



County of Fairfax, Virginia

Fairfax Connector Route 432

Vienna Community Meeting

Fairfax County Department of Transportation

DRAFT PRESENTATION

February 20, 2014



- Silver Line Bus Service Plan Development
 - Vision for the Silver Line
 - Vision for Tysons
 - Transit Development Plan (TDP)
 - Recommendations for northeast Vienna
- Route 432: Plan Development
 - Developing route alignments
 - Decision-making process
 - Alternatives considered
 - Final decision
- Other services in Vienna
- Next Steps
 - Monitoring service
 - Residential Permit Parking District (RPPD)
 - Infrastructure improvements



- **Vision for the Silver Line**
 - 23.1 mile Metrorail extension
 - Connects areas of Herndon, Reston, Vienna, McLean and Tysons to the regional Metrorail System
 - Four Tysons Stations
 - Approved with no parking facilities, matching the 2050 Tysons Vision
 - Bus and pedestrian connections at all Tysons stations
 - Interim parking later approved for the McLean Station
 - Interim parking at two other stations being pursued (Greensboro, Spring Hill)
 - Expanded bus feeder service to all five new Silver Line Stations
 - Circulator bus network in Tysons



- **Vision for Tysons**

- By 2050, Tysons will be transformed into a walkable, sustainable, urban center that will be home to up to 100,000 residents and 200,000 jobs.
- Tysons is envisioned to become a 24-hour urban center where people live, work and play; where people are engaged with their surroundings; and, where people want to be.
- Significant emphasis being placed on alternatives to single occupant vehicles, including mixed-use development, transportation demand management strategies, transit, and pedestrian and bicycle facilities



- Transit Development Plan (TDP)
 - Completed in 2009; 10-year bus service study/plan for Fairfax County
 - Recommendations for both Fairfax Connector and Metrobus service
 - Guide for all Fairfax Connector service changes since 2009
 - <http://www.fairfaxcounty.gov/fcdot/tdp.htm>
 - Significant public outreach for TDP development
 - Two rounds of public meetings
 - Westbriar Elementary School (May 20, 2008)
 - Vienna Town Hall (October 15, 2009)
 - Ride and non-rider surveys conducted



HELP DECIDE YOUR FUTURE BUS SERVICE



FAIRFAX COUNTY IS DEVELOPING A COMPREHENSIVE 10-YEAR PLAN FOR FAIRFAX CONNECTOR AND METROBUS SERVICE COUNTYWIDE.

Make sure your voice is heard!

This is your opportunity to learn about the project and provide comments and suggestions for improving service. There will be presentations, maps, charts, and personnel working on the project available to take your comments and answer questions.

You can also learn more and comment by visiting www.fairfaxcounty.gov/fcdot/tdp.htm – or call 703-324-1500 to leave a recorded message with your comments.



Please join us at one of the following locations:

Tuesday April 29, 7:30-9:30PM
Luther Jackson Middle School
3020 Gallows Road, Falls Church

Saturday May 3, 10AM-noon*
County Government Center
12000 Government Center Parkway, Fairfax

Tuesday May 13, 6:30-8:30PM
County Government Center
12000 Government Center Parkway, Fairfax

Wednesday May 14, 6:30-8:30PM
North County Government Center
12000 Bowman Towne Drive, Reston

Monday May 19, 2008, 6:30-8:30PM*
South County Center
8350 Richmond Highway, Alexandria

Tuesday May 20, 2008, 6:30-8:30PM
Westbriar Elementary School
1741 Pine Valley Drive, Vienna

Tuesday June 3, 6:30-8:30PM
Springfield Government Center
6140 Rolling Road, Springfield

Wednesday June 4, 6:30-8:30PM
Mason District Government Center
6507 Columbia Pike, Annandale

** Spanish speaking staff will be in attendance
* Intérpretes de Español estarán disponibles en la reunión.*

To request reasonable ADA accommodations or alternative format of materials, call Kathryn Rogers at (703) 324-1120, TTY (703) 324-1122.

Publication of Fairfax County, Virginia
April 2008



Announcing Plans for Improved Fairfax Bus Services



We've received your input and suggestions and now Fairfax County is excited to present its ten-year bus service plan. Join us at a meeting to discuss improved services such as more frequent bus service and service to more places that will better meet your needs. Personnel working on the project will be available to take your comments and answer questions.

You can also learn more and comment by visiting www.fairfaxcounty.gov/fcdot/tdp.htm – or call 703-324-1500, TTY 711, to leave a recorded message with your comments.

Make sure your bus service serves you!



FAIRFAX COUNTY IS FINALIZING A COMPREHENSIVE 10-YEAR PLAN FOR IMPROVING FAIRFAX CONNECTOR AND METROBUS SERVICE COUNTYWIDE

Please join us at one of the following open house meetings to learn more:

**Thursday, Oct. 15
6-8 p.m.**
Vienna Town Hall
127 Center Street, South,
Vienna

**Saturday, Oct. 17*
10 a.m.-noon**
County Government Center
12000 Government Ctr Pkwy,
Fairfax

**Wednesday, Nov. 4
6-8 p.m.**
Mason District Government
Center
6507 Columbia Pike,
Annandale

**Thursday, Nov. 5
6-8 p.m.**
Springfield Government Center
6140 Rolling Road,
Springfield

**Monday, Nov. 9
6-8 p.m.**
North County Government
Center
12000 Bowman Towne Dr,
Reston

**Tuesday, Nov. 10
6-8 p.m.**
McLean Community Center
1234 Ingleside Avenue,
McLean

**Monday, Nov. 16
6-8 p.m.**
County Government Center
12000 Government Ctr Pkwy,
Fairfax

**Tuesday, Nov. 17*
6-8 p.m.**
South County Center
8350 Richmond Hwy, Alexandria

Formal presentations at 7 p.m. for the evening meetings and 11 a.m. for the Saturday meeting.

** Spanish speaking staff will be in attendance at the Oct. 17 and Nov. 17 meetings.*

** Intérpretes de español estarán disponibles en la reuniones del 17 de oct. y 17 de nov.*

To request reasonable ADA accommodations or alternative format of materials, call Kathryn Rogers at 703-877-5637, TTY 711.

September 2009



A Fairfax County, Va., publication





- Transit Development Plan (TDP)
 - Analyzed existing ridership, demographics, land use, bus service levels, facility capacity, projected ridership, and cost
 - Utilized the following studies and datasets:
 - WMATA Regional Bus Study (2003-2004)
 - WMATA Bus Network Evaluation (2007)
 - Dulles Rail Final Environmental Impact Study Transit Operations and Maintenance Plan (2004)
 - Fairfax County Comprehensive Plan Update (2006)
 - MWCOCG 2005 (actual) and 2020 (projected) population and employment for Fairfax County
 - “Anticipating the Future – A Discussion of Trends in Fairfax County” (2006)



