



Old Lee Highway Multimodal Improvements

Stakeholder Advisory Committee Meeting #1

September 16, 2020

Tonight's Agenda

- Welcome and Introductions (20 minutes)
- Project Background (5 minutes)
- Purpose of the Stakeholder Advisory Committee (5 min)
- Project Overview (30 min)
- Project Budget and Schedule (5 min)
- Discussion / Questions (25 min)
- Adjourn



Staff and Consultant Team

Wendy Sanford
Transportation Director



Christina Alexander
Capital Projects Manager



Mark Gunn, P.E.
Director of Engineering



Jeremy Karls, P.E.
Project Manager



Curt McCullough, P.E.
Traffic Engineer



Chloe Ritter
Multimodal Planner



Rob Pinckney, P.E.
Director of Civil Engineering



Megan McCarty Graham, PE
Project Engineer II



Stakeholder Advisory Group

- Amanda Allexon (Preserve at Great Oaks)
- Andrea Loewenwarter (Blenheim)
- Bridget Johnson (Great Oaks)
- Casey Duffy (Old Lee Hills)
- Deacon Marques Silva (St. Leos)
- Faith Presson (Student at Fairfax High School)
- Hildie Carney (Country Club Hills)
- Jillian Bell (Daniel's Run Elementary)
- Kevin Greata (Fairfax High School)

Stakeholder Advisory Group

- Kim Williams (Christian Science Church)
- Matt Hoffert (Fairfax Oaks)
- Michael Palamara (Army Navy Country Club)
- So Lim (City Council)
- Pastor Stephen "Tig" Intagliata (Daniel's Run Peace Church)
- Toby Sorensen (School Board)
- Todd Hardiman (Farrcroft)
- Tom Ross (City Council)
- Zinta Rodgers-Rickert (PRAB)

Multimodal Transportation Plan Goals

3 Multimodal Transportation

Transportation is about more than mere movement – transportation grants us access to the needs of everyday life. Sustainable, connected, and integrated transportation is fundamental to the success and livability of the City. The intent of the Multimodal Transportation Chapter is to recommend strategies that will improve the operation and safety of the City’s transportation system in order to achieve the larger community objectives for a vital, vibrant, and livable City.

This Chapter is based on the Multimodal Transportation Plan, the first comprehensive, multimodal transportation plan completed by the City. (“Multimodal” refers to the multiple ways people use to get around – car, bus, train, bike, walking, etc. – and a multimodal plan incorporates these various transportation modes into an efficient and connected system.) The Multimodal Transportation Plan was developed as a separate effort, but in coordination with the Comprehensive Plan. The four key aspirations shown to the right helped ensure the multimodal aspect of the plan inform many of the recommendations.

Guiding Principle:

In 2035, Fairfax is a city with... options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, bicycling, taking public transportation or driving.



Create a city of “15-minute neighborhoods” – ensure that 100% of residents can access a local activity center via a safe 15-minute walk from home (currently 44%).



Ensure 100% of residents are connected to green space, trails, or open space via a safe 15-minute walk of home (currently 88%).



Ensure 100% of residents have access to transit by providing a transit stop within a safe 10-minute walk of each residence (currently 79%).



Increase choice, reliability, and efficiency in travel by achieving at least a 40% non-drive alone mode share for commute to work trips (currently 28%).



OUTCOME MM1.1: Corridors for regional travel and better connections to regional networks and destinations are enhanced and improved.

ACTION MM1.1.1 Continue to participate in regional planning efforts to increase connectivity in the regional road, transit, and trail networks.

ACTION MM1.1.2 Collaborate with WMATA and regional partners to support a western extension of Metro’s Orange Line, including a station location at I-66 and Route 123 (near Northfax) to benefit City of Fairfax stakeholders with improved access to the Metrorail system.

