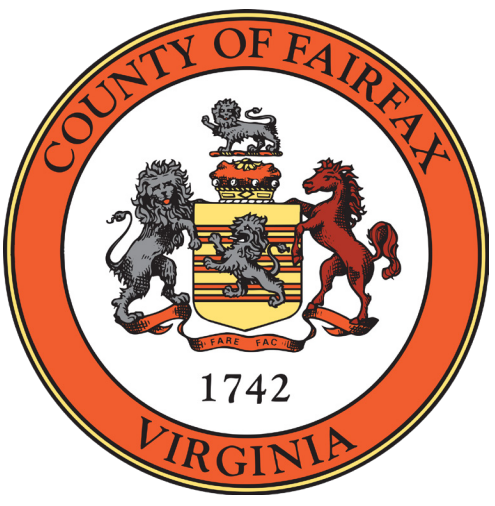


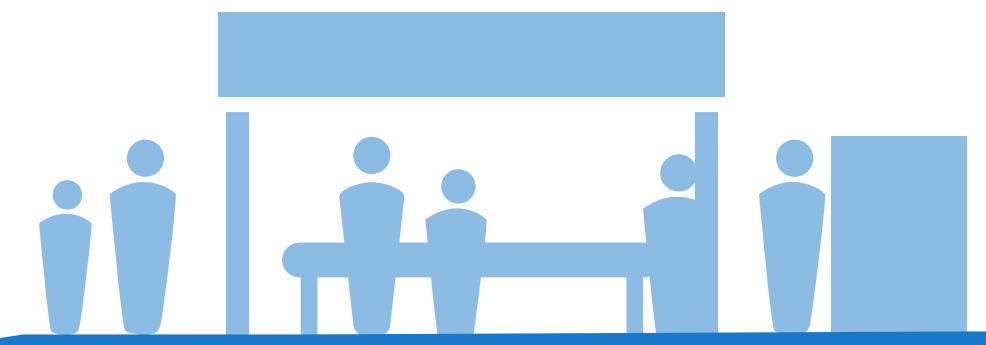
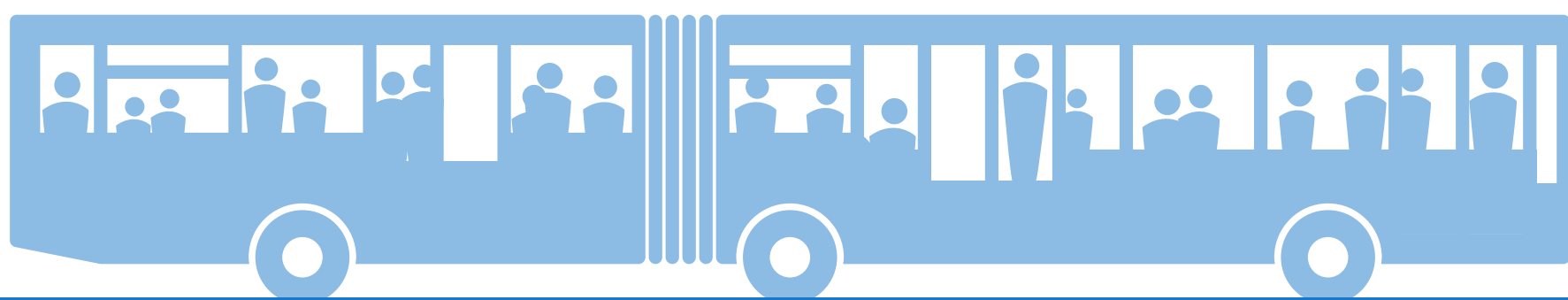
STATION 1

INTRODUCTION & BACKGROUND



Welcome!

RICHMOND HIGHWAY BUS RAPID TRANSIT (BRT) COMMUNITY MEETING #2

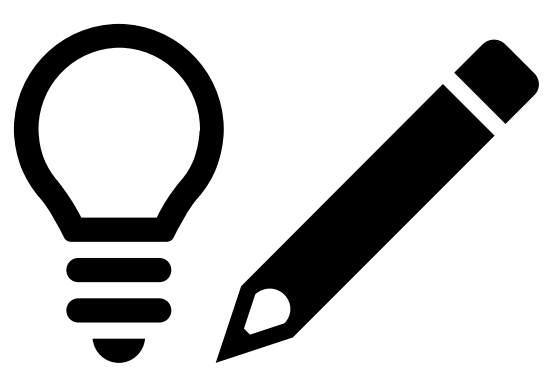


Agenda: 6:30-8:30 PM open house, with a presentation at 7:00 PM

The purpose of the Richmond Highway Bus Rapid Transit System is to provide higher quality transit service on US Route 1 / Richmond Highway from I-495 / Huntington Metrorail Station to Fort Belvoir. The project will provide improved transit reliability, speed, choice, user experience, and community connectivity. The transportation needs for the project include improved transit service, increased transit capacity, and better connections to transit for pedestrians and bicycle riders.

The purposes of tonight's meeting are:

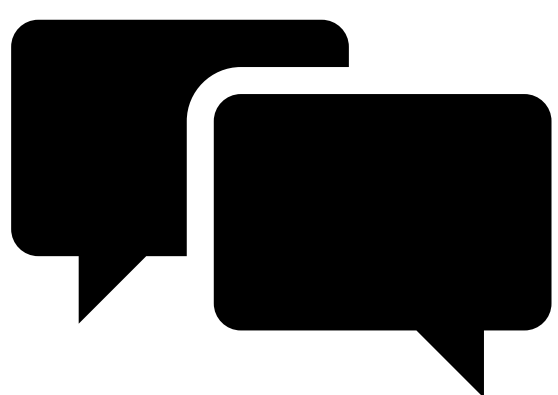
- (1) To share information about project progress,
- (2) To provide information about how you can stay updated and involved in the process, and
- (3) To obtain your input!



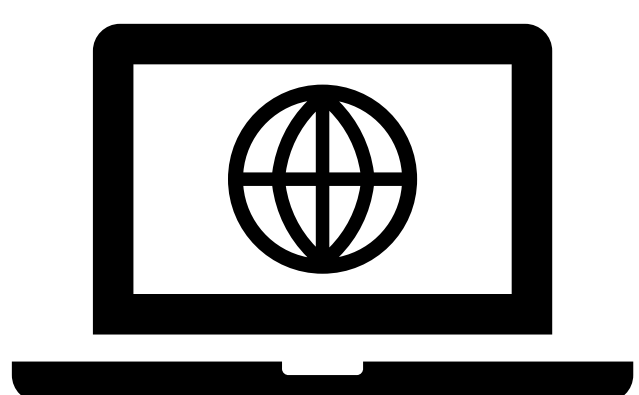
Please provide your comments: By completing activities at stations, speaking with staff, and/or filling out a comment form (paper or online, including on your phone).

Link to comment form:

surveymonkey.com/r/FCDOTBRT2



Translation: Hay personal que habla español y estamos ofreciendo traducción al español para la presentación. / There are staff here who speak Spanish, and we are offering Spanish translation for the presentation. Additional language services can be requested free of charge by contacting Fairfax County Department of Transportation at 703-877- 5600, TTY 711.



Website: Please visit the website for more information about the project!

Project website:

FairfaxCounty.gov/transportation/richmond-hwy-brt



The Richmond Highway BRT project is funded in part by the Northern Virginia Transportation Authority.

RICHMOND HIGHWAY BUS RAPID TRANSIT PUBLIC INFORMATION MEETING #2

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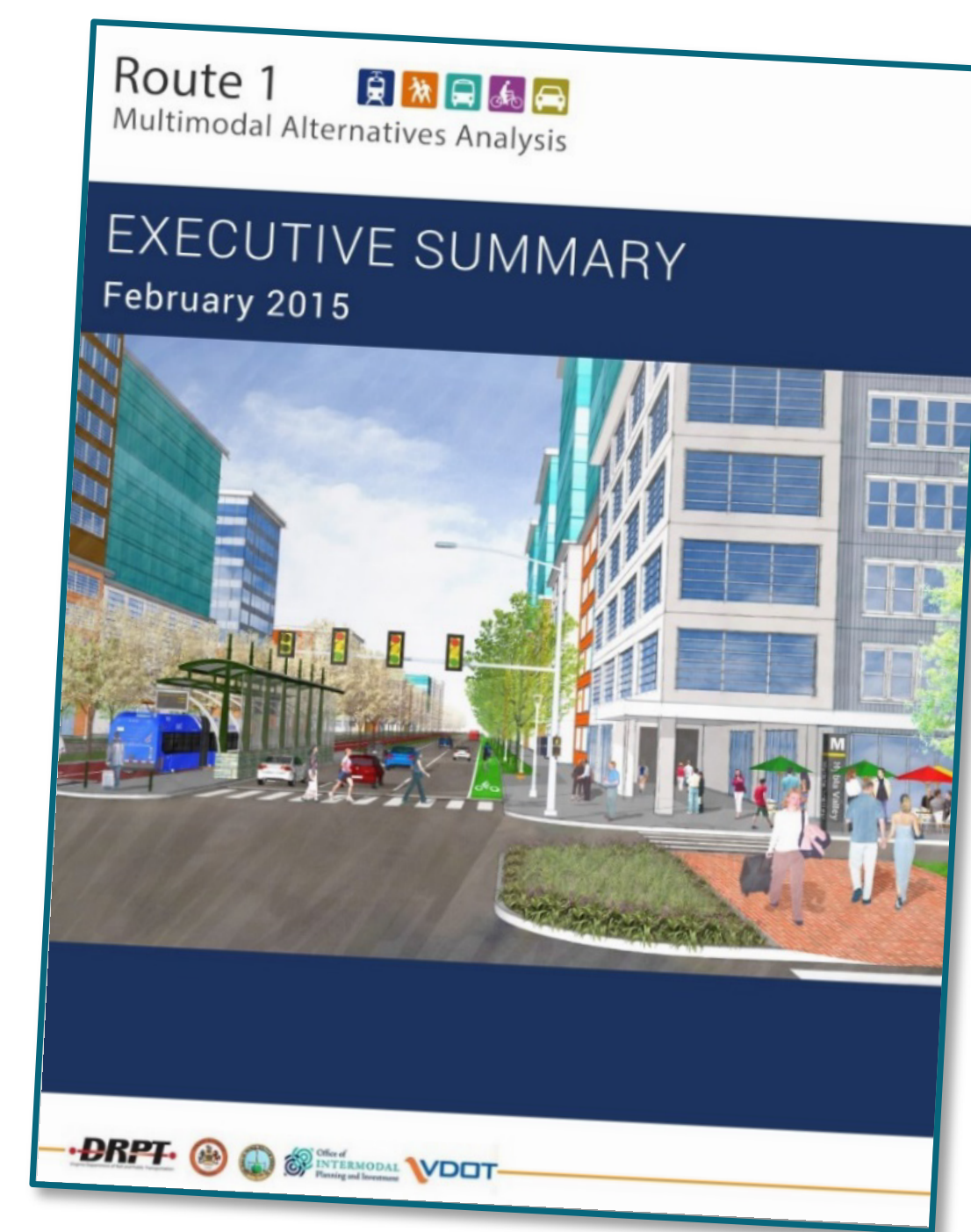


PROJECT BACKGROUND: ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS

The Richmond Highway Bus Rapid Transit (BRT) Project is an effort to plan, design, and construct a BRT system between Huntington Metrorail Station and Fort Belvoir. This project was recommended by a previous study, the Route 1 Multimodal Alternatives Analysis.

