

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



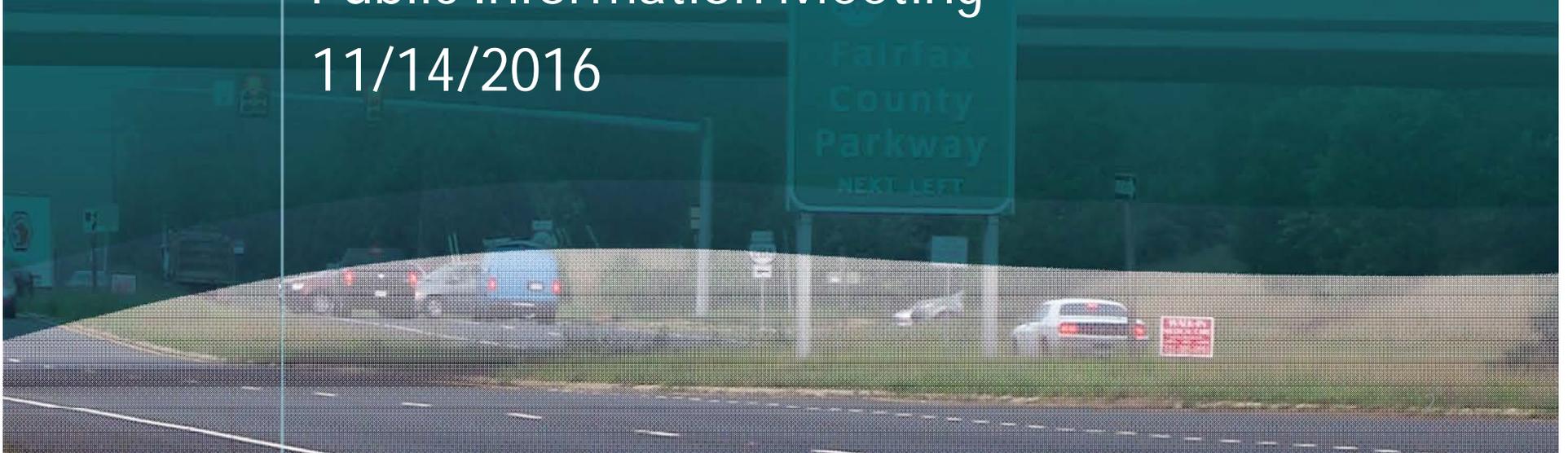


FAIRFAX COUNTY PARKWAY &
FRANCONIA-SPRINGFIELD PARKWAY
CORRIDOR STUDY

Fairfax County Parkway and Franconia-Springfield Parkway Corridor Study

Public Information Meeting

11/14/2016

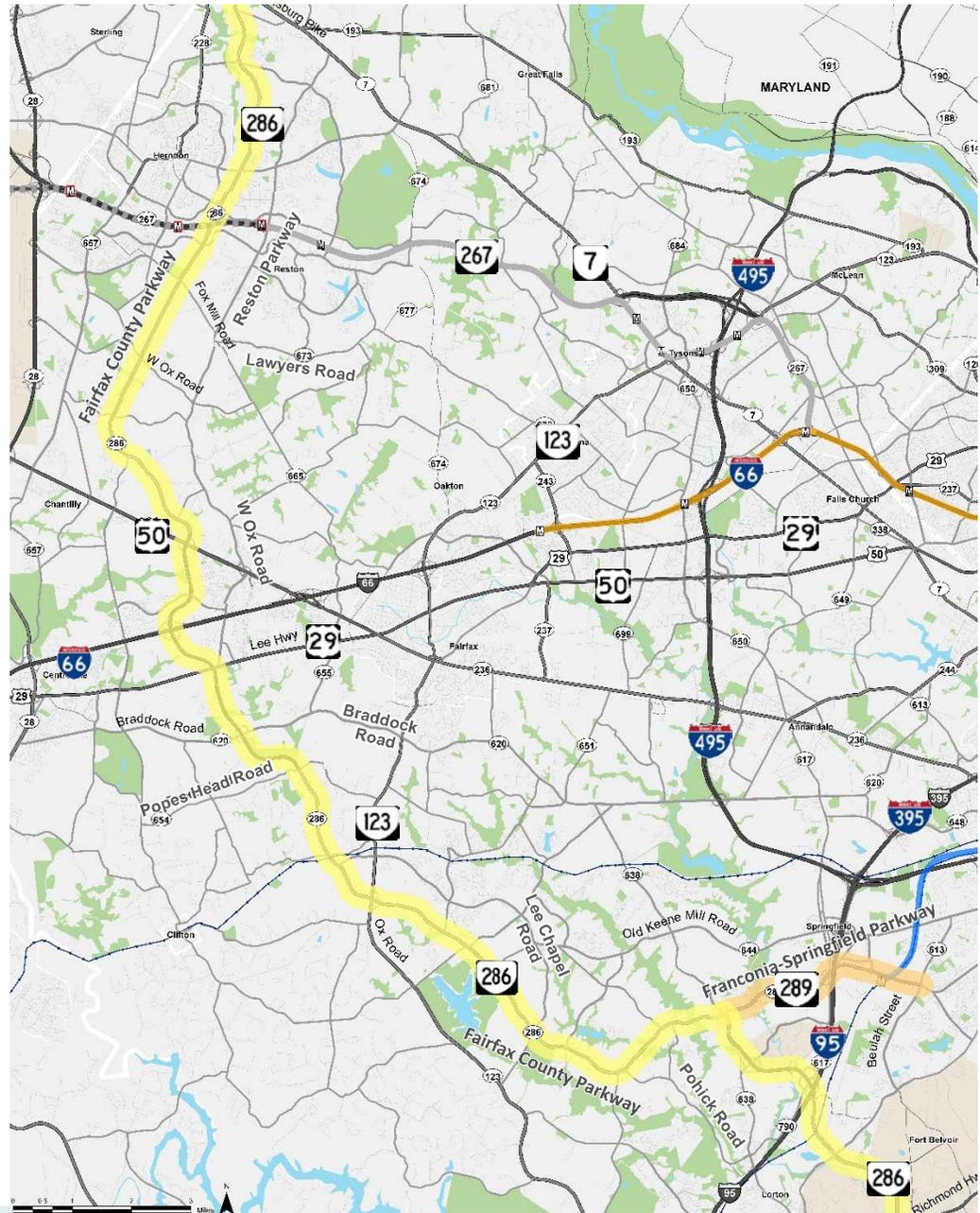


Agenda

- Introductions
- Existing Conditions Overview
- Identified Transportation Issues
- Recently Completed/Ongoing Projects
- Preliminary Short-Term Improvements
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Project Purpose (Short/Mid-Term Study)

