

# COMPREHENSIVE TRANSIT PLAN OVERVIEW

Fairfax County Department of Transportation is developing its 10-year Comprehensive Transit Plan (CTP) and 6-year Transit Development Plan (TDP). This past fall the County launched an initial outreach effort, "Connections 2015," to obtain public input on how we can improve and expand Fairfax Connector and Metrobus service in the coming years. Feedback from the initial outreach supported the development of a draft plan and various recommendations. We need your voice to guide us toward final recommendations for the CTP and TDP.

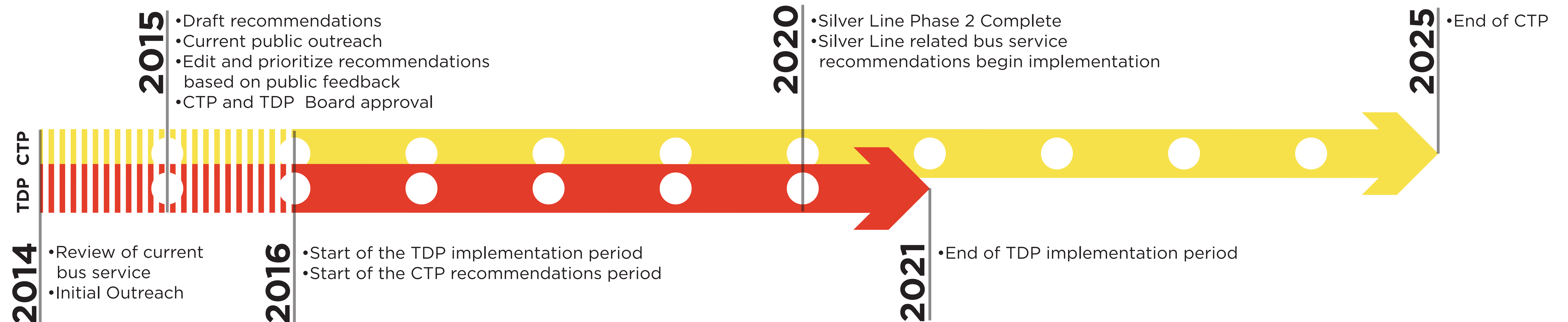
## What is the Comprehensive Transit Plan?

- A plan that identifies and prioritizes needed bus service improvements from FY2016 - FY2025.
- Recommends service and facility adjustments based on long-term planning to meet demand over a ten year period.
- Blueprint for programming investments and improvements to bus service.
- Will be used to create a new Transit Development Plan.

## Differences between the CTP and TDP

Comprehensive Transit Plan	Transit Development Plan
<ul style="list-style-type: none"> <li>• Includes Metrobus and Fairfax Connector service</li> <li>• 10-year plan</li> <li>• Fiscally unconstrained</li> </ul>	<ul style="list-style-type: none"> <li>• Only includes Fairfax Connector Service</li> <li>• 6-year plan</li> <li>• Fiscally constrained</li> </ul>

