



County of Fairfax, Virginia

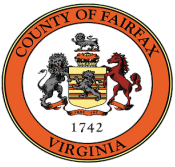
Route 7 Bus Rapid Transit Plan Amendment

June 8, 2023

Project Manager: Sean Schweitzer

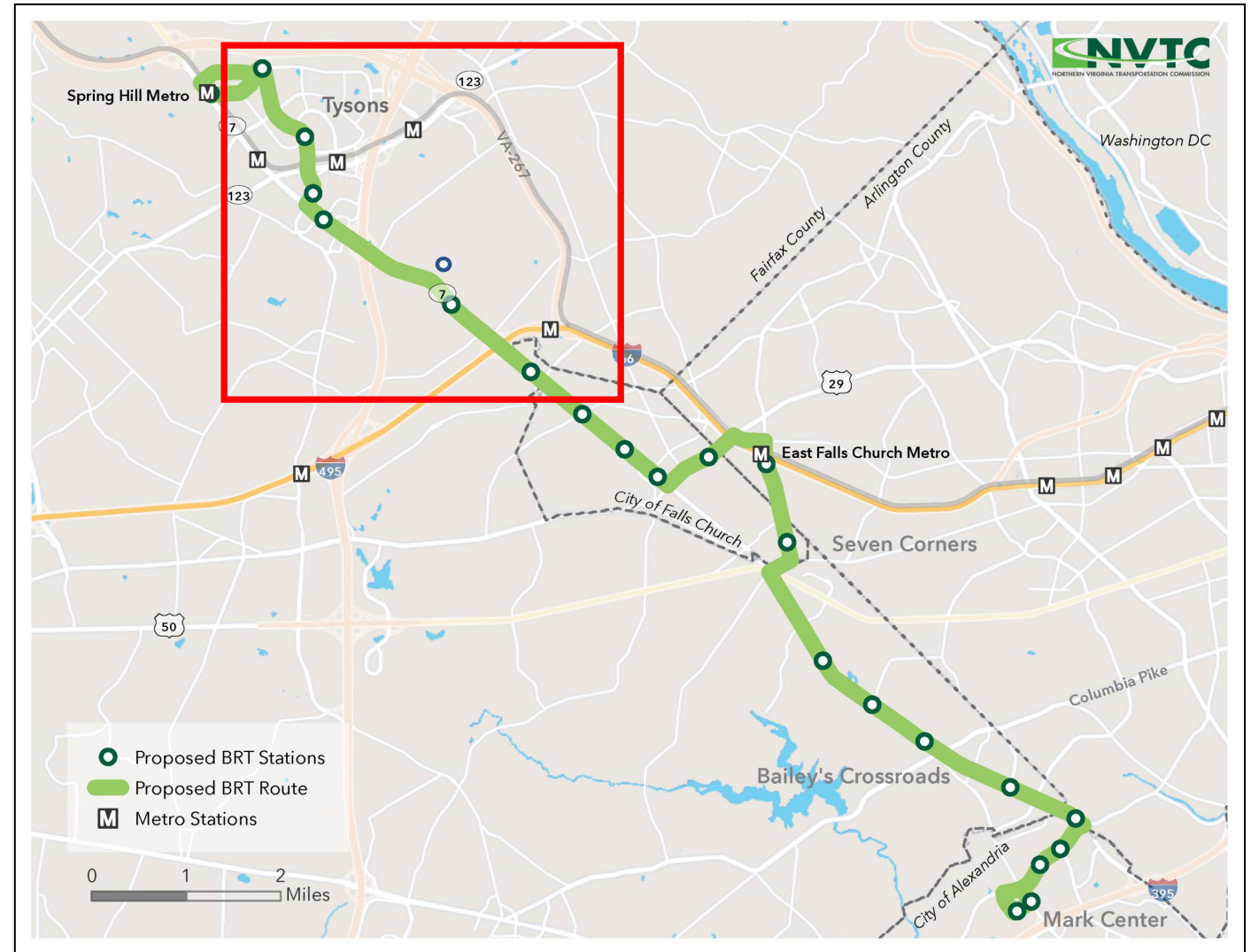


- Background of Route 7 BRT Project
- Route 7 BRT Plan Amendment
- Next Steps
- Questions