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

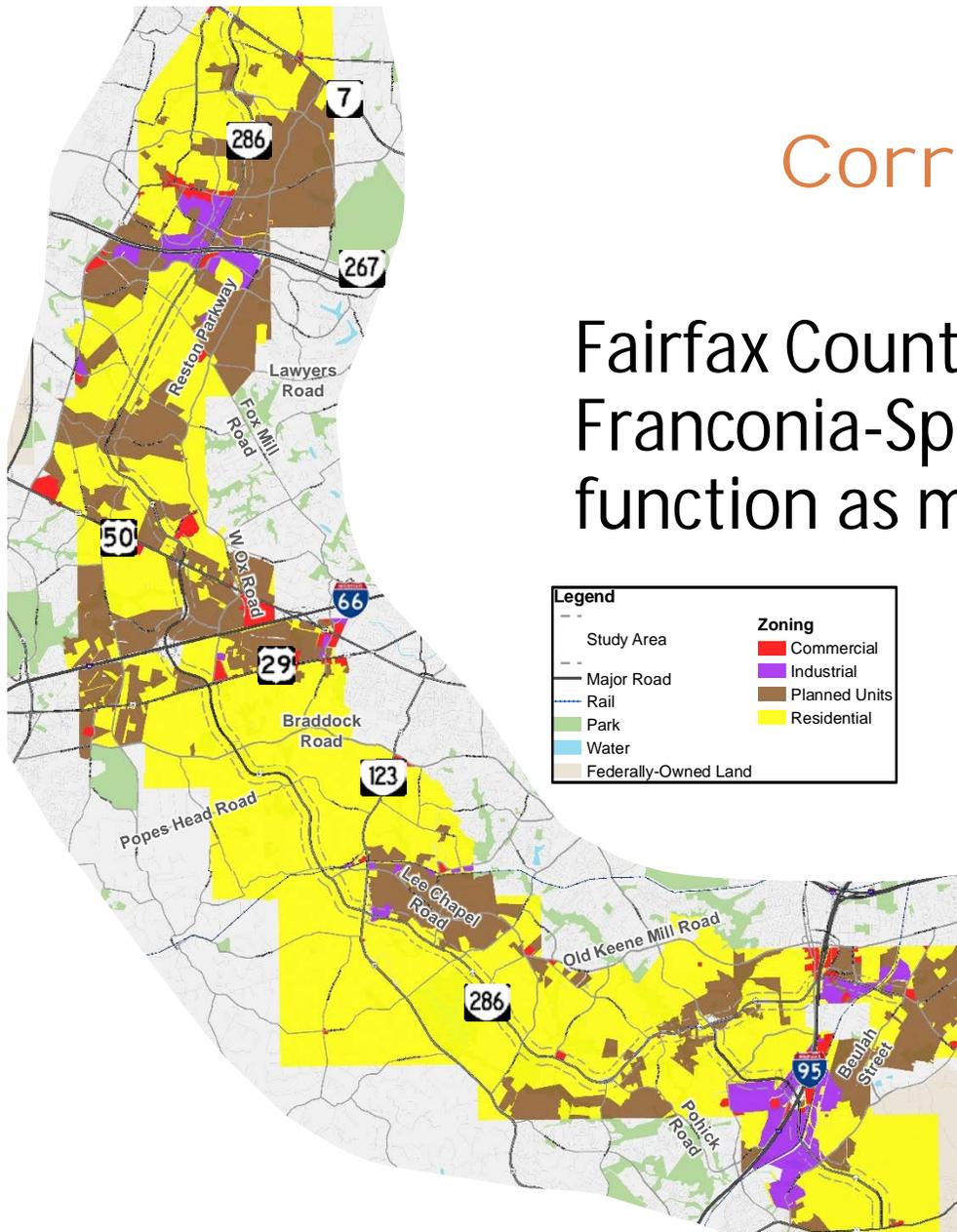


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Corridor Characteristics

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



Adjacent Land Use

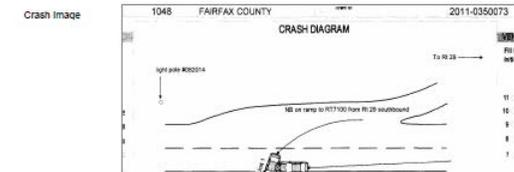
- Mostly residential (~85%)
- Some mixed use, industrial, park, and government agency

Data Collection

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

Crash Report

Document Number	0	Jurisdiction	Fairfax County
Revised Report		County of Crash	Fairfax County
Crash Date	Friday	Landmarks at Scene	LIGHTPOLE #082014
City / Town of		Railroad Crossing ID	
Location of Crash	RTE 7100 NB No - At Intersection With or 0.00 Not Provided North of RT 29	Mile Marker Num	0.00



