Public Outreach Meeting November 1, 2016

- Comprehensive Plan recommends a connected street network in the Northfax area
- The Fairfax Boulevard Master Plan Vision and Summary depicts an extension of University Drive between Fairfax Boulevard and Eaton Place
 - New vehicular access way between Fairfax Boulevard and Eaton Place
 - Connection to an internal east-west street through to Chain Bridge Road
- A connected street network supports additional capacity for vehicles while creating greater accessibility for other modes of transportation

Future Land Use

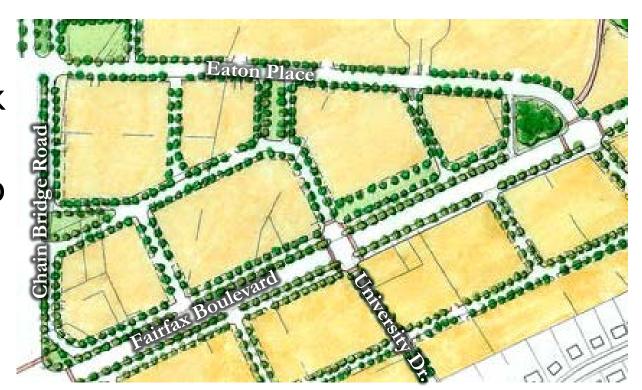


Fairfax Boulevard Vision and Summary

Pedestrian crosswalks Expanded trail Illustrative and redevelopment A main street is formed along Strip centers converted are provided at every network should be encouraged in into town blocks Eaton Place with street-orilighted intersection. the light-industrial area. ented buildings along both Connected sides of the street. street network Smaller blocks Parking is located The urban car dealership would and streets on in the rear of lots have a street-oriented showhance the pedesroom with a parking garage to and buildings Possible hotel face the street location Plan street network Providing parking in the rear of lots helps' streets become pedes. Smaller footprint buildings help transition off of the Large blocks are turned into smallerpedestrian-scaled blocks. Green buffer zones are located between commer clat lots and single-family Commercial fots tre sition to residential slow lane Neighborhood neighborhoods. greens serve intersections at the surrounding the centers The transition from businesses and intersections at the Boulevard to the residences. the centers residential development behind it is done by respecting the size. connected street network Natural areas are pre Existing businesses and scale of the existing New parallel routes relieve served and protected remain but their neighborhoods. pressure from the Boulevard. from development. parking lots are re-con gured. Neighborhood Elocks are sized Sto mwater features Expanded Trail Network Buffers are located are integrated into greens become street network to accommodate Trails extend into Fairfax High between commercial special places along public spaces. structured parking. School and strengthen its tie lots and their single the Boulevard with the community. family neighbors. Kamp Washington Center West Connector Northfax Center **East Connector** Fairfax Circle Center

Northfax Center

- Connected street network
- Strip centers converted into town blocks

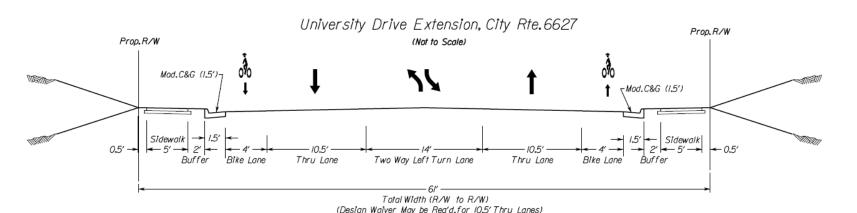


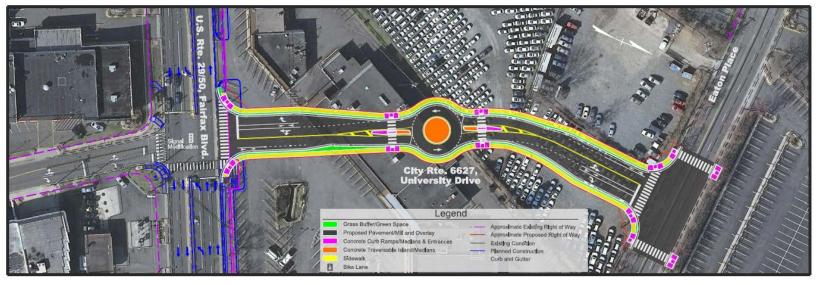


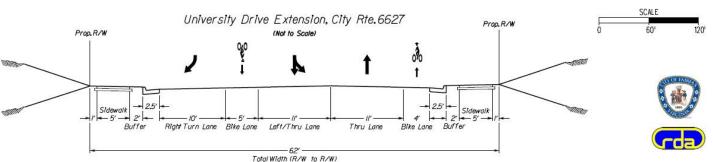












- Traffic study based on 2018 traffic volume forecasts
 - Baseline condition
 - Roadway extension condition
- Traffic diversion forecasts based on existing patterns
- Land use approvals will influence future traffic patterns and equilibrium

