



Route 1 Multimodal Alternatives Analysis

Executive Steering Committee #4

October 27, 2014

Agenda

1. Public Meeting #3 summary
2. Final project recommendations
3. Potential implementation timeline revisions
4. Project action items
5. Next steps
 - Transportation Project Development
 - Planning Initiatives
 - Adoption into local and regional plans
6. Resolution



Public Meeting #3

Meeting Format:

- Open House (Boards)
- Presentation
- Moderated Q&A
- Boards, Discussion
- Activity: Survey, Talk with Project Team Members

Attendance

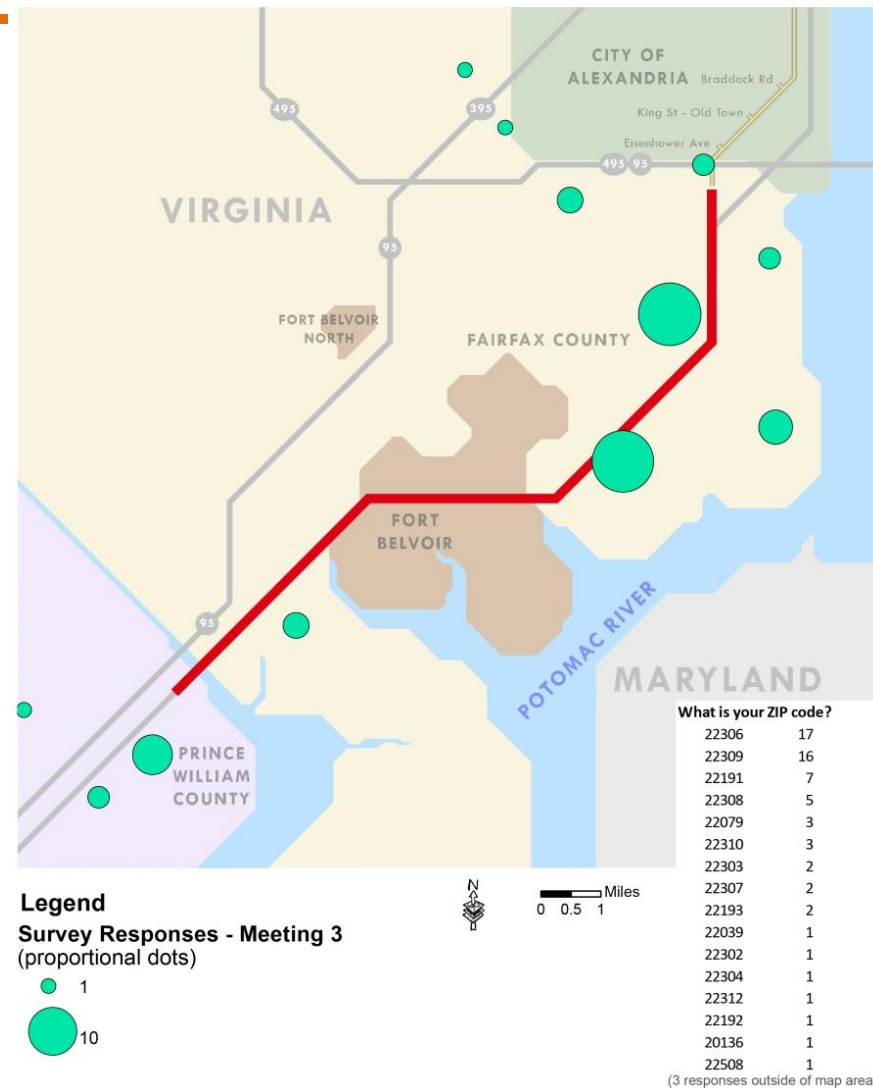
Meeting 1- Prince William County (Oct 8):

- 49 attendees
- 13 completed surveys

Meeting 2 - Fairfax County (Oct 9):

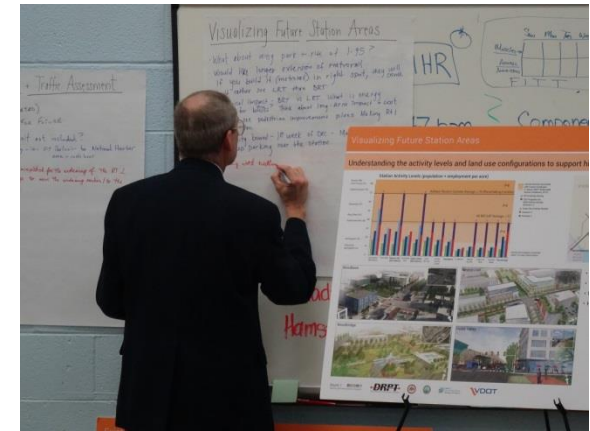
- 103 attendees
- 51 completed surveys

Survey Response Rates By ZIP Code (N=64)
Public Meeting #3 - October 2014
ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS



Public Meeting #3: Key Themes and Survey Results

- Majority of residents generally support draft recommendation
- Want to expedite Metrorail extension
- Interested in learning more about County land use planning and transit modes
- Recognize project funding is biggest challenge



Draft Recommendations

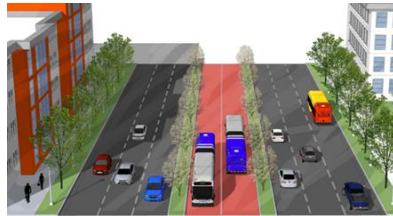
Evaluation results suggest:

- Median running **Bus Rapid Transit (BRT)** would provide a near-term cost-effective transportation solution to support economic development plans.
- **Metrorail extension** to Hybla Valley would provide a higher level of local and regional mobility and support long-term corridor development, contingent upon increased future land use density.

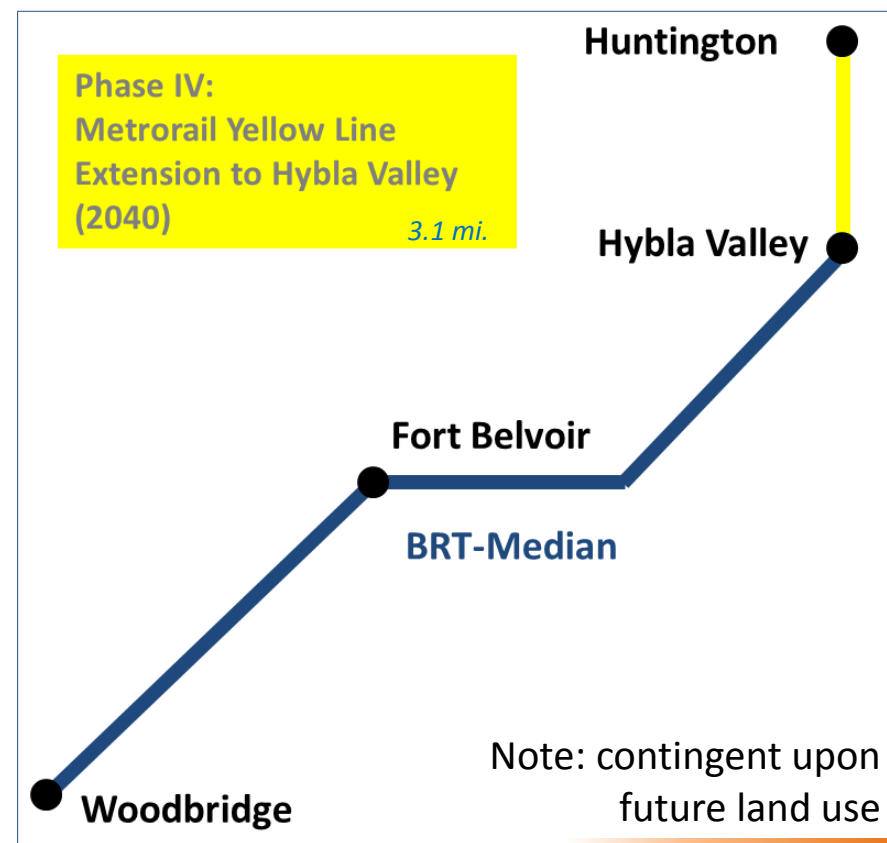
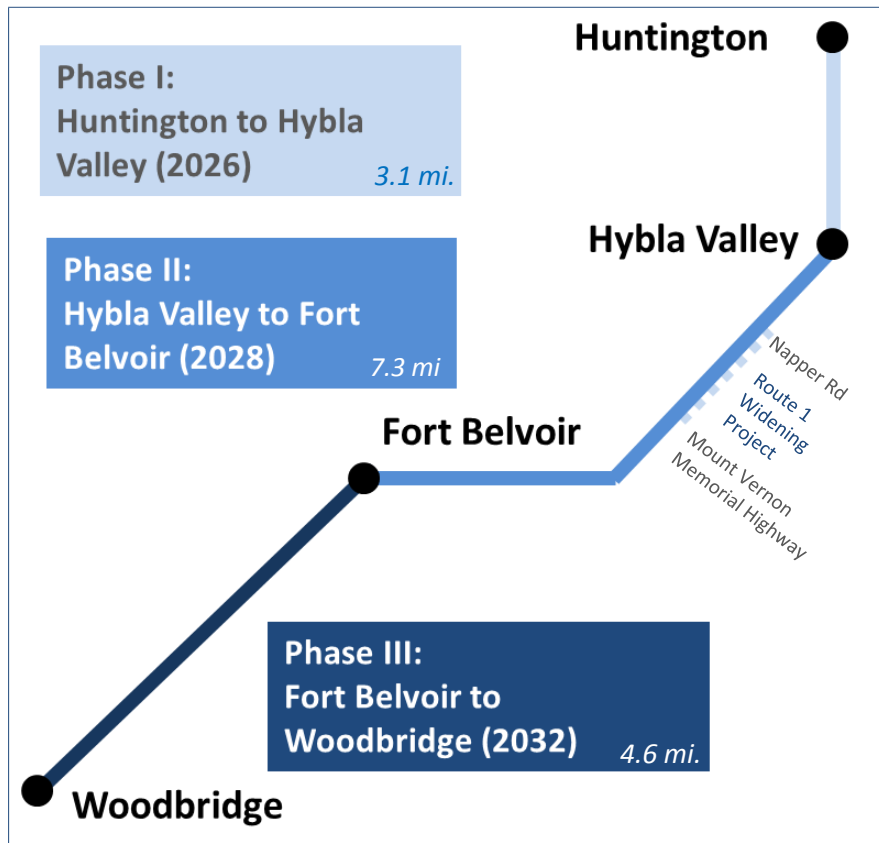