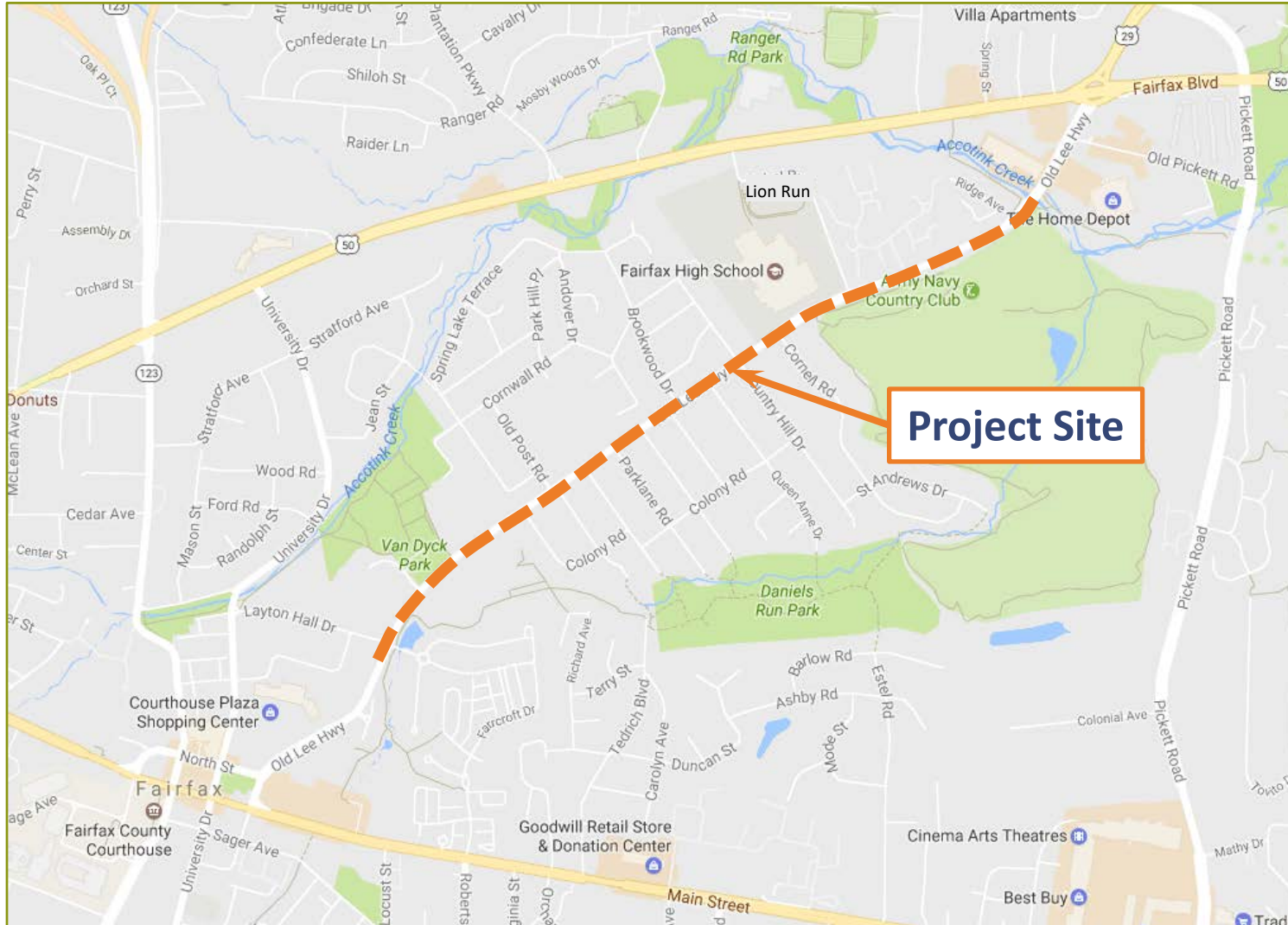
ACTION MM1.1.3 Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail station including:

- 1.1.3.1** Improve pedestrian connections from the Fairfax Circle area to the Metro station area.
- 1.1.3.2** Improve bicycle facility connections and crossings across Fairfax Boulevard from the City to the Metro station.
- 1.1.3.3** Continue collaboration with George Mason University to enhance bicycle and transit connections between the University and the Metrorail system.
- 1.1.3.4** Implement the recommendations of the Old Lee Highway “Great Street” conceptual plan.

ACTION MM1.1.4 Expand trail and bicycle networks to connect to regional facilities and destinations, including:

- 1.1.4.1** Improve connections and logical links to the Cross-County Trail and beyond to the Washington & Old Dominion (W&OD) trail.
- 1.1.4.2** Improve trail connections south along Route 123 to connect to the Braddock Road Sidepath and on to Lorton.
- 1.1.4.3** Connect local trails to the planned I-66 trail facility.
- 1.1.4.4** Coordinate with Fairfax County on the construction of the Main Street/ Little River Turnpike bicycle facility.

Project Location



Existing Conditions

At Van Dyck Park looking
towards Fairfax Circle



Existing Conditions

At Queen Anne Drive looking towards Fairfax Circle



Existing Conditions

At Great Oaks Drive looking towards Fairfax Circle



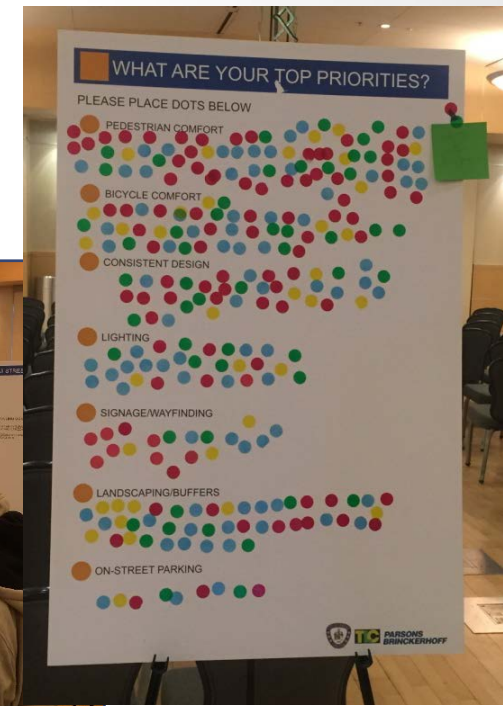
Project Goals

- Provide continuous and consistent **multimodal** connections along Old Lee Highway from Old Town to Fairfax Circle
- Improve safety for all roadway users
- Repurpose excess pavement
- Promote alternative modes of transportation for accessing the library, the community center, the schools and commercial properties along the corridor

“Multimodal” refers to the multiple ways people use to get around – car, bus, train, bike, walking, scooter, etc.

