



Public Meeting Briefing Handout

July 16 and 19, 2012

This handout includes copies of the materials to be used in tonight's interactive workshop activities. Included in this packet is the following:

Reference Exhibits

Currently Designated Enhanced Public Transportation Corridors (EPTCs).

This map signifies the existing public transportation corridors designed in the county's comprehensive plan as of 2011. These corridors serve as the baseline network for testing in the study and provide a framework for exploring additional transit network alternatives.

Transit and High Occupancy Vehicle (HOV) Projects in the region's Constrained Long Range Plan (CLRP). This map identifies the planned and committed transit and HOV projects for the region as identified by the Metropolitan Washington Council of Governments (MWCOC) as of 2011. Their committed status means there is a reasonable assumption of funding for the project.

Desired Travel Demand. This map exhibit illustrates the forecasted evening peak travel demand from different points in the county and beyond as projected in 2040. The thicker and darker the lines, the greater the number of people seeking connections between different activity centers. The 'desire' lines can be used to guide identification of potential transit networks that can help satisfy these future demands.

Exercise Exhibits

Proposed Study Goals: Connect, Grow, Thrive. This table represents the preliminary draft goals, objectives and measures for the Countywide Transit Network Study. The goals reflect concepts presented in the county's comprehensive plan and offer specific objectives which will drive the creation and evaluation of different transit network alternatives. For tonight's workshop, we are seeking feedback from you on the importance of these goals as well as ideas on the need for additional goals or objectives.

2050 Transit Supportive Development Densities Base Map. This map illustrates the location and densities of future job and population growth anticipated in the county by 2050. For tonight's workshop activity, we are seeking ideas from you on the locations for new transit corridors and networks to serve this future growth.

For more information visit the project website at:
www.fairfaxcounty.gov/fcdot/2050transitstudy/