Phasing Approach

Phase I-III: Implement Multimodal Improvements and BRT (Median Running)



Phase IV: Extend Metrorail to Hybla Valley, contingent upon future land use

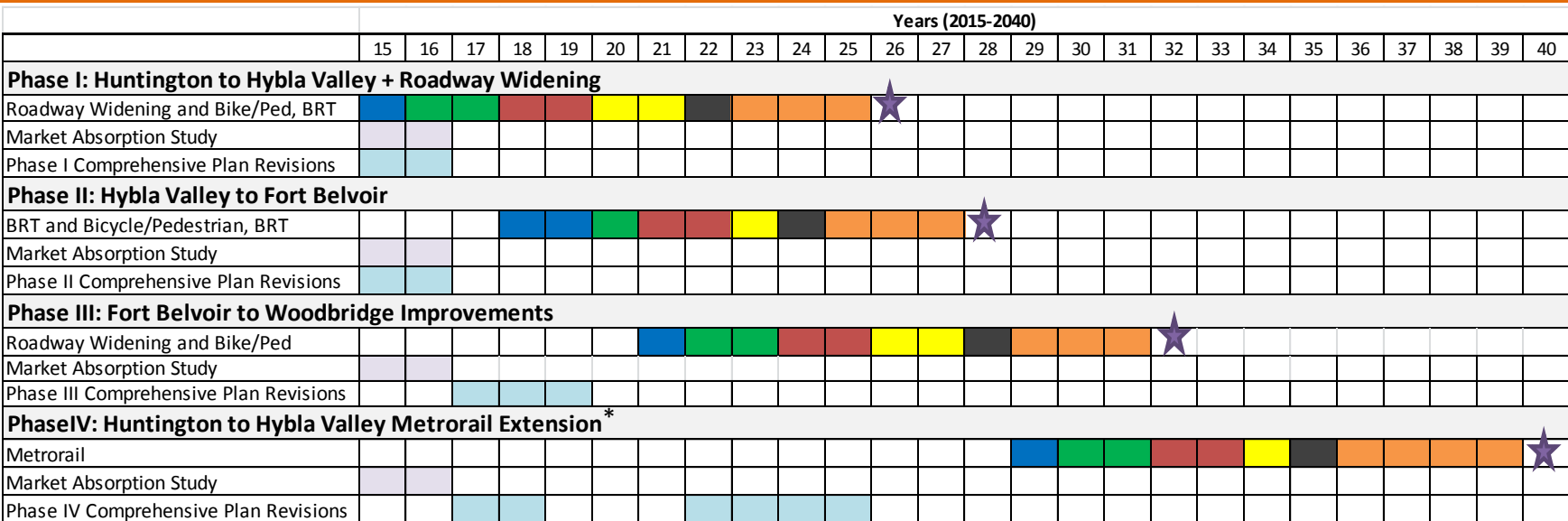


Final Project Recommendations

Phased implementation of the multimodal investments of Alternative 4- BRT/Metrorail Hybrid, including:

- **Roadway Widening:** Widen roadway from four lanes to six lanes where necessary to create a consistent, six-lane cross section along the corridor
- **Bicycle and Pedestrian Facilities:** Create a continuous facility for pedestrians and bicyclists along the 15 mile corridor; the configuration will vary depending upon urban design, right-of-way availability, and other local considerations
- **Transit:** Implement a median-running Bus Rapid Transit (BRT) system from Huntington to Route 123 in Woodbridge (curb-running BRT in mixed traffic within the Prince William County portion)
and a 3-mile Metrorail Yellow Line extension from Huntington to Hybla Valley as expeditiously as possible, contingent upon increased land use density and project funding

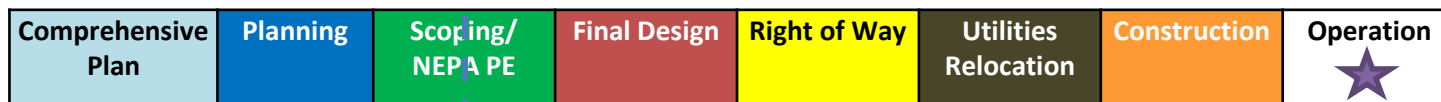
Potential Implementation Timelines



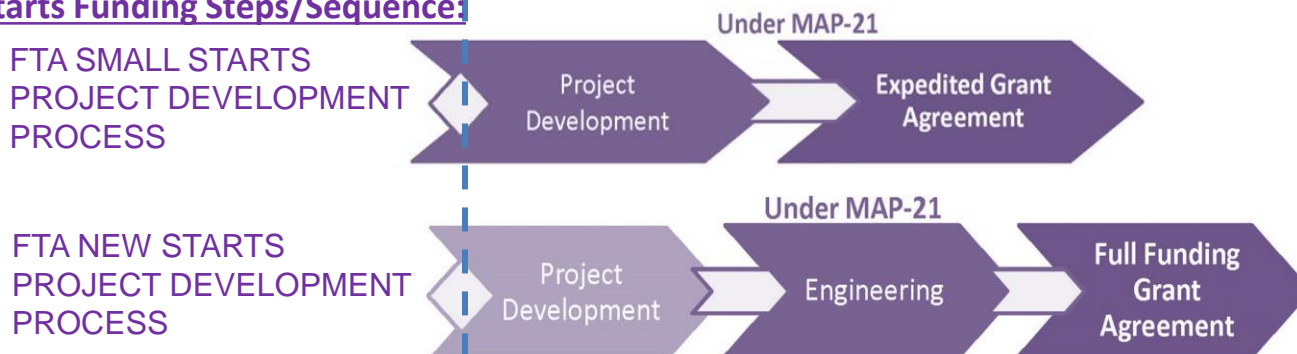
Note: Timelines assume a funding stream to support projects implementation.

*Contingent upon increased future land use density.

Legend: General Project Development Sequence



Typical New Starts Funding Steps/Sequence



Project Action Items

1. Transmit study results to local governments for endorsement and implementation
2. Begin to incorporate recommendations in local, regional, and state plans:
 - **County** Comprehensive Plans and Capital Improvement Programs
 - **NVTA** TransAction 2040 Plan and 6-Year Program
 - **MWCOG** Constrained Long Range Plan and Transportation Improvement Program
 - **Virginia** Statewide Transportation Plans and 6-Year Program
3. Identify immediate next steps and responsible parties
4. Identify immediate next steps associated with BRT implementation and land use evaluation



Next Steps: Transportation Project Development

1. Develop more detailed funding plan
2. Identify Project Sponsor(s)
3. Request class of action determination from FTA and FHWA
4. Initiate environmental documentation for Phases I and II (Huntington to Fort Belvoir)



Next Steps: Planning Initiatives

1. Comprehensive Plan Amendment Update
 - Infrastructure requirements due to increased land use density (roads, schools, etc.)
 - Refined street cross sections and corridor design standards
 - BRT stop locations
2. Market Absorption Study: understand rate of growth anticipated in and to the corridor
3. Right of Way Survey: Route 1 will need a survey performed to confirm potential impacts during the environmental review phase
4. Continue involvement and engagement with business owners and economic development stakeholders