## Project Timeline



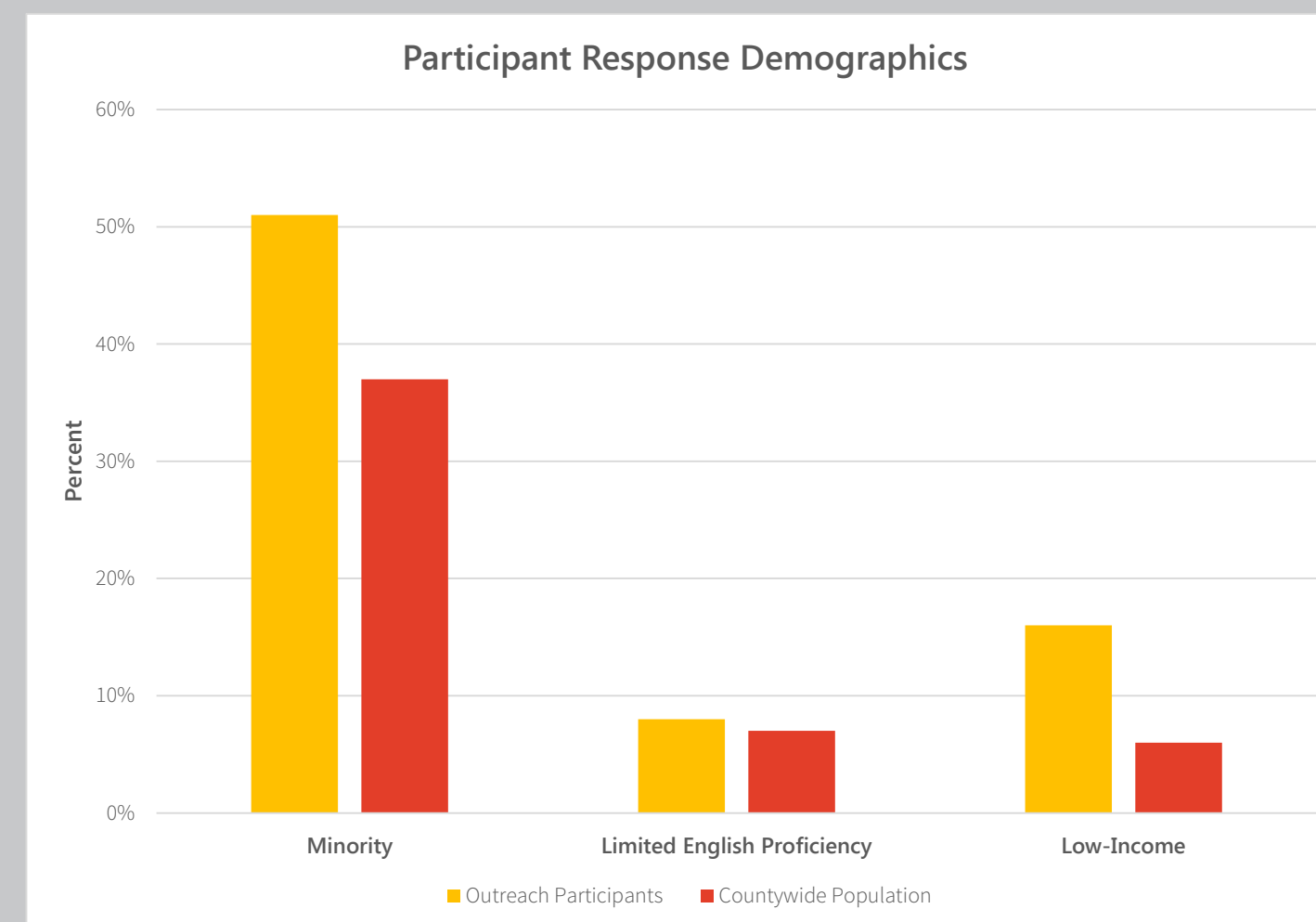
# INITIAL OUTREACH RESULTS

## WHO WE REACHED

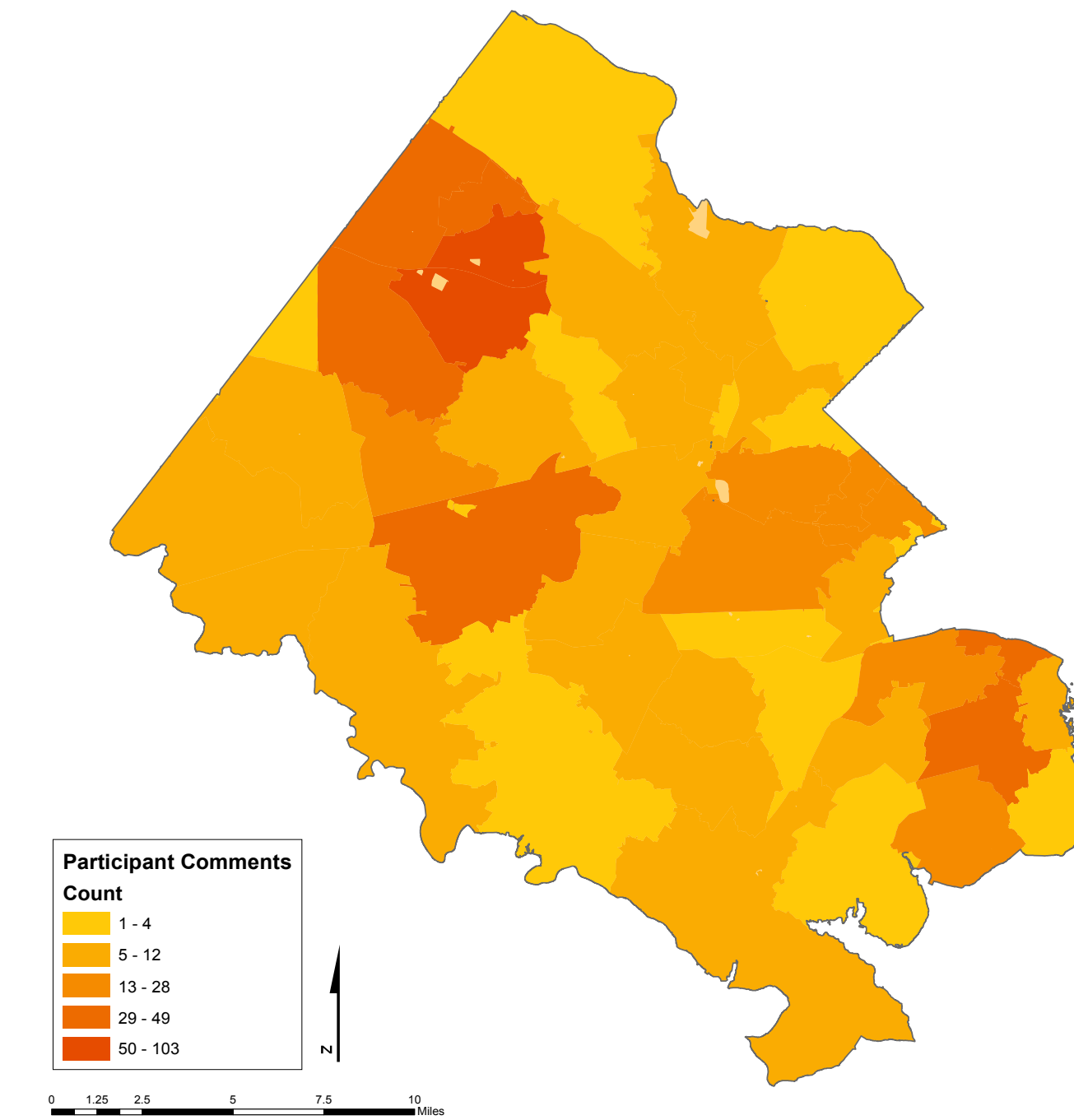
Outreach was conducted throughout the County and online to ensure that people from the entire transit service area had opportunities to participate. Through inclusive outreach techniques, the County was able to gather feedback from groups that are traditionally harder to reach.

Public events and online promotion all helped generate public participation and feedback:

- **656 comments** from workshop, pop-up, online, and focus group participants.
