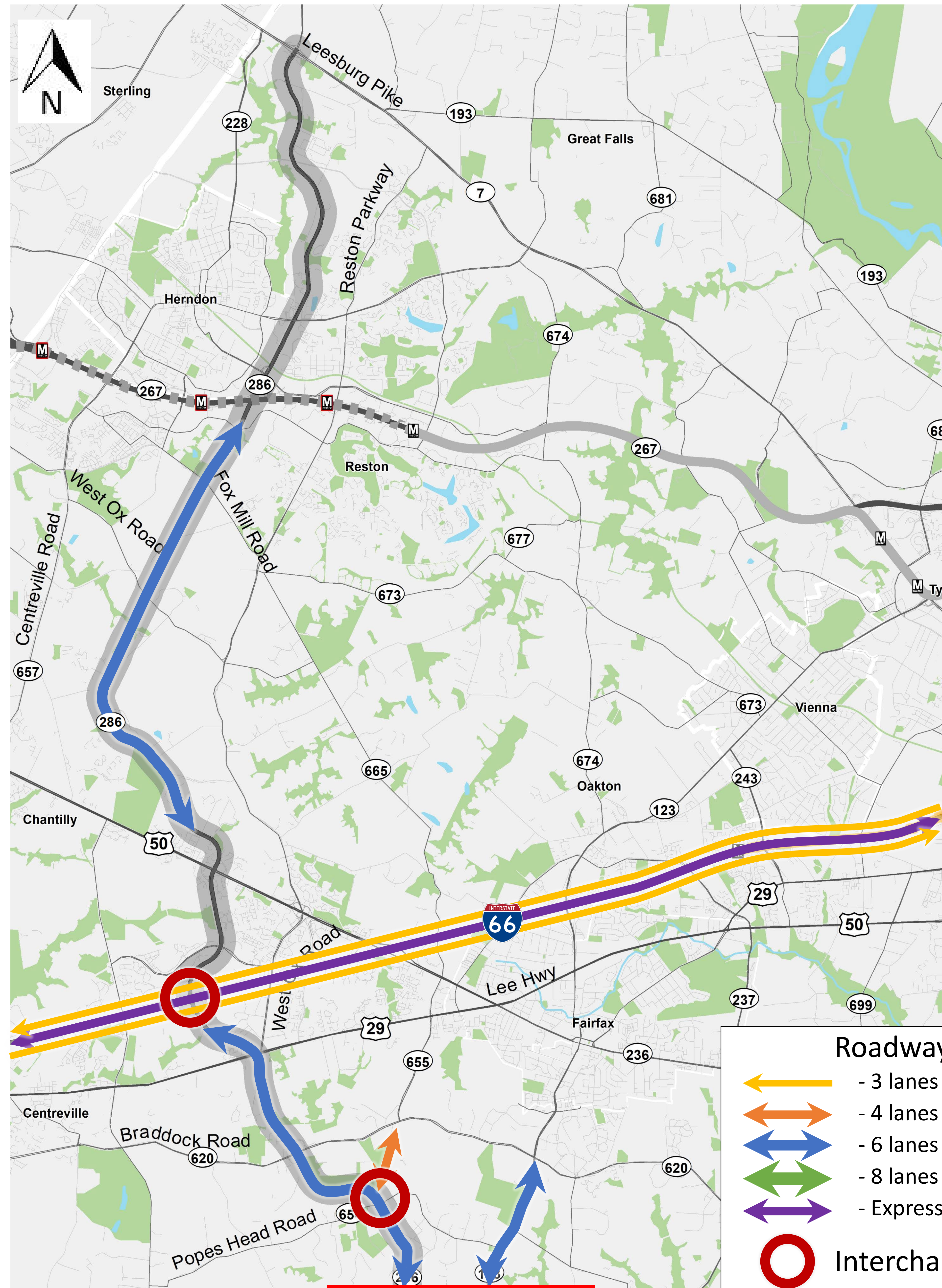


# Corridor Improvement Strategies

## Baseline Improvements



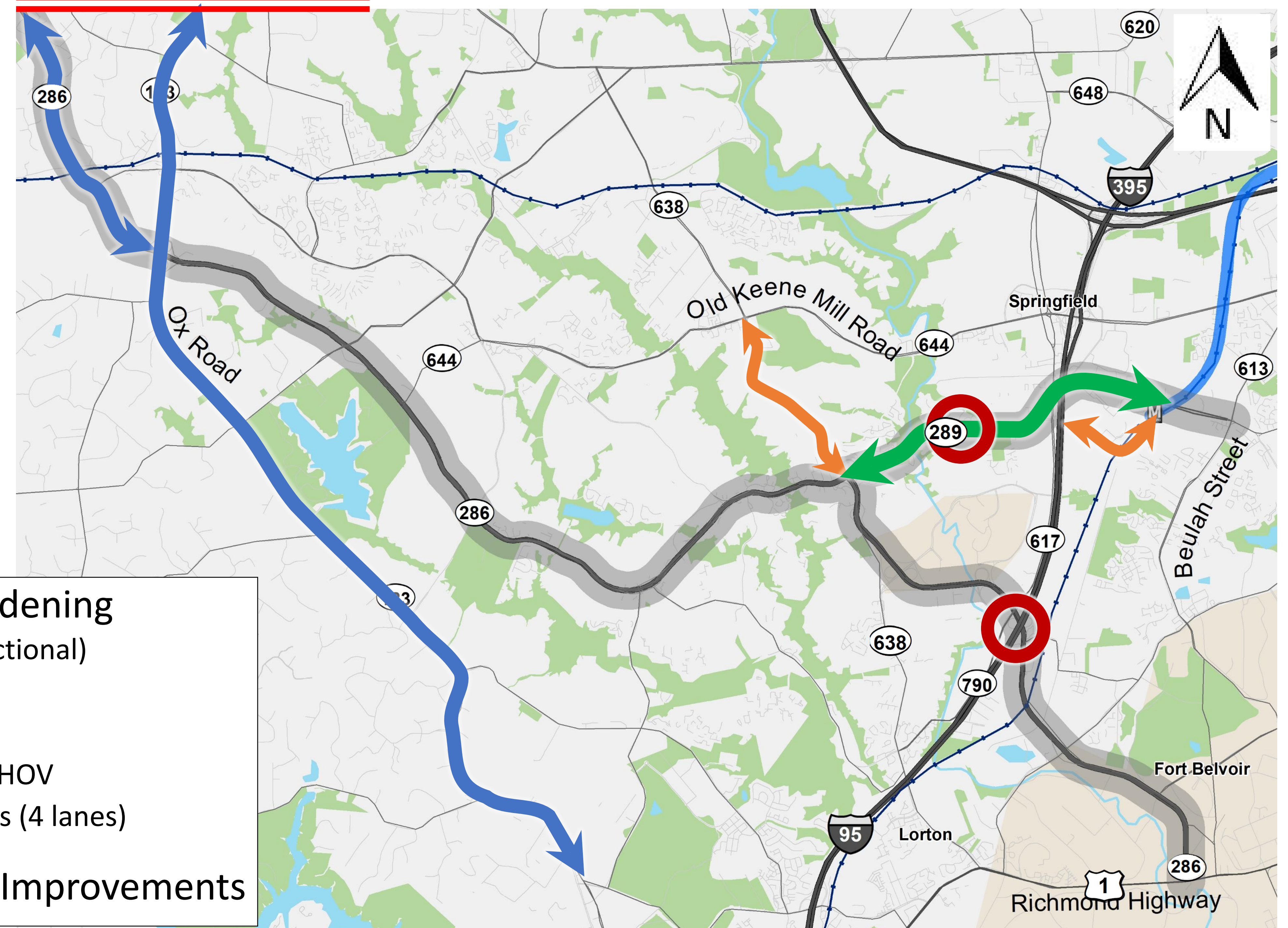
MAP CONTINUES TO THE RIGHT

**Baseline Improvements** represent the transportation network improvements that Fairfax County has currently slated for implementation in the National Capital Region Transportation Planning Board's fiscally-constrained long-range transportation plan (CLRP) and the County's Transportation Priorities Plan (TPP). The baseline strategy consists of the following (as shown on the map on this board):

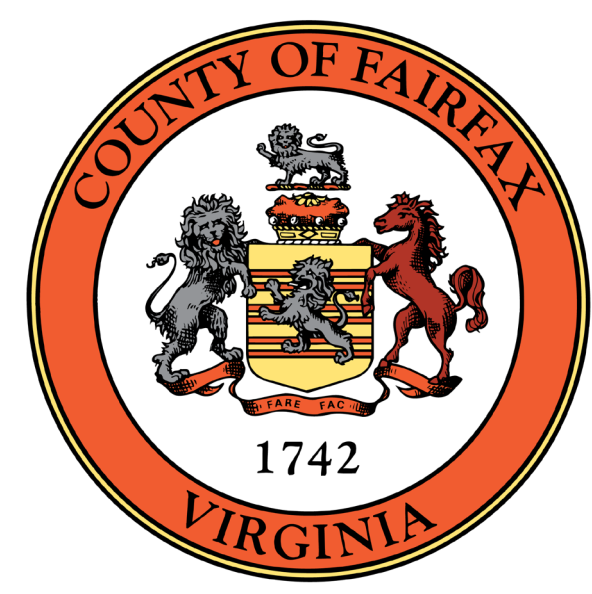
- Roadway Widening
- Additional Interchanges
- Additional Roadways
- Bicycle and Pedestrian Improvements
- Transit Improvements
- HOV Lanes

**The Baseline is assumed to be in place. Other Improvement Strategies (A through E) will build upon the Baseline.**

MAP CONTINUES FROM THE LEFT





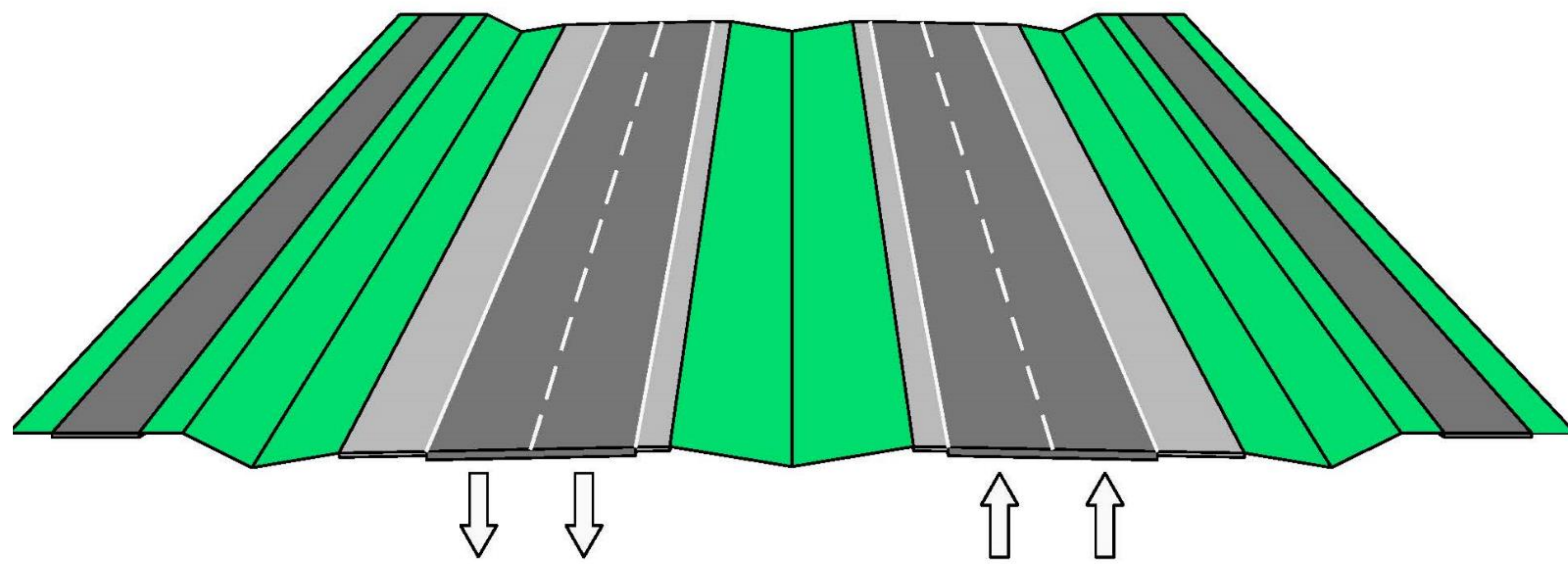


## Corridor Improvement Strategies

### 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 Fairfax County Parkway and Franconia-Springfield Parkway or portions of either Parkway. Provides flexibility in access and travel for bicyclists and pedestrians.



Cross Section of **Strategy A** with Shared Use Path on Both Sides  
(Note: Section Width and Number of Lanes Could Vary)

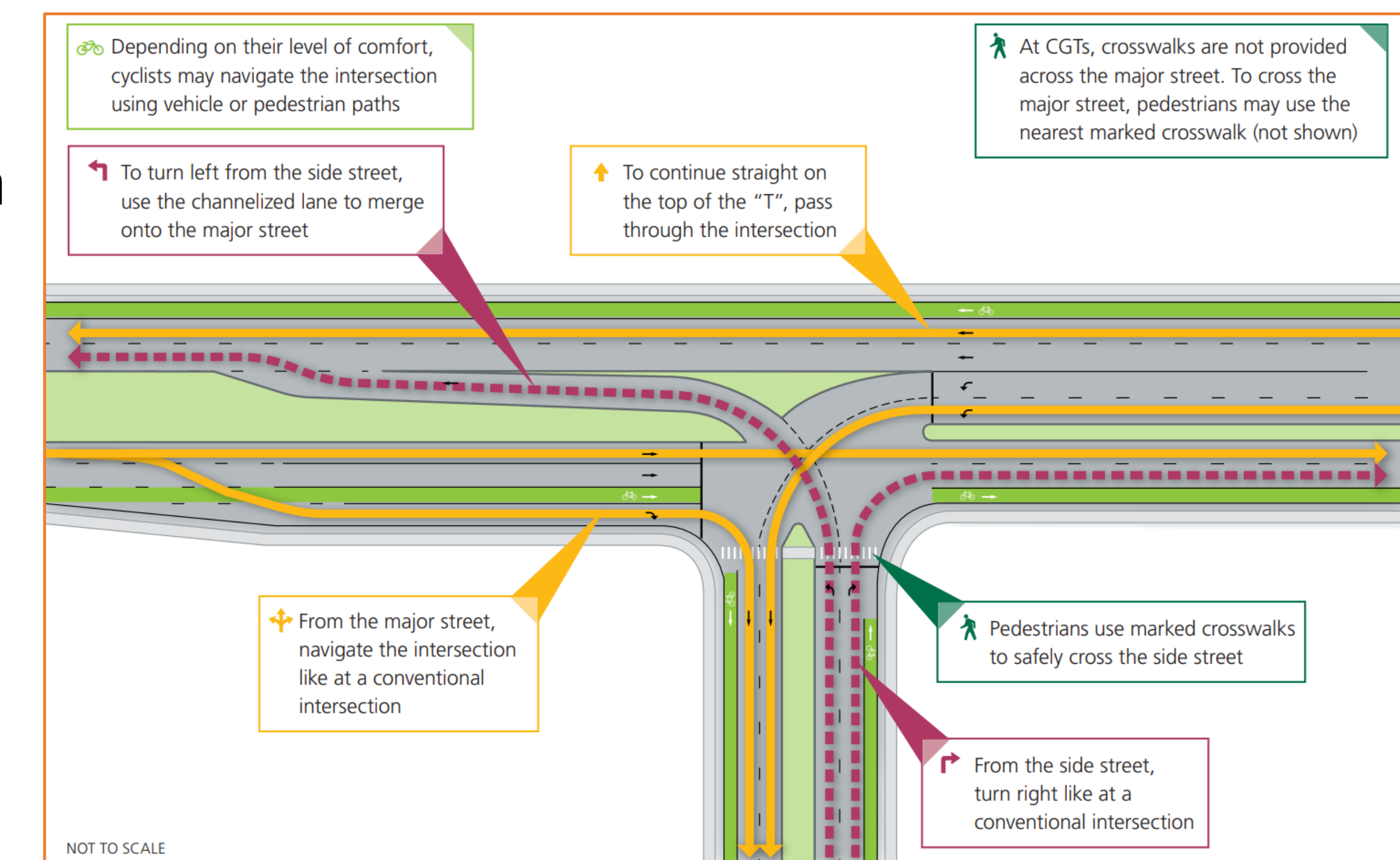


Existing Fairfax County Parkway Trail,  
Sydenstricker Road and Gambrill Road Interchange

### Strategy B: Capacity Improvements – Intersections/Interchanges

This strategy is intended to increase corridor capacity by increasing the capacity/throughput at individual intersections/interchanges along the Parkways. **Strategy B** provides the following:

- **Innovative Intersections** – Utilize non-traditional intersections to improve traffic flow. Some examples are:
  - Continuous Green-T
  - Displaced Left-Turn Lane
  - Median U-Turn
  - Restricted Crossing U-Turn
  - Quadrant



Navigating a Continuous Green-T Intersection  
source: <http://www.virginiadot.org/innovativeintersections>

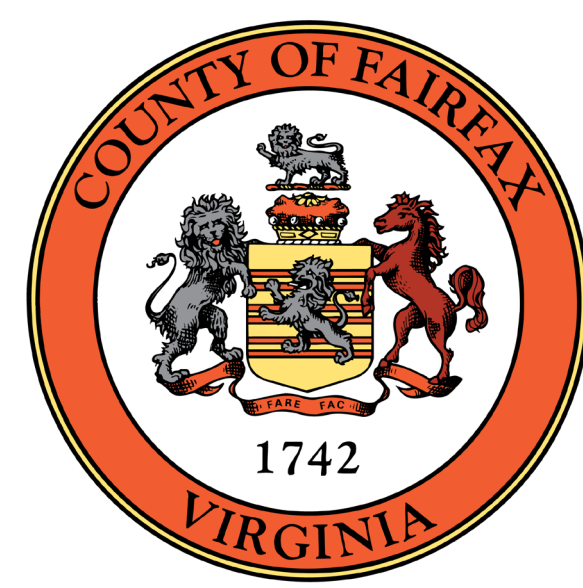
- **Interchange Improvements** – Several locations are identified for future interchanges in the County Comprehensive Plan Transportation Map. This strategy could also include additional interchange improvements.

