



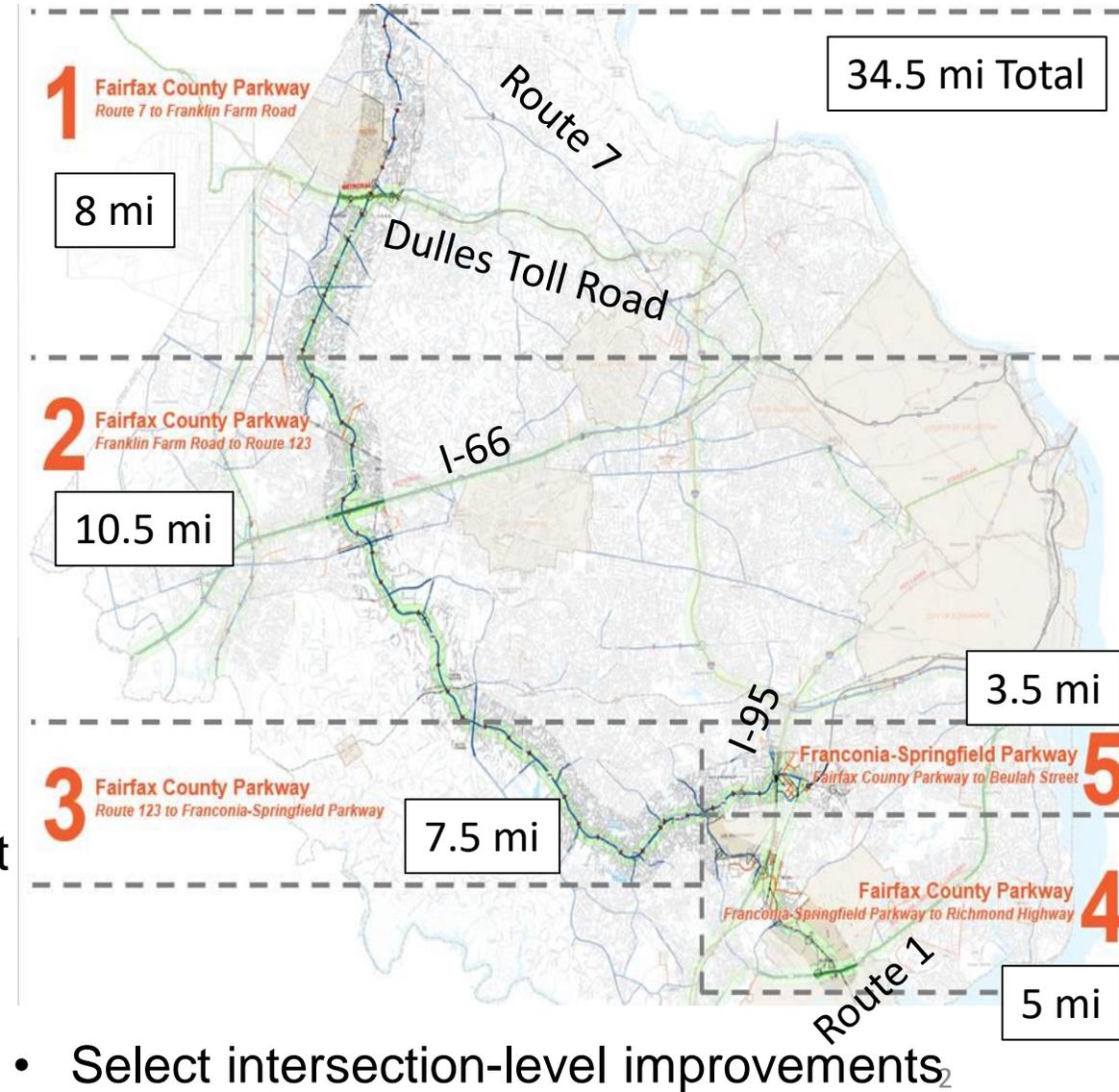
**Fairfax County & Franconia-Springfield Parkways**  
*Alternatives Analysis & Long-Term Planning Study*  
*Preliminary Recommendations & Public Outreach Summary*