- **172 comments** from bus drivers.



## Outreach Participants by Zip Code



## WHAT WE LEARNED

Comments collected through these events directly impacted the recommendations presented in the draft CTP.

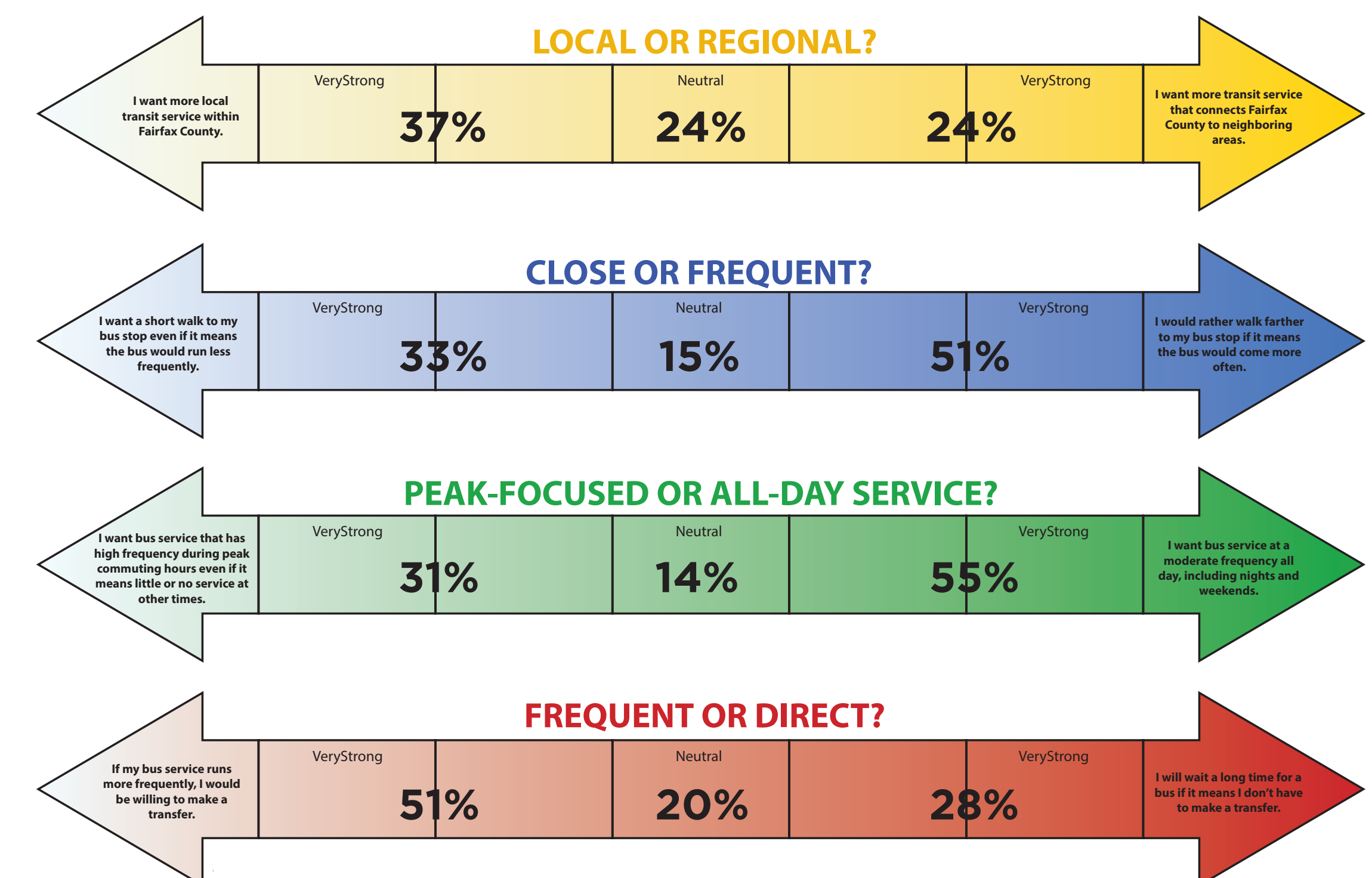
The results of the trade off activity conducted at workshops and pop up events helped to determine public preferences, identifying a majority desire for increased service frequency in the midday period and comfort with transferring between services if the service is reliable and frequent.

