 7a-9p Sun: 7a-9p	Service replaces Metrobus 18S,R.	Fairfax
Washington Metropolitan Area Regional Bus Study	Richmond Highway – Leesburg Pike Complementary Local	Mount Vernon and Franconia Springfield Metrorail Station	15 minutes / 60 minutes on weekdays 30 minutes on Saturdays 60 minutes on Sunday	M-F: 6a-9p Sat: 7a-9p Sun: 7a-9p	New local service in Richmond Highway – Leesburg Pike corridor	Fairfax
Washington Metropolitan Area Regional Bus Study	Chain Bridge Road (Springfield – Tysons Corner) Segment 2: Burke Centre – Tysons Corner	Burke Centre VRE to Tysons Corner	15 minutes	Morning and evening peak only	Limited stop service that replaces segment of Metrobus 15K,L and Fairfax Connector 404	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Chain Bridge Road (Springfield – Tysons Corner Limited Stop Segment 2: Burke Centre – Tysons Corner Local)	Burke Centre VRE to Tysons Corner	15 minutes / 60 minutes on weekdays 30 minutes on Saturdays 60 minutes on Sunday	M-F: 6a-9p Sat: 7a-9p Sun: 7a-9p	Local service that replaces segment of Metrobus 15K,L and Fairfax Connector 404	Fairfax
Washington Metropolitan Area Regional Bus Study	Gallows Road, Backlick Road	Springfield – Annandale – Tysons Corner Corridor	15 minutes	Morning and evening peak only	Premium, Limited Stop service complementing Fairfax Connector 401	Fairfax
Fair Lakes Shuttle Study Alternative 2	FX Connector 605	Reston Town Center to Vienna Metro Station via Fair Oaks Line	30 min peak weekday; 60 min off peak weekday; 60 min weekends	5:35 AM to 12 AM weekday; 5:45 AM to 11:15 PM weekends	The existing route east of the intersection of Fair Lakes Parkway and Monument Drive would be replaced with the proposed new route 656 in Alternative 1. It will serve Fairfax Corner, the Fairfax County Government Center, the Government Center P&R Lot, Fair Oaks Mall, and the Vienna Metro. The existing 605 uses two buses; proposed 605 uses three <i>additional</i> buses.	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2011	FX Connector 980	No change	No change	No change	A mix of 1 and 2-bus platoons	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
New Local Services						
Washington Metropolitan Area Regional Bus Study	Little River Turnpike and Leesburg Pike	Annandale – East Falls Church Metrorail Station	20 minutes / 60 minutes weekdays 40 minutes Saturday	M-F: 6a-12a Sat: 7a-9p	Provide one-seat ride between Annandale and East Falls Church	Fairfax
Washington Metropolitan Area Regional Bus Study	Leesburg Pike	Tysons Corner and Dulles Town Center	30 minutes / 60 minutes weekdays 40 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	New all-day service between Tysons Corner and Dulles Town Center	Fairfax, Loudon
Washington Metropolitan Area Regional Bus Study	US 29	Centreville Park-and-Ride and GMU	30 minutes / 60 minutes weekdays 40 minutes Saturday	M-F: 6a-12a Sat: 8a-10p	New routes would operate between the Centreville Park-and-Ride and GMU via US 29.	Fairfax, Loudoun
Washington Metropolitan Area Regional Bus Study	Dulles Town Center – West Falls Church Commuter Service	Dulles Town Center and West Falls Church Metro	20 minutes / 60 minutes weekdays 40 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	Provide connections between Dulles Town Center and West Falls Church Commuter Service	Fairfax, Loudoun
Circulators, Shuttles, and Flexible Services						
Washington Metropolitan Area Regional Bus Study	Nutley Road	Residential neighborhoods south of the Vienna Metrorail Station	30 minutes / 60 minutes weekdays 60 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	New circulator route	Fairfax
Washington Metropolitan Area Regional Bus Study	Chain Bridge Road, Dulles Access Road	McLean business district and West Fall Church Metro Area	18 minutes / 36 minutes weekdays 36 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	New direct frequent connection	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Springfield Employer Shuttle	Employers south of Franconia Springfield Metrorail Station	20 minutes / 40 minutes weekdays 30 minutes Saturday	M-F: 6a-9p Sat: 6a-8p	New reverse commute service potentially replacing segments of Fairfax Connector 304/384	Fairfax
Washington Metropolitan Area Regional Bus Study	Edsall Road, Industrial Drive	Shirley Industrial Park and Shirley Edsall Industrial Park	20 minutes / 40 minutes weekdays 30 minutes Saturday	M-F: 6a-9p Sat: 6a-8p	New fixed-route employee shuttle	Fairfax