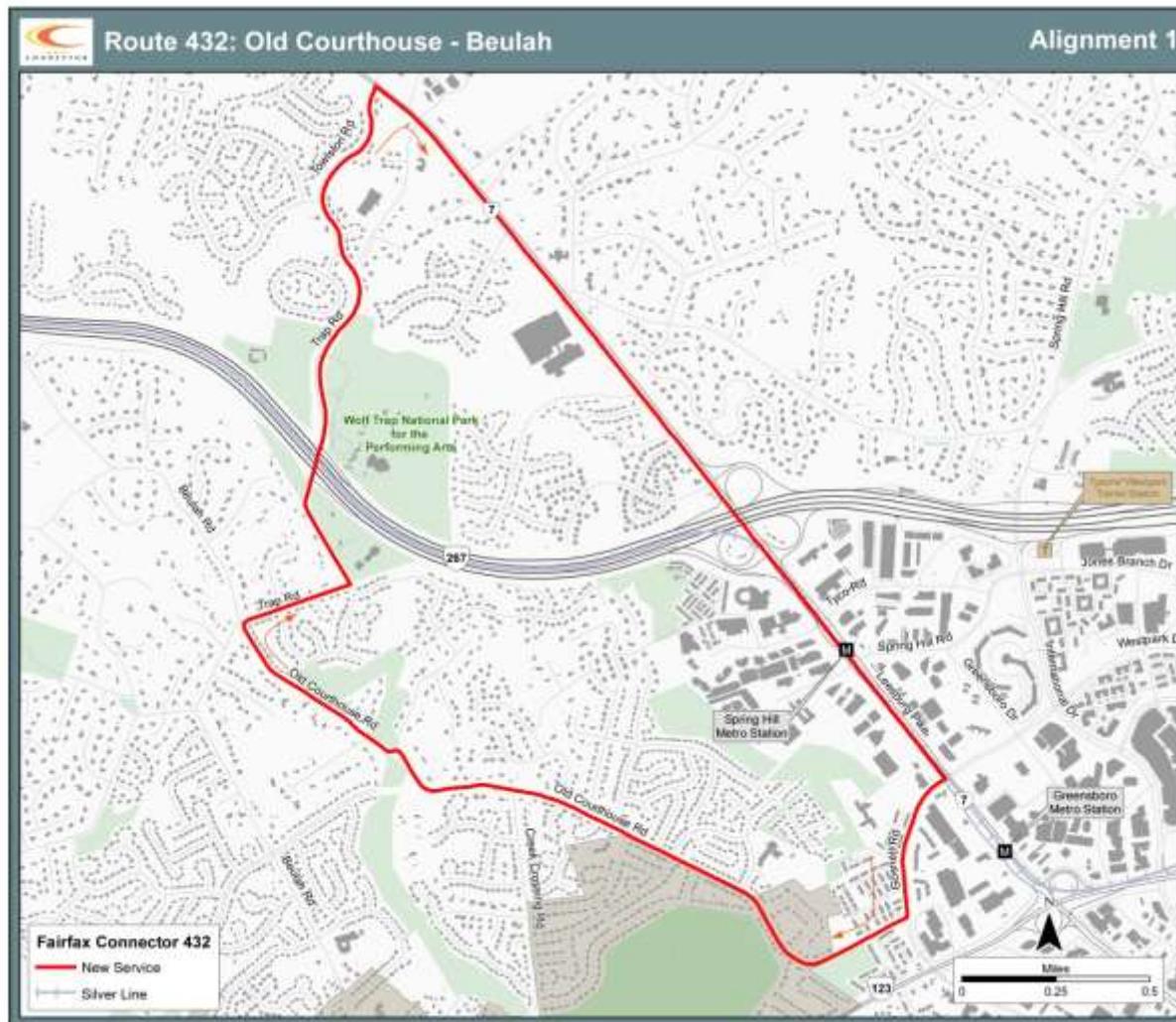
- Transit Development Plan
 - Prioritized bus service recommendations based on benefit and, when applicable, timing with large-scale projects such as the 495 and I-95 Express Lanes and Dulles Rail
- TDP Recommendations for Silver Line bus service in northeast Vienna
 - Prioritized connecting neighborhoods to Silver Line stations, especially where there was limited access and/or no parking facilities
 - Made recommendations for specific types of transit service
 - Neighborhood/Local
 - Cross-town
 - Feeder
 - Express



- TDP identified two neighborhood/local route options to connect surrounding neighborhoods west of Leesburg Pike to the Spring Hill Metrorail Station
 - Wolf Trap Connector: Wolf Trap to the Spring Hill Metro Station via the Toll Road and Route 7/Leesburg Pike
 - Identified Wolf Trap as a potential park-and-ride facility
 - Modified Metrobus 2T via Creek Crossing Road and Old Courthouse Road
 - Ultimately not pursued by WMATA