Project Background

- Old Lee Highway Transportation Study was completed in 2005
- Conceptual planning occurred in 2015 and included extensive public involvement
- Feedback provided by the public helped inform the development of the conceptual plan
- Comments emphasized desire for better pedestrian and bicycle amenities and landscaping/buffers



Project Status

- Hired an Engineering Firm in 2015 to move from concept plan to engineering plans.
- Preliminary (30%) plans are complete
- The main components of the project have been agreed up by City Council (and based on public input from 2015 study)
 - Maintain existing travel lanes
 - Maintain existing turn lane locations onto side streets
 - Add bicycle and pedestrian infrastructure
 - Locate bicycle lanes on north side of roadway only

Key Project Features

- Five foot sidewalks, curb & gutter on both sides of the road
- Ten-foot separated bicycle lanes on north side of road
- Consolidated crossing locations with consistent signage
- Reduced crossing widths on side streets
- Consistent typical section (removal of excess pavement and gravel areas)
- Updated and improved lighting and landscaping

Project Design Considerations

- Minimize private property impacts
- Minimize tree and other environmental impacts
- Minimize utility relocation and consolidate overhead lines where possible
- Ensure pedestrian and bicycle connectivity beyond project limits
- Provide consistent design aesthetic
- Optimize project budget

Conceptual Rendering



What's Next?

- What's next: Decisions about landscaping, lighting, crossing locations, crossing treatments, bus stop locations and amenities, signage/wayfinding, special features, and intersection details

This is where the committee comes in!

How do we make this project a success?

What ONE THING is most important to you?

Stakeholder Advisory Group

- THANK YOU for volunteering your time
- Your commitment (What did I sign up for?):
 - Attend meetings (four + a community meeting)
 - Review project elements
 - Think holistically
 - Advise staff team
 - Serve as liaison to your community (provide information, receive comments, report back to the group)
 - Respect others' points of view
 - Enjoy giving back to your community 😊

Input Areas

- Wayfinding and Signage
- Landscaping
- Lighting
- Aesthetics
- Potential special project features
- Intersection details
- Bus Stop Details
- Entrance Details



