



Parking Ordinance Revisions

Board Transportation Committee

February 7, 2017

Neil Freschman

Chief, Traffic Engineering Section

Fairfax County Department of Transportation



Purpose of Briefing

- To secure Board feedback on proposed changes to parking regulations



Background

- September 2013 - Request was made by the Board to review the “Parking” section of the Fairfax County Ordinance, Chapter 82, Article 5 to account for new technology, parking management and community needs as the County urbanizes.
- February 2014 - A list of parking issues to be considered was distributed to each Supervisor office.
- Spring 2014 - Proposed ordinance revisions were discussed with Board aides from each district.
- Spring 2014 to July 2016 – FCDOT worked with the Office of the County Attorney and Fairfax County Police to develop proposed ordinance revisions.
- October 2016 – Proposed ordinance changes presented to the Board Transportation Committee (BTC), who provided additional comments.



Issues

1. Commercial vehicles are parking across the street from residential areas.
2. There are a variety of “pay for parking” methods available, but the current ordinance only accommodates coin operated parking meters.
3. Businesses are storing fleets of vehicles on public streets.
4. Police have difficulty enforcing existing ordinance because “unattended” is not specifically defined.
5. People living in vehicles on public streets.
6. Vehicle repair and maintenance occurring within the public right-of-way.



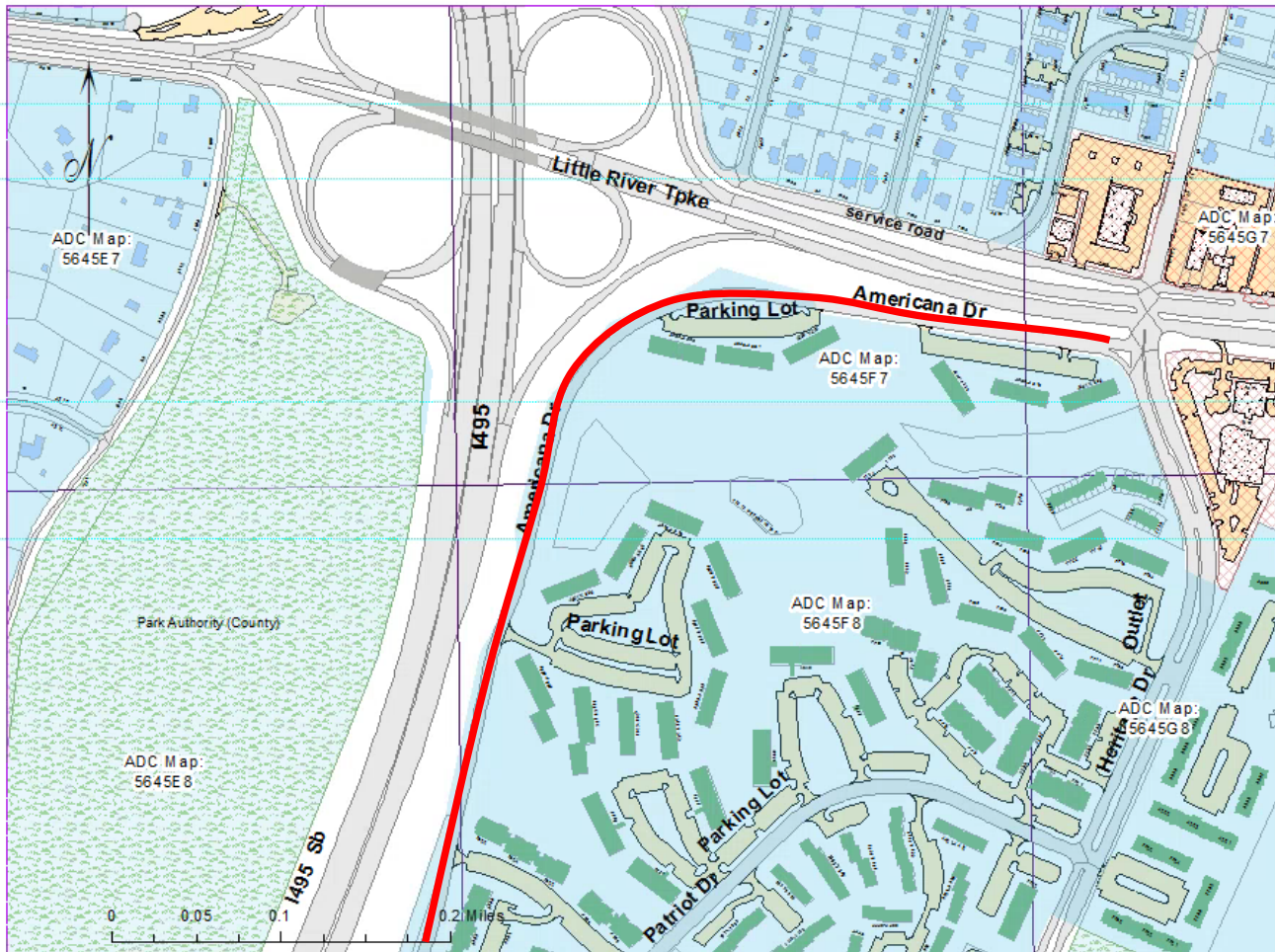
Issue: Commercial vehicles are parking across the street from residential areas.

Recommendation:

- Revise Section 82-5-7 to designate certain roadways as “Residential”
 - The existing ordinance allows for certain situations where both sides of a street are treated as “residential” for parking purposes, even if one side of the street is adjacent to commercial or industrial zoned property or adjacent to a roadway.
 - This proposed ordinance revision would allow roadways adjacent to government owned property to be treated as “residential” for parking purposes (see Americana Drive example on next slide).



County of Fairfax, Virginia





Issue: There are a variety of “pay for parking” methods available, but the current ordinance allows only for coin operated parking meters.

Recommendation:

- Revise parking meter ordinances (Sections 82-5-11 through 82-5-17). Revised ordinance would allow for multiple forms of “pay for parking”:
 - Coin or credit card accepting parking meters
 - In-vehicle parking meters (similar to EZ pass)
 - Multi-space parking meters (parking kiosk)
 - Electronic payment option (no physical meter)
 - Future systems
- There are currently no on-street parking meters on VDOT maintained roadways in the County. The County Executive, or his designee, would have the authority to create “Pay for Parking” zones under this ordinance.



County of Fairfax, Virginia





Issue: Businesses are storing fleets of vehicles on public streets.

Recommendation:

- Revise Section 82-5-19 (Parking for certain purposes prohibited).
 - Add new section to prevent “fleet vehicle” storage on public right-of-way. Includes vehicles owned or leased by a company. Also includes vehicles offered for rent or lease by a company.
 - Delete the provision prohibiting signs indicating that a vehicle is offered for sale or rent. (This change is being made based on guidance from the Office of the County Attorney due to enforceability issues.)

Discussion:

- Option to prohibit only overnight parking of fleet vehicles.



County of Fairfax, Virginia





Issue: Difficult to enforce existing ordinance because “unattended” is not specifically defined.

Recommendation:

- Revise Section 82-5-29 to define what unattended means.
 - Existing provision requires only that a vehicle be “attended to” and “moved”. Neither “attended to” nor “moved” is specifically defined. This provision has not been enforced.
 - Proposed modification would require that a vehicle must be moved every 10 days at least 300 feet unless the vehicle is parked within 1,000 feet of the property line where the vehicle is registered.*

*The designation of 10 days is based on regulations set forth by the Code of Virginia (§ 46.2-1213)



County of Fairfax, Virginia





Issue: People living in vehicles on public streets.

Recommendation:

- Add a new ordinance section (82-5-42) to prohibit habitation in vehicles parked on public streets.
 - No vehicle could be used for human habitation on any public property or public right-of-way.

Discussion (in response to Board comments):

- Option to exempt recreational vehicles while visiting Fairfax County. This option is not recommended by FCDOT.*

* Exemption would not apply to locations already designated as Community Parking Districts (CPD), which prohibit the parking of recreational vehicles and trailers on all residential public roads. CPD exclusion only applies for a duration of 48 hours for the purpose of loading or unloading in preparation for travel.



Issue: Vehicle repair and maintenance occurring within the public right-of-way.

Recommendation:

- Add a new ordinance section (82-5-43) to prohibit maintenance of parked vehicles in the right-of-way.
 - No vehicle maintenance would be permitted within the public right-of-way.
 - Exception would be made for emergency minor repairs such as brakes, electrical or fuel systems and tire repairs.

Discussion (in response to Board comments):

- Option to allow some maintenance of vehicles in the right-of-way for a limited period of time (Maximum of 24 hours).



Next Steps

1. Guidance from the Board Transportation Committee.
2. Develop proposed ordinance language.
3. OCA review of the proposed ordinance language.
4. Authorization of a Public Hearing, anticipated in Summer 2017.
5. Public Hearing and Board Action on the proposed ordinance language.



Questions?



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Fairfax County Transportation Advisory Commission

November 15, 2016

**Jeffrey M. Parnes, Chair
(Sully)**

To the Board of Supervisors:

**Jenifer Joy Madden, Vice Chair
(Hunter Mill)**

The Transportation Advisory Commission thanks the Board for making walkway (trail, bike path, pedestrian bridges and sidewalk) maintenance a priority in the FY16 budget. We are relieved that reinvestment funding for this maintenance has been included in the budget. Over the past several years the annual walkway maintenance funding has been extremely limited; this has forced repairs to be focused on emergency responses. Your 3rd Quarter funding adjustment was used to rehabilitate a number of walkway segments rather than just respond to failed bridges and other emergency issues.

**Roger L. Hoskin, Secretary
(Mason)**

Over a period of years County walkways under the County's purview have deteriorated to the point that many have the potential to cause personal injuries and/or equipment damage. A reasonable replacement cycle could be adopted based on an ongoing commitment to maintenance and reinvestment funding incorporated into the annual budget.

**Alan C. Young
(At-Large)**

**Kevin Morse
(Braddock)**

The County's recently adopted One Fairfax^(*) policy directs the development of "infrastructure to support and sustain systemic changes" to "realize 'One Fairfax,' a community where everyone can participate and prosper". Based on this policy and the Board's ongoing commitment to viable transportation options (including a robust bus system) we suggest that sidewalk and trail maintenance become a permanent line item in the County budget. This ongoing commitment to maintenance would support the County's significant investment in new sidewalk and trail infrastructure overwhelming requested by our residents in the Countywide Dialogue on Transportation.

**Michael D. Champness
(Dranesville)**

**Donald J. Kissinger, Jr.
(Fairfax Area Disability
Services Board)**

**Harry Zimmerman
(Lee)**

Maintaining approximately 700 miles of trails and sidewalks, as well as 69 pedestrian bridges, is a County responsibility. Apart from park trails and private facilities, the County funds trails and sidewalks maintenance through general funds to its Department of Public Works and Environmental Services. In addition, VDOT maintains almost 1,700 miles of sidewalks and trails in Fairfax County.