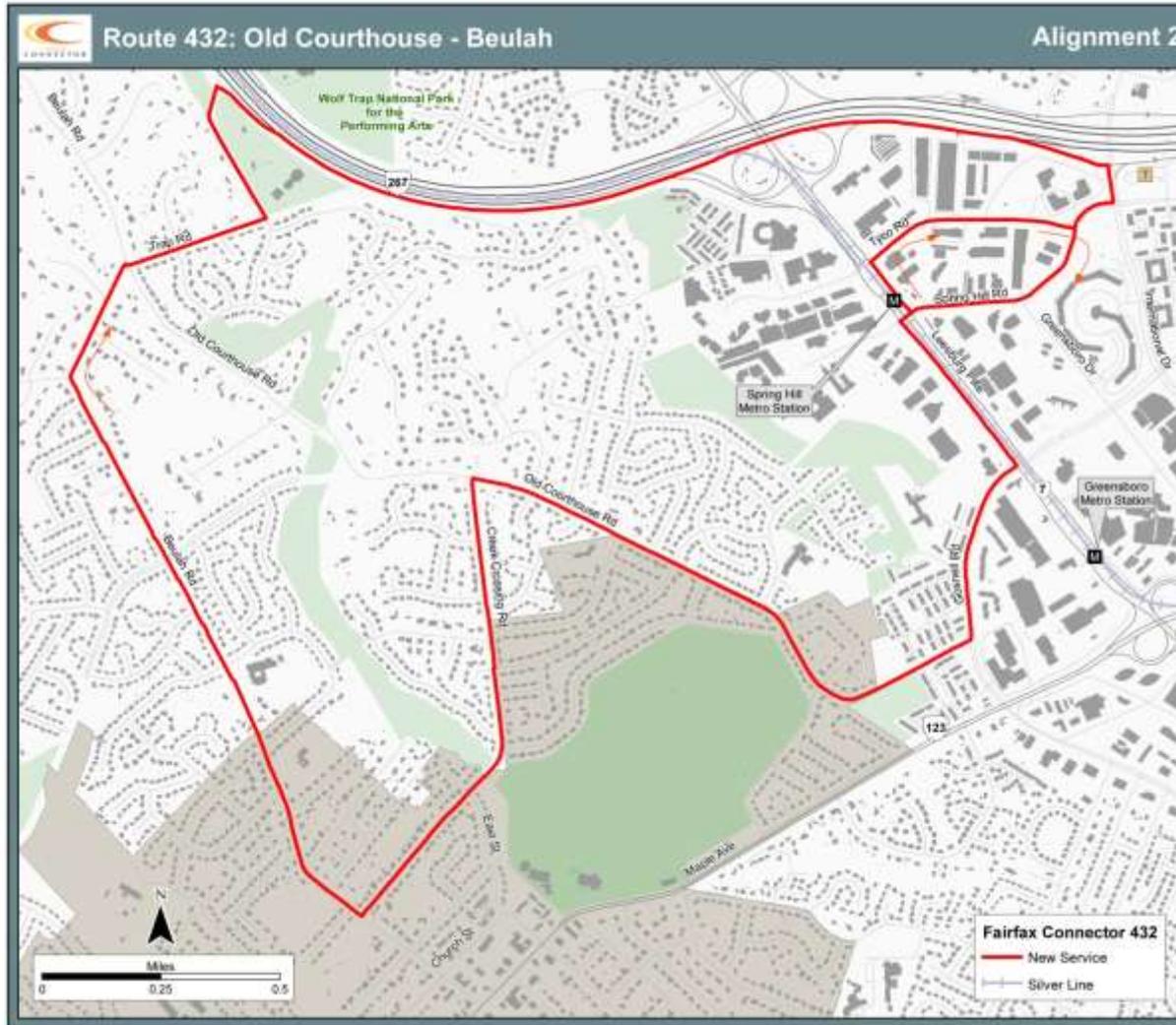


- In 2012, staff started developing the Silver Line bus service plan
 - Started with TDP recommendations for the Dulles corridor, including NE Vienna
 - Developed potential alignment that combined both route recommendations
 - Presented to community in February 2013
 - Met with mixed but mostly positive reviews at meeting
 - Support expressed from areas along Old Courthouse Road, Trap Road and Leesburg Pike
 - Mixed support along Towlston Road
 - Beulah Road identified as possible street for bus service





- Based on community feedback at the February 2013 meeting and during the open comment period following, staff conducted additional field work
 - Tested the proposed route alignment with a 30 foot bus
 - Made adjustment to the alignment to avoid Old Courthouse Road between Creek Crossing Road and Trap Road
 - Revised alignment to include Beulah Road via Old Courthouse Road and Creek Crossing Road
- Presented to community in April 2013
 - Support from Beulah Road, Old Courthouse Road, Trap Road
 - Opposition from Creek Crossing Road residents
 - No consensus on alignment reached
 - Further field work conducted

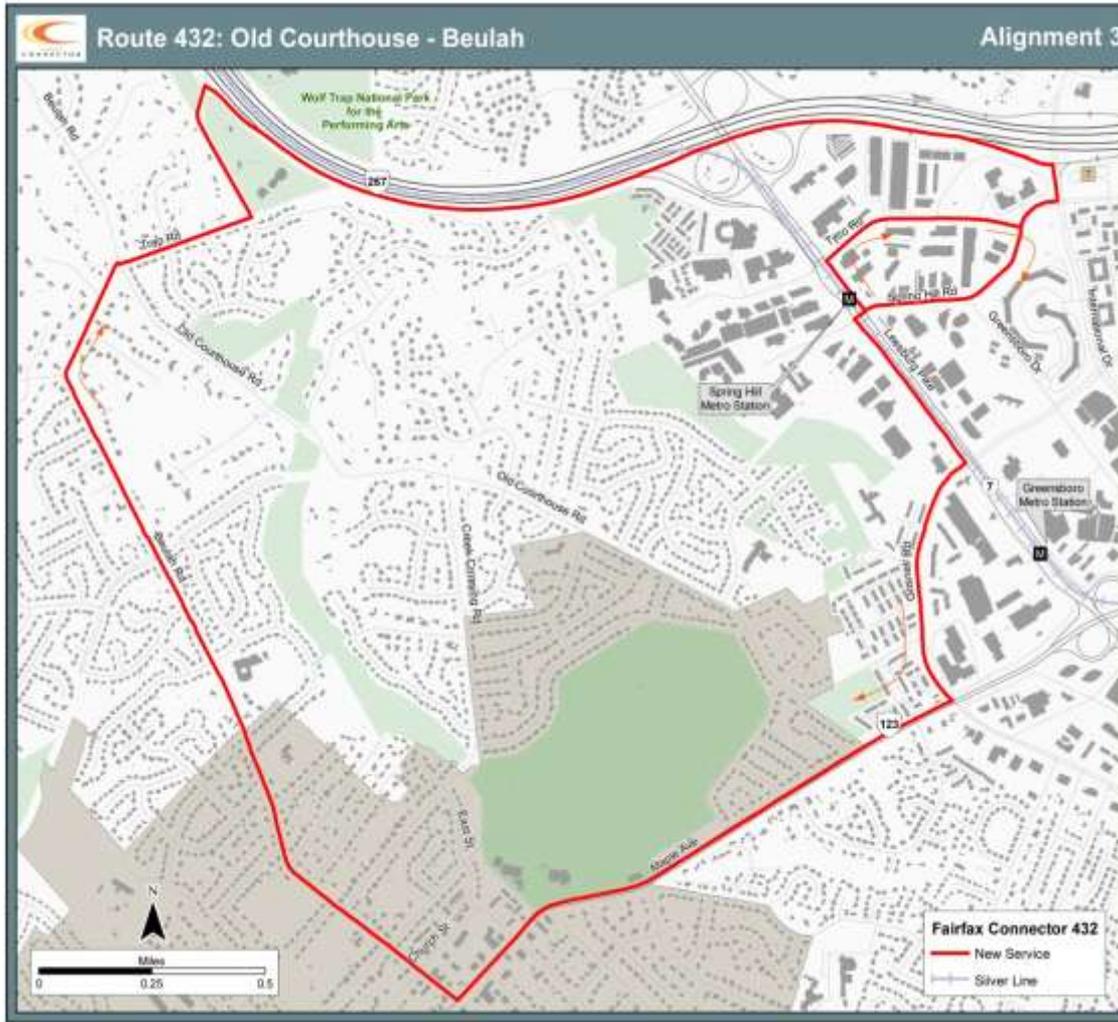




- May 2013: Staff evaluated all options suggested by community
 - In total, over ten alignments were considered
 - All evaluated with either a bus test of the route and/or transit operational staff field work
- Third community meeting held on June 4, 2013
 - Four final options presented
 - Ridership presented for each option
 - Only one of the options utilized Creek Crossing Road
- Support from Beulah Rd, Old Courthouse Rd, Trap Rd
 - Met with opposition from Creek Crossing Road, East Street and Church Street residents
 - No consensus reached
- Support from Wolf Trap

