Embarc Richmond Highway Community Meeting #2

July 25, 2016
West Potomac High School
7:00-9:00 pm
Tonight’s Presentation

- Embark Background
- Feedback from May 9, 2016 Open House
- Urban Design
- Draft Richmond Highway Typical Cross Section
- Transportation Analysis Overview
- Questions and Answers
I. EMBARK BACKGROUND
Embank Richmond Highway

- Enhances economic success in the corridor
- Creates a walkable, bikable, transit-oriented Richmond Highway
- Builds upon a state-led study to identify the type of transit mode: “BRT/Metrorail Hybrid”
  - Median running Bus Rapid Transit (BRT)
  - Metrorail extension to Hybla Valley
  - Roadway Widening
  - Bicycle and Pedestrian Facilities
Embark Components: Huntington to Accotink

Comprehensive Planning
- Land use and urban design guidance at 9 stations
- Transportation guidance, including planned transit modes

Environmental Work
- Bus Rapid Transit and Route 1 widening

Bus Rapid Transit System Planning and Design
- Project Management Consultant Team to aid in environmental, design and implementation work
- Proposal bids being evaluated, selection anticipated late 2016
Components and General Timeline

- **Existing Conditions**
  - BRT and Metrorail Policy Guidance
  - Station Locations, Land Uses, Cross-section

- **Spring 2016**
  - Comprehensive Plan Amendment
  - Fall/Winter 2016

- **Summer 2016**
  - Transportation, Public Facilities Assessment

- **Spring/Summer 2017**
  - Recommendation and Public Hearings
  - Station Area Planning

- **End of 2017**
  - Road Widening Environmental Assessment
  - Public Outreach

- **EmBark Richmond Highway**

**We Are Here!**
Anticipated Community Meetings

Community Meeting #1
May 9, 2016
Embark overview, general BRT information, existing conditions, transit oriented development principles

Community Meeting #2
July 25, 2016
Open house feedback, urban design principles, Richmond Highway cross section, transportation analysis overview

Community Meeting #4
Spring 2017
Impacts of land use alternative, including public facilities, parks and recreation, and transportation

Community Meeting #6
Fall 2017
Comprehensive Plan recommendations

Community Meeting #3
Fall 2016
Final Richmond Highway cross-section, draft land use alternative for BRT station areas

Community Meeting #5
Summer 2017
Station area concept plans

December 2017 – Planning Commission public hearing
January 2018 – Board of Supervisors public hearing
II. FEEDBACK FROM MAY 9, 2016 OPEN HOUSE
Community Exercise Results

What is your vision for a bus rapid transit future and the ultimate extension of the Metrorail Yellow Line from Huntington to Hybla Valley?
Community Exercise Results

Access to community services
Variety of housing types
Housing for all incomes
Stormwater control and stream restoration
Trade and service jobs
Interconnected system of accessible sidewalks and trails
Reliable and frequent transit service
A diversity of jobs
Shopping/entertainment destinations
Greenery and open spaces
Well connected bike lanes
Community gathering places
Access to public schools
III. URBAN DESIGN
Urban Design Principles

Building Communities

- Create compact, walkable, mixed-use, transit oriented communities
- Use the street network as the physical framework to balance and integrate economic, land use, environmental, transportation and social goals
- Provide a network of public open spaces that integrate into the fabric of the neighborhood
- Integrate and restore surrounding natural resources
- Promote community identity and public life
- Build upon cultural heritage resources
Urban Design Principles

**Economic Development**
- Create desirable places for investment
- Create opportunities for synergy among land uses (residential, retail, office, hospitality)

**Healthy Communities**
- Create physically and socially active environments that provide access to nature, recreation, and community interaction
- Promote healthy lifestyle
- Integrate the built environment with the natural environment
- Improve tree canopy, stormwater management, stream health
Street Hierarchy

Richmond Highway

Great Street

Avenue

Local Street

Pedestrian Street
Multimodal Components

- Pedestrian
- Cyclist
- Transit
- Automobile
Benefits of Street Grid Network

- Relieve congested Richmond Highway intersections to improve circulation along corridor
- Redistribute traffic across the entire street network
- Provide shorter and more direct routes
- Calm traffic with narrow streets, frequent cross streets, which encourage slower vehicle operating speeds
- Create shorter street crossings to increase safety for pedestrians and bicyclists
- Improves access for emergency services
Considerations for Creating a Street Grid Network

- BRT station locations
- Block size to accommodate development
- Adjacent land use characteristics
- Public space, placemaking, and livability
- Connections into existing communities
- Safety, walkability, connectivity
Opportunities for Street Grid Network

