



County of Fairfax, Virginia



Richmond Highway Bus Rapid Transit

Public Information Meeting #3
September 17, 2019

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





County of Fairfax, Virginia



Agenda

- Project Overview
- Project Updates
- About Tonight
- Next Steps & Staying Involved
- Q&A



Project Overview



Richmond Highway Bus Rapid Transit





County of Fairfax, Virginia



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
- 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

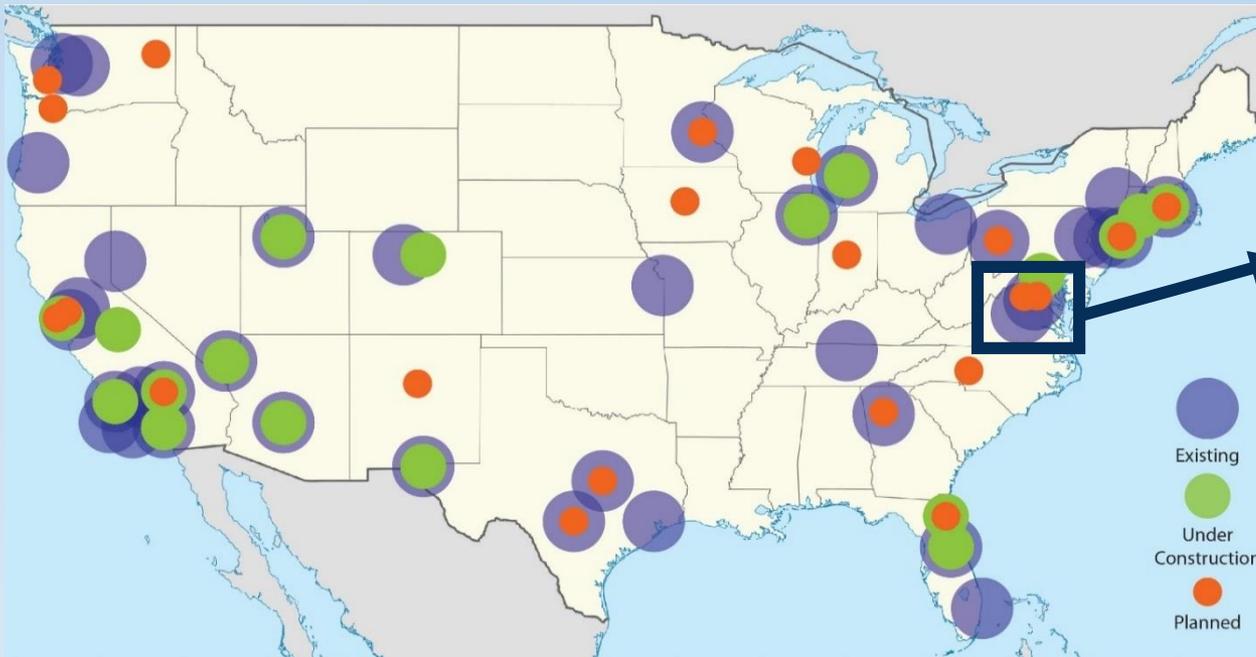




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National BRT Examples



In Virginia

Existing:

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

Planned:

- Fairfax County (Richmond Highway BRT)
- Route 7 Tysons to Alexandria

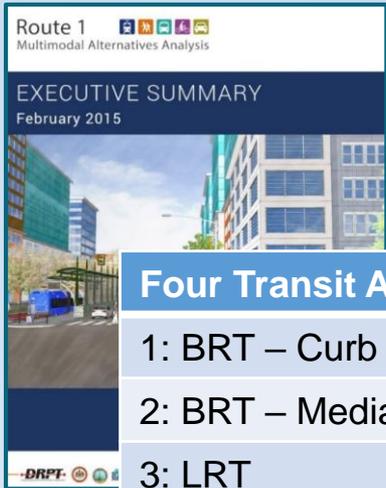




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How We Got To BRT on Richmond Highway

Route 1 Multimodal Alternatives Analysis



- Four Transit Alternatives**
- 1: BRT – Curb
 - 2: BRT – Median
 - 3: LRT
 - 4: Metrorail/BRT Hybrid



The County's vision for the corridor that encompasses and expands upon the DRPT recommendations



Fairfax County Comprehensive Plan Amendment 2015-IV-MV1 (DPD)

Richmond Highway Corridor Improvements Projects (VDOT/FHWA)

Richmond Highway BRT (FCDOT)





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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 sections:**
 - Section I: Huntington Metrorail Station to Hybla Valley
 - Section II: Hybla Valley to Fort Belvoir
- **Future:**
 - Section III: Fort Belvoir to Woodbridge
 - Metrorail from Huntington to Hybla Valley





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Funding Commitment for BRT

Cost Estimate(M)	Programmed Funding (M)	Funding Gap & Proposed Sources	Funding Sources
\$730M*	\$4M \$250M \$57.6M \$50M		DRPT NVTA 70%(FY18/23) CMAQ/RSTP SMART SCALE
		\$9.4M \$71M** \$288M	CMAQ/RSTP NVTA 70% FTA New Starts
Sub-Total	\$361.6M	\$368.4M	

Note: *Cost based on an approximate 5-10% design and are subject to change and refinement as more engineering/design is completed

**NVTA Grant Application for FY2020-2023 will be submitted September 27, 2019





Project Schedules

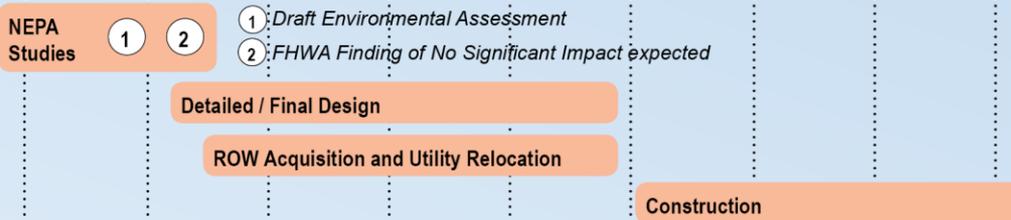
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Note: Time frames and durations for design, utilities, right-of-way, vehicle procurement, and construction will vary depending on project funding.