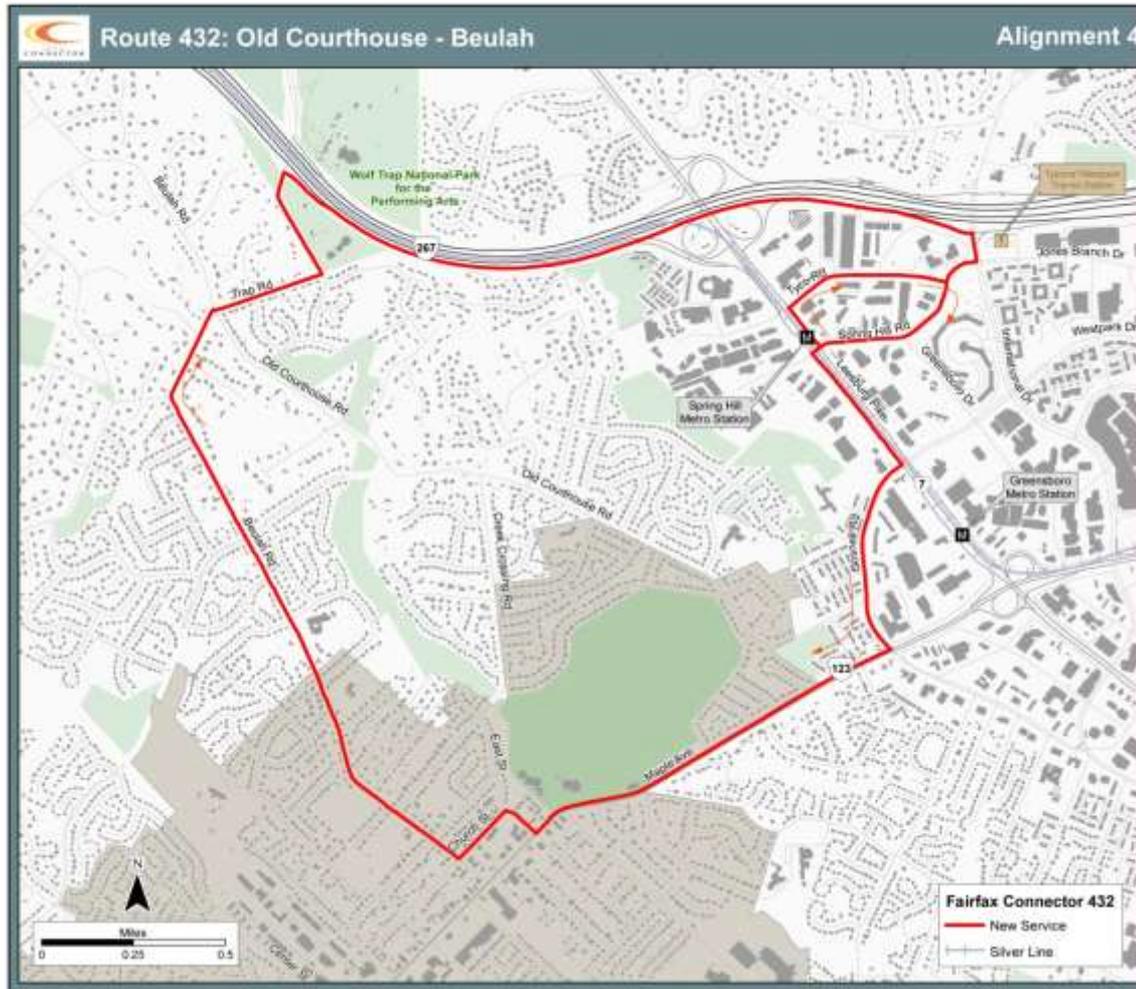


Alternatives Reviewed



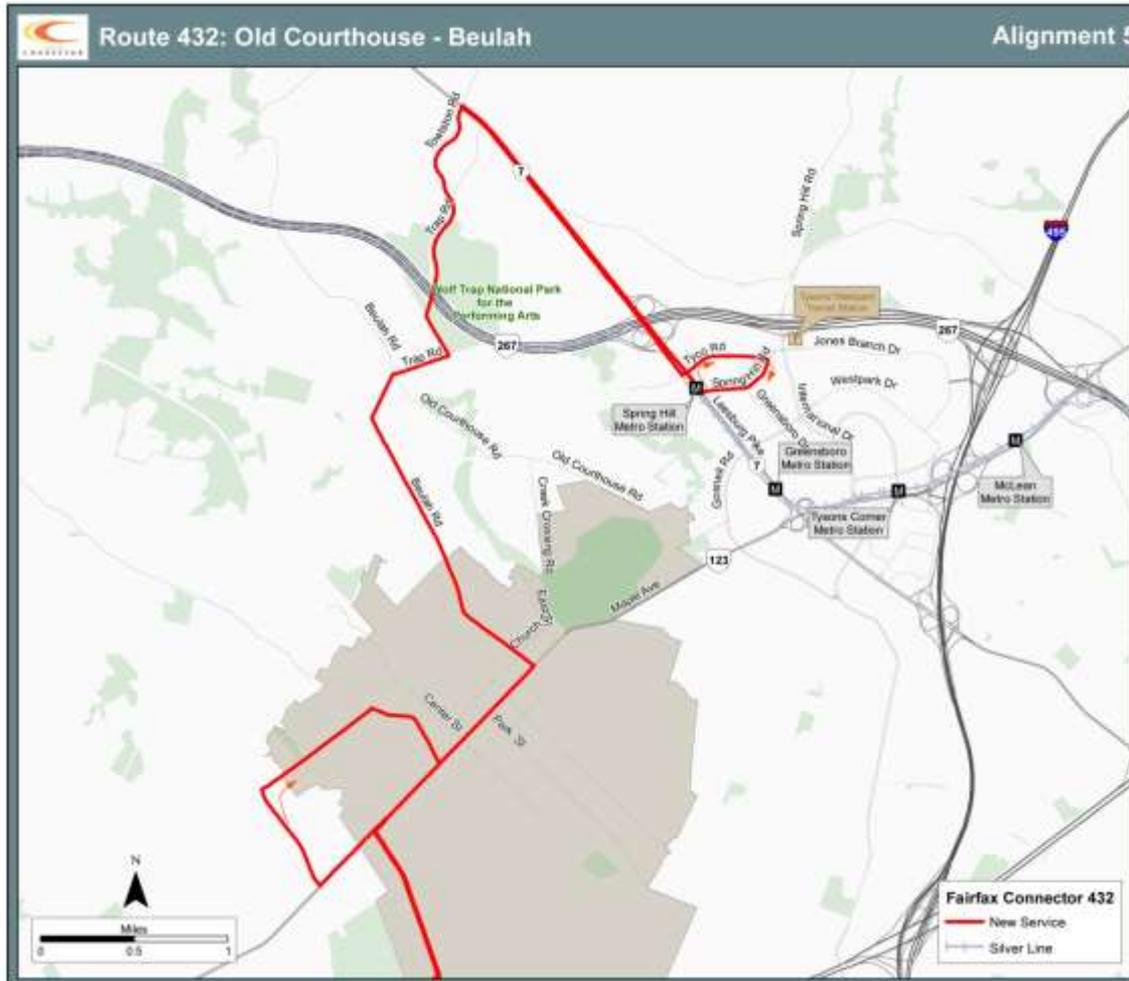
Alignment 3 was abandoned because:

- No ability to serve Old Courthouse residents
- Maple Avenue traffic would affect the running time and the schedule
- Potential infrastructure requirements at Beulah Road and Maple Ave/123 to enable the bus to make a right turn from southbound Maple Ave/123 to northbound Beulah Road