- Penn Daw
- Beacon Hill
- Hybla Valley/Gum Springs
- Woodlawn
IV. DRAFT RICHMOND HIGHWAY TYPICAL CROSS SECTION
Notes:
This section is consistent with the current Comprehensive Plan section right-of-way with updated VDOT trail (shared use path) standards.
Right-of-way width could change depending upon location of street lights and utilities.
Location of the street light and utility poles will be determined with the design of the road including possible placement in the building zone.
For a majority of the corridor utilities will be located on one side of the road. Location shown is for illustrative purposes only.
***Placement of components from roadway curb to edge of right-of-way, including their dimensions, will be finalized with design.
Typical Median Far-side Platform

- **Pros:**
  - Preserves left-turn lanes
  - Passengers cross behind stopped buses
  - Improved sight distance for left turns

- **Cons:**
  - Double-stopping buses
Notes:
This section is consistent with the current Comprehensive Plan section right-of-way with updated VDOT trail (shared use path) standards.
Right-of-way width could change depending upon location of street lights and utilities.
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***Placement of components from roadway curb to edge of right-of-way, including their dimensions, will be finalized with design.
Comparison of Streetscape
Separated bike lane treatment at bus shelter

Ramp between sidewalk and bus shelter

Separated bike lane treatment at bus shelter

Ramp between sidewalk and bus shelter

https://www.flickr.com/photos/greenlaneproject/22541247970
Photo Credit: Adam Coppola Photography
Seattle, WA
Separated bike lane wide enough for passing


http://usa.streetsblog.org/category/issues-campaigns/bike-lanes/
Oak Street, San Francisco. Photo: SFMTA
Arlington/Alexandria, VA Metroway BRT

Source: www.flickr.com/BeyondDC
V. TRANSPORTATION ANALYSIS OVERVIEW
Embark Richmond Highway
Transportation Analysis

Multi-step analysis over the next several months to:

- Compare current conditions vs. expected future conditions with implementation of BRT system
- Estimate future traffic volumes
- Evaluate intersection level of service (LOS) and conceptual grids of streets
- Identify pedestrian and bicycle connections
Transportation Analysis
Summer 2016

Data collection
- Traffic volumes at intersections, during AM and PM peak times
- Pedestrian and bicycle counts
- Population and employment
- Transit ridership and travel times

Influence of regional roads

Traffic count locations
Transportation Analysis
Summer/Fall 2016

- Develop Future Conditions Model
- Evaluate conceptual grids of streets
- Refine Richmond Highway cross section and locations of BRT stations
Draft Goals, Objectives and Measures of Effectiveness (MOEs)

**Balance livability with traffic and transit performance**

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<tr>
<th>Goal</th>
<th>Objective</th>
<th>MOEs*</th>
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<td>Mitigate traffic impacts from land use changes</td>
<td>• Evaluate north/south road capacity</td>
<td>• Intersection Level of Service</td>
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<td>• Evaluate proposed grid of streets</td>
<td>• Queue lengths</td>
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<td>• Travel time reliability (Auto)</td>
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<td>• Local traffic volumes</td>
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<td>Provide high-quality, high performance BRT</td>
<td>• Estimate transit ridership</td>
<td>• BRT frequency</td>
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<td>• Assess BRT performance</td>
<td>• Travel time reliability (Transit)</td>
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<td>• Evaluate BRT station locations</td>
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<td>• Affordable transit service</td>
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<td>Improve bicycle and pedestrian connectivity, access, attractiveness, and safety</td>
<td>• Evaluate proposed grid of streets</td>
<td>• Pedestrian crossing times</td>
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<td>• Increase bicycle facilities</td>
<td>• Corridor crossing opportunities</td>
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<td>• Increase pedestrian network connectivity</td>
<td>• Miles of pedestrian/bicycle facilities</td>
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<td>• Network completeness</td>
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<td>• Access to transit</td>
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* Based on modeling
VI. QUESTIONS AND ANSWERS
Upcoming Event

Ask Fairfax! Online Q+A
Thursday, July 28
11:00 am
http://www.fairfaxcounty.gov/askfairfax

■ Choose the topic “Learn about the Embark Richmond Highway Initiative”.

■ Questions may be submitted in advance and will be answered live for one hour.

■ Live questions may also be asked during the hour.

■ If similar questions are submitted, we will choose one that best represents the spirit of the question.
Contact Us and Stay Updated

Website:
http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy

Listserv:
http://www.fairfaxcounty.gov/email/lists/

Email:
DPZ-RichmondHighway@fairfaxcounty.gov

Facebook:
https://www.facebook.com/fairfaxlanduse

Call Planning and Zoning Staff: (703)324-1380

Call Transportation Staff: (703)877-5600
Open House Activities

- Read through display boards
- Talk to staff
- We want to hear from you
  - Write down your thoughts on the flip charts or comment cards
  - Fill out the survey
VI. QUESTIONS AND ANSWERS
End of presentation

Meet us in the cafeteria for the open house!