



County of Fairfax, Virginia

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# **Fairfax County & Franconia-Springfield Parkways**

## *Alternatives Analysis & Long-Term Planning Study*

*Public Outreach Summary &  
Preliminary Improvement Strategies*

Public Information Meeting #2  
March / April 2019

# Agenda

- Introductions
- Project Background
- Public Outreach Summary – Fall 2018
- Public Outreach Summary –Corridor-wide Results
- Corridor-wide Common Themes
- Outreach Summaries by Segment
- Developing an Appropriate Set of Comprehensive Plan Improvements
- Baseline & Preliminary Improvement Strategies
- Public Input Activities
- Upcoming Next Steps
- Overall Project Schedule



## Project Background

- Determine future network deficiencies using County's Traffic Forecasting & Operations Models
- Develop alternatives based on analysis and public input to remedy deficiencies
- Test alternatives and present results and findings while gathering additional public input
- Refine and prioritize recommendations for improvements to the corridor through 2040 and beyond
- Make recommendations for changes to existing Comprehensive Plan

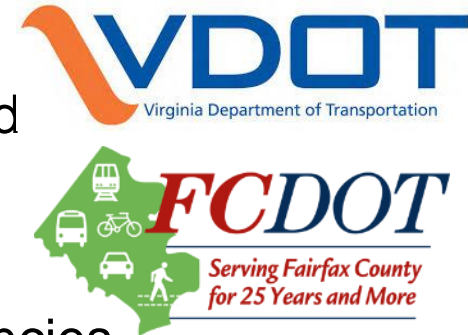




## Project Background (continued)

- **Short-Term Study (VDOT/FCDOT)**

- VDOT, in conjunction with Fairfax County, conducted Existing Conditions study (completed in 2017)
- Developed more than 350 recommendations for short-term improvements to address existing deficiencies
- VDOT has completed 49 of the 350 projects related to pedestrian enhancements/traffic operations/safety



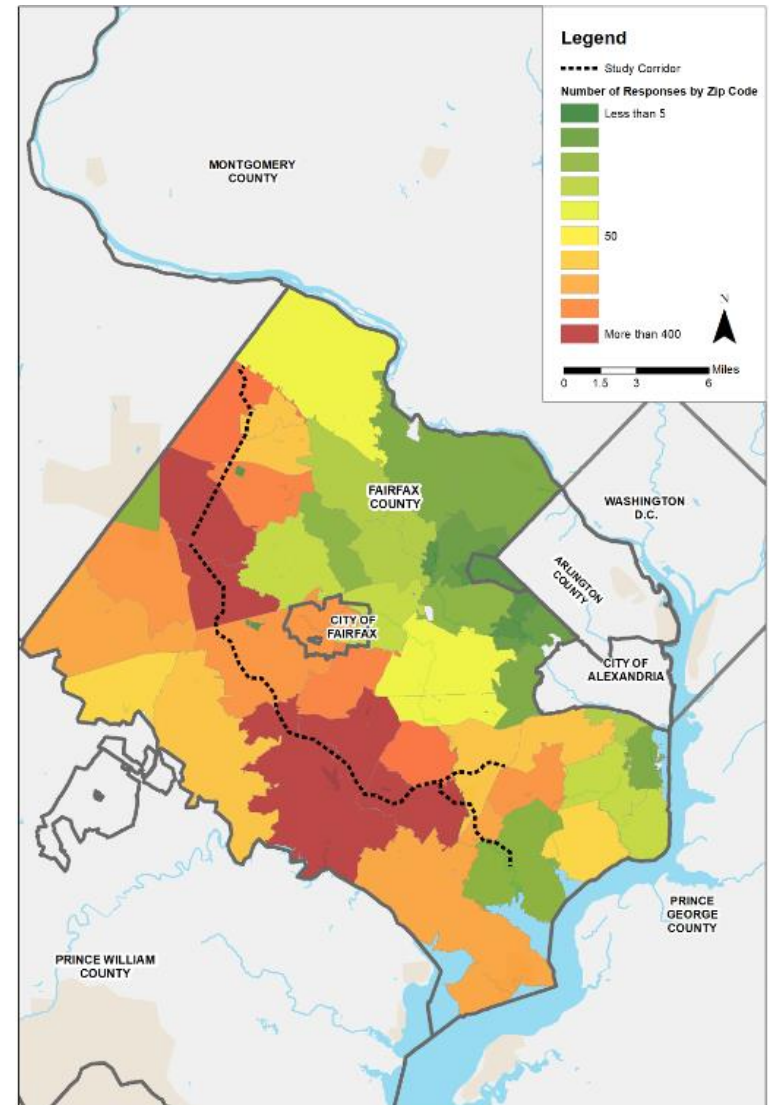
- **Fairfax County Parkway Widening (VDOT/FCDOT)**