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



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





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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





National Historic Preservation Act (NHPA) – Section 106 Review

Requires federal agencies to:

- Take into account the effects of their undertakings on architectural and archaeological historic properties;
- Consult with consulting parties;
- Provide the public with an opportunity to comment; and
- Complete the review prior to the approval of the undertaking



Section 106 Process



- Identify Consulting Parties (CPs)
- Determine Area of Potential Effect (APE)

- Identify historic properties within the APE (NRHP eligible or listed)
- **Consult SHPO and CPs (9/4/19)**

- Identify potential adverse effects
- Consult SHPO and CPs

- Develop measures to address any adverse effects
- Prepare Memorandum of Agreement (MOA) to address adverse effects, if any





County of Fairfax, Virginia



Public Outreach

- Community Meetings
 - Held in April 2018, January 2019
- Summer “Mini Meetings” – Six meetings
- Community Advisory Group
 - Richmond Highway community members appointed by County Supervisors to give project advice to staff
- Newsletters
- Various other engagement activities
- **New email list for project updates**
- **A Story Map is now live on the website!**



DEPARTMENT RESOURCES

- Department Homepage
- BRT Homepage
- What is BRT?
- Project Background
- Interactive Story Map**
- Meeting Materials
- FAQ
- Related Projects +

Richmond Highway Bus Rapid Transit (BRT)

Richmond highway BRT Website

The Richmond Highway BRT Project

The Richmond Highway BRT system will extend from Huntington MetroRail Station to Fort Belvoir. It will provide two dedicated BRT lanes in the roadway median for the majority of alignment, with a goal to bring enhanced transit quality, reliability, and safety to the corridor.

The project will include:

- Roadway widening, where necessary
- Construction of bicycle and pedestrian facilities
- Streetscape (station/landscape, walkways, signage)
- Nine potential stations

The current cost estimate for the project is \$735M. This cost is based on an approximate 5-10% design and is subject to change and refinement as more engineering/design is completed.

What will it look like?

fairfaxcounty.gov/transportation/richmond-hwy-brt





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Design Process

- **County Comprehensive Plan** - Identifies/set up typical section (how many lanes, types of pedestrian/bicycle facilities, etc.)
- **Survey Area** - What are the physical constraints and opportunities present?
- **Layout Conceptual Design** - Using comprehensive plan and survey, lay out a graphic representation of the project to identify impacts and opportunities for traffic and safety improvements. Seek community feedback.
- **Engineer, Refine, Repeat** - Work with community and State partners on design of project for opportunities to minimize impacts where feasible and improve corridor conditions.





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Design Updates

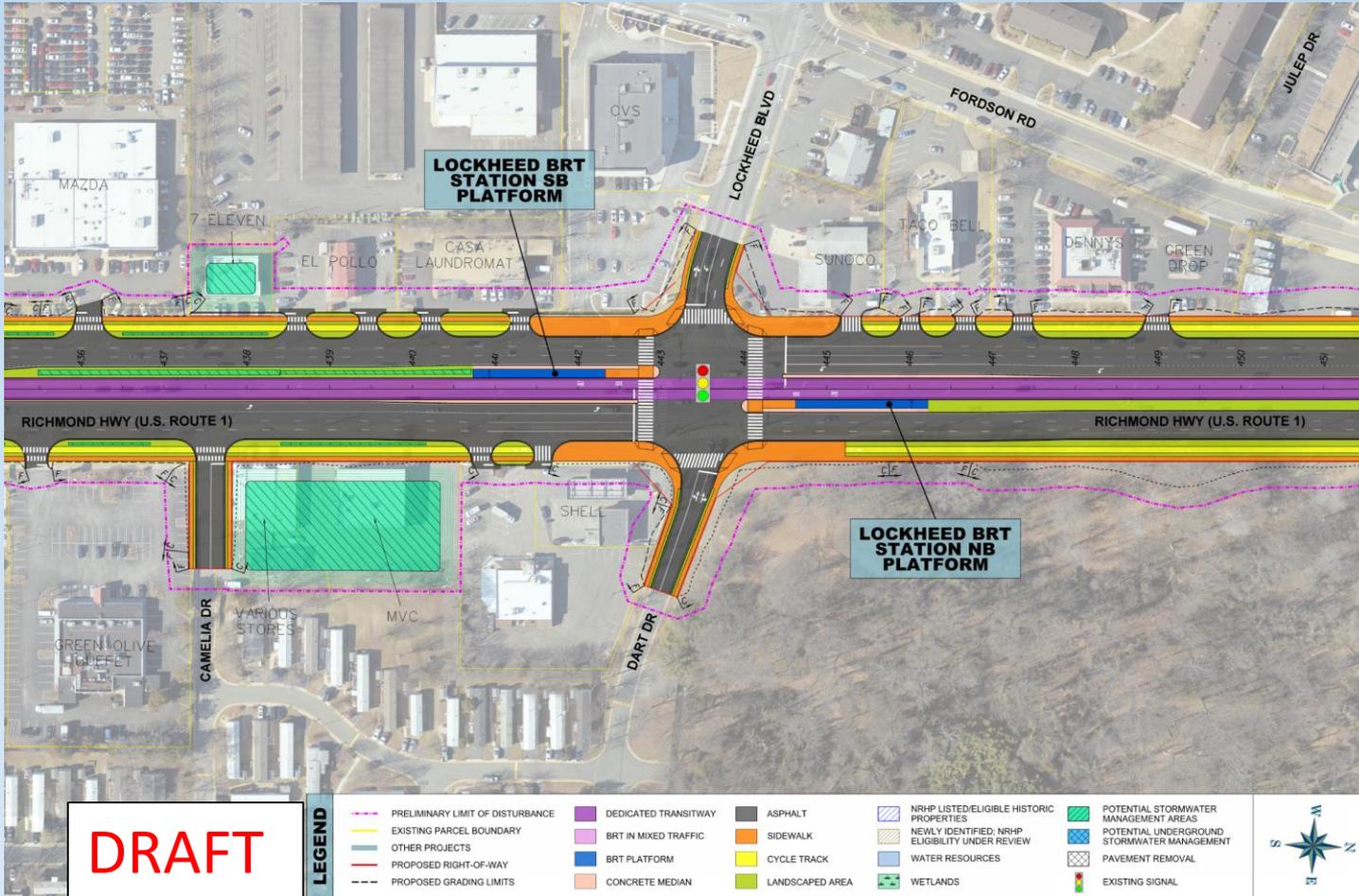
- 20% Preliminary Design
- Roadway/Transitway Design
- Storm Water Management (SWM)/Drainage Design
- Traffic Design
- Station Platform Layout