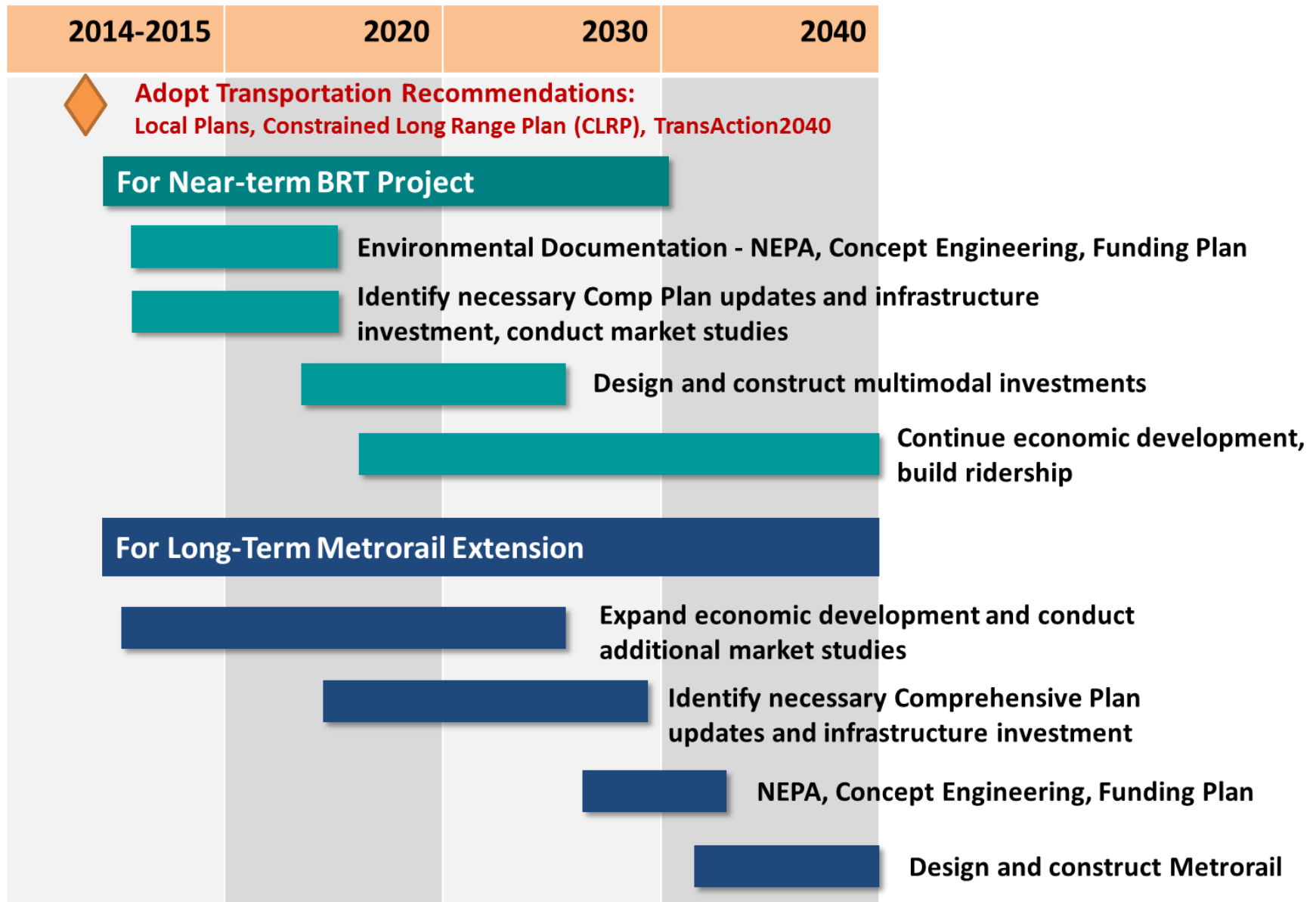


Complete Current Study

- Consultant Team:
 - Finalizing Alternatives Analysis Final Report
 - Posting project documents on project website
- Executive Steering Committee:
 - Endorses study findings
 - Sends study for action by County Boards



Action Plan for Implementation



Resolution

Issued by Executive Steering Committee, which has coordinated regularly with the study team through 15 months of work.

Summarizes outcomes and recommendations:

- *Multimodal (roadway, bicycle/pedestrian, and transit) investments of “Alternative 4 BRT/Metrorail Hybrid”*
- *Include the recommendations in local, regional, and statewide funding plans*
- *Plan for supportive land uses and infrastructure*