- VDOT conducting preliminary engineering and design for widening from Route 29 to Route 123, including interchanges at Popes Head Road & Shirley Gate Road Extension (Ongoing)
- Design Public Hearing and approval anticipated in mid-2019



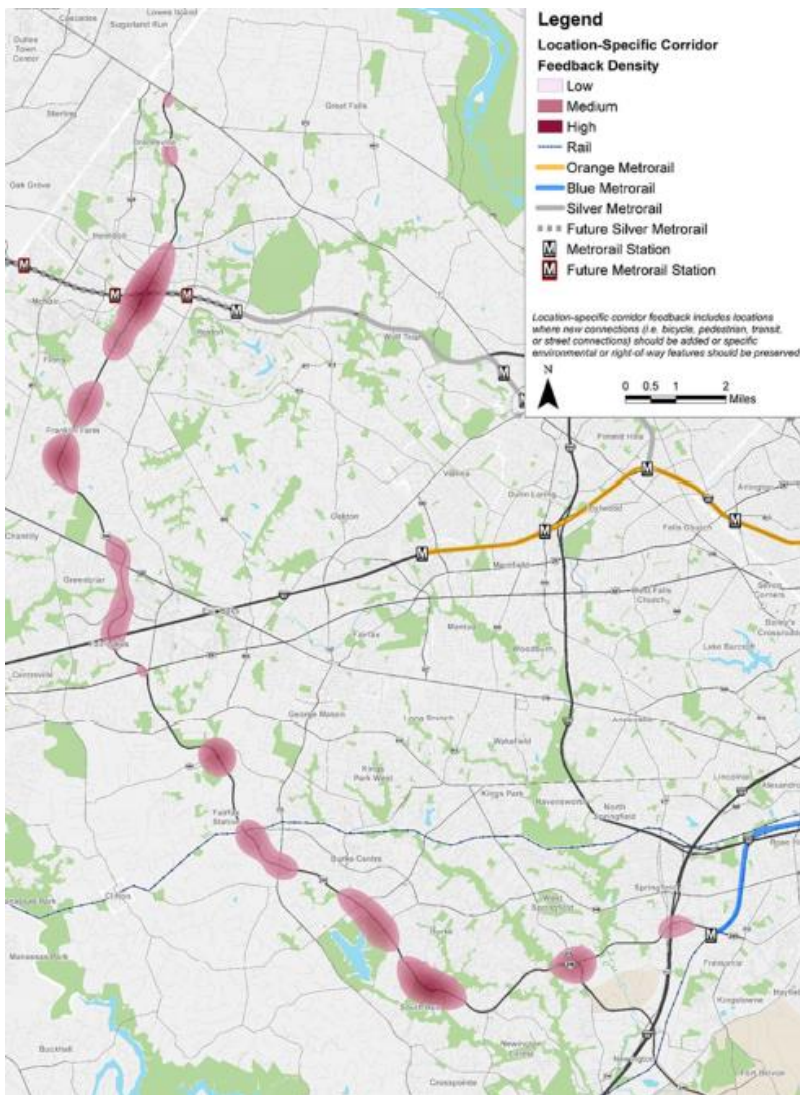
# Public Outreach Summary Fall 2018

- Public Meetings
  - **75+** meeting attendees
  - **314** recorded responses/comments
- Project website & District Offices
  - **108** recorded responses
- FCDOT Facebook Page
  - **71** comments
  - **281** likes
  - **172** shares
- Online Survey
  - **15,150** recorded responses