**Michael Shor
(Mount Vernon)**

**Micah Himmel
(Providence)**

Maps are available that delineate whether the County or the Commonwealth is responsible for maintaining a trail or sidewalk. The County has a complete inventory of its trail and sidewalk inventory from its Department of Transportation GIS study completed December 2013. Similarly, we recommend that a complementary GIS inventory of Commonwealth-maintained sidewalks

**Eric Thiel
(Springfield)**

(*) <http://www.fairfaxcounty.gov/news/2016/one-fairfax-resolution.pdf>



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

and trails within the County be completed or validated by VDOT. We suggest that the Board of Supervisors officially request that VDOT complete or validate their part of the inventory and assign transportation staff to coordinate as necessary.

Having comprehensive County and Commonwealth inventories will enable their transportation planners and maintenance staff to make strategic decisions about how to prioritize maintenance expenditures, specify responsibilities, and minimize dangerous and costly failures across the two systems.

We stand by to assist in this effort.

Sincerely,

Jeffrey M. Parnes, Chair

Fairfax County Transportation Advisory Commission

Cc:

Members of the Transportation Advisory Commission

Members of the Trails and Sidewalks Committee



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Update on Tysons Transportation Projects

Board Transportation Committee

February 7, 2017

Ray Johnson

Transportation Planner

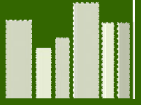
Department of Transportation

Overview of Today's Presentation

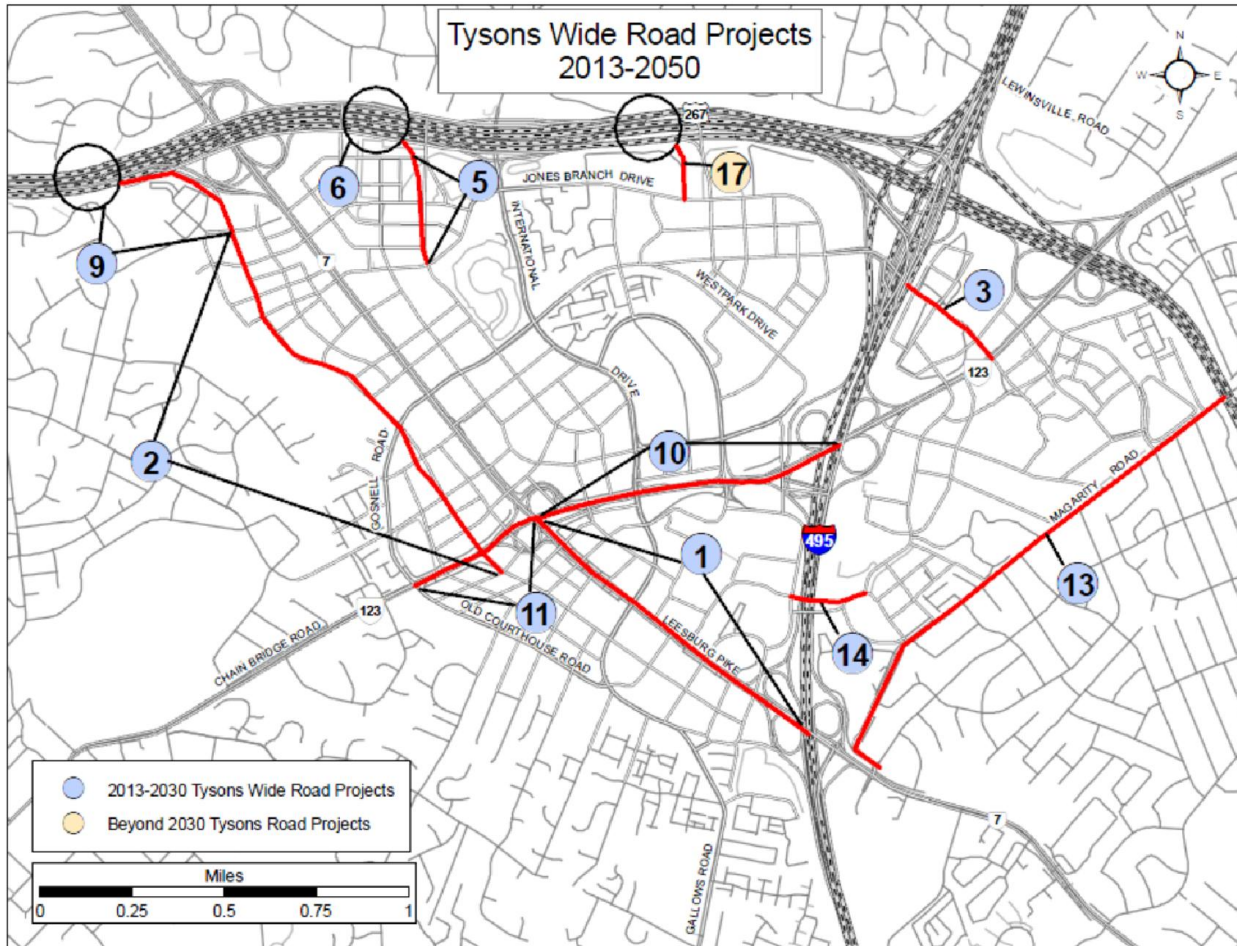
- Background
- Project Status
 - Major Roadway Projects
 - 17 “Tysons-wide” (Table 7) Improvements
 - Grid of Streets
 - Transit Service
 - Neighborhood Intersection Improvements Study
 - Tysons Metrorail System Access Management projects (TMSAMS)
 - Table 7B
 - BikeLanes and BikeShare

Background

- **June 2010** - Tysons Comprehensive Plan Amendment was adopted.
- **March 2011** - The Board requested the Planning Commission provide recommendations for financing transportation infrastructure.
- **October 2012** - The Board received public comment and endorsed Planning Commission recommendations for the Tysons Funding Plan.
- **December 2012** – The Board held a public hearing on proposed creation of the Tysons Transportation Service District.
- **January 2013** – The Board approved the service district, created the Service District Advisory Board, and established rates and policies for the two Road Funds.



Major Tysons-wide Roadway Projects (Table 7)



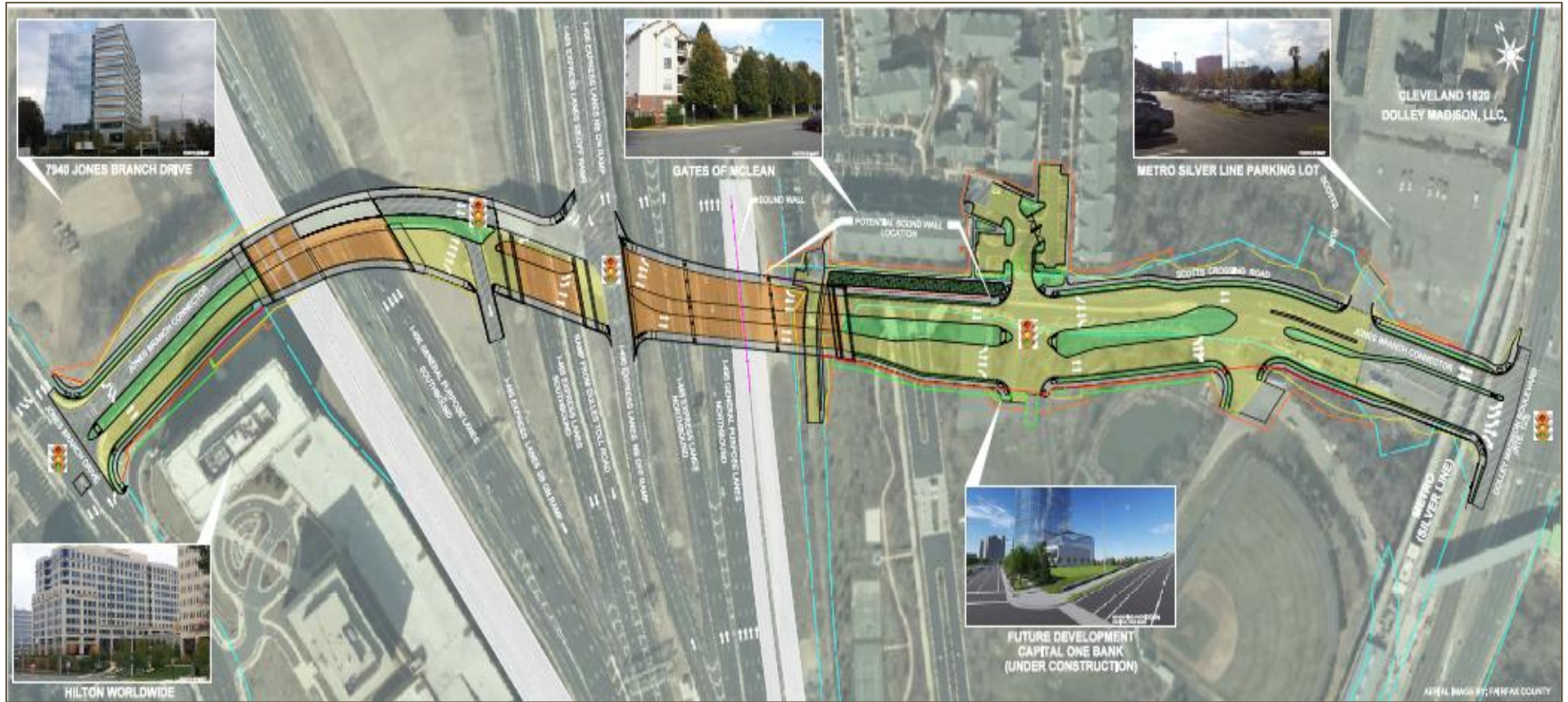
Major Roadway Projects Continued

Jones Branch Connector

- A new multimodal connection across the Beltway to improve circulation in Tysons, reduce congestion, support future development and enhance mobility for pedestrians, bicyclists, transit riders, and drivers.
- FCDOT administered design and right-of-way phases; VDOT administering construction.
- Ground Breaking held January 26, 2017.
- Notice to Proceed for construction issued January 27, 2017.
- One lane each direction, and sidewalk on south side expected to be open to traffic and pedestrians by late 2018.
- Full project will be complete in 2019.