An interchange vertically separates roadways so that traffic flows do not intersect.



Existing FCP and Fair Lakes Parkway Interchange  
source: <https://explorer.eagleview.com>



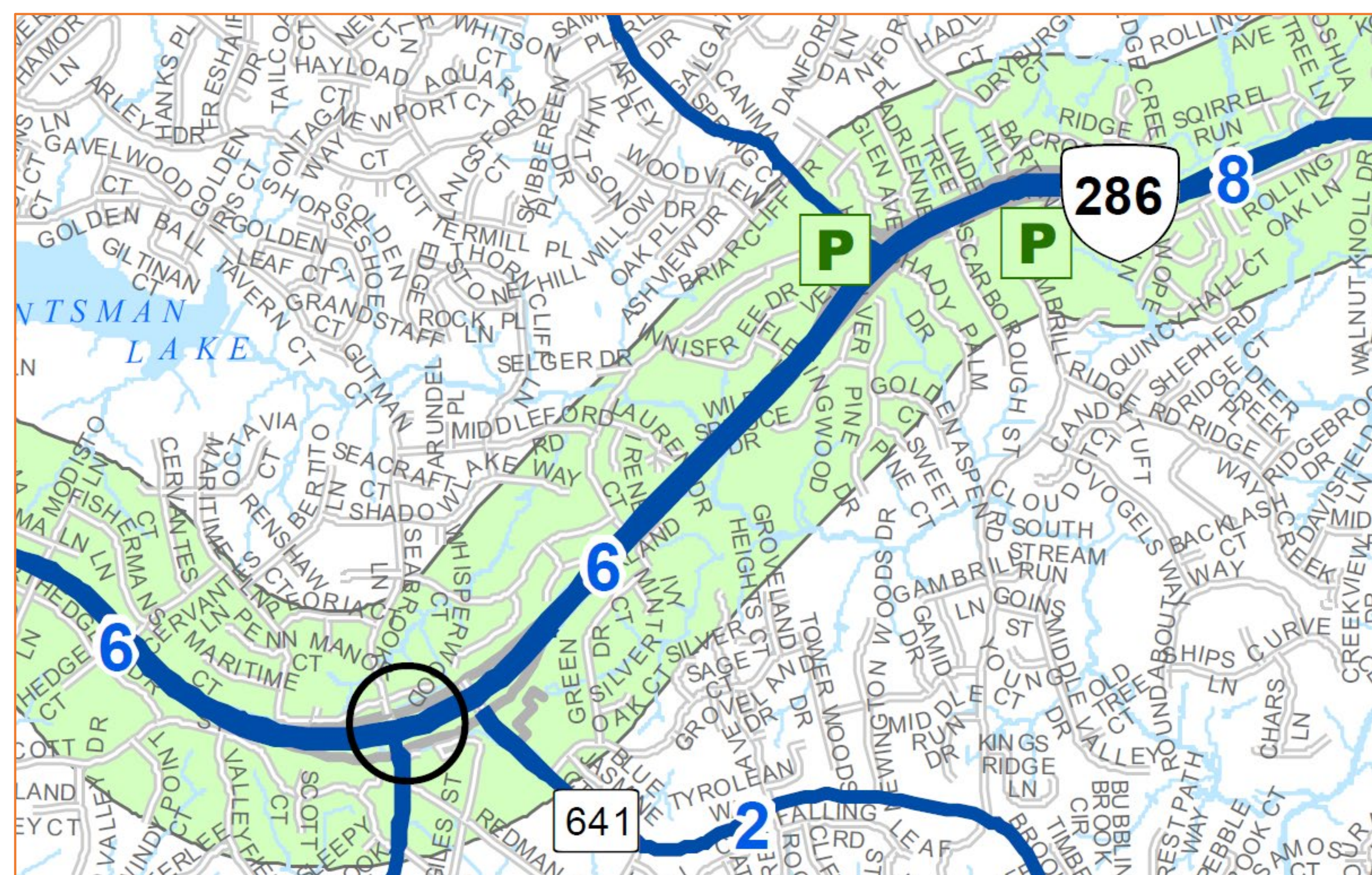


# Corridor Improvement Strategies

## 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:

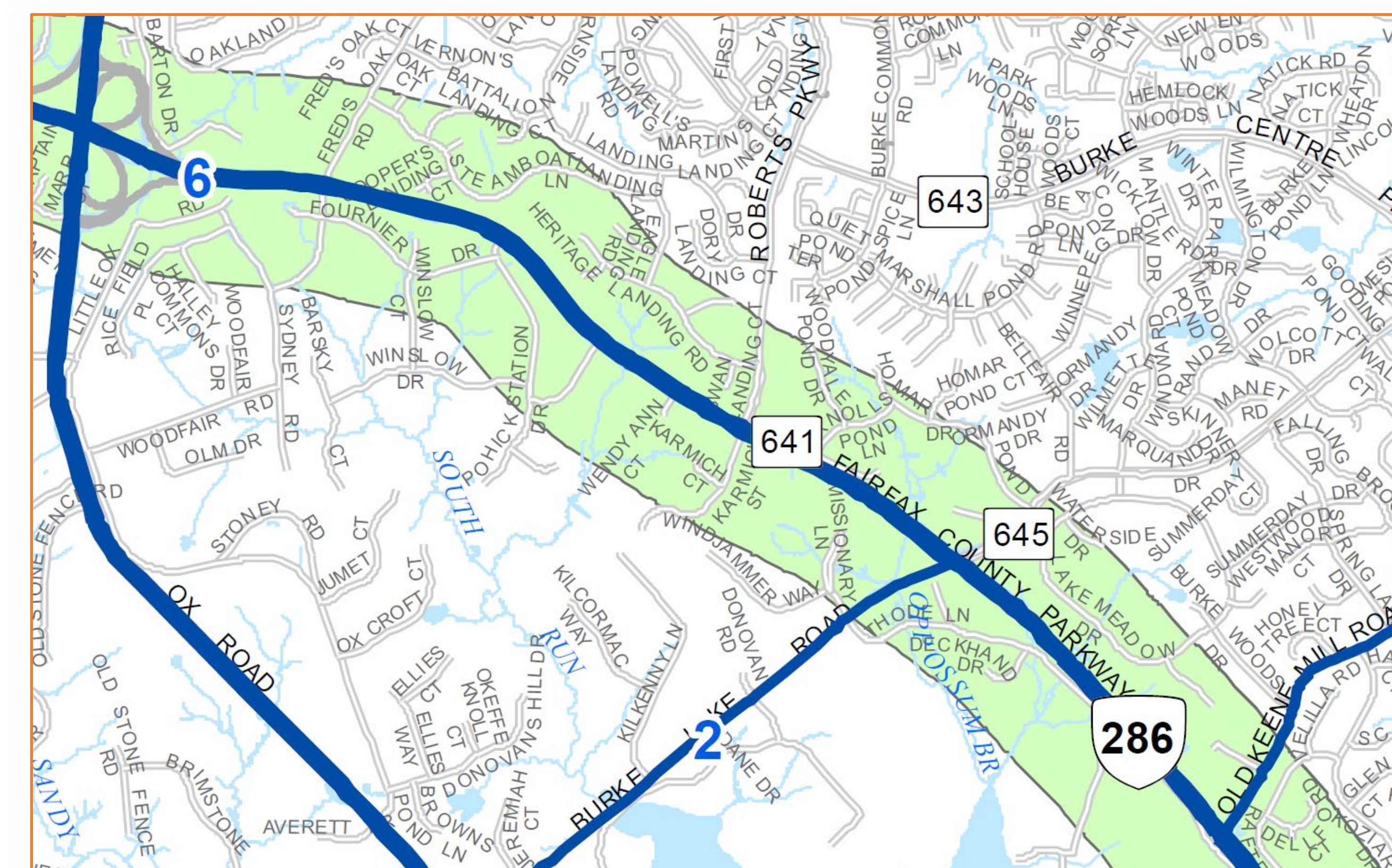
- **Roadway Widening** – adding new lanes along the Parkways. The County Comprehensive Plan Transportation Map has identified additional widening beyond the Baseline Improvements; this strategy could modify the Map (reducing or adding widening)
- **Network Connections** – new or widened roadway connections 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). Transit vehicles will operate in mixed traffic.



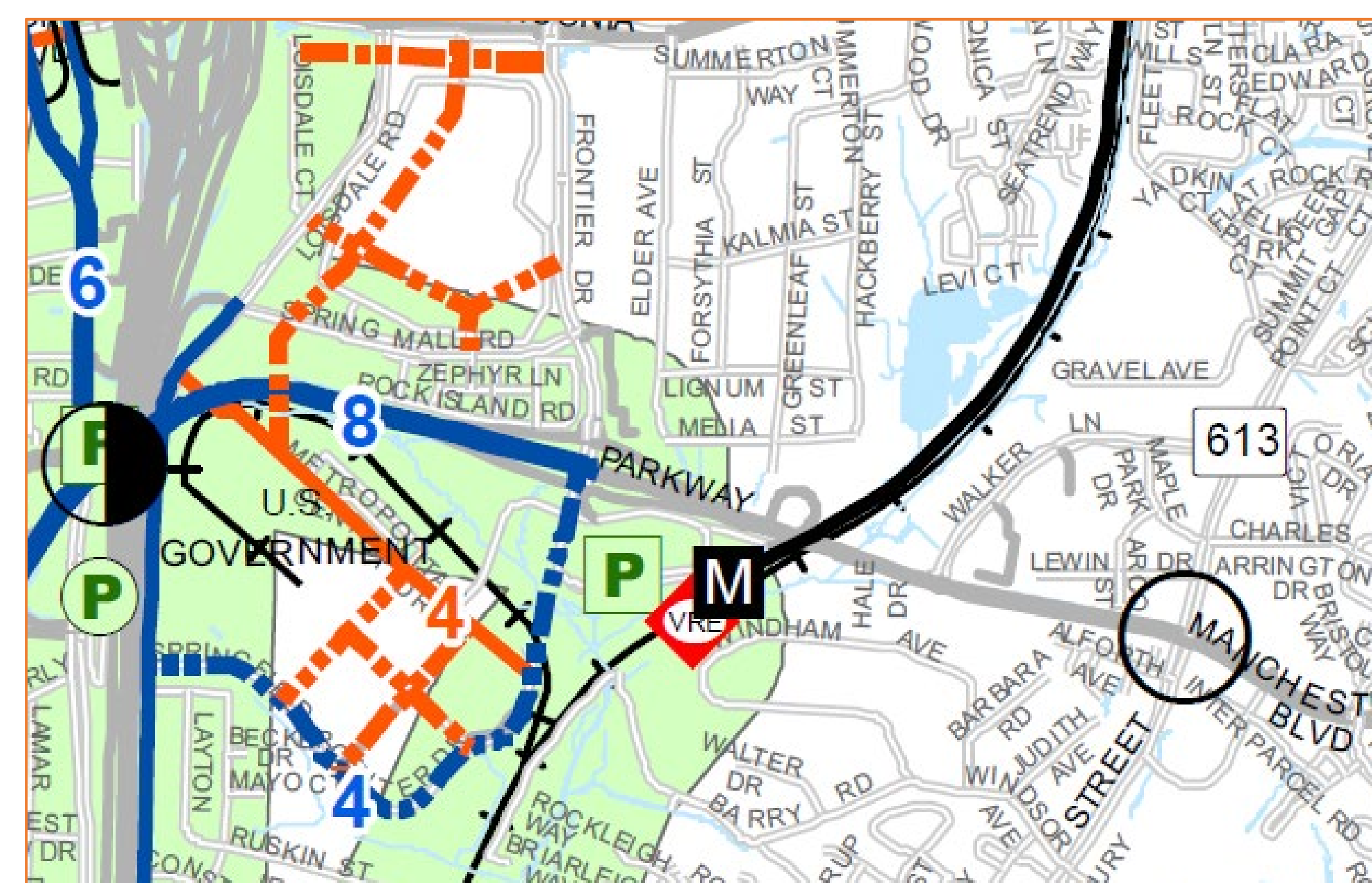
Fairfax County Parkway widening

(6 lanes west of Sydenstricker Road, 8 lanes east of Sydenstricker Road)

## Excerpts from the Existing Comprehensive Plan Transportation Plan Map\*



Fairfax County Parkway  
widening east of Route 123  
(6 lanes)



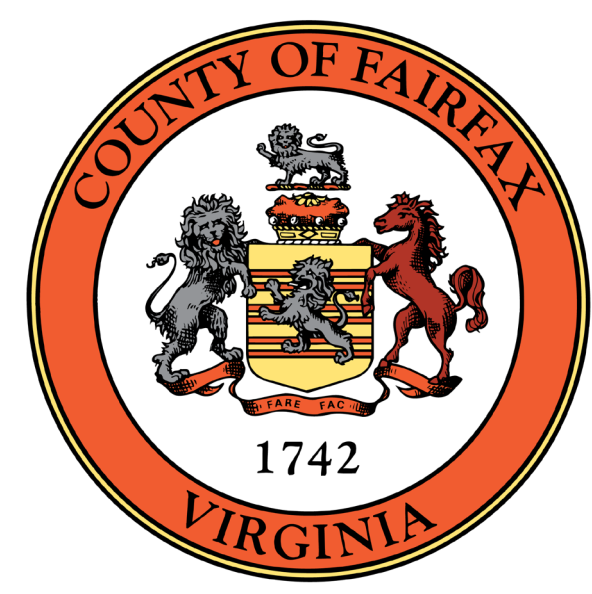
Frontier Drive Extension and  
expanded roadway network

Proposed	
	Full Interchange Improvement (Study Required)
	Partial Interchange Improvement
	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
	Construct Arterial on New Location
	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 Cul-de-Sac
	Enhanced Public Transportation Corridor <sup>1</sup>

<sup>1</sup>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.

\*NOTE: Proposed HOV lanes included in the current version of the Comprehensive Plan Map are not shown as they would not be included as part of this strategy.



