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

- Project Overview
- Project Updates
- Next Steps
- Staying Involved
BRT VIDEO
Project Overview

Richmond Highway Bus Rapid Transit
How We Got To BRT

• Route 1 Multimodal Alternatives Analysis

• Embark Richmond Highway
  – Fairfax County Comprehensive Plan Amendment 2015-IV-MV1
  – Richmond Highway Corridor Improvements Projects
  – Richmond Highway BRT
Route 1 Multimodal Alternatives Analysis

• Led by the Virginia Department of Rail and Public Transportation (DRPT)
• Studied 15-mile segment of Richmond Highway from Huntington Metrorail to Woodbridge
• Significant Community Input
• Final recommendation was phased implementation of Alternative 4
  - Near-term: Median-running BRT
  - Long-term: A Metrorail extension to Hybla Valley, with BRT
  - Assumes Richmond Highway has a consistent six-lane cross-section
• Completed in January 2015
Embark Richmond Highway is the County’s vision for the corridor that encompasses and expands upon the DRPT recommendations
Fairfax County Comprehensive Plan Amendment 2015-IV-MV1

- Adopted March 20, 2018
- Establishes corridor-wide planning goals and objectives, with an urban design vision and land use changes in support of BRT, and guidance for creating transit-oriented places
- Implementation will occur through the rezoning and development process
- Office of Community Revitalization (OCR) is now developing Urban Design Guidelines for the corridor

* Potential BRT Station
Richmond Highway Corridor Improvements Projects

- **Project 1:** Telegraph Road to Mount Vernon Highway - Federal Highway Administration [FHWA Eastern Federal Lands]
  - Completed in fall 2017.

- **Project 2:** Jeff Todd Way to Napper Road - Virginia Department of Transportation [VDOT]
  - Ongoing
  - 2.9 miles
  - Environmental and preliminary design work is currently underway
  - Last remaining four-lane section north of Fort Belvoir
Richmond Highway Corridor Improvements - Project 2

- VDOT project is under design, with construction anticipated for 2023-2025
- In each direction: an additional lane, bicycle and pedestrian improvements, and BRT accommodations

**Typical Section**

The intent of this graphic is to depict the configuration of elements within the proposed right-of-way. For clarity, potential landscaping is not shown.
Richmond Highway BRT

• 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

• Nine potential BRT stations

• Two phases:
  - Phase I: Huntington Metrorail Station to Hybla Valley
  - Phase II: Hybla Valley to Fort Belvoir
What is Bus Rapid Transit (BRT)?

• 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.
National BRT Examples

In Virginia

Existing:
- Alexandria / Arlington (Metroway)
- Richmond (GRTC Pulse)

Planned:
- Fairfax County (Richmond Highway BRT)
- Route 7 Tysons to Alexandria
What is Bus Rapid Transit (BRT)?

- **Key elements** of BRT systems often include:
  - Service plans and frequencies that prioritize reliable, frequent, efficient service
  - Dedicated lanes & traffic signal priority
  - Information technology systems
  - “Rail style” stations, with features that enhance rider comfort and convenience
  - High-quality buses
  - Unique graphics & name
1. Exclusive BRT transitway
2. Articulated BRT buses
3. Real-time bus tracking
4. Off-board fare collection
5. Near-level boarding platforms
6. High visibility crosswalks
7. ADA accessible boarding
8. Enhanced bicycling and walking connections
## Funding Commitment for BRT

<table>
<thead>
<tr>
<th>Cost Estimate (M)</th>
<th>Programmed Funding (M)</th>
<th>Funding Gap &amp; Proposed Sources</th>
<th>Funding Sources</th>
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<tbody>
<tr>
<td>$735M*</td>
<td>$4M $8.5 $250M $57.5M</td>
<td>$50M $365M</td>
<td>DRPT NVTA 30% NVTA 70% (FY18/23) CMAQ/RSTP</td>
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<tr>
<td>Sub-Total</td>
<td>$320M</td>
<td>$415M</td>
<td>SMART SCALE FTA New Starts</td>
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Note: *Cost based on an approximate 5-10% design (currently where the project is) and are still subject to change and refinement as more engineering/design is completed
### Project Schedules