Kimley-Horn

Intersection Code: 6222 Date/Time: 11/18/14

N/S Street: Fairfax Cty Pkwy Speed Limit N/S: 50mph

E/W Street: Dulles Toll Rd WB Ramps Speed Limit E/W: _____

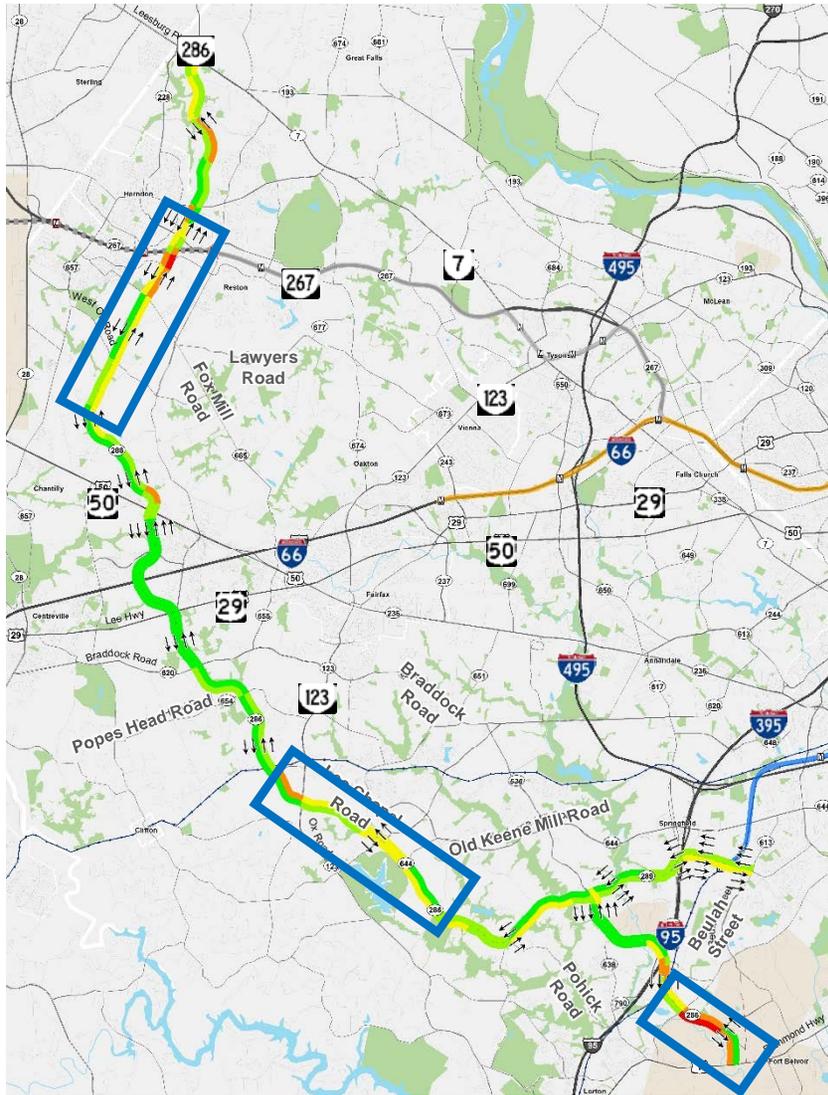
Type and Condition of Pavement: asphalt

SKETCH OF INTERSECTION

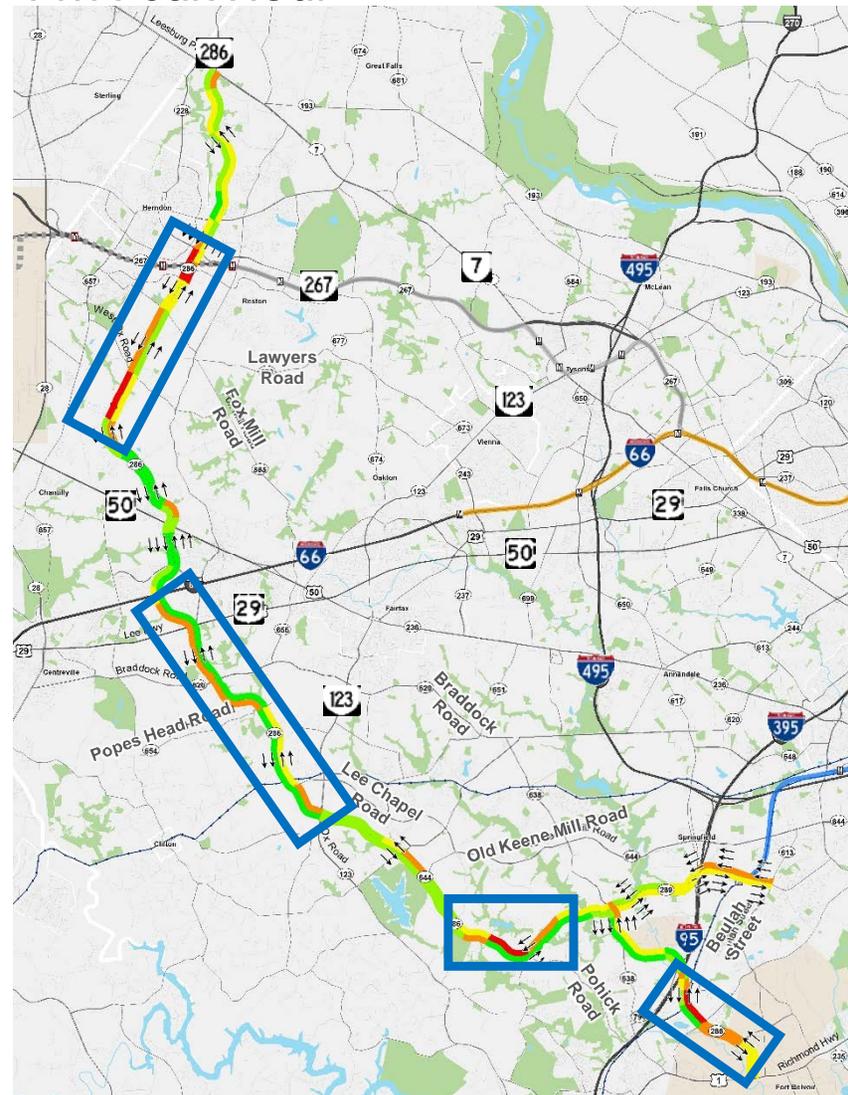


Speed Data

AM Peak Hour

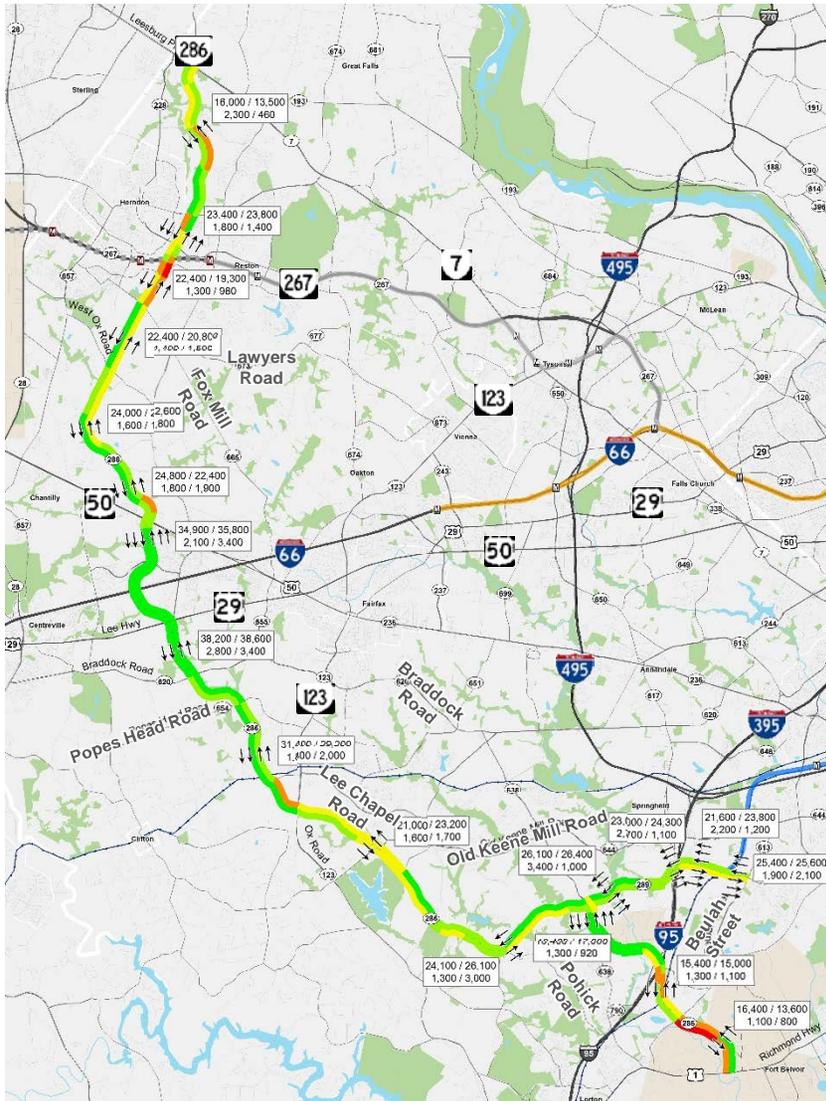


PM Peak Hour

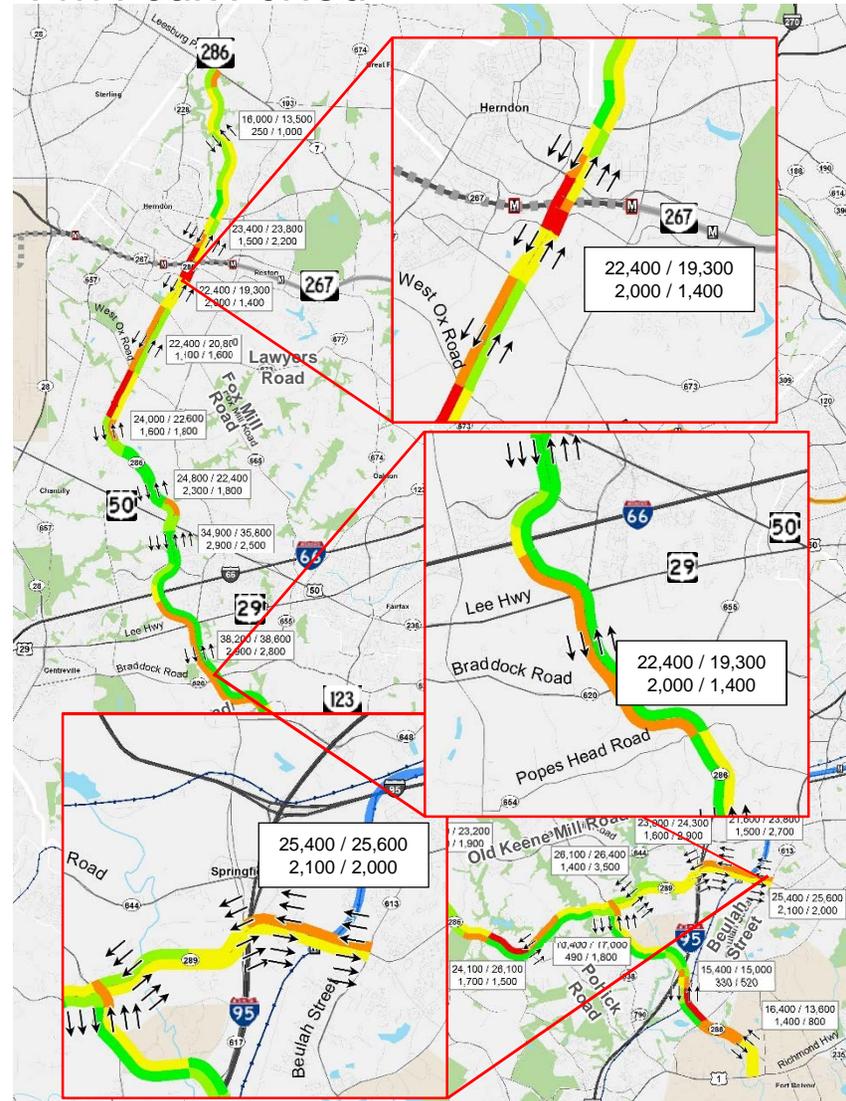