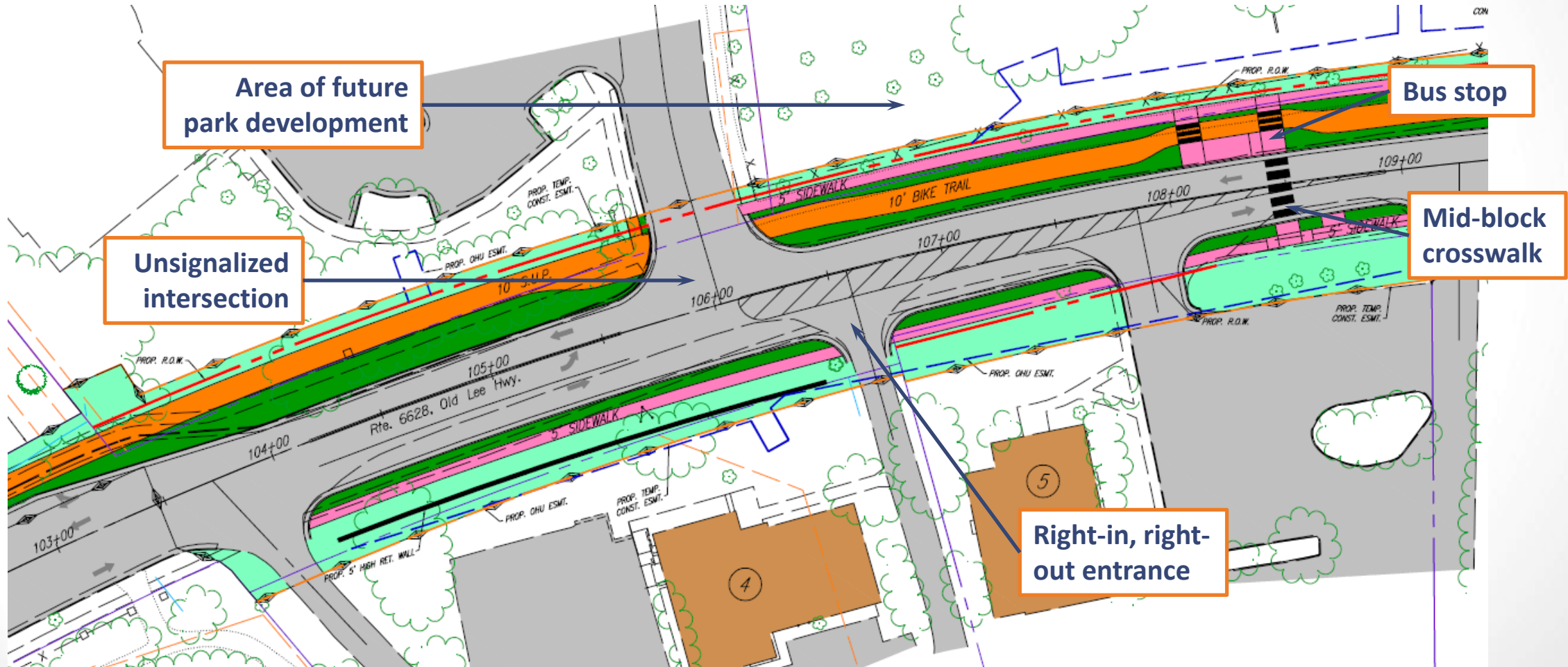


- DENOTES PROPOSED AREAS OF DISTURBANCE
- DENOTES PROPOSED CONCRETE ENTRANCE APRON
- DENOTES PROPOSED CONCRETE SIDEWALK
- DENOTES PROPOSED BIKE PATH OR SHARED USE PATH
- DENOTES PROPOSED GRASS MEDIAN OR BUFFER STRIP
- DENOTES PROPOSED 1' WIDE DETECTABLE BUFFER STRIP
- DENOTES EXISTING BUILDING
- DENOTES PROPOSED ROADWAY, CURB & GUTTER, AND EXISTING PARKING LOTS
- CUE DENOTES PROPOSED CUE BUS STOPS

Focus Areas

- Sherwood Center
- Daniels Run Elementary School and St. Leo the Great School
- Historic Blenheim
- Fairfax High School
- Lion Run to Ridge Avenue