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Sample Plan



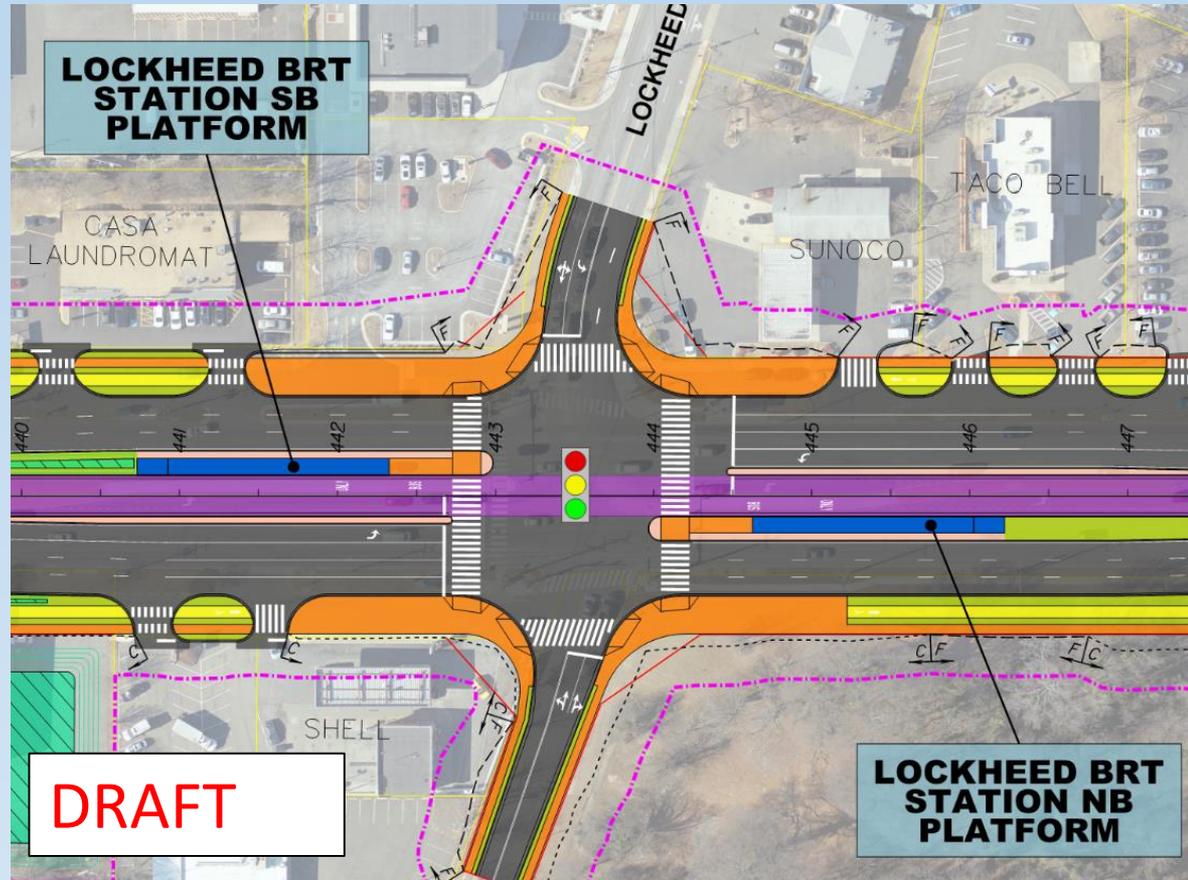


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Intersection Plaza

- Designated by orange areas at intersections
- Applies to all signalized intersections
- Plaza will have a different pavement style
- People walking, biking, or accessing transit will share space



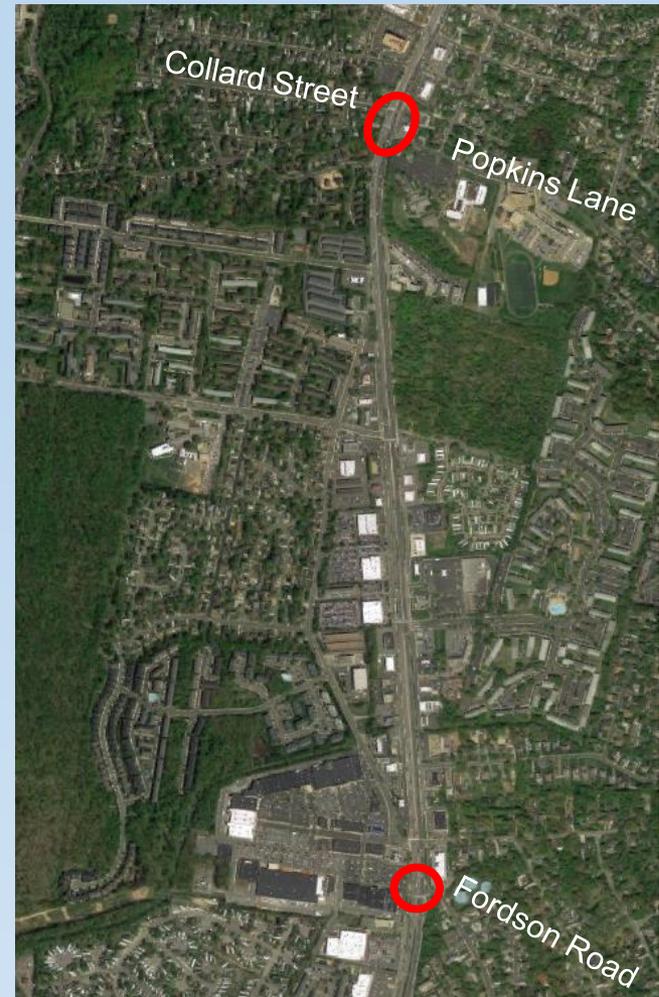


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Design Findings (so far)