*Fairfax County responses are highlighted in map, but responses also received from multiple neighboring jurisdictions*

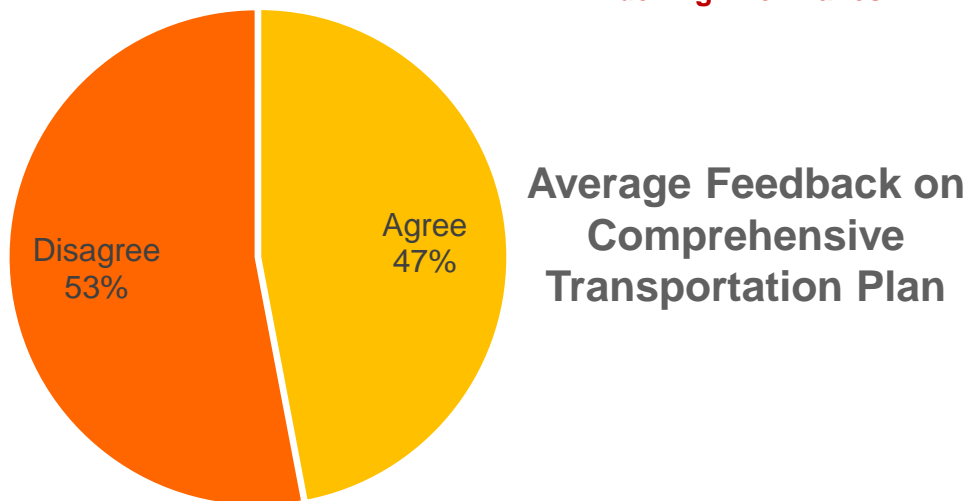
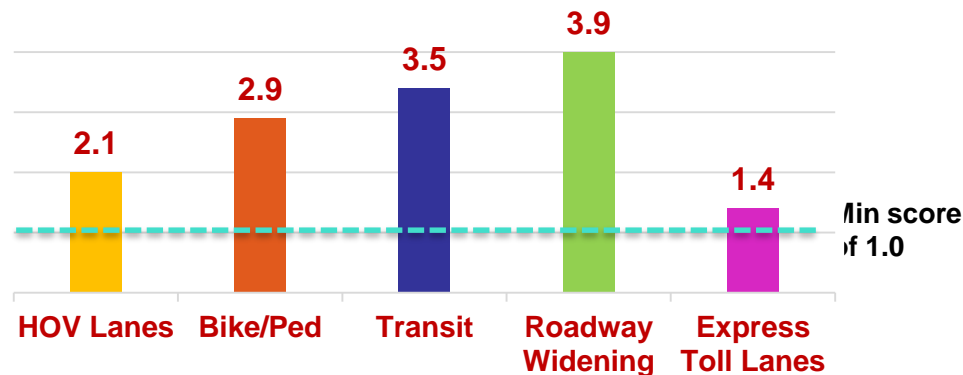