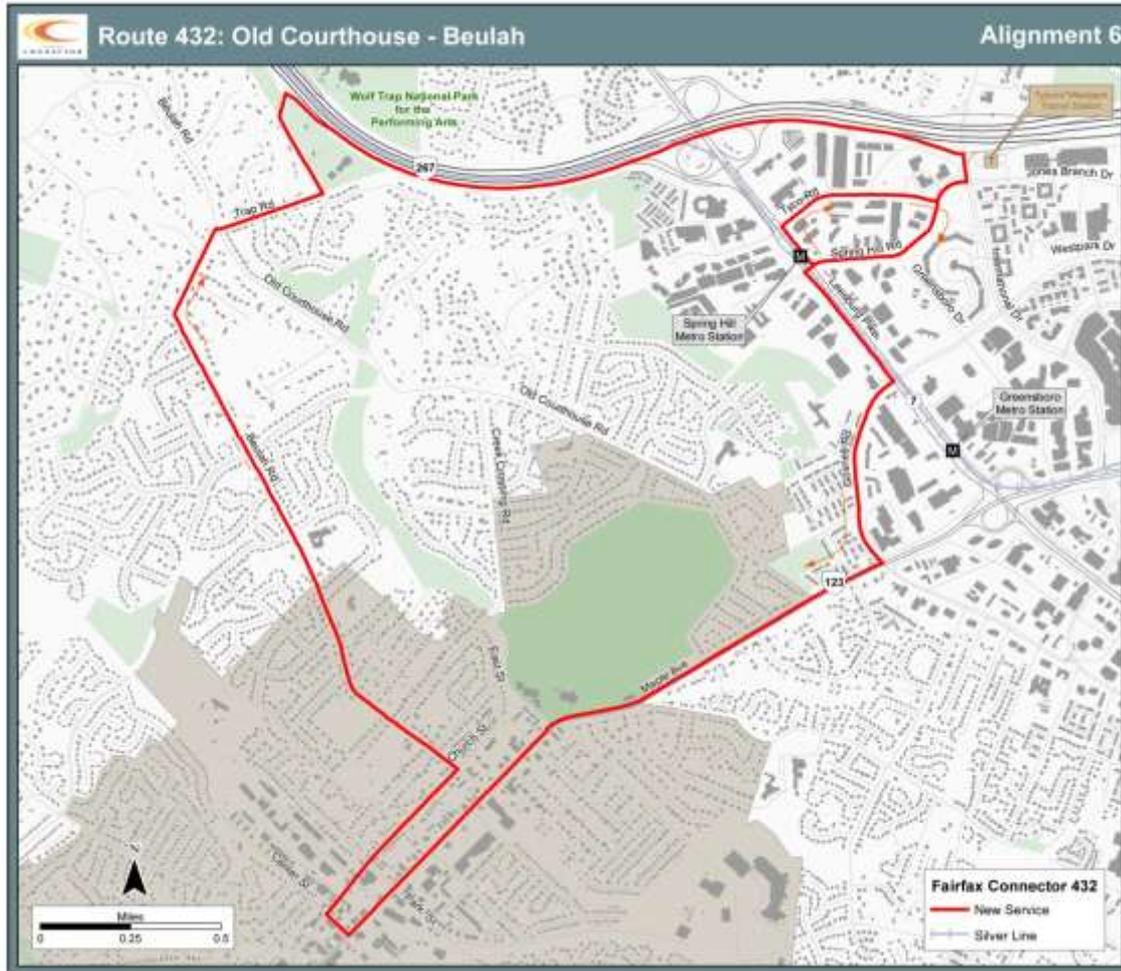
Alignment 4 was abandoned because:

- No ability to serve Old Courthouse residents
- Potential for Maple Avenue traffic to affect the running time and the schedule
- Potential infrastructure requirements at Beulah Road and Maple Ave/123 to enable the bus to make a right turn from southbound Maple Ave/123 to northbound East Street
- Estimated Ridership: 96 passenger trips/day



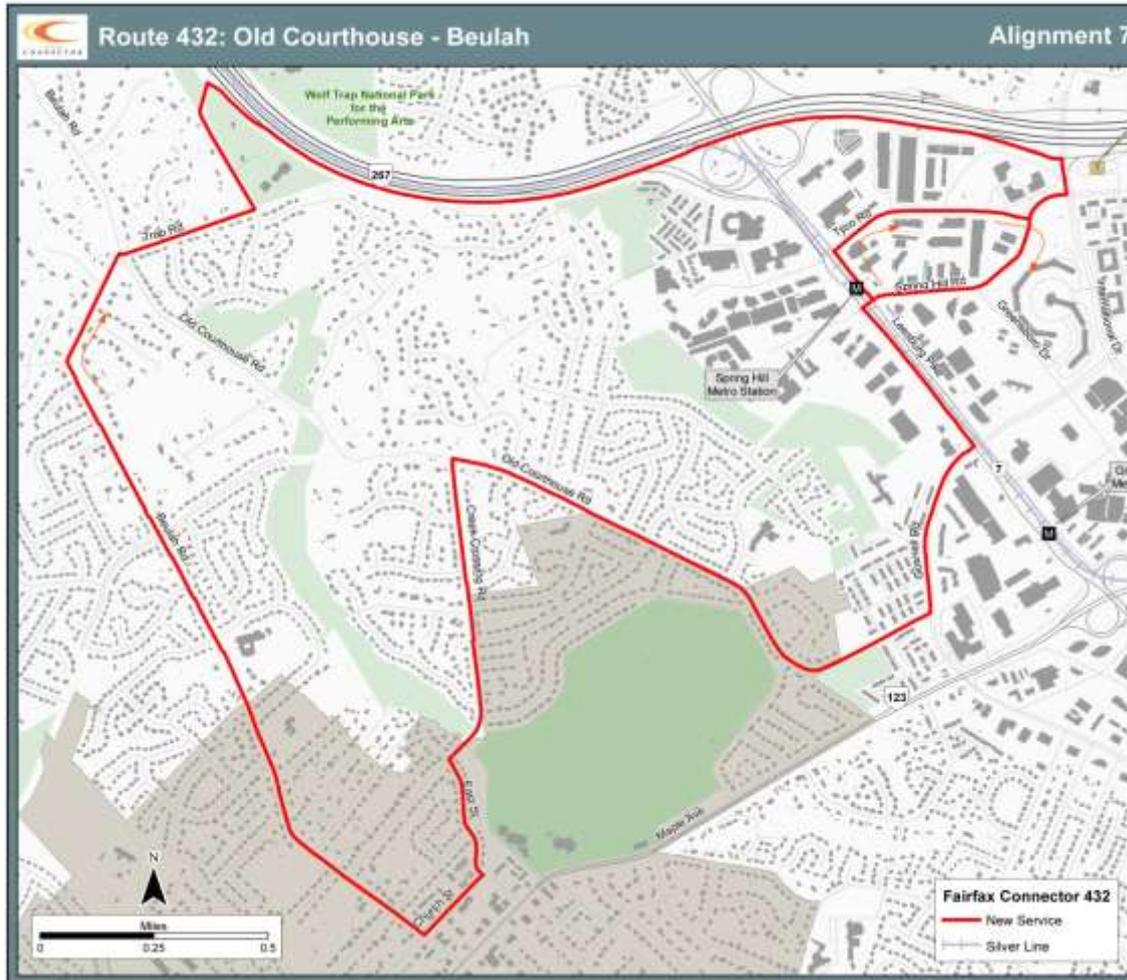
Alignment 5 was abandoned because:

- Potential for Wolf Trap traffic to affect operations north of the Toll Road
- Potential for traffic along Leesburg Pike to affect running time and schedule
- No ability to serve Old Courthouse residents
- Potential infrastructure requirements at Beulah Road and Maple Ave/123 to enable the bus to make a right turn from southbound Beulah Road to southbound Maple Ave/123
- Mixed support along Towlston Road
- Estimated Ridership: 312 passenger trips/day (includes Route 461 loop)