- In laying out conceptual design for BRT, two intersections will need to be modified
 - Collard Street & Popkins Lane
 - Fordson Road
- As design continues more locations may be identified



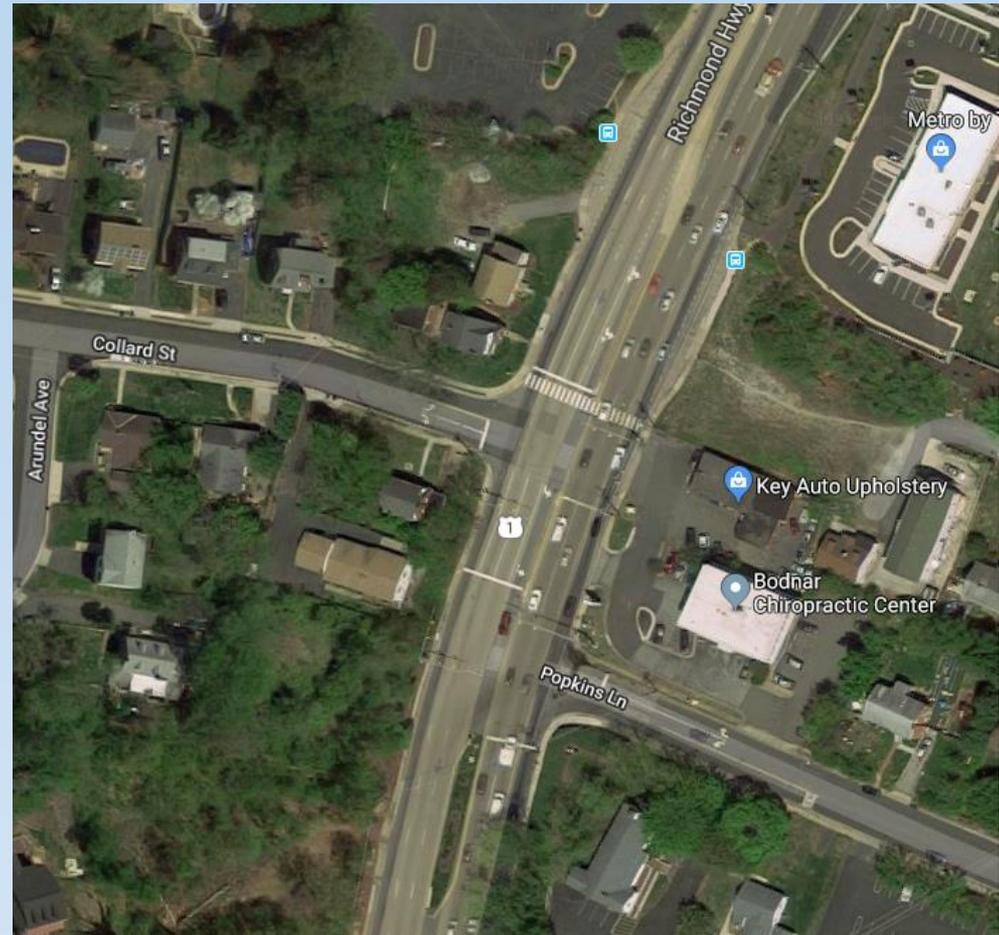


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Intersection of Collard St. & Popkins Ln.

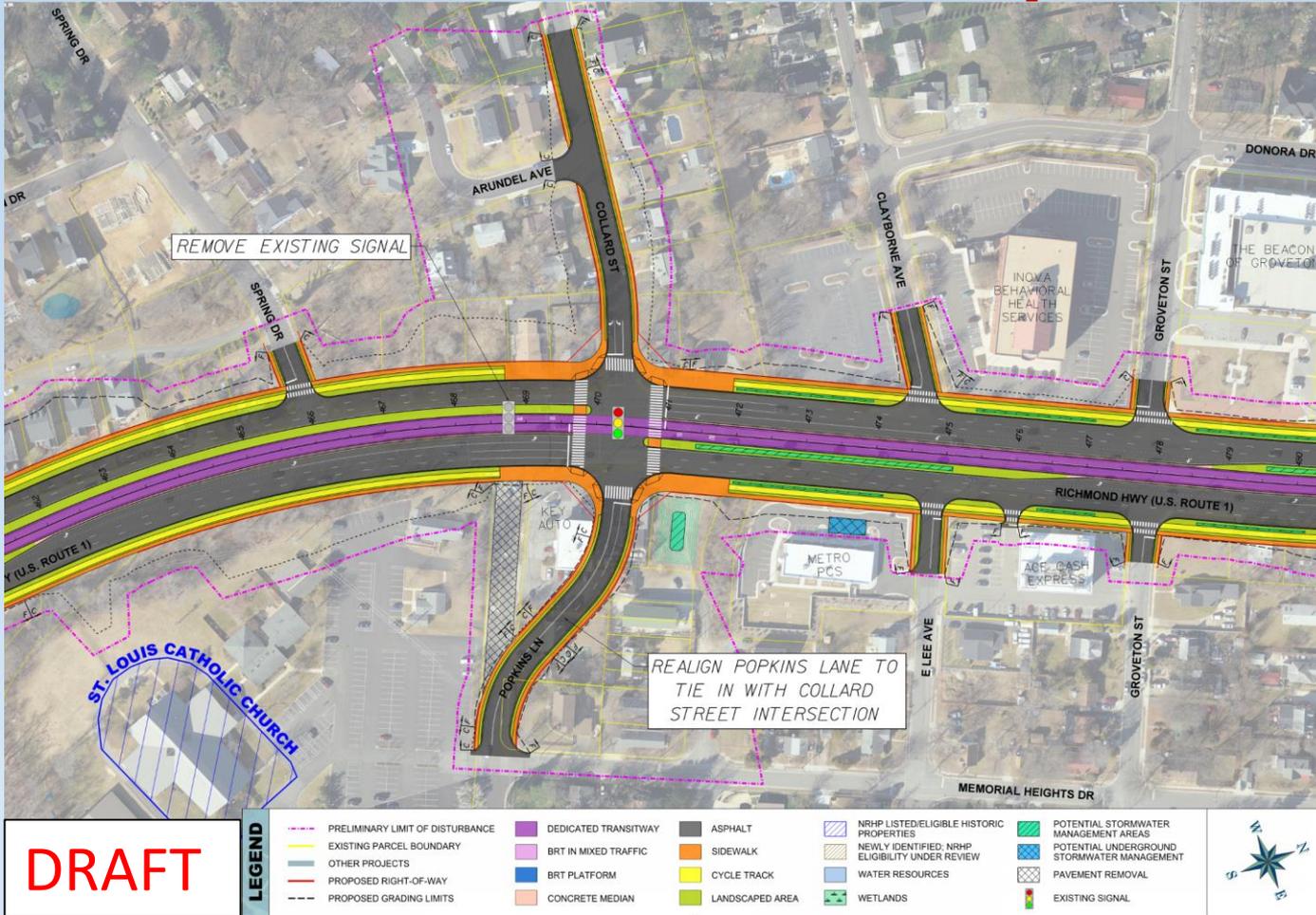
- Proposed re-alignment of Popkins Lane to Collard Street
- Consolidates two closely spaced intersections to one (consistent with the Embark Comprehensive Plan)
- Improves safety for vehicular travel
- Eliminates a crossing of the BRT system, improving safety