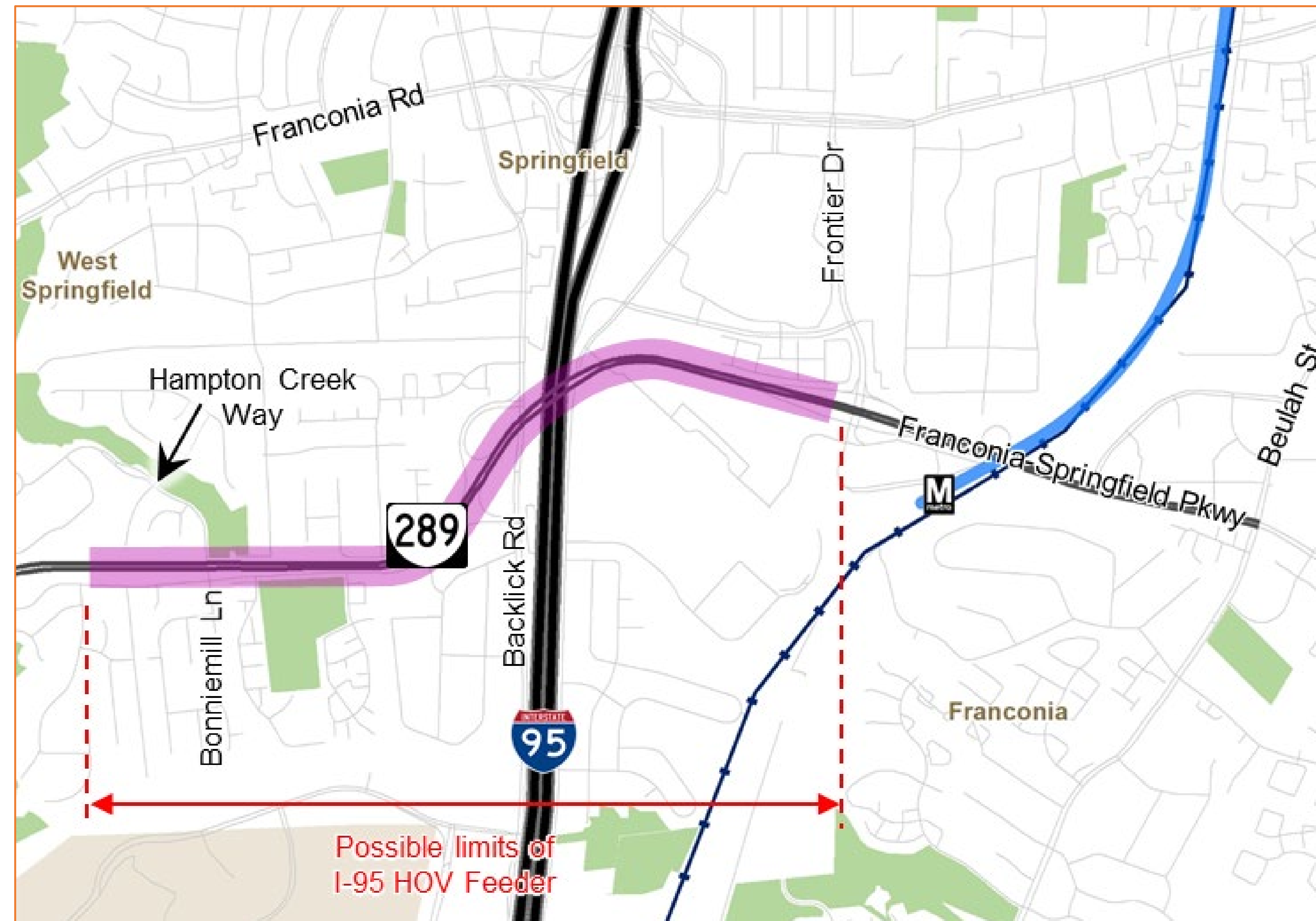


## Corridor Improvement Strategies

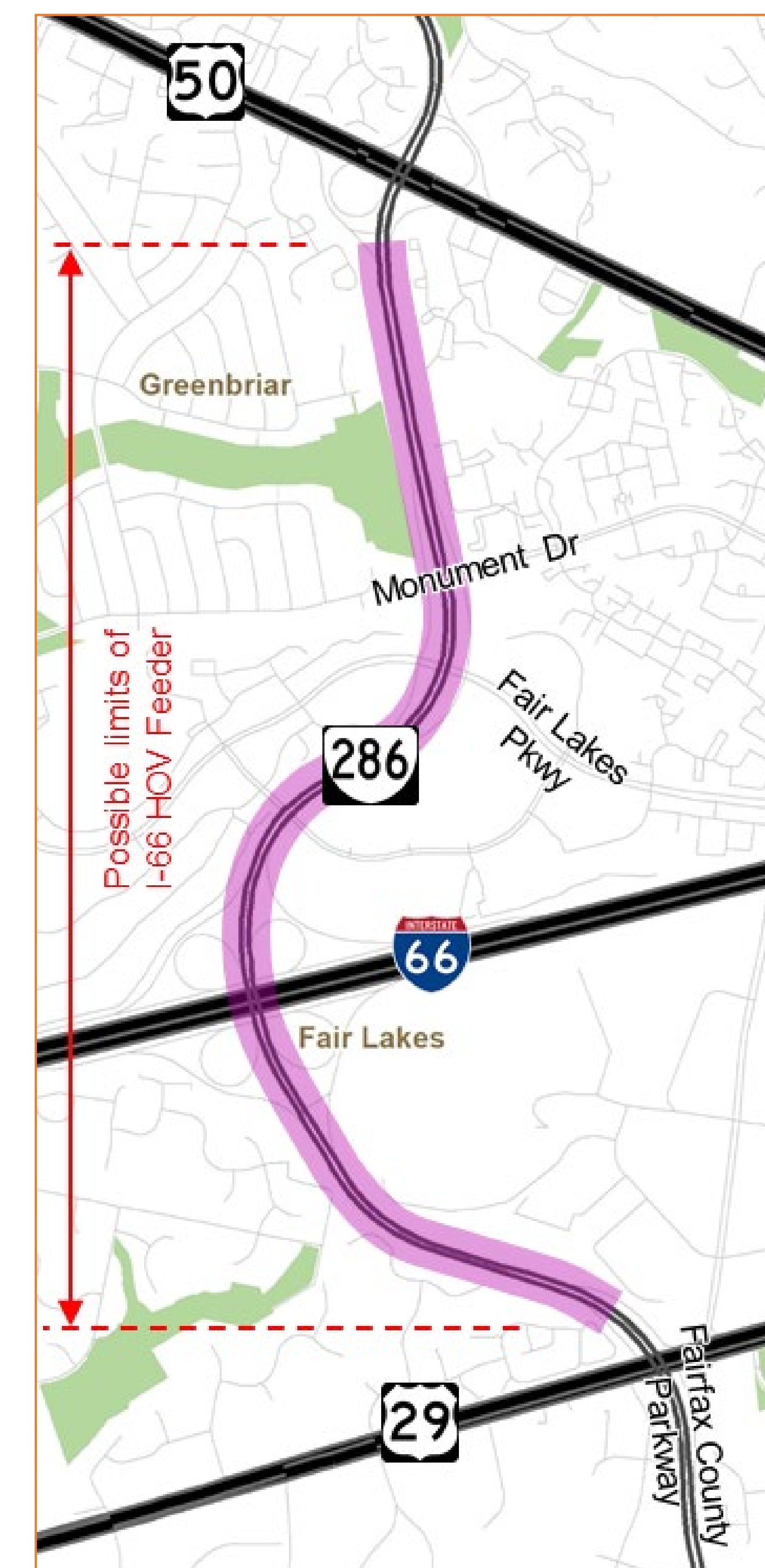
### Strategy D: HOV Feeder

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:

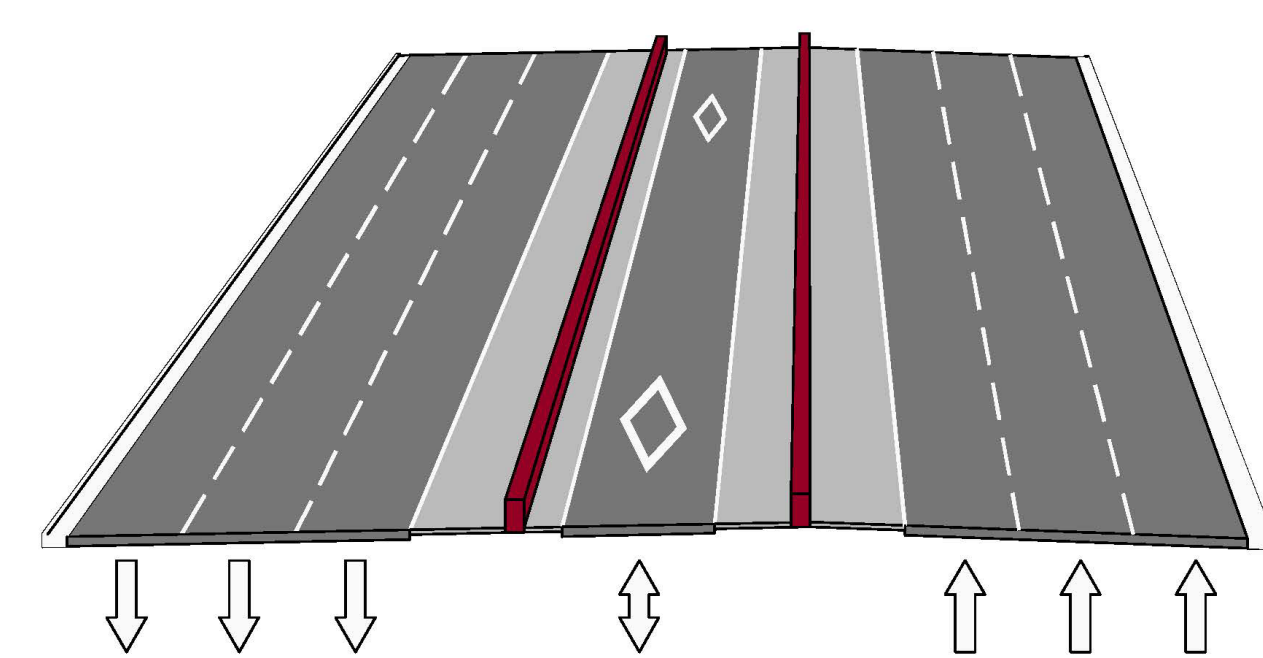
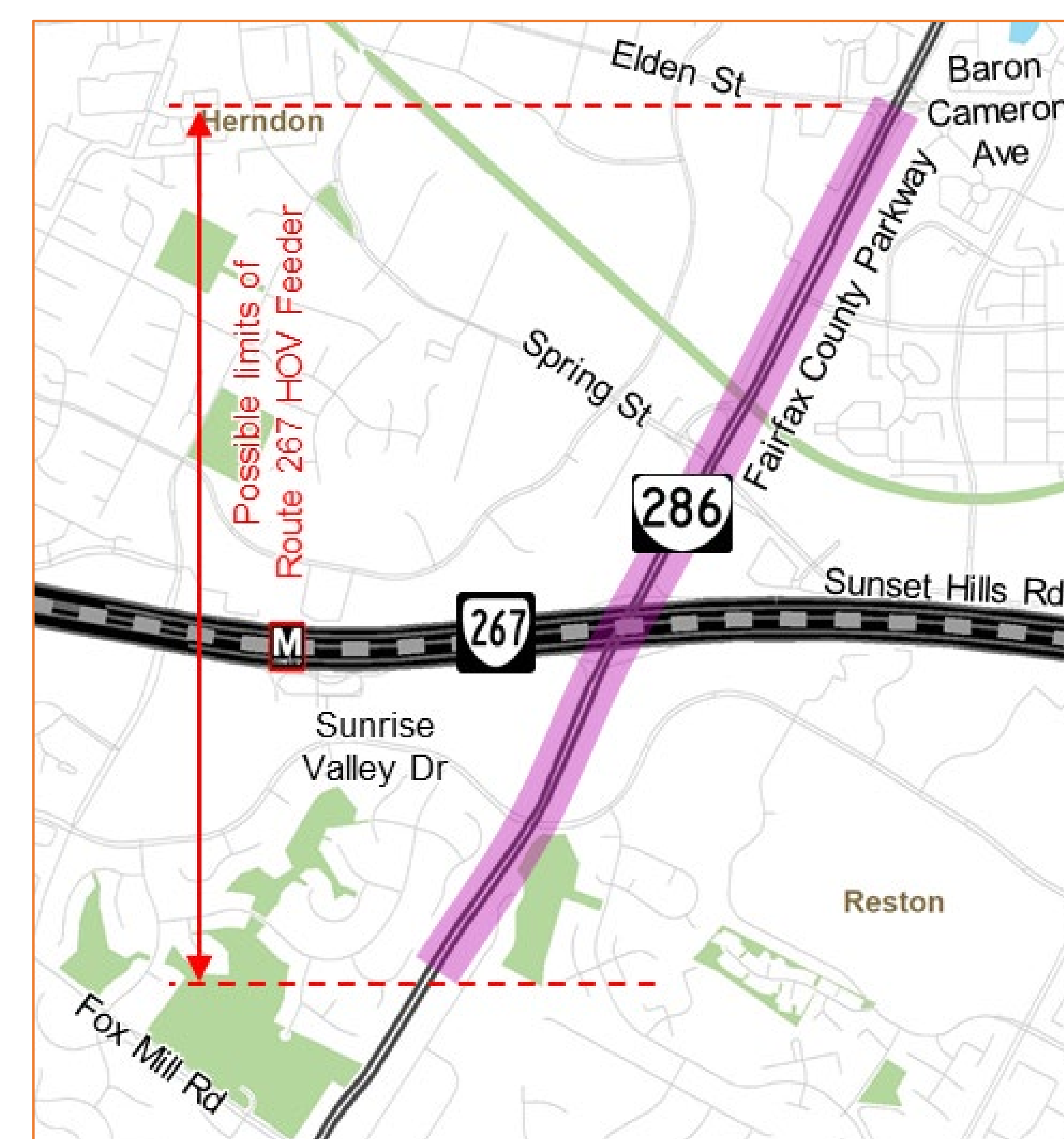
- **Direct HOV Connections** – adding direct connections to the HOV lanes from the Parkways through grade-separated, flyover connections. These connections could provide HOV lanes in all directions or only the major movements (typically towards the Washington, DC urban core).
- **Enhanced Public Transportation** – enhance reliability and connections to the regional HOV network through use of the HOV feeder lanes