Board Transportation Committee  
June 30, 2020

Thomas Burke, P.E., AICP  
Senior Transportation Planner  
Department of Transportation

# Preliminary Recommendations - Development Process

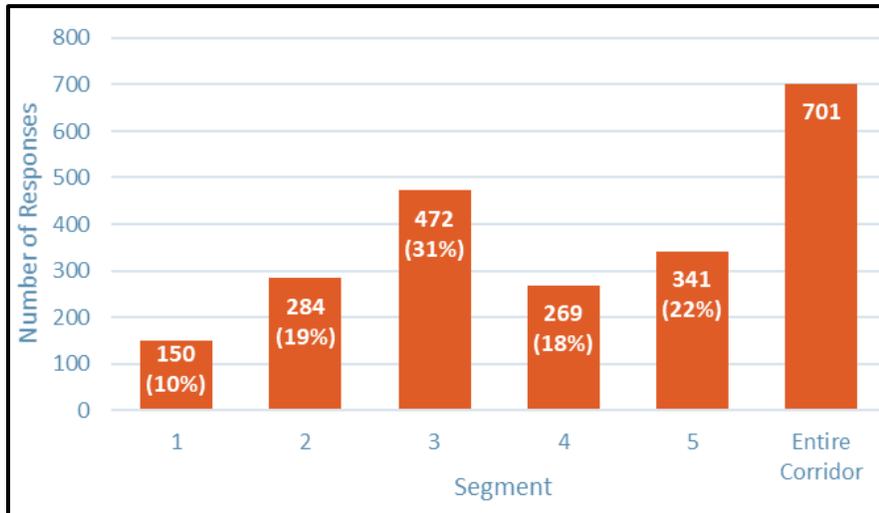
- Three alternative study concepts tested:
  - Maximize Traffic Flow
  - Minimize Impact
  - Optimize HOV
- Many considerations include:
  - Traffic operations
  - Right-of-way impacts
  - Land Use Compatibility
  - Public Input
  - Cost Estimates
  - Context Sensitive
- Screening includes (Comp Plan Policies):
  - Safely and efficiently carry people and goods;
  - Connect Fairfax County's communities and neighborhoods
  - Minimize impacts to natural & built environment
- Preferred Alternative selection process:
  - Start with segment-level improvements based on data, analysis results, and screening