# Public Outreach Summary

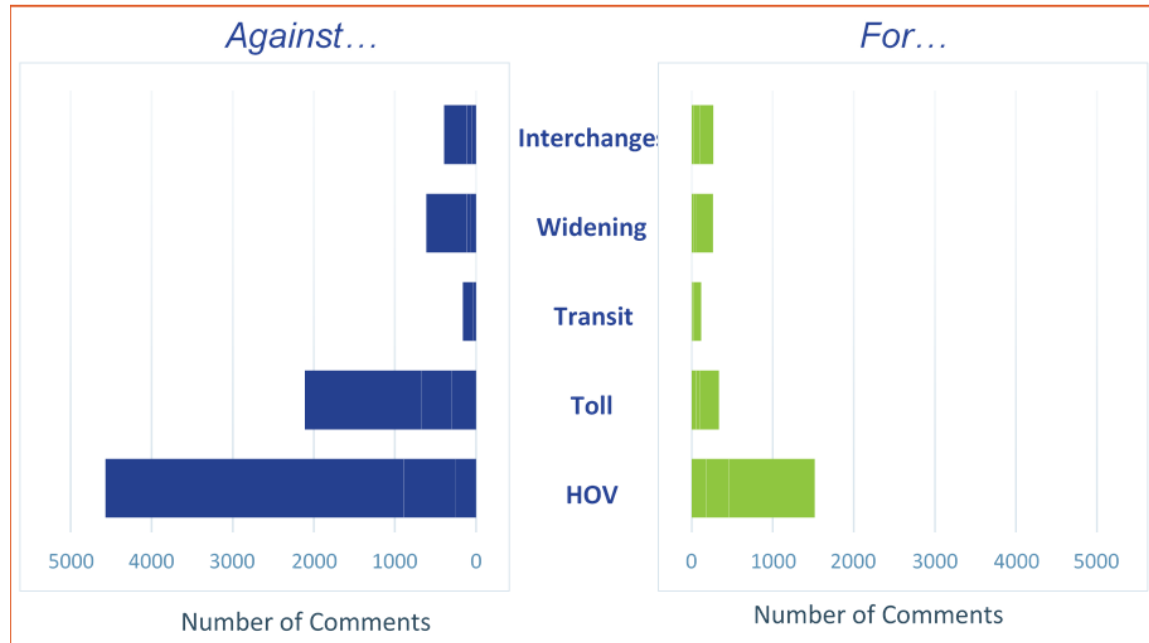
## Corridor-wide Results

### Average Ranking of Corridor Travel Priorities





## Public Outreach Summary *Corridor-wide Results (continued)*



### Comments on current Comprehensive Plan

- Based on nature of the comment
- Support or opposition to particular theme



## Corridor-wide Common Themes

- **Widening and Interchanges** – More than 1,500 comments
  - Support for widening, but not for HOV-exclusive lane
  - Support for interchanges to eliminate signalized intersections
  - Concern about impact to property value for homes
- **Bike/Ped Enhancements**– Less than 500 comments
  - Support for enhanced facilities
  - Opposition to widening if bike/ped facilities will be impacted
  - Support for a continuous bike/trail along the Parkways







## Corridor-wide Common Themes (Continued)

- **Enhanced Transit** – Less than 300 comments

- Support of enhanced transit
- Support for increase in number of Park-and-Ride facilities to accommodate transit and carpooling
- Support for a Metrorail line between Franconia-Springfield Parkway and Dulles Airport



- **HOV Lanes** – Nearly 6,000 comments

- Less support for HOV
- Some support of HOV-2+, in lieu of HOV-3+
- Concern about impact to neighborhoods if motorists divert to alternative routes/local roads



## Corridor-wide Common Themes (Continued)

- Express/Toll Lanes – Nearly 2,500 comments
  - ***Strong opposition to tolling***
  - Concern about impact on residential and disadvantaged communities





## Segment 1 – Route 7 to Franklin Farm Road

- Concerns with congestion at signalized intersections
- Interchange improvements suggested at multiple locations where the current Comprehensive Transportation Plan does not currently include an interchange
- Support for widening along the Fairfax County Parkway corridor, particularly south of the Dulles Toll Road
- Desire for enhanced bicycle and pedestrian facilities
- Interest in enhanced transit services within the corridor, some to potentially coincide with Silver Line Phase 2



## Segment 1 – Route 7 to Franklin Farm Road (continued)

- Specific feedback on the McLearen Road interchange and extension was split:
  - Many responses indicated support for the interchange, with some suggesting certain turning movements at West Ox Road be restricted, based on the access provided at the interchange
  - Those not in support of the interchange and extension were primarily concerned about the impacts to, and access between, neighborhoods to the east of the Fairfax County Parkway