- The **Route 1 Multimodal Alternatives Analysis** was led by the Virginia Department of Rail and Public Transportation (DRPT), in cooperation with Fairfax County DOT.
- The **DRPT analysis examined several transit alternatives**, using extensive community input, and **identified BRT as the preferred short-term alternative**, with a longer-term Metrorail extension from Huntington to Hybla Valley.
- The preferred BRT alternative was **endorsed by the Board of Supervisors on May 12, 2015**.
- On March 20, 2018, the Board of Supervisors adopted an amendment to the Comprehensive Plan that further solidifies support for the BRT alternative.
- The collective approach to implementing the DRPT study recommendations in Fairfax County is called **Embark Richmond Highway**.

ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS (2015)



Goals



Expand attractive multimodal travel options to improve local and regional mobility



Improve safety and increase accessibility

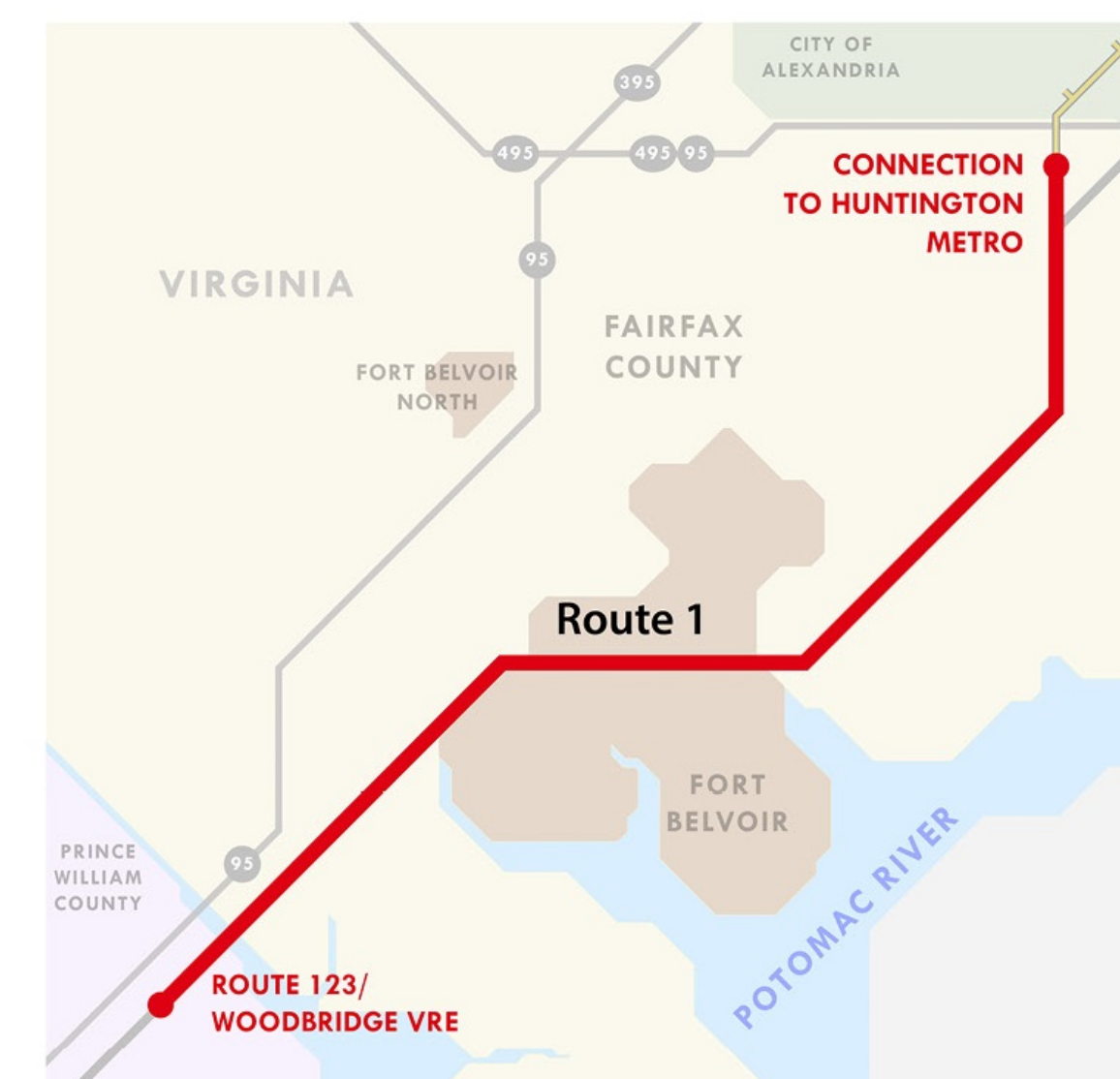


Increase economic viability and vitality of the corridor



Support community health and minimize impacts on community resources

Study Corridor



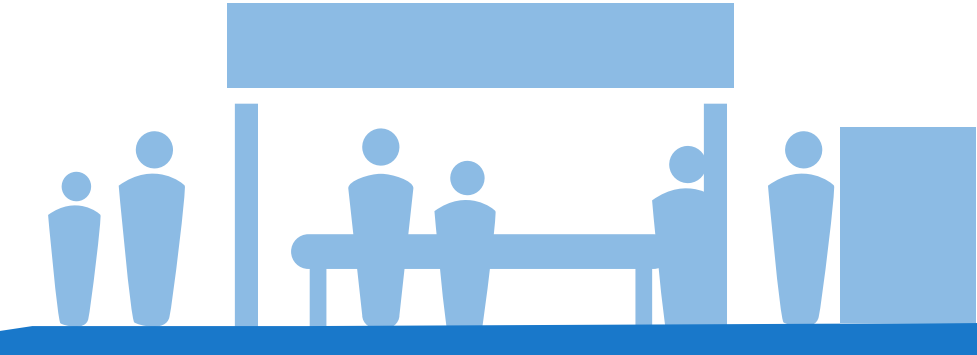
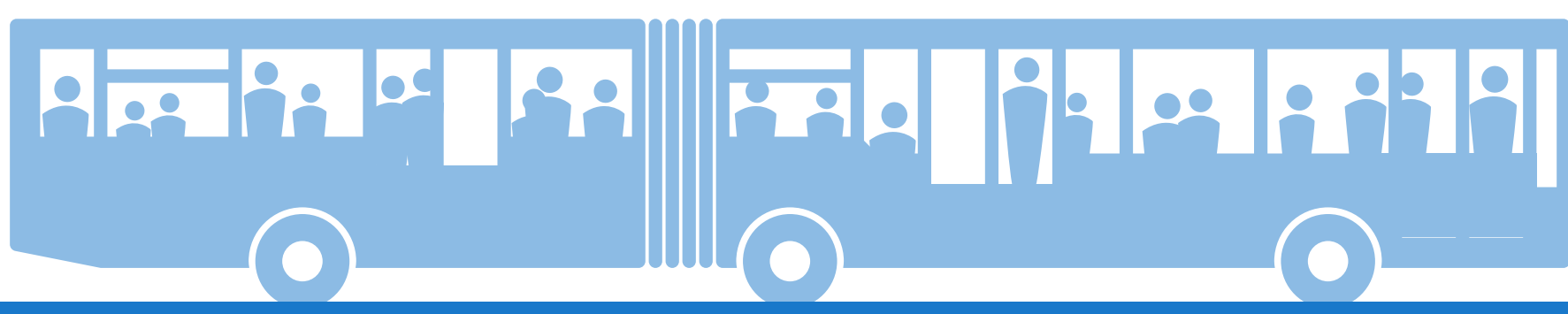
Four Transit Alternatives Studied

- Bus Rapid Transit (Curb)
- Bus Rapid Transit (Median)
- Light Rail Transit
- **Metrorail / Bus Rapid Transit Hybrid (chosen alternative)**