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<th>Year</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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- **Environmental Evaluation**
- **Preliminary Design**
- **Phase 1 Final Design and Right-of-Way Acquisition**
- **Phase 1 Construction**
- **Phase 2 Final Design and Right-of-Way Acquisition**
- **Phase 2 Construction**

**Note:** Time frames and durations for design, utilities, right-of-way, vehicle procurement, and construction will vary depending on project funding.

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### For Reference: Richmond Highway Corridor Improvements (VDOT Widening) Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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- **NEPA Studies**
  - Draft Environmental Assessment
  - FHWA Finding of No Significant Impact expected

- **Detailed / Final Design**
- **ROW Acquisition and Utility Relocation**
- **Construction**

**Note:** Time frames and durations for Detailed/Final design, utilities, right-of-way and construction are subject to further refinement.
BRT Project Updates

Richmond Highway Bus Rapid Transit
Branding

Branding is more than a logo. The brand will bring the service to life and will help frame and position the BRT Program and the BRT service with the community, the stakeholders, and target audience.
Branding

• Branding Development Team
  – Leading the development of the BRT brand
  – Made up of representatives from the community, some Community Advisory Group (CAG) members
  – Kickoff of the Branding Development Team in November
  – Meeting regularly throughout 2019
  – Coordination with the CAG and Executive Committee
Public Outreach

• Community Advisory Group
  – Richmond Highway community members appointed by County Supervisors
  – Give project advise to staff
  – Two meetings to date

• Community meetings
  – April 17 and 18, 2018
Public Outreach

• Various engagement activities along the corridor:
  - Gum Springs Community Day
  - Sacramento Community Day
  - Mt Vernon Pyramid Back-to-School Fair
  - Sherwood Library Farmers Market
  - Huntington Metro Farmers Market
  - County Architectural Review Board (ARB), Trails & Sidewalk Committee, Board Transportation Committee
  - VDOT meetings
Public Outreach

- Met with the **Community Advisory Group**
- Updated the new website with news and project information, including an informational video
- Created graphics and interactive tools to help the community understand the project
- Developed and distributed project information in newsletters in English & Spanish
- Coordination with Neighborhood & Community Services
Public Outreach

- Updated Newsletter - #2, with station infographic
Environmental (NEPA)

The National Environmental Policy Act (NEPA) requires that we consider how the project will affect the community and the environment before we make decisions.

Activities To Date Include:

- Federal Transit Administration concurred with Purpose and Need Statement
- Existing conditions analysis for most disciplines complete, including natural resources fieldwork
- Historic architecture identification underway
Environmental Evaluation

• Examples of resources being studied:
  − Community facilities
  − Cultural resources
  − Natural resources
  − Minority and low income populations
  − Noise and vibration
  − Endangered Species
  − Air Quality

• Summary reports are being finalized and should be available for public review by summer 2019

Historic Gum Springs Signage
Maintenance Facility Options

Existing Facilities:
- WMATA Cinder Bed Road
- Huntington Connector Garage
- West Ox Facility

Evaluation On-Going
Weekend Traffic

• Data collected on Saturday, May 12, 2018 from 12 PM to 4 PM

• Types of data:
  − Turning movement counts at 15 intersections
  − Travel time measurements along Richmond Highway and N Kings Highway
  − Maximum queue lengths at 7 intersections

• Weekend traffic data was compared to weekday peak period traffic data

   Key Findings

Weekday PM has higher overall intersection volumes than the weekend
Fort Belvoir Station Location

Two potential station locations were studied:

- **Belvoir Road**
  - 3 options
- **Pohick Road**
  - 2 Options
Fort Belvoir Station- Location Considerations