Washington Metropolitan Area Regional Bus Study	Prosperity Avenue, Gallows Road	Dunn Loring Metrorail Station to Merrifield employment areas	12 minutes / 24 minutes weekdays 24 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	New reverse commute service	Fairfax
Washington Metropolitan Area Regional Bus Study	Variable	Waxpool Road to the South, Broadlands Boulevard to the East, and Shellhorn Road to the North	60 minutes weekdays 60 minutes Saturdays	M-F: 6a-9p Sat: 7a-9p	New point-deviation residential circulator – Ashburn Residential Circulator	Fairfax, Loudoun
Washington Metropolitan Area Regional Bus Study	Variable	Shellhorn Road to the South, Belmont Ridge Road to the East and Farmwell Road to the North	60 minutes weekdays 60 minutes Saturdays	M-F: 6a-9p Sat: 7a-9p	New point-deviation residential circulator – Ashburn Residential Circulator	Fairfax, Loudoun
Washington Metropolitan Area Regional Bus Study	Variable	Farmwell Road to the South, Ashburn Road to the East and Ashburn Village Boulevard to the North	60 minutes weekdays 60 minutes Saturdays	M-F: 6a-9p Sat: 7a-9p	New point-deviation residential circulator – Ashburn Residential Circulator	Fairfax, Loudoun

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2025	West Falls Church – Capital One Shuttle	Eliminated	Eliminated	Eliminated	Replaced with Metrorail service	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase I 2025	Tysons Corner Circulators	Tysons West and Tysons Central 123	14 peak/24 midday	N/A	Five circulators would stop at the north bus bays of Tysons Central 123. Frequencies of the circulators are to be coordinated with rail frequencies	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase II 2025	West Falls Church – Capital One Shuttle	Eliminated	Eliminated	Eliminated	Replaced with Metrorail service	Fairfax
Dulles Corridor Rapid Transit Project Bus Operating Plan – Phase II 2025	Tysons Corner Circulators	Tysons West and Tysons Central 123	14 peak/24 midday	N/A	Five circulators would stop at the north bus bays of Tysons Central 123. Frequencies of the circulators are to be coordinated with rail frequencies	Fairfax
Tysons CMP and Rail Master Bus Plan	C1 (new)	Tysons East Metro to Tysons Corner Center	N/A	N/A	Shift terminal from West Falls Church Metro to Tysons East Metro from CMP Service Plan stage to Rail Service Plan (upon completion of rail)	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Tysons CMP and Rail Master Bus Plan	C2 (new)	Tysons West Metro to Tysons Corner Center	N/A	N/A	Shift terminal from West Falls Church Metro to Tysons East Metro from CMP Service Plan stage to Rail Service Plan (upon completion of rail)	Fairfax
Tysons CMP and Rail Master Bus Plan	F1 (new)	Tysons Central 123 Metro to Old Dominion Dr, Dolley Madison Blvd	N/A	N/A	Coordinate with 23A upon completion of rail	Fairfax
Tysons CMP and Rail Master Bus Plan	F2 (new)	West Falls Church Metro to Tysons Central 123 Metro	N/A	N/A	Coordinate schedule with 23A	Fairfax
Tysons CMP and Rail Master Bus Plan	F3 (new)	Tysons West Metro to Wolf Trap Park	N/A	N/A	Shift terminal from Tysons West*Park Transit Station to Tysons West Metro upon completion of rail. Operate clockwise in AM, counterclockwise in PM	Fairfax
Tysons CMP and Rail Master Bus Plan	F4 (new)	Tysons West Metro To Tysons East Metro	N/A	N/A	Substitute for 24T upon completion of rail	Fairfax
Tysons CMP and Rail Master Bus Plan	F5 (new)	Tysons East Metro to West Falls Church Metro	N/A	N/A	Substitute for 24T upon completion of rail	Fairfax
Tysons CMP and Rail Master Bus Plan	F6 (new)	West Falls Church Metro to East Falls Church Metro, via Westmoreland St	N/A	N/A	Substitute for 24T upon completion of rail	Fairfax
Tysons CMP and Rail Master Bus Plan	F7 (new)	N/A	N/A	N/A	See route 403	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Tysons CMP and Rail Master Bus Plan	F8 (new)	Tysons Central 123 Metro to Westwood Dr/Creek Crossing Rd	N/A	N/A	Shift terminal from Tysons Corner Center to Tysons Central 123 Metro upon completion of rail (from CMP Service Plan)	Fairfax
Tysons CMP and Rail Master Bus Plan	F9 (new)	Tysons Central 123 Metro to Oak St/Idylwood Rd	N/A	N/A	Shift terminal from Tysons Corner Center to Tysons Central 123 Metro upon completion of rail (from CMP Service Plan)	Fairfax
Long Term Plan						