RICHMOND HIGHWAY BUS RAPID TRANSIT PUBLIC INFORMATION MEETING #2

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PROJECT BACKGROUND: EMBARK RICHMOND HIGHWAY

Embark Richmond Highway

Plan Amendment 2015-IV-MV1

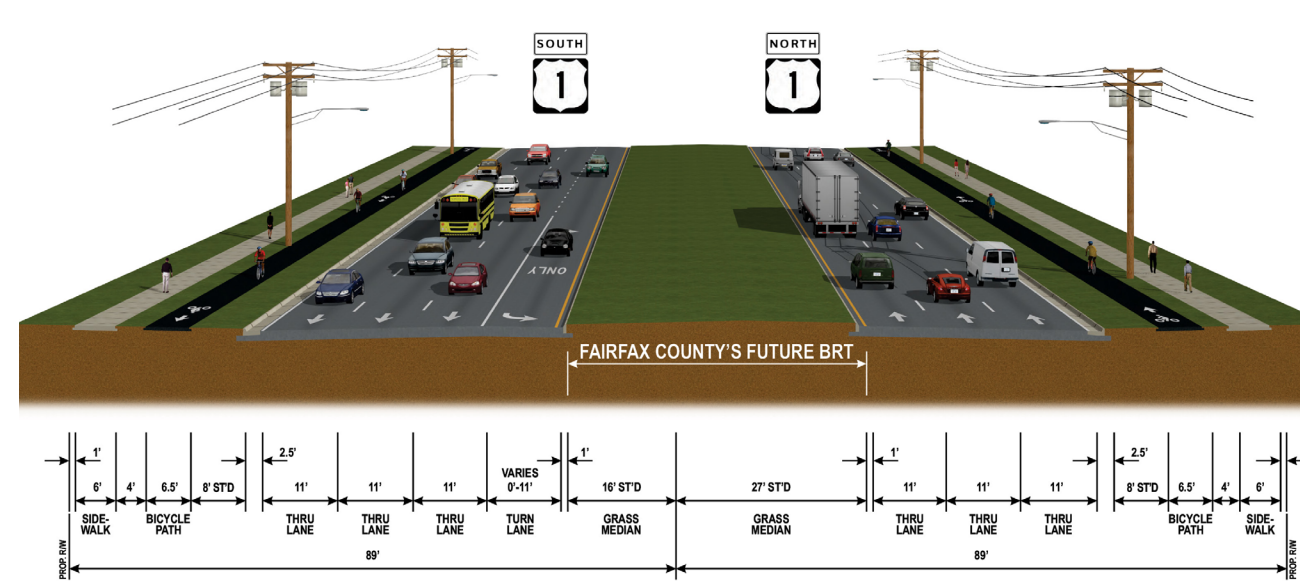
Richmond Highway Road Improvements

Richmond Highway BRT

Lead: Fairfax County Department of Planning & Zoning

Leads: Federal Highway Administration Eastern Federal Lands Highway Division and Virginia Department of Transportation, in coordination with Fairfax County Department of Transportation

Lead: Fairfax County Department of Transportation



Conceptual imagery adapted from DRPT's Multimodal Alternatives Analysis. This graphic is provided for illustrative purposes only and does not represent a proposed station design.

- Amendment to the Fairfax County Comprehensive Plan.
- Adopted by the Board of Supervisors on March 20, 2018.
- Establishes corridor-wide planning goals and objectives, with an urban design vision and land use changes in support of BRT.
- The County's Office of Community Revitalization is currently developing urban design guidelines to implement the Embark vision for the Richmond Highway corridor.

- Richmond Highway is planned to be widened to six lanes, with projects that include space for both BRT and bicycle and pedestrian improvements.
- Two projects:
 - » Telegraph Road to Mount Vernon Highway: completed fall 2017.
 - » Jeff Todd Way to Napper Road: environmental and preliminary design work is underway, with construction anticipated from 2023 to 2026.

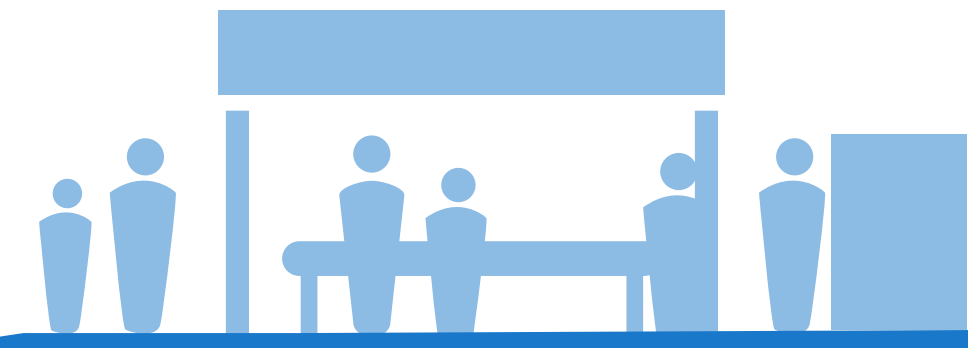
- Implementation of median-running BRT in exclusive lanes from Huntington Metrorail Station to Fort Belvoir.
- Project includes environmental evaluation, design, construction, and investigation of funding opportunities.
- Considering the need for:
 - » Additional roadway widening.
 - » Bicycle and pedestrian improvements.
 - » Connections to local walkways, trails, and bicycle facilities.
 - » Streetscape improvements.



The Richmond Highway BRT project is funded in part by the Northern Virginia Transportation Authority.

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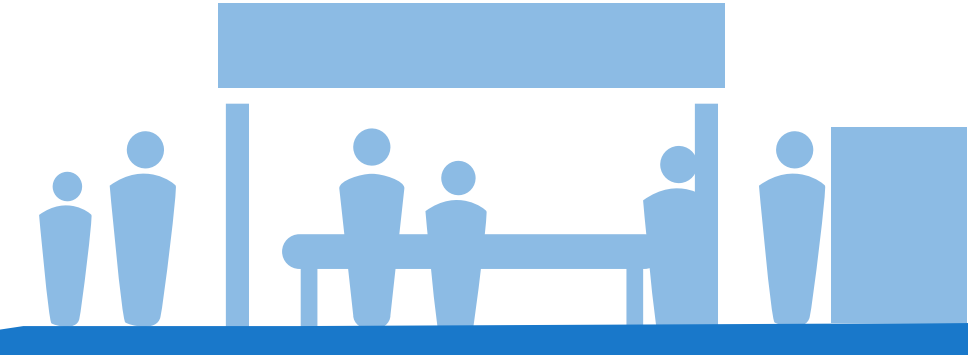
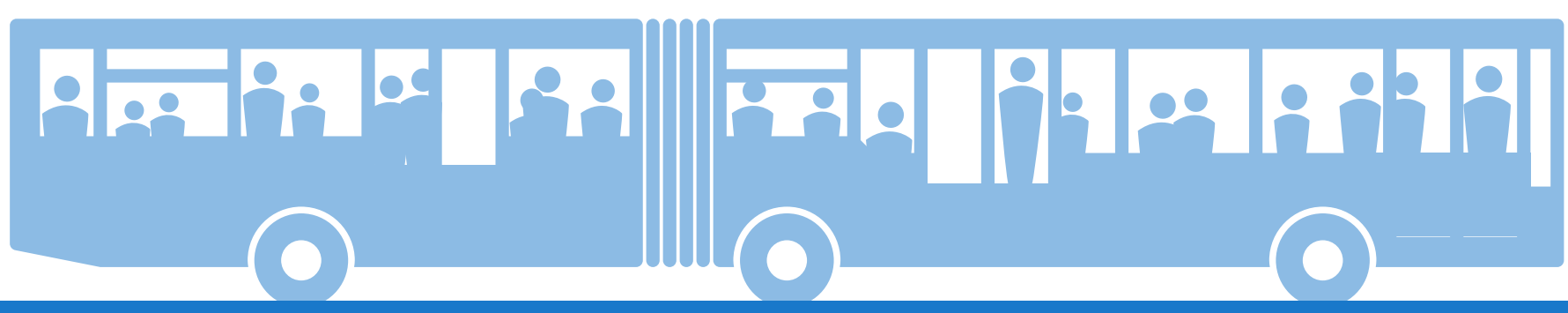
RICHMOND HIGHWAY BRT STUDY AREA



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RICHTOND HIGHWAY BUS RAPID TRANSIT PUBLIC INFORMATION MEETING #2

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WHAT IS BUS RAPID TRANSIT?

BRT is a high-quality public transportation system designed to be fast, reliable, and more convenient than traditional bus routes. It operates much like rail service, on a dedicated transit way, but with the flexibility and lower cost of bus vehicles.

The Richmond Highway BRT system has not yet been designed, but key elements of BRT systems often include those described below.

To weigh in on what you would like to see at the BRT stations, please visit Open House Station 3.

— **SERVICE PLANS & FREQUENCIES** that prioritize reliable, frequent, and efficient service.



Emerald Express (Eugene, Oregon)



CTfastrak (Hartford, Connecticut)

— **DEDICATED LANES & TRAFFIC SIGNAL PRIORITY** that allow free-flow travel, minimize traffic-related delays, reduce overall travel times, and enhance reliability.



Healthline (Cleveland, OH)

— **STATIONS** offering easier boarding to improve accessibility, off-board fare collection to expedite boarding, and high-quality pedestrian connectivity to enhance safety and access.

— **BUSES** designed for improved passenger comfort and additional passenger capacity.



sbX (San Bernardino, CA)



Strip & Downtown Express (Clark County, Nevada)

— **INFORMATION TECHNOLOGY SYSTEMS** with features such as real-time bus tracking, innovative fare collection, and more.

— **SYSTEM-WIDE BRANDING** to establish a unique and recognizable identity for the system.



Swift (Snohomish County, Washington)



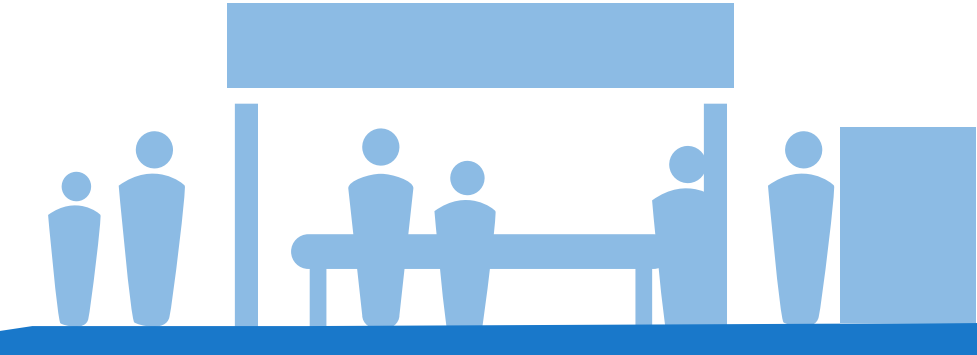
GRTC Pulse (Richmond, Virginia)



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TRANSIT FACILITIES NEAR THE BRT CORRIDOR

The map below shows existing bus routes and Metrorail stations, as well as the potential BRT route and BRT station locations. The existing bus routes in the Richmond Highway corridor will be reviewed, and modifications will be developed to enhance the BRT system.

