



County of Fairfax, Virginia

Seven Corners Transportation Study Phase II Additional Analysis & Staff Recommendation

Seven Corners Task Force Meeting
April 8, 2014





Presentation Outline

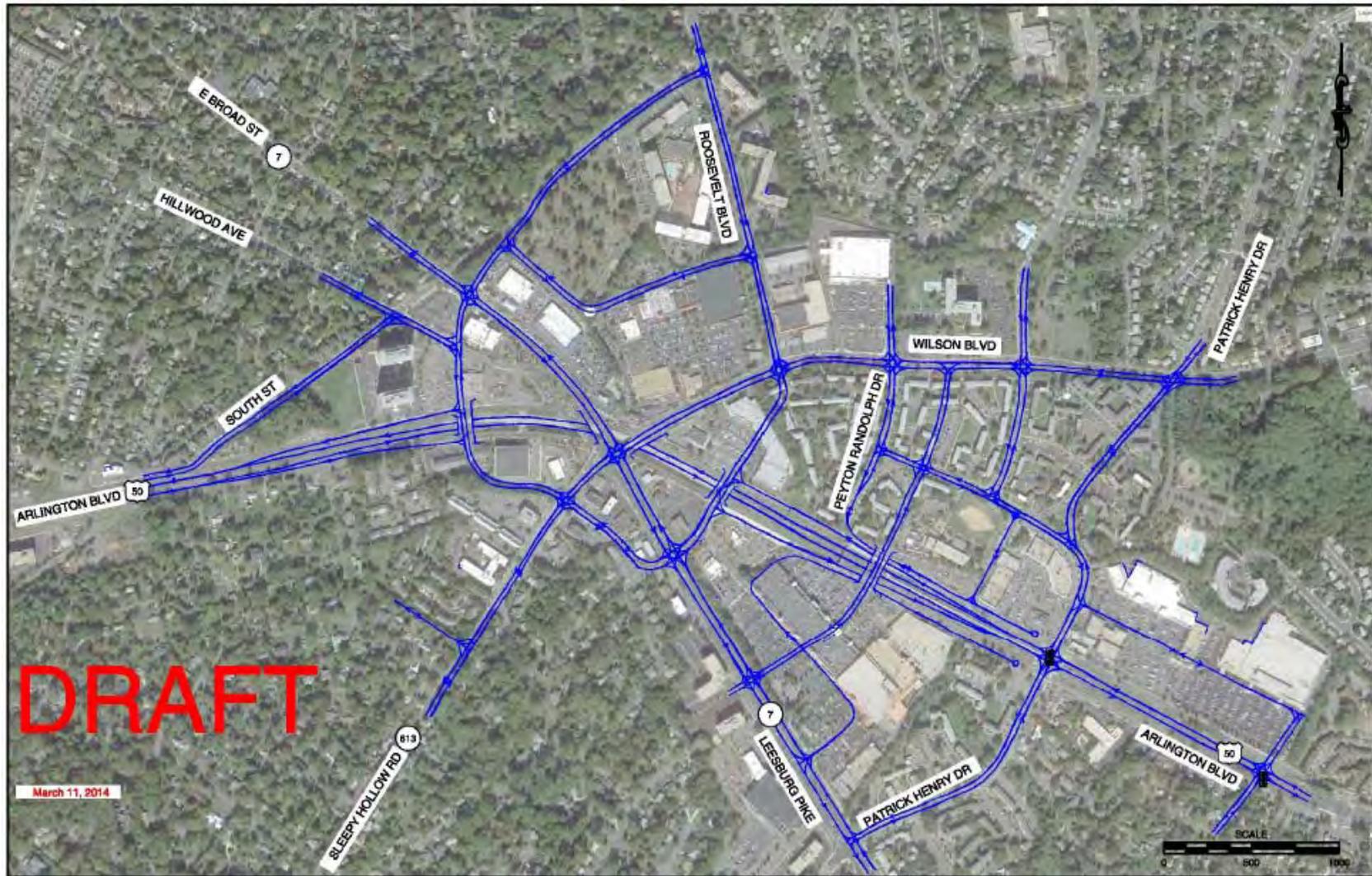
- Recap from March 2014 Task Force Meeting
- Staff outreach on Concepts B and C
- Phasing and Cost Estimate (Kittelsohn)
- Bicycle Network
- Pedestrian Walkshed
- Fairfax County Staff Recommendation