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Intersection of Collard St. & Popkins Ln.



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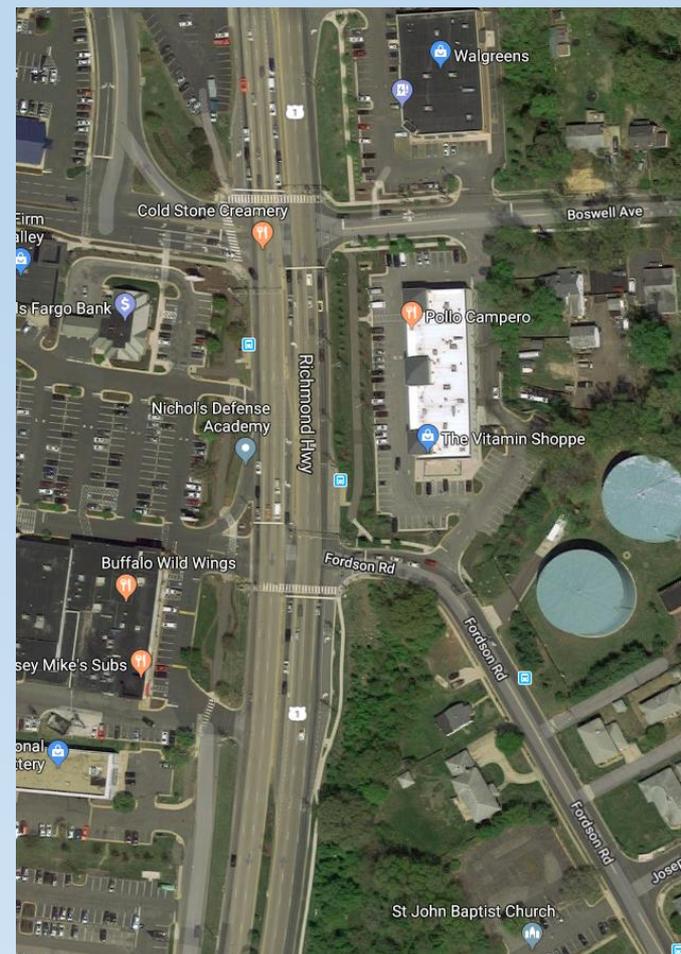


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Intersection of Fordson Rd. & Richmond Highway

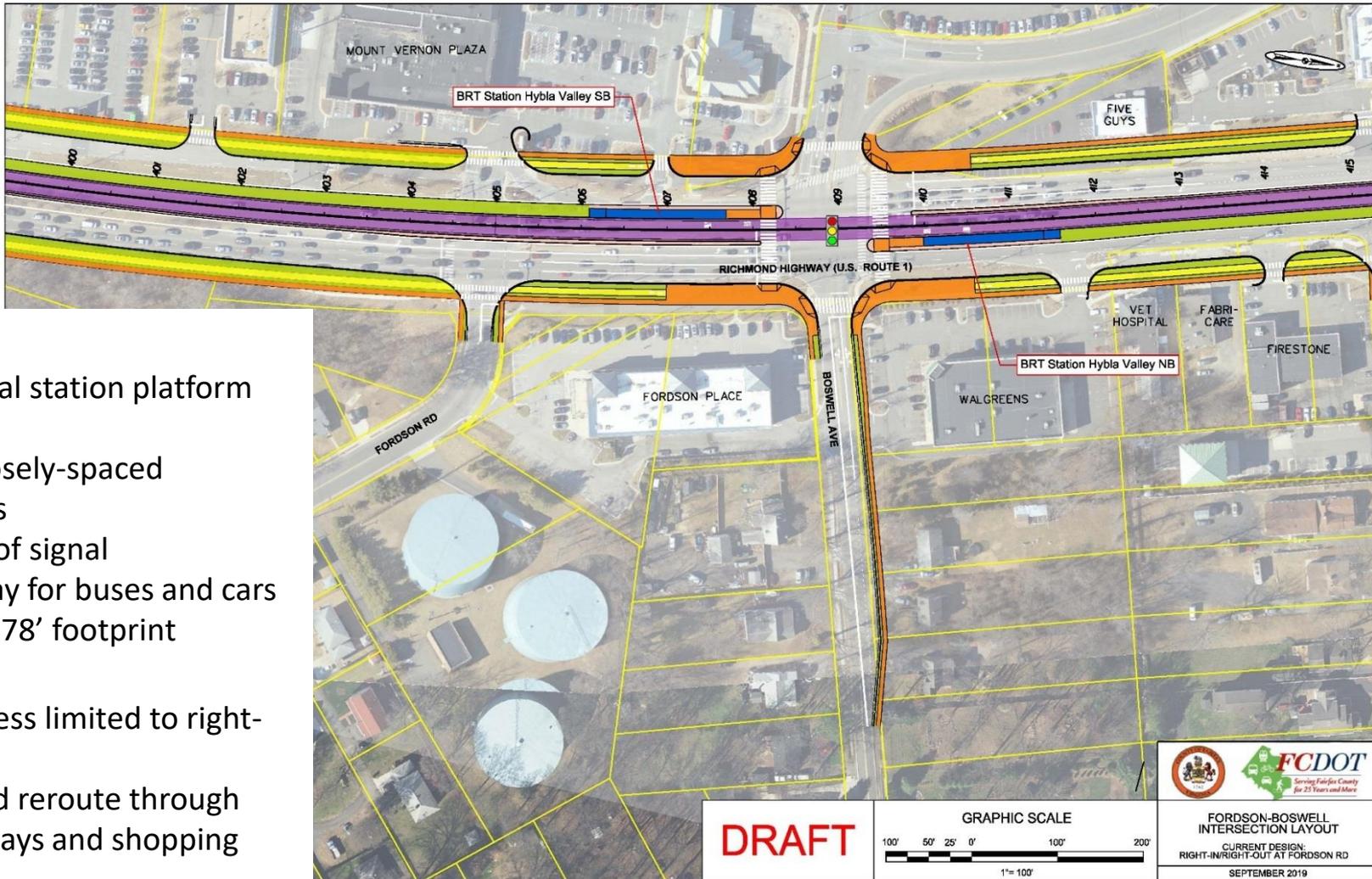
- Comprehensive Plan includes language to provide the potential for a realignment for Fordson Road, on the east side of Richmond Highway to Boswell Avenue, with an option to consolidate traffic signals on Richmond Highway, pending future study
- Existing space within the Richmond Highway median for the Hybla Valley Station is not enough for station and left turn lane
- BRT Team is considering limiting access to Fordson to right in right out
- Through community input over the summer, 3 new alternatives have been identified