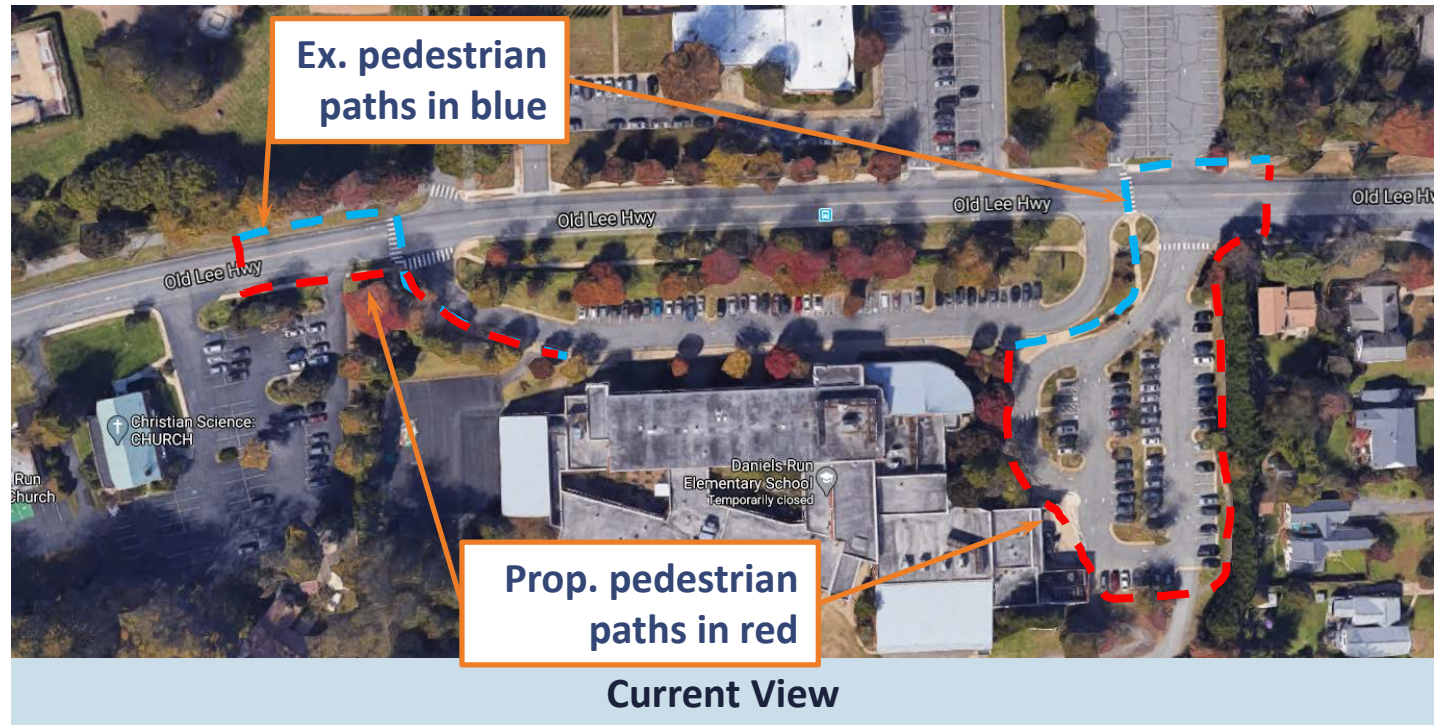
Focus Area - Sherwood



Current Design

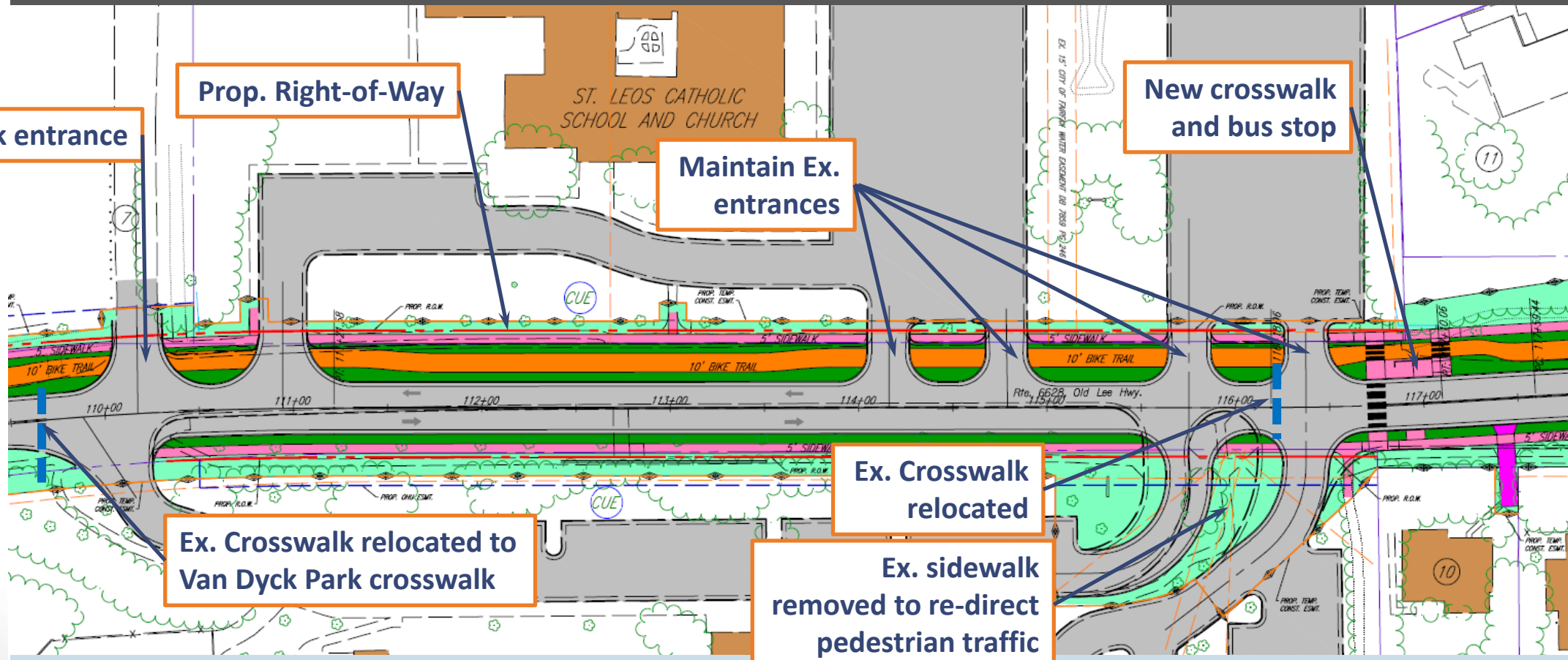
Focus Area – Daniel's Run/St. Leo's

- Limited disturbance on St. Leo's frontage
- Proposed re-routing of pedestrians from Daniels Run



Focus Area – Daniel’s Run/St. Leo’s

Daniel’s Run and St. Leo’s



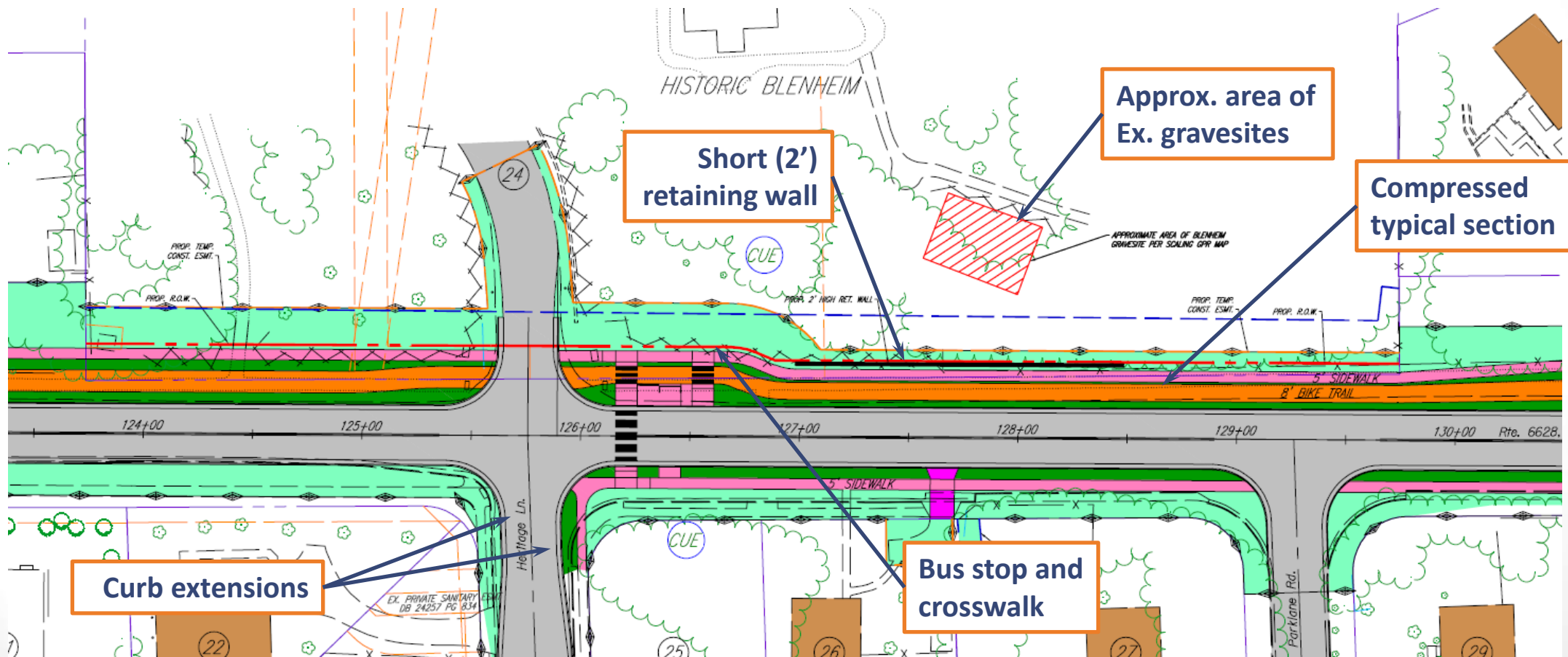
Current Design

Focus Area - Blenheim

- Proposing compressed typical section to minimize impacts to frontage
- Additional environmental studies and coordination planned
 - Blenheim and VDHR



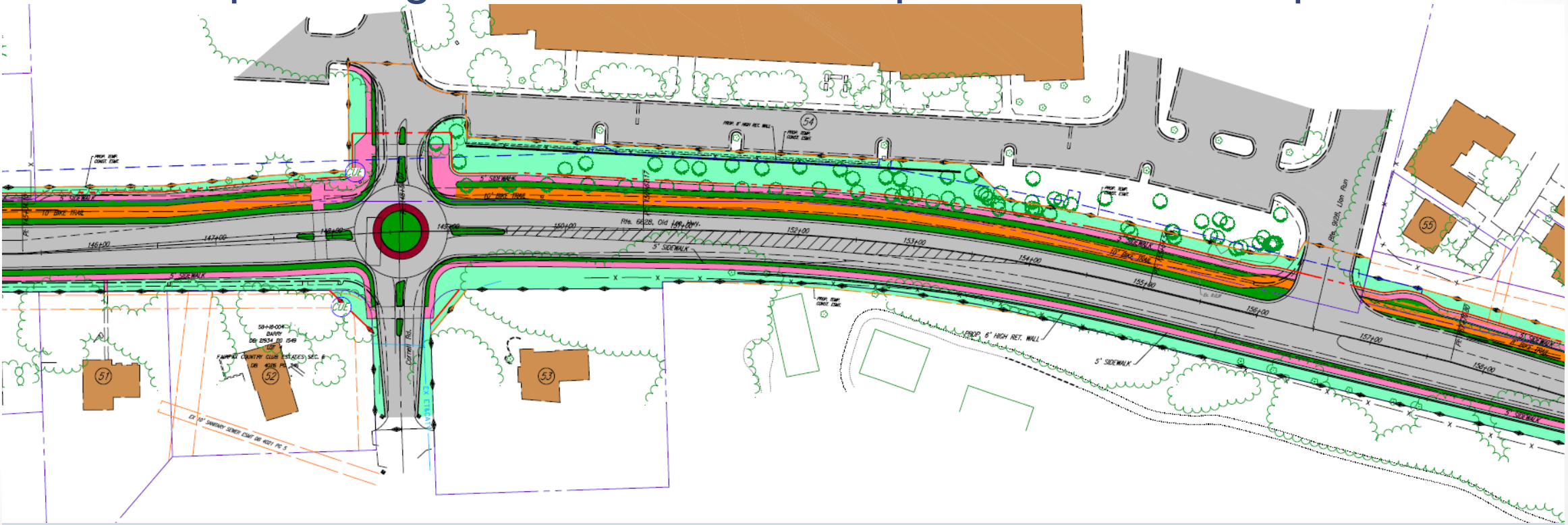
Focus Area - Blenheim



Current Design

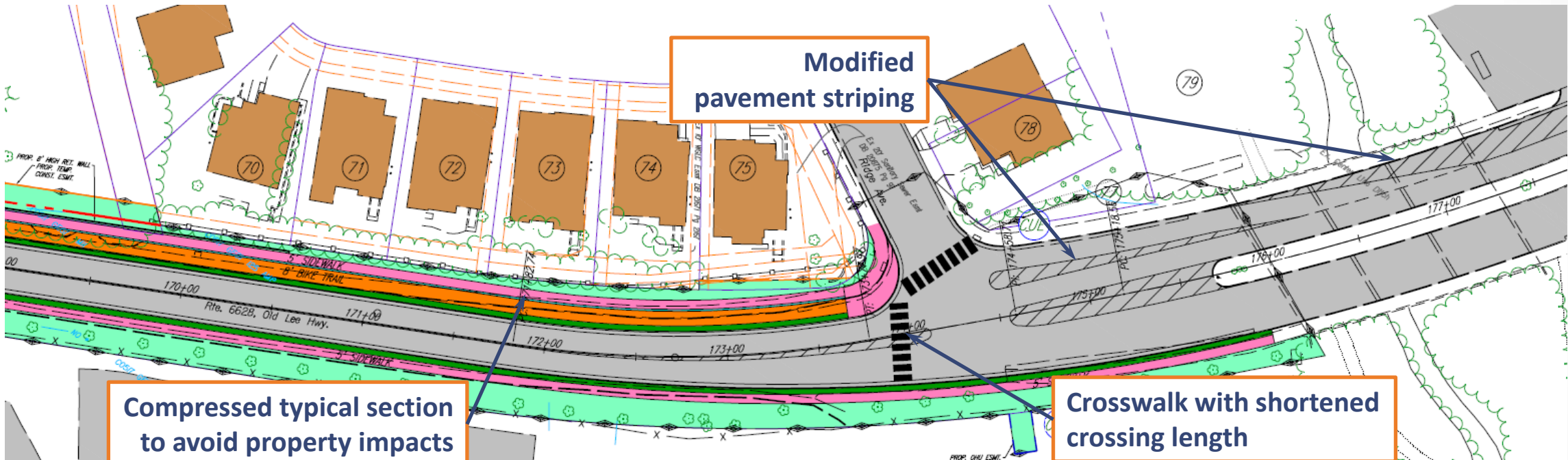
Focus Area - Fairfax High School

- Multiple design alternatives developed to balance impacts



1 roundabout and 1 traditional intersection, FHS trees and overhead utilities impacted, 2 new retaining walls

Focus Area - Ridge Avenue



Modified pavement striping

Compressed typical section to avoid property impacts

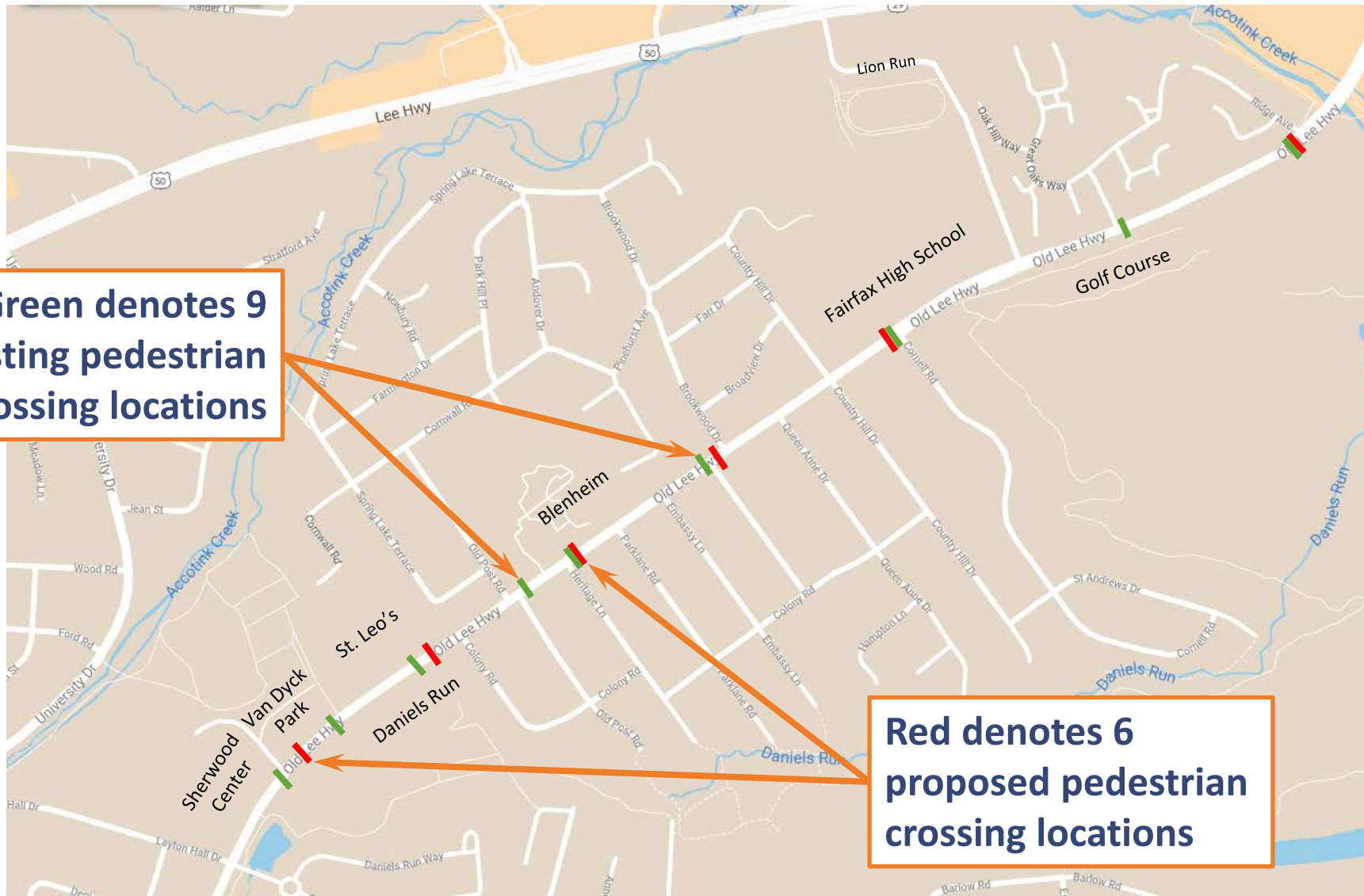
Crosswalk with shortened crossing length

Current Design

Old Lee Highway Crosswalk Locations

Green denotes 9 existing pedestrian crossing locations

Red denotes 6 proposed pedestrian crossing locations



Rectangular Rapid-Flashing Beacons

- Located at all proposed mid-block road crossings
- Flashing lights alert drivers when pedestrians are present
- Solar-powered and hard-wired options



Close-up example of RRFB

Utility Relocation

- Waterline
 - ~4000 LF of relocations
- Overhead Utilities
 - 95 existing poles within project limits
 - Approximately 30 Dominion and 10 Verizon poles impacted
- Ongoing analysis to reduce overhead cable crossings and/or consolidate facilities



Utility poles near Christian Science Church

Preliminary Environmental Analysis

- Tree Survey underway
 - Tree survey results will be used to identify trees to be protected and trees to be proactively replaced if nearing the end of lifespan.
 - New tree plantings will include species specifically recommended for this area
 - Goal is to add as many plantings as possible in the project area.
- Net decrease in impervious surfaces
 - ~11.0 acres of impervious area in pre-development and ~10.3 acres of impervious area in post-development

Preliminary Environmental Analysis

- Storm water management may not be necessary, but project will still include education opportunities
- Potential for demonstration projects

Cultural Resources

- No artifacts or archaeological resources found in the project area during the Phase 1 Archaeological Study
- Blenheim recognized as an architectural resource and Olde Post Farm (3601 Old Post Road) recognized as an architectural resource
- The design has implemented a compressed typical section near Blenheim to reduce the impact to the property

Project Estimate

- Current Project Estimate is \$25.2 million
- City has \$22M in funding available for the project and \$3M in application awaiting decision from VDOT

Project Schedule Milestones

- 30% Plan Development - Complete
- Stakeholder Engagement – Fall/Winter 2020
- Community Meeting – Winter 2021
- Public Hearing - Spring 2021
- Acquire Right of Way - Summer 2021 to Spring 2022
- Relocation Utilities – Spring 2022 to Winter 2022
- Project Construction – Spring 2023 to Fall 2024

Before next meeting

- Review information from tonight (we will send notes)
- Ask your neighbors how they plan to utilize the facilities
- Think of additional topics for discussion/question
- Brainstorm your ONE THING.
- Feel free to contact me any time!

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Future Meetings

- Pedestrian Crossings, Bicycle Facility features, Bus Stop Design
- Cultural Resources, Environmental Resources
- Landscaping, Lighting, Aesthetics
- Community Meeting Preparation

Questions / Comments?

- General thoughts, questions, concerns
- Are there things you particularly like or do not like?
- What other discussion topics would you like to include on the list for future meetings?

Please type your comments in the chat box