NVTC – Envision Route 7 Study

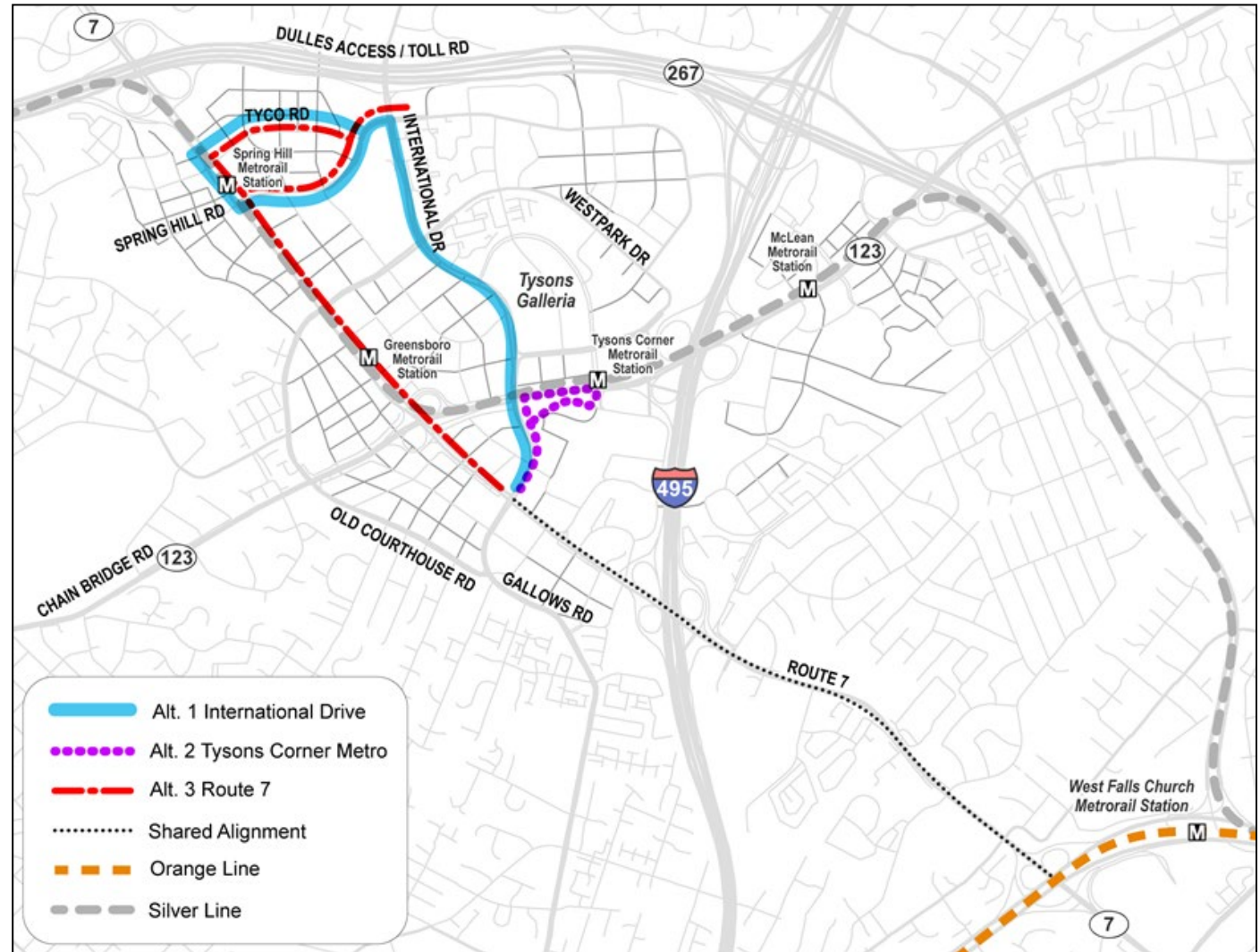
- Project partners include Arlington County, Fairfax County, City of Alexandria, City of Falls Church, NVTC, DRPT, WMATA, and VDOT
- Identified BRT as preferred alternative from Mark Center in Alexandria to Tysons
- Recommended dedicated bus lanes within Tysons and between Seven Corners and Baileys Crossroads and provide multimodal solution
- Next phase will look at transportation analysis for entire Route 7 Corridor





Three alternatives were selected to be evaluated:

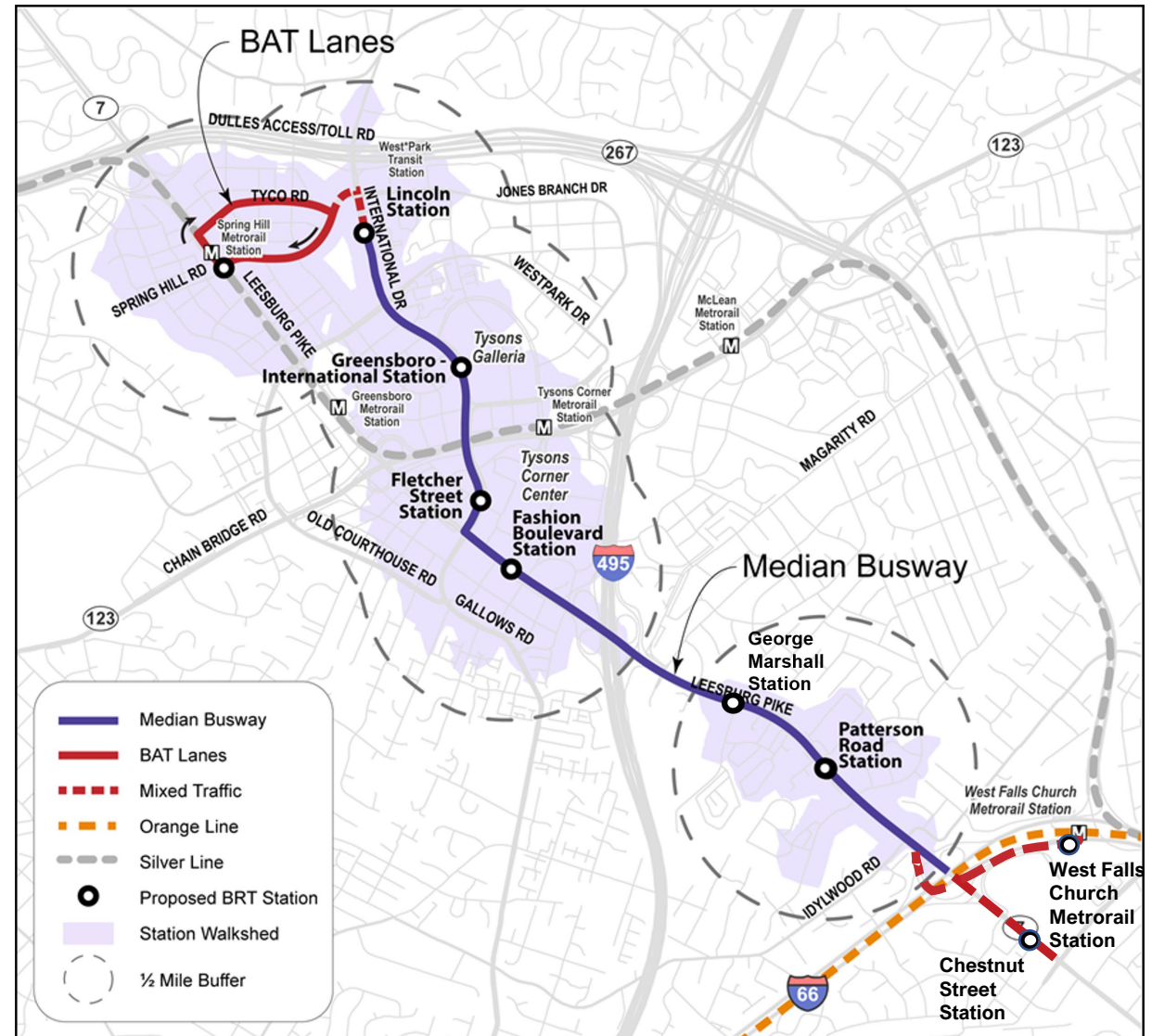
- Alternative 1 - International Drive was selected as the preferred alternative
 - Alternative 1 was approved by the Board on July 27, 2021
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- **Alternative 1:** International Drive to Spring Hill Metrorail Station
 - **Alternative 2:** International Drive to Tysons Corner Metrorail Station
 - **Alternative 3:** Route 7 to West*Park Transit Station