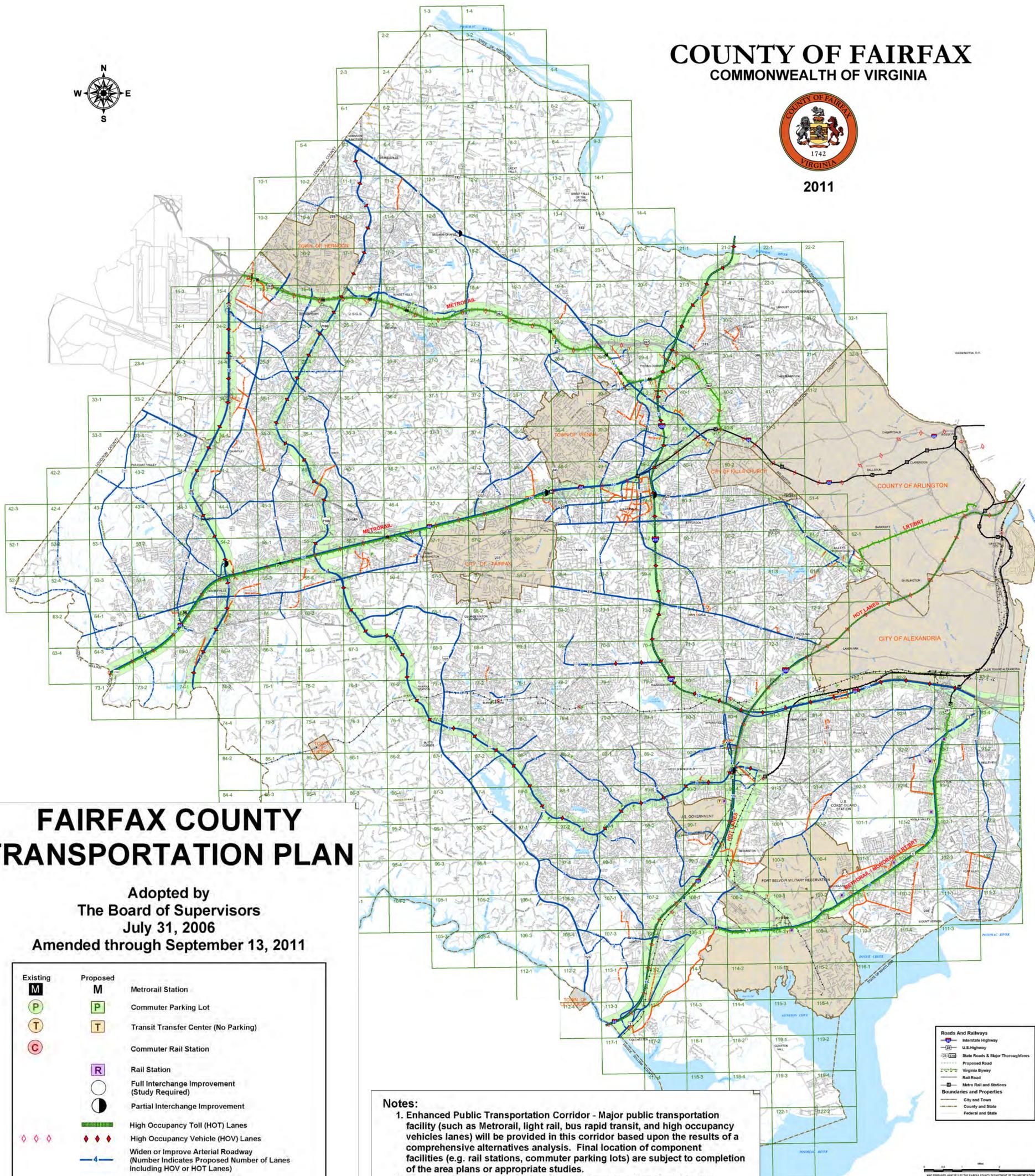


Currently Designated Enhanced Public Transportation Corridors

COUNTY OF FAIRFAX
COMMONWEALTH OF VIRGINIA



2011



FAIRFAX COUNTY TRANSPORTATION PLAN

Adopted by
The Board of Supervisors
July 31, 2006
Amended through September 13, 2011

Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
T	T	Transit Transfer Center (No Parking)
C		Commuter Rail Station
	R	Rail Station
	○	Full Interchange Improvement (Study Required)
	◐	Partial Interchange Improvement
	▬▬▬	High Occupancy Toll (HOT) Lanes
◇◇◇	◇◇◇	High Occupancy Vehicle (HOV) Lanes
	—4—	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
	—4—	Construct Arterial on New Location
	—4—	Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes)
	—4—	Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development)
	—	Proposed Highway Overpass
	—	Proposed Cul-de-Sac
	—	Rail Transit or Bus Rapid Transit (BRT)
	▬▬▬	Enhanced Public Transportation Corridor ¹

Notes:

- Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies.
- Right-of-way requirements are shown in the comprehensive plan text.
- Final alignment subject to completion of appropriate engineering studies.
- All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are within existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required.
- Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements.
- Refer to Area Plan text of the Fairfax County Comprehensive Plan for a conceptual enhanced street network (grid of streets) for the following areas:
 - Tysons Corner Urban Center
 - Franconia-Springfield Area
 - Baileys Crossroads Community Business Center

Roads And Railways	
—	Interstate Highway
—	U.S. Highway
—	State Roads & Major Thoroughfares
—	Proposed Road
—	Virginia Bypass
—	Rail Road
—	Metro Rail and Stations
Boundaries and Properties	
—	City and Town
—	County and State
—	Federal and State