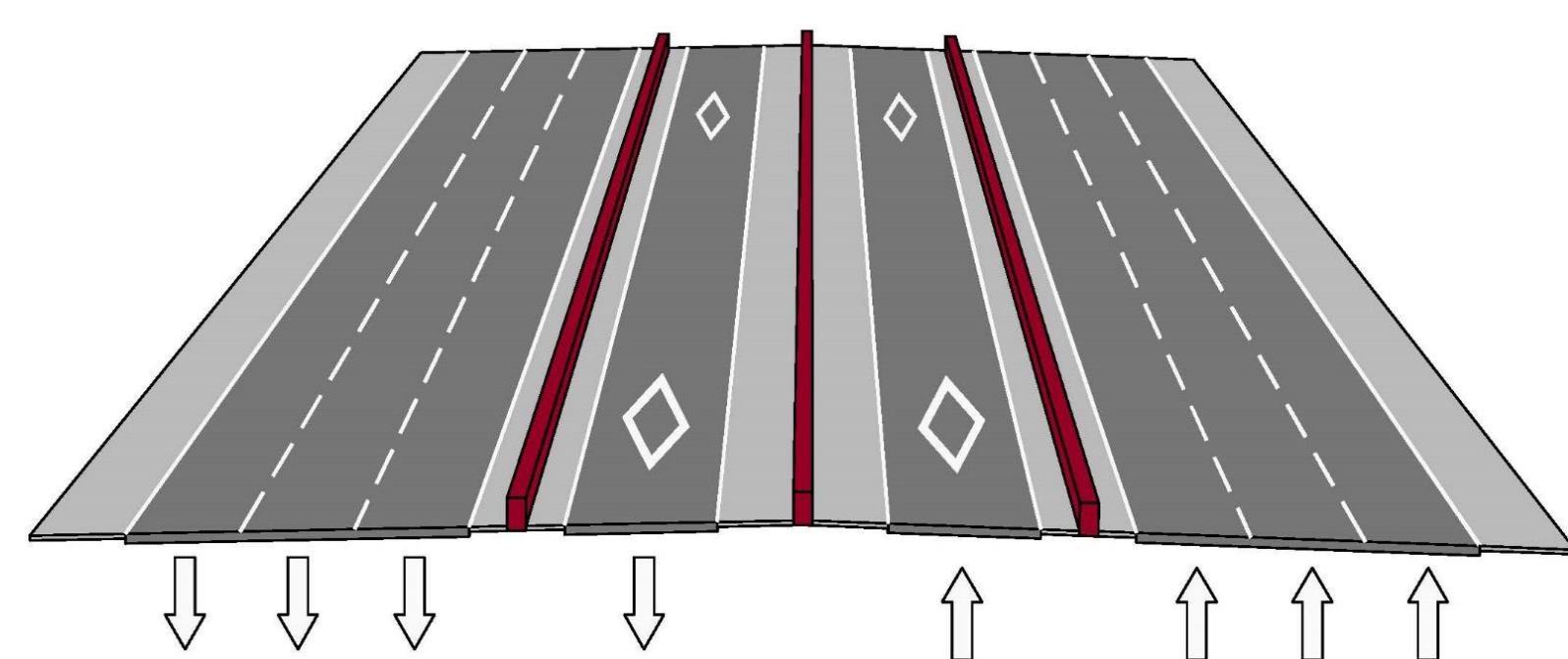
### Possible Limits of HOV Feeder Connections



### Example HOV Feeder

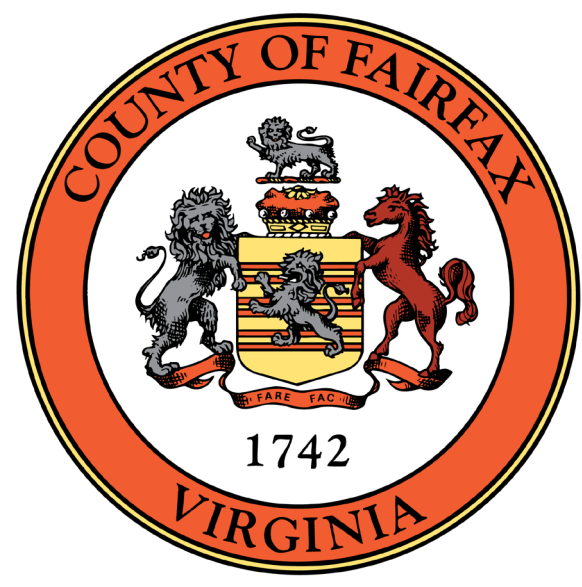


Narrow Cross Section of **Strategy D**



Wide Cross Section of **Strategy D**



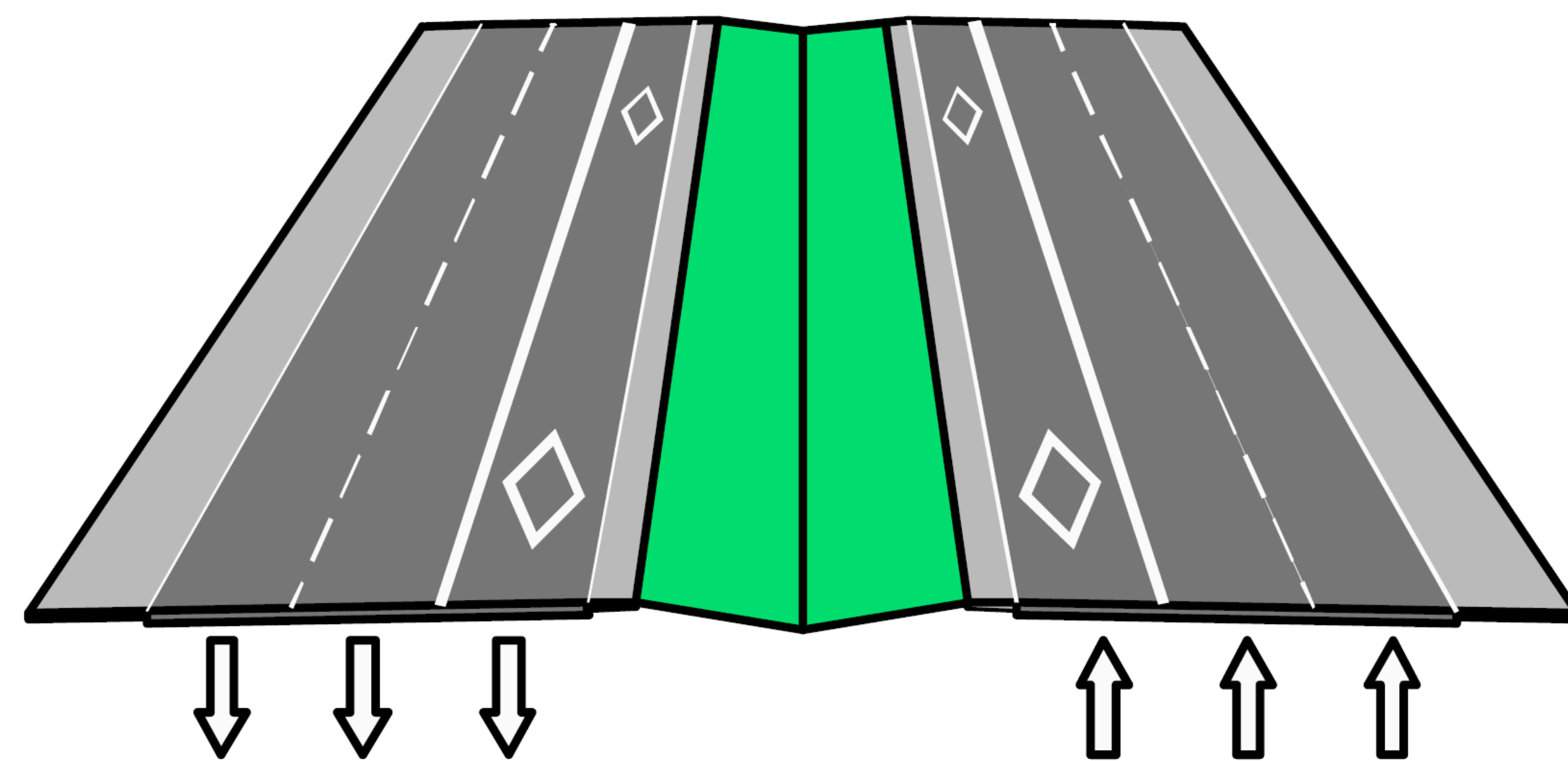


# Corridor Improvement Strategies

## Strategy E: HOV-2+

Strategy E would provide an exclusive lane for HOV 2+ users to promote ridesharing and transit use, consistent with the Board of Supervisor goals outlined in the Comprehensive Plan. **Strategy E** provides the following :

- **Limited Access Along the Parkways** – HOV lanes typically requires a limited access (freeway type) roadway and therefore signalized intersections may 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.

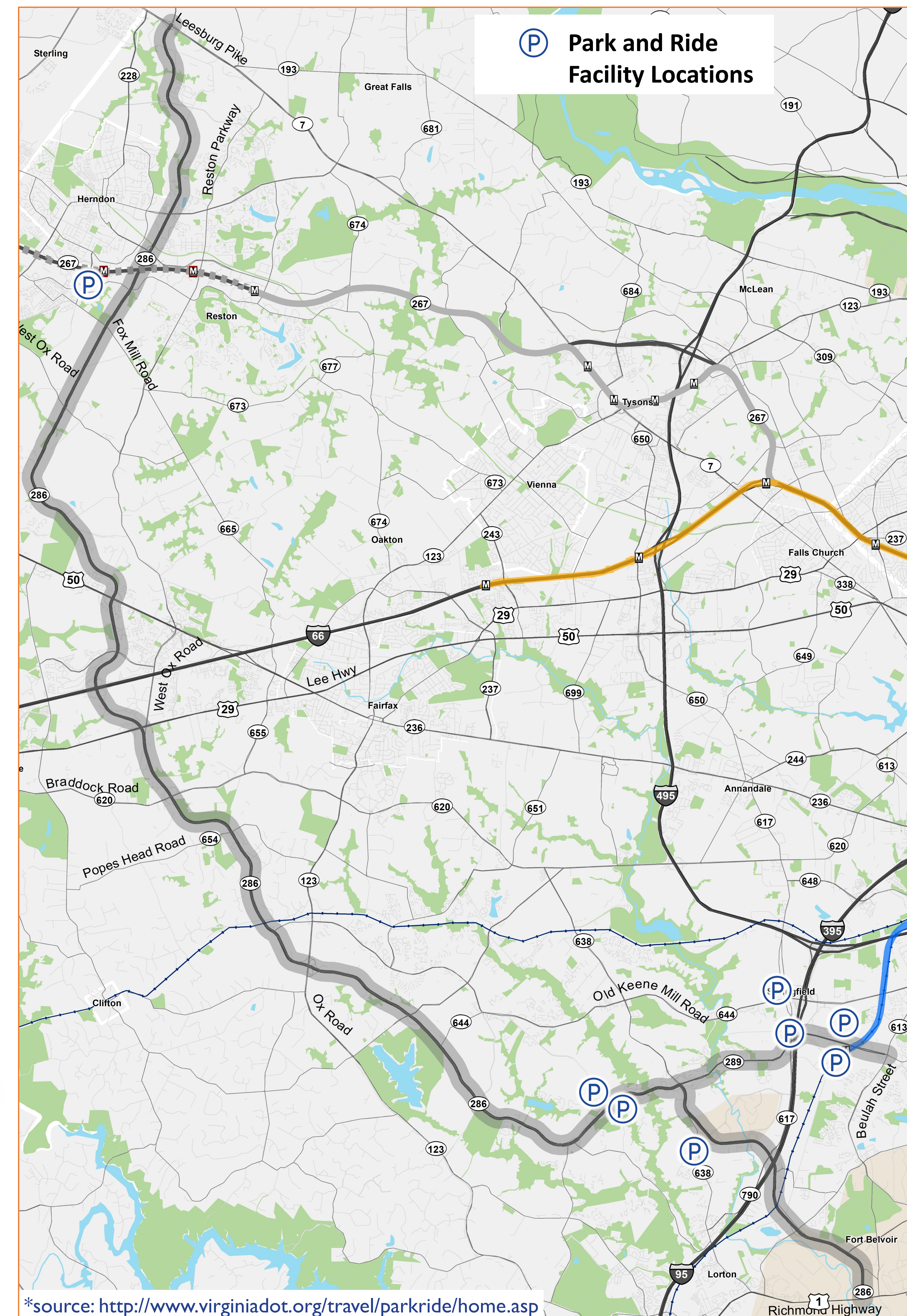


Possible Cross Section of **Strategy E**

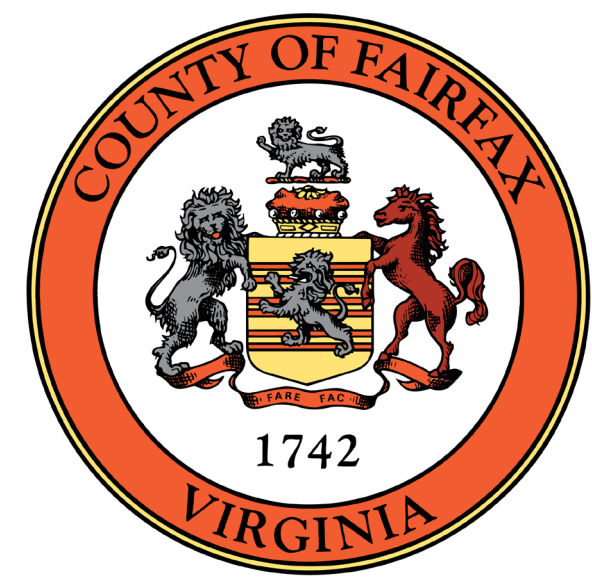


Fairfax Connector Bus

## Existing Park and Ride Locations\*







# Fairfax County & Franconia-Springfield Parkways

## Alternatives Analysis & Long-Term Planning Study

# Segment 1: Fairfax County Parkway

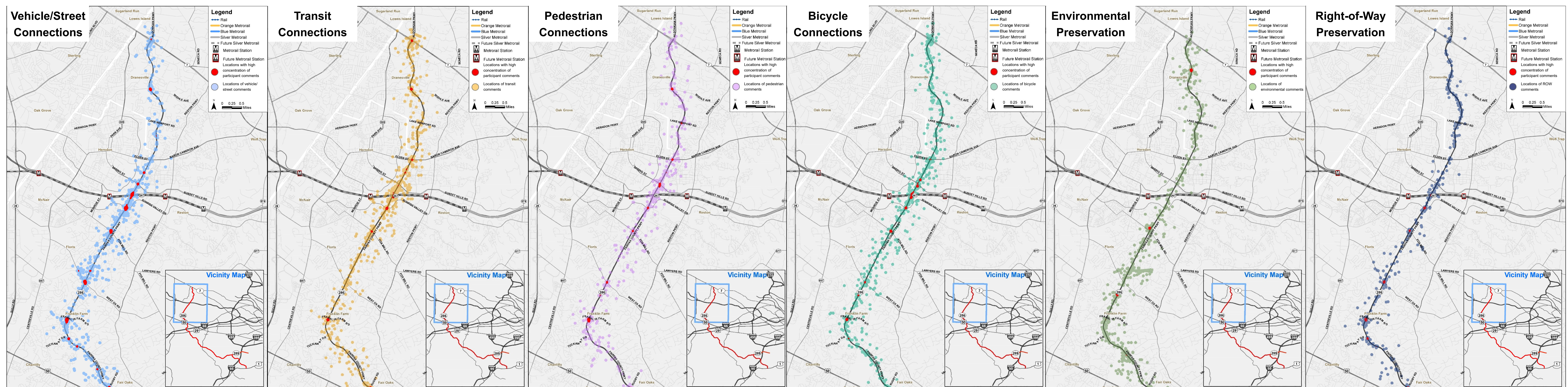
## (Route 7 to Franklin Farm Road)