Route 7 BRT Plan Amendment

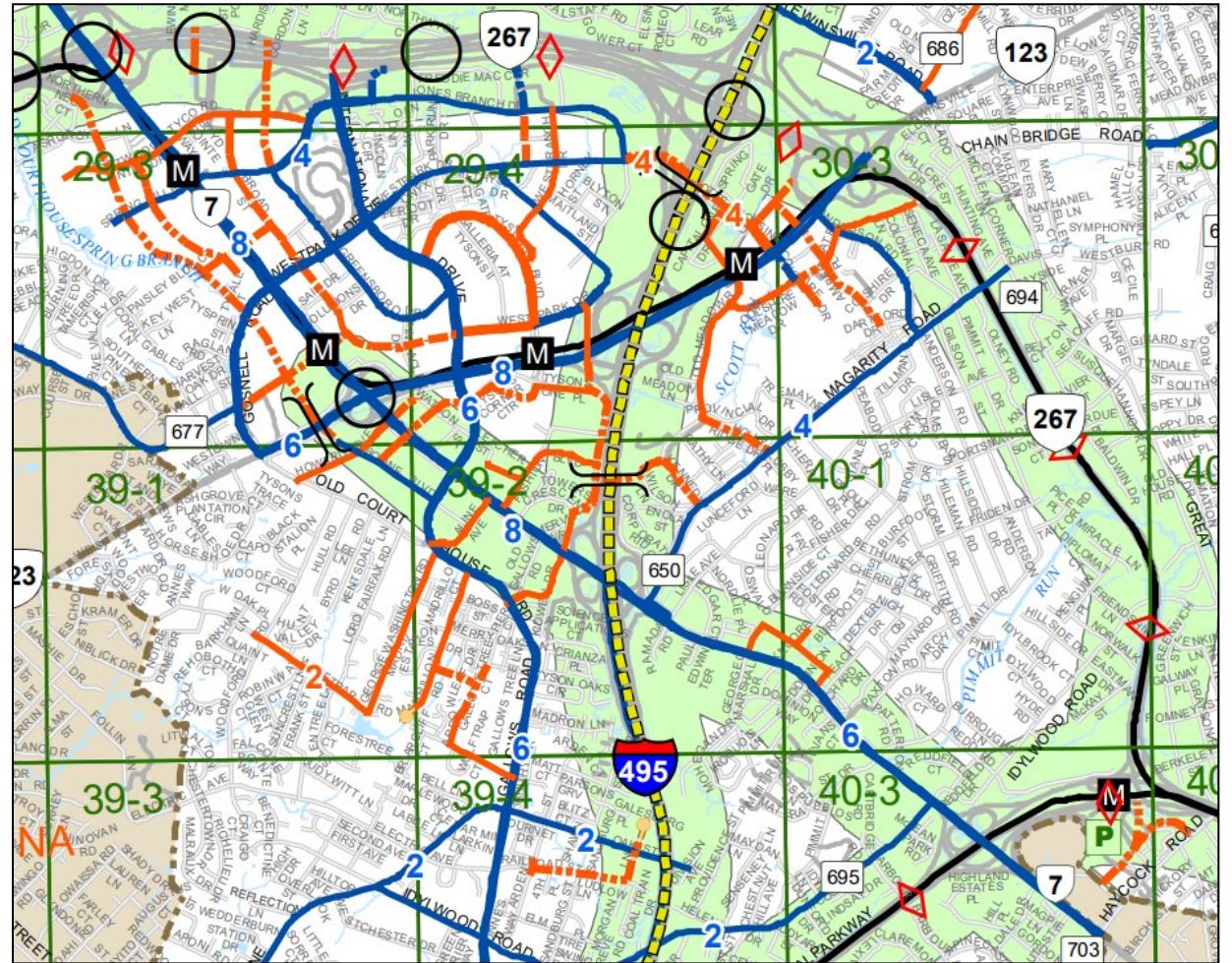
- Median runningway on Route 7 and International Drive
- “Business Access and Transit” BAT Lanes on Spring Hill Road and Tyco Road couplet
- Mixed traffic south of I-66 interchange to West Falls Church Metrorail Station and/or to points south





Route 7 BRT Plan Amendment

- **Route 7 (Haycock Road to I-495)**
 - Widen from 4 to 6 lanes (currently 4)
 - Two new lanes for BRT
- **Route 7 (I-495 to International Drive)**
 - Widen from 6 to 8 lanes
 - Two new lanes for BRT
- **International Drive (Route 7 to Lincoln Circle)**
 - Repurpose two existing lanes to BRT
- **Spring Hill Road and Tyco Road**
 - BAT lanes on northern side of Spring Hill Road (westbound) and on southern side of Tyco Road (eastbound)