Traffic Volumes

AM Peak Period

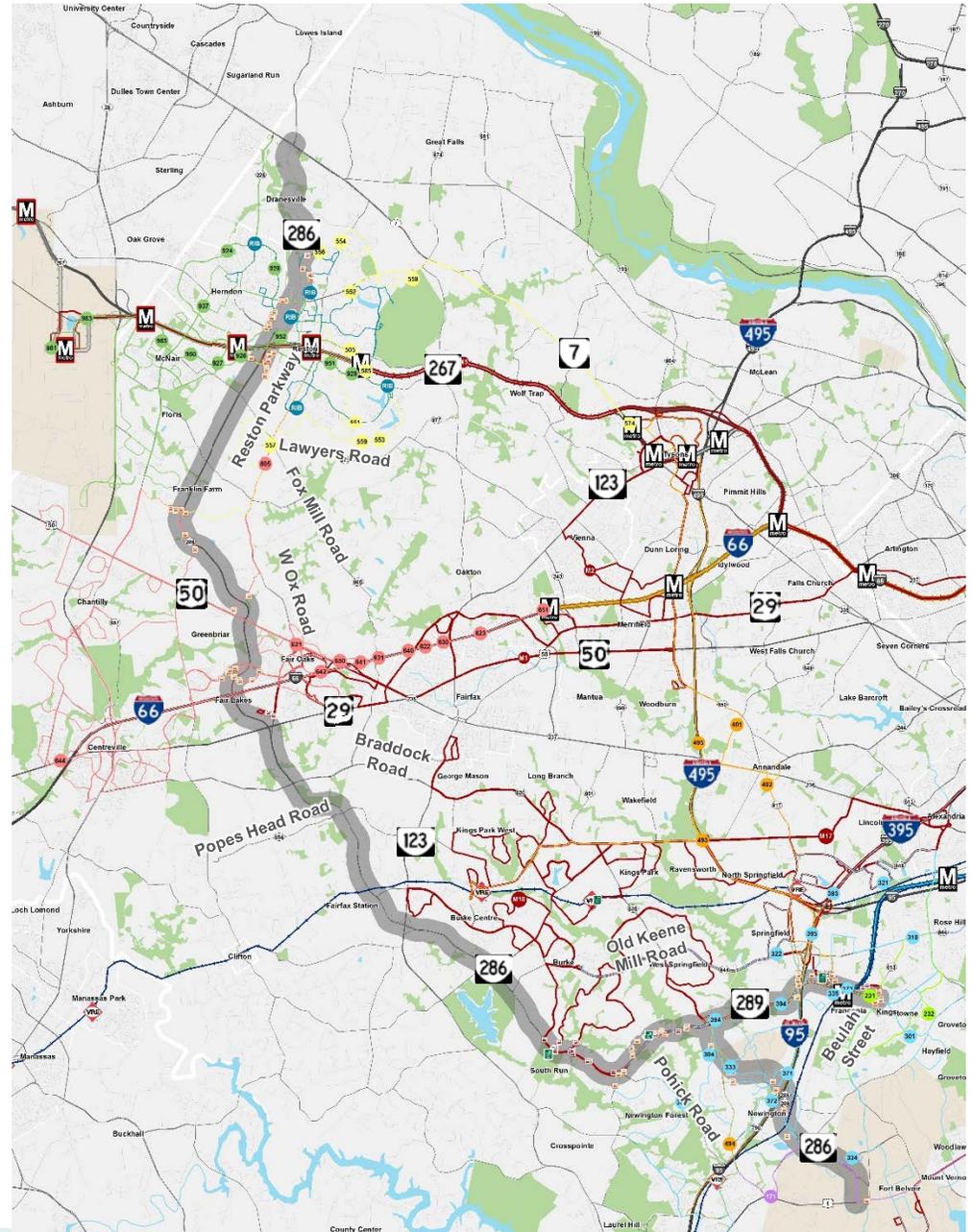


PM Peak Period



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

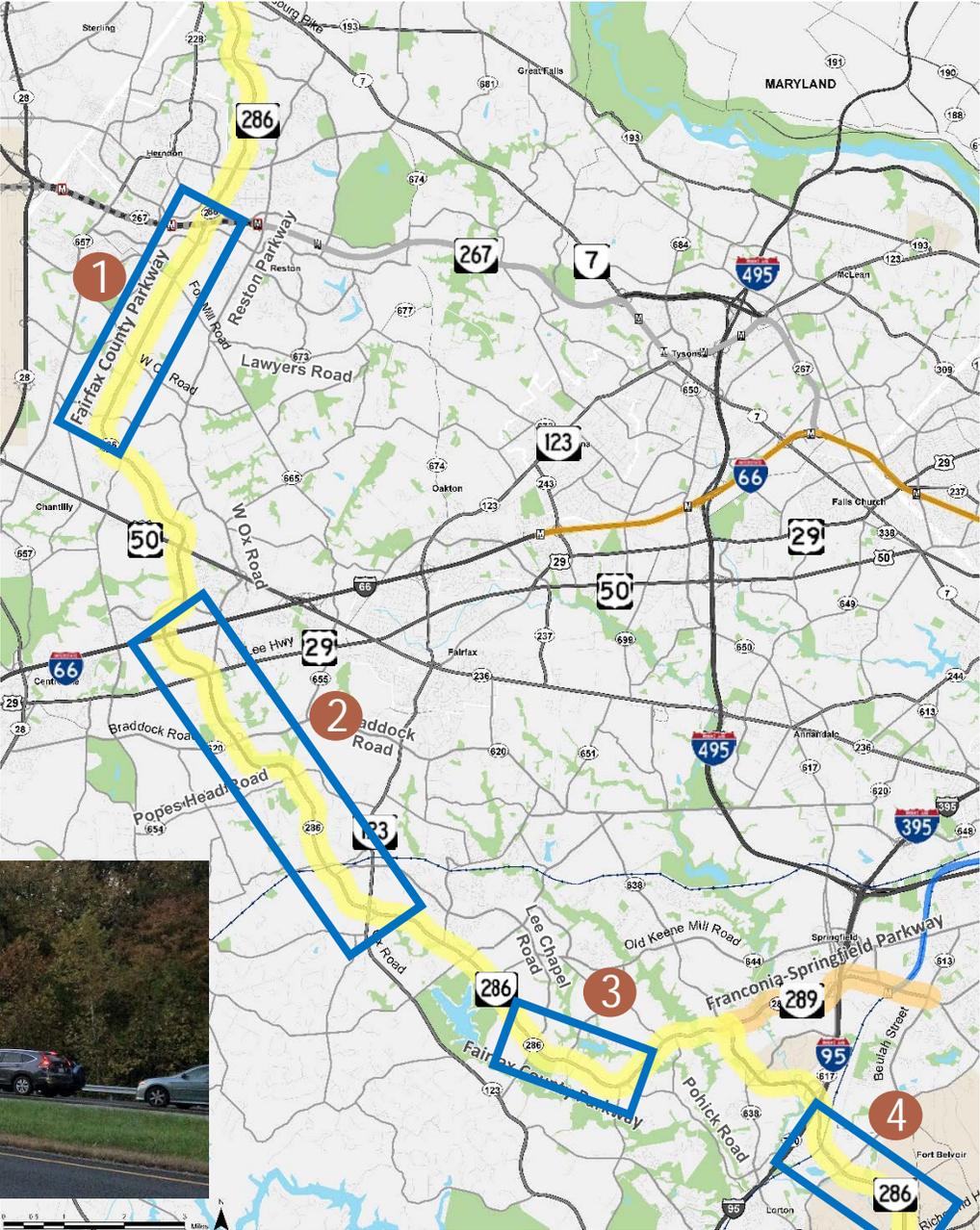


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Reoccurring Traffic Congestion - Segments

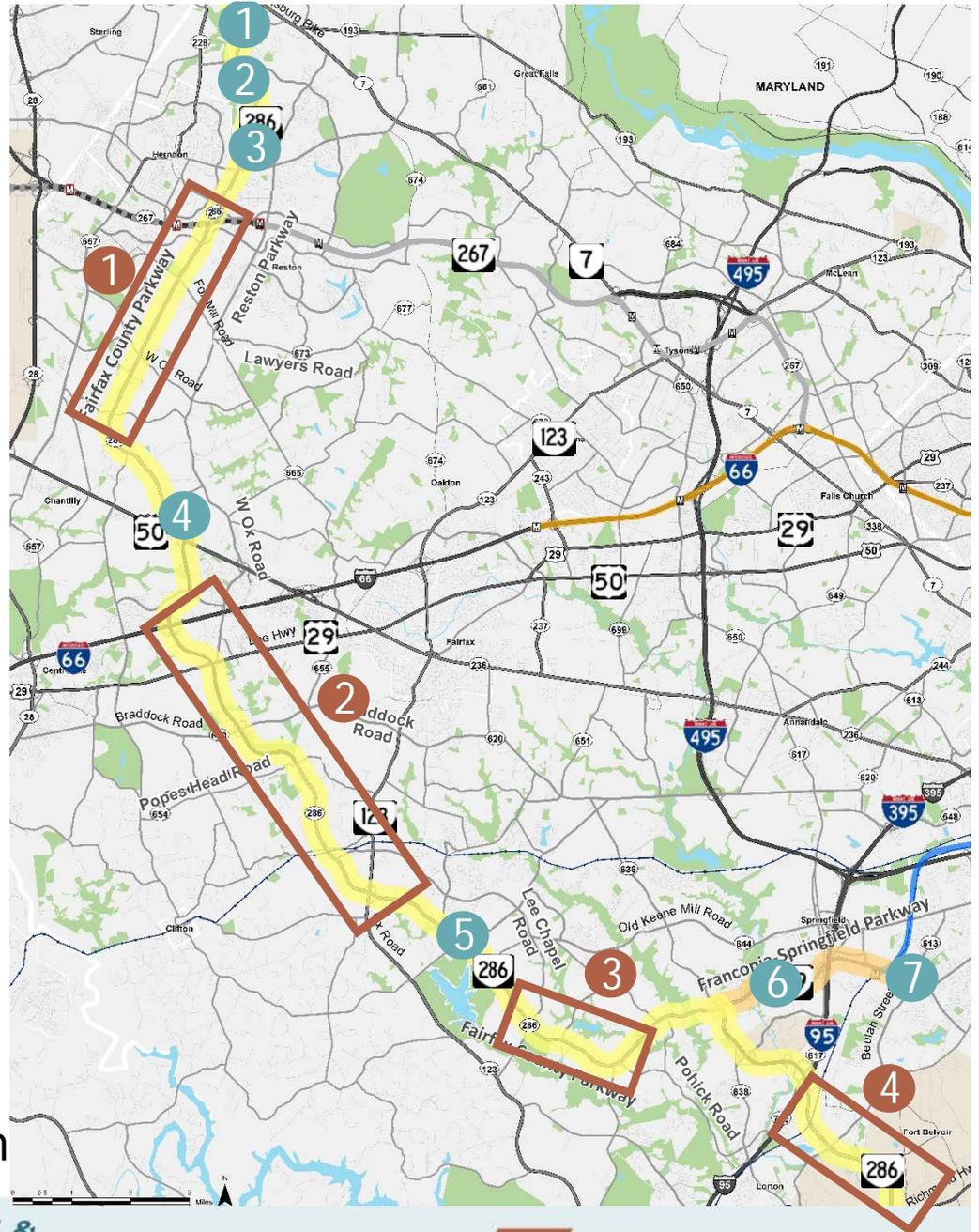
- 1. Spring Street to Franklin Farm
- 2. I-66 to Route 123
- 3. Lee Chapel Road to Hooes Road
- 4. I-95 to Richmond Highway