Residents identified areas in the region where they would like to go, but find difficult to access using transit. Improvements in cross-county routes and Metrorail feeder service were recommended taking into account the results of our origin and destination activity and survey questions.

### Top Desired Destinations

- Tysons
- Washington
- Rockville
- Fair Oaks
- Herndon

## Results of Trade Off Exercise





# TYPES OF RECOMMENDATIONS

## GENERAL IMPROVEMENTS

The recommendations in the draft plan are largely centered on improving our already robust bus network. Recommendations include:

- Improvements to the frequency (how often a bus comes) and span of service (when the first bus and last bus run) for specific routes, recommending changes such as additional midday or weekend service.
- Expansion to new areas by rerouting existing buses to serve new destinations and in some cases streamlining routes to make them faster for riders and more efficient.

## NEW SERVICE TYPES

The recommendations include new services that will add to our current network. Some of these new services include:

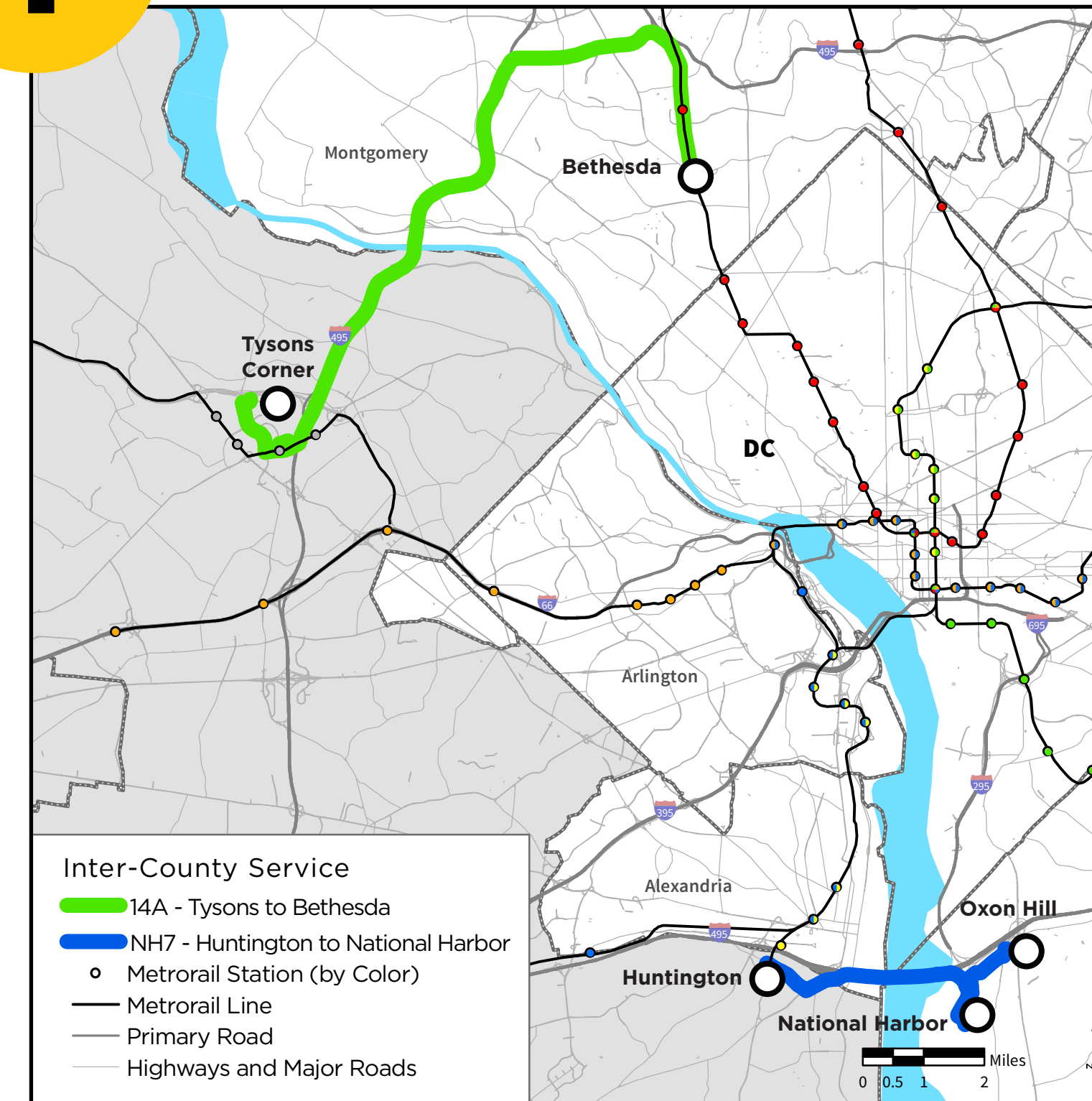
**1 New Inter-County Routes** connect to locations outside of Fairfax that do not have a direct transit connection.

**2 New Cross-County Routes** provide direct transit options for those traveling between the northern and southern parts of the County.

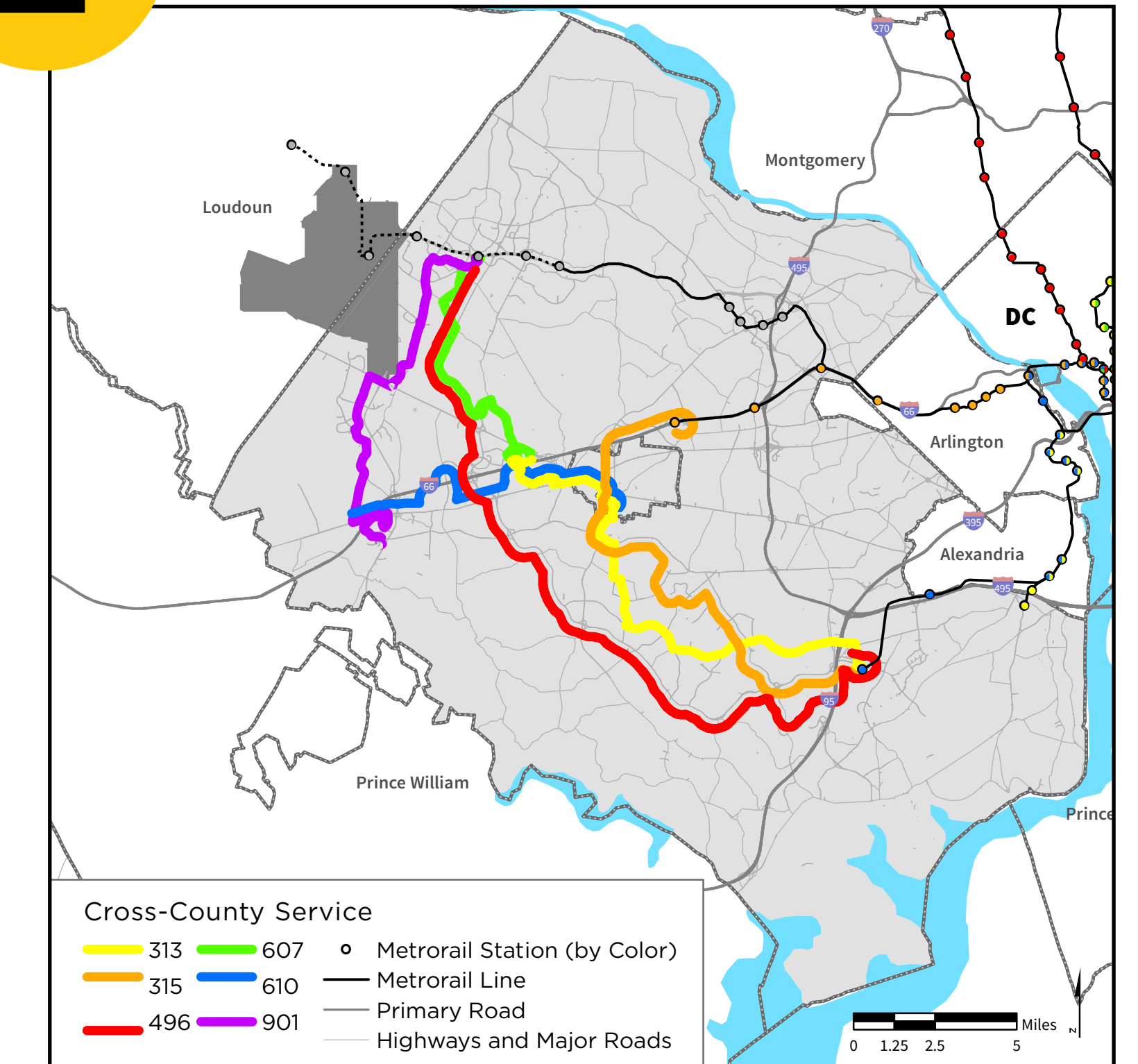
**3 New Enhanced Bus Service** has features such as limited stops, direct alignments, frequent service, branding, and priority treatments. Several corridors are undergoing detailed study for improved transit conditions.