County of Fairfax, Virginia

Option A: Right-in/right-out at Fordson Road



Pros:

- Provides ideal station platform layout
- Removes closely-spaced intersections
- Elimination of signal reduces delay for buses and cars
- Within the 178' footprint

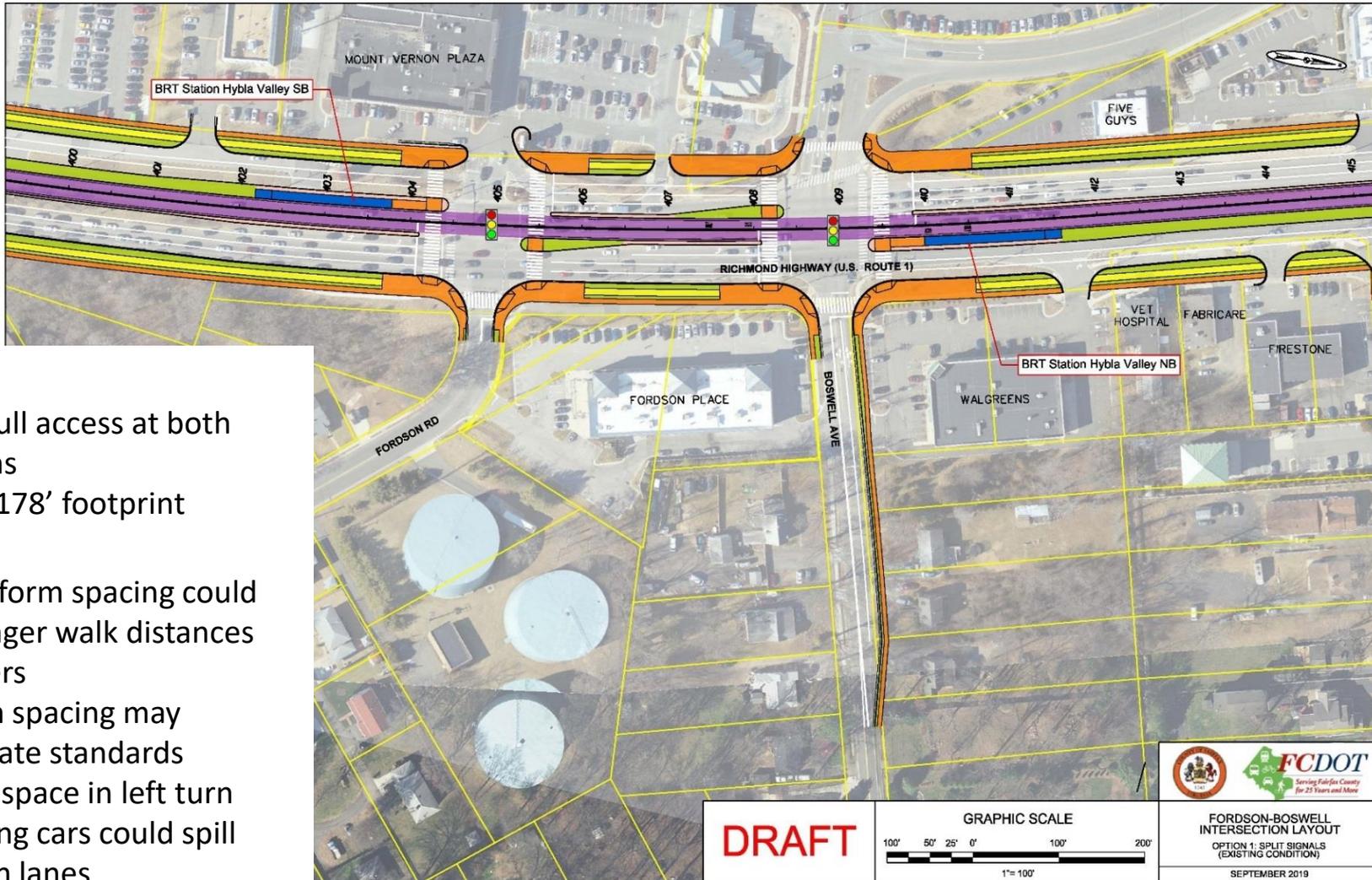
Cons:

- Fordson access limited to right-in/right-out
- Drivers could reroute through other roadways and shopping centers



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Option B: Split Station Platforms (new)



Pros:

- Maintains full access at both intersections
- Within the 178' footprint

Cons:

- Station platform spacing could result in longer walk distances for BRT riders
- Intersection spacing may not meet state standards
- Insufficient space in left turn lanes; turning cars could spill into through lanes

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GRAPHIC SCALE
 100' 50' 25' 0' 100' 200'
 1" = 100'

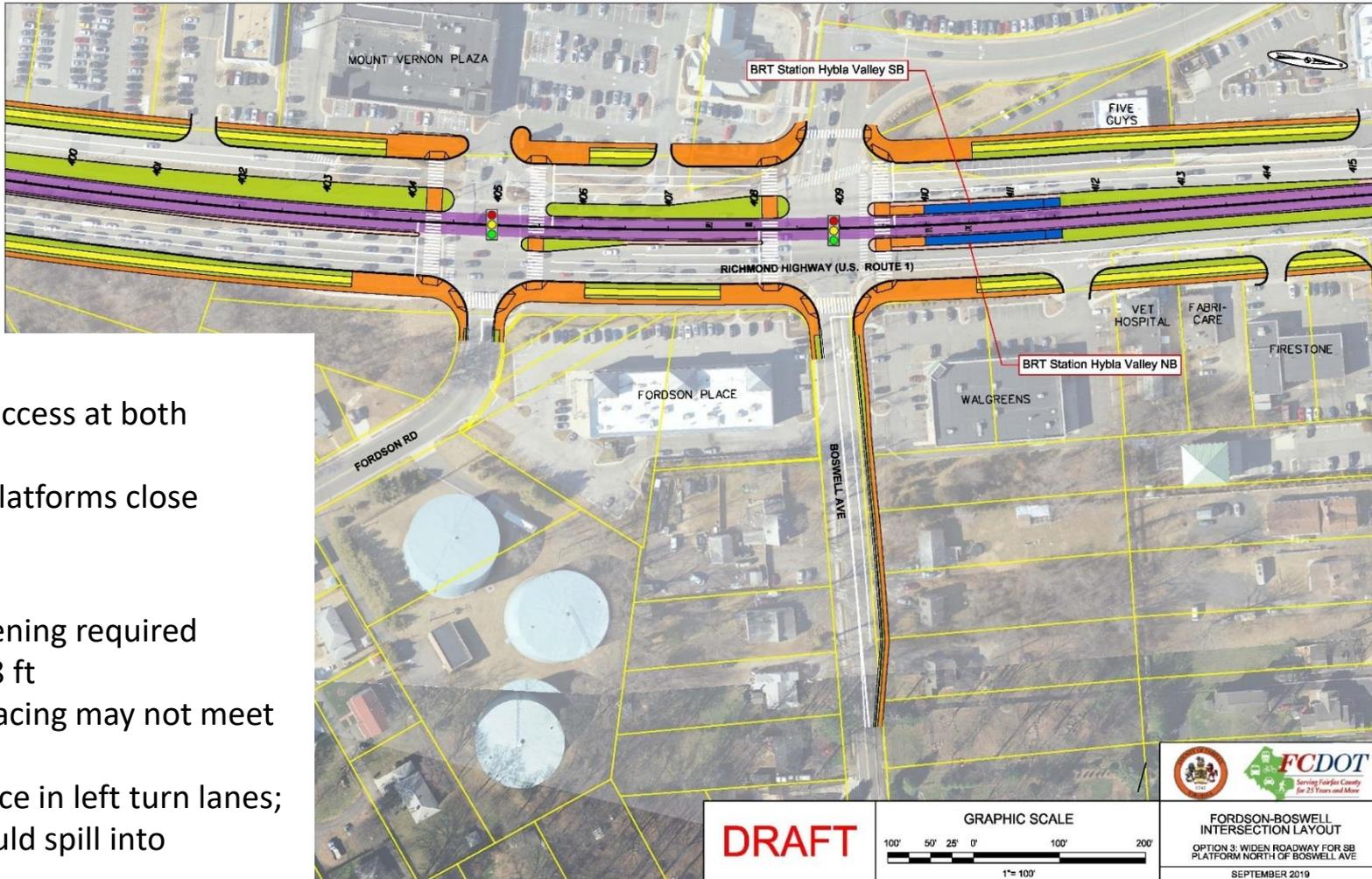
FC DOT
 Serving Fairfax County for 23 Years and More

FORDSON-BOSWELL INTERSECTION LAYOUT
 OPTION 1: SPLIT SIGNALS (EXISTING CONDITION)
 SEPTEMBER 2019



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Option C: Widen roadway for SB platform north of Boswell Avenue (new)



Pros:

- Maintains full access at both intersections
- Keeps station platforms close together

Cons:

- Additional widening required beyond the 178 ft
- Intersection spacing may not meet state standards
- Insufficient space in left turn lanes; turning cars could spill into through lanes