## Segment 2 - Franklin Farm Road to Route 123

- Users of this segment of the corridor are concerned with congestion at signalized intersections and key interchange locations (i.e. I-66, Route 29, Braddock Road, and Route 123)
- The Popes Head Road intersection received the highest number of comments in support of removal of the existing traffic signal and addition of grade separated overpass or interchange
- Desire for enhanced bicycle and pedestrian facilities
- Interest in improved access to the Metrorail Orange Line



## Segment 2 - Franklin Farm Road to Route 123 (continued)

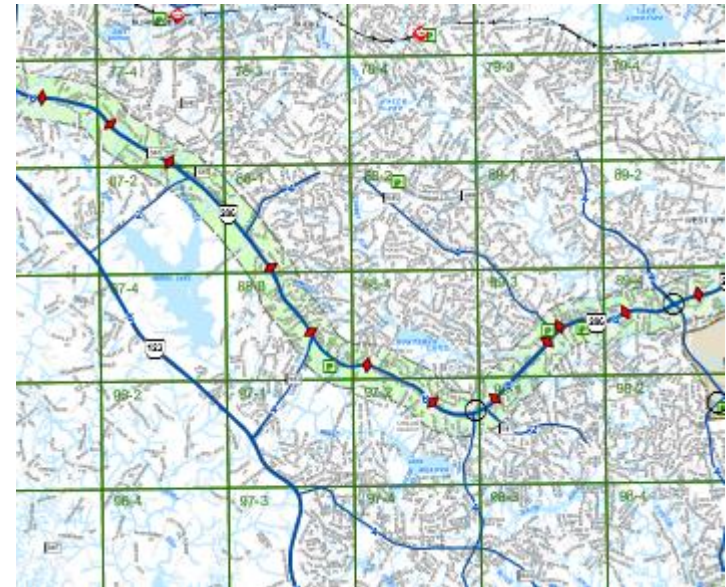
- Mixed feedback on potential modifications to the Burke Centre Parkway intersection:
  - Some participants in favor of constructing an interchange or flyover
  - Others want to see the intersection remain the same
  - Discussions are ongoing through VDOT Widening Project for best plan of action for this intersection.  
***Continue to monitor.***





## Segment 3 - Rt 123 to Franconia-Springfield Parkway

- Concerns with congestion at signalized intersections
- Mixed feedback on whether Huntsman Boulevard, in particular, should be grade separated
- Other at-grade intersections were identified for interchange improvements, including Lee Chapel Road and Old Keene Mill Road





## **Segment 4 – Fairfax County Parkway, from Franconia Springfield Parkway to Richmond Highway**

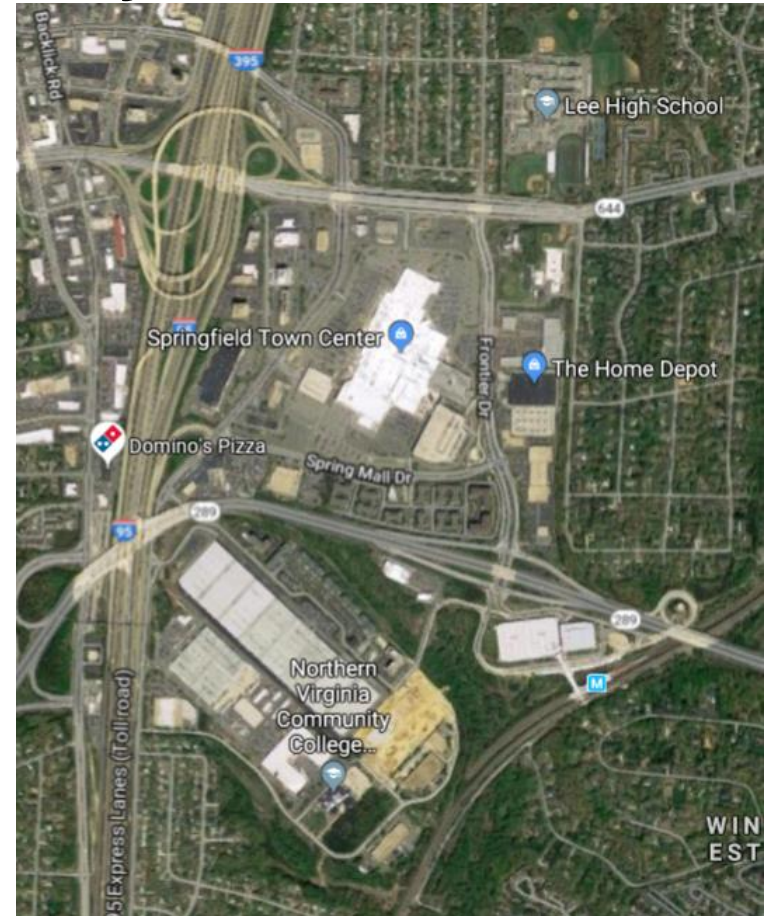
- General satisfaction with the existing conditions of the corridor
- Desire for improved access for vehicles and bicyclists
- Suggestions to improve access and signal timings at the I-95 interchange to address congestion during rush hours
- Suggestions for clear signage to access the I-95 Express Lanes from Fairfax County Parkway