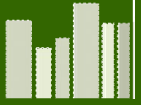
Major Roadway Projects Continued Jones Branch Connector Aerial



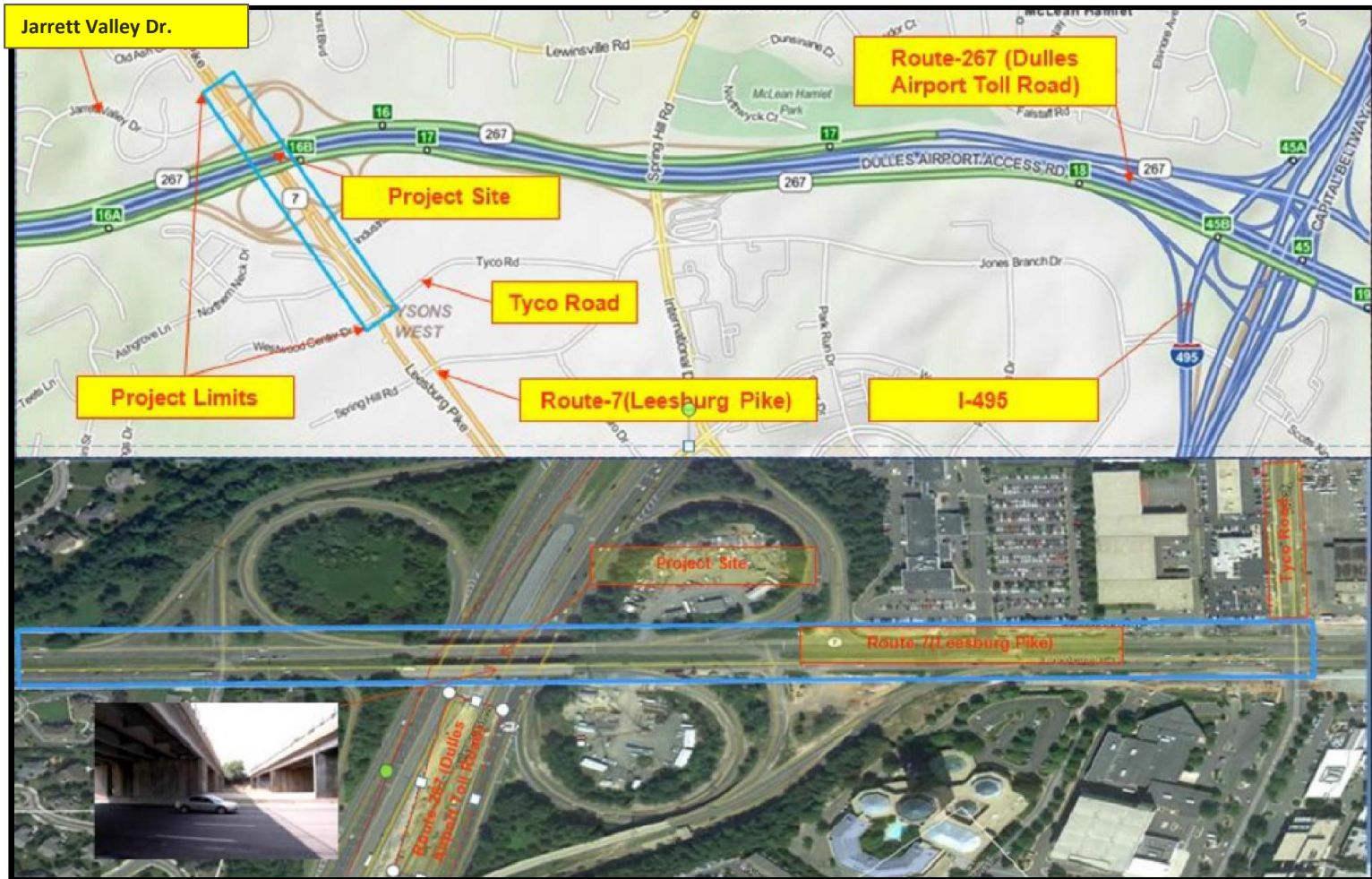
Major Roadway Projects Continued

Route 7 Bridge over Dulles Toll Road

- Project will widen bridge from 4 to 6 lanes. Total length ~0.4 miles.
- Shared use path for pedestrians and bikes in each direction.
- Project will improve access to Tysons and Spring Hill Metrorail Station from the west.
- Design-build contract awarded by VDOT June 2015.
- Final design, right-of-way, utility relocation, and construction underway.
- Estimated construction completion May 2018.



Major Roadway Projects Continued Route 7 Bridge over Dulles Toll Road



Major Roadway Projects Continued

Route 7 Widening (Reston Avenue to Dulles Toll Road)

- Widen Route 7 from four to six lanes from Jarrett Valley Drive to Reston Avenue, with intersection improvements, and shared use both on both sides of road.
- Fully funded: \$235 million.
- VDOT responsible for design, right-of-way, and construction phases with County input.
- Design in progress.
- Project to be built in one phase.
- Public Hearing held November 15, 2016.
- The Board approved full funding agreement with VDOT January 24, 2017 that included NVTA FY17 funds.
- Board endorsement of public hearing design plans Spring 2017.
- Construction start Spring 2019, and estimated completion Fall 2025.

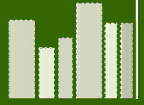


For more information visit
www.connectroute7.org

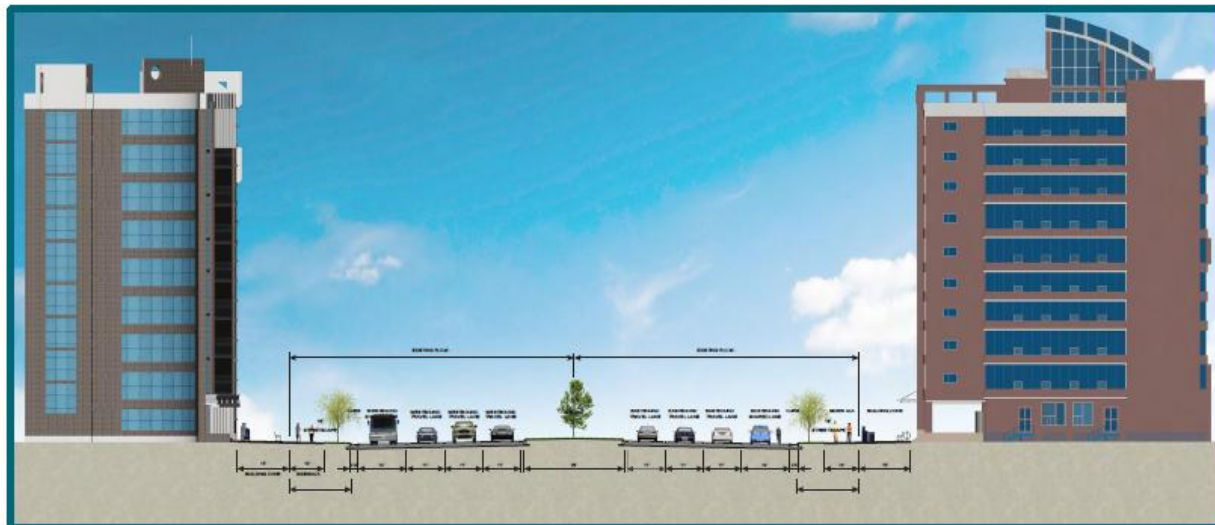
Major Roadway Projects Continued

Route 7 Widening (Route 123 to I-495)

- Widening existing 6 lanes to proposed 8 lanes with pedestrian improvements.
- Bus Rapid Transit (BRT) proposed through the corridor (Envision Route 7 – NVTC).
- Traffic analysis and initial options - Fall 2014.
- BRT recommendations approved by NVTC – July 2016.
- Conceptual design - Spring 2017.
- Stakeholder involvement - Summer / Fall 2017.
- Right of way start – Estimated 2019.
- Construction start – Estimated 2022.
- Completion – Estimated 2026.



Major Roadway Projects Continued Route 7 Widening (Route 123 to I-495)



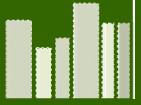
Major Roadway Projects Continued

Route 123 Widening (Old Courthouse to Route 7)

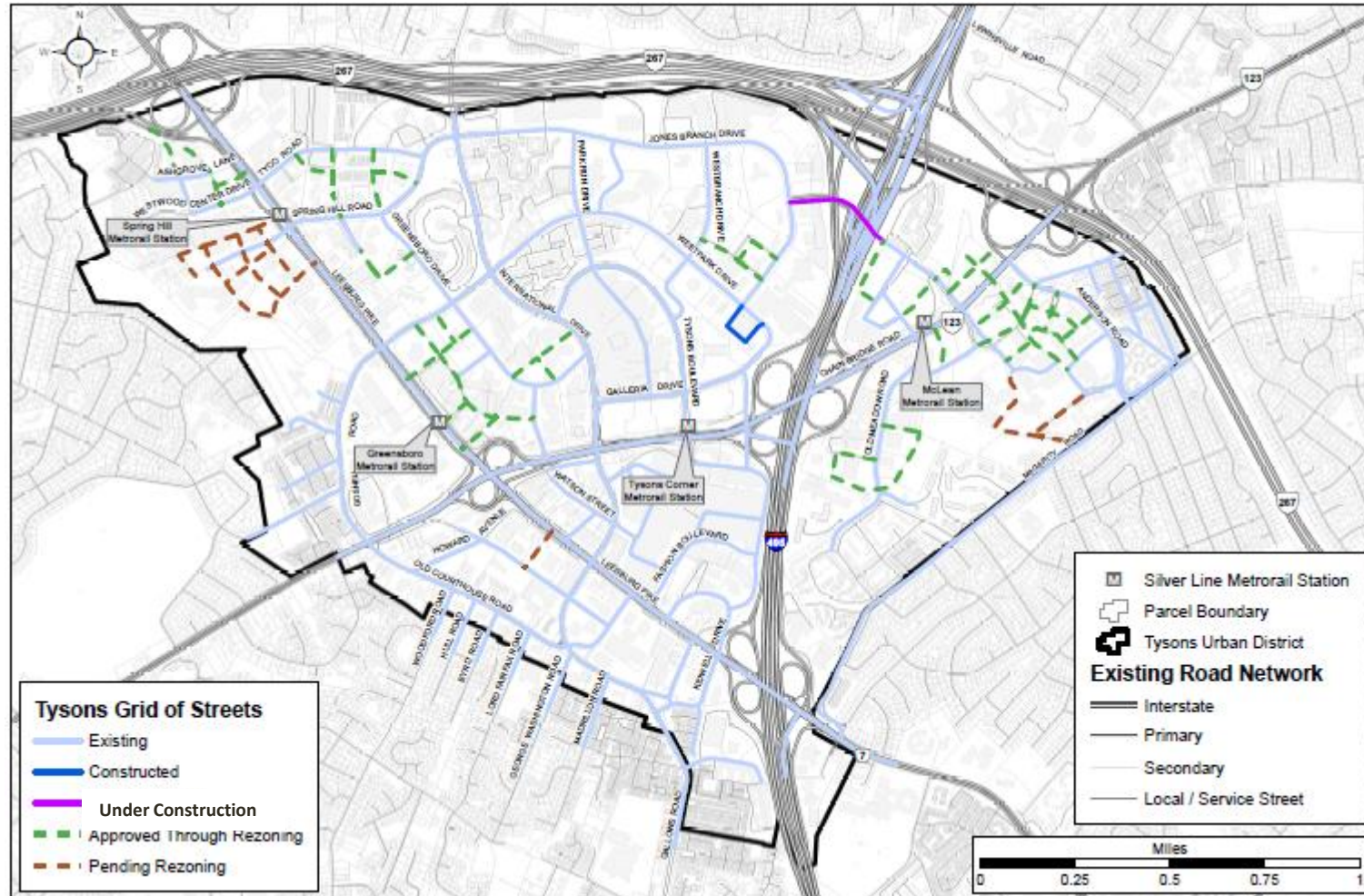
- Staff continues analysis of the Comprehensive Plan recommendation to widen Route 123 from four to six lanes.
- This segment will be evaluated as part of Route 123/Route 7 Interchange project.