- Select intersection-level improvements<sub>2</sub>

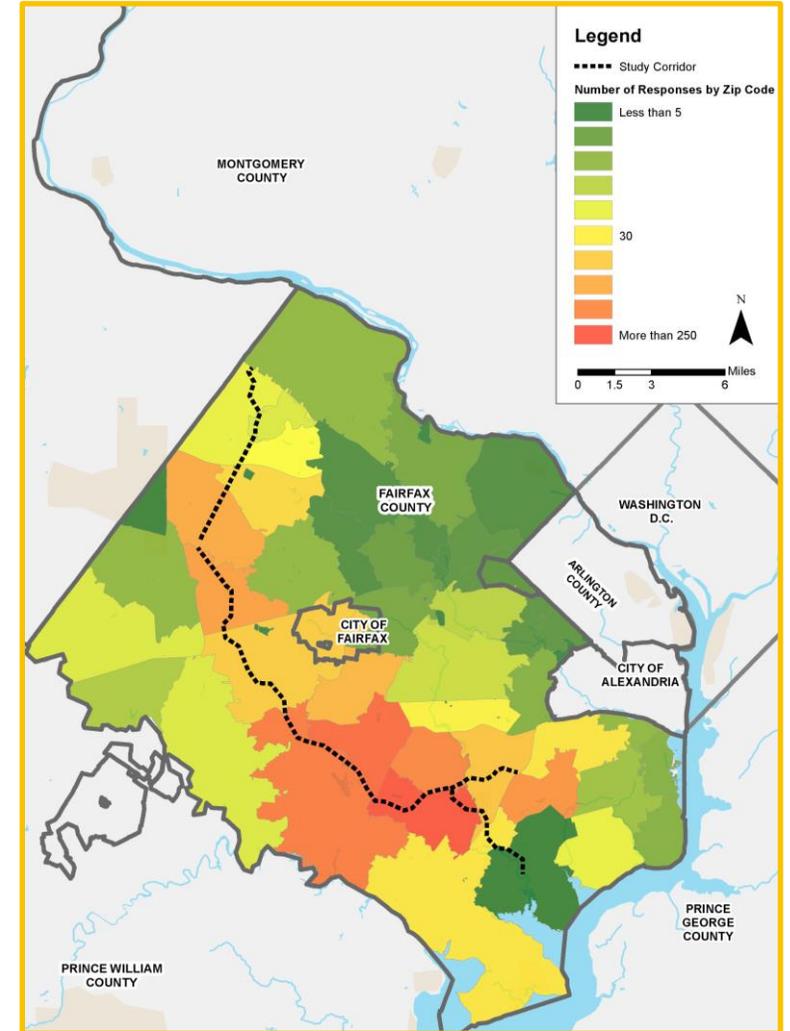
# Public Outreach Spring 2019

- 3 meetings – 109 attendees
- Online survey – 1,391 recorded responses
- Strong support for completing trails and incorporating trails on both sides of Parkways
- Strong support for widening, without HOV
- Limited response to HOV strategies (<10% of survey responses), but strong support among those who responded to the HOV questions



Survey Feedback by Segment

Segment 3 (Route 123 to Franconia-Springfield Parkway) received the most feedback by participants responding on individual segments



Highest participation recorded from residents in Springfield, Burke, and Fairfax Station

# High Occupancy Vehicle (HOV) Re-Evaluation

- Current Comp Plan includes future HOV on majority of the Parkways
- The *Optimize HOV Concept*, with substantial infrastructure added, results in travel time benefits for buses and HOV vehicles, but is offset by impacts to single occupant vehicles & has high costs
- Staff recommends removal of HOV from FCP/FSP due to:
  - Minimal change in corridor travel times
  - Low demand anticipated for center-running HOV-2+ lanes
  - Addition of HOV lanes causes excessive delay for general purpose lanes
  - Unseparated HOV lanes compromise operations, safety, and ability for police enforcement
  - Separation at intersections/interchanges is extremely expensive
  - Existing HOV/Express Lane network in place (I-95, I-495, I-66, Dulles Toll Road)
  - FCP/FSP is circumferential and doesn't serve large DC core activity centers or Tysons
  - Low public interest or support



\* \* \* HOV “feeders” recommended at Dulles Toll Road, I-66 and I-95 \* \* \*

# Multimodal Considerations

- Transit

- Additional capacity for general purpose lanes will benefit bus service and reliability
- Planned FC Route 496 from Herndon to Franconia-Springfield included in the Fairfax County Transit Development Plan (FY16-FY22)
- HOV feeder/connectors to regional facilities (DTR, I-66, I-95) will enhance transit service and reliability
- Queue jumps could serve as an interim improvement prior to a segment widening to the future planned cross-section



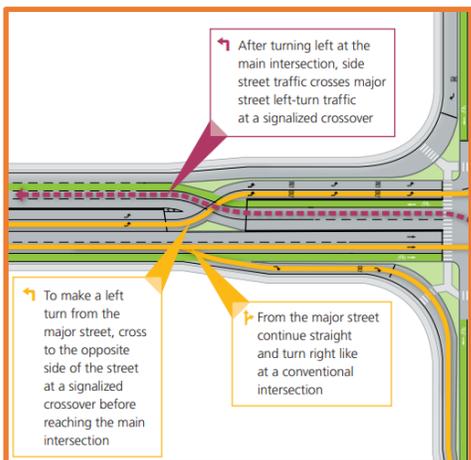
- Bicycle/Pedestrians

- Path/trail facilities planned on both sides of the Parkways
- Maintain path/trail along the mainline at interchanges with under/overpasses across free-flow ramps
- Enhanced facilities at intersections (e.g. crosswalks on all legs) and connections to regional parallel and crossing facilities