Washington Metropolitan Area Regional Bus Study	Little River Turnpike	Potomac Yards to George Mason University	20 minutes / 40 minutes on weekdays 30 minutes Saturdays 60 minutes Sunday	M-F: 6a-12a Sat: 8a-10p Sun: 8a-10p	A long-term recommendation – extension of proposed RapidBus along Little River Turnpike service to GMU	Fairfax, Alexandria
Washington Metropolitan Area Regional Bus Study	US 29 and US 50	GMU to Chantilly	20 minutes / 40 minutes on weekdays 30 minutes Saturdays 60 minutes Sunday	M-F: 6a-12a Sat: 8a-10p Sun: 8a-10p	A long-term recommendation – extension of proposed RapidBus service along US 50 to Chantilly	Fairfax
Washington Metropolitan Area Regional Bus Study	Richmond Highway – Leesburg Pike Limited Stop: Segment 1	Fairfax Government Center – Dulles Town Center Limited Stop	15 minutes	Morning and evening peak only	Long-term implementation after the complementary local route has built ridership in the corridor	Fairfax, Loudoun

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Richmond Highway – Leesburg Pike Limited Stop: Segment 2	Franconia Springfield Metrorail Station and Fair Oaks Mall	15 minutes	Morning and evening peak only	Long-term implementation after the complementary local route has built ridership in the corridor	Fairfax, Loudoun
Washington Metropolitan Area Regional Bus Study	Richmond Highway – Leesburg Pike Limited Stop: Segment 3	Mount Vernon to Franconia Springfield Metrorail Station	15 minutes	Morning and evening peak only	Long-term implementation after the complementary local route has built ridership in the corridor	Fairfax, Loudoun
Washington Metropolitan Area Regional Bus Study	Springfield – Tysons Corner Limited Stop: Segment 1	Springfield – GMU	15 minutes	Morning and evening peak only	Limited stop service in central Fairfax county between Franconia/Springfield Metrorail Station and GMU	Fairfax
Washington Metropolitan Area Regional Bus Study	Sterling – West Falls Church Commuter Service	Sterling and West Falls Church Metrorail Station	20 minutes / 60 minutes weekdays 40 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	Service providing connections between Eastern Loudoun County and West Falls Church Metrorail station	Fairfax
Washington Metropolitan Area Regional Bus Study	Sulley Road and Dulles Access Road	Stringfellow Road P-n-R and West Falls Church Metrorail Station	20 minutes	Morning and evening peak only	Premium service between Centreville and Tysons Corner	Fairfax
Washington Metropolitan Area Regional Bus Study	Rolling Road, Braddock Roads	Franconia-Springfield Metrorail Station to Fairfax County Government Center	30 minutes / 60 minutes weekdays 60 minutes Saturday	M-F: 6a-9p Sat: 7a-9p	Service on Rolling Road replaces the segment of Metrobus 18S eliminated in the recommendation for the Richmond Highway – Leesburg Pike cross-county service.	Fairfax

STUDY	ROAD(S) / SERVICE	LIMITS	FREQUENCY	SPAN OF SERVICE	PROJECT DESCRIPTION	JURISDICTIONS
Washington Metropolitan Area Regional Bus Study	Variable	Braddock Road to the North, West Ox Road to the West, Fairfax County Parkway to the South, and Burke Lake Road to the East	60 minutes weekdays 60 minutes Saturdays	M-F: 9a-4p & 7p- 9p Sat: 7a-9p	Point deviation circulator that would complement the proposed rail subscription shuttles – Burke Centre North Circulator	Fairfax
Washington Metropolitan Area Regional Bus Study	Variable	Braddock Road to the north, Burke Lake Road to the west, Fairfax County Parkway to the south, and Rolling Road to the east	60 minutes weekdays 60 minutes Saturdays	M-F: 9a-4p & 7p- 9p Sat: 7a-9p	Point deviation circulator that would complement the proposed rail subscription shuttles – Burke Centre North Circulator	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 950	Herndon-Monroe Station - Sunrise Valley Dr - Baron Cameron Ave - Town Center Pkwy	28 minutes	Daily: 5:00a – 12:00a	Route operates between the Herndon-Monroe and Reston Parkway stations with a stop at the Reston Town Center Transit Station. The route serves neighborhoods along Sunrise Valley Dr, Monroe St, Baron Cameron Ave and Town Center Parkway	Fairfax
Wiehle Avenue/ Reston Parkway Station Access Management Plans	FXC 959	Loop along Sunset Hills Rd & Sunrise Valley Dr - Stops at Herndon-Monroe Station, Reston Pkwy Station & Wiehle Ave Station	14 minutes (peak & lunch) / 28 minutes (off-peak)	Daily: 5:00a – 12:00a	Route provides circulator and feeder service in a loop along Sunset Hills Road and Sunrise Valley Drive. The route stops at the Herndon-Monroe, Reston Parkway and Wiehle Avenue stations.	Fairfax