Route 123 Widening (Route 7 to I-495)

- Staff continues analysis of the Comprehensive Plan recommendation to widen Route 123 from six to eight lanes.
- Awaiting the findings from Route 123 corridor study before advancement.
- Consultant selection for Route 123 corridor study is underway.



Tysons Grid of Streets Ongoing Development (2017)

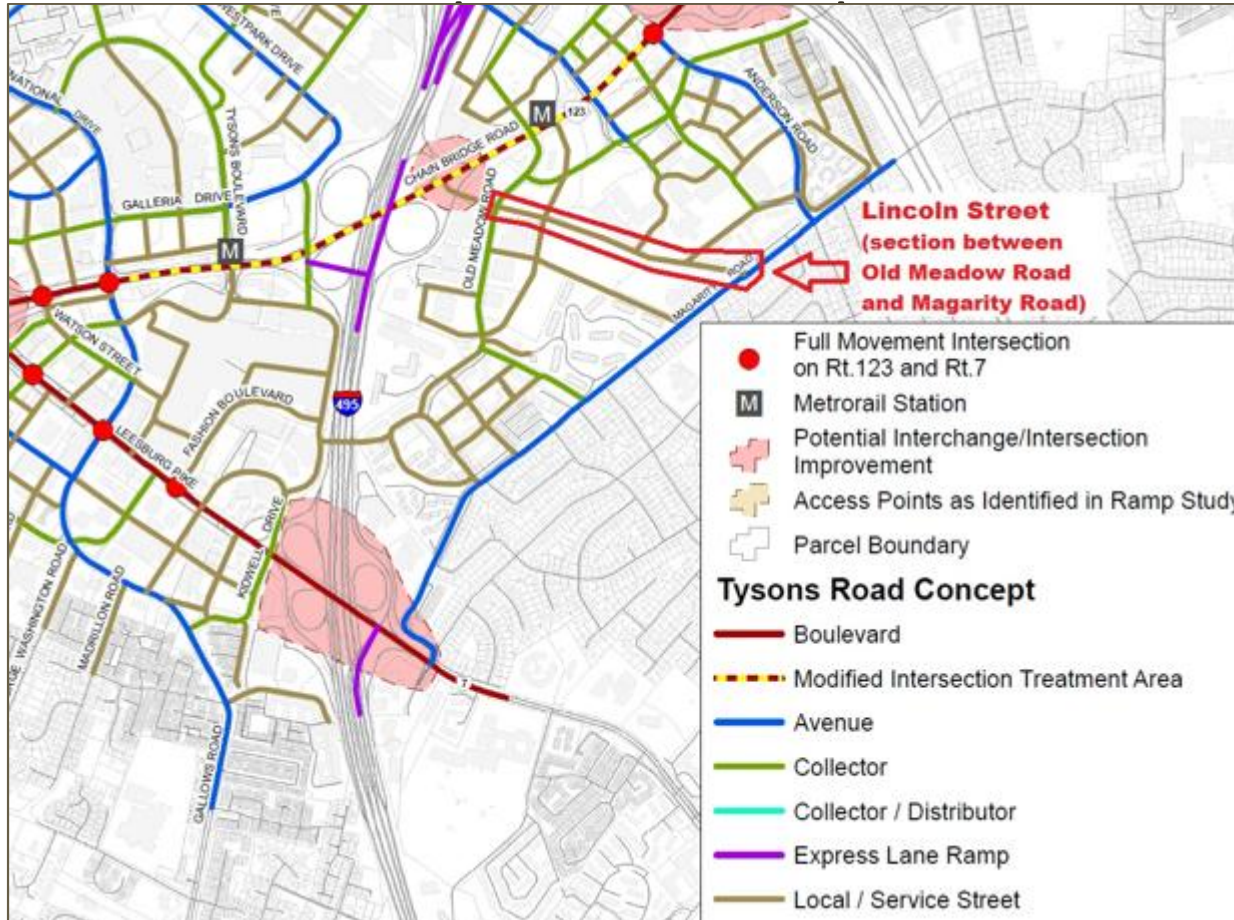


Tysons Grid of Streets Continued

Lincoln Street

- Proposed street to connect Route 123 to Magarity Road.
- Will allow access to existing/approved developments along Old Meadow Road from Magarity Road.
- No new development expected along most of Lincoln Street.
- Additional access to residential units on Old Meadow Road.
- On October 18, 2016, the Board approved \$1.2 million for feasibility study.
- Staff developing scope of work for consultant proposals.

Tysons Grid of Streets Continued



Transit Service

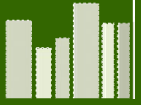
- Purpose - Enhance transit service to capitalize on Metrorail investment, support transit oriented development, and provide transit connections from the Metrorail stations to areas of Tysons not within walking distance to stations.
- Implemented improvements include:
 - Neighborhood bus routes from McLean and Vienna.
 - I-495 Express Lanes service from Burke Center, Lorton, and Springfield.
 - Circulator routes serving Tysons' Metrorail Stations
 - More information on the next slide
- Fairfax Connector continually monitors ridership and redevelopment in Tysons to ensure convenient Metrorail station connections. Periodic adjustments are anticipated.
- Future improvements include:
 - Bus Rapid Transit from Alexandria and Falls Church on Route 7 (recommendations approved by NVTC).



Transit Service Continued

Tysons Circulator Service (Short Term)

- The first phase of the Circulator system, serving the Metrorail stations began July 24, 2014.
- Initial changes implemented in May 2015 in response to rider feedback and to provide more direct, two-way service for the majority of riders
- Three routes:
 - 422 – Boone Blvd-Towers Crescent (Southeast Tysons)
 - 423 – Park Run-Westpark (Central Tysons)
 - 424 – Jones Branch Drive (Northern Tysons)
- Serving Tysons weekdays, Saturdays, and Sundays



Transit Service Continued Current Routes



Tysons Neighborhood Study

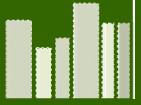
- Phase I analyzed 19 intersections outside of Tysons to determine the traffic impact of the adopted Tysons Comprehensive Plan on adjacent communities. Initiated in 2010.
- Phase II was initiated in 2012, and includes the following:
 - An additional 10 intersections; total of 29.
 - Latest land use information based on rezoning approvals/applications.
 - Use of Consolidated Traffic Impact Analysis model to analyze intersections and identify mitigation measures.
 - Development of mitigation measures.
 - Draft recommendations expected to be complete mid 2017.
 - Public outreach to seek feedback on recommendations.
- Construction of improvements scheduled 2018 to 2030.

Tysons Metrorail Station Access Management Study (TMSAMS)

- Purpose: prioritize access improvements to the Metrorail stations in Tysons.
- Completed in 2011.
- Staff recommendations approved in May 2012, and many funded in the Board's Four-Plan for Transportation.
- Staff currently working to design/construct these projects.

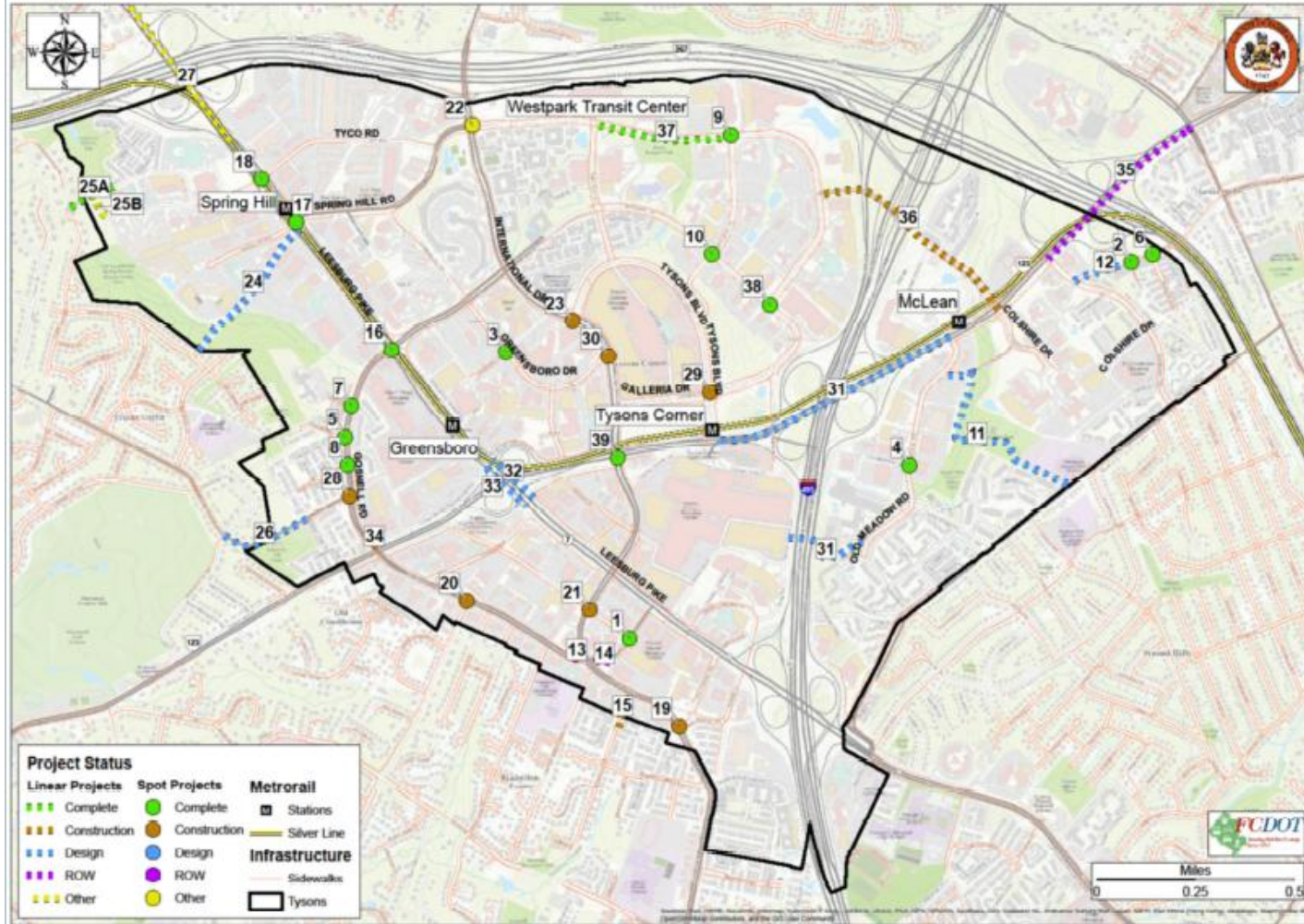
- 16 Complete
- 14 in Construction/Utility Reloc
- 1 in Right of Way
- 2 in Design





TMSAMS Continued

Tyson's Metrorail Station Access Improvement Projects



TMSAMS Continued

Major Projects

- **Route 7 Walkways** on Both Sides under Route 123
 - Construction bid Feb 2017.
 - Appx completion in July 2017.
- **Vesper Trail** from Vesper Court to Route 7
 - Design and right of way complete.
 - Construction bid April 2017.
 - Appx completion April 2018.