# Proposed Preferred Alternative – Segment 1

## Fairfax County Parkway Route 7 to Franklin Farm Road

- Maintain 6 travel lanes
- Innovative intersection at Wiehle Avenue
- Remove interchanges at Baron Cameron, McLearen
- Modify interchanges at Spring Street and DTR
- Add interchange at Franklin Farm Road (Echelon?)
- Remove HOV, Add HOV feeder at DTR



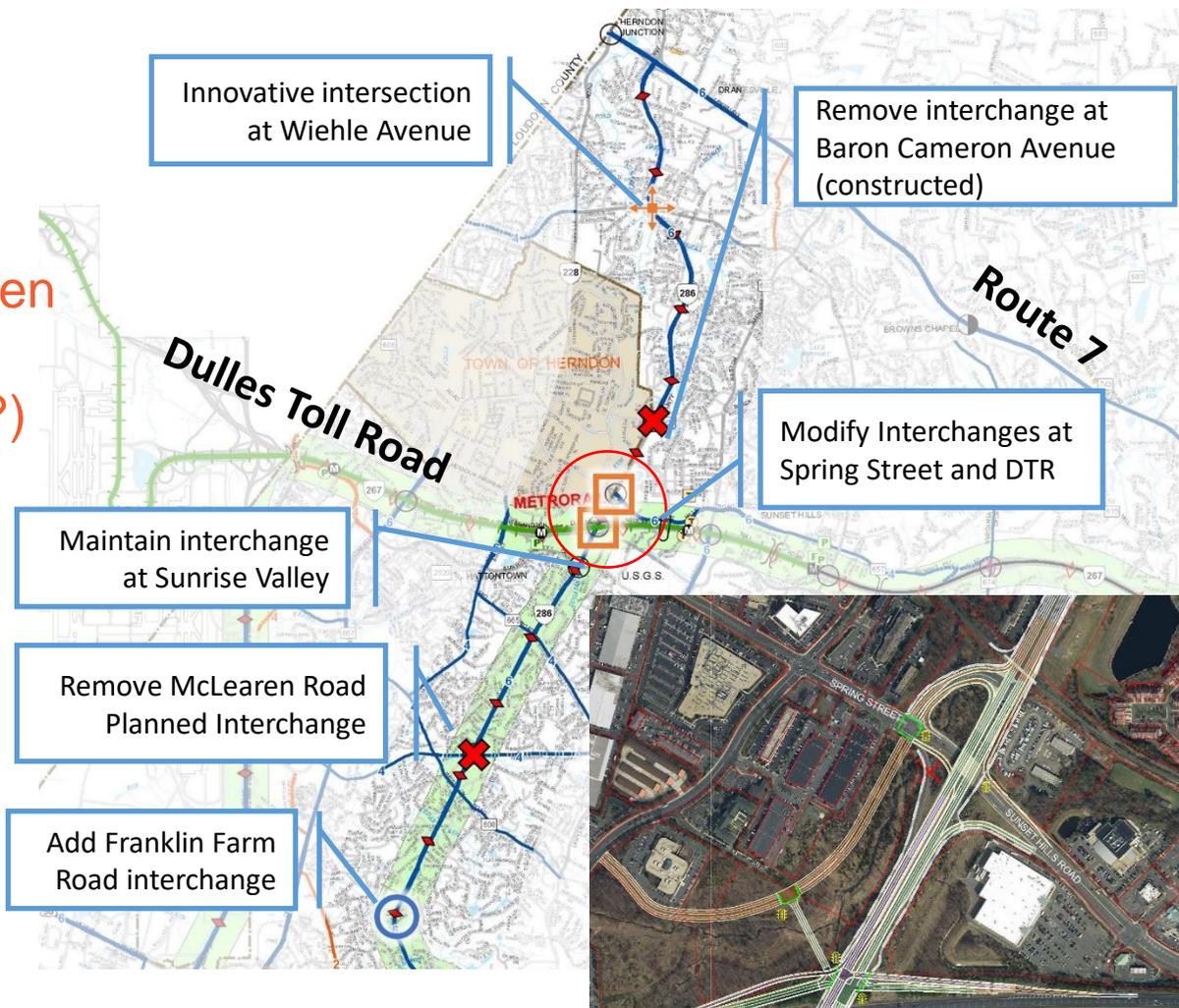
**WIEHLE AVE PARTIAL DISPLACED LEFTS**

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



**EXAMPLE OF AN ECHELON INTERCHANGE**

Source: VDOT

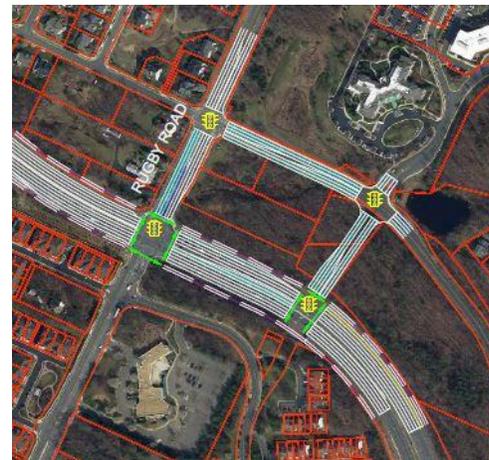
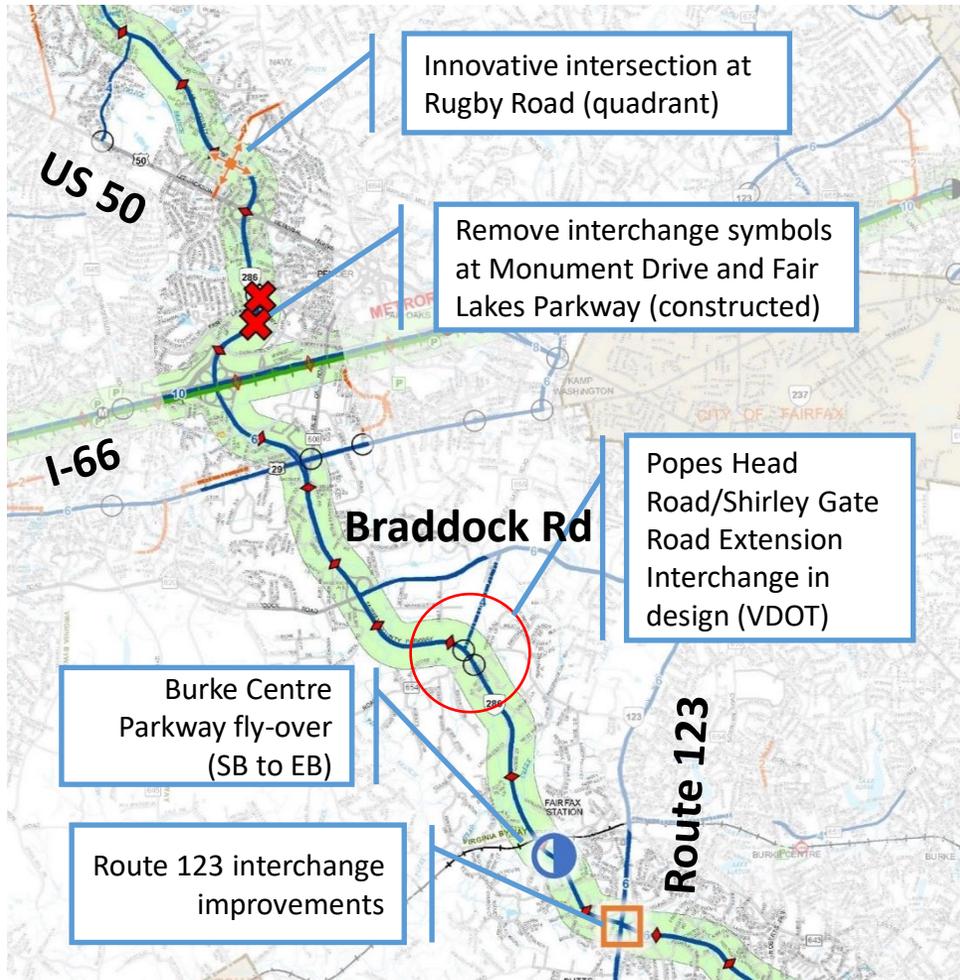