- Roadway achieves connectivity/ Comp Plan goals
- Level of Service remains unchanged at most intersections
- Project slightly improves delay at Chain Bridge Road/Fairfax Boulevard intersection
- Vehicle delay and queues
 expected to increase on Fairfax
 Blvd, Eaton Place, and University
 Drive Extension



- Eaton Place/University Drive intersection is proposed as stop-sign controlled
- Intersection capacity constraints at CBR/Eaton will contribute to elevated congestion for traffic using University Drive extension
- Significant intersection modifications at CBR/Eaton Place are necessary to provide additional capacity and improve operations

University Drive, South of Fairfax Blvd.

Peak Hour Traffic Volume on University Drive, south of Fairfax Boulevard (vehicles per hour)

		Baseline dition		ersity Drive Condition	Traffic Volume Increase		
Direction	Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak	
Northbound	369	392	433	456	+64	+63	
Southbound	118	324	198	382	+80	+58	
Total	487	716	631	838	+144	+121	

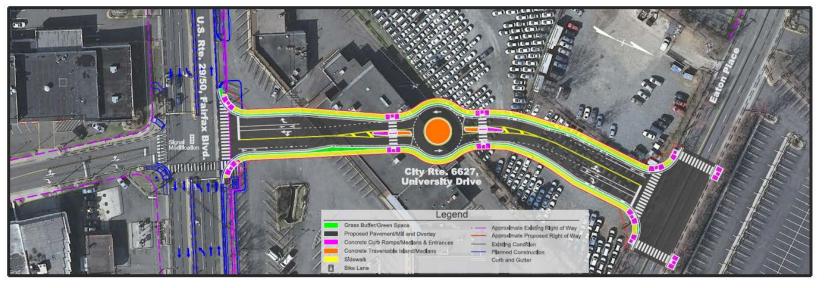
- ▶ Daily volume increase: 1,000–1,500 vehicles per day
 - Approximately 1 vehicle per minute in each direction during peak hours
- Low existing daily volume and future volume remains well below maximum roadway capacity

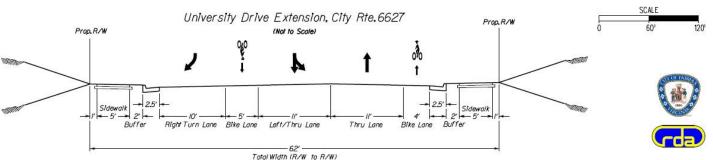
University Drive Extension Alternative Design Options

- Consider roundabout design to slow traffic
 - This design also adds mid-block crosswalks









University Drive Extension Lane Configuration

- Provide dedicated right turn lane onto Fairfax Blvd to facilitate that movement
- Provide shared left turn/through lane to slow/meter the through movement



Neighborhood Traffic Calming

- Potential options to be considered
 - Curb extensions to narrow crossing distances
 - Striping to reduce lane widths
 - Sidewalks in locations where missing
 - Residential traffic circle
 - Other measures to be discussed with the neighborhood
- These would be implemented separately from road project

Project Funding

- City endorsed project application to VDOT
- City applied and received \$9,994,370 in Federal Smart Scale Funds
- VDOT seeking City confirmation on project

HB2 Funding the Right Transportation Projects

University Drive Extension

App Id: 633

Project extends University Drive from Fairfax Boulevard to Eaton Place

Project Location	Fairfax
HB2 Area Type	Α
Submitting Entity	Fairfax City
Total Project Cost	\$9,994,370
HB2 Request	\$9,994,370
Preliminary Engineering	Underway
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
ligible Funding Program(s)	Both



 Performance
 Project Beneft Score
 HB2 COST TOTAL COST

 VTrans Need: NOVA Regional Network
 4.7
 \$\frac{1}{2}\$ Statewide Rank District Rank
 93/287
 84/287

 Click for details
 District Rank
 13/45
 12/45

	Congestion Mitigation Safety		fety	Accessibility		Environment		Economic Development			Land Use		
45% of score		5% of	5% of score		15% of score		10% of score		5% of score			20% of score	
	50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability improvement	Transportation Efficient Land Use
	1.9	2.4	1.5	0.1	0.1	0.3	0	0	0.7		0.4	58.6	15.219

Next Steps

- Public Input Tonight
- City Council Discussion November 8

Questions / Comments?