### Summary of Public Input – Fall 2018

#### Feedback Summary

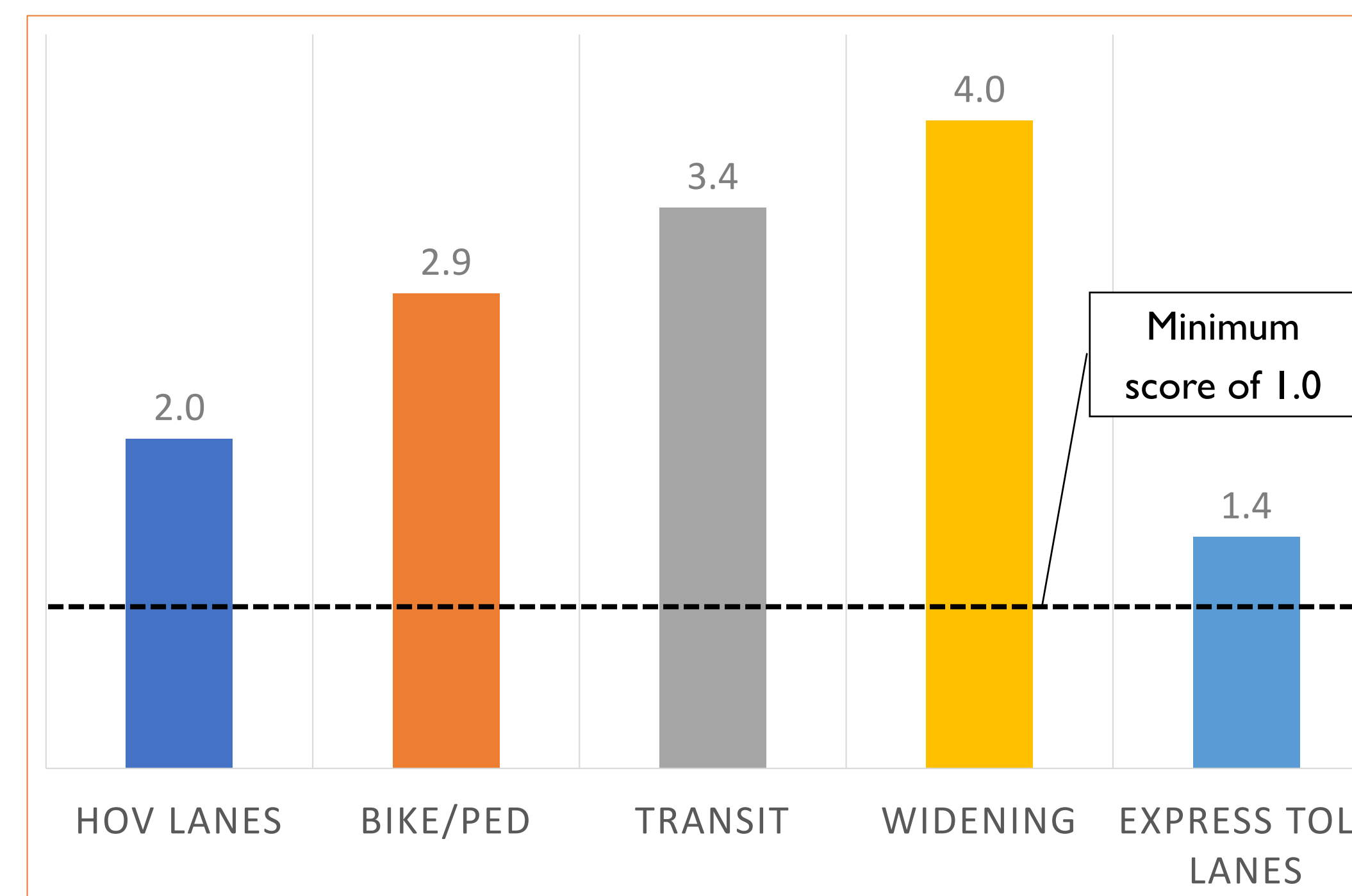
- Concerns with congestion at signalized intersections
- Interchange improvements suggested at multiple locations where the current Comprehensive Transportation Plan does not currently include an interchange
- Support for widening along the Fairfax County Parkway corridor, particularly south of the Dulles 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
- 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

#### Mapping of Public Input



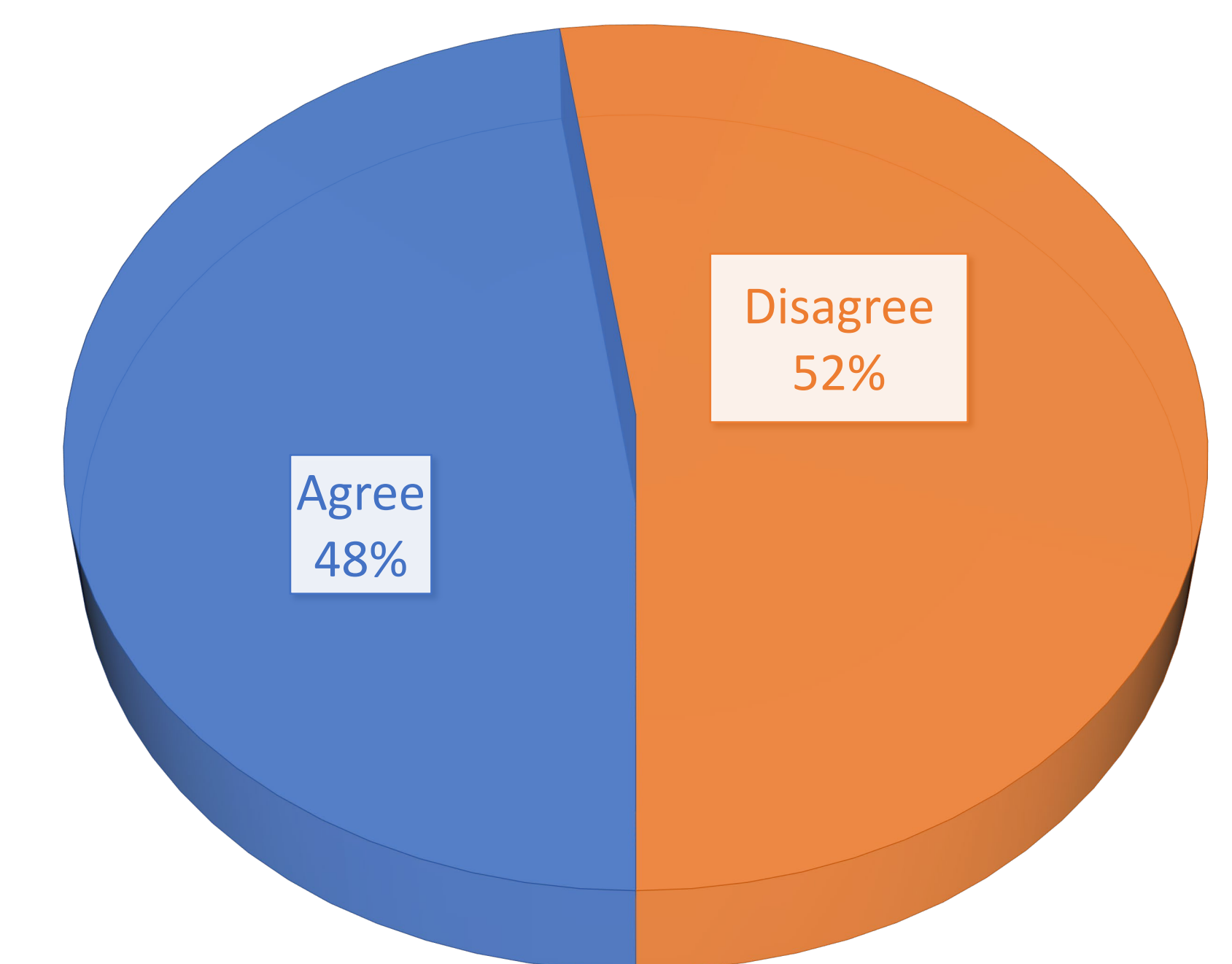
#### Average Response Score of Corridor Mobility Options\*\*

(min score of 1, max score of 5)



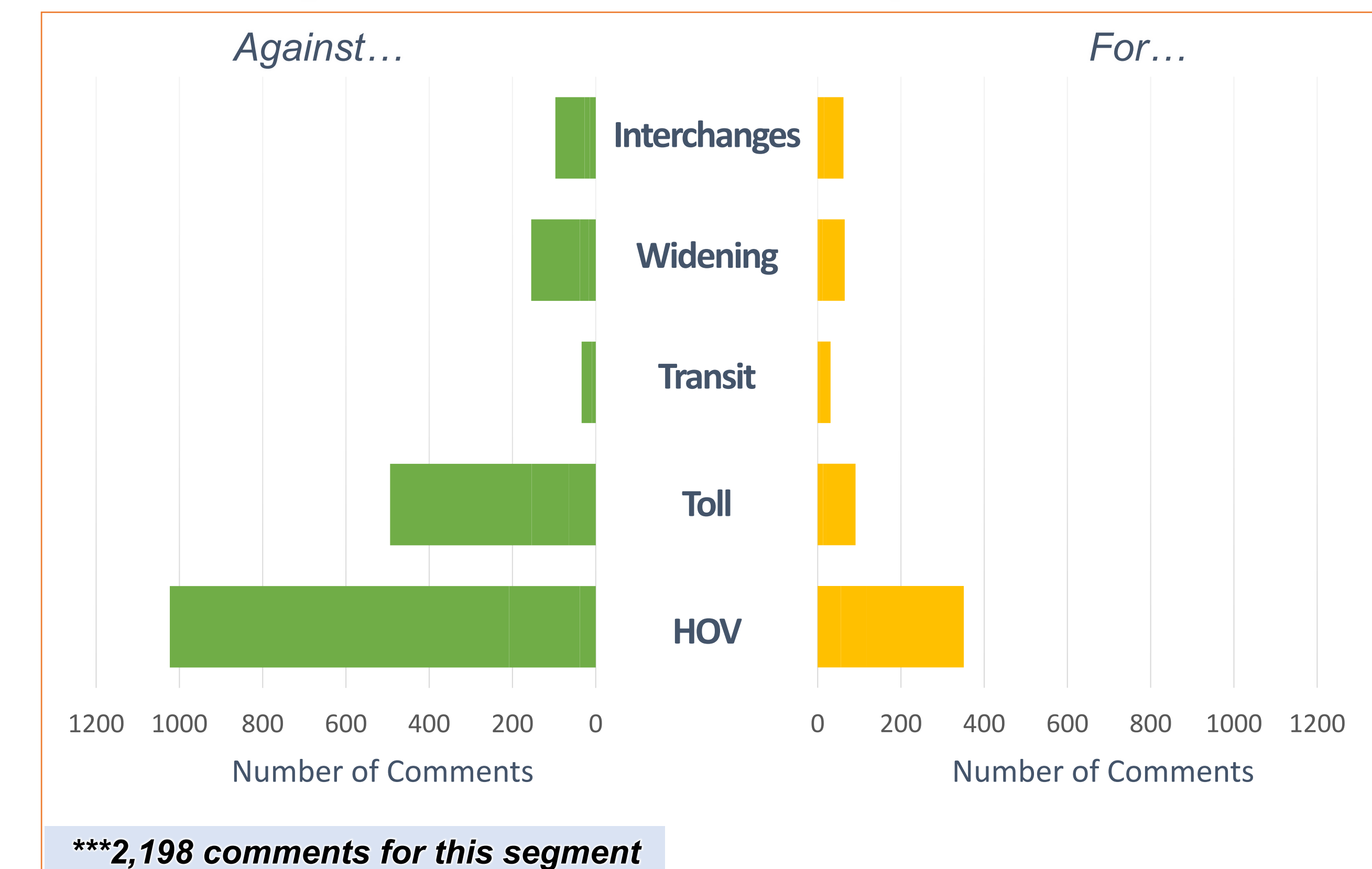
\*\*13,647 responses for this segment

#### Do You Agree with the Comprehensive Plan?\*



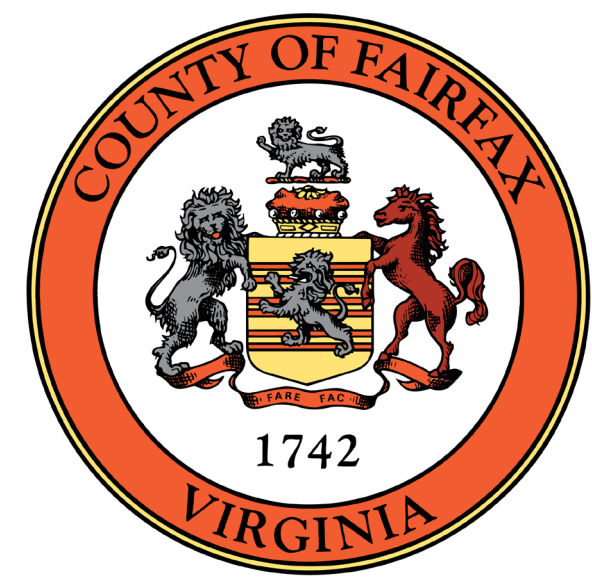
\*7,185 responses for this segment

#### Recurring Comments on the Comprehensive Plan\*\*\*



\*\*\*2,198 comments for this segment





# Fairfax County & Franconia-Springfield Parkways

## Alternatives Analysis & Long-Term Planning Study

## Segment 2: Fairfax County Parkway (Franklin Farm Road to Route 123)

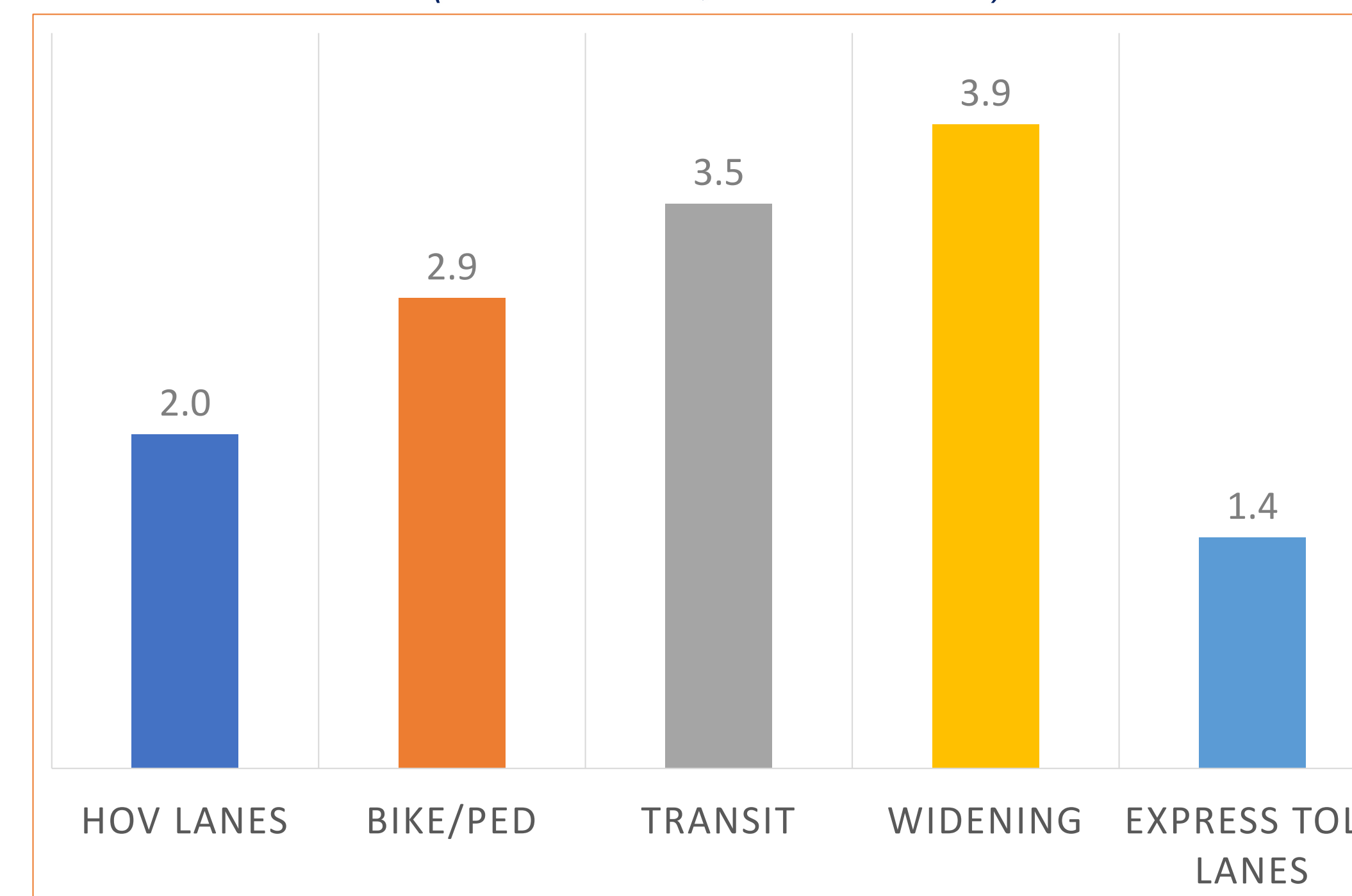
### Summary of Public Input – Fall 2018

#### Feedback Summary

- 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 interchange received the highest number of comments
- Desire for enhanced bicycle and pedestrian facilities
- Interest in improved access to the Metrorail Orange Line
- Mixed feedback on potential modifications to the Burke Centre Parkway intersection:
  - Some participants are in favor of constructing an interchange or flyover
  - Others want to see the intersection remain the same
  - Residents should monitor, as will the County, the VDOT Fairfax County Parkway Widening Project, as discussions have been ongoing about best plan of action for this intersection