Reoccurring Traffic Congestion - Intersections

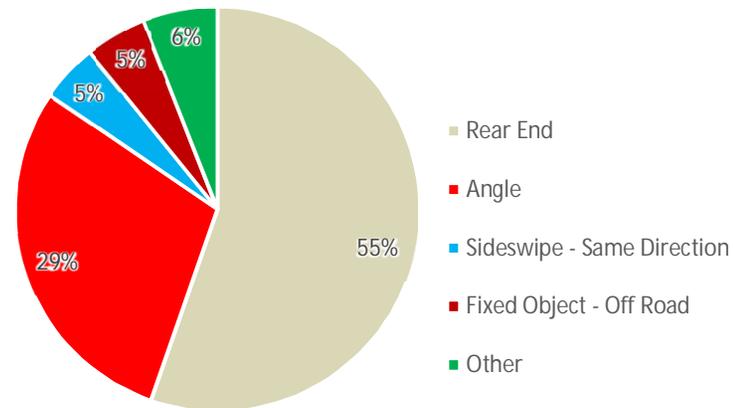
1. FCP and Route 7
2. FCP and Wiehle Avenue
3. FCP and Lake Newport Road
4. FCP and Rugby Road
5. FCP and Burke Lake Road
6. FSP and Bonniemill Road
7. FSP and Beulah Street

- ① Segment
- ① Intersection



Safety Analysis

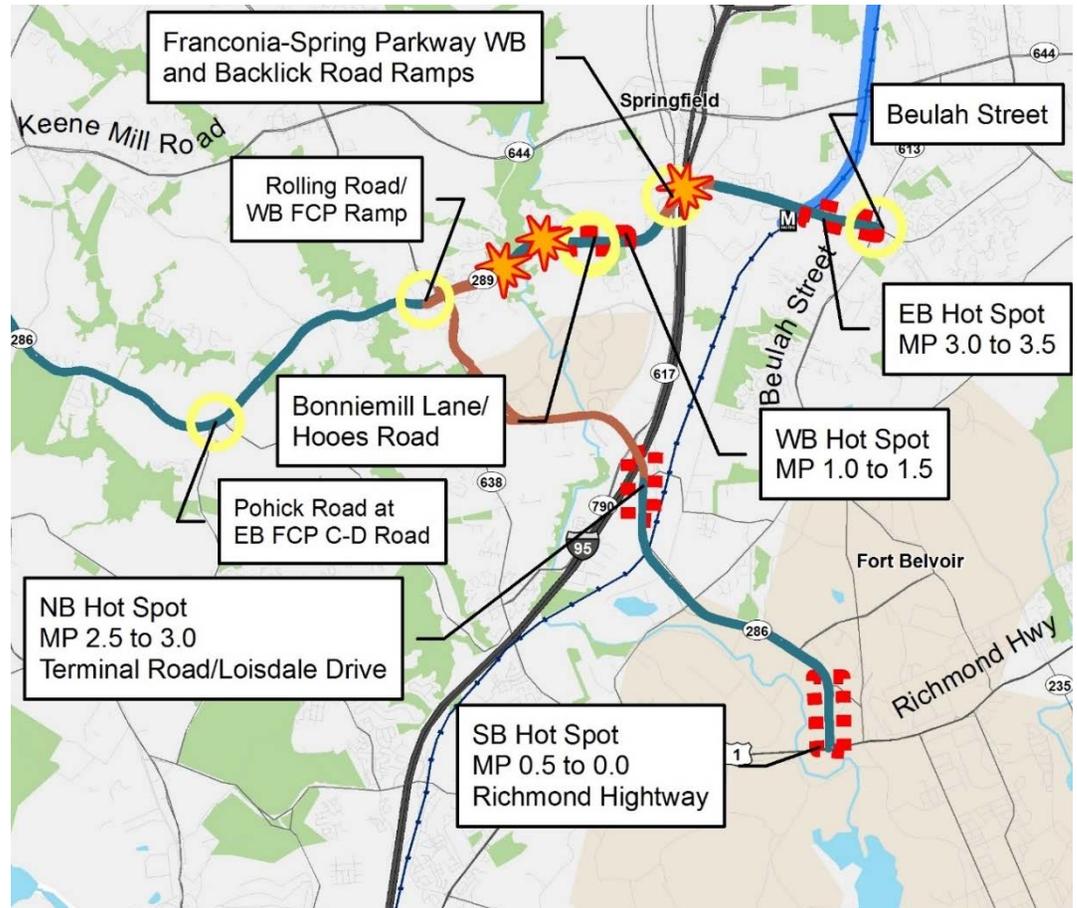
- Modern roadway design
- Crash rates below statewide and regional rates
- Mostly property damage only crashes
- Fatalities – mostly caused by impaired drivers
- Frequent crash types:
 - Rear-end
 - Angle



Safety Analysis

“Hot spot” = location with more crashes than the critical crash density (based on statistical calculation)

- 8 segments
- 10 intersections

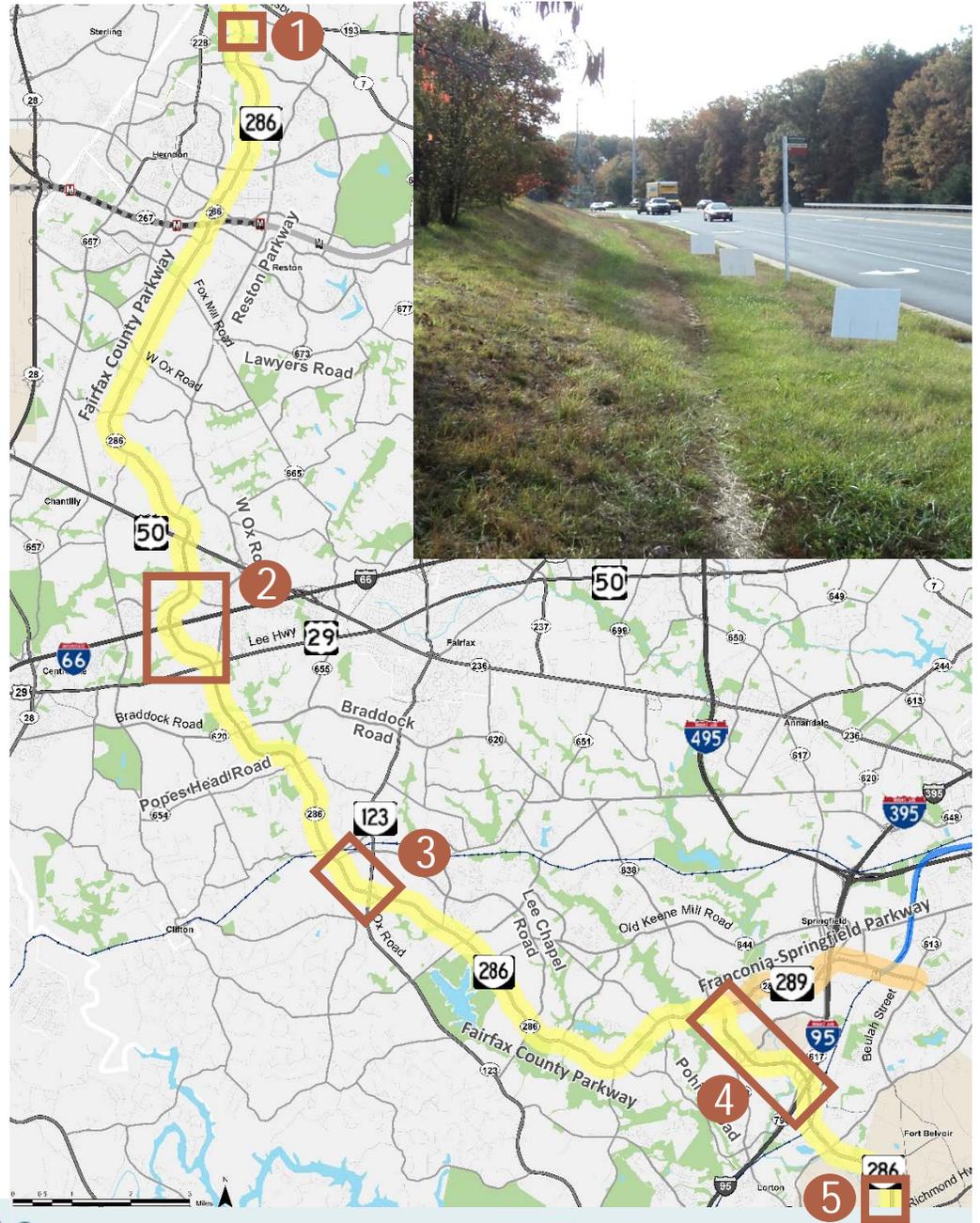


Legend			
	In Analysis		Orange Metrorail
	Excluded From		Blue Metrorail
	Corridor Hot Spot		Silver Metrorail
	Intersection of Concern/Hot Spot		Future Silver
	Fatality Crash		Park
			Water
			Major Road
			Rail
			Federally-Owned
			Metrorail Station
			Future Metrorail