Vesper Trail

Overall Project Alignment



TMSAMS Continued

Major Projects

- Scotts Run Walkway from Magarity Road to Colshire Meadow Drive.
 - In design by Park Authority. Construction scheduled to begin in Fall 2019.
- Route 7 Walkway from Dulles Toll Road to Beulah Road.
 - This project to be constructed as part of VDOT's Route 7 Widening project from Jarrett Valley to Reston Parkway.
- Pedestrian connection across I-495 between Route 123 and Route 7.
 - VDOT conducting Preferred Alternative Analysis on two locations.
 - Design public hearing Fall 2017.
 - Appx completion 2020.
- Pedestrian connection on Route 123 from Great Falls Street to McLean.
 - Currently in right of way; utility relocation to follow.
 - Appx completion Spring 2018.

Tysons Table 7B Projects

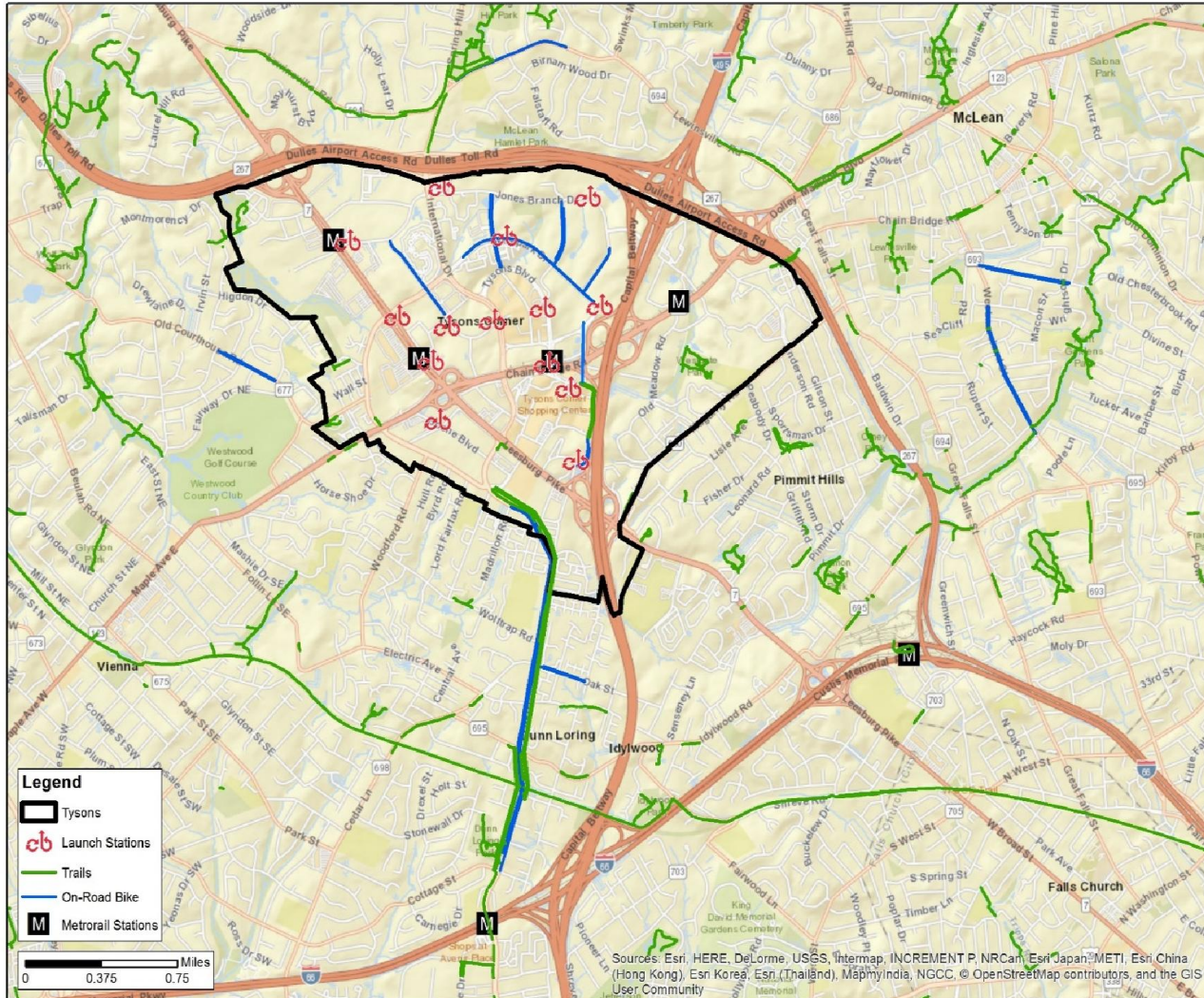
Projects resulting from further analysis of the road network and planned land use densities. Included in Comp. Plan Amendment to be considered by the Board following a public hearing on March 14, 2017.

- Route 123 Modified Intersection Treatment (Superstreet).
 - Inside the Beltway - (I-495 to Anderson Road): Preliminary design plans (30% level) developed. Traffic analysis for mid-term condition has been completed. The concept will further be refined, and supplemented with the detailed traffic analysis for the long term conditions.
 - Outside the Beltway - (International Drive to I-495). Preferred concepts to be developed, and supplemented with a detailed traffic analysis. Consultant selection in progress.
- Underpass at Dolley Madison / Great Falls / Lewinsville intersection.
 - Route 123 corridor study and traffic simulation being scoped.
- Improvement of the intersection of Magarity Road and Rt. 7
 - Project initiation at a future date.

Tysons Table 7B Projects Continued

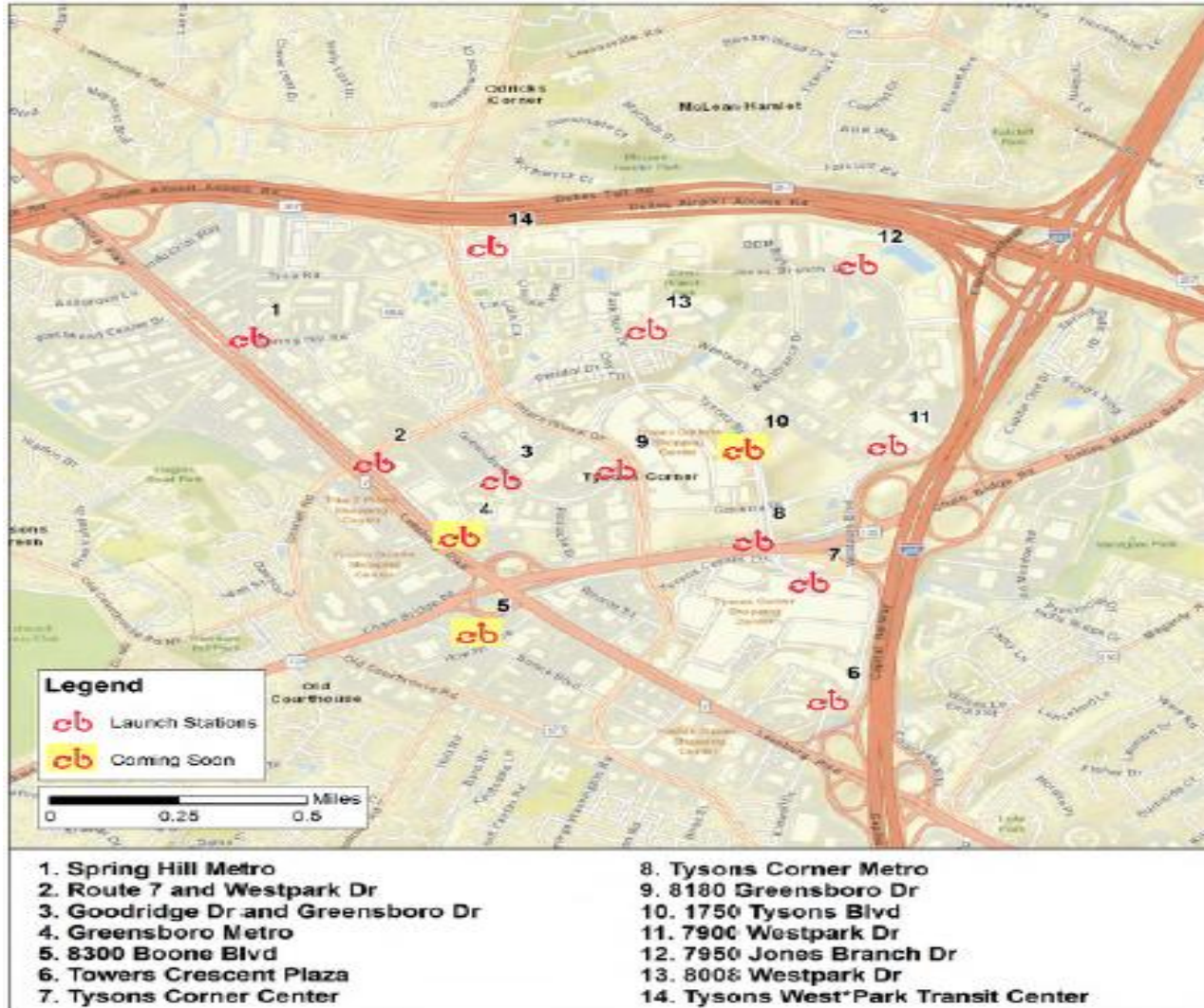
- Cleveland Ramp - Modification to the eastbound off-ramp from the Dulles Access Road to Route 123.
 - The Alternatives Analysis is complete. The analysis identified two preferred alternatives:
 - Braided Ramp Concept and an Auxiliary Lane concept, to be carried forward in an Interchange Modification Report (IMR).
- Route 7/Route 123 Interchange to allow additional capacity.
 - Advancing design based on design charrette recommendations; four design options considered.
 - Planning to meet with stakeholders in late Spring 2017 to present findings.
- Gallows Road at Gallows Branch, to I-495 SB Ramp
 - Study to be initiated in the future.