The Richmond Highway community and general public will be provided the opportunity to review and comment on any changes that are proposed to the existing bus routes in order to enhance the success of the BRT while continuing to link neighborhoods near the corridor to Richmond Highway and the region.

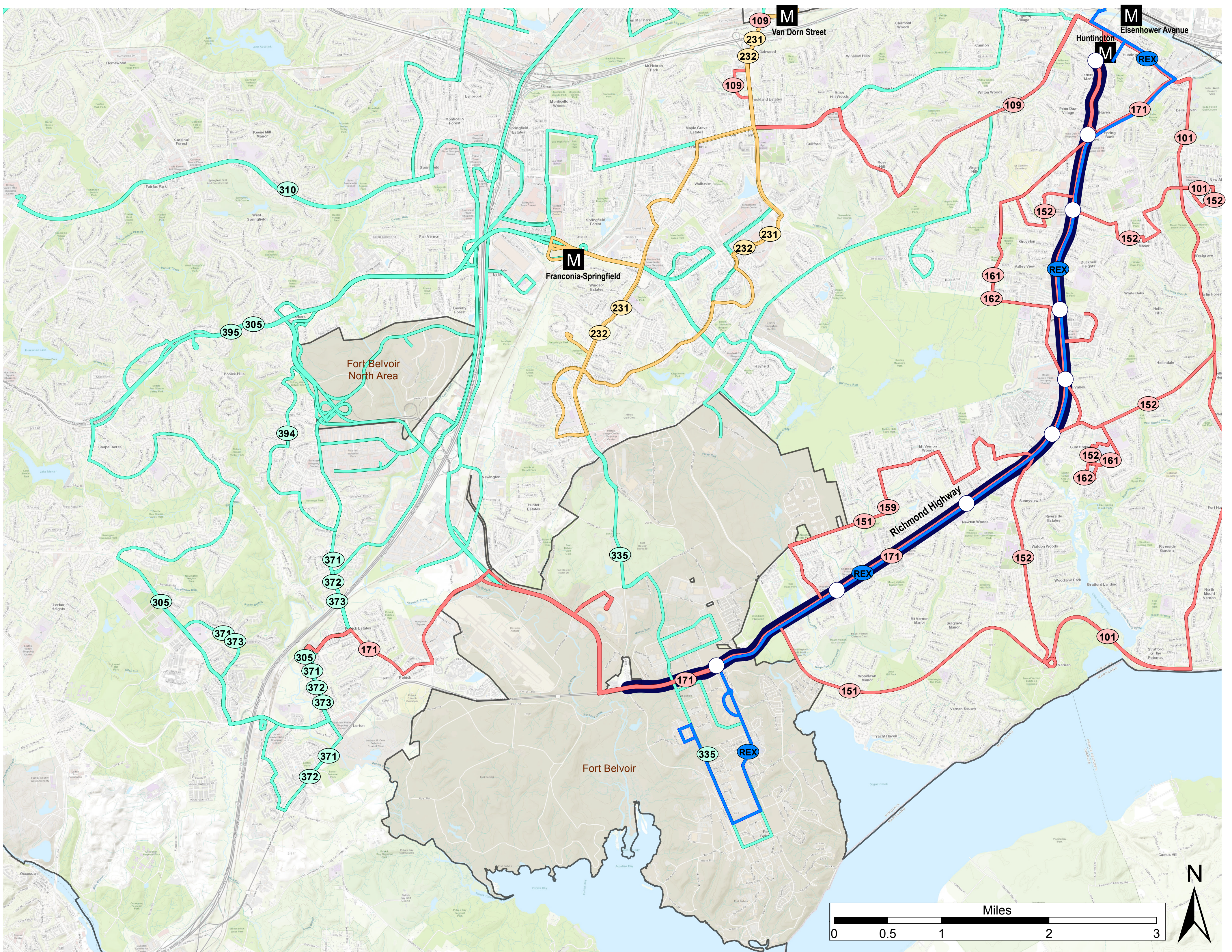
Legend

Existing Transit Facilities

- M** Metrorail Station
- FFX Connector 100 Series
- FFX Connector 200 Series
- FFX Connector 300 Series
- REX Bus Route

Potential Future BRT Facilities

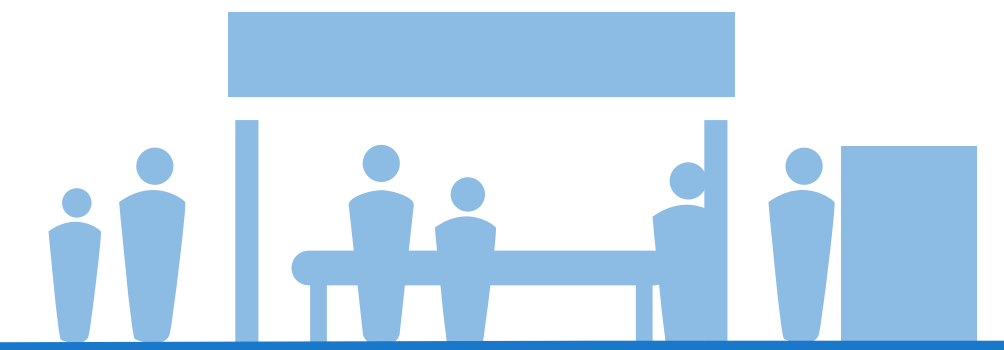
- Richmond Highway BRT Corridor
- Potential BRT Station Locations



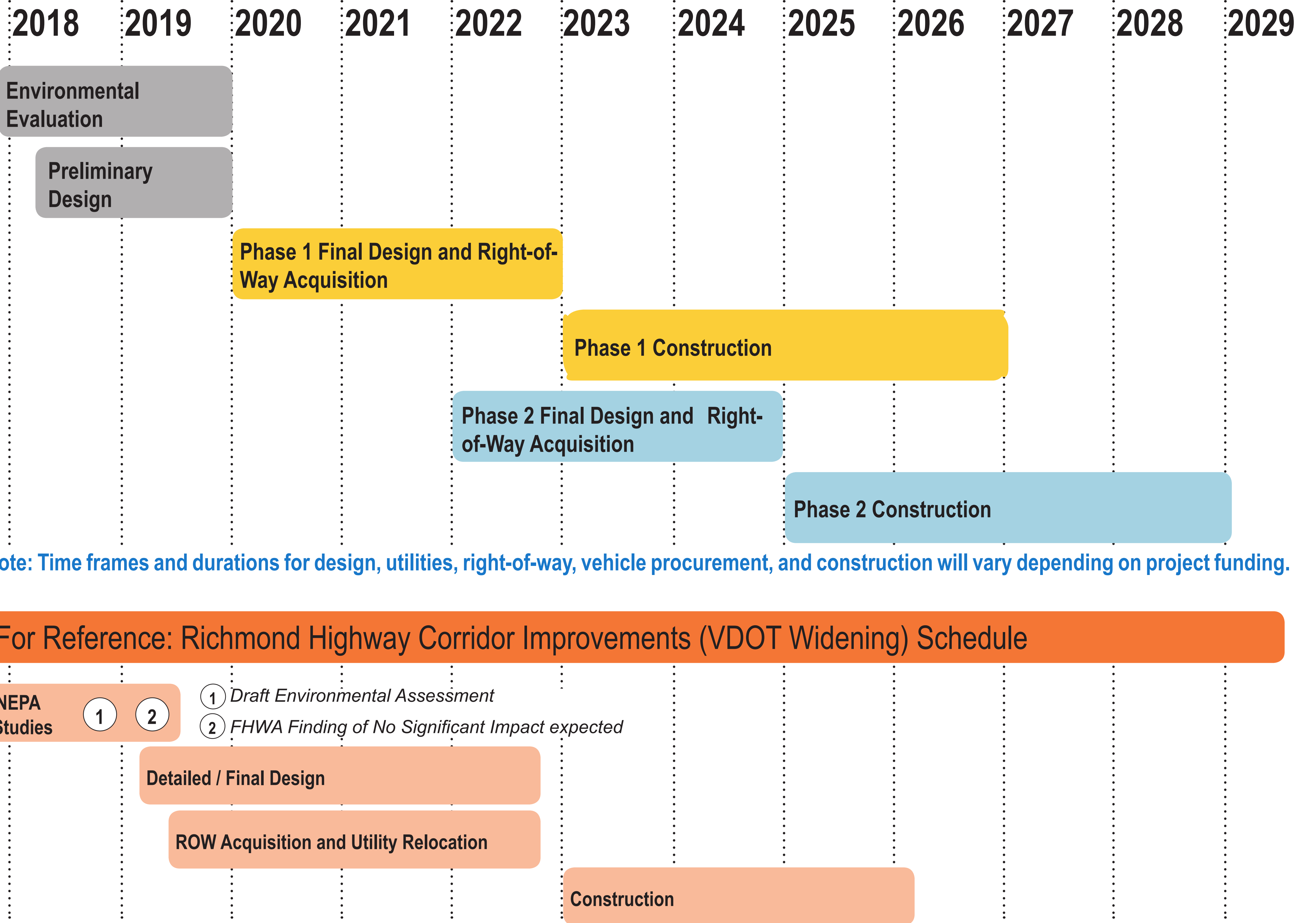
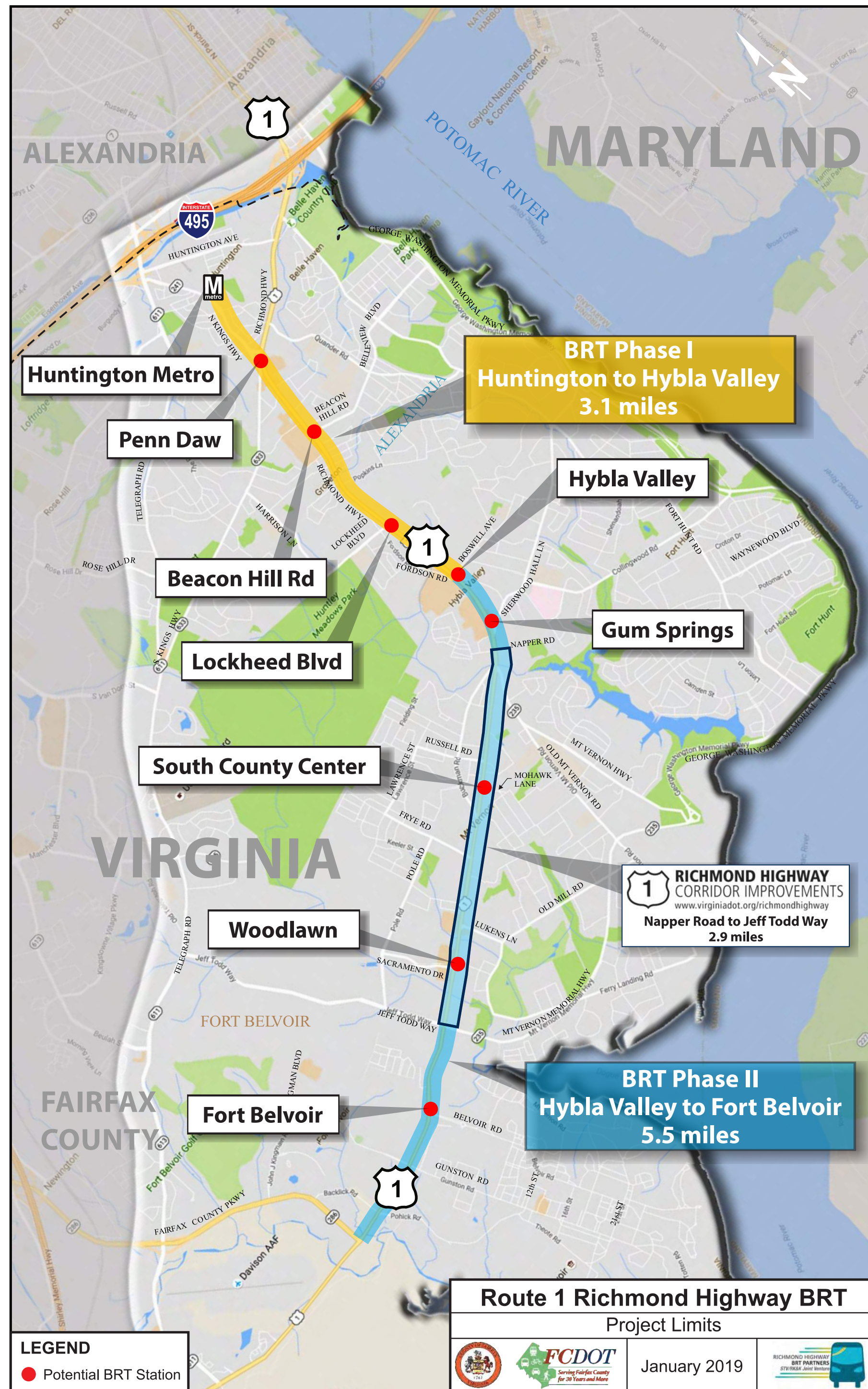
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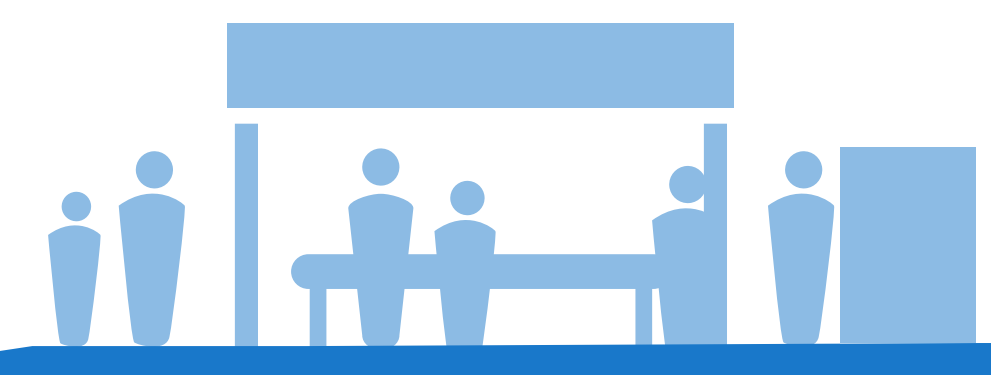


