Meeting Schedule
• 7:00-7:15 Open House
• 7:15-7:45 Existing Conditions/Short-Term Improvements Study Presentation
• 7:45-8:00 Q&A Session
• 8:00-8:10 Long-Term Study Presentation
• 8:10-8:40 Table Discussions
• 8:40-9:00 Report Back/ Q&A Session
Agenda

• Introductions
• Existing Conditions Overview
• Identified Transportation Issues
• Recently Completed/Ongoing Projects
• Preliminary Short-Term Improvements
• June 2016 Public Meeting Summary
• Additional Issues/Short-Term Improvements
• Project Next Steps
• Questions/Comments
Project Purpose
(Short/Mid-Term Study)

- Assess existing conditions
- Identify transportation issues
- Develop multimodal short-term improvements
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Corridor Characteristics

Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) function as major regional roadways

Adjacent Land Use

- Mostly residential (~85%)
- Some mixed use, industrial, park, and government agency
Data Collection

- Traffic and pedestrian volumes
- Crash data
- Speed and travel time
- Park and ride utilization
- Field observations
- Signal timing information
Speed Data

AM Peak Hour

PM Peak Hour
Traffic Volumes

AM Peak Period

PM Peak Period

[Map showing traffic volumes for AM and PM peak periods]
Transit Service

- Limited transit service is provided along FCP and FSP
- WMATA Metrorail
  - Direct access to Blue Line
  - Indirect access to Orange and Silver Lines
- WMATA Metrobus and Fairfax Connector bus services
  - Peak headways of 20-40 minutes
  - Off-peak headways of 40-70 minutes
Bicycle and Pedestrian Infrastructure

- Over 26 miles of shared-use paths, along FCP and FSP
- Generally sidewalks are along adjacent neighborhood streets
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Reoccurring Traffic Congestion - Segments

1. Spring Street to Franklin Farm
2. I-66 to Route 123
3. Lee Chapel Road to Hooes Road
4. I-95 to Richmond Highway
Reoccurring Traffic Congestion - Intersections

1. FCP and Route 7
2. FCP and Wiehle Avenue
3. FCP and Lake Newport Road
4. FCP and Rugby Road
5. FCP and Burke Lake Road
6. FSP and Bonniemill Road
7. FSP and Beulah Street
Safety Analysis

- Modern roadway design
- Crash rates below statewide and regional rates
- Mostly property damage only crashes
- Fatalities – mostly caused by impaired drivers
- Frequent crash types:
  - Rear-end
  - Angle
“Hot spot” = location with more crashes than the critical crash density (based on statistical calculation)

- 8 segments
- 10 intersections
Missing Paths and Bus Stop Pads

Locations without adjacent shared-use path:

1. FCP: Sugarland Road to Heather Way
2. FCP: Monument Drive to Route 29
3. FCP: Burke Center Parkway to Route 123
4. FCP: FSP to Loisdale Road
5. FCP: John J. Kingman to Richmond Highway
Non-ADA Compliant Facilities

- Curb ramps
- Push button locations
- Bus stops
Other Transportation Issues

• No/limited traveler information
• Poor lighting
• Inconsistent roadway characteristics
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Recently Completed Projects

• Franklin Farm Road eastbound right-turn signal improvements
• Rolling Road interchange
• High Visibility Signal Backplates
Ongoing Projects

Under Construction

• Richmond Highway widening
• Route 29 widening between Shirley Gate Road and FCP
• FCP southbound auxiliary lane between Route 29 and Braddock Road

Key Projects Planned or Under Design

• FCP widening between Route 29 and Route 123
• FCP improvements between Backlick Road and Richmond Highway
• I-66 Express Lanes
• Frontier Drive Extension
• Shirley Gate Road Extension (Study)
• Improvements at John J. Kingman intersection
• Bus stop improvements
• Trail wayfinding and crossing improvements
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Maintenance/Programmatic Improvements

- Signage and pavement markings
- Signal timings
- ADA upgrades
- Drainage improvements/debris removal
- Vegetation trimming/removal
- Implementation generally 0-3 years
Example 1 – FSP Westbound Ramps and Backlick Road
June 2016

- Upgrade curb ramp
- Proposed sign
- Proposed yield bar
- Proposed crosswalk

Install high visibility crosswalk, curb ramps, pedestrian signals, and push buttons

Replace existing protected-permissive signal display with a protected only signal display

Shift stop bar for through and left turns back 10 feet
Capital Project Improvements

- Spot traffic operational intersection improvements
- Sidewalks, paths, and bus stop pads
- Safety enhancements
- Dynamic message signs to provide traveler information
- Implementation generally 2-10 years
Example 2 – FCP and Huntsman Boulevard
November 2016

Construct median u-turn deceleration and turnaround space within existing public right-of-way (signalized)

Approximate limits of Fairfax County Park Authority Property

No left turn permitted with Michigan Left-Turn treatment
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Summary of Public Comments

- 3 meetings at 3 different locations
  - Mt. Vernon, Springfield, Herndon
- 130 total comments
  - 58 bicycle/pedestrian operations and safety
  - 38 vehicle traffic operations and safety
  - 34 other general comments
- Summary of all comments and VDOT responses on project website:
  http://www.virginiadot.org/projects/northernvirginia/fairfax_county_parkway.asp
Summary of Public Comments – Vehicle Traffic

Key Intersections
1. Wiehle Avenue
2. Spring Street
3. Dulles Toll Road Ramps
4. Sunrise Valley Drive
5. Franklin Farm Road
6. Fair Lakes Parkway/Monument Drive
7. Popes Head Road
8. Burke Centre Parkway
9. Loisdale Road
10. Beulah Street

Overhead lighting
- Intersections
- FCP Trail
- Overhead guide signs
Summary of Public Comments – Bicycle/Pedestrians

• Difficult crossings along the FCP Trail
  • Spring Street
  • Dulles Toll Road Ramps
  • Sunrise Valley Drive
  • Route 50

• Gaps in the existing FCP Trail
  • I-66
  • Route 123
  • Rolling Road to I-95

• Improve FCP Trail wayfinding
Summary of Public Comments – Bicycle/Pedestrians

- Restrict right turn on red at trail crossings
  - VDOT is investigating changing the pedestrian traffic signals at trail crossings to have more WALK time along FCP
- Align crosswalks with the FCP trail
  - VDOT recommendation is to provide a safer perpendicular crossing
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Example 3 – FCP and Franklin Farm Road
June 2016
Example 3 – FCP and Franklin Farm Road
November 2016

- Increase storage for turn lane
- Reconfigure eastbound approach
- Eastbound right-turn overlap already implemented
Example 4 – Trail Improvement

- Remove existing trail and crosswalk
- Install pedestrian warning signs and yield bars in advance of relocated crosswalk and sidewalk
- Install sidewalk
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Project Next Steps

- Finalize existing conditions analysis
- Finalize transportation issues list
- Finalize short-term improvements based on comments and feedback
- Develop cost estimates
- Prioritize projects
- Final Report (Spring 2017)
- Coordinate with Long Range Planning Study
Questions and Comments

Provide comments

• Email: meeting_comments@vdot.virginia.gov

• Paper forms available

• Project website: http://www.virginiadot.org/projects/northernvirginia/fairfax_county_parkway.asp
Project Contacts

For questions and comments about the study please contact:

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