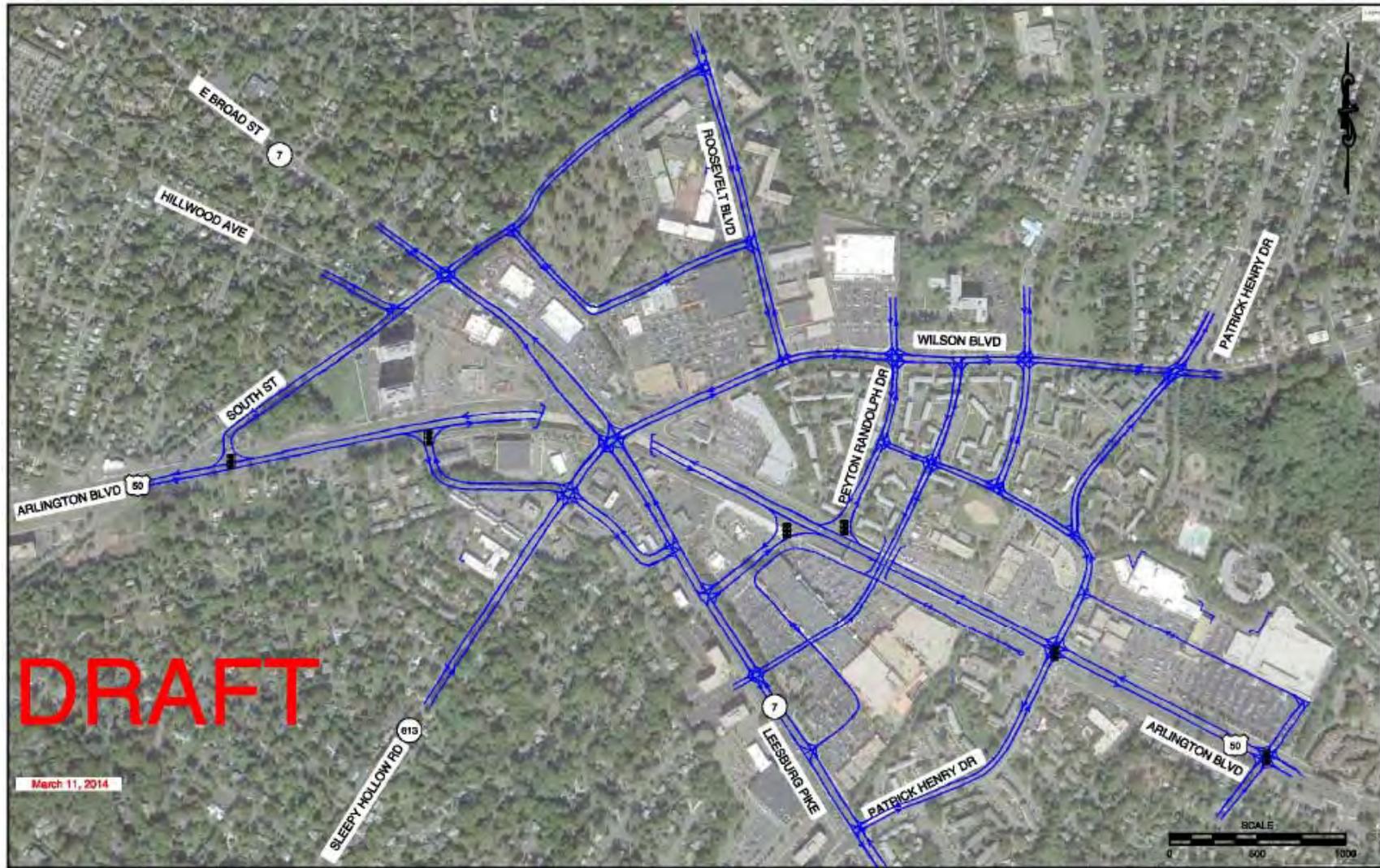
Recap of March Task Force Meeting

- Three Concepts Presented
- Measures of Effectiveness
 - Vehicular movement
 - Pedestrian and Bicycle Access
 - Transit
 - Implementation (Phasing/Costing)
 - Task Force Land Use Vision
- Task Force Split on Concept B and Concept C

Interchange Concept B- Two Half Diamonds



Interchange Concept C- Jughandles





Fairfax County Staff Outreach

- Based on Task Force Input – Reached out to surrounding agencies
 - Met with VDOT
 - Met with Arlington County and City of Falls Church staffs
 - Met with Supervisors (Mason and Providence districts)
 - Internal meeting with Fairfax staff