Tysons BikeLanes



- Bike lanes were installed in conjunction with VDOT Repaving in 2015
- First bike lanes on VDOT roads in Tysons
- Includes sharrows, bike lanes, and buffered bike lanes
- More bike lanes planned when VDOT repaving occurs in the future

Tysons BikeShare



- 11 of 14 bikeshare stations planned for launch currently installed
 - 1 station design underway
 - 2 Stations being evaluated for alternative locations due to site constraints

Questions?



County of Fairfax, Virginia

Silver Line Update

Board Transportation Committee
February 7, 2017

Mark Canale
Fairfax County Department of Transportation



Phase 1 Summary

- Old Meadow Road Realignment – design work proceeding, construction to be completed by the end of 2018
- VDOT punchlist ongoing
- Phase 1 close out - \$2.982B

Phase 2 Summary

Total Project Status

- Package A (Rail line and stations)– 57%
- Package B (Rail yard at Dulles) – 45%

Station Construction

- Reston Town Center Station - Concrete foundations, pile cap formwork, and casting
- Herndon Station – Precast panels and foundation tubs, pouring of concrete foundations, columns, and walls
- Innovation Station - Masonry, precast, electrical rough-in, plumbing, ped bridge assembly
- Dulles Airport Station – Station walls, precast, tunnel tie-in
- Loudoun Gateway Station – Station foundation work and preparation for precast
- Ashburn Station - Tower crane erection and station foundation work

Aerial Guideway

- Caisson Foundations – 100%
- Columns – 100%
- Pier Caps – 99%
- Trackway Spans
 - Pier caps, girder, aerial track supports, and deck pours work ongoing

Rail Yard at Dulles Airport

- 100% Design Plans Submitted
- Installation of stormwater, sanitary, duct bank structures, and retaining wall ongoing
- Final grading, utilities and yard layout continues

Phase 2 Cost Summary

Budget

- Total Budget - \$2.778B
- Total Forecast - \$2.778B
- Total Expenditures - \$988M

Phase 2 Contingency Utilization

- Total Contingency - \$551.5M
- Total Contingency Utilized - \$103.4M
- Remaining Contingency - \$448M



Herndon Station Garage

Total Project Estimate: \$56.7M (revised est. \$44.5M)

Schedule

Design: June 2014 – December 2015
Permitting: September 2015 – September 2016
Bid Opening: July 2016
Construction Award: October 2016
Construction (new garage): November 2016 – January 2019
Construction (existing garage): February 2019 – March 2019
Ready for Occupancy: April 2019





Innovation Center Station Garage

Total Project Estimate: \$57 million

Schedule

Design: Aug 2014 - Nov 2016

Permitting: Jan 2016 - Nov 2016

Bid Opening: December 2016 - February 2017

Construction Award: March - April 2017

Construction: April 2017

Ready for Occupancy: April/May 2019





Silver Line Construction Photos

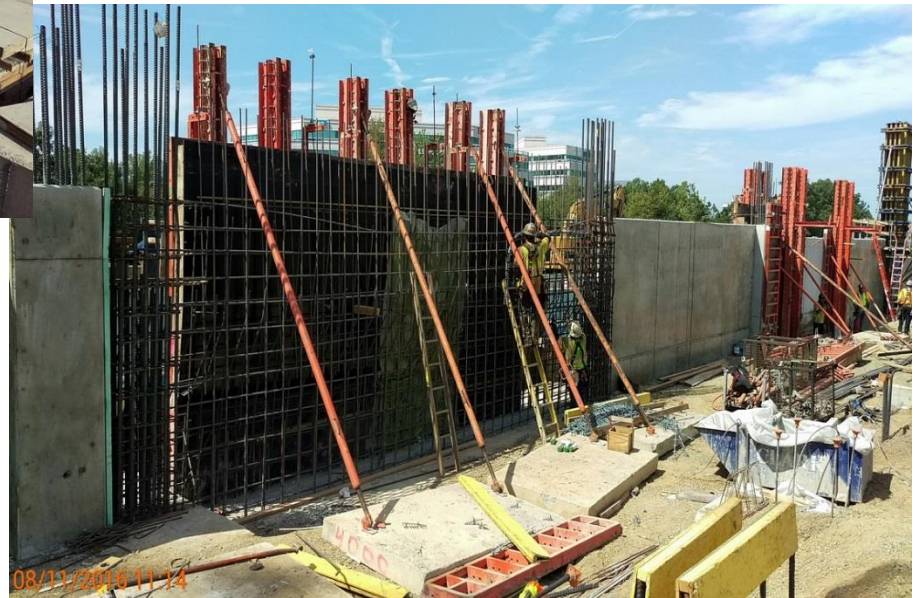


Reston Town Center Station



Station Foundation Walls

Station Foundation





Herndon Station



Station Interior



Herndon South Entry Pavilion



Station Wall Panels and Exterior



Innovation Center Station



[Unfinished platform and interior station wall](#)



Dulles Airport Station



Aerial structure

Pedestrian Tunnel to Terminal





West Segment



Aerial Guideway at Dulles Airport



Questions?



County of Fairfax, Virginia

Fairfax County and the NVTA TransAction Update

Kristin Calkins, Senior Transportation Planner
Department of Transportation

Board Transportation Committee
February 7, 2017





Purpose of Briefing

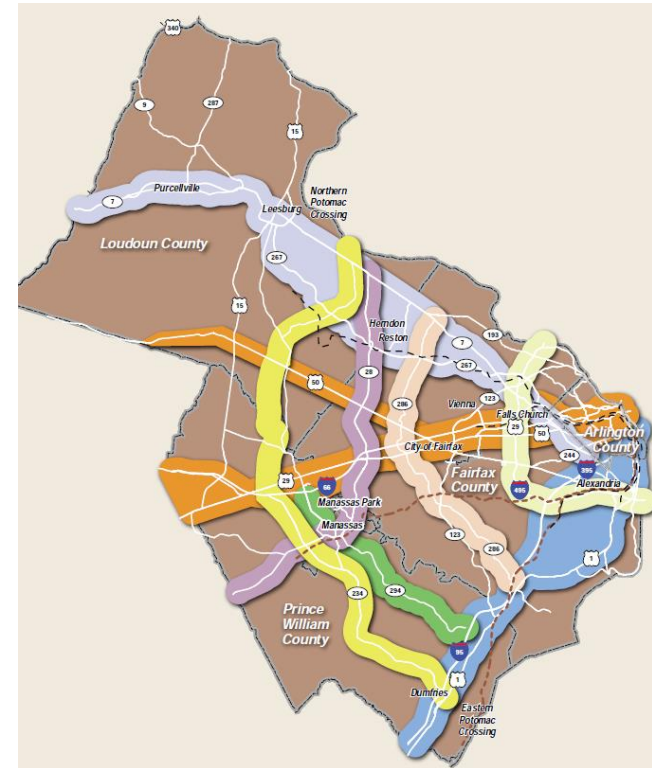
- Update the Board of Supervisors on the current status of TransAction
- Provide information on the ongoing technical analysis
- Review public feedback heard on TransAction
- Discuss next steps for TransAction
- Receive feedback from the Board and answer questions





TransAction

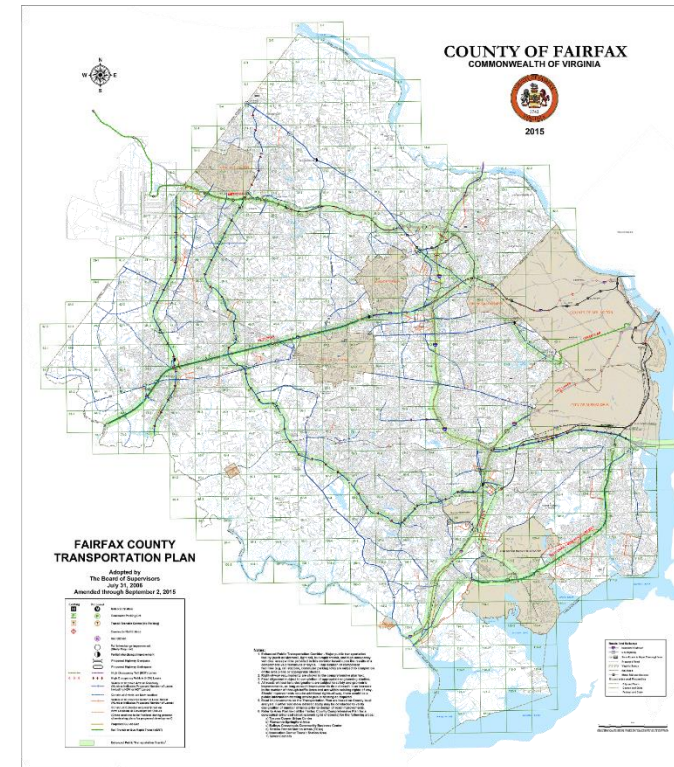
- The Northern Virginia Transportation Authority (NVTA) is responsible for developing an unconstrained, long range transportation plan for Northern Virginia (TransAction)
- The Transportation Planning Board (TPB) is responsible for the regional, fiscally Constrained Long Range Plan (CLRP)
- To be eligible for NVTA Regional “70%” funding, projects must be in TransAction and rated with HB 599





TransAction and Fairfax County Projects

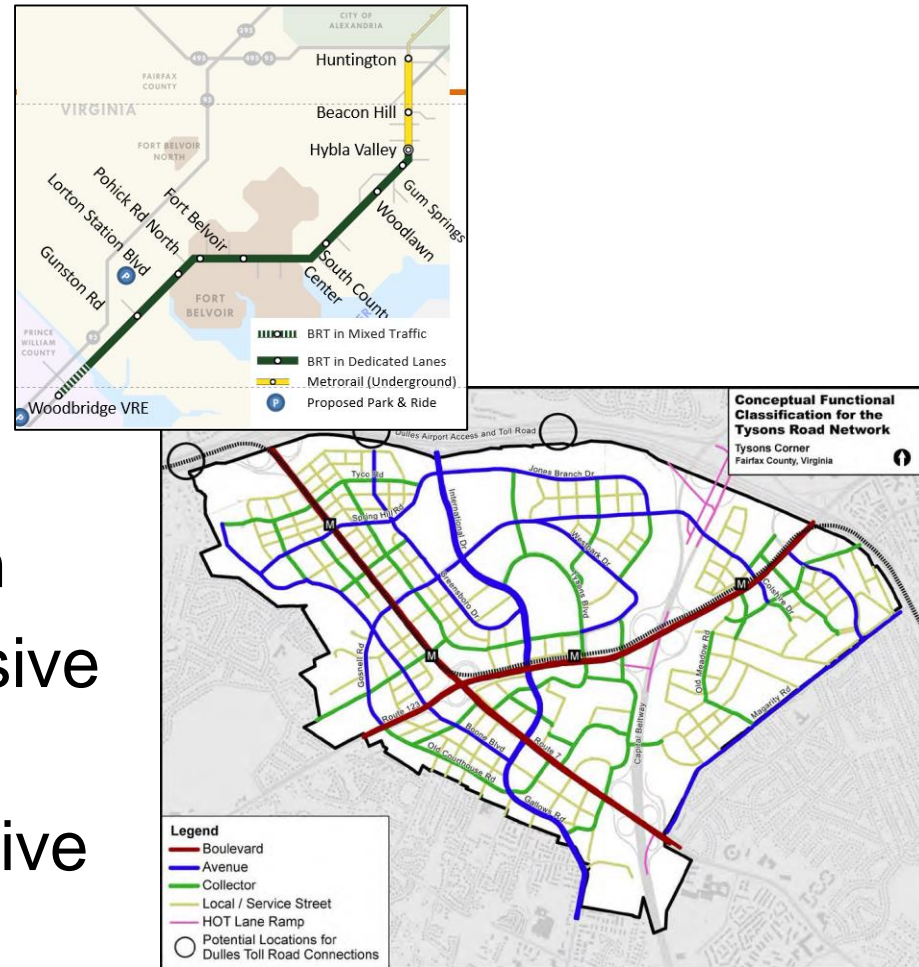
- TransAction 2040 was adopted in 2012
- Since the adoption, there have been changes to the region's transportation system and studies have been completed
- County staff has proposed changes to the projects for consideration in the TransAction Update based on:
 - The County's Transportation Priorities Plan
 - The Transit Development Plan
 - Comprehensive Plan Amendments
 - Countywide Transit Network Study