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

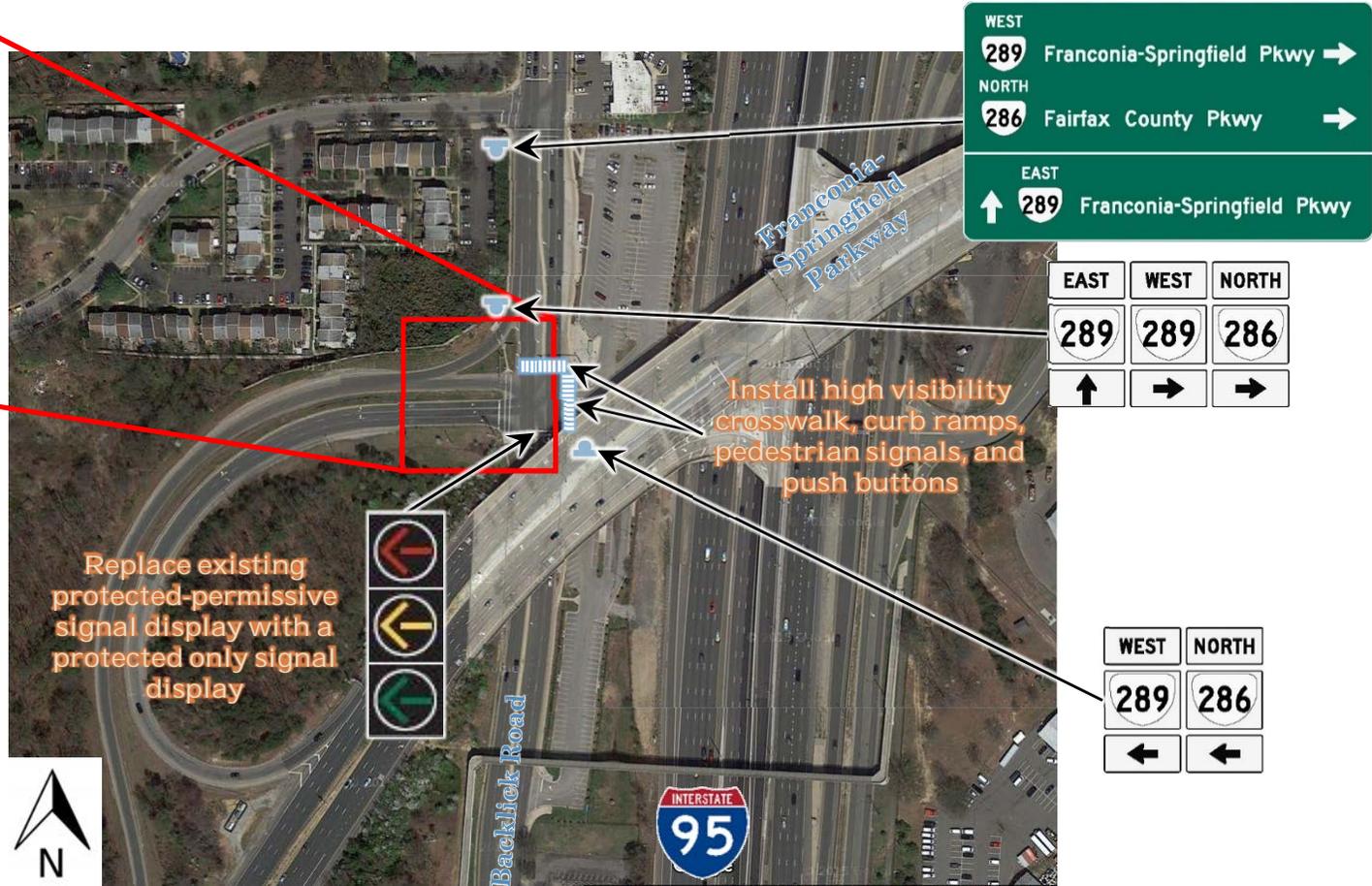
- Signage and pavement markings
- Signal timings
- ADA upgrades
- Drainage improvements/
debris removal
- Vegetation trimming/
removal
- Implementation generally
0-3 years



Example 1 – FSP Westbound Ramps and Backlick Road June 2016



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



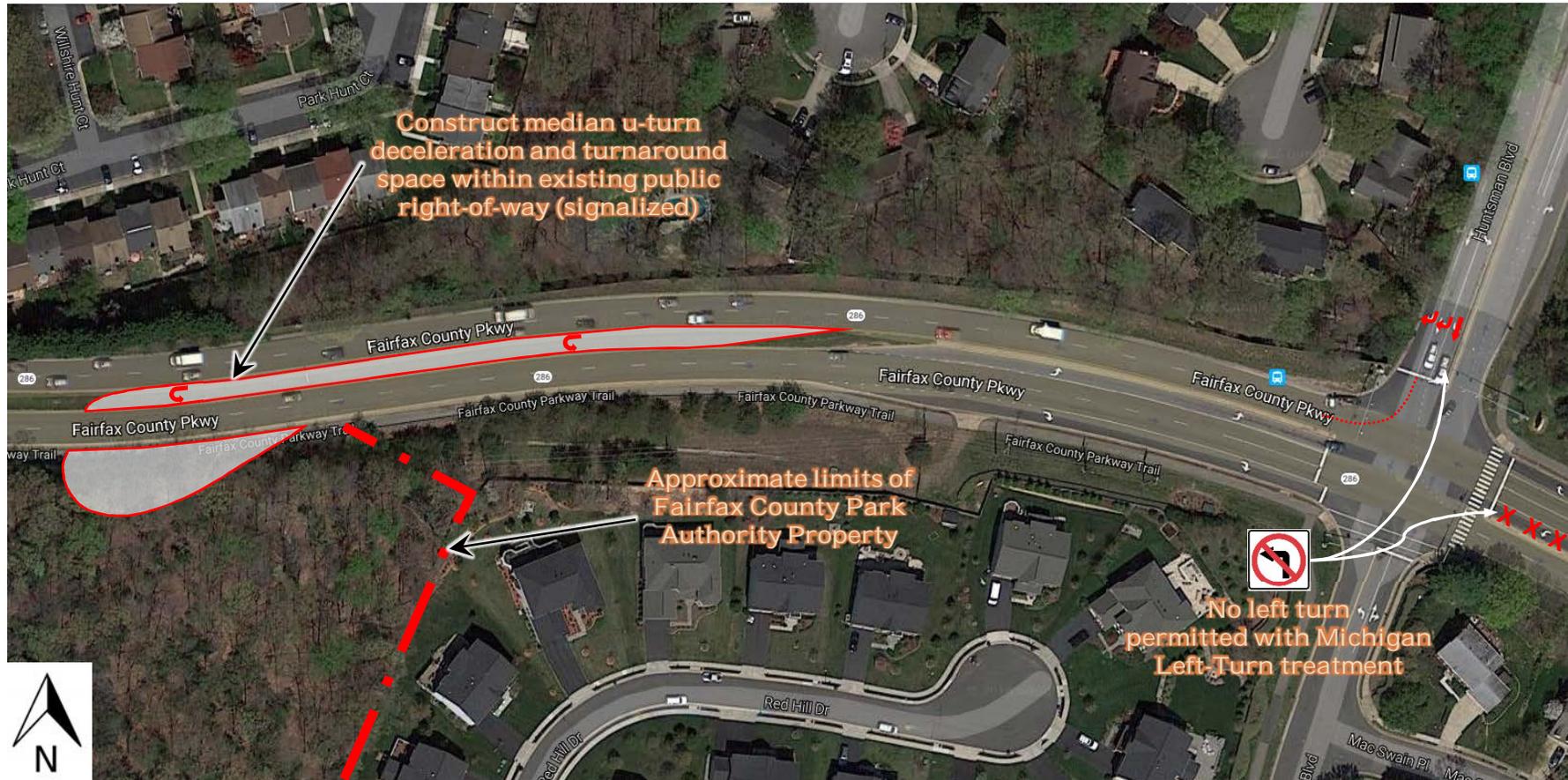
Capital Project Improvements

- 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



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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