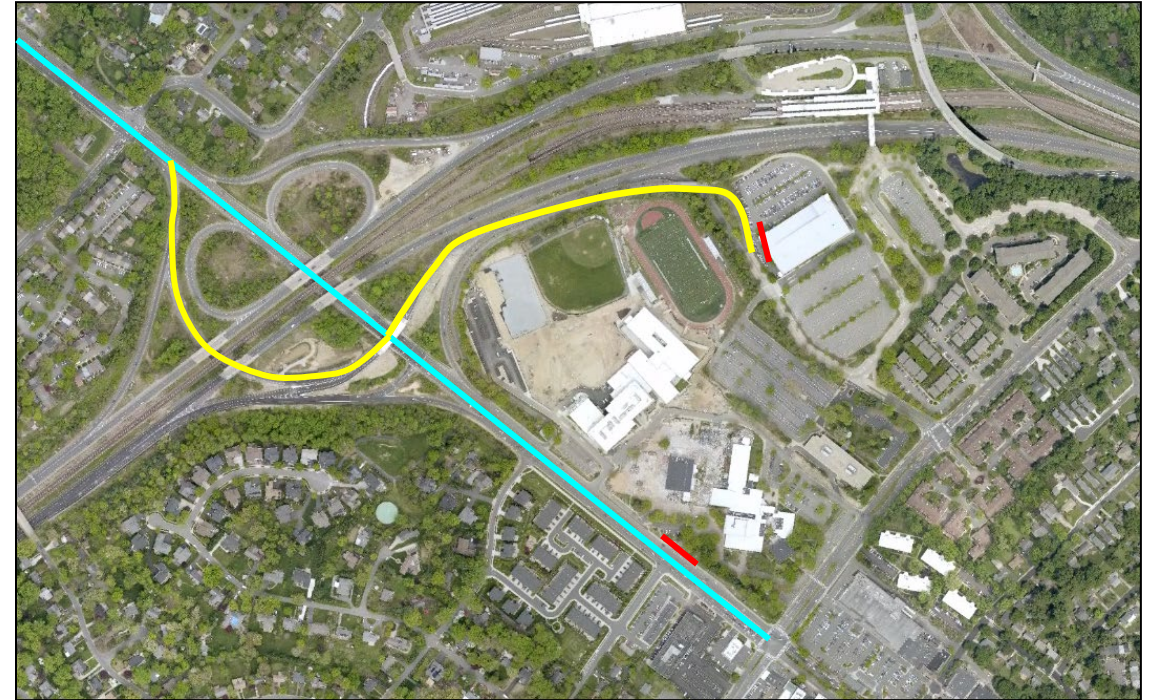


Fairfax County Transportation Plan Map



Route 7 and West Falls Church (WFC) Metrorail Station location and Station configuration

- Located next to new WFC development site and WFC Metrorail Station
- BRT would operate in mixed traffic
- Stations located on Route 7 and Chestnut Street (WB) and WFC Metrorail





Route 7 and Patterson Drive Station location and Station configuration

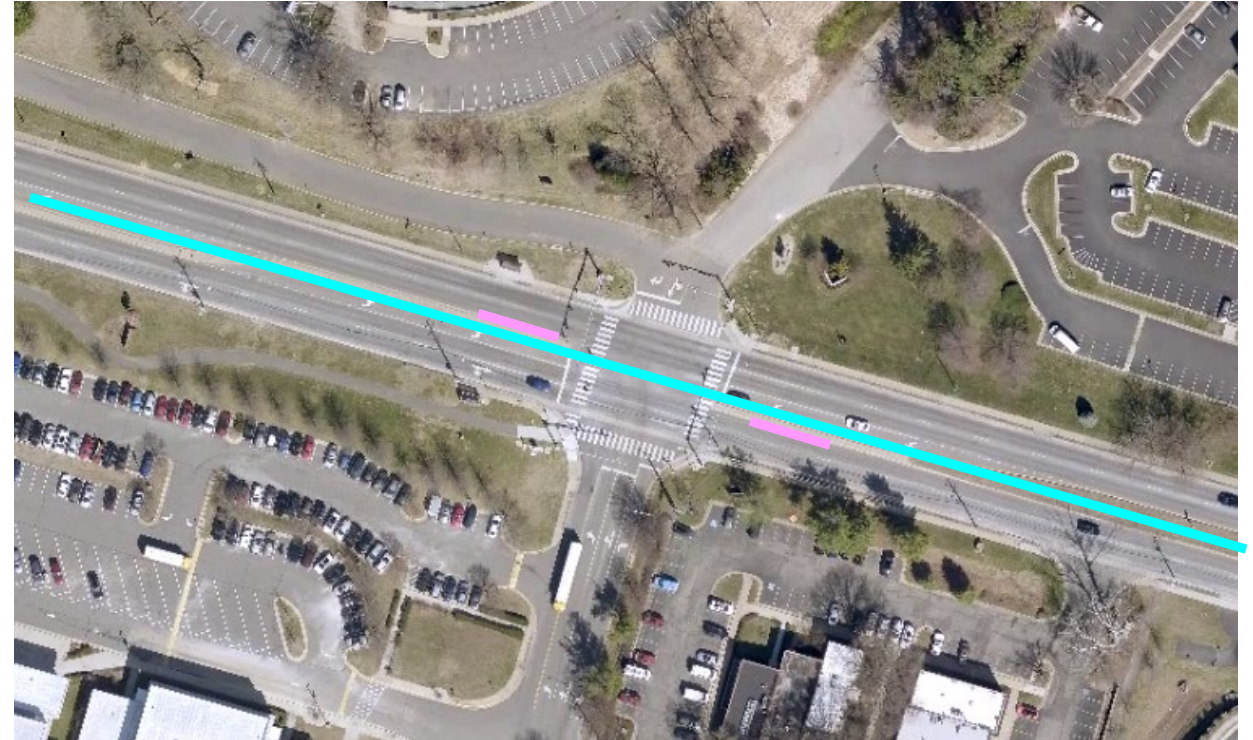
- Located next to Trader Joes and Idylwood shopping center
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs





Route 7 and George C Marshall Drive Station location and Station configuration

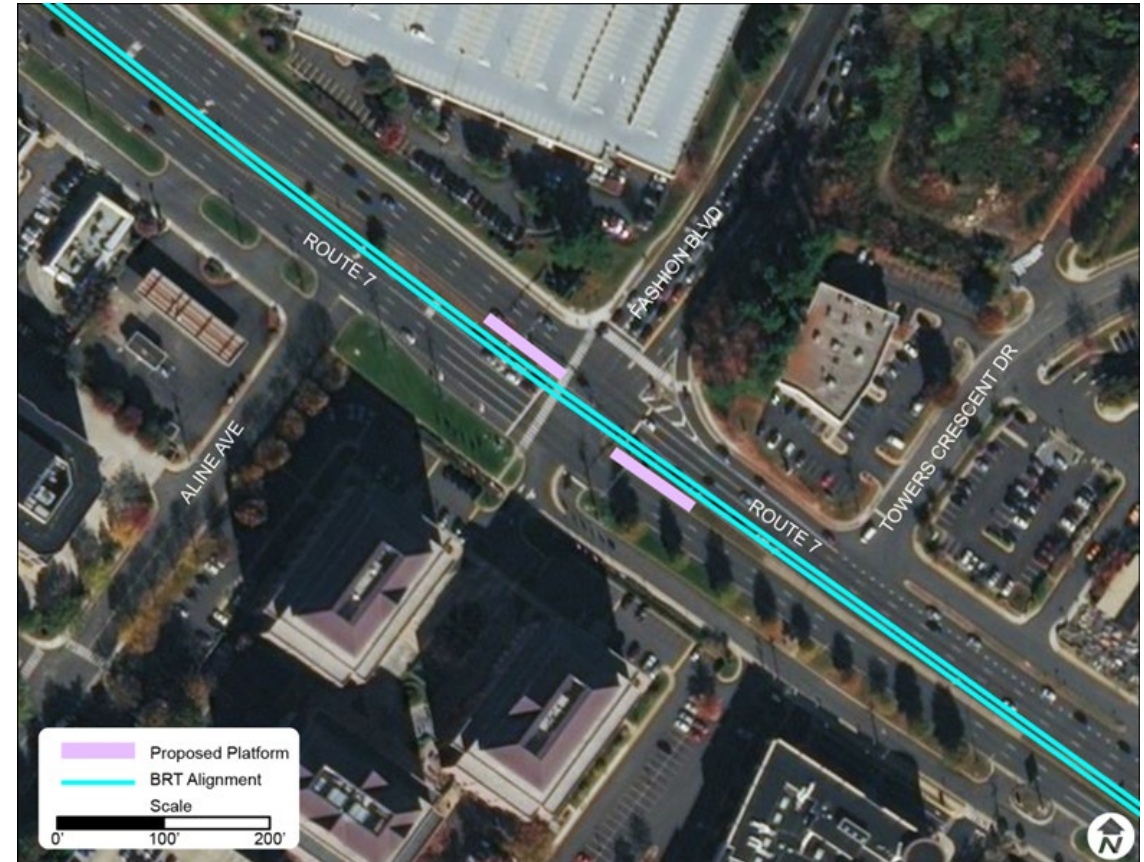
- Located next to new townhouse development and George C Marshall High School
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs

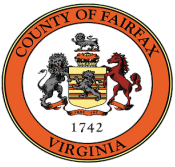




Route 7 and Fashion Boulevard Station location and Station configuration

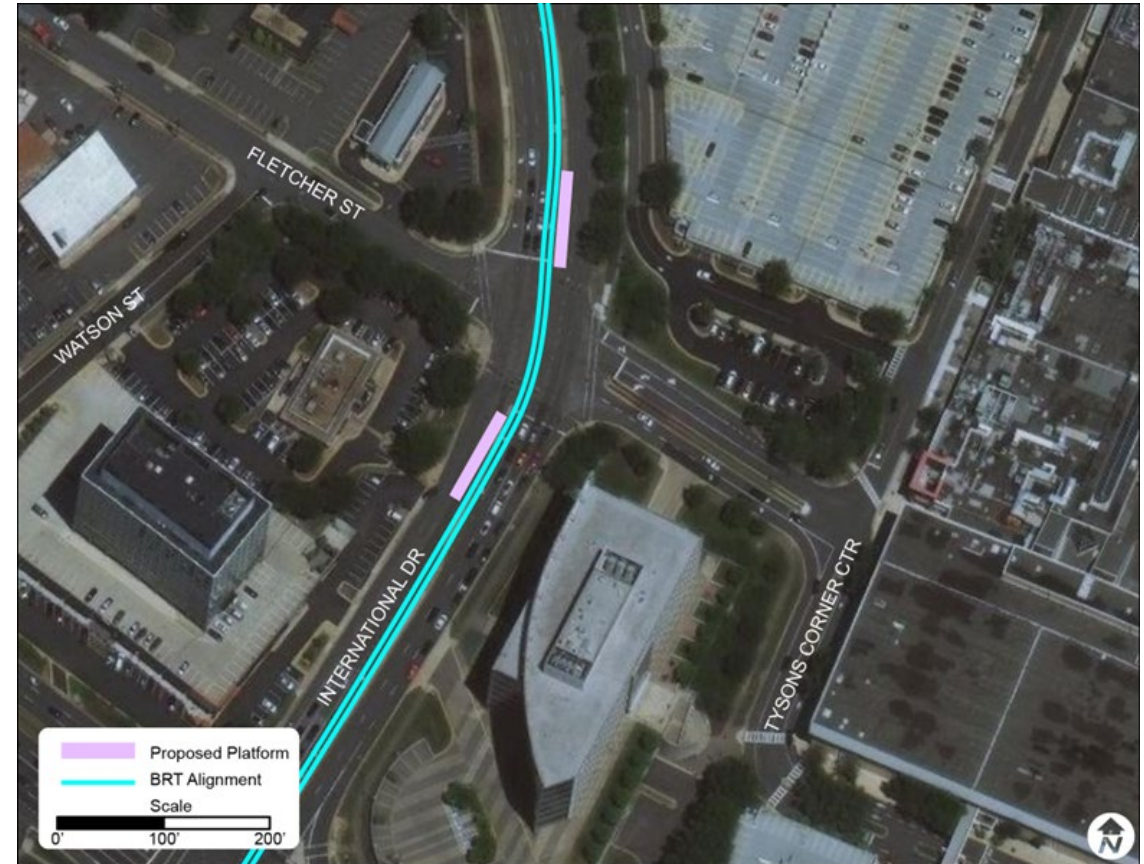
- Located next to Tysons Corner Mall
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs





International Drive and Fletcher Street Station location and Station configuration

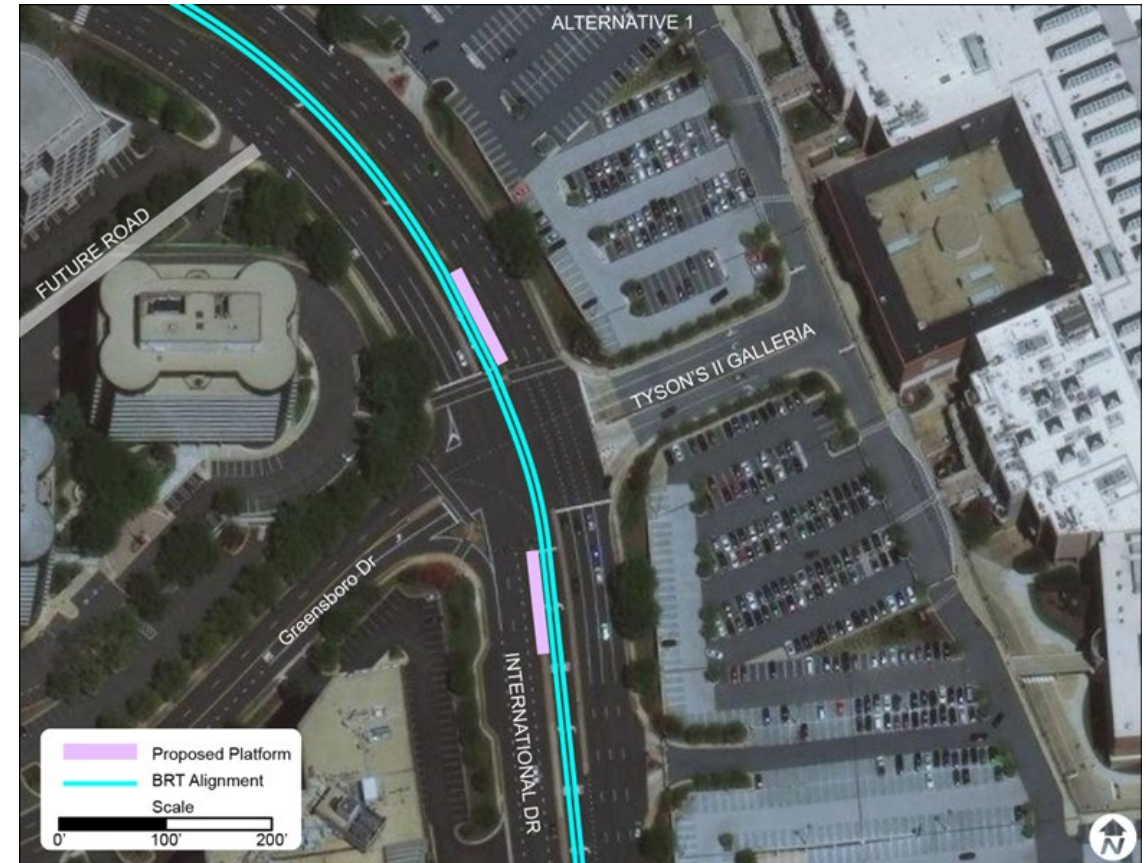
- Located next to Tysons Corner Mall
- BRT would operate in median runningway
- North and south stations staggered to reduce Right-of-Way needs
- Possible future transfer point for Gallows Road enhanced transit system





International Drive and Greensboro Drive Station location and Station configuration

