



Bus Rapid Transit System

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, efficient, and reliable service through dedicated lanes and includes other related enhanced amenities that will increase transit ridership along the Richmond Highway Corridor.

Fairfax County's Department of Transportation (FCDOT) is working with a specialized consultant team that will aid the County in all aspects of the BRT project. The BRT team is working on the environmental study and preliminary design work necessary to apply for the Federal Transit Administration (FTA) New Starts funding program. Public meetings on BRT implementation will be held in 2018.

Road Widening

The construction of the Richmond Highway segment from Jeff Todd Way south to Telegraph Road has been substantially completed. The next phase of the widening of Richmond Highway will extend from Jeff Todd Way north to Napper Road. The design and future construction of the project is administered by the Virginia Department of Transportation (VDOT) in coordination with the FCDOT.

The project will:

- Widen Richmond Highway from four to six lanes;
- Provide separate bicycle and pedestrian facilities on both sides of the roadway; and,
- Preserve a wide median to accommodate future planned BRT.

This road widening project is currently in the preliminary design phase. Road alignment alternatives, side street connections and potential right-of-way acquisitions are being analyzed and evaluated. Studies to determine environmental impact as well as mitigation measures are underway. Please visit the VDOT project website for more information: http://www.virginiadot.org/projects/northernvirginia/richmond_highway.asp

EMBARK

RICHMOND HIGHWAY

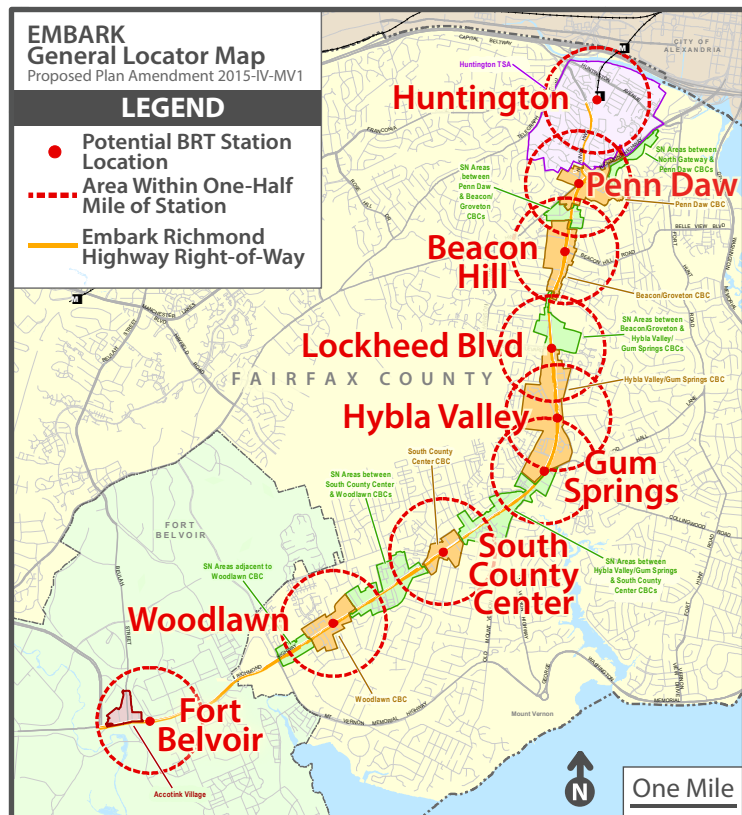
CREATING A MULTIMODAL FUTURE

The Work Underway

Embark Richmond Highway is a multi-faceted project promoting revitalization along a 7.5 mile segment of the Richmond Highway Corridor by creating a series of mixed-use activity centers supported by a Bus Rapid Transit (BRT) system; roadway, pedestrian and bicycle improvements; enhanced open space and park systems; and ultimately a three-mile extension of the Metrorail Yellow Line from Huntington to Hybla Valley.

The Comprehensive Plan Amendment

Amending the Comprehensive Plan, the County's guide to development and preservation of the natural environment, is an essential part of this effort. With the help of residents and community stakeholders, places along the proposed BRT route are being envisioned as compact, environmentally sustainable, and walkable living, shopping, working and recreational places. The main Comprehensive Plan land use changes focus on four Community Business Centers (CBCs): Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, and Woodlawn. The CBCs serve the daily needs of the surrounding community as commercial shopping hubs. Within these areas, changes to land use, density and mix are being developed to create better mixed-use centers. Urban design and streetscape guidance is being developed and will apply corridor-wide. The goal of Embark is to leverage transit, infrastructure improvements, and a new land use mix to facilitate sustainable economic vitality. Concepts and diagrams of the reimagined look for Richmond Highway can be viewed on the project website.



EMBARK Current Focus Area

8 Guiding Planning Principles

- 1 Promote revitalization along Richmond Highway Corridor
- 2 Ensure that the health and leisure needs of residents, visitors, and employees are well provided in future development plans
- 3 Provide a variety of safe, reliable, effective, and interconnected transportation modes
- 4 Encourage high-quality urban design
- 5 Support the economic success of the corridor
- 6 Maintain the primarily residential nature of stable communities surrounding the CBCs
- 7 Preserve, enhance and restore the environment
- 8 Recognize and accept responsibility for the stewardship of heritage resources

5 Examples of Urban Design Vision Guidelines

- 1 Naturalize/daylight streams and waterways when possible
- 2 Incorporate environmental features into streets, play areas, gathering spaces, and areas of respite
- 3 Frame Richmond Highway with building facades and multimodal paths and sidewalk zones
- 4 Locate higher densities around potential BRT stations
- 5 Use urban densities to create places

Public Amenities and Assessments

The following were confirmed for the Richmond Highway Corridor through transportation, environment, and human services assessments:



The completed transportation analysis is in support of BRT level development



BRT land uses and grid streets will accommodate future growth of Richmond Highway Corridor CBCs



The urban parks network will provide guidance to attainable and enjoyable acreages of park spaces



Stormwater control measures will be improved and modernized as development is created



A sufficient level of libraries has been identified



A sufficient level of fire and rescue facilities has been identified



Heritage resources will continue to be supported and encouraged within the Corridor



The opportunity to provide an additional school has been identified

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<https://www.fairfaxcounty.gov/planning-zoning/embark-richmond-highway>

VDOT project website: http://www.virginiadot.org/projects/northernvirginia/richmond_highway.asp



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