**4 New Flex Service** includes alternatives to fixed route transit service, such as deviated fixed route which operates along a prescribed route, but may leave to collect or drop off passengers who have requested service nearby.

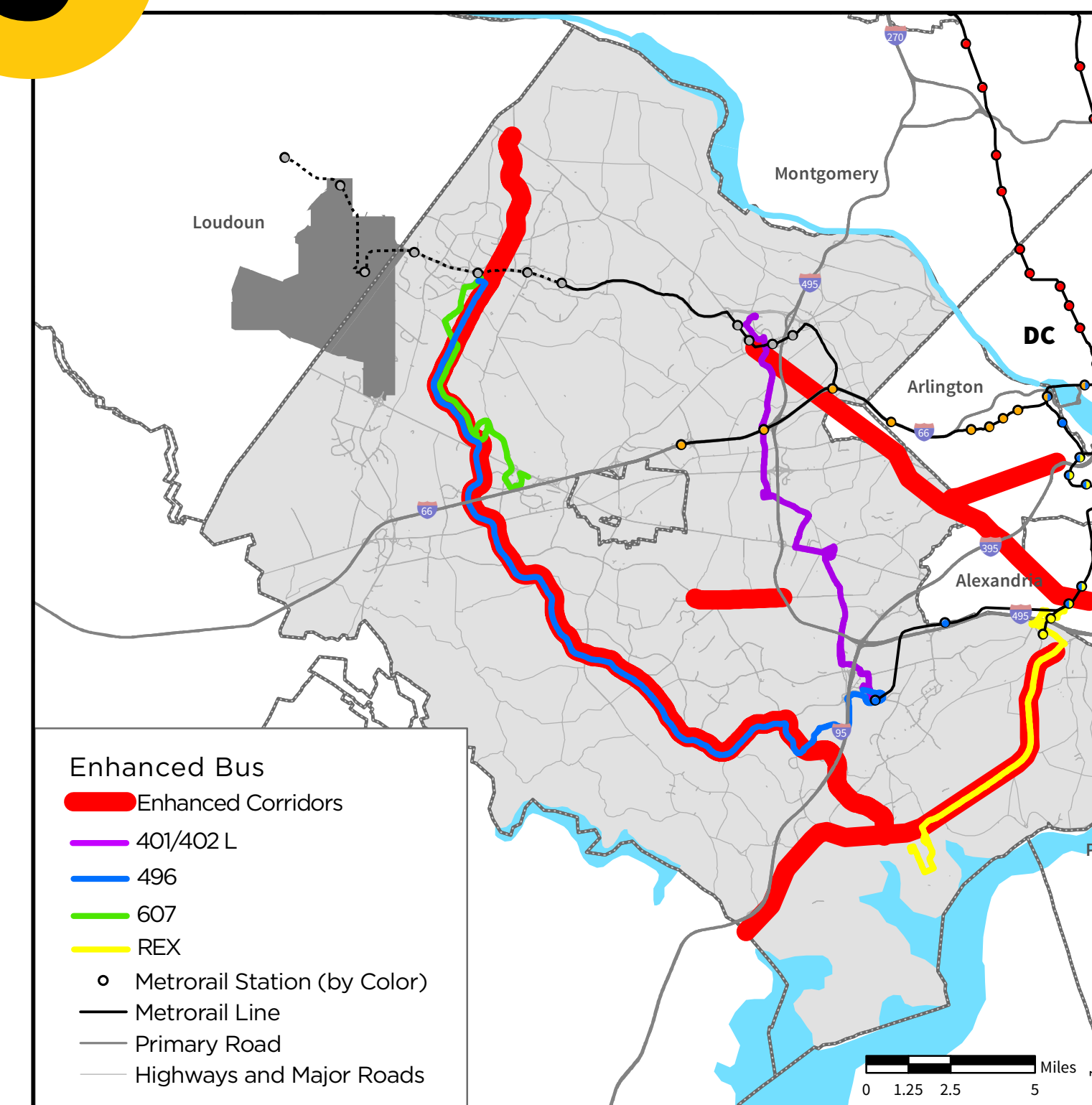
### 1 Inter-County Service



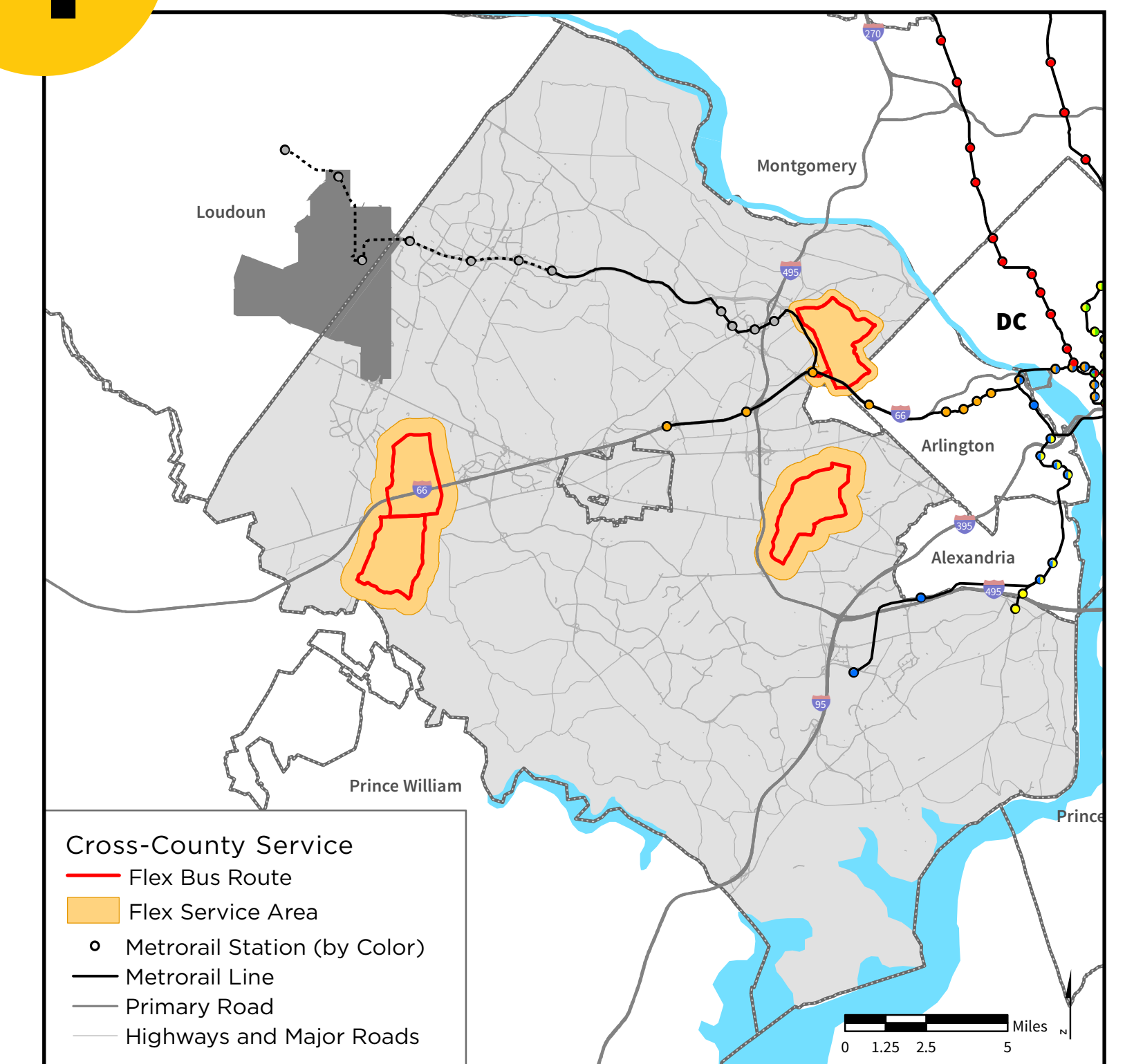
### 2 Cross-County Service



### 3 Enhanced Bus



### 4 Flex Service










# NORTH COUNTY RECOMMENDATIONS








The North County bus service region includes the Reston, Tysons, and Vienna areas. The highlighted recommendations detailed below are limited to the major changes to routes within the North County bus service region. Other North County recommendations and recommendations for the West, Central, and South County regions are detailed in the route sheets as part of the feedback activity.

## EXISTING ROUTES






Route	Challenge	Recommendation
 3T	Unmet demand for Tysons bus service from Pimmit Hills and redundant routes between West Falls Church and East Falls Church.	1) Extend current route from McLean Metro Station to Tysons Corner Center on Fashion Boulevard. 2) Cut service from West Falls Church Metro to East Falls Church Metro. 3) Improve frequency. 4) Add Sunday service.
 15M	Competing routes hinder optimal service.	Eliminate route 15M. Service would be lost on a small portion of Maple Avenue. Route is better covered by existing service (City of Fairfax CUE, Connector 463).
 466	Competing routes hinder optimal service.	1) Eliminate portion that runs along Nutley Street and on Chain Bridge Road from Nutley Street to Courthouse Road; reduce route length to allow for 30 minute frequency. 2) Add service on Sutton Road from Country Creek to Chain Bridge Road.
 724	Address issues of low ridership and bus traffic at Spring Hill Metro Station.	Shorten the route to end at Tysons West*Park Transit Station instead of going to the Spring Hill Metro Station. Tysons West*Park provides transfer opportunities to other Tysons area circulator routes.
 734	Route does not perform well because of competition with Metrobus route 15KL.	Discontinue route 734 and develop a flexible service route to circulate through McLean neighborhoods, pending further definition of operating criteria for this type of service.

## SILVER LINE PHASE 2

Route	Challenge	Recommendation
 505	Remove service redundant with Silver Line and route 950; better connections are needed to Reston Metro station.	Absorb 505 service into the 950. All current stops continue to be served by 950.
 552	Connections are needed from Reston Metro station to the area north of Baron Cameron.	Extend 552 to a loop north of Baron Cameron Drive on Hunter Gate Way and Gates Meadow Drive in conjunction with changes to the 574. All current stops continue to be served by the 552.
 574	Leesburg Pike corridor will need more service and duplicated Reston routes can be removed.	Shorten route 574 to go from Lake Anne Village Center to Tysons Spring Hill via Leesburg Pike. All current stops from Lake Anne Village to Tysons continue to be served by the 574 and Reston stops will be covered by 552 and RIBS.
 585	Connections are needed from Reston Metro station to Chantilly area.	Extend route 585 to Chantilly (Metrotech Drive) and stop serving Wiehle Metro station. Operate in both directions instead of peak direction only. All current stops continue to be served by the 585, except Wiehle Metro Station. New stops to be added in Chantilly.
 RIBS 1/3	Connections are needed to Reston Metro station.	Modify route to begin serving Reston Metro station.