PRELIMINARY SCHEDULE



STATION 2

ENVIRONMENTAL ANALYSIS



ENVIRONMENTAL RESOURCES

The National Environmental Policy Act (NEPA) requires the project team to study how the project will affect the community and the environment before making decisions.

The environmental effects of transportation projects include more than just impacts to natural resources—they also include impacts to social, cultural, historic, and economic resources, as well as to air quality and noise.

Resource or topic	Types of questions to be answered in the environmental document
Socioeconomics	What do we know about the people who live in the study area? How might the project impact the population?
Community Facilities	Where are schools, libraries, and religious institutions? How could the project affect these facilities?
Land Use	What types of land uses are in the corridor? How might the project change land use?
Environmental Justice	Where are low-income and minority populations in the study area, and how might they be affected by the project?
Economics	What are the employment patterns and major employers in the area? How could the project change future economic trends?
Visual and Aesthetic Resources	What types of changes could the project make to the visual quality of the corridor?



South County Center



Fort Belvoir



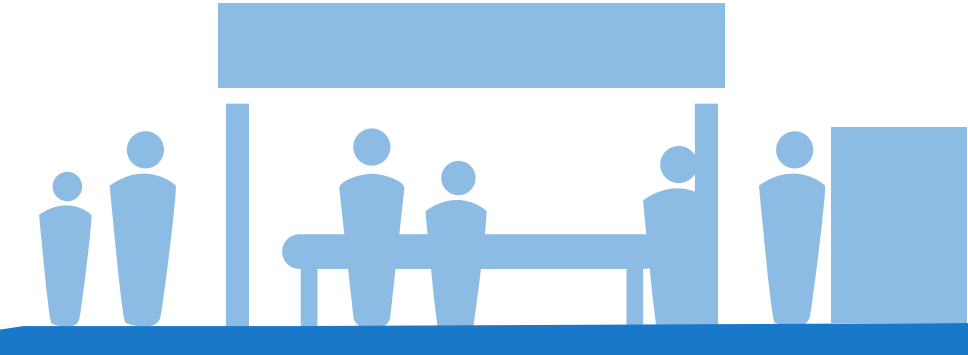
Walking along Richmond Highway



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ENVIRONMENTAL RESOURCES (CONTINUED)

Resource or topic	Types of questions to be answered in the environmental document
Air Quality	How might the air quality in the corridor change if the project is built?
Noise and Vibration	How might noise and vibrations coming from the corridor change if the project is built?
Hazardous Materials	Where are places along the corridor that might be contaminated and might need to be cleaned up or avoided if the project is constructed?
Cultural Resources	Are there historic buildings in the area? How might cultural resources be affected by the project?
Section 4(f) Resources	Where are public parks in the corridor? What impacts might the project have on these resources?
Natural Resources	How might wetlands, floodplains, habitat, soils, and wildlife be impacted if the project were built?
Indirect and Cumulative Effects	Could the project induce population growth?