**SPRING STREET / FAIRBROOK DRIVE CONNECTOR**

# Proposed Preferred Alternative – Segment 2

## Fairfax County Parkway Franklin Farm Road to Route 123

- Maintain 6 travel lanes
- Innovative intersection at Rugby Road
- Remove interchanges at Monument Dr, Fair Lakes Pkwy
- Maintain interchange at Shirley Gate Rd/Popes Head Rd
- Add partial interchange/flyover at Burke Centre Pkwy
- Add interchange improvements at Route 123
- Remove HOV, Add HOV feeder at I-66



RUGBY ROAD QUADRANT INTERSECTION

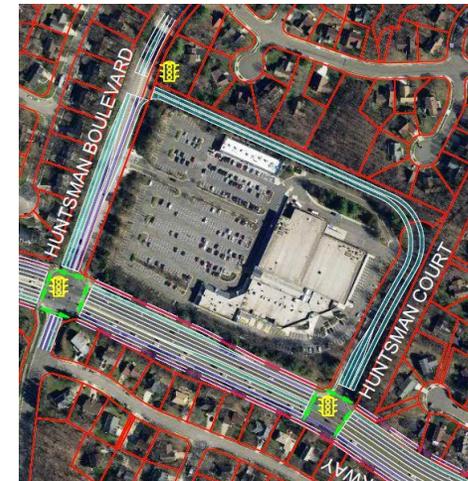
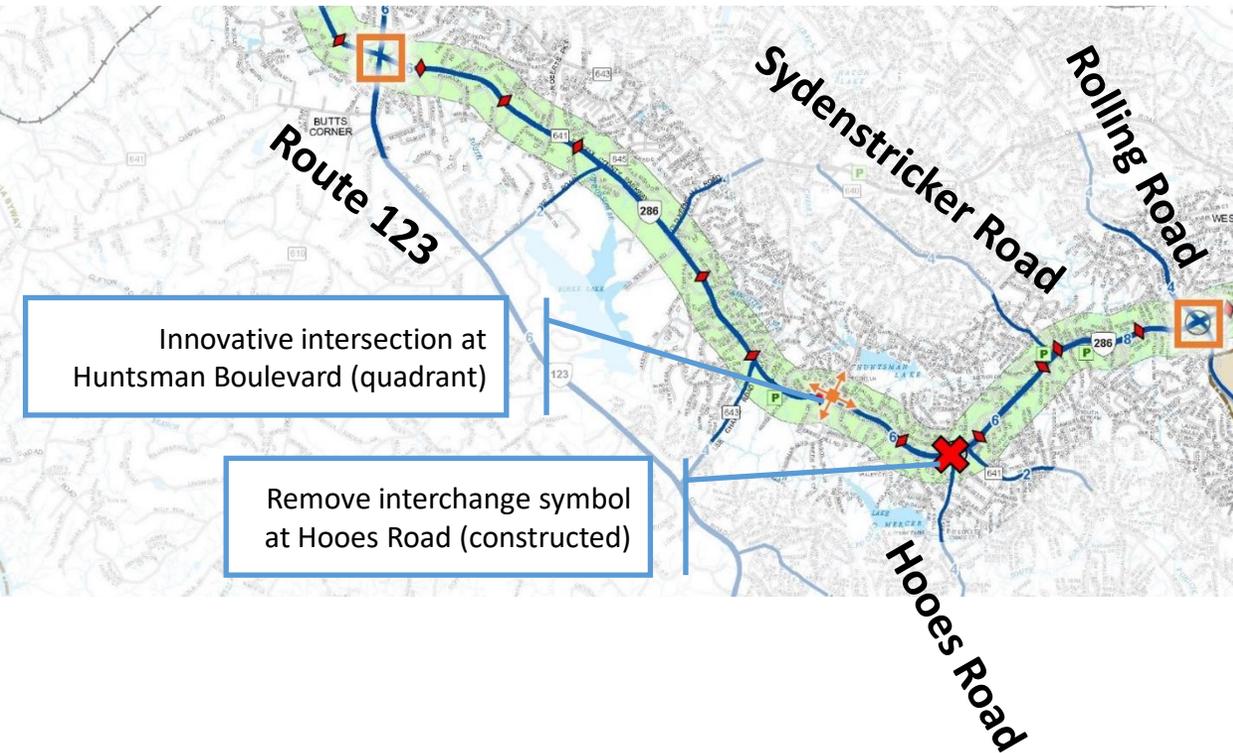