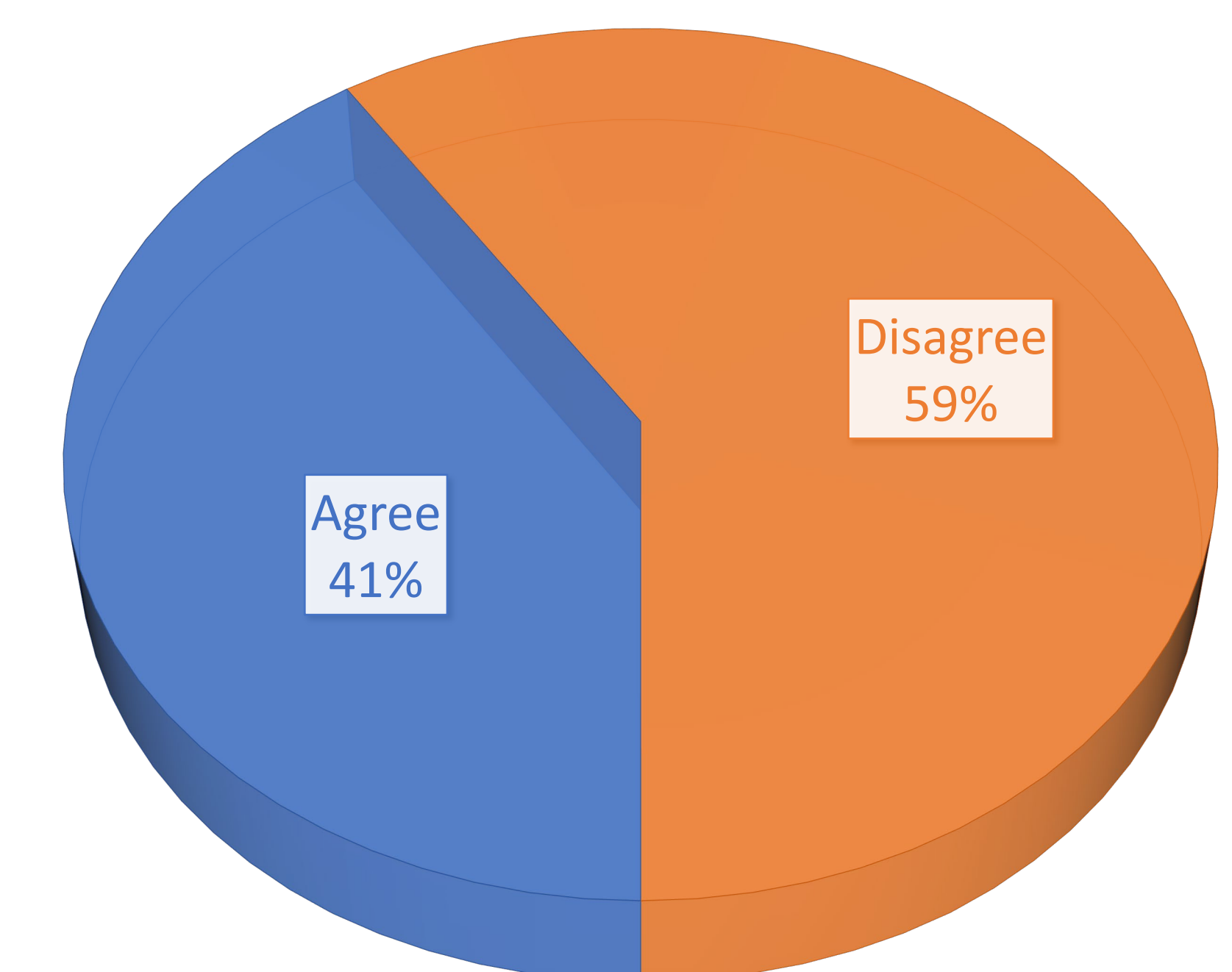
#### Average Response Score of Corridor Mobility Options\*\*

(min score of 1, max score of 5)



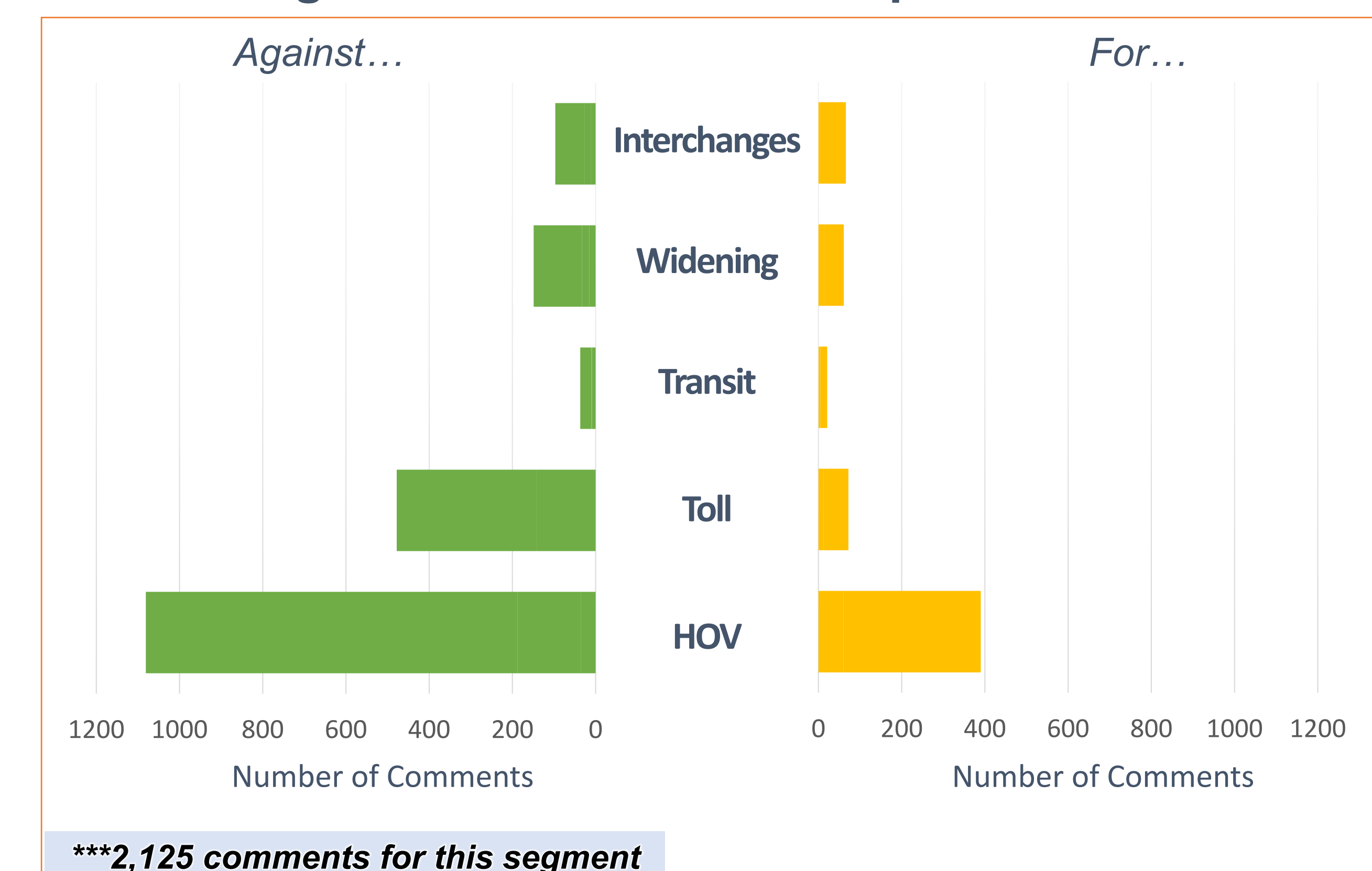
\*\*11,536 responses for this segment

#### Do You Agree with the Comprehensive Plan?\*



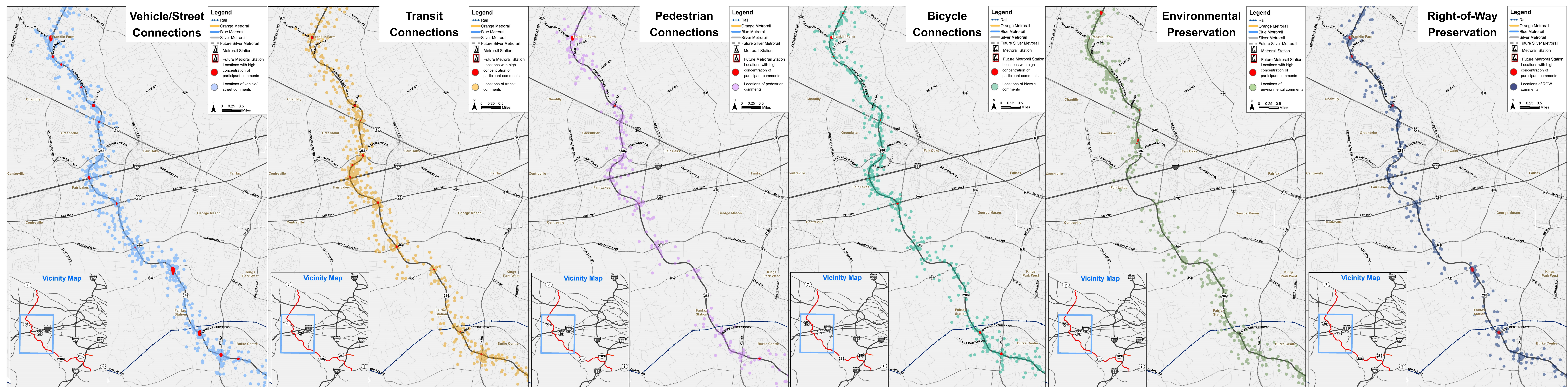
\*6,789 responses for this segment

#### Recurring Comments on the Comprehensive Plan\*\*\*

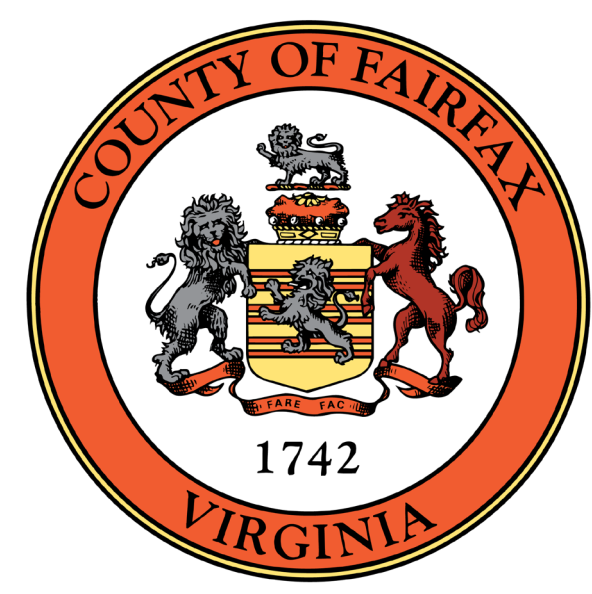


\*\*\*2,125 comments for this segment

#### Mapping of Public Input







# Fairfax County & Franconia-Springfield Parkways

## Alternatives Analysis & Long-Term Planning Study

# Segment 3: Fairfax County Parkway

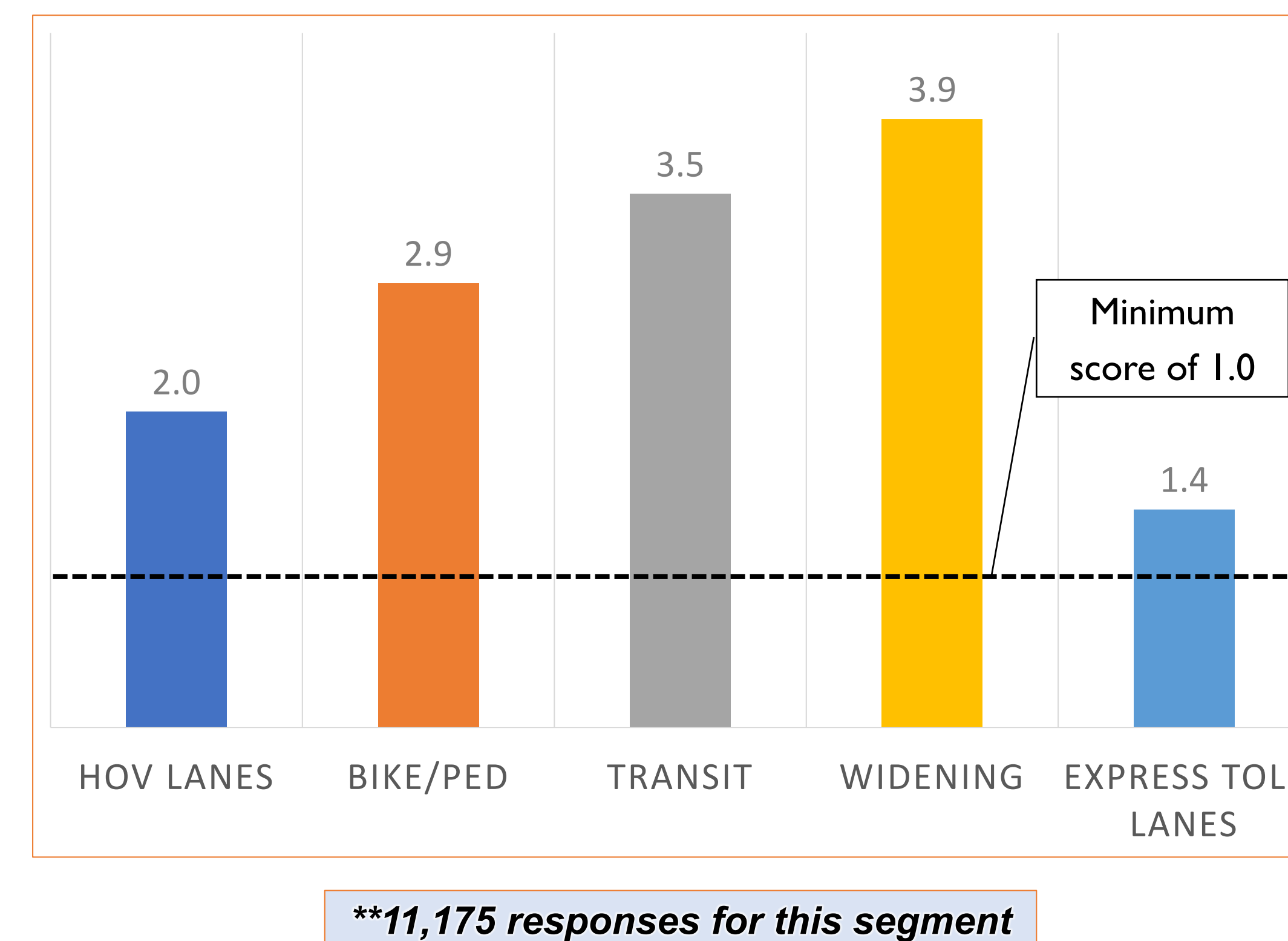
## (Route 123 to Franconia-Springfield Parkway)