## Segment 5 – Franconia-Springfield Parkway from Fairfax County Parkway to Beulah Street

- General satisfaction with the existing conditions of the corridor
- Desire to see access to the general purpose lanes on I-95
- At Frontier Drive, there is a desire to provide improved access for all modes along with enhanced transit opportunities





# Questions on Outreach Summary?

Project website:

[https://www.fairfaxcounty.gov/transportation/  
study/fairfax-county-parkway](https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway)



## Developing an Appropriate Set of Comprehensive Plan Improvements

- Utilize the baseline traffic analysis and the public feedback to identify appropriate improvement strategies for consideration
- Garner additional feedback on refined improvement strategies
- Develop and test alternatives
- Assess local impacts, benefits
- Assess potential regional benefits





# Preliminary Improvement Strategies

## Baseline Strategy

### *Currently Programmed*

- Constrained Long Range Plan (CLRP) Projects
- Transportation Priorities Plan (TPP) Projects
- Bicycle and Pedestrian Enhancement Projects



## Strategy A

- Expanded Bicycle and Pedestrian Facilities

## Strategy B

- Comprehensive Plan Without HOV

## Strategy C

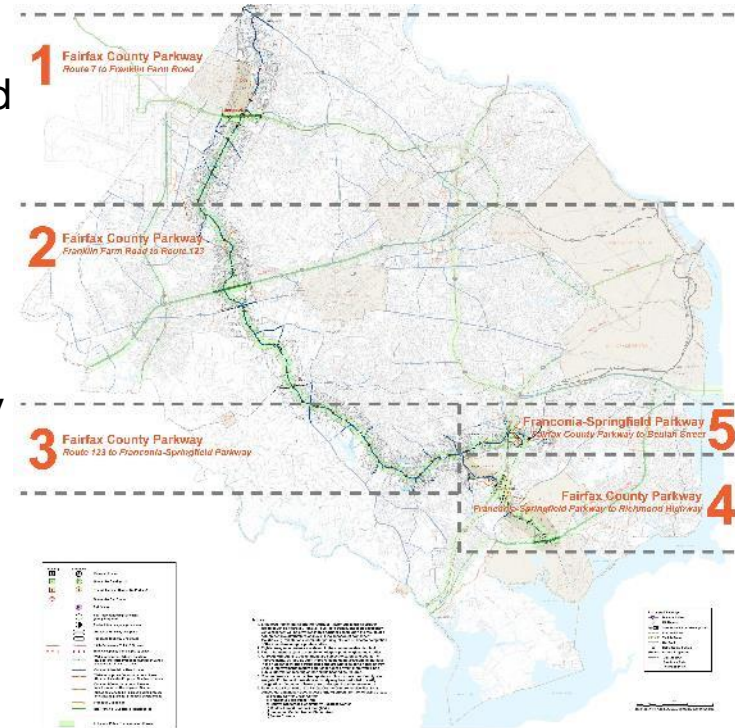