Gum Springs signage



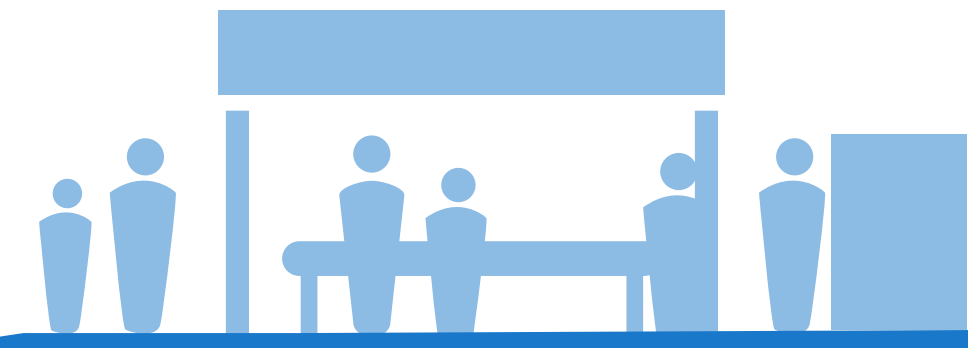
Historic Huntley



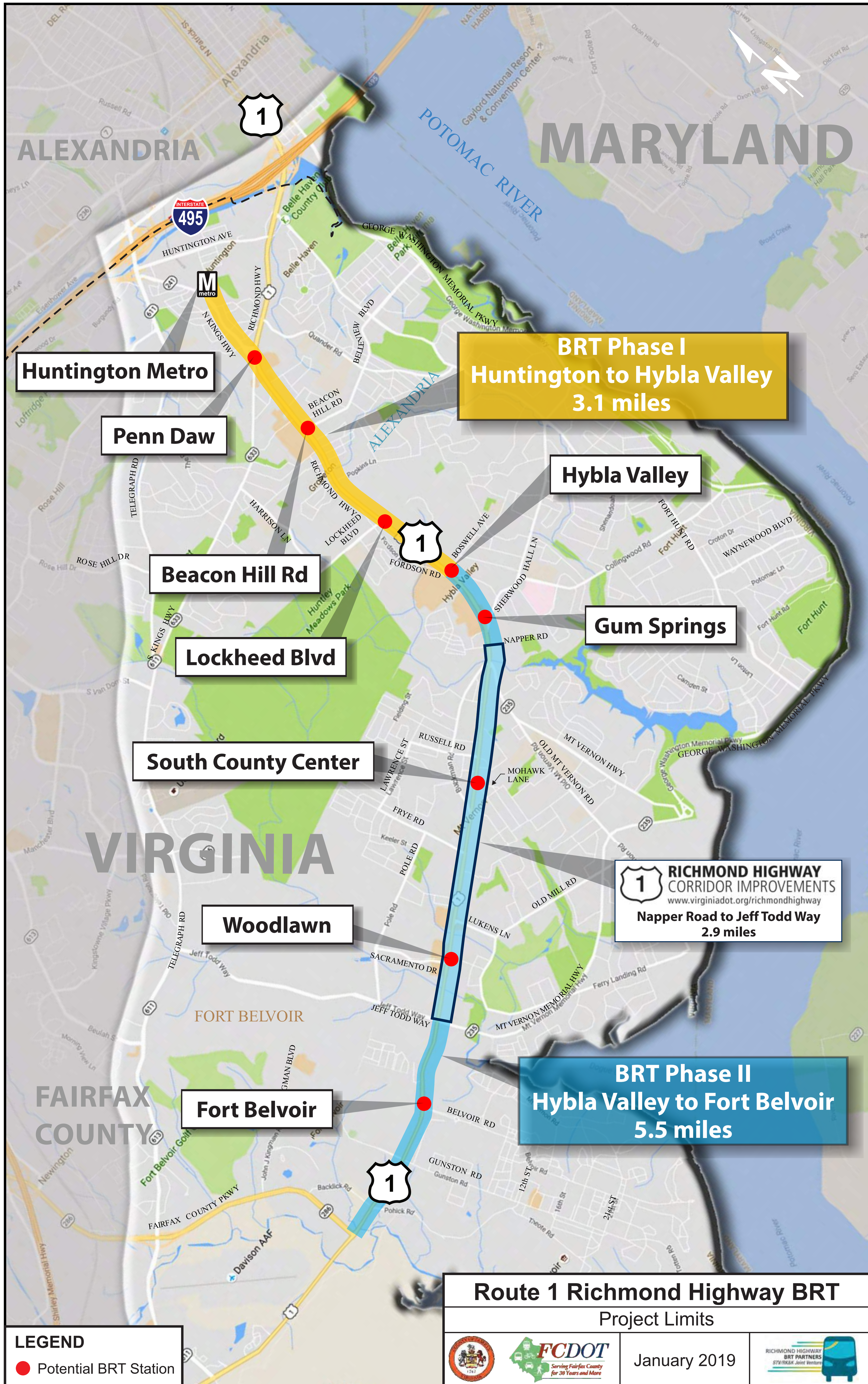
Little Hunting Creek

STATION 3

BRT AMENITIES AND ACCESS



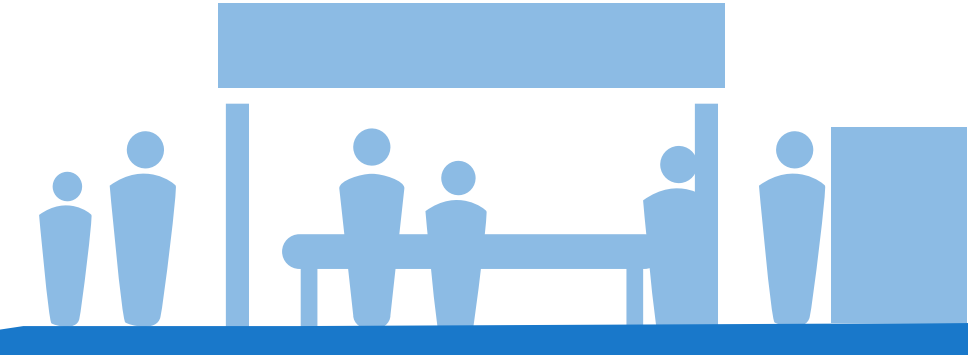
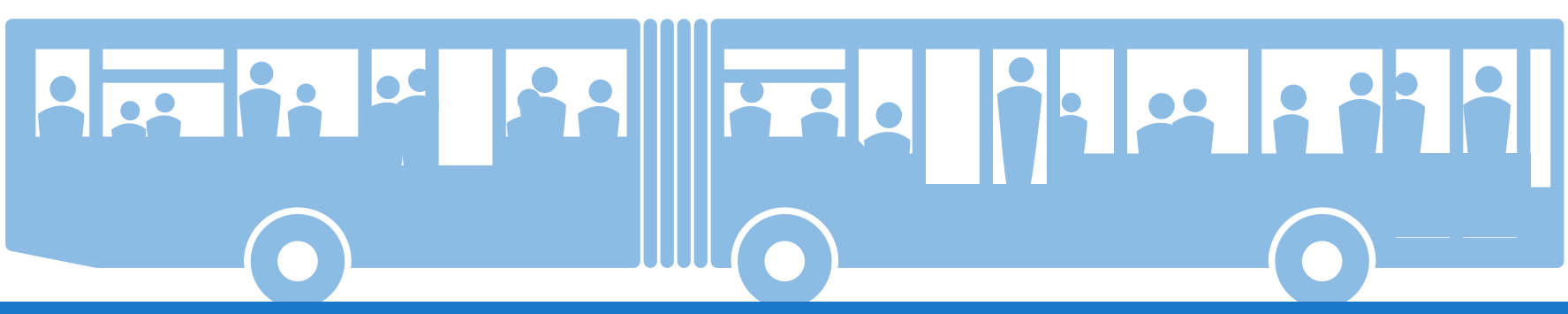
RICHMOND HIGHWAY BRT STATIONS



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RICHMOND HIGHWAY BUS RAPID TRANSIT PUBLIC INFORMATION MEETING #2

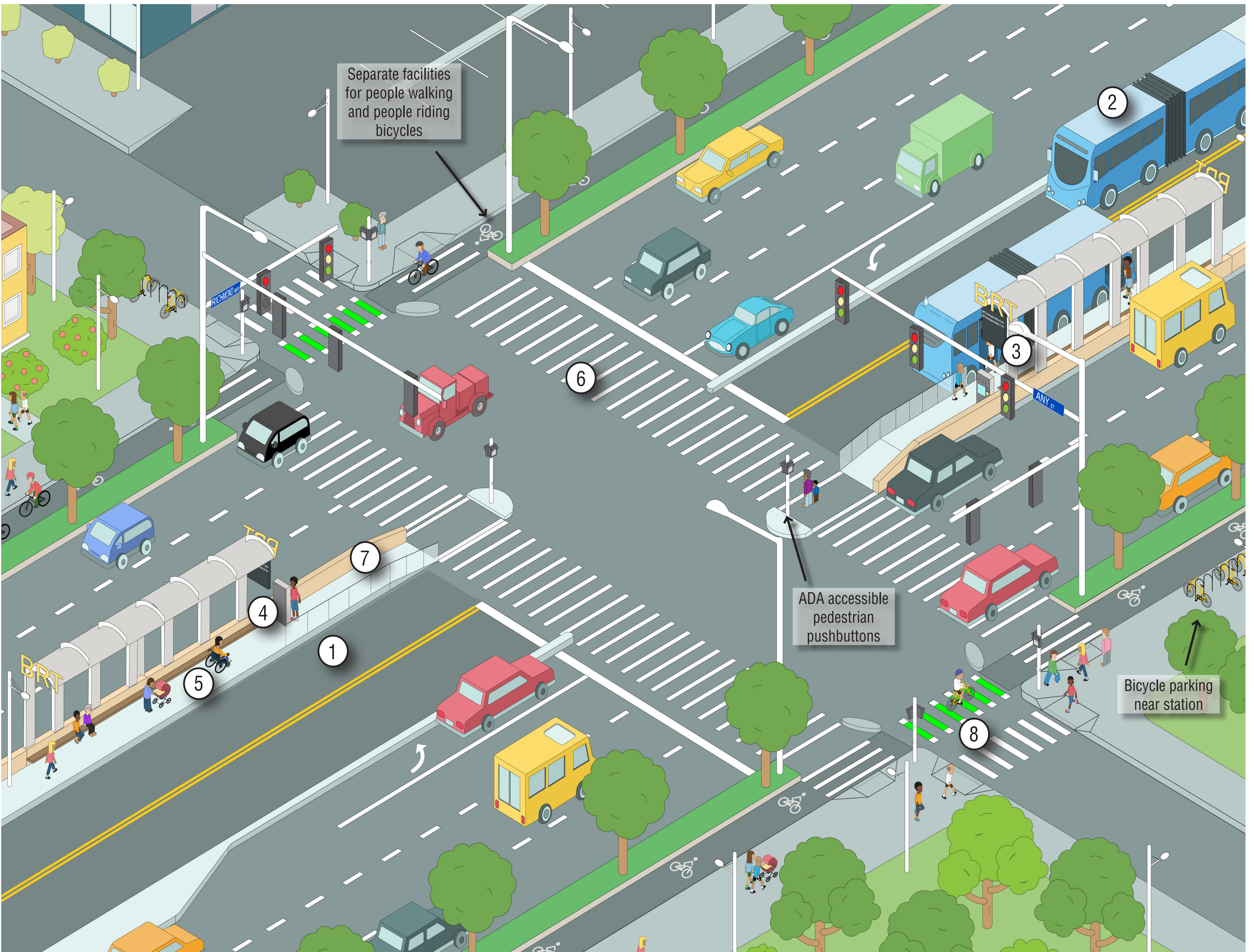
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STATION AREA INFOGRAPHIC

While the Richmond Highway BRT system has not yet been designed, the system may include the common BRT elements shown on the graphic below.

- 1 Exclusive BRT transitway
- 2 Articulated (longer) buses
- 3 Real-time bus tracking and arrival information
- 4 Off-board fare collection
- 5 Near-level boarding platforms
- 6 High visibility, wide crosswalks
- 7 ADA accessible boarding
- 8 Enhanced bicycling and walking connections



This graphic is provided for illustrative purposes only and does not represent a proposed station design.



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ACTIVITY: SYSTEM ELEMENTS

The images on this board show examples of different types of BRT amenities and features. Please tell us which you'd like to see by using the dots!

- Use green dots to select features that you would like to see
- Use red dots to select types of features that you do not feel are appropriate or necessary for the Richmond Highway BRT system

Buses

BRT buses are designed for improved passenger comfort and additional passenger capacity, and often include amenities such as bicycle racks (outside of the bus or inside).