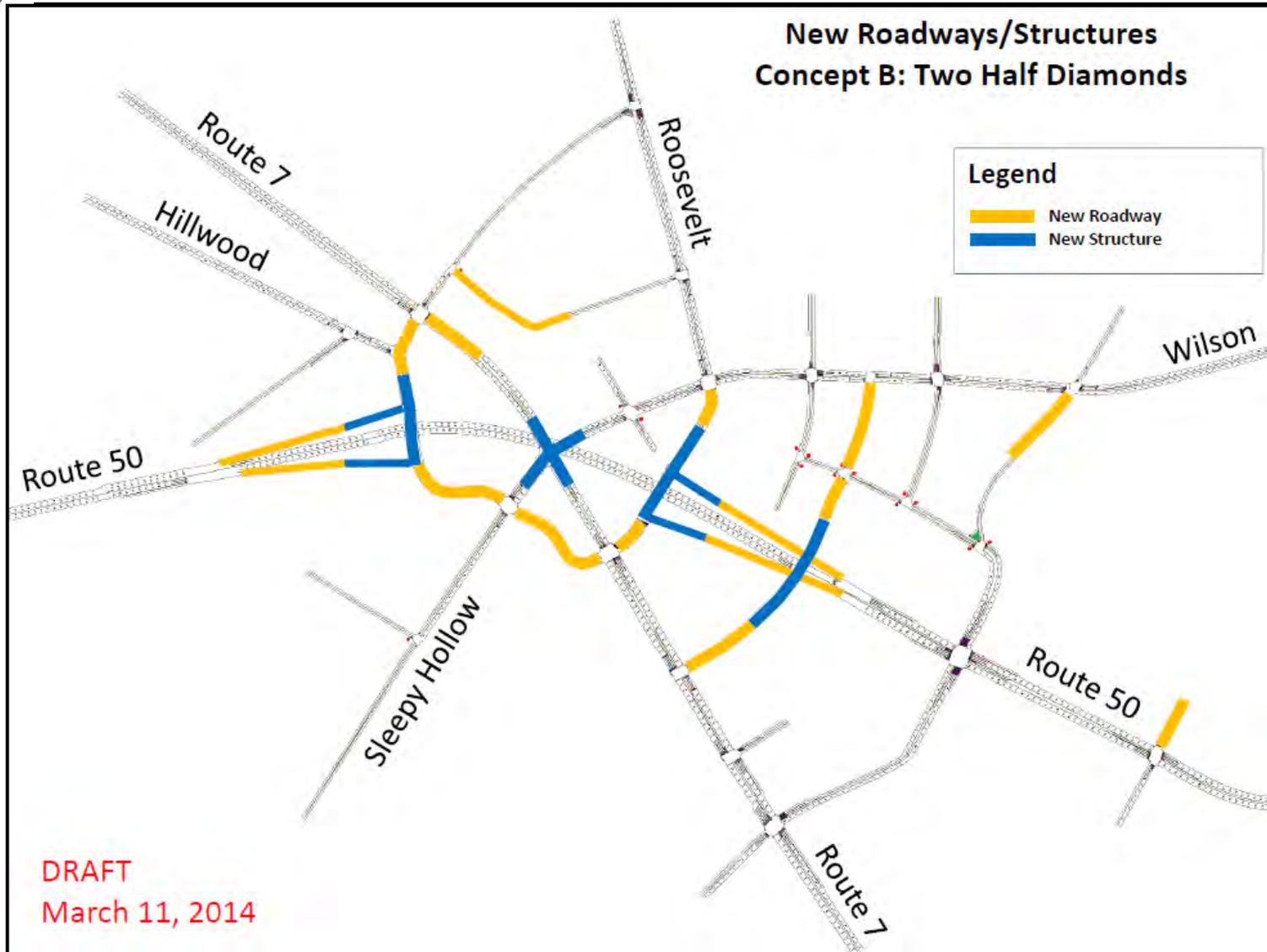


County of Fairfax, Virginia

Kittelson phasing and costing

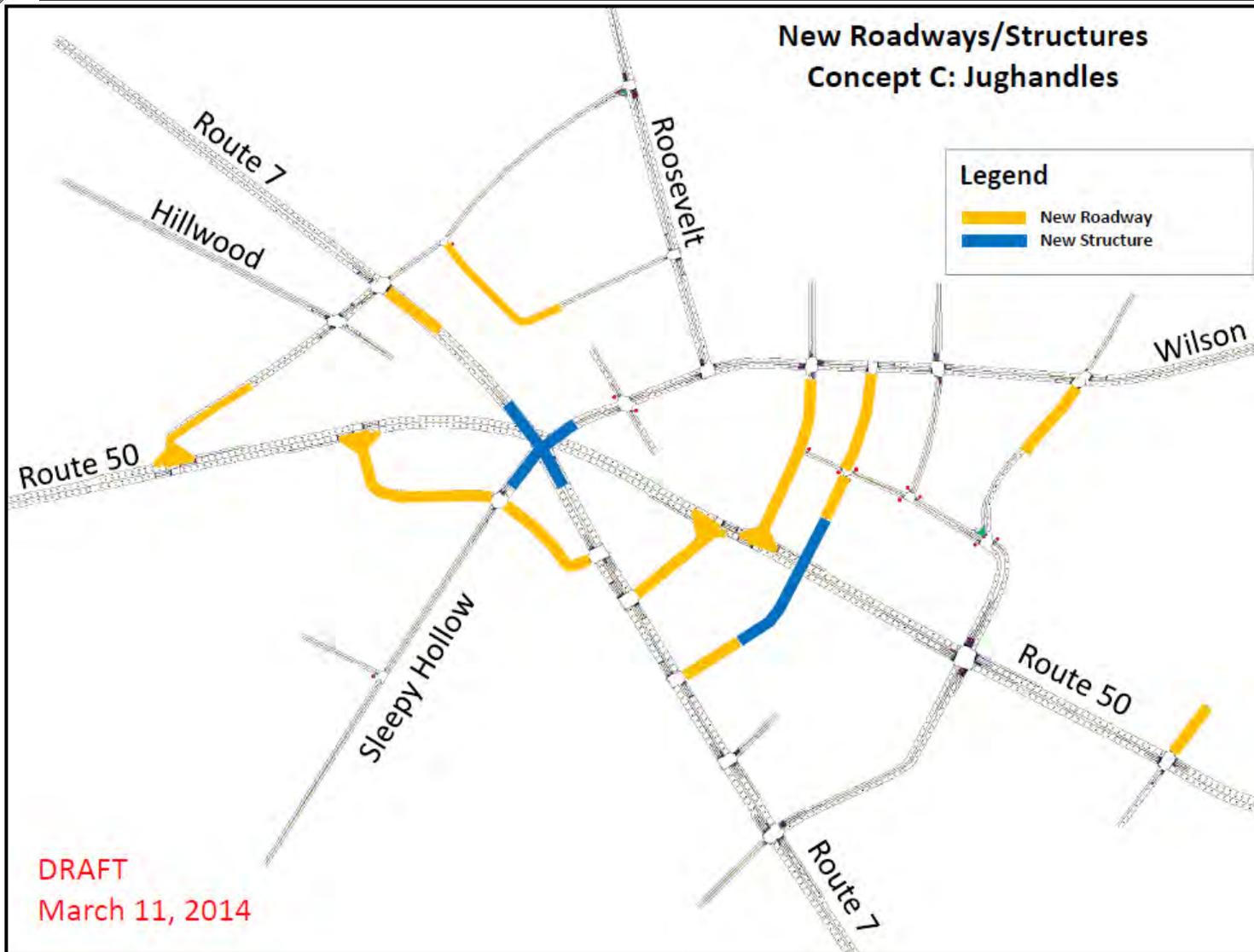