BURKE CENTRE PARKWAY FLYOVER

# Proposed Preferred Alternative – Segment 3

## Fairfax County Parkway Rt 123 to Franconia-Springfield Pkwy

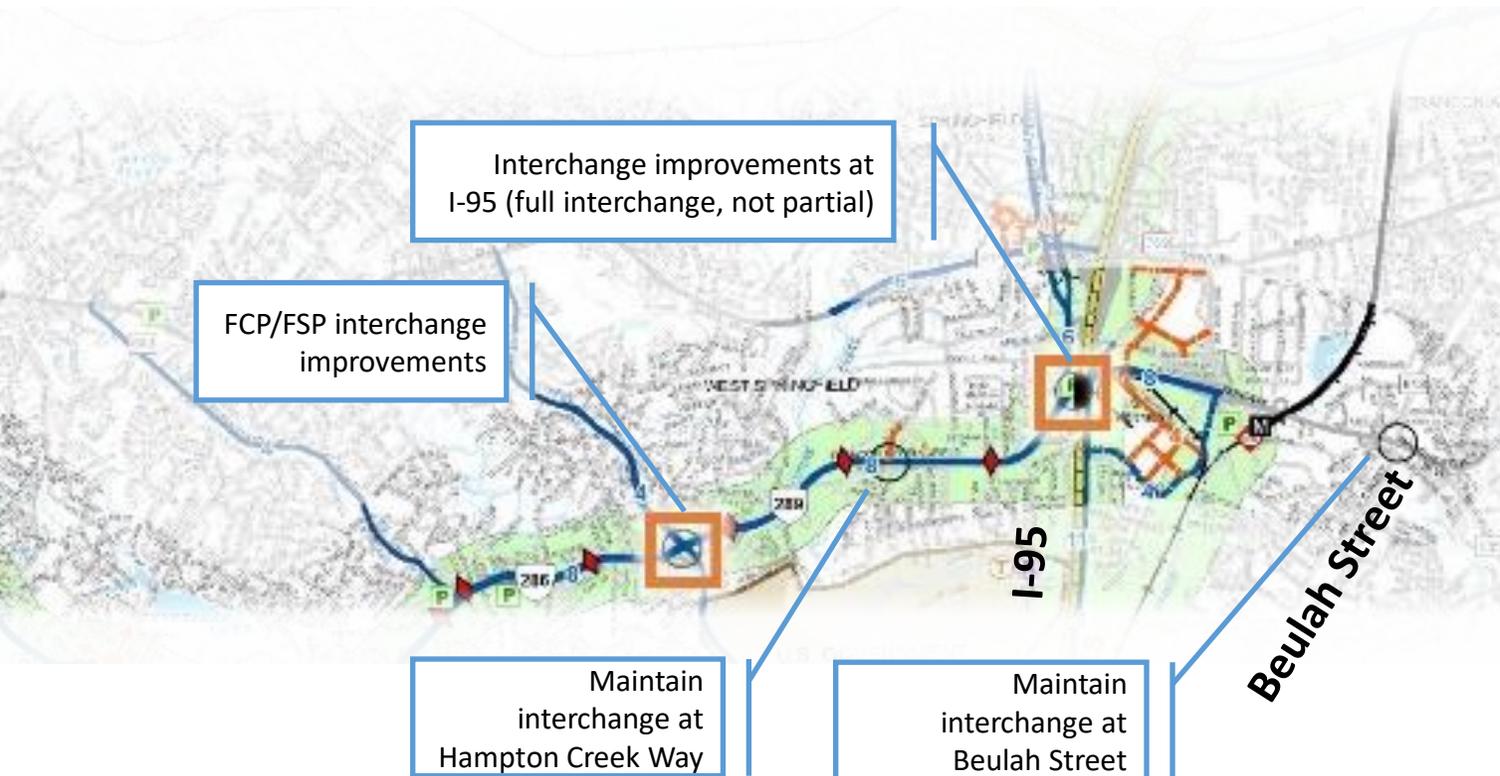
- Modify to 4 or 6 travel lanes, west of Hooes Rd (currently planned at 6)  
*requires further study of potential impacts*
- Innovative intersection at Huntsman Boulevard
- Remove interchange symbol at Hooes Road
- Reduce to existing 6 travel lanes, east of Sydenstricker Road (currently planned at 8)
- Remove HOV