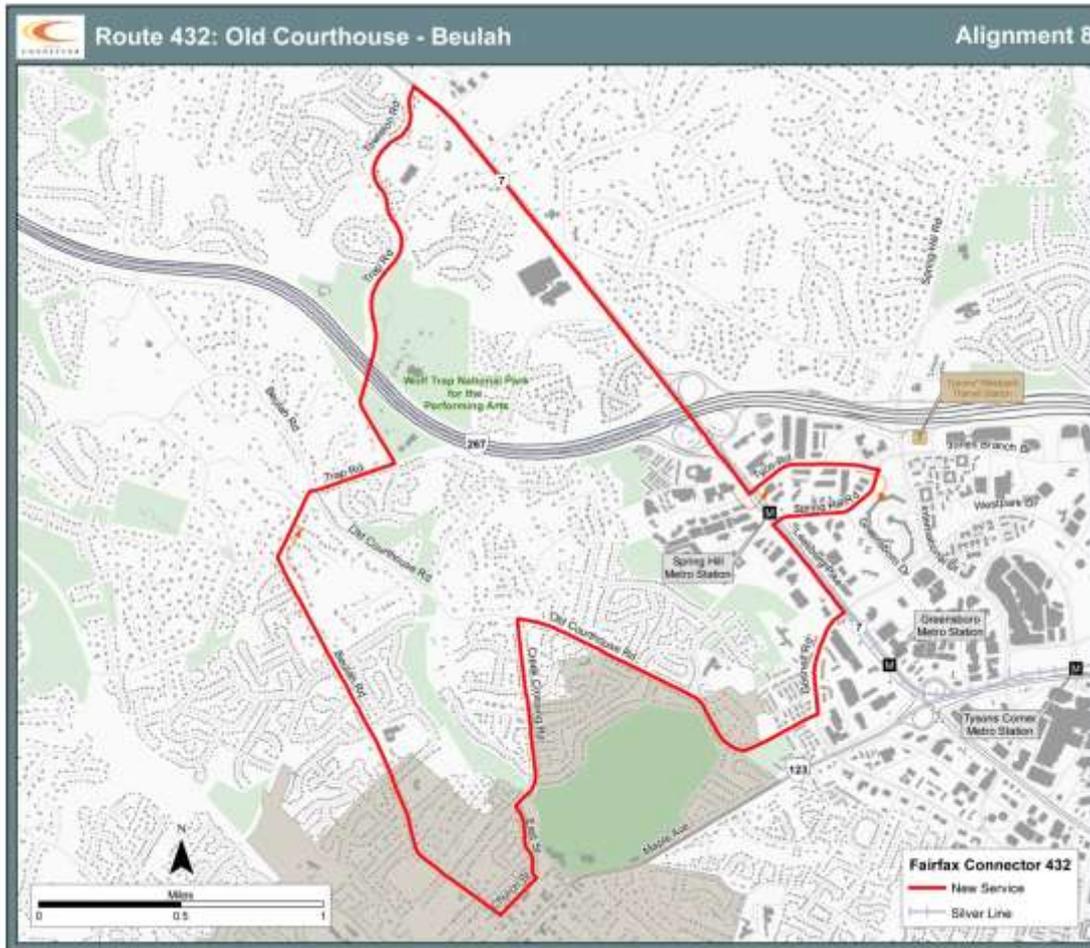
Alignment 6 was abandoned because:

- No ability to serve Old Courthouse residents
- Maple Avenue/123 traffic would affect the running time and the schedule
- Extra time required to operate to Center Street would widen the headways
- Potential infrastructure requirements along Church Street
- Significant overlap with existing service along Maple Ave/123
- Estimated Ridership: 96 passenger trips/day



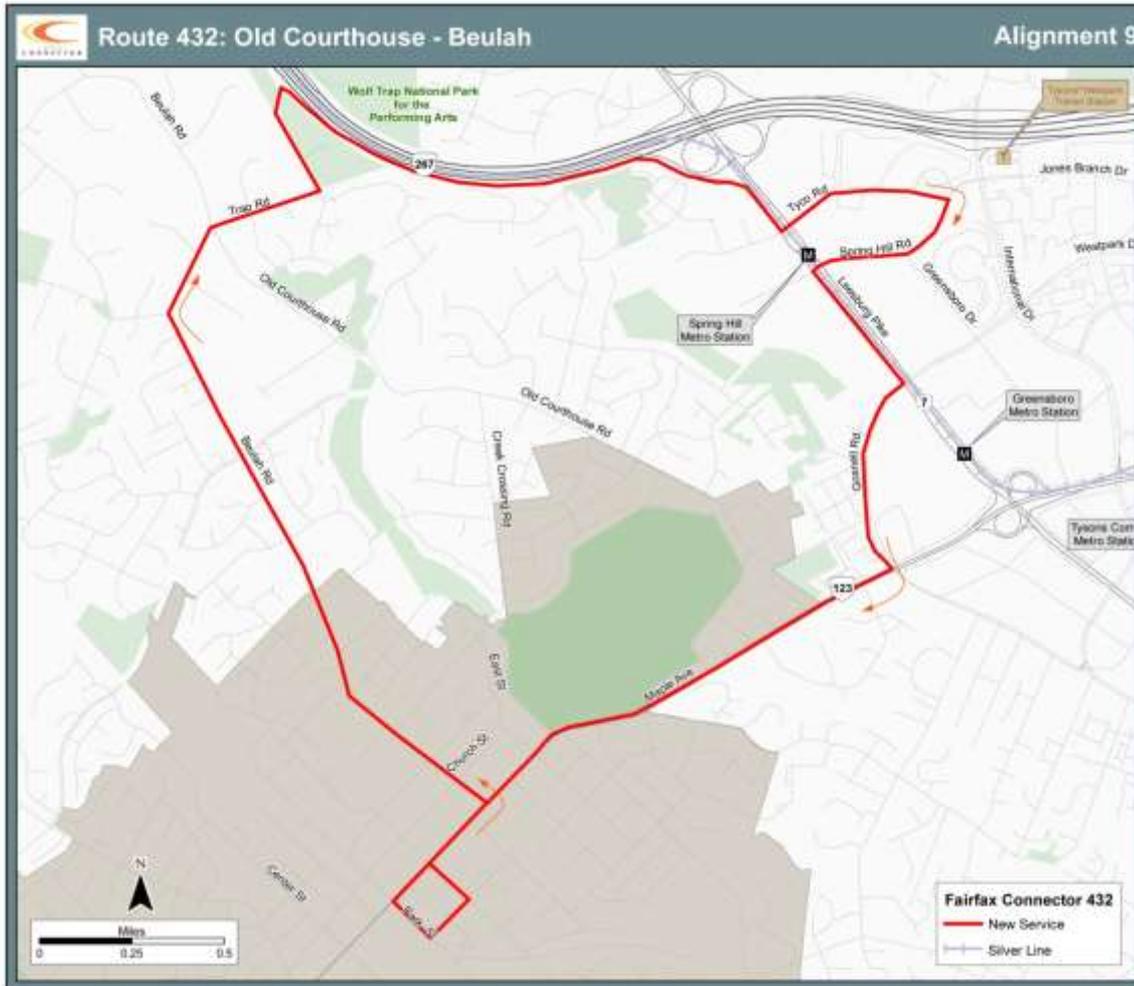
Alignment 7 was selected because:

- Ability to serve Old Courthouse residents
- Bus kept routed off Maple Avenue/123
- Beulah Road served
- Wolf Trap served
- No infrastructure requirements for bus operations
- One of the highest ridership potentials