New Infrastructure



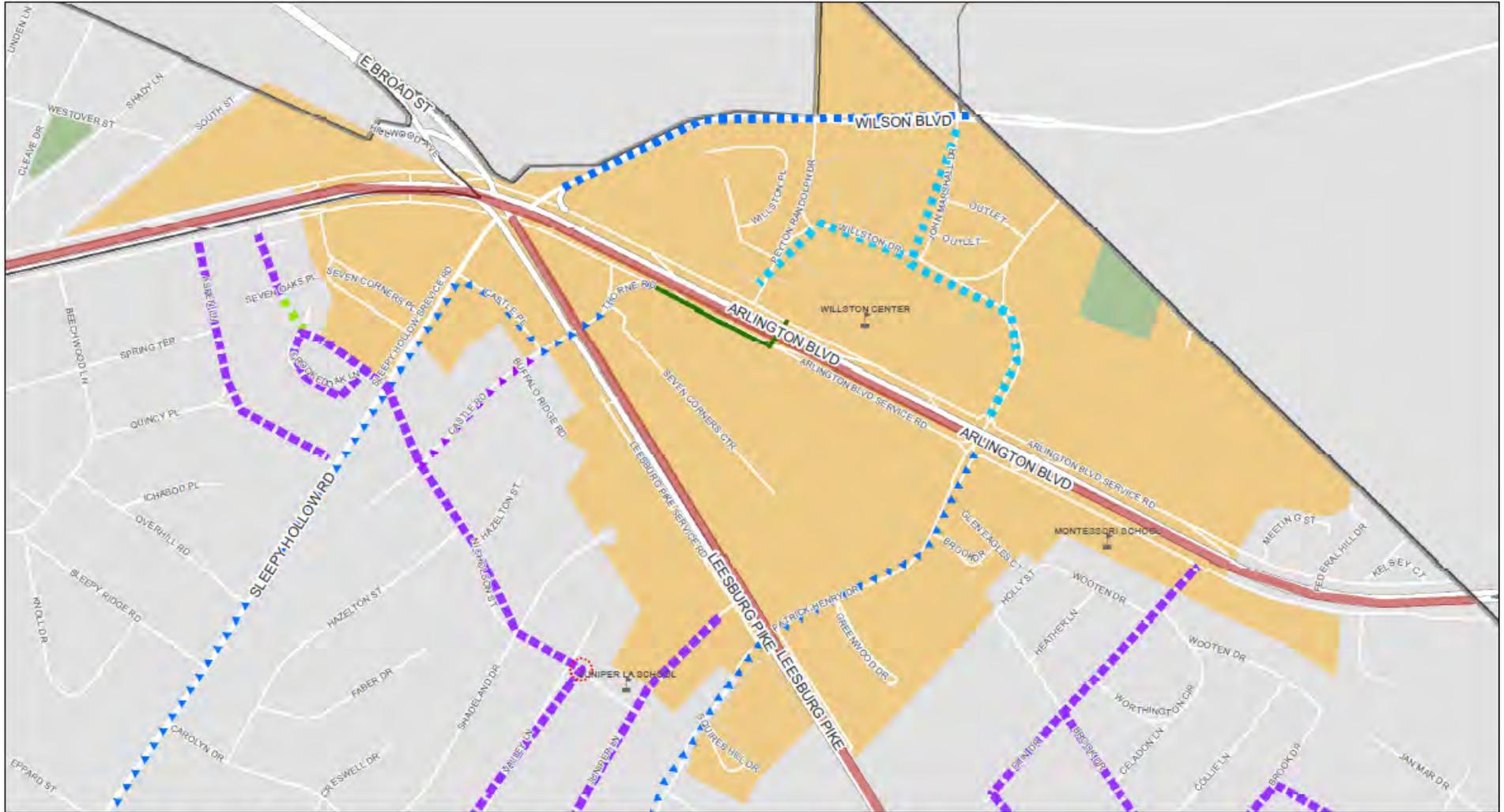


New Infrastructure





Bicycle Network Existing Roads