Plans & Studies Influencing TransAction

- The Route 1 Multimodal Alternatives Analysis
- Envision Route 7
- Countywide Transit Network Study
- Tysons Comprehensive Plan
- Reston Phase I Comprehensive Plan
- Seven Corners Comprehensive Plan





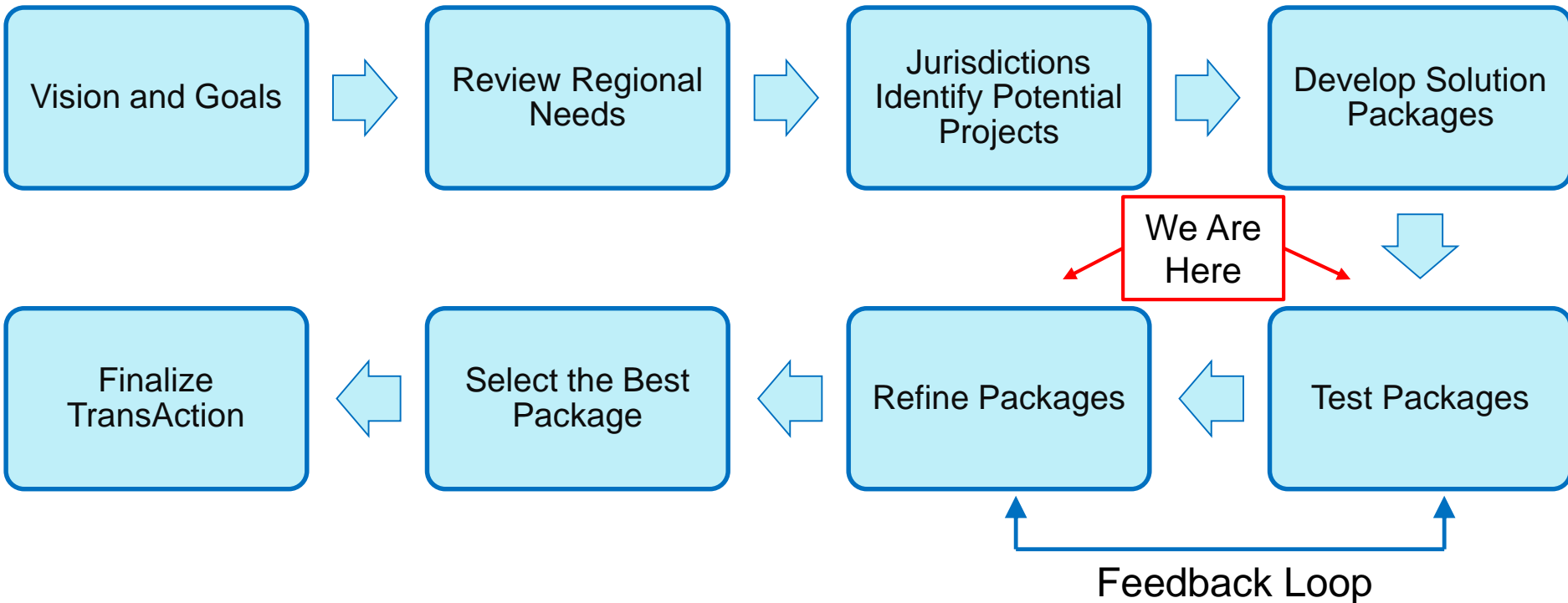
TransAction and the County's Transportation Priorities Plan

- NVTA funding is one of the sources that is incorporated into the County's Transportation Priorities Plan (TPP).
 - The County has submitted various projects included in the TPP for NVTA funding.
- Each locality's total long-term benefit from NVTA funds must be approximately equal to the proportion of the total of the fees and taxes that are generated by or attributable to the locality per Virginia law.
 - The County is expected to benefit from approximately \$1 billion worth of NVTA funded projects over a ten-year period.





Developing TransAction



Community Outreach

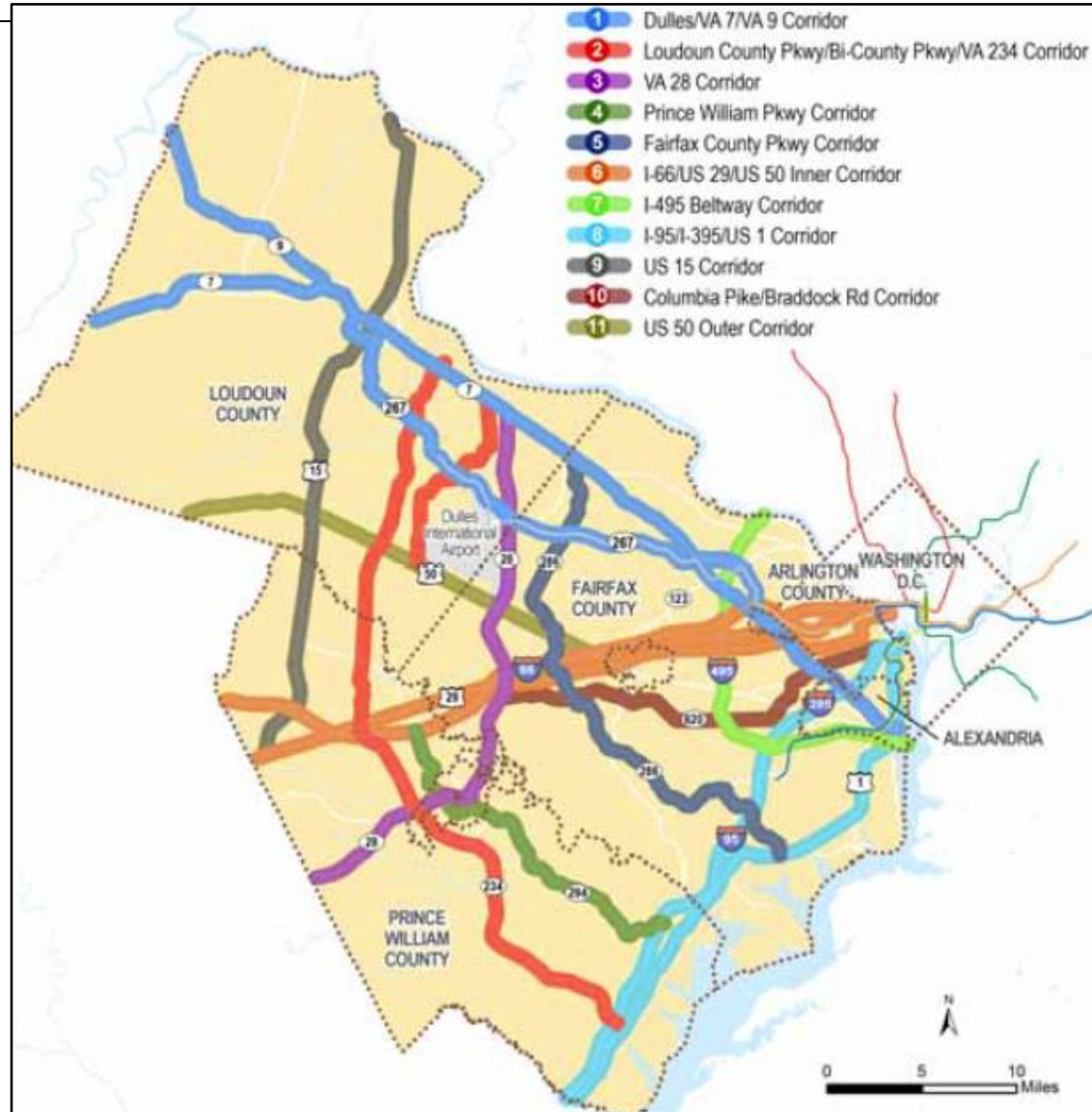




TransAction

Corridors in Fairfax

- DTR/VA 7/Silver Line
- VA Route 28
- Fairfax County Parkway
- I-66/US 29/US 50 east of I-66/Orange Line
- Capital Beltway/I-495
- I-95/US 1/Blue & Yellow Lines
- Braddock Road/Columbia Pike
- US 50 west of I-66





Projects in TransAction

- Fairfax County currently has 119 projects under consideration in TransAction
- The list of projects under consideration was sent to each Board member for their review on September 27, 2016
- All Fairfax County projects are still being considered as part of TransAction





Fairfax County Projects in TransAction

(Example Projects)

- Richmond Highway BRT
- Soapstone Connector
- Fairfax County Parkway Widening(s)
- Braddock Road Spot Improvements
- Rock Hill Bridge
- 7 Corners Ring Road
- Tysons Circulator
- Route 28 High Occupancy Vehicle Lanes
- Route 7 BRT
- American Legion Bridge – HOT lanes