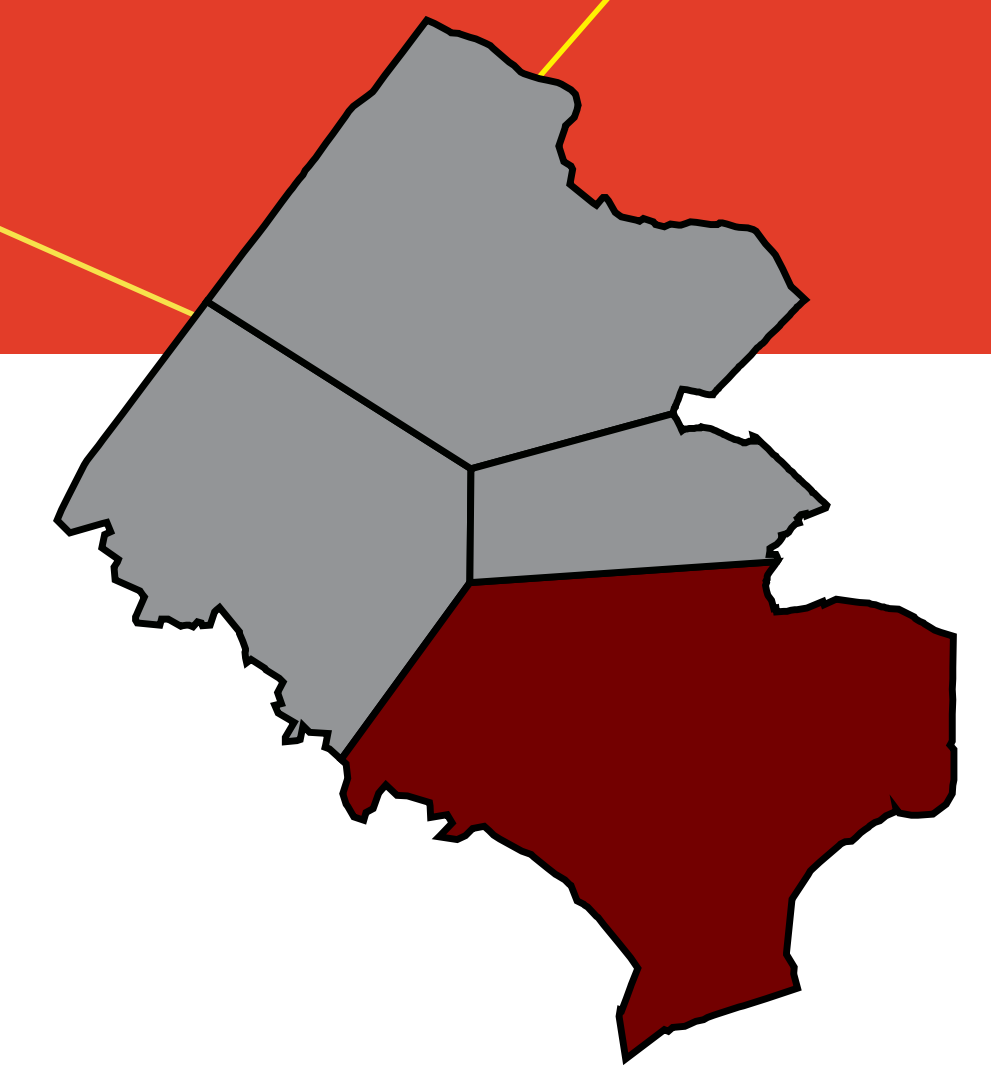
# NORTH COUNTY RECOMMENDATIONS

## NEW ROUTES

Route	Challenge	Recommendation
 14A	Unmet demand for direct transit connection to Bethesda/Rockville area.	Create new route to connect Tysons to Bethesda. Pursue discussions about bus-on-shoulder operation on I-495 in Maryland.
 315	Unmet demand for a direct one-seat ride across the county.	Create new cross county route 315 between Vienna and Franconia-Springfield Metro stations via the Judicial Center and GMU.
 451	Connect employees to jobs in Merrifield from the Dunn Loring Metro station and provide access from Merrifield residents to Metrorail.	Create new Merrifield Circulator route 451.
 464	Safer and better access to Vienna Metro station for residents in high density neighborhood.	Create new route 464 to connect residential area between Lee Highway and Arlington Boulevard to Vienna Metro station.
 Flex 4	Portions of McLean do not have enough demand for fixed route transit but would still benefit from better connections to nearby transit options.	Replace route 734 with a flexible service route to circulate through Centreville neighborhoods, pending further definition of operating criteria for this type of service.















# SOUTH COUNTY RECOMMENDATIONS



The South County bus service region includes the Huntington, Burke, and Springfield areas. The highlighted recommendations detailed below are limited to the major changes to routes within the South County bus service region. Other South County recommendations and recommendations for the West, Central, and North County regions are detailed in the route sheets as part of the feedback activity.





## EXISTING ROUTES

Route	Challenge	Recommendation
 101	Crowding for regular commuters as well as suboptimal service for summer tourists.	Create a more frequent summer schedule to accommodate seasonal demand.
 109	Unmet demand for Sunday transit service.	Add Sunday service.
 151 152	Crowding and delays during off-peak hours, including trips to the Mount Vernon Estate.	Improve off-peak frequency from every 60 minutes to 30 minutes.
 171	Future growth in the area will likely lead to crowding and a need to extend Richmond Highway transit service to the Inlet Cove neighborhood.	Related to new overlay route 172. Increase combined peak period frequency where 171 and proposed new 172 overlap. Headways would increase from 20 to 30 minutes on the smaller portion of the route that unique to route 171.
 231 232	Unmet demand at new retail at Beulah Street and Telegraph Road and coverage needed on outer segment of former route 303.	Eliminate route 231/232 and replace with new proposed routes 238 and 244. Service will not be provided for small segments on Morning View Lane, Summer Ridge Road, Barclay Drive, and on Beulah Street between Flat Rock Road and Franconia Road.
 301	Low productivity route that is duplicative of others.	Eliminate route 301. A portion of the route is covered by the 109, 161/162, and the new proposed route 105. The Springfield end of the 301 will be replaced with new route 308.
 305	Redundant service to Lorton VRE and unmet demand for more evening and weekend trips.	Restore 305 to former routing as 305 Newington Line (remove previous extension to Lorton VRE, which is also served by 371/373) and increase span by adding two morning and evening trips.
 321 322	Crowding during midday and evening trips, unmet demand for evening trips, and long travel times.	1) Remove small segments of service on Manchester Lakes and Bland Street (Manchester Lakes neighborhood will be served by proposed new route 244). 2) Extend span two hours into the evening. 3) Improve midday and evening frequency from every 60 to 30 minutes.
 333	Saratoga area and the National Geospatial-Intelligence Agency at Fort Belvoir North service is both limited and not performing well.	Replace with new 340/341 with direct service to these areas from the Franconia-Springfield Metro Station.
 334	The National Museum of the U.S. Army on Fort Belvoir is opening in 2017 and will need service. Very low evening ridership on this route.	Add weekend service once the National Museum of the U.S. Army opens. Reduce weekday span of service, with the last trip occurring at 8:00 PM.
 17AF	Unmet demand for all day service. Service is redundant with other routes or route segments; unproductive segments prevent resources from going to higher demand routes.	17A: Increase frequency and service hours. 17F: Discontinue and consolidate with 17A and 17K.
 17GH	Select segments do not meet performance standards, ridership is too low, unproductive segments prevent resources from going to higher demand corridors along the routes.	17G: Discontinue Pickett Road / Twinbrook Road loop and increase frequency and service hours. 17H: Discontinue and consolidate with the 17A and 17K.












# SOUTH COUNTY RECOMMENDATIONS

## EXISTING ROUTES, CONT.

Route	Challenge	Recommendation
 17 BKML	Service is redundant with other routes or route segments; unproductive segments prevent resources from going to higher demand routes.	17B: Discontinue and consolidate with 17A,G,K,L. 17K: Alter route to start at Burke VRE Station and increase service hours. 17M: Increase frequency and service hours, alter route to start at Braddock Drive and proceed towards the Pentagon along Queensbury Avenue. 17L: Alter route to start at Burke VRE and increase service hours.
 18EF	Select segments do not perform well; ridership is too low, and unproductive segments prevent resources from going to higher demand corridors along the routes.	18E: Discontinue and cover service with the 17M and Fairfax Connector routes 321, 322. 18F: Reroute to no longer serve east of I-395 and cover service with Fairfax Connector routes 321, 322.
 18 GHJP	Crowding on the 18P, unmet demand along Old Keene Mill Road, and long travel times due to deviations that do not meet performance standards.	18G: Discontinue service on western loop around Field Master Drive / Blarney Stone Drive / Huntsman Boulevard, and proceed as express service after Hunstman to Spring Road. 18H: Discontinue service on Reservation Drive, Cottontail Court, Conservation Drive, and Fieldmaster Drive. 18G/H/P: Express on Old Keene Mill Road. Increase service hours and frequency along Old Keene Mill Road. 18J: Provide bi-directional service.
 18RS	Routes do not meet performance standards, ridership is too low, and service area experiences competition with Fairfax Connection routes.	Discontinue routes 18R and 18S. Cover the majority of service with Fairfax Connector routes 305, 395, and Metrobus routes 18P and 18J. Service will be lost along some segments.

## NEW ROUTES

Route	Challenge	Recommendation
 105	Elimination of route 301 leads to some commuters losing direct access to Huntington Metro station.	Create new route 105 to provide limited peak period service from Rolling Stone Circle to Huntington Metro station via Telegraph Road.
 172	Future growth in the area will likely lead to crowding and a need to extend Richmond Highway transit service to the Inlet Cove neighborhood.	Add new peak period route 172 from Huntington Metro to Lorton VRE. The route will have 30 minute frequency and mostly follow the same alignment as the 171, however it will not turn off of Richmond Highway at Fairfax County Parkway, but rather serve the Inlet Cove neighbor and continue to the Lorton VRE.
 238	Areas with unmet demand, new retail at Beulah Street and Telegraph Road, and coverage needed on outer segment of former route 303.	Create new route to replace portion of 231/232 circulators and connect Franconia-Springfield Metro station to new retail center with a Wegmans superstore, Telegraph Road, and Mt. Air Drive.
 244	Areas with unmet demand and new retail at Beulah and Telegraph and coverage needed on outer segment of former route 303.	Create new route to replace portion of 231/232 circulator and connect Franconia-Springfield Metro station to Manchester Lakes, Kingstowne Village Parkway, Wegmans shopping center, and Mt. Air Drive.
 308	Unmet demand for direct transit service between Springfield area and Richmond Highway corridor and Mt. Vernon Hospital.	Create new route to operate between Franconia-Springfield Metro and the Mt. Vernon Hospital via South County Government Center. Replaces a portion of route 301.
 313	Unmet demand for a direct one-seat ride across the county.	Create new Cross County route 313 to connect Fair Oaks area and Springfield via GMU, the Judicial Center, and Burke VRE.
 315	Unmet demand for a direct one-seat ride across the county.	Create new cross county route 315 between Vienna and Franconia-Springfield Metro station via the Judicial Center and GMU.
 496	Unmet demand for a direct one-seat ride across the county.	Create new cross county route 496 from Herndon-Monroe Park and Ride to Franconia-Springfield Metro station via the Fairfax County Parkway with service to the Saratoga Park and Ride.
 NH7	Unmet demand for direct transit access to the National Harbor.	Create new Metrobus route NH7 between Huntington Station and National Harbor complex; dependent on agreements with WMATA and Maryland.