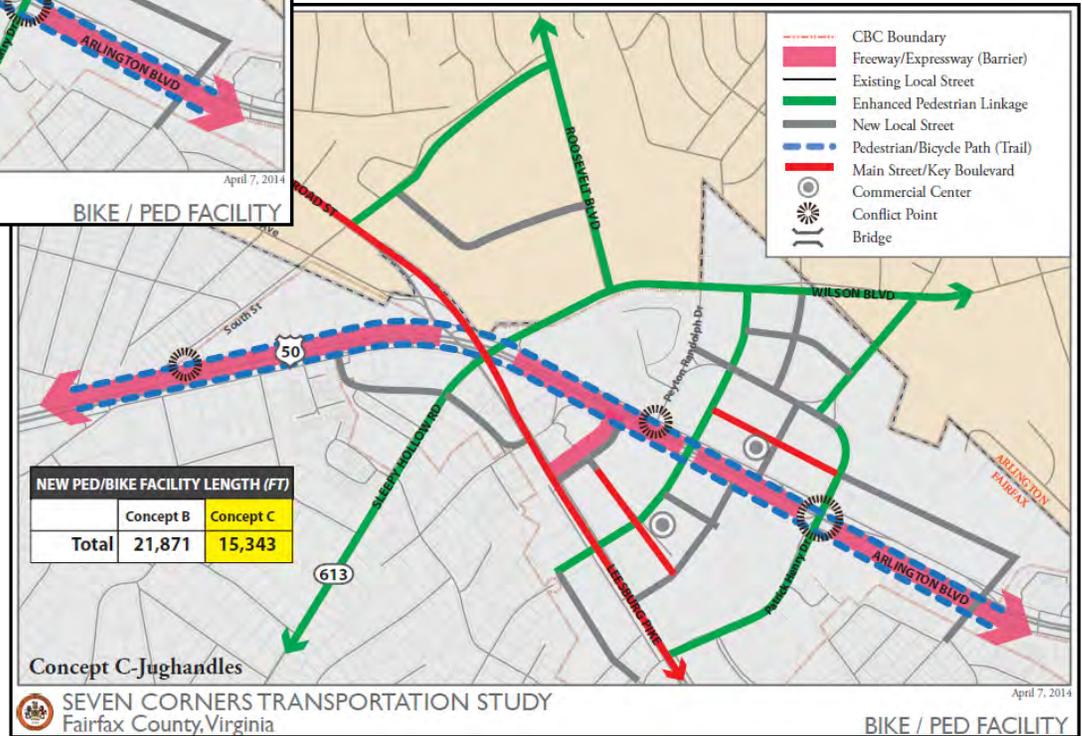
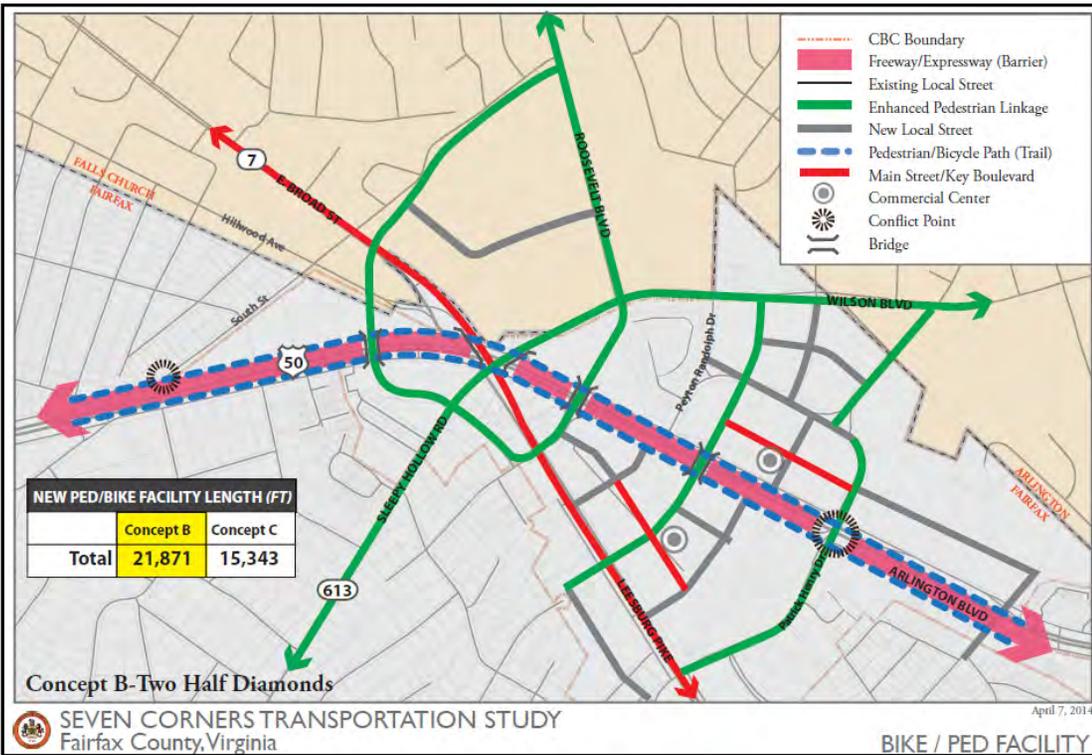
Recommended Bikeway Network