### Summary of Public Input – Fall 2018

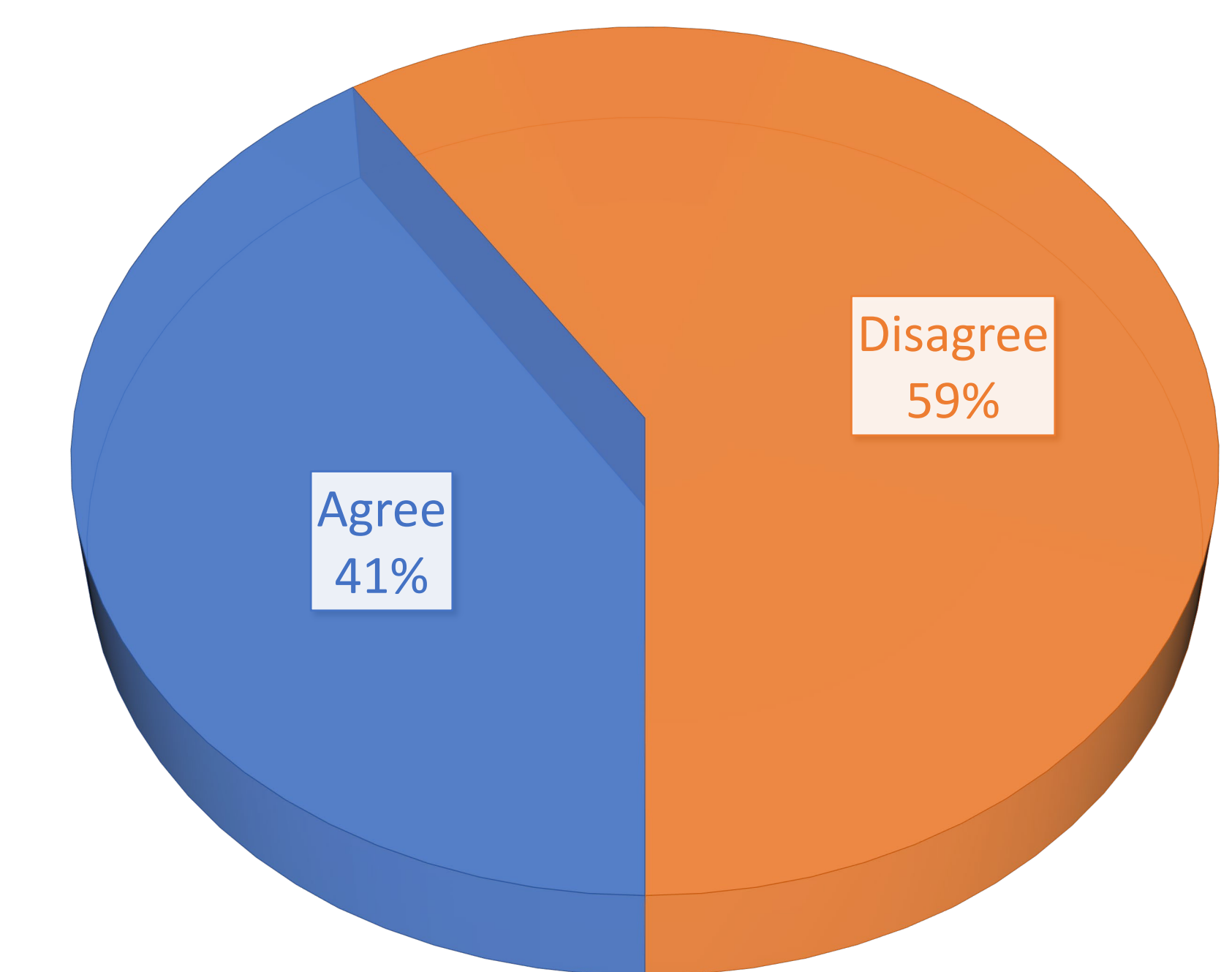
## Feedback Summary

- 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
- Desire for enhanced bicycle and pedestrian facilities
- Interest in tree preservation and maintaining recreational spaces, particularly in the segment between Burke Lake Park and South Run Park

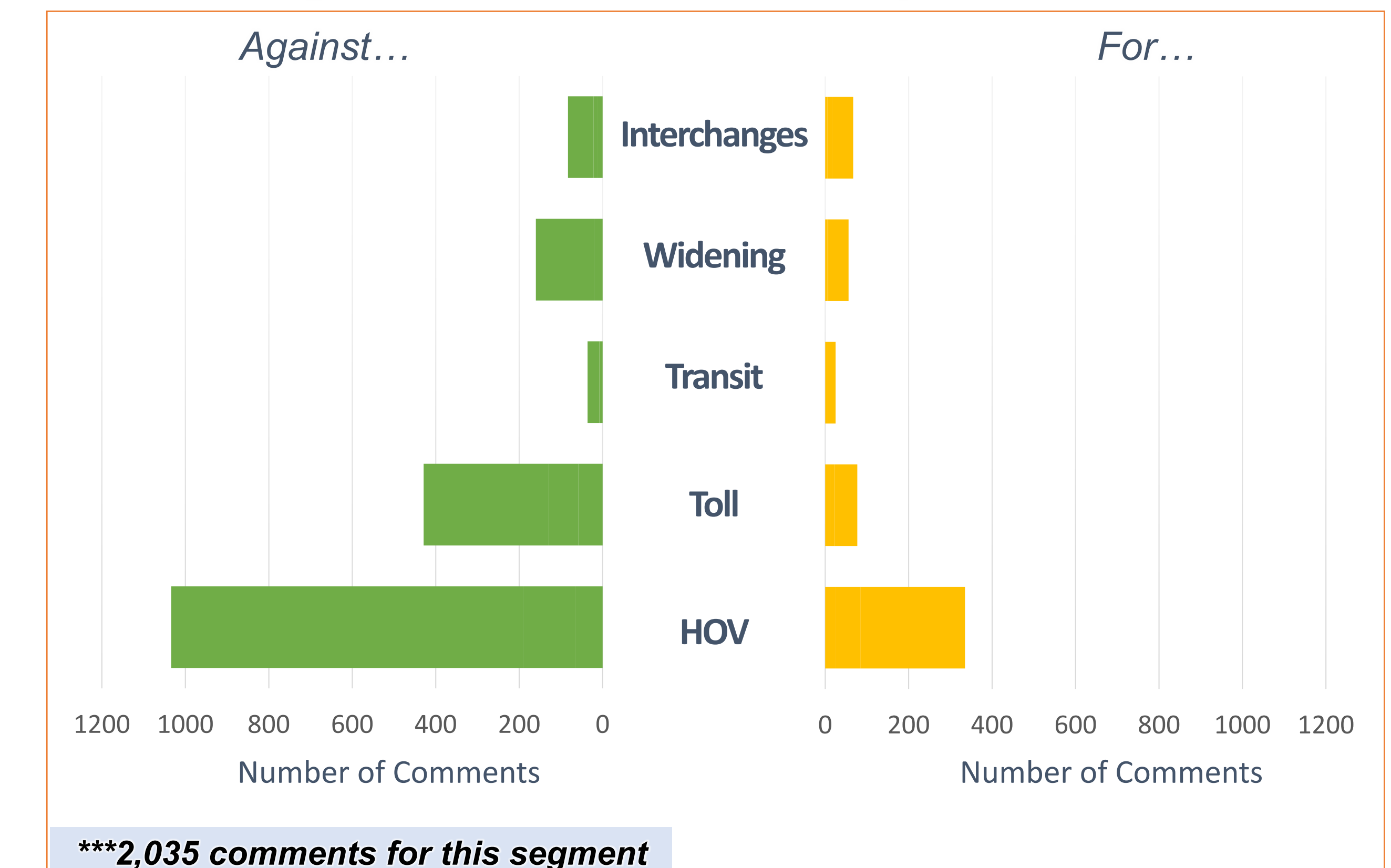
Average Response Score of Corridor Mobility Options\*\*  
(min score of 1, max score of 5)



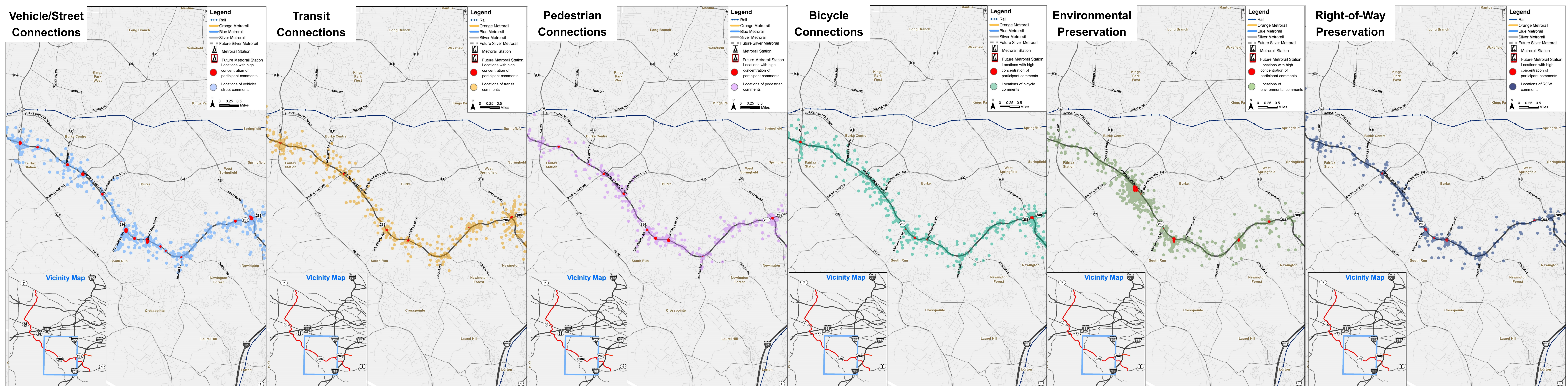
Do You Agree with the Comprehensive Plan?\*



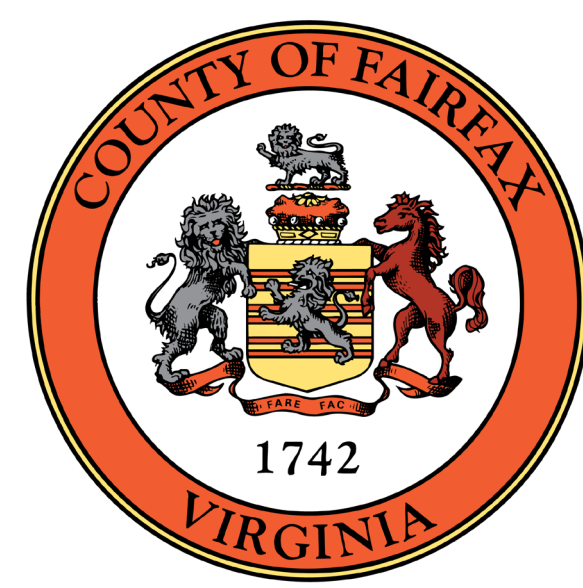
Recurring Comments on the Comprehensive Plan\*\*\*



## Mapping of Public Input







# Fairfax County & Franconia-Springfield Parkways

## Alternatives Analysis & Long-Term Planning Study

### Segment 4: Fairfax County Parkway (Franconia-Springfield Parkway to Richmond Highway)

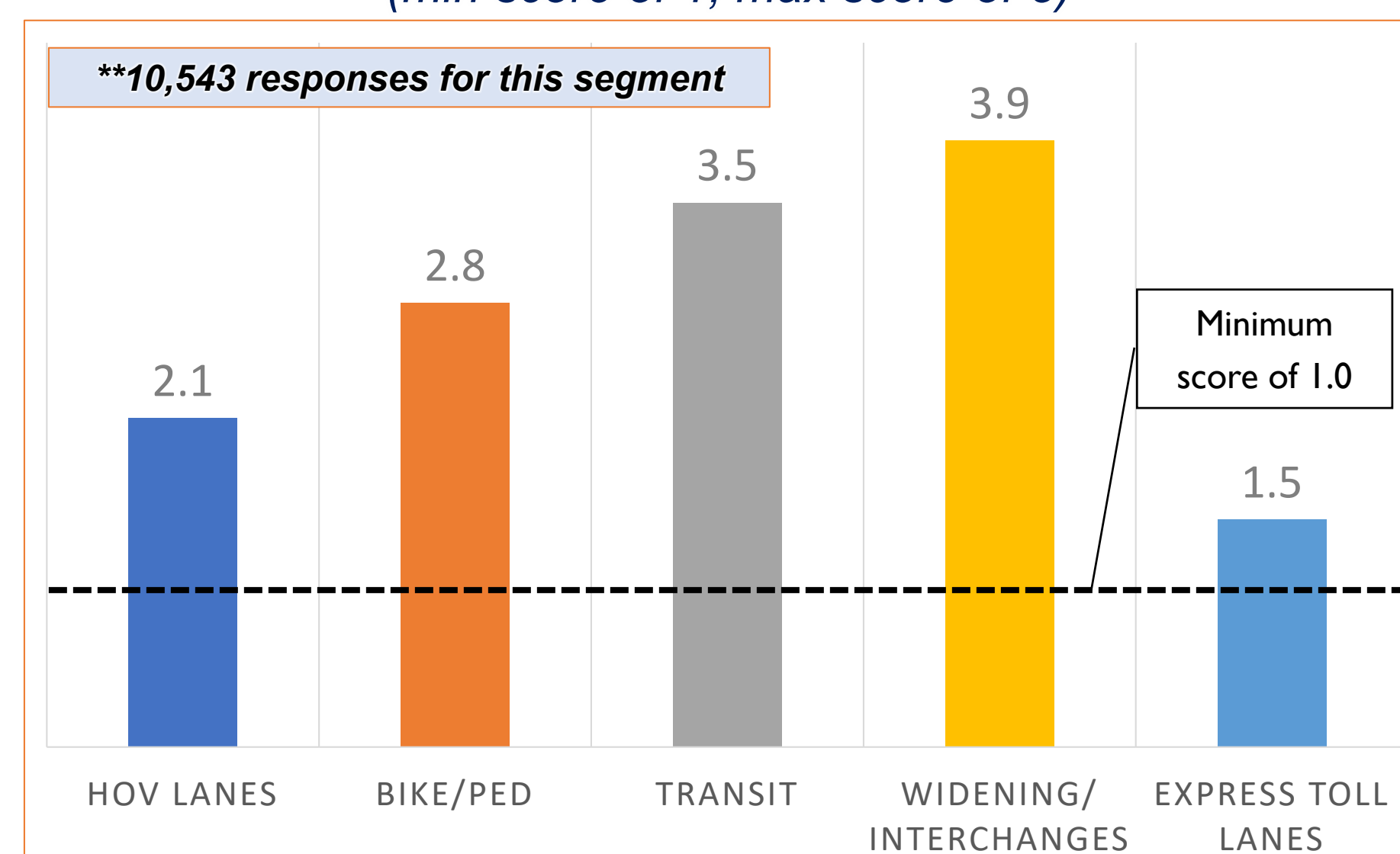
Summary of Public Input – Fall 2018

#### Feedback Summary

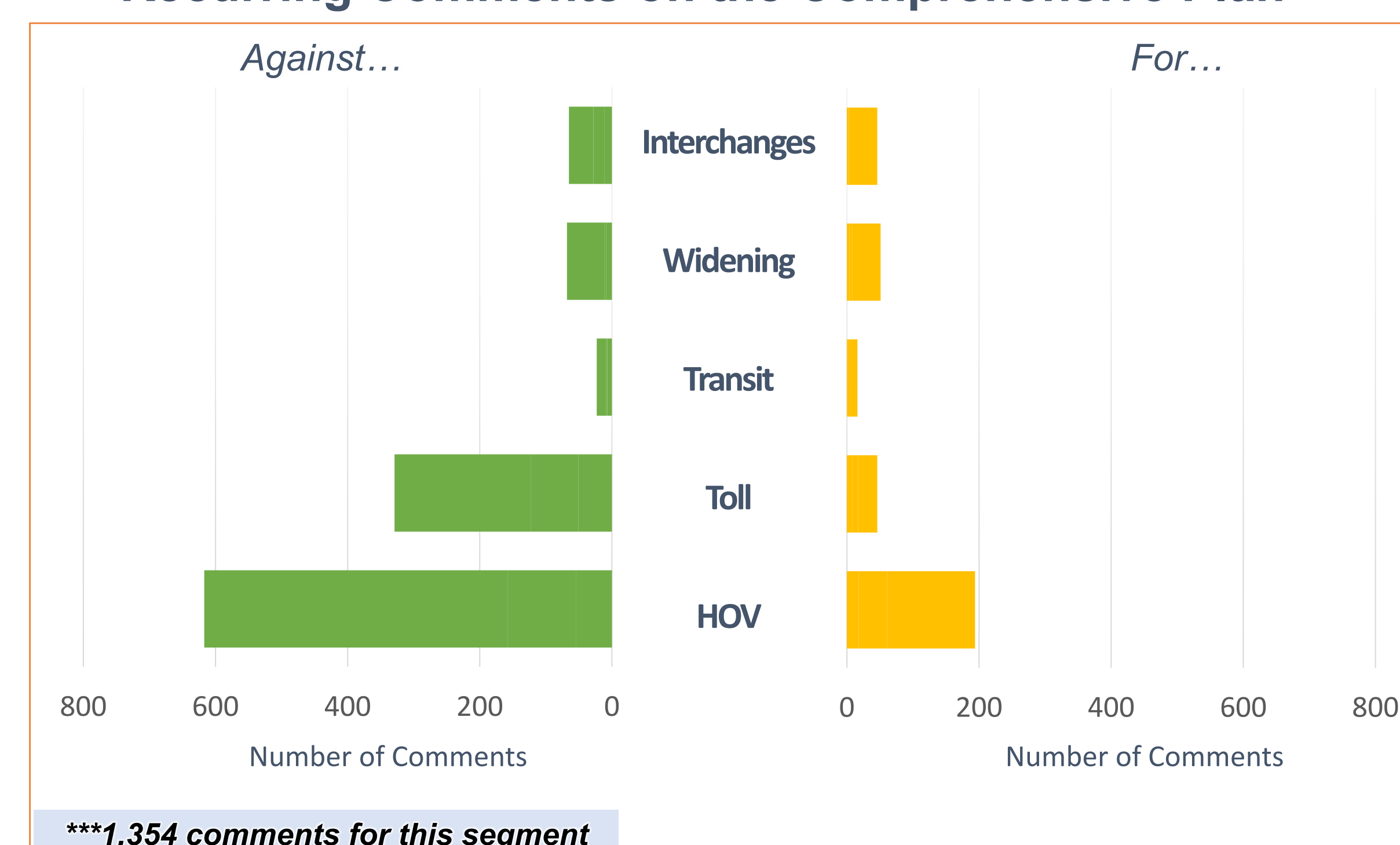
- General satisfaction with the existing conditions of the corridor
- Desire for improved access for vehicles and bicyclists
- Suggestions to improve access and signal timings at the I-95 interchange to address congestion during rush hours
- Suggestions for clear signage to access the I-95 Express Lanes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