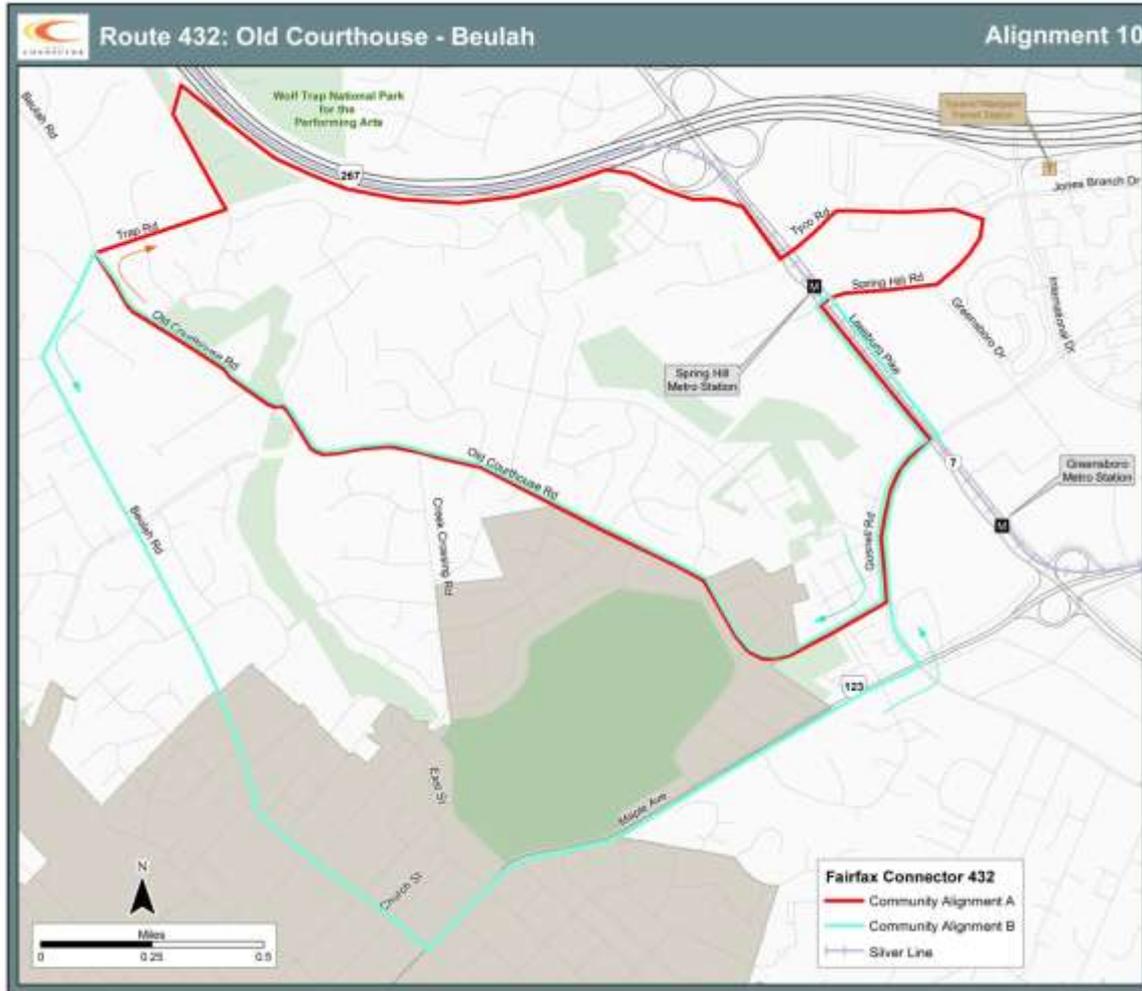
Alignment 8 was abandoned because:

- Potential for Wolf Trap traffic to affect operations north of the Toll Road
- Mixed support along Towlston Road
- Potential for traffic along Leesburg Pike to affect running time and schedule
- Long running time; additional bus may be required



Alignment 9 was abandoned because:

- No ability to serve Old Courthouse residents
- Maple Avenue traffic would affect the running time and the schedule
- Extra time required to operate to Glyndon Street would widen the headways
- Difficult for bus to make left on Beulah Road from Maple Ave/123 and Park Street if there is any traffic on Maple Ave/123



Alignment 10 is not being pursued because:

- Operations on Old Courthouse Road between Creek Crossing Road and Trap Road are not ideal for a public transit route
- Resources approved to operate the route would mean bus service on Beulah Road and Wolf Trap every 80 minutes or longer
- Traffic on Maple Avenue would affect the running time and schedule