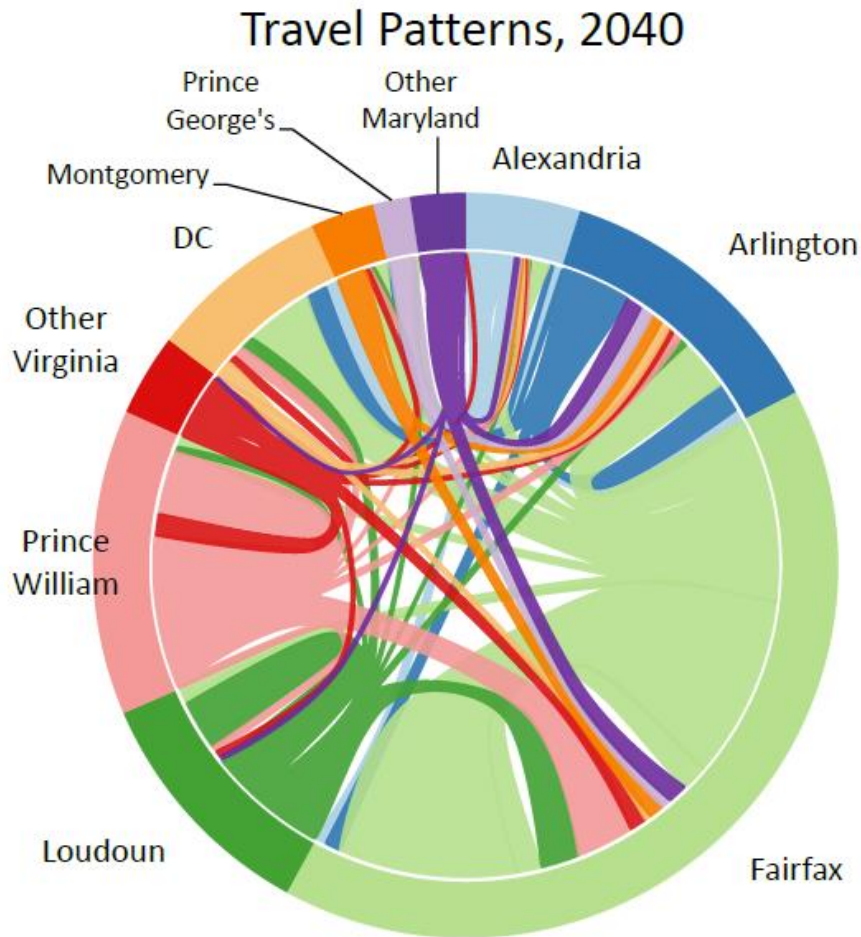
TransAction Goals and Objectives

Goal		Objective	
1	Enhance quality of life and economic strength of Northern Virginia through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region
		1.2	Improve Travel Time Reliability
		1.3	Increase access to jobs, employees, markets, and destinations
		1.4	Improve connections among and within areas of concentrated growth
2	Enable optimal use of the transportation network and leverage the existing network	2.1	Improve the safety of the transportation network
		2.2	Increase integration between modes and systems
		2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system
		2.4	Sustain and improve operation of the regional system
3	Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation related emissions





Needs Assessment



- Total Person Delay
- Congestion Severity
- Transit Access
- Transit Crowding
- Crash Rate
- Pedestrian and Bike Accessibility



Community Outreach

- Public Workshops held in Spring 2016 (2 in Fairfax)
- Pop Ups held in Spring 2016 (4 in Fairfax)
- Public Survey in Fall 2016 (2,771 responses)
- Stakeholder workshops in Fall of 2016
- Focus Groups held in Fall 2016



Springfest Lorton Pop-Up



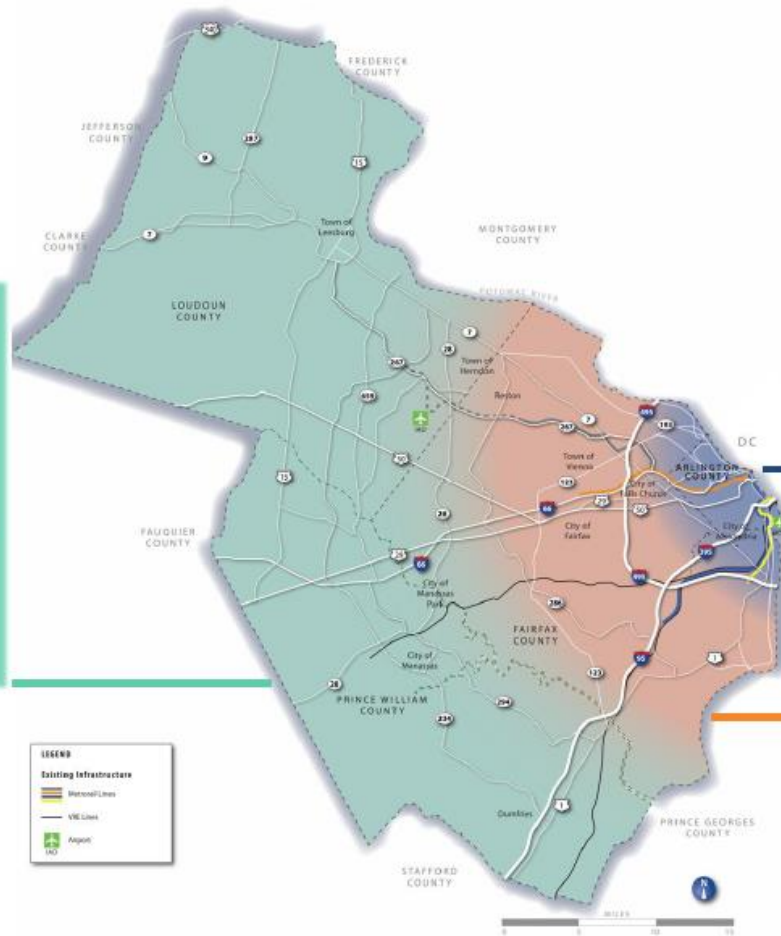


Community Outreach Summary

(Not in Order of Priority)

Outer

- Outer Beltway(s)
- Widening Routes 28 and 66
- River Crossings
- Multi-modal options
 - Bus Coverage and Frequency
 - Coordinating Bus Routes and Schedules Between Jurisdictions
 - VRE Hours of Operation
 - VRE Extensions



Core

- Metrorail Reliability
- More Integrated Transit Connections Between Service Providers and Routes
- Improved Regional Bike Network
- Affordable Housing Near Transit
- Short Trips (Short Cuts)
- Wayfinding Signage
- Pedestrian and Bicycle Safety

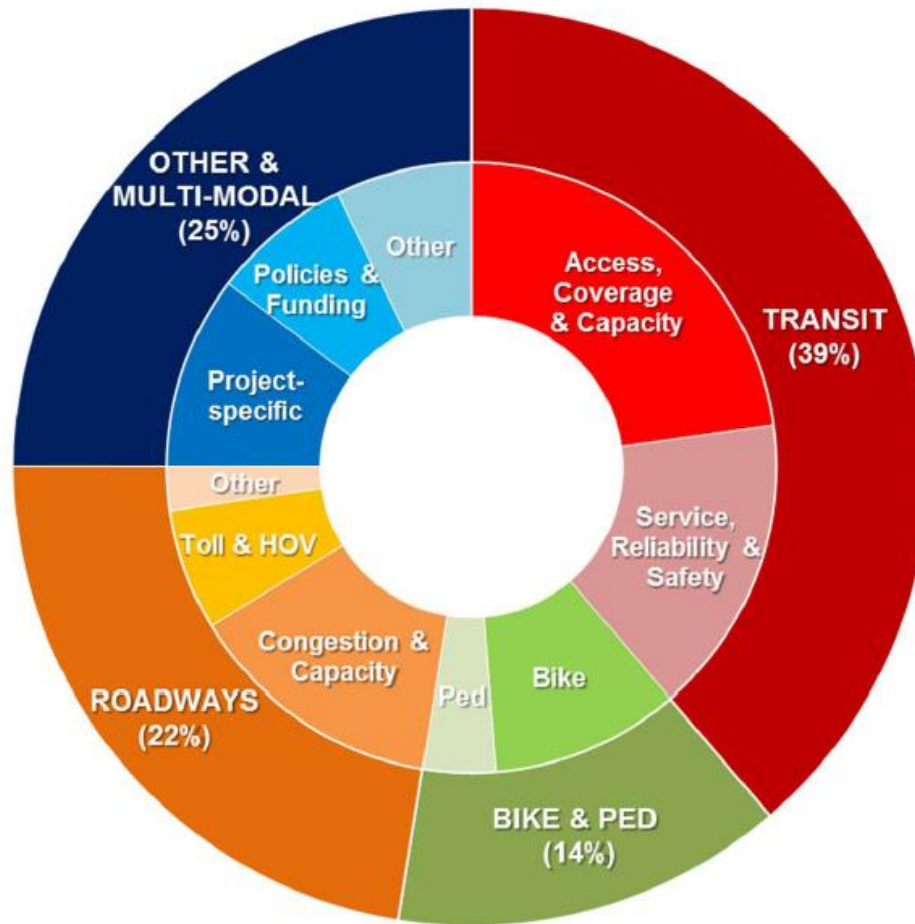
Inner

- Metrorail Reliability
- Metrorail Access (first/last mile solutions)
- Improved Regional Bike Network
- Affordable Housing Near Transit
- Pedestrian Infrastructure
- Bus Frequency and Reliability
- ITS and Signalization
- Highway Access Ramps
- River Crossings





Community Feedback By Theme





Next Steps for TransAction

- February: NVTAs adopts weightings for the TransAction measures
- March: FCDOT staff coordinates and provides input on TransAction Packages
- End April: primary technical analysis complete
- June 8: Draft of TransAction released for public comment
- Mid-June to mid-July: public comment period, including community meetings
- July 13: Public Hearing on TransAction Plan
- September: Member jurisdictions provide formal comments/support of TransAction
- October/November: NVTAs adopts TransAction





Questions?





Fairfax County Projects Funded by NVTA

- FY 2014
 - Innovation Metrorail Station - \$41,000,000
 - Route 28 Widening SB from the DTR to Route 50 - \$20,000,000
 - Route 28 Widening NB from McLearen Rd. to the DTR - \$11,100,000
- FY 2015-2016
 - Innovation Metrorail Station - \$28,000,000
 - Fairfax County Pkwy. Improvements Study - \$10,000,000
 - Rolling Rd. Widening from Old Keene Mill Rd. to Franconia-Springfield Pkwy. - \$5,000,000
 - Frontier Dr. Extension and Interchange Improvements - \$2,000,000
 - Route 1 Widening from Mt. Vernon Memorial Hwy. to Napper Rd. - \$1,000,000
 - West Ox Bus Garage Expansion - \$20,000,000



Fairfax County Projects Funded by NVT A in FY 2017

- **I-66/Route 28 Interchange Improvements- \$300,000,000**
- **Route 7 Widening from Colvin Forest Drive to Jarrett Valley Drive - \$10,000,000**
- **Route 28 Widening from Prince William County Line to Route 29 - \$5,000,000**
- **Fairfax County Parkway Widening from Route 123 to Route 29 - \$10,000,000**
- Seven Corners Ring Road Improvements
- Route 1 Widening from Mt. Vernon Memorial Highway to Napper Road
- Braddock Road HOV Widening from Burke Lake to I-495
- Fairfax Connector Bus Purchases for Service Expansion
- Frontier Drive Extension and Braided Ramps



Proposed Modifications from TransAction 2040: Under Construction

County staff has proposed removing projects that have been completed or are currently under construction, including:

- Silver Line Metrorail Stations
 - Reston Town Center
 - Herndon
 - Innovation

