

Richmond Highway Public Transportation Initiative

Fairfax County

July 23, 2009

Richmond Highway PTI

Richmond Highway Public Transportation Initiative

- **“Short Term” Improvements in Advance of Route 1 Corridor Study Implementation**
- **To Upgrade Transit Services and Facilities along Richmond Highway**
- **Part of the County’s Four-Year Transportation Plans**
- **A \$55 Million Program**
- **Multi-Year Project Starting in 2004**

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REX Bus Service – Sept 2004

- Express (limited stop) service along Richmond Highway
- Complements Fairfax Connector bus routes
- New, improved bus stops constructed at South County Center and Mohawk Lane
- Installation of signal prioritization technology
- Pedestrian improvements constructed for REX stops at intersections of Richmond Highway with Old Mill Road, Belford Drive and Kings Highway

Fairfax Connector – Sept 2004

- Adds 40% more service
- Provides more weekday and midday service
- Extended hours of operations
- Enhances weekend/holiday operations

South County Bus Plan Results

- Increase of almost 50 Percent in Ridership since 2004
- Since in service, each FY has shown an increase in ridership

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- **Design and Construction of Pedestrian, Transit Passenger, and Intersection Improvements (includes sidewalks, crosswalks, median refuges, bus shelters, pedestrian signals, lighting)**
 - **29 intersections along Route 1 identified to be improved**
 - Current Phase – 11 REX stops
 - **5.6 miles of sidewalk gaps identified for construction**
 - Current Phase – Approximately 2 ¼ miles, 14 walkway segments

- **Current Status**
 - Survey completed for 11 REX Stops and 2 ¼ miles of missing sidewalk segments
 - Design in progress on 6 Intersections (Route 1 @ Lukens Lane, Frye Road, Mohawk Lane, Ladson Lane, Belford Drive, and Kings Highway)
 - REX bus stop improvements completed at Sacramento Drive SB and Kings Highway NB & SB
 - Design in progress on 2 ¼ miles of walkway segments; construction complete for projects within existing Right of Way
 - Environmental clearance obtained for entire corridor
 - Land acquisition will be required for intersection improvements and most sidewalk segments
 - Transit Centers to be looked at as part of future phase of project

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- **Expedited Projects for Construction
(Improvements within Existing Right of Way)**
 - **Intersection Improvements**
 - Frye Road (NB side)
 - Kings Highway
 - **Walkways **Complete****
 - Route 1 SB: Mobile Home Sales Park to Sacramento Center (300 ft sidewalk)
 - Route 1 NB: South of Sherwood Hall Lane to Gum Springs Center (650 ft sidewalk)
 - Route 1 NB: Dart Drive to Grand View Drive (1200 ft sidewalk)
 - Route 1 NB: Quander Road (275 ft sidewalk north of Quander & 200 ft sidewalk south of Quander)
 - Route 1 SB: Belle Haven Towers (850 ft sidewalk)
 - **REX Bus Stop Improvements**
 - Sacramento Drive SB REX Bus Stop **Complete**
 - Frye Road NB REX Bus Stop
 - Kings Highway NB & SB REX Bus Stops **Complete**
- **Current Status**
 - Redesigning Frye Road NB intersection and bus stop improvements based on VDOT comments
 - Preparing Kings Highway intersection improvements for construction

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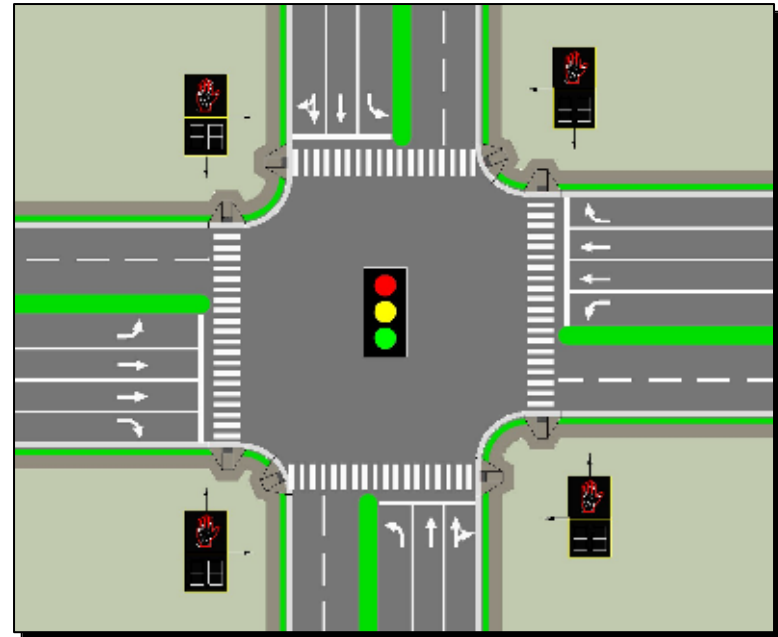
- **Next group of Route 1 intersections with REX stops:**
 - Beacon Hill Road
 - Lockheed Blvd / Dart Drive
 - Arlington Drive
 - Sacramento Drive / Cooper Road

- **Additional Route 1 intersections with REX stops:**
 - Fordson Road / Boswell Avenue [Future stop]
 - Janna Lee Avenue [Future stop]
 - Old Mill Road / Mt. Vernon Memorial Highway [On hold]

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Typical Intersection Pedestrian Improvements

- Crosswalks across all legs of the intersection if feasible
- Countdown pedestrian signals for all crosswalks
- Curb ramps at every crosswalk that meet the latest standards for accessibility
- Sidewalks leading to and from the intersection along all connecting roadways
- Raised medians on Route 1 (and side roads where feasible) to provide refuge for pedestrians – 6 foot minimum width, 8 foot preferred width



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Typical Sidewalk Improvements

- Fill in missing sidewalks along Route 1 to provide a safe, continuous sidewalk along, initially, one side of Route 1 and, eventually, both sides
- Concrete sidewalks with a minimum width of 5 feet (6 feet where space allows)
- Curb ramps at cross streets and entrances that meet the latest standards for accessibility
- In some locations, 10 foot-wide asphalt multi-use paths



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Typical Bus Stop Improvements

- All bus stops
 - Improved access
 - Addition of concrete pad and/or shelter

- REX bus stops
 - Branded shelters with patterned glass panels
 - Map display cases and solar shelter lighting
 - Trash cans, bike racks and benches
 - Bus stop poles with solar lighting and backlit schedule panels