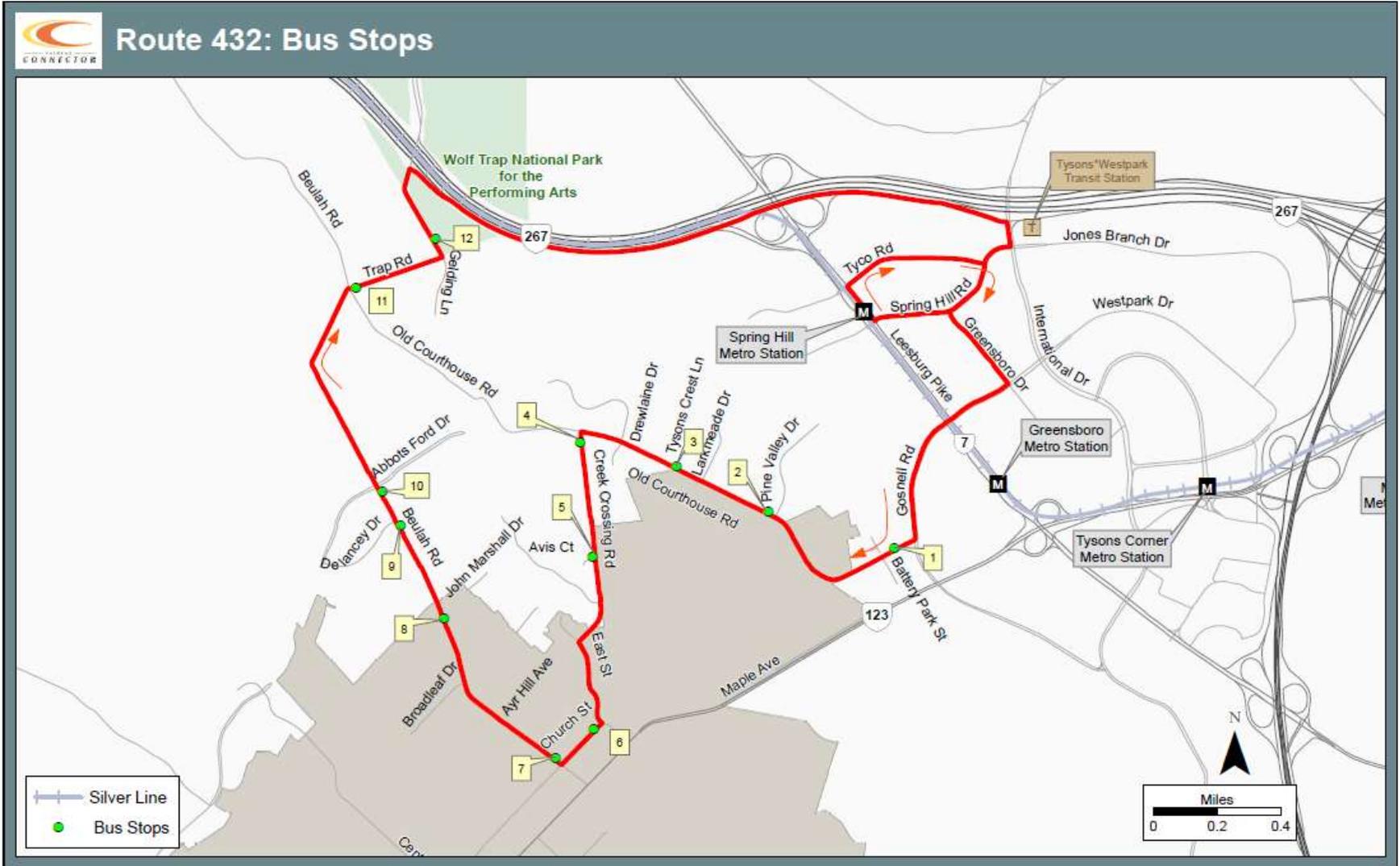


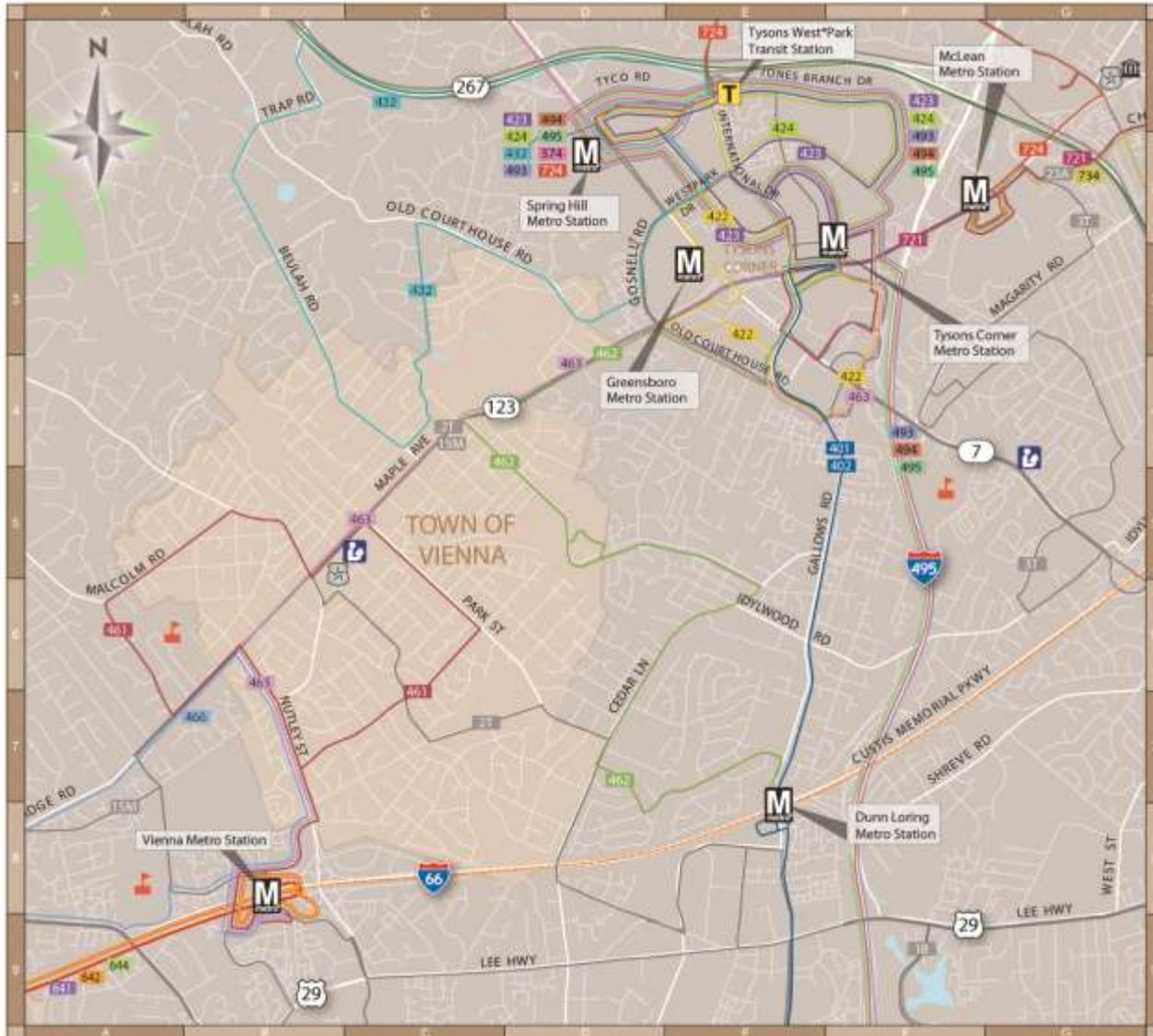
- Route 432 alignment 7 that included Old Courthouse Road, Creek Crossing Road, East Street and Church Street was recommended to Board
 - Yielded highest ridership projections
 - Can operate with one bus
 - No major issues with bus turning radius
 - Least overlap with existing bus routes
 - Ability to serve both Old Courthouse Road and Beulah Road
 - Board Approved on July 30, 2013



Fairfax Connector Route 432

- Weekdays only
- AM and PM peak service only
 - 6 - 8:30 a.m. and 4 – 7 p.m.
 - 10 trips per day; estimate 12 passengers per trip
 - Service every 40 minutes
- Will operate with a 30-foot bus
 - One bus required
- End to end running time 33 minutes
 - Most passengers would be on the bus for less than 20 minutes
- Serves the Spring Hill Metrorail Station
- Annual cost: approximately \$170,000







Route 432 - Service Monitoring:

- After the Silver Line and the Route 432 begin operations, staff will be closely monitoring the route for the following:
 - Ridership
 - On-time performance
 - Operations
 - Safety
 - Based on the 6-9 months of observation and analysis, staff will make recommendation for the future of the bus line, such as:
 - Status quo, service reduction, elimination, re-route, additional marketing, other etc.
 - Will go through the regular FCDOT service change process
-



- Monitor whether there is non-resident parking in the neighborhoods to utilize the bus or rail station.
- If so, look to implement Fairfax County's Residential Parking Permit District (RPPD) program or other parking restrictions.
- **Qualifying for a new RPPD in proximity to high school, rail station or university (that is situated on land owned by the Commonwealth):**
 - If you live within 2000ft walking distance as a pedestrian would walk OR within 1000ft (as the bird flies) of the property boundary the entity is on, we assume you will have a parking problem and we will issue a petition to the requesting parties.



- **Qualifying for a new RPPD NOT near high school, rail station or university requires a parking study and ‘100/75/50 percentage test’ to determine if the area is over parked:**
 - Minimum of 100 contiguous parking spaces in the requested area
 - At least 75% of those parking spaces must have vehicles parked in them at the time of the study
 - Of those parked vehicles, at least 50% must be from out of the area as determined by license plates
 - Petition is issued to the requesting parties if 1-4 is satisfied



- **Expansions:** Once an RPPD is established in either of the 2 qualifying ways above, an expansion is permitted if it satisfies the ratio of the **'100/75/50 percentage test'** and we will issue a petition.
 - Example: request for an expansion involves 30 parking spaces, vehicles must be parked in at least 23 spaces and of those 23 vehicles, 11 must be from out of the area.
- All completed petitions must satisfy 2 tests:
 - More than 50% of the addresses on each block face must have signed AND
 - Must have at least 60% of the petitioned signatures overall



- Board approval of six-year transportation funding priorities on January 28, 2014
- Identified infrastructure improvements along Old Courthouse Road and Creek Crossing Road
 - Prioritized funding for pedestrian infrastructure improvements along segments of Old Courthouse Road and Creek Crossing Road
- FCDOT staff working on project schedules
- Traffic Calming: County is willing to implement traffic calming measures if there is community consensus



Questions/Discussion