













# FINAL ALTERNATIVES COMPARISON



The three alternatives you've reviewed today (as well as existing service) have been evaluated based on three levels:

- \*Facilities (Coverage):** Within a quarter mile of routes, the facilities analysis evaluates alternatives based on the number of schools, colleges, hospitals, activity centers, transit centers, Metrorail stations, VRE stations, Park and Rides, and regions with populations likely to ride transit served.
- \*Transit Travel Times:** How long would it take to get from one place to another using each alternative? We looked at common origins and destinations and estimated how long each trip would take on transit using the Existing Service Plus, Streamlined Service, and Transformation alternatives.
- \*Ridership Potential:** How well does each alternative serve the residents who are most likely to ride transit?

See below for a summary of how each alternative performed when we looked at these three factors.

	Existing Service	Alternative 1: Existing Service Plus	Alternative 2: Streamlined Service	Alternative 3: Transformation
<b>Facilities (Coverage)</b>	 Rank: 4 of 4	 Rank: 3 of 4	 Rank: 2 of 4	 Rank: 1 of 4
<b>Transit Travel Times</b>	 Rank: 4 of 4	 Rank: 3 of 4	 Rank: 2 of 4	 Rank: 1 of 4
<b>Ridership Potential</b>	 Rank: 4 of 4	 Rank: 2 of 4	 Rank: 3 of 4	 Rank: 1 of 4

Alternative 1: Existing Service Plus	Alternative 2: Streamlined Service	Alternative 3: Transformation
<p><b>Key Service Characteristics:</b></p> <ul style="list-style-type: none"> <li>• Most similar to current Fairfax Connector service</li> <li>• Most routes serving Metrorail still oriented to Wiehle-Reston East station</li> <li>• Builds on recommendations from Fairfax Connector's most recent Transit Development Plan (TDP)</li> <li>• RIBS system is unchanged</li> </ul> <p><b>New Connections to:</b></p> <ul style="list-style-type: none"> <li>• West side of Herndon / Crestview Drive</li> <li>• Centreville</li> <li>• Chantilly</li> <li>• Fair Lakes</li> </ul>	<p><b>Key Service Characteristics:</b></p> <ul style="list-style-type: none"> <li>• Simplifies current service</li> <li>• Combines routes that run during busy periods and routes that run during weekend or non-busy periods to make system easier to understand</li> <li>• Many routes reoriented to nearest Metrorail stations</li> <li>• Small changes to RIBS system, still serves same areas</li> <li>• Frequent service all day along Elden Street Corridor</li> </ul> <p><b>New Connections to:</b></p> <ul style="list-style-type: none"> <li>• Sterling Plaza</li> <li>• Northern Virginia Community College - Sterling Campus</li> <li>• Chantilly</li> <li>• Fair Lakes</li> <li>• George Mason University / Fairfax City</li> </ul>	<p><b>Key Service Characteristics:</b></p> <ul style="list-style-type: none"> <li>• Envisions brand new service in Reston and Herndon.</li> <li>• All-day local service provided by Local (L) routes</li> <li>• Frequent service to Metrorail stations via Feeder (F) routes during weekday busy periods</li> <li>• RIBS system is unchanged</li> </ul> <p><b>New Connections to:</b></p> <ul style="list-style-type: none"> <li>• Sterling Plaza</li> <li>• Tysons Corner Center</li> <li>• Centreville</li> <li>• George Mason University / Fairfax City</li> </ul>