- Strategy B + Capacity Improvements

## Strategy D

- HOV Feeder

## Strategy E

- HOV-2+



**Toll Lanes are not included in strategies!**





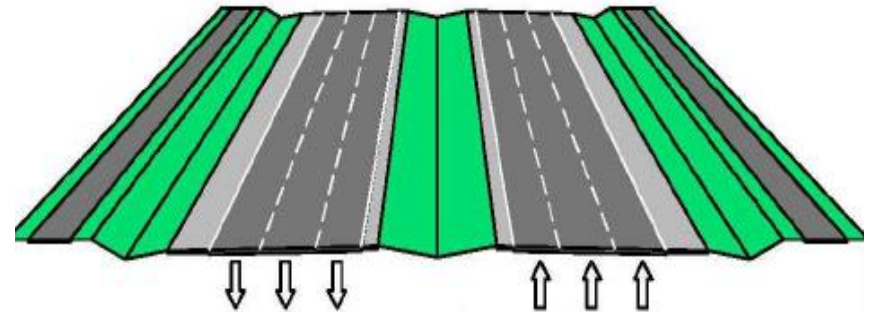
# Preliminary Improvement Strategies

## Strategy A.

### Expanded Bicycle and Pedestrian Facilities

- The Parkways typically include a shared use path along one side of the roadway. Strategy A provides the following:
  - Shared Use Path on Both Sides of the Parkways – This could be considered for the full length of both Parkways or portions of either Parkway
  - Flexibility in access and travel for bicyclists and pedestrians

*Example Cross Section*



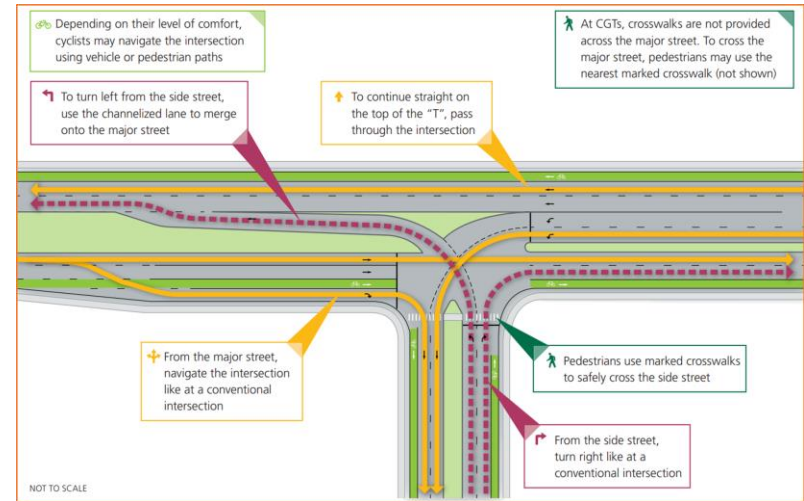


# Preliminary Improvement Strategies

## Strategy B.

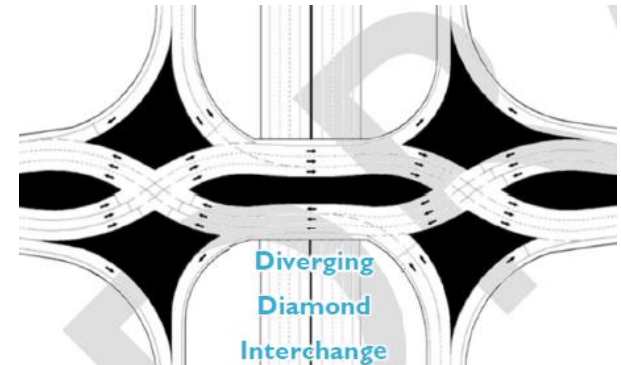
## Capacity Improvements – Intersections/Interchanges

- This strategy is intended to increase corridor capacity by increasing the throughput at individual intersections/interchanges along the Parkways. Strategy B provides the following:
  - Innovative Intersections – Utilize non-traditional intersections to improve traffic flow
  - Interchange Improvements – Several locations are identified for future interchanges in the County Comprehensive Plan Transportation Map. This strategy could also include additional interchange improvements.