Articulated buses, with more space than standard transit buses



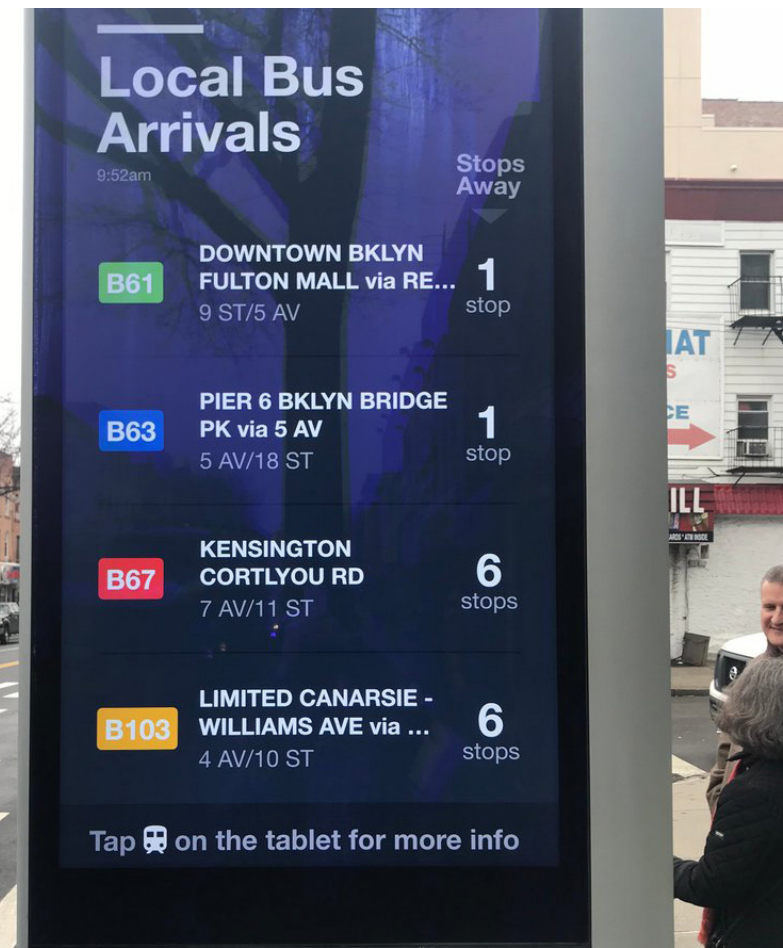
Plenty of comfortable seating



Bicycle storage

Information Screens

Information screens can be used to share arrival information for BRT and other local transit, as well as how to access other transportation options in the area (including bike share), and upcoming local events or projects.



Bus arrival information



Digital advertising for local shops and activities



Interactive information kiosks

Off-Board Fare Collection

Off-board fare collection can expedite the boarding process.



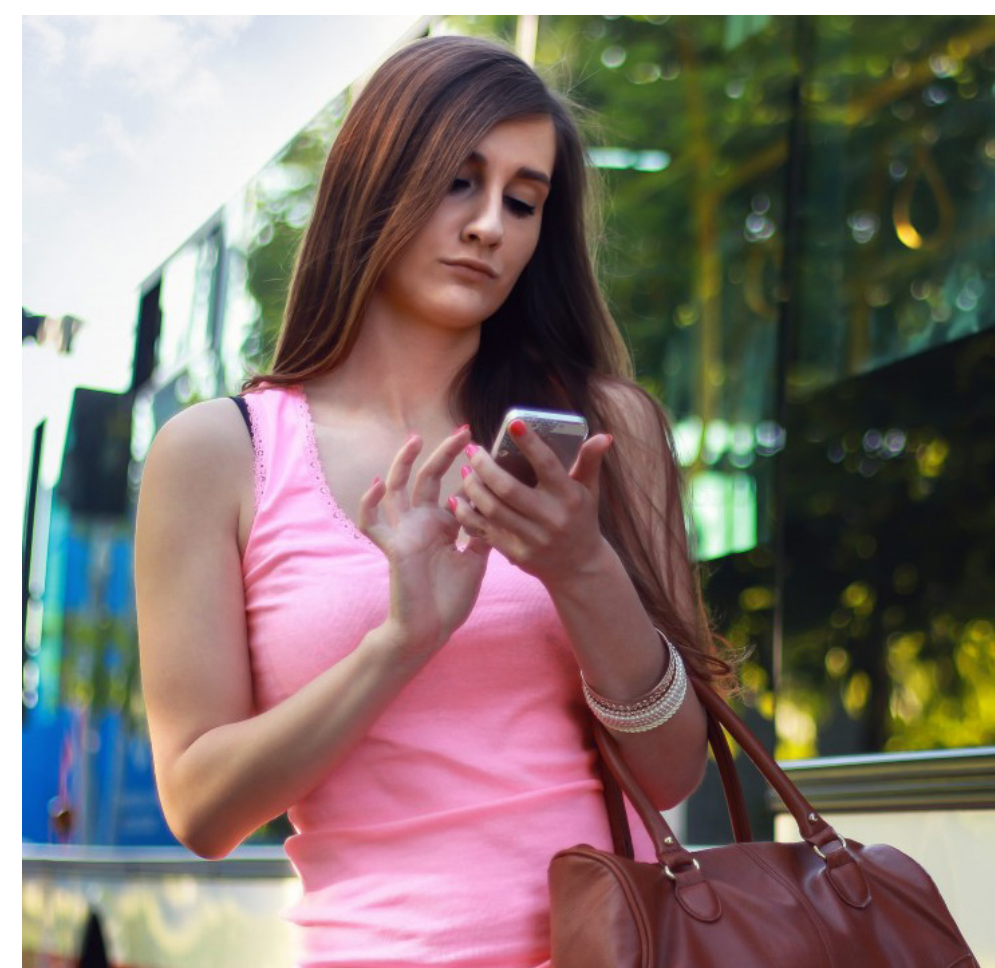
Covered fare vending



Uncovered fare vending

Access to Wi-Fi

Both stations and buses may offer access to Wi-Fi.



Wi-Fi access at BRT stations



Wi-Fi access on BRT buses

ACTIVITY: SYSTEM ELEMENTS

The images on this board show examples of different types of BRT amenities and features. Please tell us which you'd like to see by using the dots!

- Use green dots to select features that you would like to see
- Use red dots to select types of features that you do not feel are appropriate or necessary for the Richmond Highway BRT system

Canopies and Windscreens

Canopies provide protection from the natural elements and a framework for integrating station elements into a unified system.



Modern, transparent wind screen



Wind screen incorporating local maps or art



Wind screen incorporating digital features

Benches

Benches can be integrated into the protective wall or landscape, or can be free-standing objects.



Metal benches



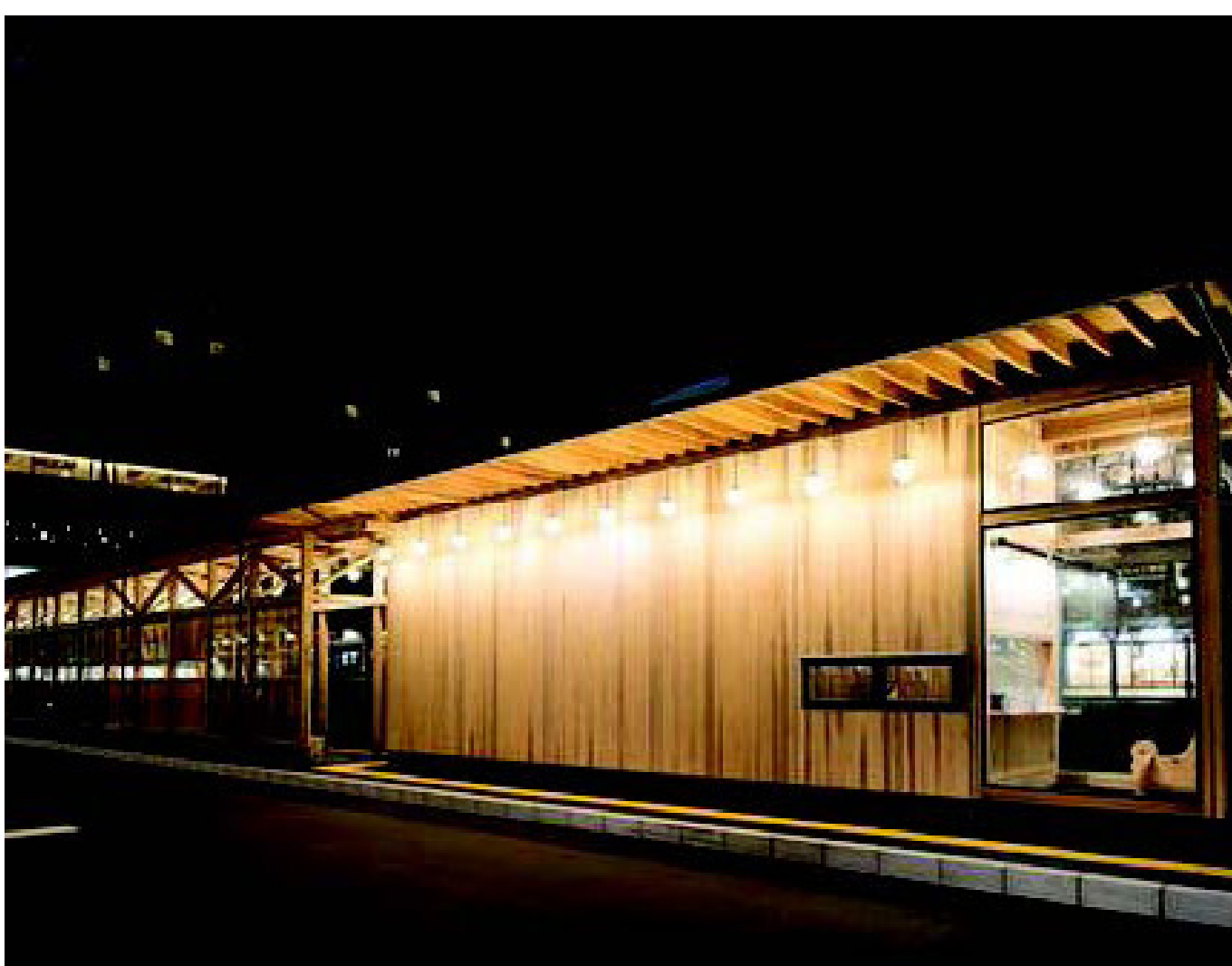
Wooden benches



Benches with backs

Lighting and Materials

The use of lighting and high-quality materials creates a more inviting and pleasant space.