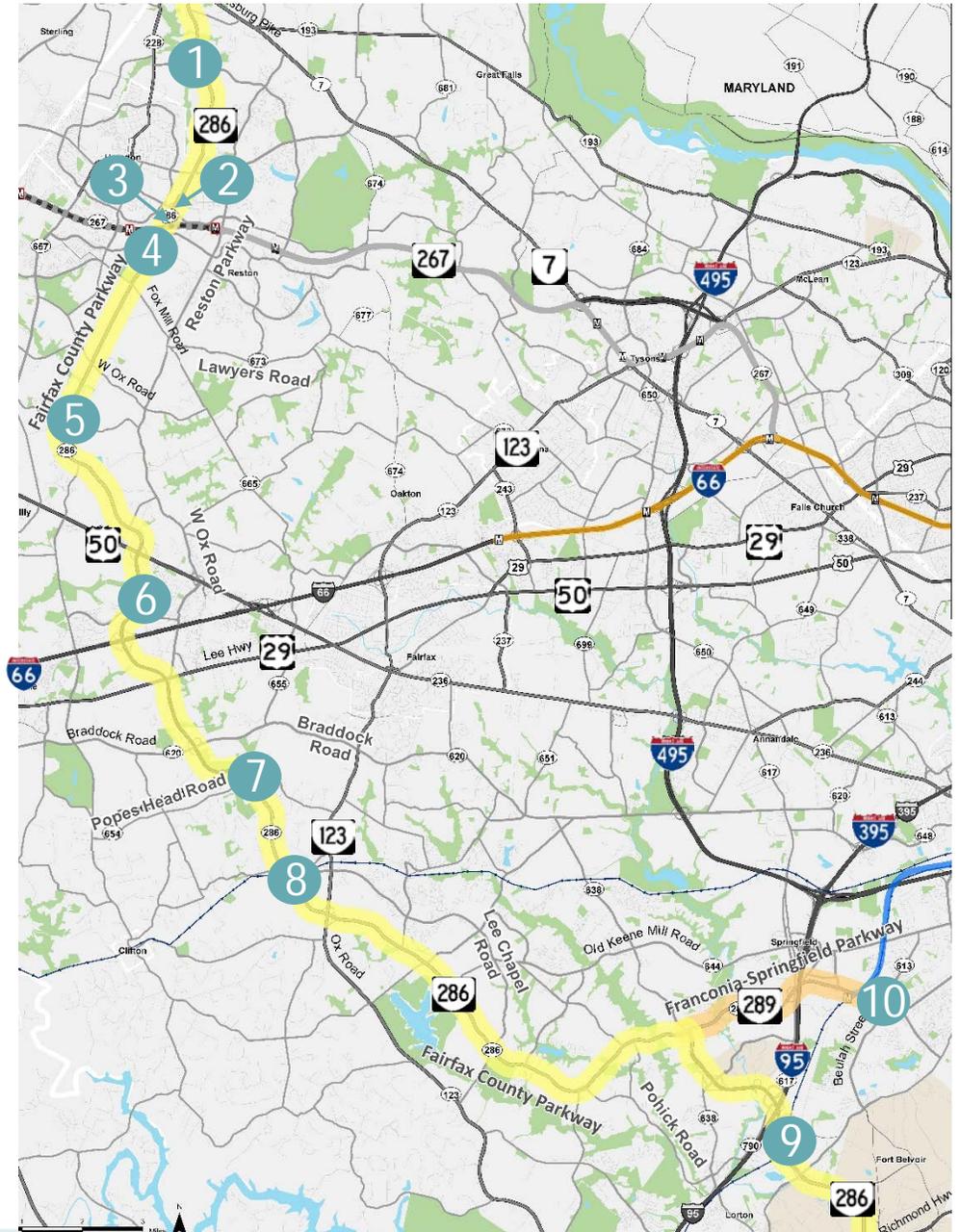
Summary of Public Comments – Vehicle Traffic