<table>
<thead>
<tr>
<th></th>
<th>Belvoir Road</th>
<th>Pohick Road</th>
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</thead>
<tbody>
<tr>
<td>Number of BRT Vehicles</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>Annual Operations &amp; Maintenance (O&amp;M) Cost</td>
<td>$6.7M</td>
<td>$7.5M</td>
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<tr>
<td>Capital Cost¹</td>
<td>Lower</td>
<td>Higher</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>Similar at both proposed station locations.</td>
<td></td>
</tr>
</tbody>
</table>

Note: 1. Capital costs are under development, but it is anticipated that a station at Belvoir Road would be cheaper than a station at Pohick Road primarily due to the reduced transitway length.

**Staff Recommendation: Belvoir Road (and preferred by Fort Belvoir)**

**Further Considerations to be made**
- BRT Team will continue to refine station layout
- Will continue to coordinate with Fort Belvoir on details
- Will also need review and coordination with VDOT Department of Transportation
Station Design

• Finalizing the Basis of Design Report
  − Should be available for public review by summer 2019

• Developing the Prototypical Station Layout
  − Sizing platforms based on ridership
  − Station configuration and placement of canopies
  − Station entrance and conveyance of passengers
  − Station amenities
  − Unique design based on community input (e.g. public art)
Next Steps

Richmond Highway Bus Rapid Transit
Next Steps

Between now and Public Meeting #3, the 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
- Continue development of the BRT brand
- Continue to work on securing funding

Public Meeting #2
- January 23, 2019 (We are here!)

Public Meeting #3
- Spring/Summer 2019

Department of Transportation
Tonight

• Please browse the maps and boards, speak with staff, and fill out the comment form.

• We have some activities and maps to share with you. We specifically want your feedback on…

  - Preliminary limits of disturbance
  - Identified historic resources
  - Station design and amenities
  - Community Involvement

Department of Transportation
Tonight: Roll Maps of the Corridor

Please review the roll maps

• The maps contain aerial imagery of Richmond Highway, and show:
  – Station locations
  – Wetlands and waters
  – Historic Resources listed or eligible for listing in the National Register of Historic Places
  – Restaurants and shopping centers
  – The area within which we think the project will be constructed (the “limits of disturbance”)

• The lines showing the area within which the project will be constructed are preliminary and do not take into account improvements on side streets or stormwater management. These lines do not reflect final Right-of-Way acquisition lines.
Tonight: BRT Station Amenities and Station Design

- Visit Station 3 to give your input on station layout:
  - What do you want to see?
  - What amenities or features would you like to have available at or near the station?
Tonight: Crossing Richmond Highway

- Station 3 contains a graphic showing a **conceptual station** and station area design
- Speak with staff to learn more about **crossing Richmond Highway** and accessing BRT
Tonight

- **FOUR WAYS TO SUBMIT COMMENTS**
  - Fillable form on BRT project website
  - Complete comment form and place in comment box tonight
  - Email comments to BRT project email address: DOTBRT@fairfaxcounty.gov
  - Mail comment sheet to: Fairfax County Department of Transportation, Richmond Highway BRT project manager, 4050 Legato Rd, Suite 400, Fairfax, VA 22033

Thank you for coming!
Staying Involved
How to Stay Involved

- This process will be most effective with input from people who live, work, travel along, or spend time on the corridor
  - Sign up for Fairfax Alerts! www.FairfaxCounty.gov/alerts (Category: Richmond Highway BRT Project Updates)
  - Track the project on social media (County and Connector Facebook and Twitter)
  - Materials from the meeting will be posted at South County Center

Website: fairfaxcounty.gov/transportation
Key words: Richmond Highway BRT
Questions

Contact Information

• **Website**: fairfaxcounty.gov/transportation (key words: “Richmond Highway BRT”)

• **Email** the Project Team: DOTBRT@fairfaxcounty.gov

• **Address** (for mailing comment sheets): Fairfax County Department of Transportation, Richmond Highway BRT Project Manager, 4050 Legato Rd, Fairfax, VA 22033.