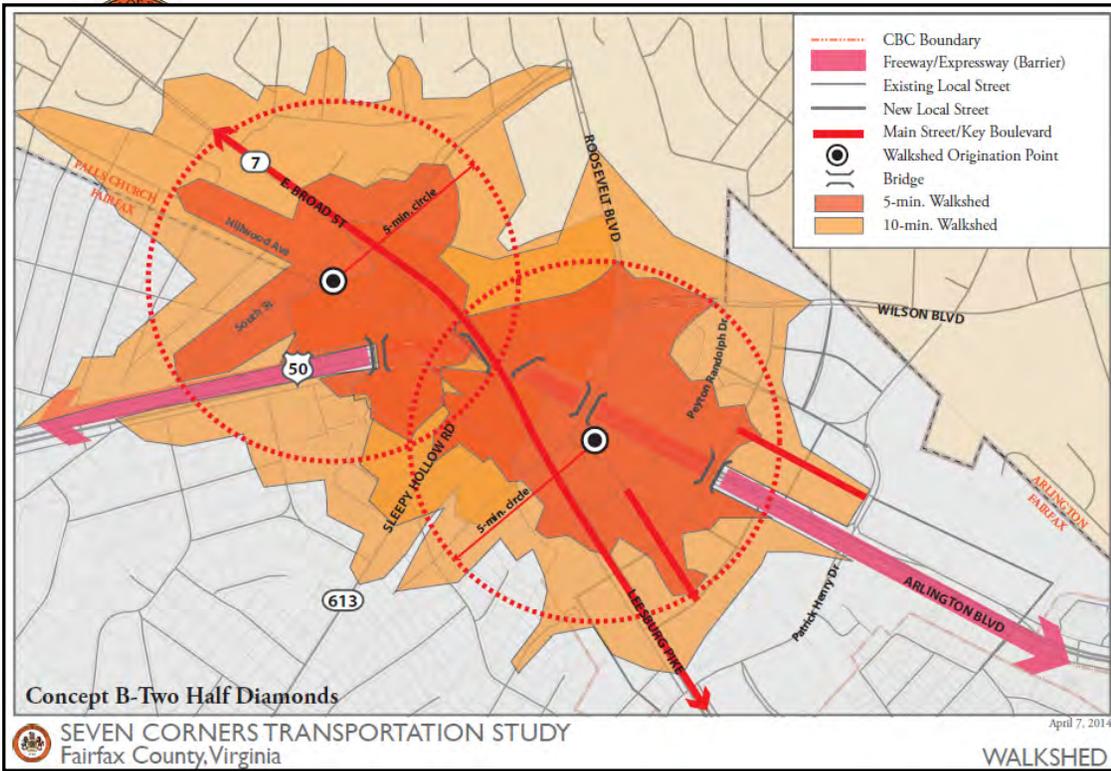
Seven Corners Bicycle Master Plan



-  Bike Access Links and Crossings
-  Bike Lane
-  Sharrow
-  Climbing Lane
-  Shared Use Roadway
-  Shared Roadway with Safety Treatment
-  Shared Use Path

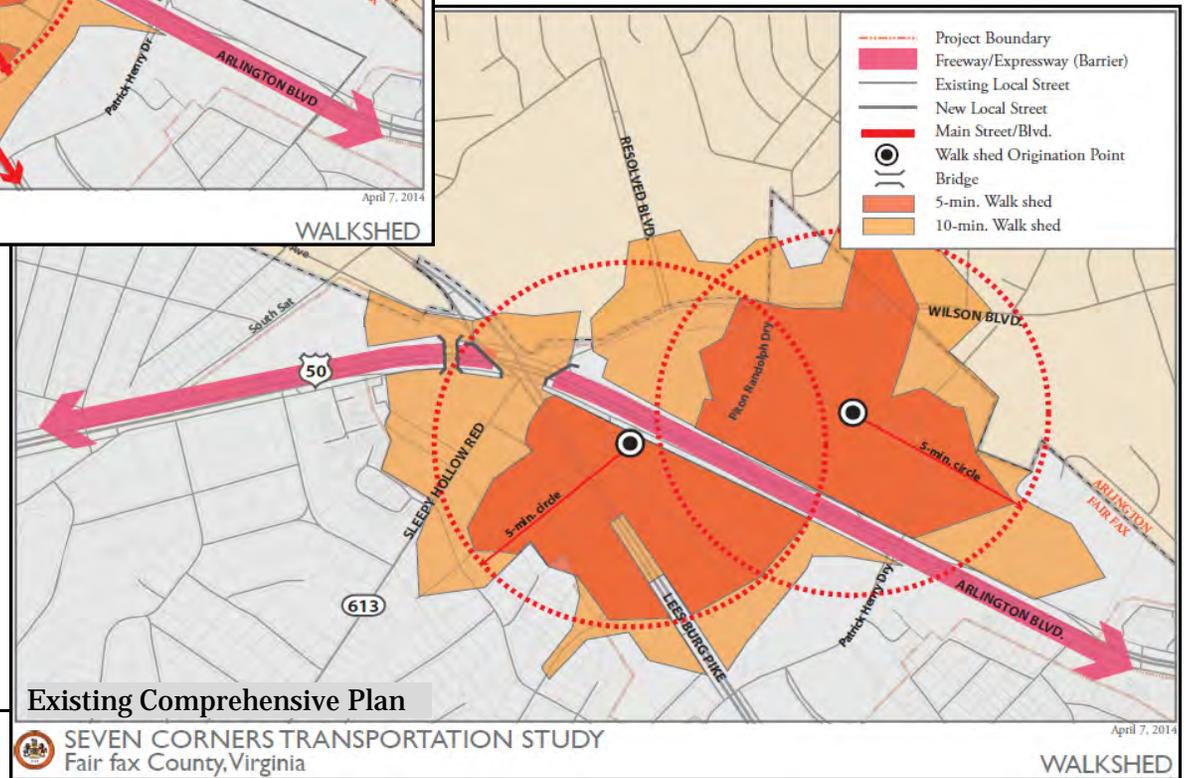
Bicycle Network





Pedestrian Walkshed

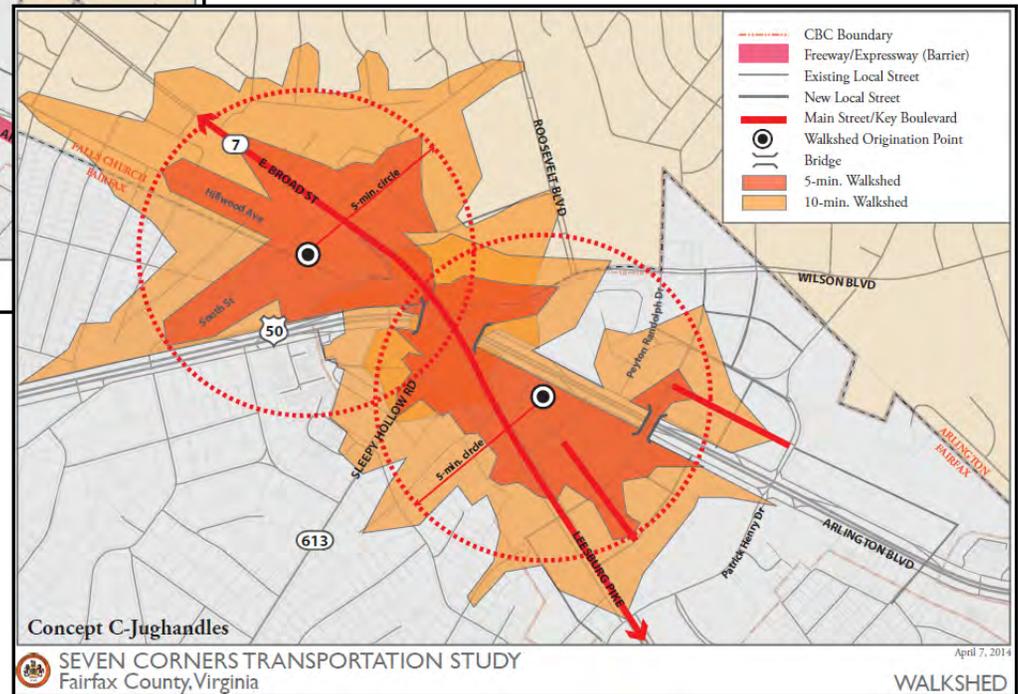
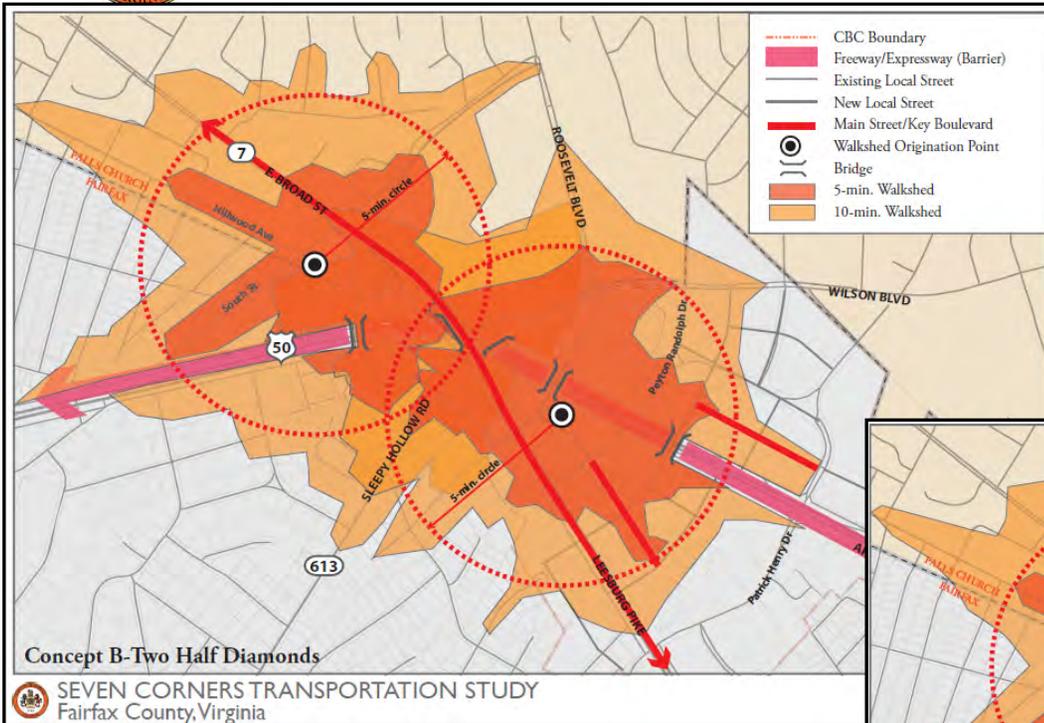
Concept B vs. Comprehensive Plan



Department of Transportation



Pedestrian Walkshed Concept B and Concept C





Recommendation – Concept B

Reasons:

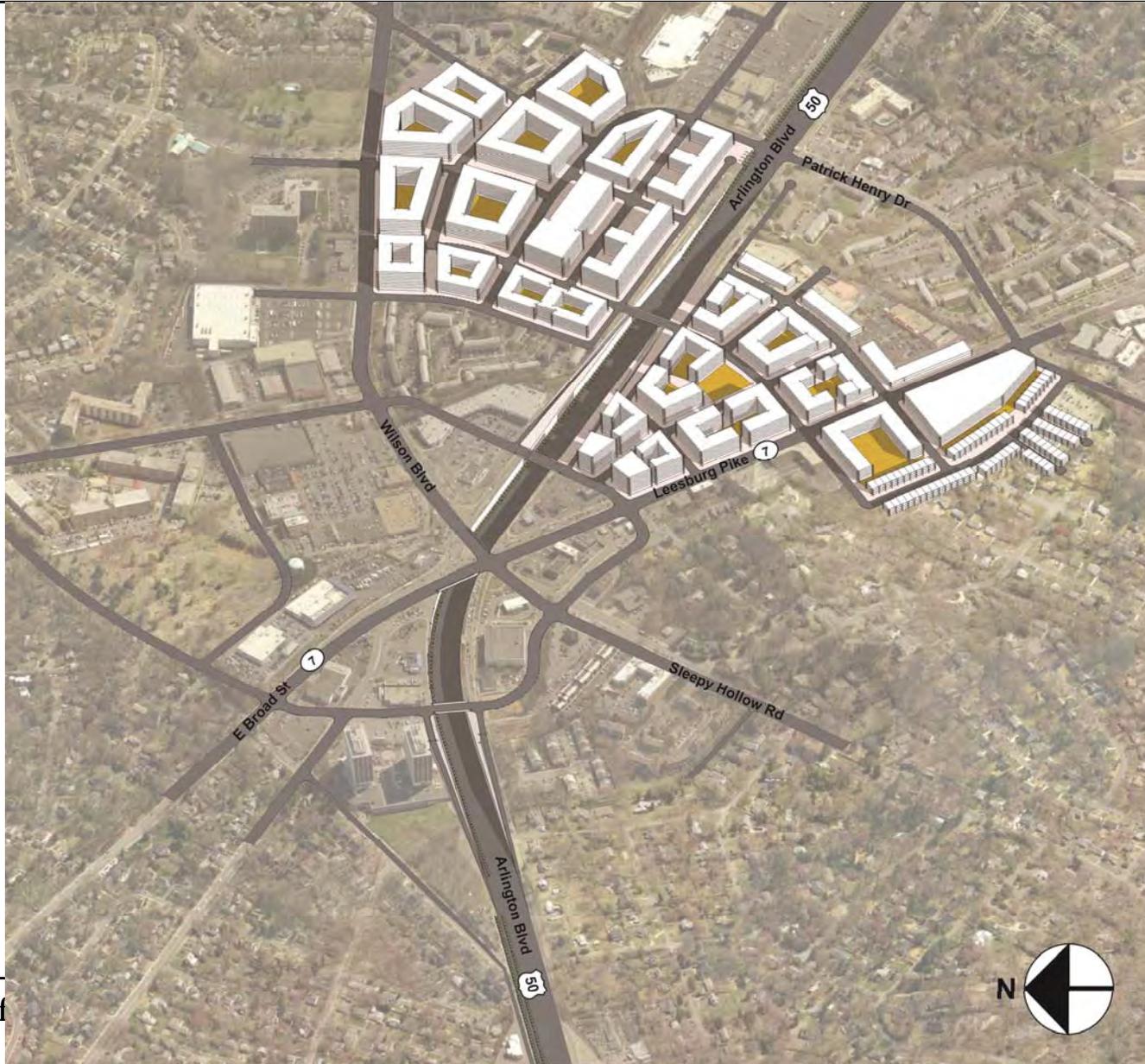
- Increase local connectivity (local trips can avoid Route 7 and Route 50)
- More crossings of Route 50 (including west of the interchange) – for all transportation modes
- Higher pedestrian connectivity
- Higher bicycle connectivity
- Network is easier to understand
- Fewer impacts to Route 50
- Major paved trails parallel to Route 50 without crossing ramps
- South street remains a local street
- Direct transit connection to East Falls Church (Roosevelt Bridge)



General Funding Options

Use of several sources:

- Commercial and Industrial Tax (for transportation use only)
- Public-Private Partnership
- House Bill 2313 (new sales tax in Northern Virginia for transportation)
- Congestion Mitigation and Air Quality (CMAQ)
- Road Surface Transportation Program (RSTP)
- Business Improvement District
- Proffers
- Bonds





Task Force Discussion of Concept B Recommendation