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

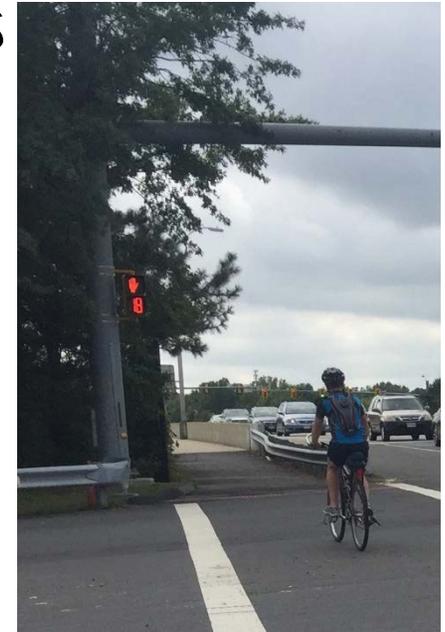


Summary of Public Comments – Bicycle/Pedestrians

- 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

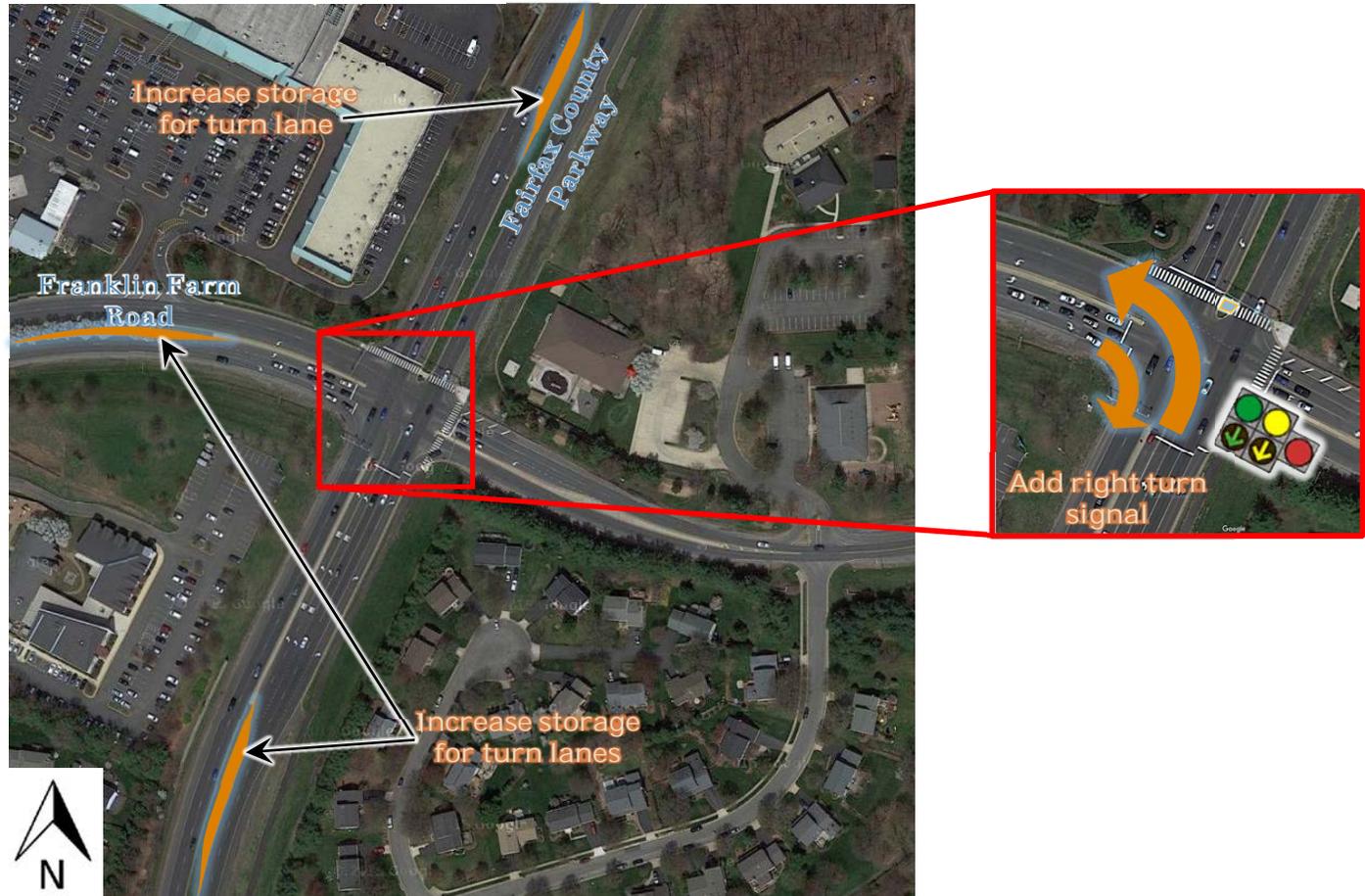


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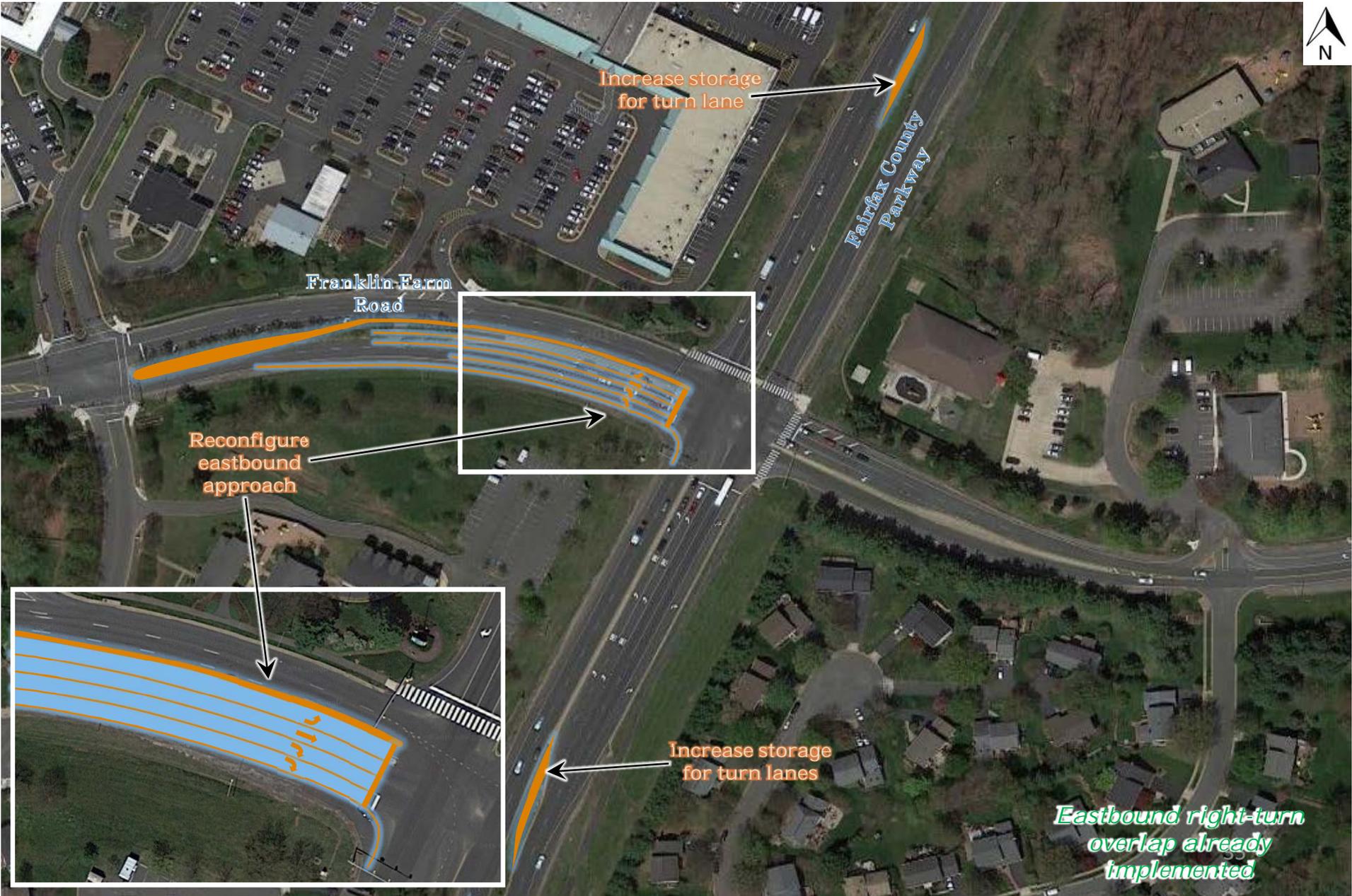
Example 3 – FCP and Franklin Farm Road

June 2016

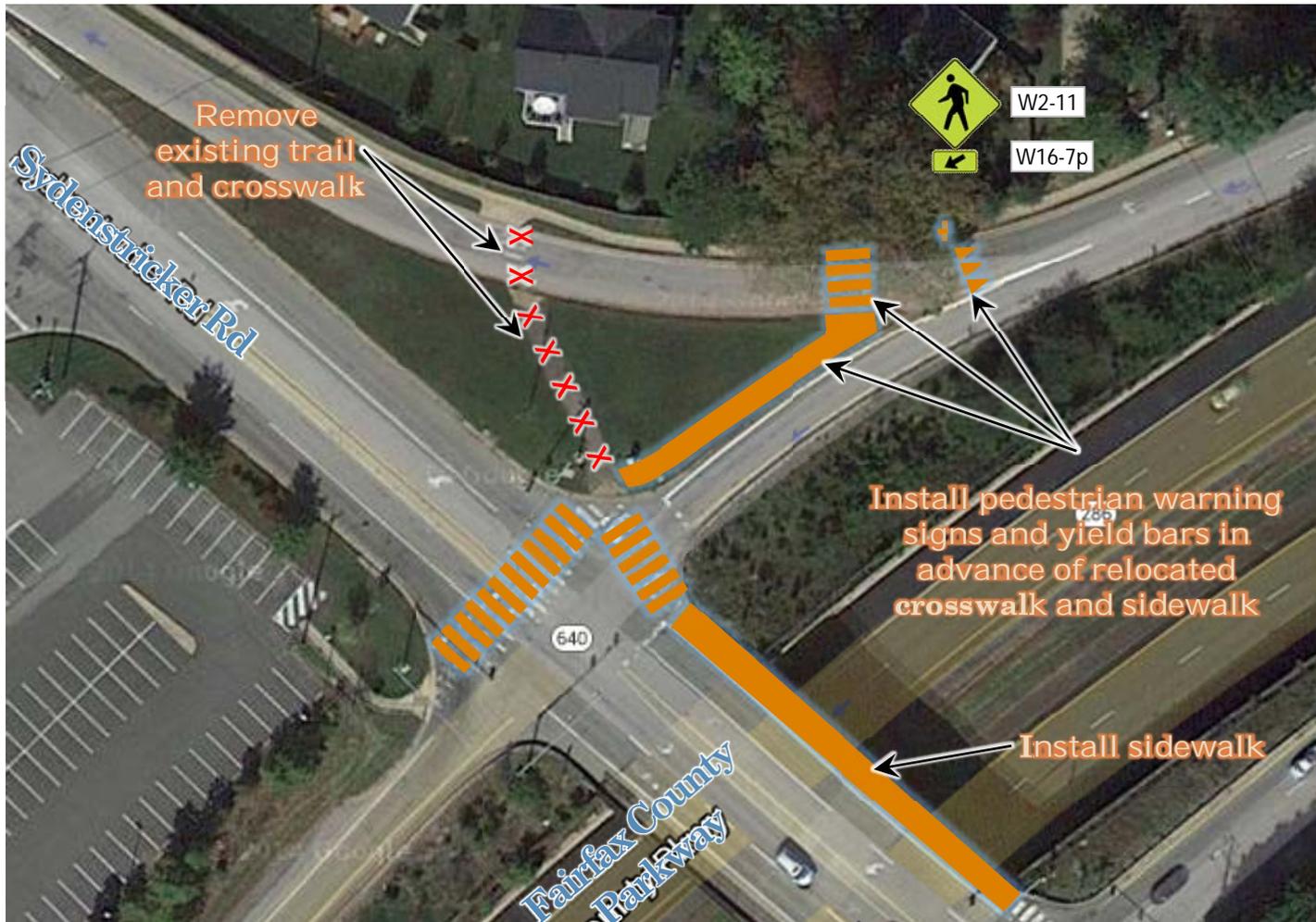


Example 3 – FCP and Franklin Farm Road

November 2016



Example 4 – Trail Improvement



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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:

VDOT

Abi Lerner

abraham.lerner@vdot.virginia.gov

Fairfax County

Leonard Wolfenstein

Leonard.Wolfenstein@fairfaxcounty.gov