Structures with "warm" lighting and materials



Structures with artful use of lighting



Structures with bright lights and transparency in materials



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ACTIVITY: SYSTEM ELEMENTS

What other things would you like to see at the BRT stations or on the buses? Tell us by writing them on a sticky note and placing on this board!

Station Amenities

What types of amenities/features would you like to have available? What do you want to be able to do while you wait for the bus?

Station Design

How do you want the stations to look?

Bus Amenities and Design

What features would you like to see on the BRT buses? How do you want them to look and feel?



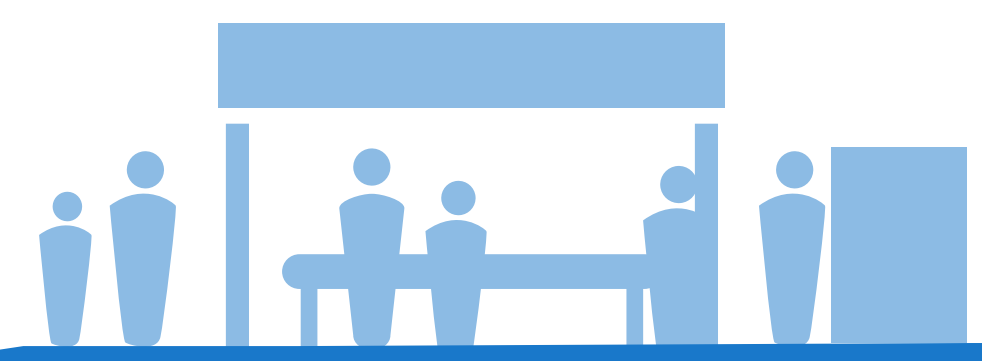
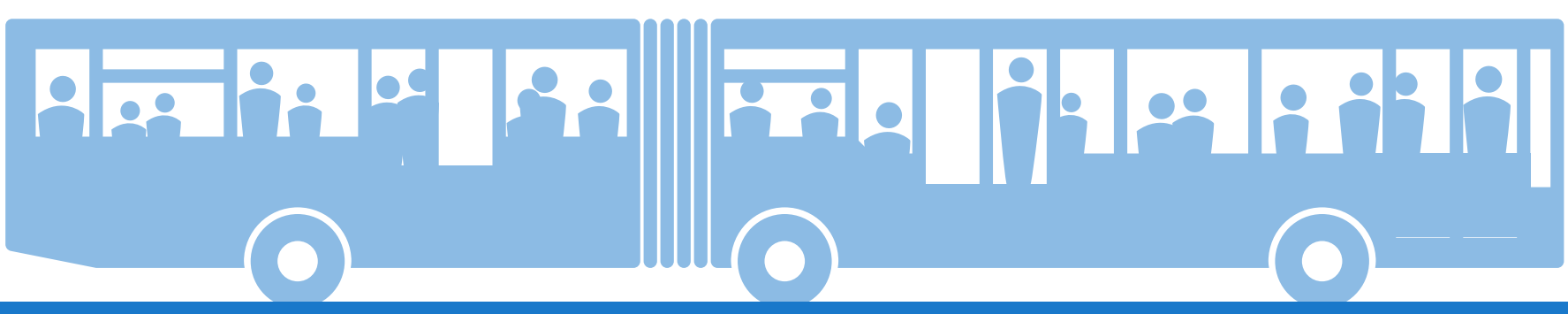
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STATION 4

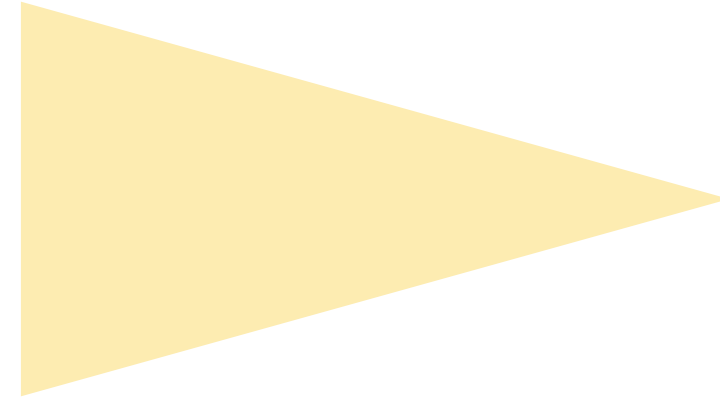
NEXT STEPS & STAYING INVOLVED



NEXT STEPS

Public Meeting #2

**January 2019
(We are here!)**



Public Meeting #3

**Spring/Summer
2019**

Between Meeting #2 and Meeting #3, the Project Team will:

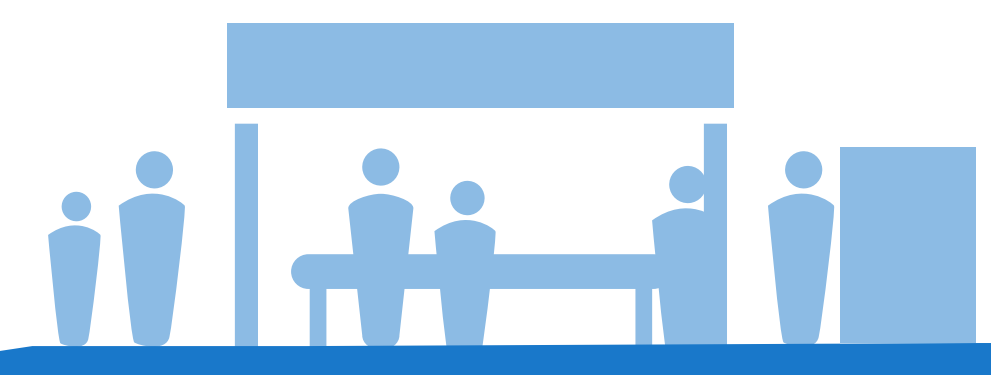
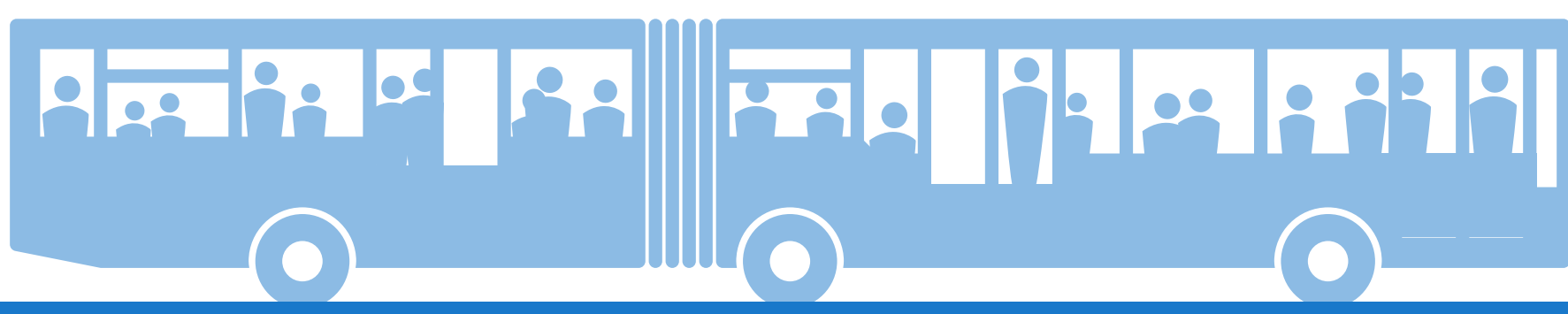
- Continue to review comments from this meeting to better understand the needs in the corridor and what people would like to see at stations and in station areas
- Continue to advance the system design and identify potential property impacts
- Develop reports that describe the types of impacts that the project could have on environmental resources
- Develop draft conceptual station design
- Begin development of the BRT brand
- Continue to work on securing funding



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STAY INVOLVED

To be a success, the Richmond Highway BRT process will require input from a variety of stakeholders, including people who live, work, and travel along the corridor, and those who spend time on the corridor for any other reason.

Visit the Fairfax County Website

Fairfaxcounty.gov/transportation, search for: “Richmond Highway BRT”

- **Sign up for Fairfax Alerts!** to receive project updates (Select: “Richmond Highway BRT Project Updates”)
- View **materials from this meeting and others**
- Review answers to **frequently asked questions (FAQs)**
- Check for **upcoming meetings** and other **input opportunities**
- The **website can be translated** into many languages (Click on the gear ⚙ in the upper right corner)



Track the Project on Social Media



[/FFXTransportation](https://www.facebook.com/FFXTransportation)

[/fairfaxconnector](https://www.facebook.com/fairfaxconnector)



[@fairfaxcounty](https://twitter.com/fairfaxcounty)

[@ffxconnector](https://twitter.com/ffxconnector)

Don't Forget to Provide Your Comments!

Four options:

1. Use the fillable form on the BRT project website
2. Complete the paper form and place it in the comment box tonight
3. Email comments to the BRT project email address: DOTBRT@fairfaxcounty.gov
4. Mail comment sheet via USPS to: Fairfax County Department of Transportation, Richmond Highway BRT project manager, 4050 Legato Rd, Suite 400, Fairfax, VA 22033

Link to comment form:

surveyMonkey.com/r/FCDOTBRT2



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ACTIVITY: OUTREACH IDEAS

**Have some ideas for where or how we should share BRT updates?
Tell us by writing them on a sticky note and placing on this board!**

Places to distribute or post flyers about upcoming meetings

(e.g., coffee shops, stores, parks, or other places you think you would notice a flyer)

Blogs, newspapers, or other websites that you check for local news

Suggested pop-up event locations *(places where we put up a table and distribute materials about the project, e.g., busy stores, school events, places of worship, ongoing community meetings, etc.)*

Other ideas



The Richmond Highway BRT project is funded in part by the Northern Virginia Transportation Authority.

RICHMOND HIGHWAY BUS RAPID TRANSIT PUBLIC INFORMATION MEETING #2

Fairfax County Department of Transportation (FCDOT) ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). If you need this information in an alternate format, contact FCDOT at 703-877-5600, TTY 711.