Navigating a Continuous Green-T Intersection

source: <http://www.virginiadot.org/innovativeintersections>





# Preliminary Improvement Strategies

## Strategy C.

### Capacity Improvements – Widening without HOV

- This strategy is intended to increase corridor capacity by adding new lanes along Parkways beyond what is included in the Baseline Improvements. Strategy C provides the following:
  - Roadway Widening – adding new lanes along the Parkways. The County Comprehensive Plan Transportation Map has identified additional widening beyond the Baseline Improvements, this strategy could modify the Map (reducing or adding widening)
  - Network Connections – new or widened roadway connections to the Parkways. The County Comprehensive Plan Transportation Map shows both new and widened connections, this strategy could modify the Map.
  - No HOV Lanes – HOV is not accounted for in Strategy C (see Strategies D and E for HOV)



# Preliminary Improvement Strategies

## Strategy D. HOV Feeder

- This strategy will provide a high occupant vehicle (HOV) feeder (limited implementation of an exclusive HOV facility) to the adjacent existing regional HOV facilities (Dulles Toll Road, I-66, and I-95). The HOV feeder would improve the reliability of transit service and carpools by bypassing congested intersections near these freeways with HOV lanes. Strategy D provides the following:
  - **Direct HOV Connections** – adding direct connections to the HOV lanes from the Parkways through grade-separated, flyover connections. These connections could provide HOV lanes in all directions or only the major movements (typically towards the Washington DC urban core).
  - **Enhanced Public Transportation** – enhance reliability and connections to the regional HOV network through use of the HOV Feeder lanes







# Preliminary Improvement Strategies

## Strategy E. HOV-2+

- Strategy E would provide an exclusive lane for transit or HOV users to promote ridesharing and transit use, consistent with the Board of Supervisors goals, outlined in the Comprehensive Plan. Strategy E provides the following :
  - Limited Access Along the Parkways – HOV lanes require a limited access (freeway type) roadway and therefore signalized intersections would need to be replaced with interchanges.
  - Express Bus Service – adding new express bus service consistent with the Countywide Transit Network Study recommendations.
  - Expand Existing Park and Ride facilities – expanding the existing facilities could increase transit ridership. Several existing facilities are full or nearly full during typical weekdays.
  - Add New Park and Ride facilities – adding more park and ride facilities could increase ridership.



## Public Input Activities

- Building off Fall survey, we have developed public input activity to solicit additional public feedback on future network options to refine improvement strategies for further consideration
- Web based survey will be available at project website on April 4 (for individuals who couldn't attend meetings), will be made available after presentation and Q&A
- This input will inform the development of alternatives to evaluate
- Web based survey activities will be available from Thursday, April 4 to Monday, May 6 (30+ days)



## Public Input Activities

	Route 7 to Franklin Road	Franklin Farm Road to Route 123	Route 123 to Rolling Road	Rolling Road to Richmond Highway	Rolling Road to Beulah Street
Baseline Strategy	✓	✓	✓	✓	✓
Strategy A					
Strategy B					
Strategy C					
Strategy D					
Strategy E					
Summary	+A+B+C+D	+B+C+E	+A	+A+B+C	+A+B+C+D+E



## Next Steps

- Solicit public input on proposed strategies
- Build preferred concepts by Segment
- Evaluate two concepts
- Seek a unified concept for the entire corridor
- Present results in Late Summer 2019



## Overall Project Schedule

- Completed
  - *Gather feedback (Outreach Fall 2018)*
  - *Develop alternative Improvement strategies*
- Moving Forward
  - Gather more feedback (Outreach Spring 2019)
  - Evaluate, compare Improvement alternatives
  - Results, more feedback (Outreach Late Summer 2019)
  - Recommendations & Prioritization (Early 2020)
  - Documentation (Early 2020)
  - Board Consideration/Endorsement (Spring 2020)
  - Board Authorization of Appropriate Comprehensive Plan Amendment (Spring 2020)





# Questions?

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Project website:

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study/fairfax-county-parkway](https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway)