

Funding Update and Smart Scale Applications

June 26, 2018

City Council Work Session

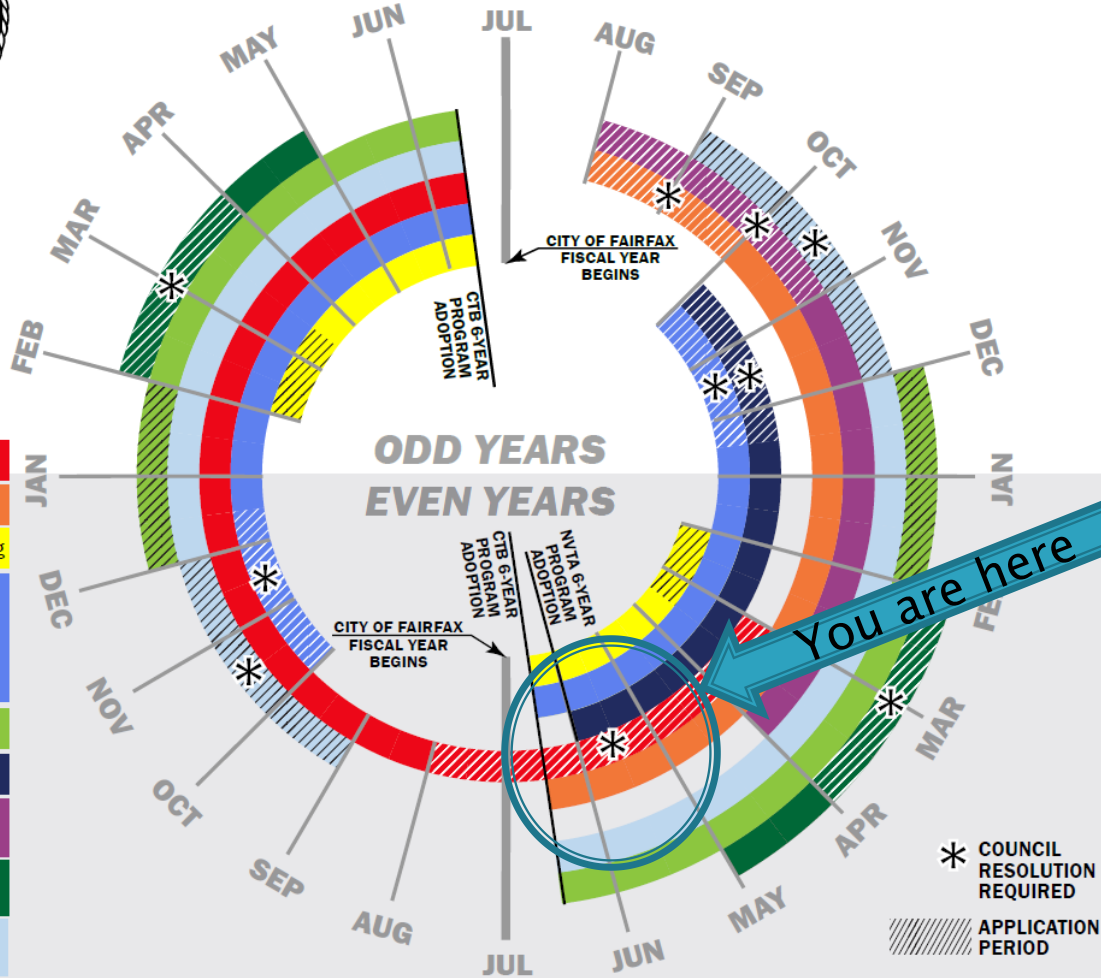




2-YEAR TRANSPORTATION FUNDING TIMELINE

LEGEND

Smart Scale
Revenue Sharing
Primary Extension Paving
Congestion Mitigation and Air Quality (CMAQ)
Regional Surface Transportation Program (RSTP)
Transit Assistance
NVTA 70% Funds
Transportation Alternatives Program (TAP)
Transportation/Land-Use Connections (TLC)
I-66 Inside the Beltway Toll Revenue



You are here

Funding Update

Funding Type	Total Requested	Total Received	Percentage Received
I-66 Concessionaire Funding	\$ 13,600,000	\$ 13,600,000	100%
RSTP	\$ 1,000,000	\$ 1,000,000	100%
Transportation Alternatives	\$ 348,800	\$ 348,800	100%
Commuter Choice I-66 Inside the Beltway	\$ 965,000	\$ 965,000	100%
Revenue Sharing	\$ 8,000,000	\$ 7,836,522	100%
NVTA 70%	\$ 40,750,000	\$ 39,250,000	96%
Primary Extension Paving	\$ 969,011	\$ 969,011	100%
Transportation / Land Use Connections	\$ 60,000	\$ -	0%
Smart Scale	TBD	TBD	
TOTAL	\$ 65,692,811	\$ 63,969,333	97%

Funding Update – NVTA

- ▶ Submitted \$40.7M in requests
 - ▶ Received \$39.3M in funding
 - \$21M – Jermantown Road Corridor Improvements
 - \$10.7M – Eaton Place/CBR Intersection Improvements
 - \$5M – Old Lee Highway Multimodal Improvements
 - \$2.5M – Northfax West Roadway Network
 - Did not receive \$1.5M for bikeshare
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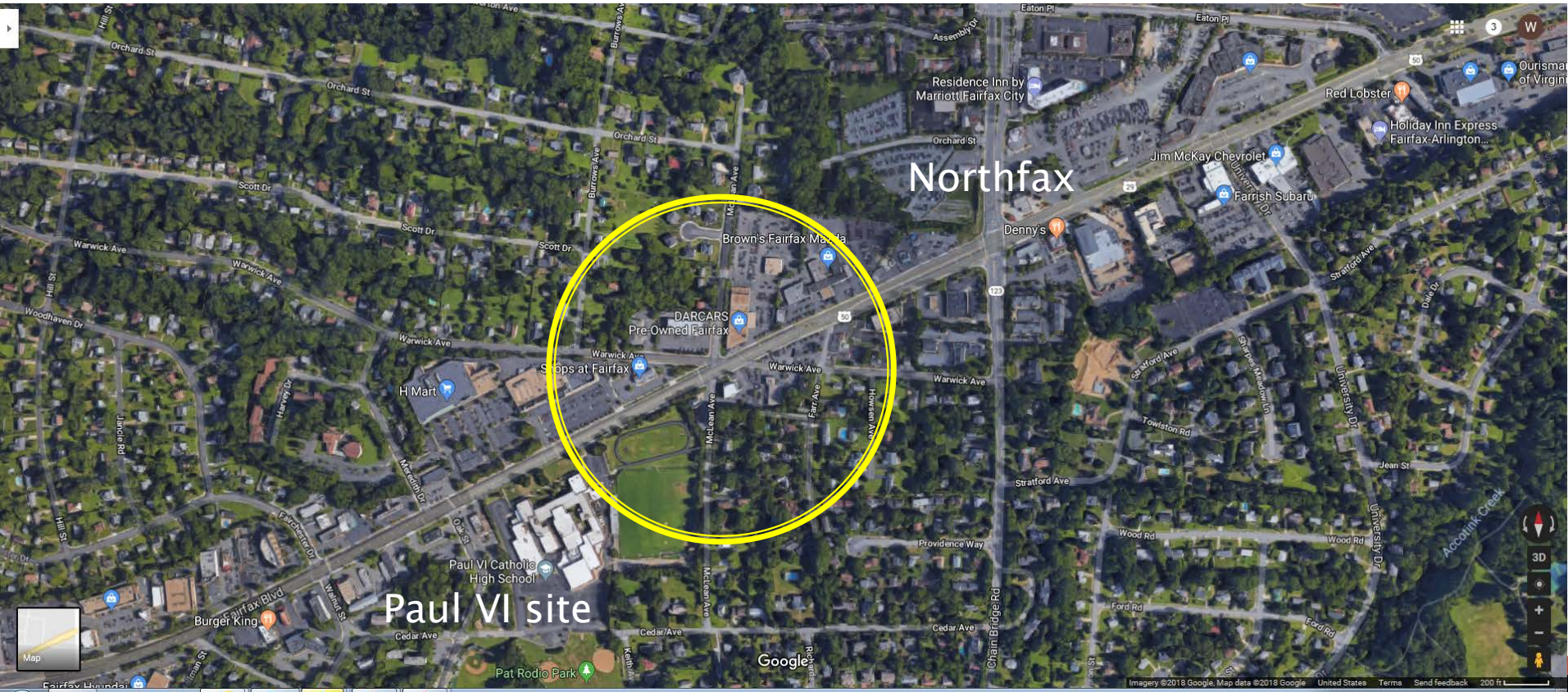
Smart Scale

- ▶ Proposed Projects:
 - Fairfax Boulevard/Warwick Intersection Redesign
 - Pickett Road Trail Connector
 - Jermantown Road Widening (also submitted to NVTA)
 - Eaton/CBR Intersection (also submitted to NVTA)
- ▶ Pre-Applications Due: June 1 (Submitted)
- ▶ Applications Due: August 1

Smart Scale

- ▶ Proposed Projects:
 - Fairfax Boulevard/Warwick Intersection Redesign
 - Pickett Road Trail Connector
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Fairfax Blvd/Warwick Intersection Redesign



Fairfax Blvd/Warwick Intersection Redesign

- ▶ Intersection has six approaches – two more than recommended
- ▶ Required amount of all-red time has significantly increase
- ▶ With even slight increases in side-street traffic (from potential new developments) Fairfax Blvd delay at McLean/Warwick could increase by 20–90% in the next several years
- ▶ Removal of one or two approaches, or other re-design, could reduce future congestion and delay on Fairfax Blvd by 20–65%
- ▶ Reduction in congestion will improve access to multiple commercial sites in the City

Fairfax Blvd/Warwick Public Input



Option 1

Option 2



Option 3



Fairfax Blvd/Warwick Public Input

- ▶ Total of 14 public comments received
 - All commenters agreed improvements are needed at the intersection.
 - The existing intersection needs improvement for safety and accessibility reasons.
 - Pedestrian improvements (crosswalk, light, etc.) are needed.
 - A traffic light at the Farr Avenue intersection is needed.
 - Concern over the one-way traffic on Warwick Avenue east of the intersection.

Public Input Meeting Warwick Ave./Fairfax Blvd./McLean Ave. Intersection Improvement


WHEN: Thursday, May 24, 7 p.m.

WHERE: Fairfax City Hall

WHY: Offer Input on Future
Intersection Improvement!



More info: FairfaxVA.Gov/Transportation

Comment Sheet			
	Fairfax Blvd. and Warwick Ave./McLean Ave. Intersection Improvements Thursday, May 24, 2018 at 7:00 PM		
Your Contact Information			
Name	_____		
Address	_____		
EMAIL ADDRESS	_____		
Telephone	_____		
How did you hear about the meeting?			

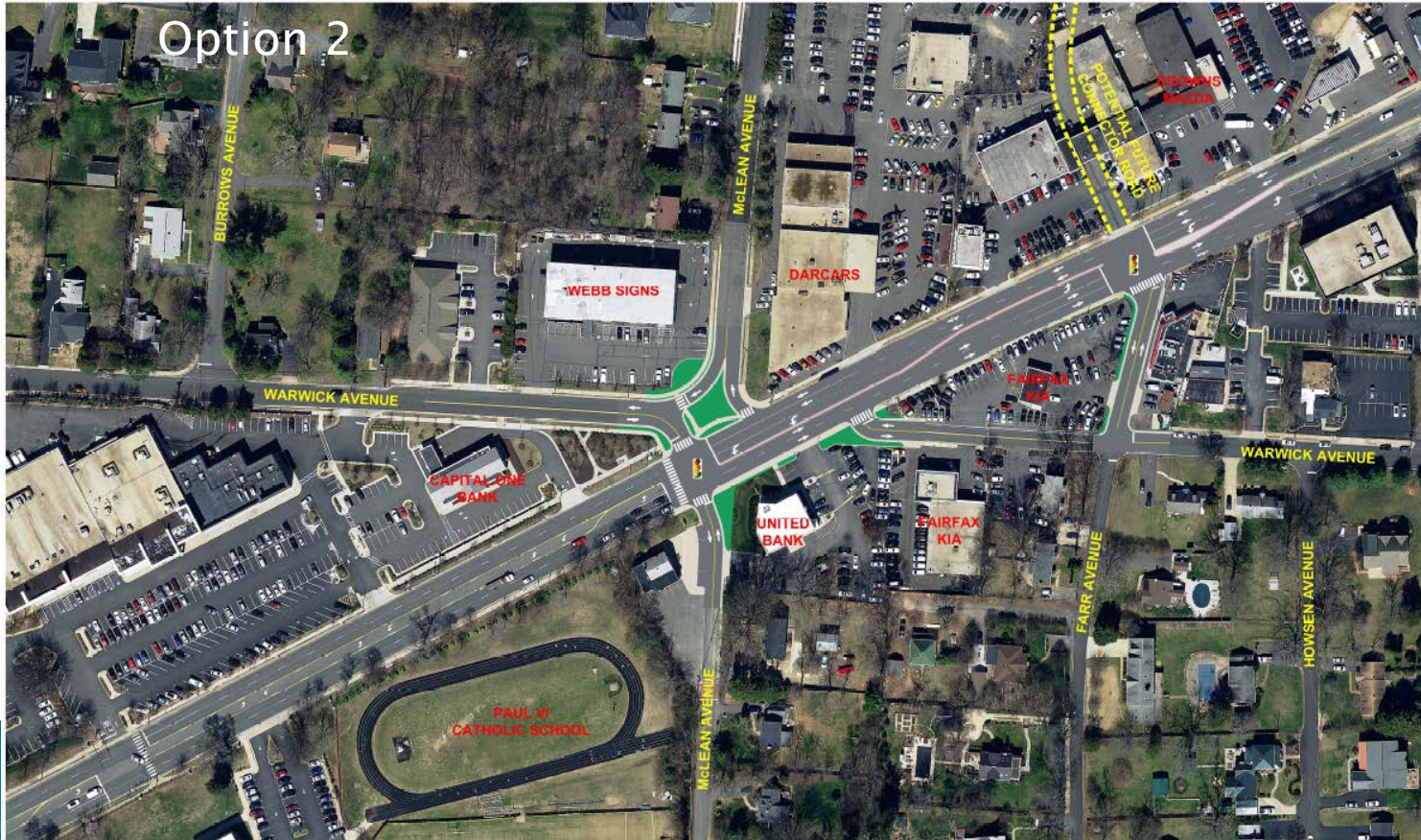
How do you travel through the intersection? Check all that apply.			
<input type="checkbox"/> Vehicle	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
Do you live on or near (within half a mile of) the intersection? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Which option or proposed project elements do you prefer? Why?			

Other Comments			

City of Fairfax Contact Information			
Phone: 703-261-3333 or 703-261-3311			
Wendy Sanford			
Transportation Director			
City of Fairfax			
1705 McClellan			
wendy.sanford@fairfax.gov			

Fairfax Blvd/Warwick Intersection


Option 2



Fairfax Blvd / Warwick Intersection



Option 2 Modifications

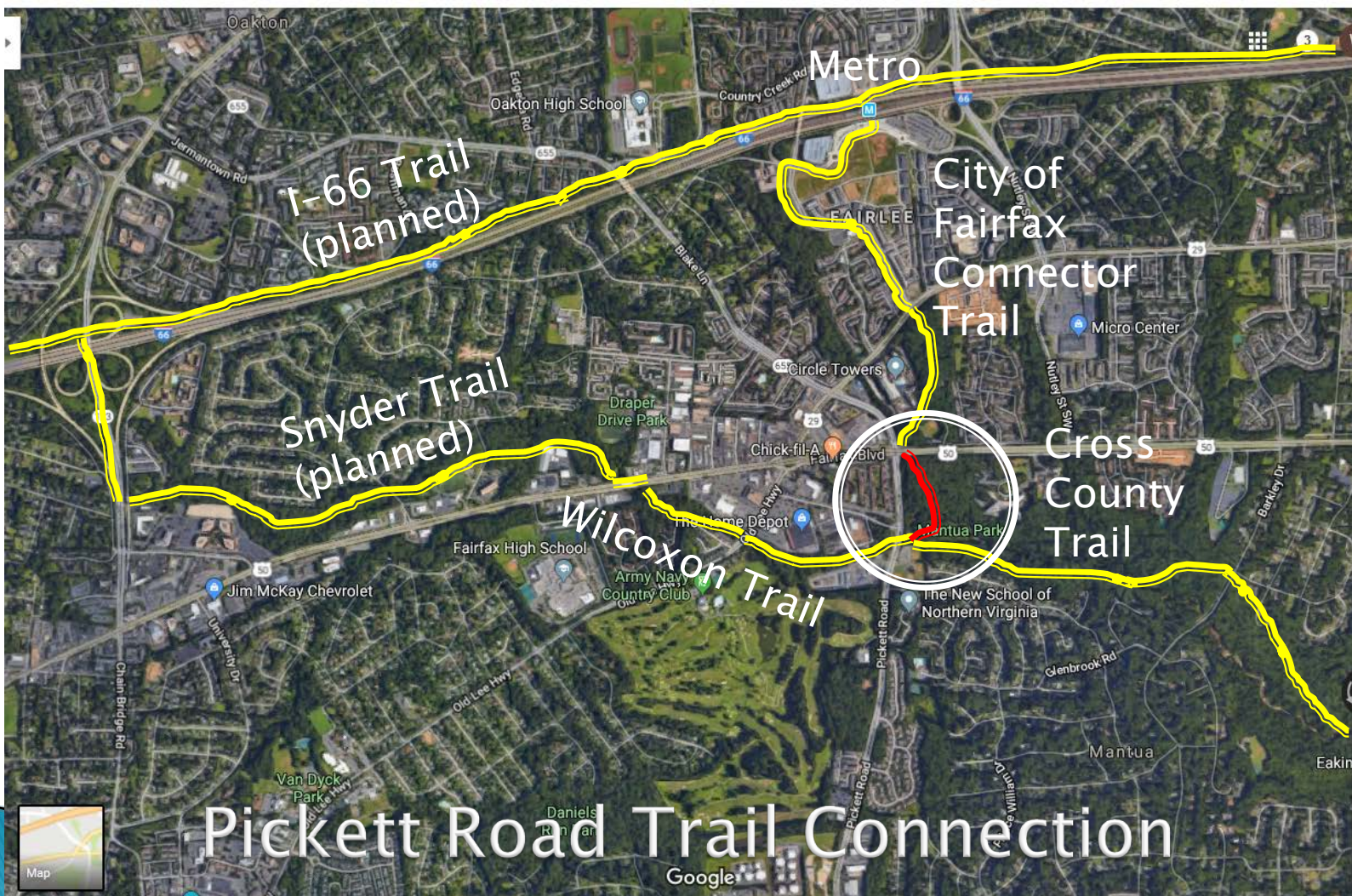
- Added a new traffic signal at Farr Ave
 - Added left-turn lanes on Fairfax Boulevard at the Farr Ave intersection
 - Preserved Fairfax Boulevard access for United Bank
 - Realigned Warwick Avenue to the east to allow for two-way traffic (right-in/right-out only)
 - Removed access on McLean Ave for Webb Signs (per owner's request)
 - Added on-street parking on McLean Avenue south of the intersection
- 

Option 2 Recommendation

- ▶ Maintains two-way traffic on McLean Avenue north of the intersection
- ▶ Allows southbound McLean Avenue traffic access to the signal
- ▶ Minimizes conflict points

Warwick/Fairfax Blvd Recommendation

- ▶ Submit Option 2 as preferred concept
 - ▶ Cost is approximately \$8M
- 



I-66 Trail
(planned)

Snyder Trail
(planned)

Wilcoxon Trail

City of Fairfax
Connector
Trail

Cross
County
Trail

Pickett Road Trail Connection

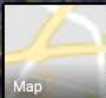


Pickett Trail Connector

- ▶ Currently only on-road connection between Thaiss Park and Tower Park
- ▶ Sidewalk is very narrow, Pickett Road has high traffic volume
- ▶ Undeveloped property north of park = opportunity for off-road connection
- ▶ City of Fairfax primary land owner
 - Small parcel on the north owned by Fairfax Water, who has reviewed plan and given preliminary OK



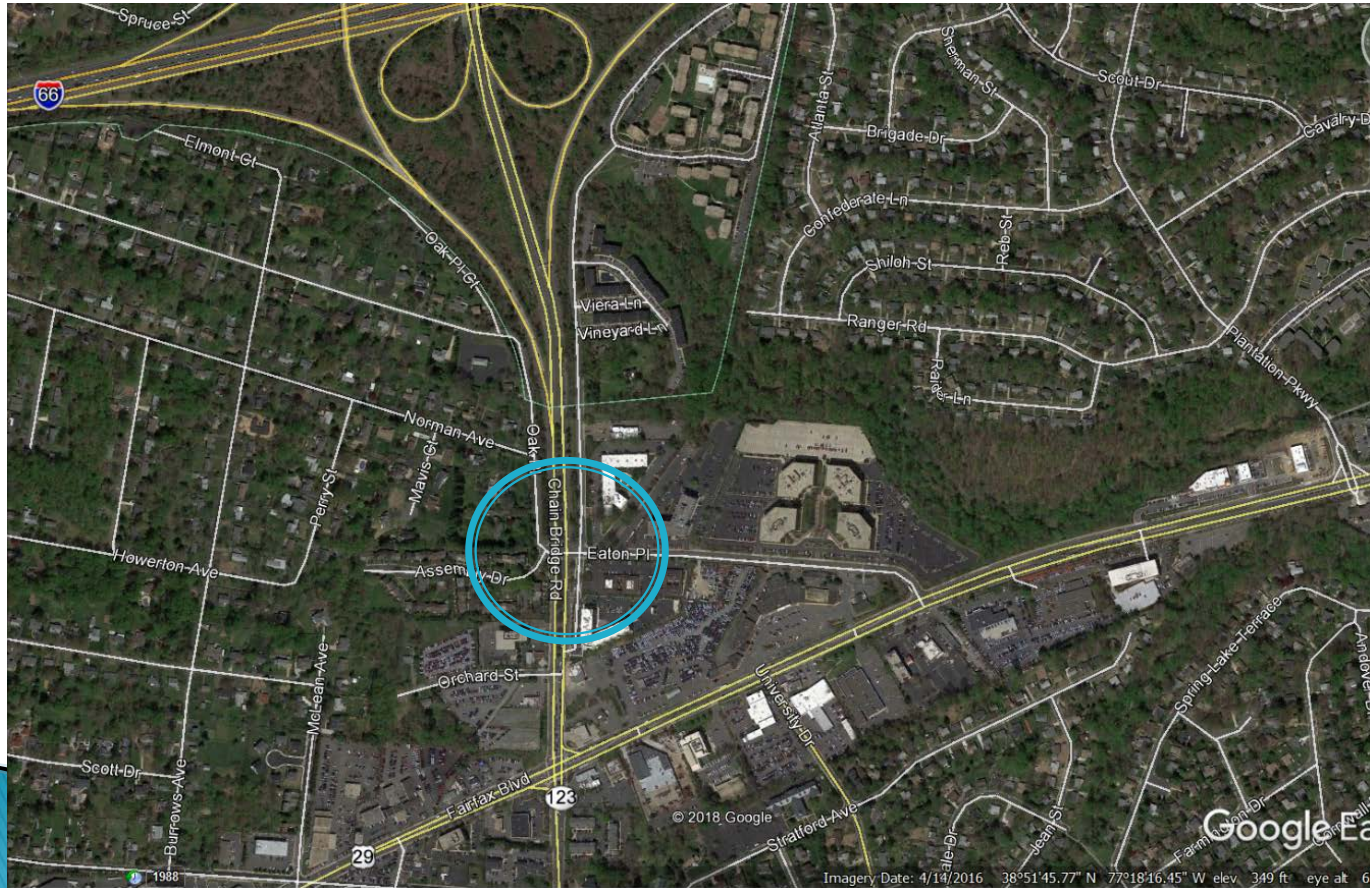
**Proposed
Pickett
Connector**



Pickett Connector Recommendation

- ▶ Submit plans as shown
- ▶ Cost is approximately \$1.6M

Eaton Place/Chain Bridge Road Intersection



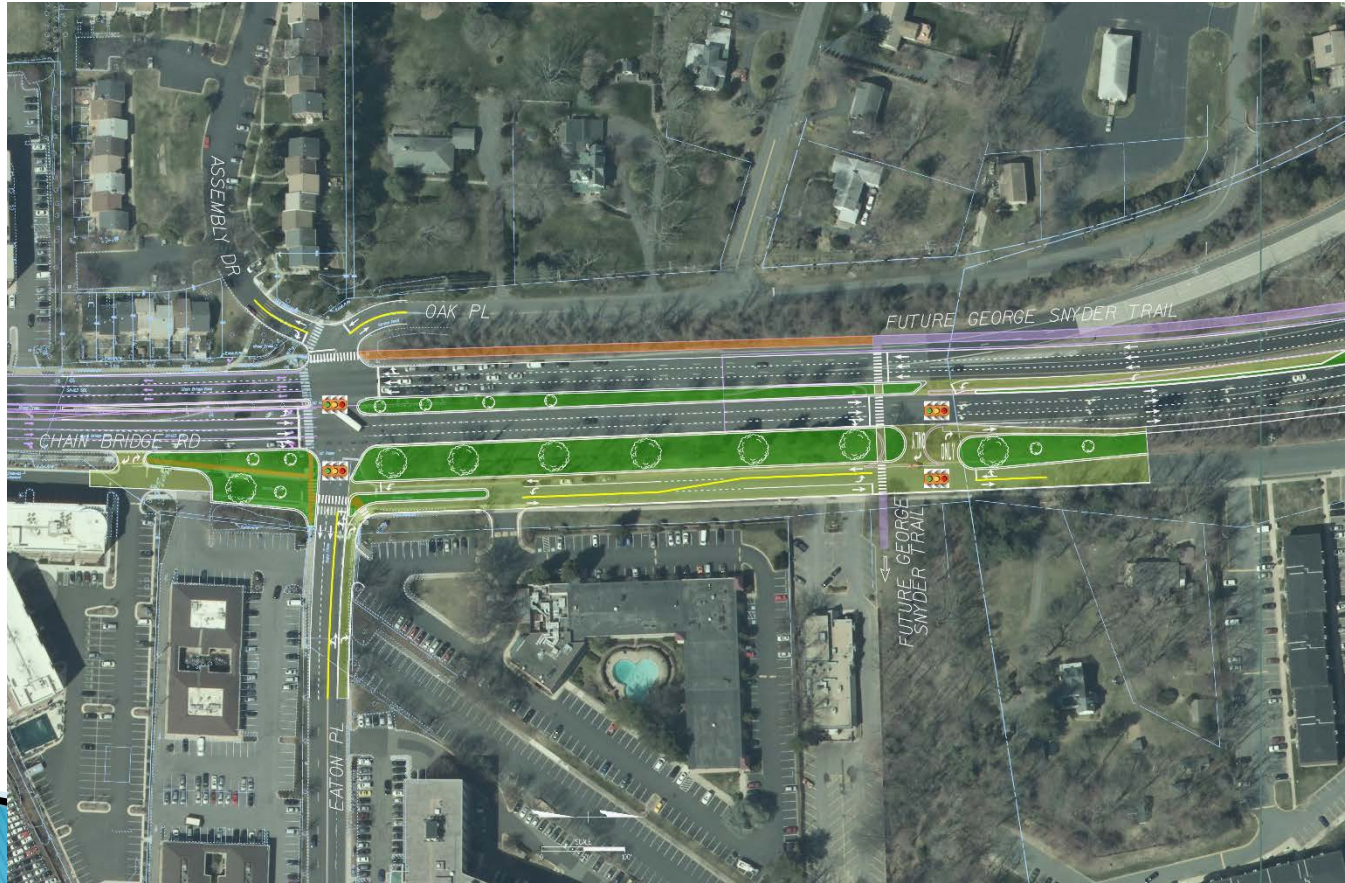
Alternatives Developed

- ▶ Two-Lane Roundabout
- ▶ Displaced Left-Turn (Continuous Flow Intersection)

2-Lane Roundabout

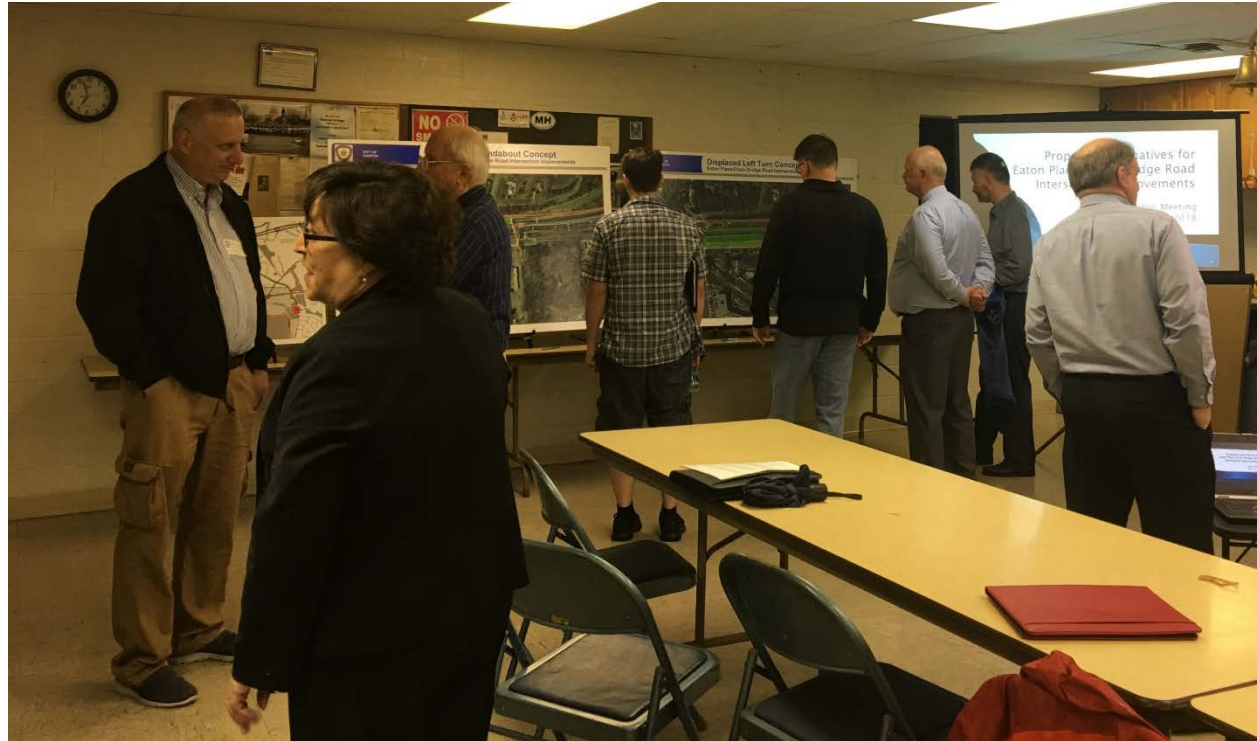


Displaced Left-Turn



Public Outreach Meeting

- ▶ May 14, 2018
- ▶ Mason Lodge in Cobbdale
- ▶ Presentation and Q&A



Public Input Meeting Eaton Place/Chain Bridge Road Intersection Improvement

WHEN: Monday, May 14, 7 p.m.

WHERE: Masonic Lodge (10503 Oak Place)

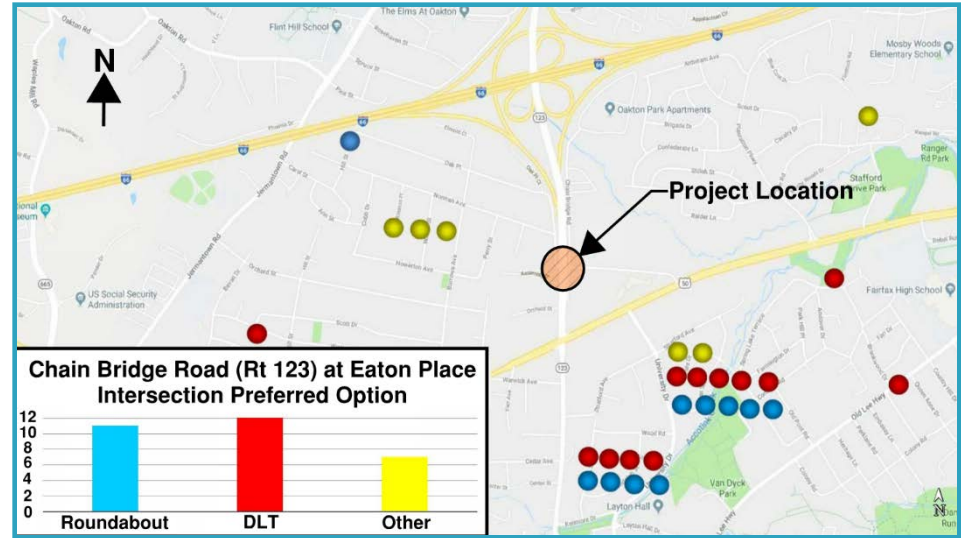


WHY: Offer Input on Future
Intersection Improvement!

More Info: FairfaxVa.Gov/Transportation

Public Responses

- ▶ Total of 30 public comments received
- ▶ Fairly split between roundabout and DLT options
 - Roundabout keeps traffic flowing
 - Displaced Left turn more efficient and less impact
 - Pedestrian Safety concerns
 - Property Access Concerns
 - Others voted for no project



Updated Alternatives

- ▶ Two-Lane Roundabout
- ▶ Displaced Left-Turn (Continuous Flow Intersection)
- ▶ Modified Traditional Signalized Intersection

Displaced Left-Turn


- ▶ Requires unacceptable restrictions/diversions for local access



Modified Traditional Signalized Intersection



Modified Traditional Signalized Intersection

- ▶ Dual Left–Turn lanes on southbound Chain Bridge Road to Eaton Place
 - ▶ Free–Flow right turn lane from Eaton Place to northbound Chain Bridge Road
 - ▶ Local Access provided at the berm cut
- 

Decision Factors

▶ Quantitative

- Public Outreach
- Traffic Operations
- Property Access
- Property Impacts
- Conflict Points
- Cost

▶ Qualitative

- Constructability
- Bicycle and Pedestrian Accommodations
- Aesthetics

Traffic Operations

LOS at Eaton/CBR	LOS AM	LOS PM
Baseline Future	F	D
2-Lane Roundabout	A	A
Modified Intersection	C	B

LOS at New Signal	LOS AM	LOS PM
Baseline Future	A	A
2-Lane Roundabout	B	C
Modified Intersection	B	B

Property Impacts



Conflict Points

	Baseline Future	Roundabout	Modified Signalized Intersection
Total Weighted Conflict Points	137	36	77

Bike & Pedestrian Accommodations



- ▶ Signal Controls
- ▶ Number of lanes of traffic

Aesthetics



- ▶ Gateway Feature Opportunity

Eaton/Chain Bridge Rd Recommendation

- ▶ 2-Lane Roundabout as preferred alternative
 - Relieves congestion
 - Fewest conflict points
 - Maintains access to Willow Crescent neighborhood
 - Accommodates future expansion
 - Aesthetic more consistent with City character and gateway

Eaton/Chain Bridge Rd Recommendation

- ▶ Submit Roundabout as preferred concept
- ▶ Cost Estimate is approximately \$26M
 - \$11M received from NVTAs
 - \$15M request to Smart Scale

Project Timeline – Next Steps

- April 24, 2018: City Council work session to review preliminary concepts
- Mid-May: Public Outreach Meetings
- **June 26, 2018: City Council work session to review public outreach and staff alternative recommendation**
- July 10, 2018: City Council resolution to establish the preferred alternative
- August 1, 2018: SmartScale Application Due

Summary of Smart Scale Request

- ▶ \$8M for Warwick Intersection
- ▶ \$15M for Eaton/Chain Bridge Road Intersection
- ▶ \$1.6M for Pickett Trail Connector

Questions / Comments?