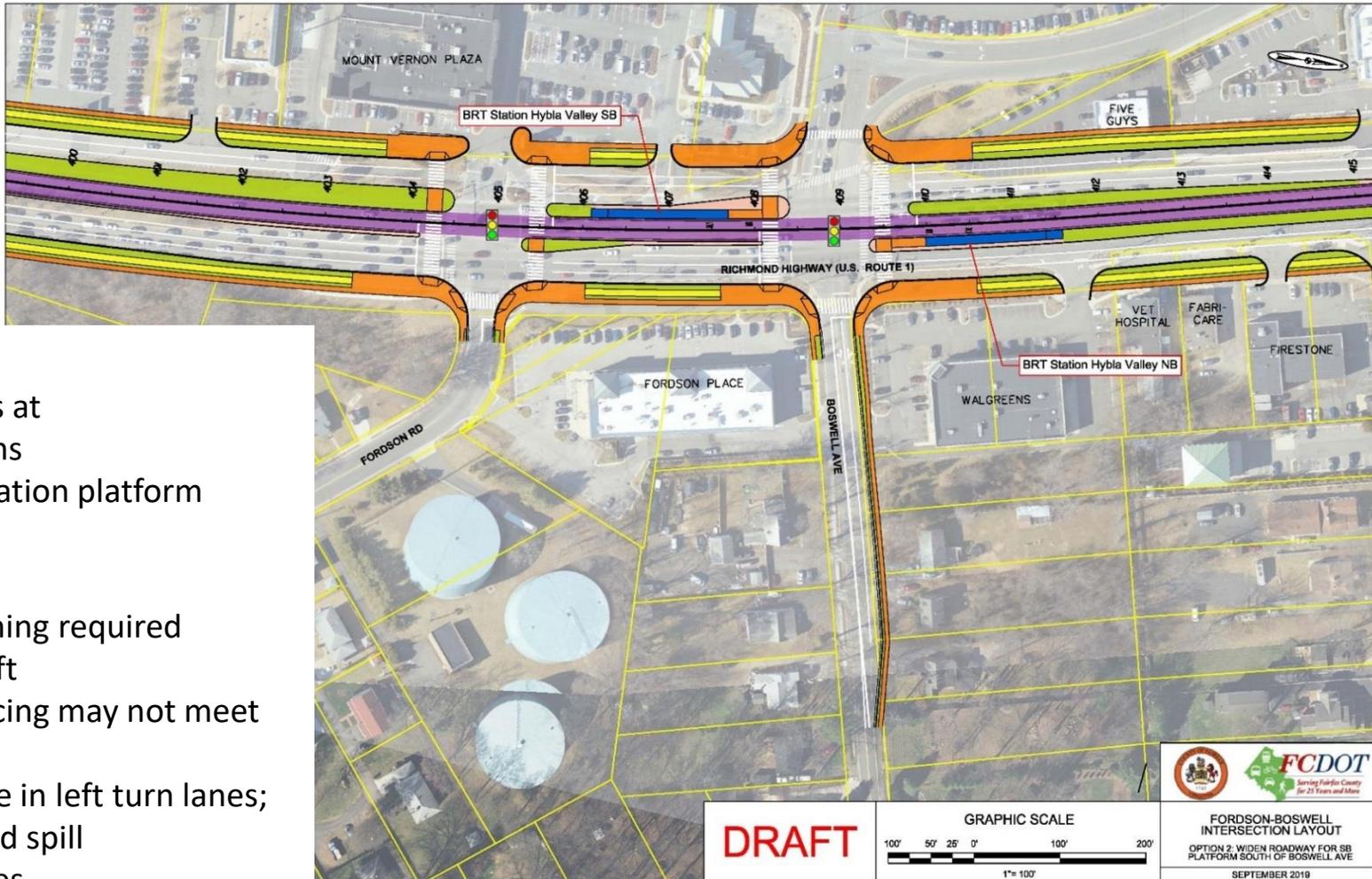
FORDSON-BOSWELL INTERSECTION LAYOUT
OPTION 3: WIDEN ROADWAY FOR SB PLATFORM NORTH OF BOSWELL AVE
SEPTEMBER 2019



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Option D: Widen roadway for SB platform south of Boswell Avenue (new)



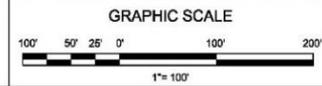
Pros:

- Maintains access at both intersections
- Provides ideal station platform layout

Cons:

- Additional widening required beyond the 178 ft
- Intersection spacing may not meet state standards
- Insufficient space in left turn lanes; turning cars could spill into through lanes

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FORDSON-BOSWELL INTERSECTION LAYOUT
OPTION 2: WIDEN ROADWAY FOR SB PLATFORM SOUTH OF BOSWELL AVE
SEPTEMBER 2019



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Fordson Road Alternatives

DESIGN OPTION	DESCRIPTION	Least Construction Costs	Most Efficient		Least Property Impacts	Meets VDOT Current Design Standards
			BRT Signal Operations	Station Layout		
Option A	Right-in/Right out at Fordson Road					
Option B	Split station platforms + keep Fordson signal					
Option C	Widen Road for Southbound platform north of Boswell Avenue					
Option D	Widen Road for Southbound platform south of Boswell Avenue					

KEY: BEST \longleftrightarrow WORST





Tonight: Conceptual Design of BRT System

Please review the Conceptual Design

- The maps contain aerial imagery of Richmond Highway, and show:
 - Station locations
 - Wetlands and waters
 - Stormwater design
 - Historic Resources listed or eligible for listing in the National Register of Historic Places
 - Restaurants and shopping centers
 - The layout of the BRT System on paper
- The lines showing the area within which the project will be constructed **are preliminary** and subject to change and further refinement. **This design does not reflect final right-of-way acquisition lines.**
- **We want your feedback - please fill out a comment form!**





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:**
 - Conceptual design
 - Identified historic resources
 - Station design themes
 - Future traffic
 - BRT ridership
 - BRT traffic signal operations
 - Community involvement
- **Staff is available to answer questions, including those related to potential property impacts**



Next Steps & Staying Involved



Richmond Highway Bus Rapid Transit





Next Steps

Public Meeting #3

- September 17, 2019
(We are here!)

Public Meeting #4

- Late 2019/Early 2020

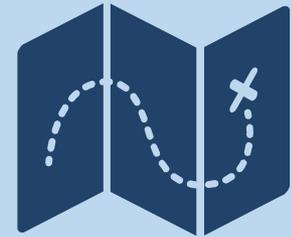
- Review comments from this meeting to better understand the needs in the corridor and what people would like to see at stations and in station areas
- Continue to refine the system design
- Continue to develop the draft station design
- Continue to analyze property impacts
- Finalize reports that describe the types of impacts that the project could have on environmental resources
- Refine branding options and gather input
- Continue to work on securing funding





Four Ways to Submit Comments

- Complete comment form [on website](#) or turn in at Welcome Table
- [Web form](#) on the BRT project website
- Email comments to 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!





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 the **project email list** (at the bottom of the [website](#))
 - 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 all public meetings are posted online**

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 comments): Fairfax County Department of Transportation, Richmond Highway BRT Project Manager, 4050 Legato Rd, Fairfax, VA 22033.



Richmond Highway Bus Rapid Transit