# WEST COUNTY RECOMMENDATIONS









The West County bus service region includes the Herndon, Centreville, and Chantilly areas. The highlighted recommendations detailed below are limited to major changes to routes within the West County bus service region. Other West County recommendations and recommendations for the North, Central, and South County regions are detailed in the route sheets as part of the feedback activity.

## EXISTING ROUTES

Route	Challenge	Recommendation
 631 632	Service from Stringfellow Park and Ride lot to Vienna Metro is reaching capacity; buses are experiencing crowding during rush hour.	Two improvement options: 1) Increase frequency from every 12 minutes to every 7.5 minutes during peak periods, OR 2) Add a new route, route 634 (peak direction) and route 624 (reverse peak direction), that runs from Stringfellow Park & Ride to Vienna Metro Station.
 621 630 640 650	Weekday off-peak and weekend connections to Vienna Metro station are limited.	Improve midday and evening frequency from every 60 to every 30 minutes. Add new weekend service.
 951 952	Demand for better connections across the Dulles Toll Road in Herndon and Reston.	Combine current 951 and 952 into a complete loop. All current stops continue to be served by both the 951 and 952.





## SILVER LINE PHASE 2

Route	Challenge	Recommendation
 5A	Service is redundant with Silver Line Phase 2.	Eliminate 5A, service will be covered by Silver Line.
 605	Connections are needed to Reston Town Center Metro station.	1) Alter route slightly to serve new Reston Town Center Metro station. 2) Increase rush hour frequency to every 30 minutes and weekend frequency to 40 minutes.
 924	A portion of the service is redundant with Silver Line Phase 2 and more frequent and all day service will be needed for the service area.	1) Cut the portion of the 924 that runs between Herndon and Wiehle. 2) Make route two-way on its current route path. 3) Improve frequency from 30 to 20 minutes and add off-peak service. All stops will continue to be served except Wiehle.
 926	Connections are needed to Herndon Metro station as well as better bus circulation in downtown Herndon.	Eliminate the 926. Convert the route into a Downtown Herndon Circulator (new numbering 921/922). All 926 stops will be served by new route 921/922 or route 924.
 927	Better service is needed to access development along Coppermine Road.	1) Alter route to serve new section of Coppermine Road. 2) Shift a portion of the original 927 route, on River Birch and Sunrise Valley onto route 983 (see 983 for details). 3) Expand service to full day. All current stops will continue to be served by either the 927 or 983.
 929	Connections are needed to Herndon Metro from McLearen and West Ox Road areas. Also, the route has an unsafe turn onto Frying Pan Road.	Once development occurs along Air and Space Museum Parkway: 1) AM trips, change route to use Air and Space Museum Parkway (rather than Centreville Road), 2) turn onto Frying Pan from Thomas Jefferson rather than current Coppermine. After Silver Line Phase 2, alter route to use McLearen Road, West Ox Road, and Monroe Street and end at Herndon Metro Station.











# WEST COUNTY RECOMMENDATIONS

## SILVER LINE PHASE 2, CONT.

Route	Challenge	Recommendation
 950	Better connections between Silver Line Phase 2 and Reston and Herndon are needed.	1) Remove route segment that runs from Herndon to Wiehle. 2) Absorb route 505 to keep connection to the Wiehle Metro station through Reston. 3) Improve off-peak frequency.
 980 981	Service is redundant with Silver Line Phase 2.	Eliminate 980/981; service to be covered by Silver Line.
 983	A portion of service is redundant with Silver Line Phase 2. Connections to Udvar-Hazy and Dulles Discovery could be more direct.	Restructure 983 to begin at the Innovation Center Metro Station and serve Sunrise Valley Drive to reach Sully Road (VA 28). Serve Dulles Discovery and the Udvar-Hazy Air and Space museum.
 985	The majority of service is redundant with Silver Line Phase 2 and altered route 585.	Eliminate 985, service to be covered by Silver Line and extension of route 585. Replace service to Dulles Discovery with extension of route 983.

## NEW ROUTES

Route	Challenge	Recommendation
 496	Unmet demand for a direct one-seat ride across the county.	Create new cross county route 496 from Herndon-Monroe Park and Ride to Franconia-Springfield Metro station via the Fairfax County Parkway with service to the Saratoga Park and Ride.
 607	Residents expressed need for a Cross County connection between the Dulles and I-66 corridors.	Create a new Cross County Route that connects Fair Oaks Mall to the Herndon Metro Station via the County Government Center, Fair Oaks Hospital, and office parks along Sunrise Valley Road.
 610	There is unmet demand for connections from Centreville to County Government services, Fairfax City, and GMU.	Create new route between Centreville and GMU, via the Government Center.
 634 624	Service from Stringfellow Park and Ride lot to Vienna Metro station is reaching capacity and buses are experiencing crowding during rush hour.	See routes 631/632. Option to create new Stringfellow-Vienna route via I-66 peak period route and Fair Lakes - Vienna reverse peak route.
 901	Demand for a Cross County connection between the Dulles and I-66 corridors.	Create new route that connects Centreville to the Herndon Metro Station via the Chantilly Crossing Shopping Center, McLearn Square, and office parks along Sunrise Valley Road.
 921 922	Once Silver Line Phase 2 is complete, connections are needed between Herndon Metro station and downtown Herndon.	Create new Herndon Circulator that serves Worldgate Drive, Elden Street and then loops along the Herndon Parkway to the Herndon Metro station.
 954	Once Silver Line Phase 2 is complete, connections are needed between East Herndon from Builders Road and Fantasia Drive to Reston Metro station.	Create new route 954 from Builders Road and Fantasia Drive to Reston Metro station.
 Flex 1 Flex 2	Portions of Centreville do not have enough demand for fixed route transit but would still benefit from better connections to nearby transit options.	Develop a flexible service route to circulate through Centreville neighborhoods, pending further definition of operating criteria for this type of service.






# CENTRAL COUNTY RECOMMENDATIONS







The Central County bus service region includes the Bailey's Crossroads, Dunn Loring, and Annandale areas. The highlighted recommendations detailed below are limited to major changes to routes that serve the West County bus service region. Other Central County recommendations and recommendations for the North, West, and South County regions are detailed in route sheets as part of the feedback activity.

## EXISTING ROUTES

Route	Challenge	Recommendation
 1 ABEZ	Confusion with different pattern arrangements at varied times of the day and crowding during the peak period.	Alter Metrobus line 1ABEZ: 1) Replace 1Z route with new peak period service on 1A. 2) Modify the 1B to skip Seven Corners Transit Center areas during peak periods. 3) Begin peak period service on route 1A.
 2B	Unmet transit demand on Sunday.	Add Sunday service to 2B.
 26A	Once the Kings Park Transit Center opens in Burke, an opportunity will exist to provide 26A riders direct access to the Braddock Road corridor and transfer options at the new transit center.	Extend route to the future Kings Park Transit Center when it opens and re-evaluate the entire route at that time.