HUNTSMAN BLVD QUADRANT INTERSECTION



# Proposed Preferred Alternative – Segment 5



## **Franconia-Springfield Parkway Fairfax County Parkway to Beulah Street**

- Reduce to existing 6 travel lanes (currently planned at 8 lanes)
- Maintain interchange improvements at FCP/FSP
- Change partial interchange improvements at I-95 to full
- Maintain interchanges at Hampton Creek Way and Beulah Street
- Remove HOV, Add HOV feeder at I-95

# Next Steps

- Receive Board Feedback on Preliminary Recommendations (Comments by July 8)
- Solicit feedback via Virtual public meetings and online survey (Summer 2020)
  - Summarize Spring 2019 public feedback
  - Summarize concept development
  - Obtain feedback to aid in development of Preferred Alternative
- Establish and evaluate Preferred Alternative (Fall 2020)
  - Traffic analysis
  - Right-of-way impacts
  - Estimate of probable cost
  - Other factors
- Final recommendations and reporting, Board Action (Winter 2021)
- Initiate Comprehensive Plan Amendment, Board Action (Spring 2021)



# Questions?

## Fairfax County & Franconia-Springfield Parkways *Alternatives Analysis & Long-Term Planning Study*

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# Corridor Concepts

- Three corridor concepts were developed based upon feedback from the Spring 2019 survey, with three basic themes:
  - Concept 1 – Increased vehicular capacity without HOV operations
  - Concept 2 – Right-of-way preservation with enhanced multimodal accommodations
  - Concept 3 – Enhanced corridor operations for HOV-2+ (previously evaluated HOV-3+)
- Key elements of each concept are summarized below

## Concept 1

- Significant capacity improvements at the Dulles Toll Road (DTR)
- Consideration of innovative intersections
- 6 lanes on FCP between Richmond Highway and Rolling Road
- I-95 interchange improvements (FCP)
- Trail on both sides, when possible

## Concept 2

- No additional widening beyond current corridor configuration
- Transit queue jump lanes
- Additional network connectivity near Loisdale Road
- I-95 interchange improvements (FCP)
- Trail on both sides, regardless of right-of-way impact

## Concept 3

- Center-running HOV-2+ lane in each direction
- Grade separated HOV flyovers at bottleneck locations (Wiehle Ave, Franklin Farm Rd, Rugby Rd, Huntsman Blvd)
- Exclusive, grade separated HOV access at DTR and I-66
- Trail on both sides, when possible