#### Average Response Score of Corridor Mobility Options\*\*

(min score of 1, max score of 5)



#### Recurring Comments on the Comprehensive Plan\*\*\*



### Segment 5: Franconia-Springfield Parkway (Fairfax County Parkway to Beulah Street)

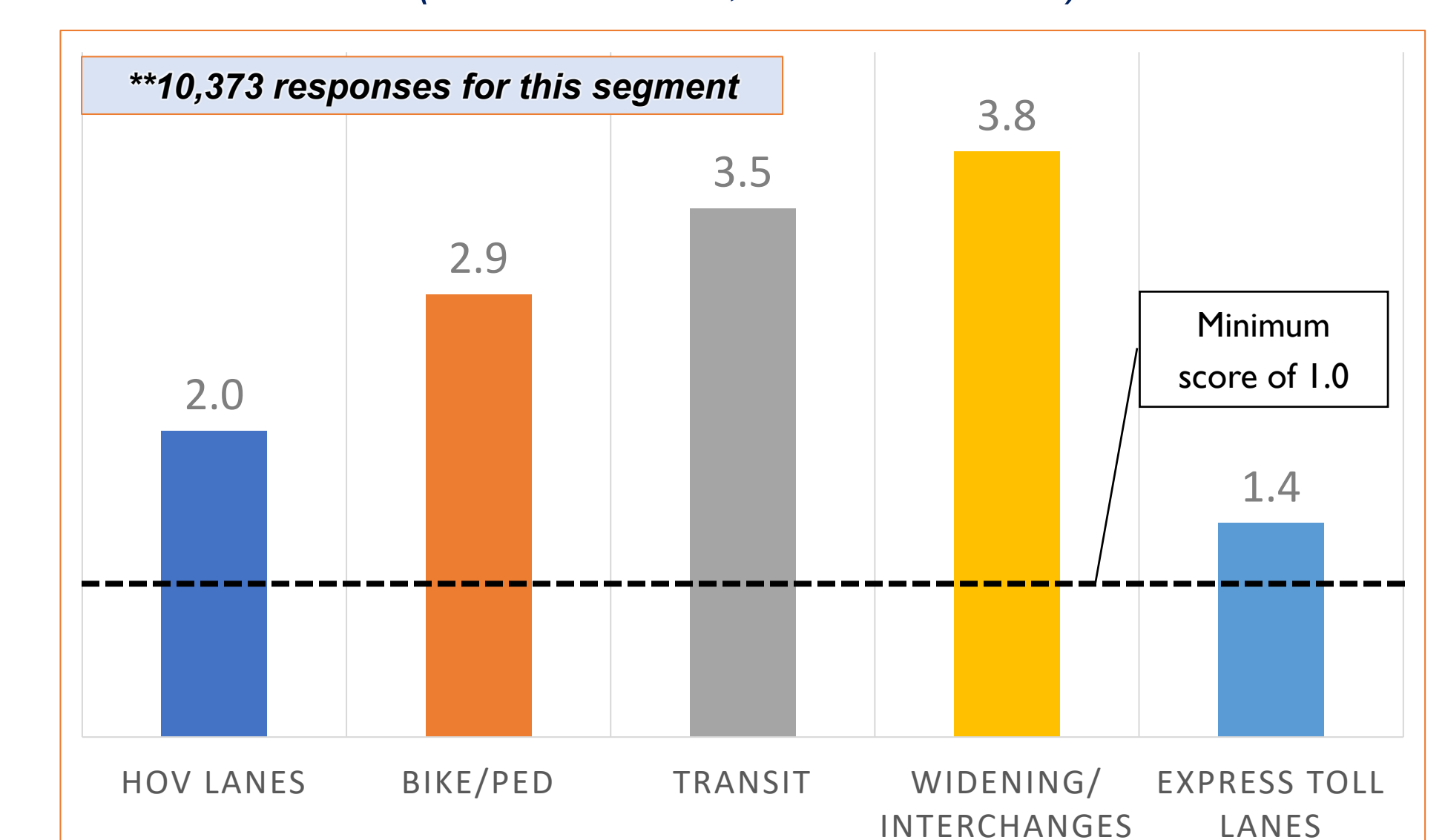
Summary of Public Input – Fall 2018

#### Feedback Summary

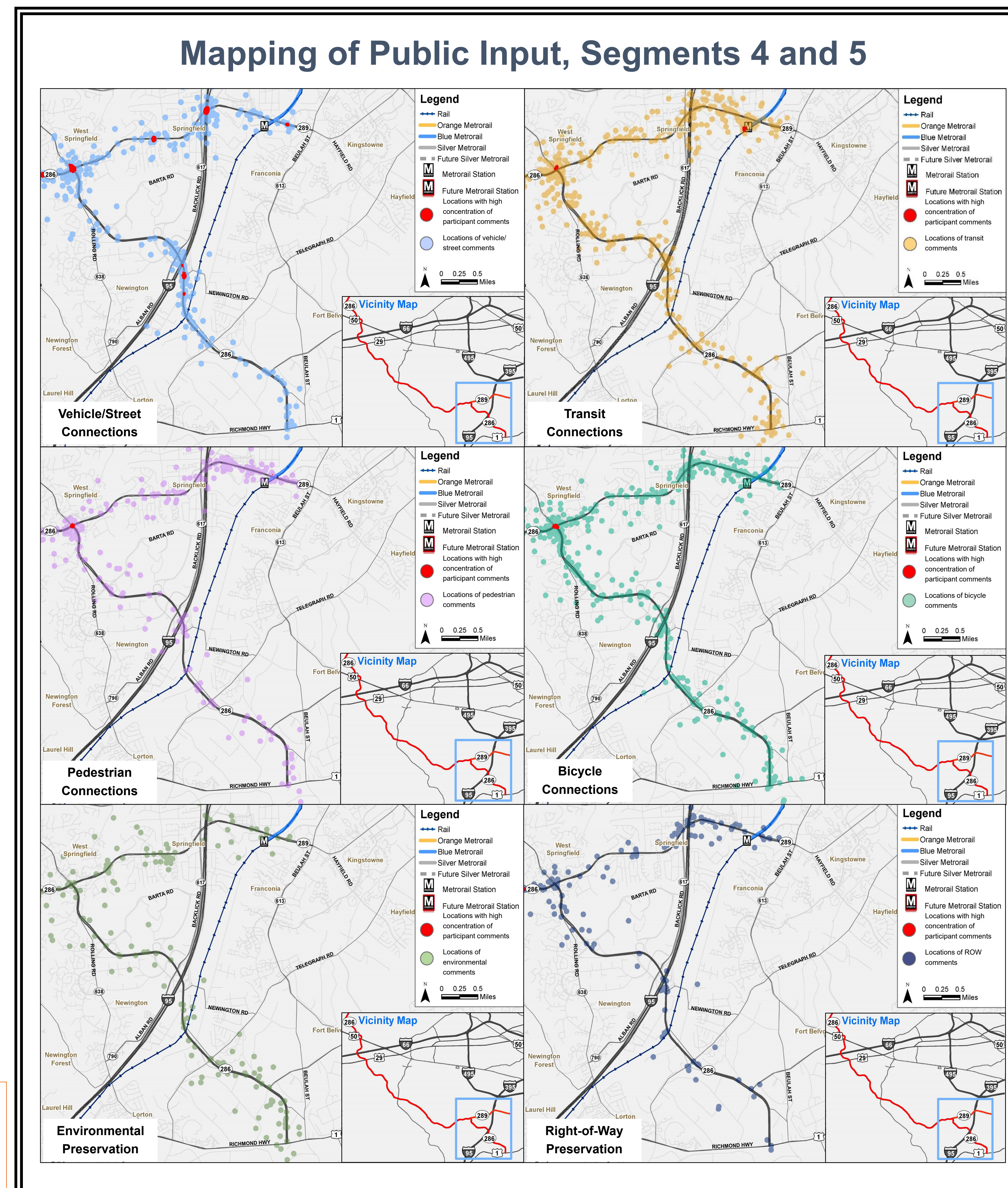
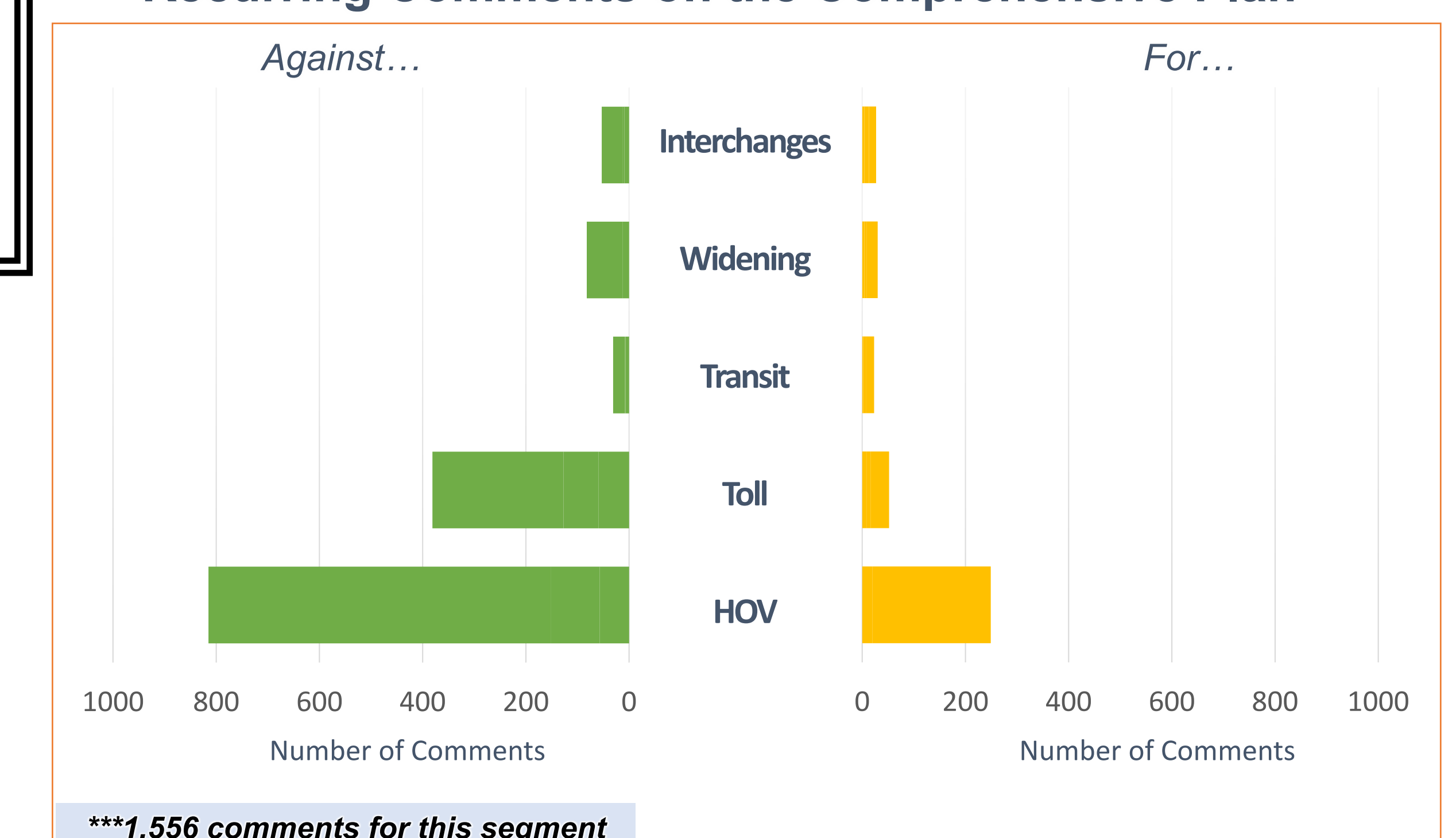
- General satisfaction with the existing conditions of the corridor
- Desire to see access to the general purpose lanes on I-95
- At Frontier Drive, there is a desire to provide improved access for all modes along with enhanced transit opportunities

#### Average Response Score of Corridor Mobility Options\*\*

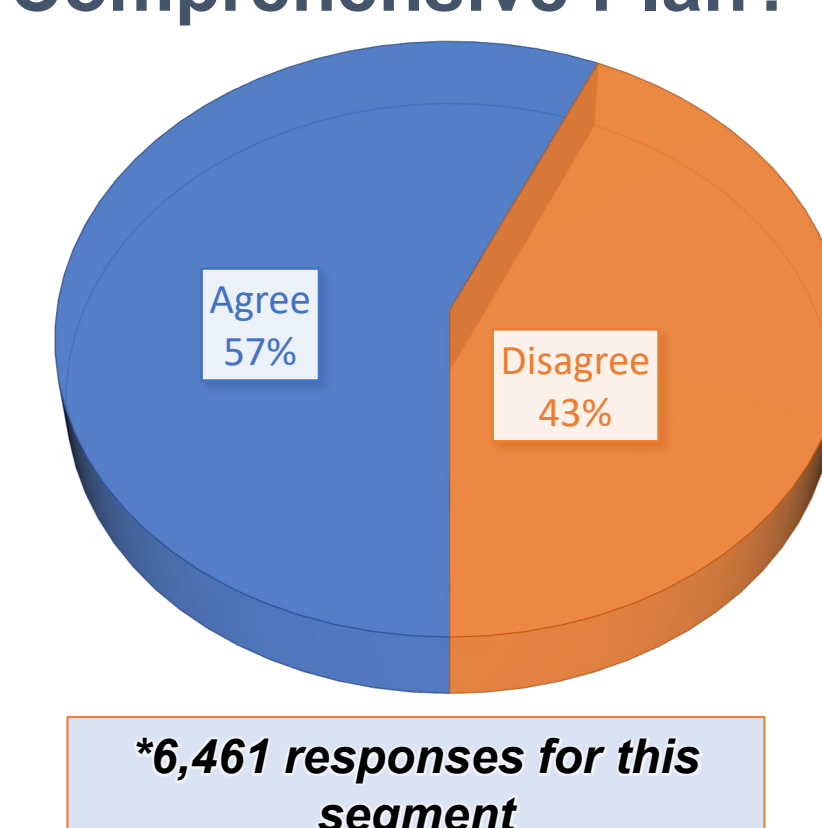
(min score of 1, max score of 5)



#### Recurring Comments on the Comprehensive Plan\*\*\*



#### Do You Agree with the Comprehensive Plan?\*



#### Do You Agree with the Comprehensive Plan?\*