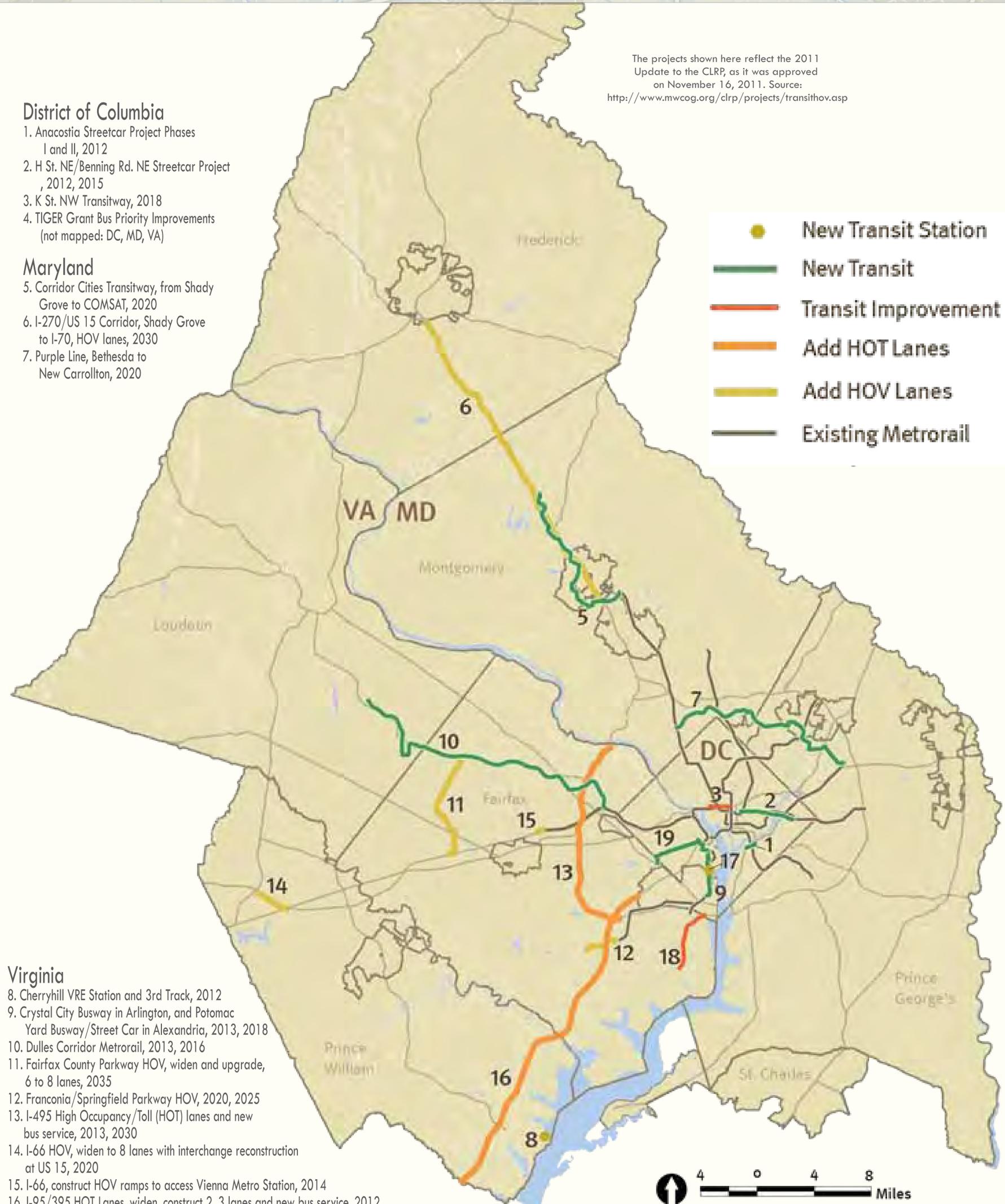
Current Transit/HOV Projects in Region's Constrained Long Range Plan

District of Columbia

1. Anacostia Streetcar Project Phases I and II, 2012
2. H St. NE/Benning Rd. NE Streetcar Project, 2012, 2015
3. K St. NW Transitway, 2018
4. TIGER Grant Bus Priority Improvements (not mapped: DC, MD, VA)

Maryland

5. Corridor Cities Transitway, from Shady Grove to COMSAT, 2020
6. I-270/US 15 Corridor, Shady Grove to I-70, HOV lanes, 2030
7. Purple Line, Bethesda to New Carrollton, 2020



The projects shown here reflect the 2011 Update to the CLRP, as it was approved on November 16, 2011. Source: <http://www.mwcog.org/clrp/projects/transithov.asp>

Virginia

8. Cherryhill VRE Station and 3rd Track, 2012
9. Crystal City Busway in Arlington, and Potomac Yard Busway/Street Car in Alexandria, 2013, 2018
10. Dulles Corridor Metrorail, 2013, 2016
11. Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2035
12. Franconia/Springfield Parkway HOV, 2020, 2025
13. I-495 High Occupancy/Toll (HOT) lanes and new bus service, 2013, 2030
14. I-66 HOV, widen to 8 lanes with interchange reconstruction at US 15, 2020
15. I-66, construct HOV ramps to access Vienna Metro Station, 2014
16. I-95/395 HOT Lanes, widen, construct 2, 3 lanes and new bus service, 2012
17. Potomac Yard Metro Station, 2017
18. US-1 bus right turn lanes, 2035
19. VA 244 Columbia Pk. Streetcar from Skyline to Pentagon City, 2016