- Located next to Tysons Galleria
- BRT would operate in median runningway
- North and south stations staggered to reduce Right-of-Way needs





International Drive and Lincoln Drive Station location and Station configuration

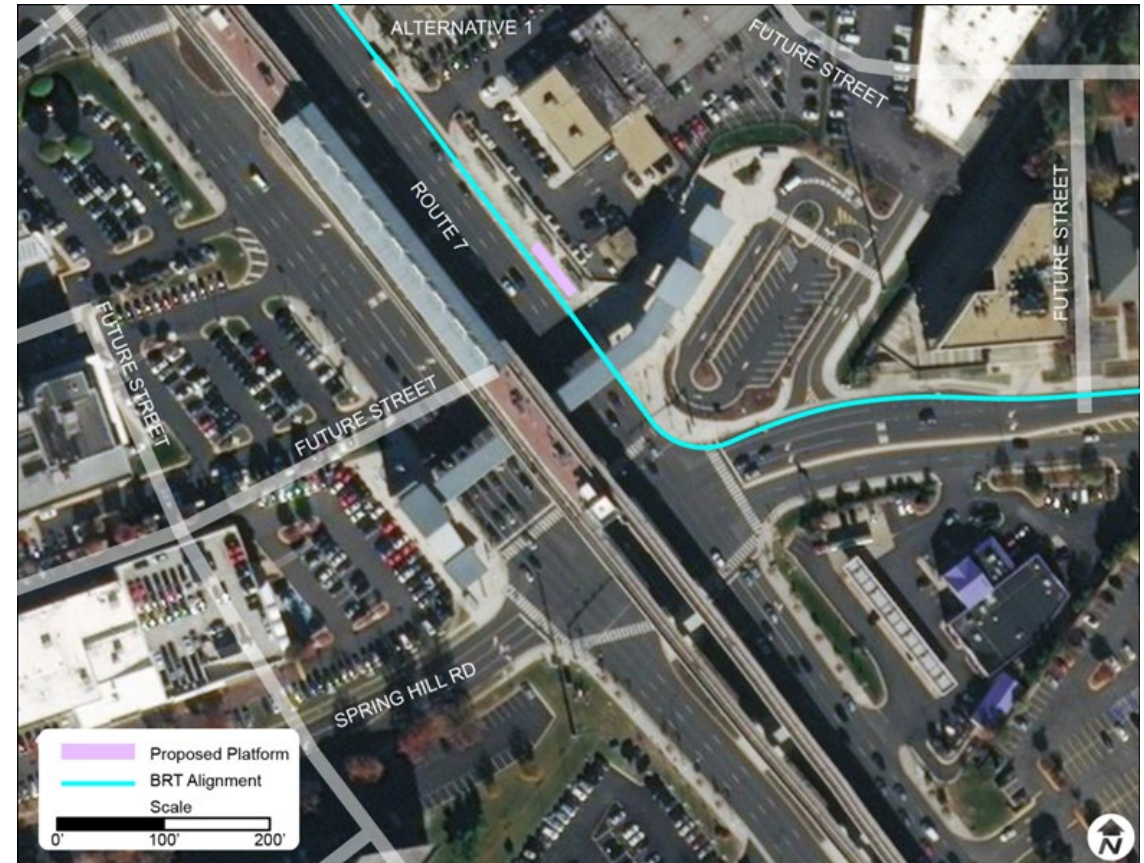
- Located next to Rotunda condominiums
- BRT would operate in median runningway to this point then transition to mixed traffic
- North and south stations staggered to reduce Right-of-Way needs





Route 7 at Spring Hill Metrorail Station and Station configuration

- Located at Spring Hill Metrorail station and bus station
- BRT would operate in mixed traffic
- Station would use existing bus infrastructure





Route 7 BRT Plan Amendment Proposed Changes

- Segments of the route – 2 exclusive lanes for BRT
 - Route 7 – Convert 2 planned lanes from general-purpose to BRT
 - International – Convert 2 existing general-purpose lanes to BRT
- All other segments – BAT lanes or mixed traffic
- Defining the BRT route from West Falls Church Station to Tysons along Route 7
- Potential station locations along this segment of the BRT route



- **March 11, 2020**
 - Held a public meeting at George C Marshall High School to provide information about the Route 7 BRT study and gather feedback on possible alternatives
- **March 19, 2021, and March 24, 2021**
 - Held two virtual meetings to present the three alternatives to the public and gather input on preferred route and proposed station locations
- **June 7, 2023, and June 8, 2023**
 - Holding two virtual public meetings to discuss the Route 7 BRT Plan Amendment and the proposed changes to the Comprehensive Plan



- FCDOT currently working on the next phase of the Route 7 BRT project to understand Right-of-Way needs along the corridor as well as at proposed station locations and intersections
- Planning Commission meeting scheduled on June 21, 2023
- Board of Supervisors meeting scheduled on July 25, 2023



Questions and Comments

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