## NEW ROUTES

Route	Challenge	Recommendation
 313	Unmet demand for a direct one-seat ride across the county.	Create new Cross County route 313 to connect Fair Oaks area and Springfield via GMU, the Judicial Center, and Burke Centre VRE.
 315	Unmet demand for a direct one-seat ride across the county.	Create new cross county route 315 between Vienna and Franconia-Springfield Metro stations via the Judicial Center and GMU.
 451	Connect employees to jobs in Merrifield from the Dunn Loring Metro station and provide access from Merrifield residents to Metrorail.	Create new Merrifield Circulator route 451.
 Flex 3	For portions of Annandale without sufficient demand for fixed route transit, provide a more flexible option for residents located in the neighborhoods.	Develop a flexible service route to circulate through Annandale neighborhoods, pending further definition of operating criteria for this type of service.



# FEEDBACK!

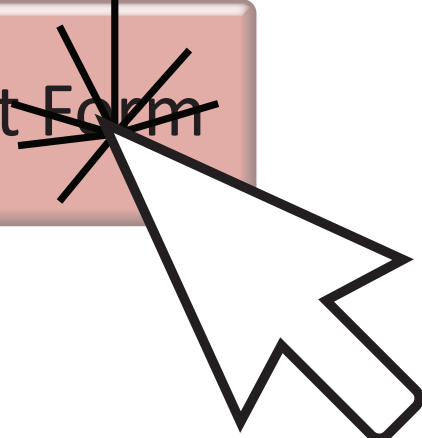
## PROVIDE US YOUR COMMENTS & FEEDBACK

We want to hear what you think! Use the computer stations to submit feedback on the proposed service changes. If at any time you need assistance with completing the electronic form, just ask a staff member for help.

### 1 Start by opening the comment form

Leave a Comment

Open Comment Form



### 2 Tell us your name! If you provide your contact info we can follow-up! This information is not required, but helpful.

Workshop Comment Form  
Connections 2015  
shaping the bus network

Lets Get Started | Tell Us About Yourself | Comment on Routes

Thank you for participating in the Connections 2015 workshop! Please complete this comment form to submit your feedback on Fairfax Connector route recommendations. All information is confidential and will not be shared.

First Name: \_\_\_\_\_  
Last Name: \_\_\_\_\_  
Email: \_\_\_\_\_

Add me to the mailing list so I can receive updates on Connections 2015!

Next Page

Clear Form And Delete Comment

### 3 Tell us a little about yourself! We want to make sure we receive feedback from everyone in the community. Everything you provide is confidential and will not be shared.

Workshop Comment Form  
Connections 2015  
shaping the bus network

Lets Get Started | Tell Us About Yourself | Comment on Routes

\*These questions are optional, but will assist Fairfax County in ensuring that outreach programs and events are fair, equitable and inclusive. No identifying information will be shared.

Please select your race (select all that apply)\*:  
 Asian  
 Black or African American  
 Native American  
 Pacific Islander  
 White  
 Other

What is your Primary Language? \_\_\_\_\_

What is your Annual Household Income\*?  
 Below \$53,650 per year  
 Above \$53,650 per year

Are you of Hispanic, Latino, or Spanish origin\*? \_\_\_\_\_

Next Page

Clear Form And Delete Comment

### 4 Tell us what you think! This electronic collection form allows us to organize, process and read your comments faster and more effectively.

Workshop Comment Form  
Connections 2015  
shaping the bus network

Lets Get Started | Tell Us About Yourself | Comment on Routes

Which route is this comment about? (select only one) \_\_\_\_\_

Select the phrase that best represents your feelings/attitudes towards the service recommendation for this route:  
Strongly Agree Agree Don't Know/Neutral Disagree Strongly Disagree

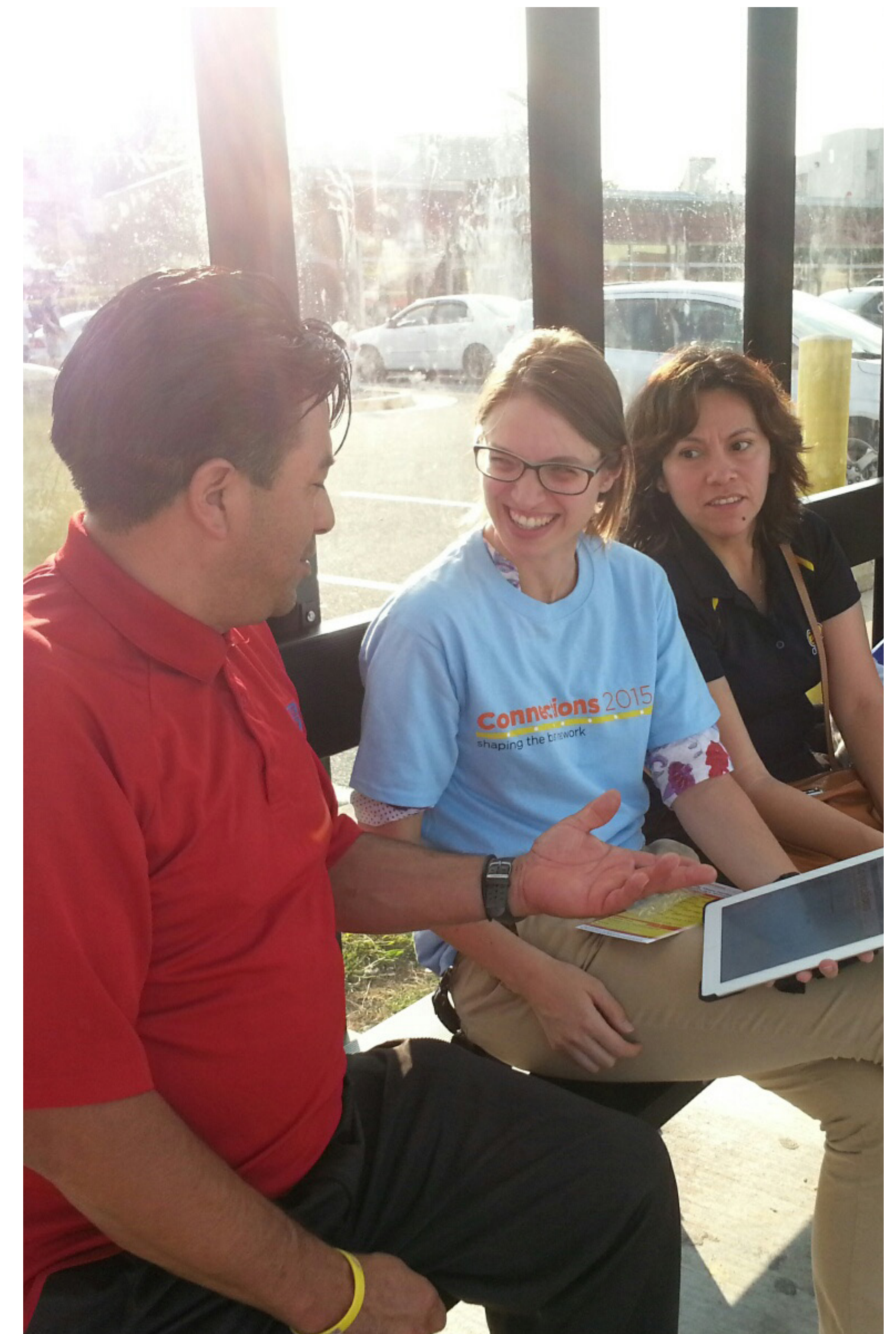
Comment: \_\_\_\_\_

Submit This Comment and Enter Another

--Or--

Submit This Comment and Close the Form

Clear Form And Delete Comment



Press the top button to submit the current comment and enter another on a different route

Press the bottom button to submit your final comment and exit the form