NOTES:
 - Projects in *italics* represent significant changes or delays of five years or more as compared to the 2010 CLRP.
 - HOV = High-Occupancy Vehicle
 - HOT = High-Occupancy/Toll



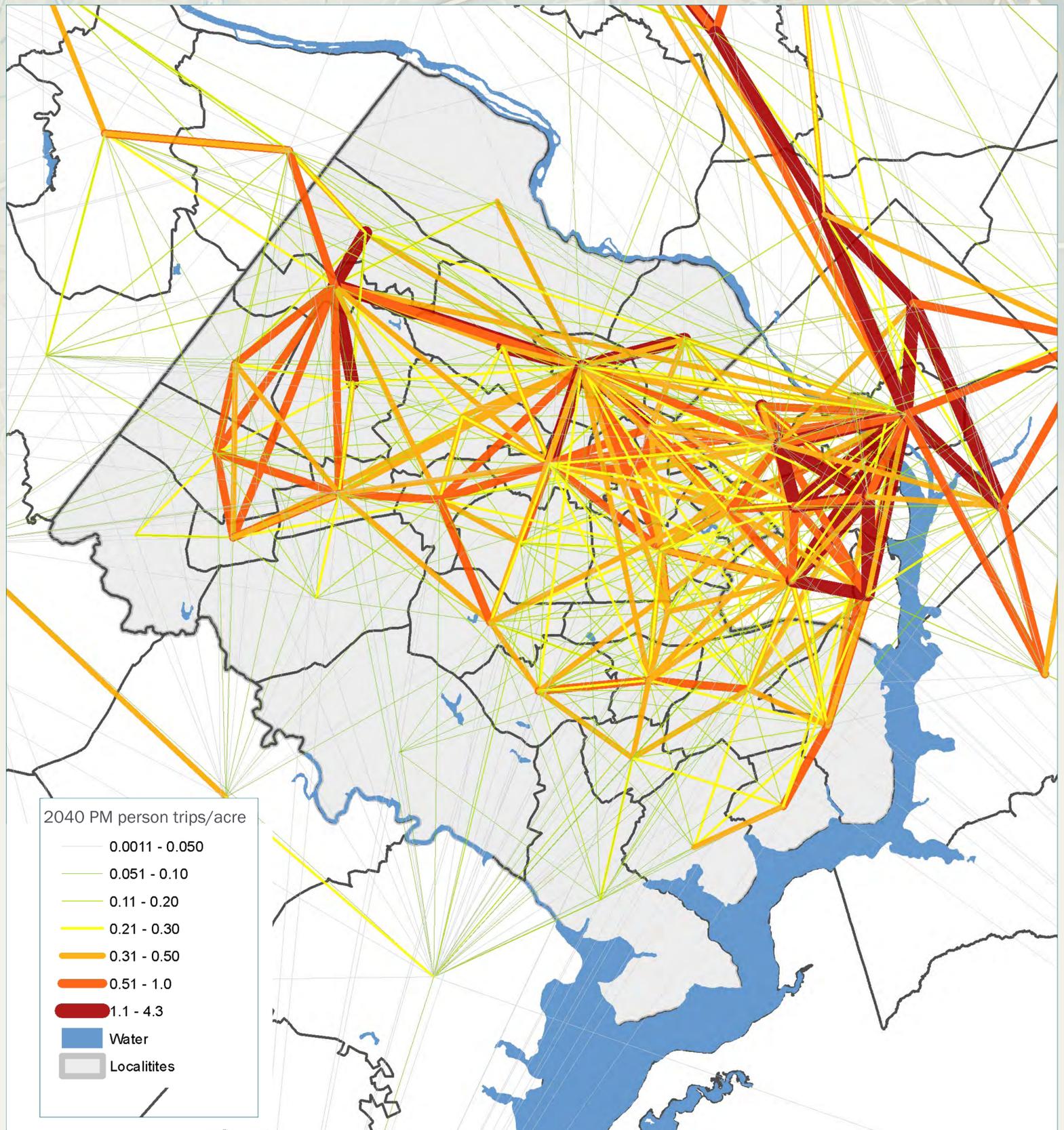


Envisioning Transit Networks That Serve Desired Travel Demand

Travel patterns in Fairfax County comprises many overlapping travel patterns. This map demonstrates the flows of person-trips during the 2040 weekday evening peak period between different areas in Fairfax County.

Darker, thicker lines indicate higher concentrations of travel activity. The line weights are normalized by geographic area acreage to account for the variation in geographic area sizes in the graphic.

Travel activity is greatest in the inner core where land use development densities are highest. Within Fairfax County, the desire lines are highly dispersed. Some of the desire lines tend to follow existing roads and transit routes.



For instance, logical travel patterns are visible along the US 1, Dulles Toll Road, I-66, and Route 28 corridors that correspond well with the Enhanced Public Transportation Corridors already designated on the County Comprehensive Plan

In other cases, travel demand clearly does not follow the existing roadway or transit network; the “crow-flies” desire for person travel across Fairfax County will need to be organized into roadway and transit networks that accomplish the desired connection with minimal additional travel time.

The primary study objective is to determine how to establish a premium transit network that most effectively meets these demands. What new transit network connections does this graphic suggest to you?





Proposed Study Goals: Connect, Grow, Thrive

Goal	Objective	Performance Measure	Please Place Your Preference DOTS Here
<p>CONNECT</p> <p><i>Provide more transportation choices for Fairfax County and regional connectivity</i></p>	<p>1. Enhance transit connections</p>	<ul style="list-style-type: none"> • Assessment of ease of connections to other services within and beyond the County • Assessment of impacts on existing and planned transit operations • Assessment of standardization of mode on operating and maintenance costs 	
	<p>2. Increase ridership</p>	<ul style="list-style-type: none"> • Activity centers served • Activity levels within ¼ mile of corridor: <ul style="list-style-type: none"> - Employees - Housing units - Hotel rooms - Special event venues • Quality of connections between activity centers and corridor • Quality of pedestrian environment in and around corridor 	
	<p>3. Improve directness of travel</p>	<ul style="list-style-type: none"> • Objective estimate based on average travel speeds and length of each corridor • Analysis of estimated level of transfer activity and ease of transfers between EPTCs and existing services 	
	<p>4. Capital cost</p>	<ul style="list-style-type: none"> • Conceptual cost estimate for each corridor (by mode) using general unit costs, adjusted for specific route differences like the relative number of utility conflicts • Assessment of viability of right-of-way acquisition based on infrastructure requirements (such as grade-separation) and associated capital costs 	
	<p>5. Operating costs</p>	<ul style="list-style-type: none"> • Calculated based on unit costs and common assumptions for service frequency and span 	
<p>GROW</p> <p><i>Support local and regional goals for quality growth</i></p>	<p>1. Increase value of existing development</p>	<ul style="list-style-type: none"> • Total value base (including tax exempt) within ¼ mile of corridor • Taxable base within ¼ mile of corridor 	
	<p>2. Encourage transit oriented development</p>	<ul style="list-style-type: none"> • Calculation of total acreage (not on streets) within ¼ mile of corridors • Identification / calculation of vacant and redevelopable acres within ¼ mile of corridors • Identification of planned developments within ¼ mile of corridors • Estimation of new transit-induced development 	
<p>THRIVE</p> <p><i>Strengthen quality of life by making transit-friendly, sustainable investments</i></p>	<p>1. Increase access to cultural venues and community facilities</p>	<ul style="list-style-type: none"> • Identification of venues and facilities within ¼ mile of corridors 	
	<p>2. Reduce environmental impacts</p>	<ul style="list-style-type: none"> • Initial GIS data gathered related to environmental areas of concern (historic, community, wetlands, parks, etc.) 	
	<p>3. Support countywide vision</p>	<ul style="list-style-type: none"> • Subjective assessment of how each route addresses County, city, and neighborhood land use and other plans with attention to community concerns such as noise and visual impacts 	





Transit Supportive Development Densities: 2050

