



County of Fairfax, Virginia

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# Encouraging Increased Use of Public Transportation in Fairfax County

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# Fairfax County Characteristics

- Population: ~ 1,096,000
- Households: ~ 394,000
- Jobs: ~ 572,000
- Land Area: 396 square miles
- VMT: 25.7 million miles
- Transit Trips: 49.3 million





# Transit in Fairfax County

- Fairfax County is served by several interconnected transit systems.
  - Fairfax Connector primarily provides service within the County.
    - Feeder service to Metrorail Stations
    - Cross-County Service
    - Circulator Service
  - Metrobus primarily provides service between jurisdictions
  - MetroAccess is a shared-ride, door-to-door, paratransit service for people whose disability prevents them from using bus or rail.





# Transit in Fairfax County

- Metrorail provides rail service throughout Northern Virginia, Maryland, and Washington, D.C.
- The Virginia Railway Express provides commuter rail service from Manassas and Fredericksburg through Fairfax County and into Washington, D.C.



- Services share a common fare structure, fare media, telephone information number and on-line trip planning.
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# Fairfax Connector

- Owned and operated by Fairfax County.
- Began Service in FY 1986
- In FY 1986, average weekday ridership was 3,550.
- In FY 2012:
  - Average weekday ridership: 38,053
  - Average weekend ridership: 21,583
  - 10.9 million total passenger trips
  - 253 buses; 475 employees; service provided by contractor
- FY 2013 Operating and Capital  
Budget: \$99.8 million





# Other Transit Service

## Metro – including Metrobus, Metrorail, and MetroAccess



- Regional service provider (VA, DC, MD)
- Number of rail stations in Fairfax County: 5.5
- June 2012 Average Weekday Ridership (system-wide):
  - Bus: 434,191
  - Rail: 787,128
  - MetroAccess: 7,083
- FY 2012 Operating and Capital Budget: \$2.6 billion
  - Fairfax County's Subsidy: \$108.7 million

## Virginia Railway Express

- Service from Fredericksburg and Manassas to Washington
- Number of daily trains operated: 29 trains
- Number of rail stations in Fairfax County: 5 (18 stations in system)
- September 2012 Average Weekday Ridership (system-wide):
  - Approx. 19,000
- FY 2012 Operating and Capital Budget: \$87.7 million
  - Fairfax County's Subsidy: \$4.9 million





# Encouraging Transit Usage

- Fairfax County is a mature, but growing community
- Future growth to be concentrated in urban centers
- Expanding road capacity significantly is/will be challenging
- Transit options important to address current and future demand
- Significant transit investments underway
- Land use changes are also important



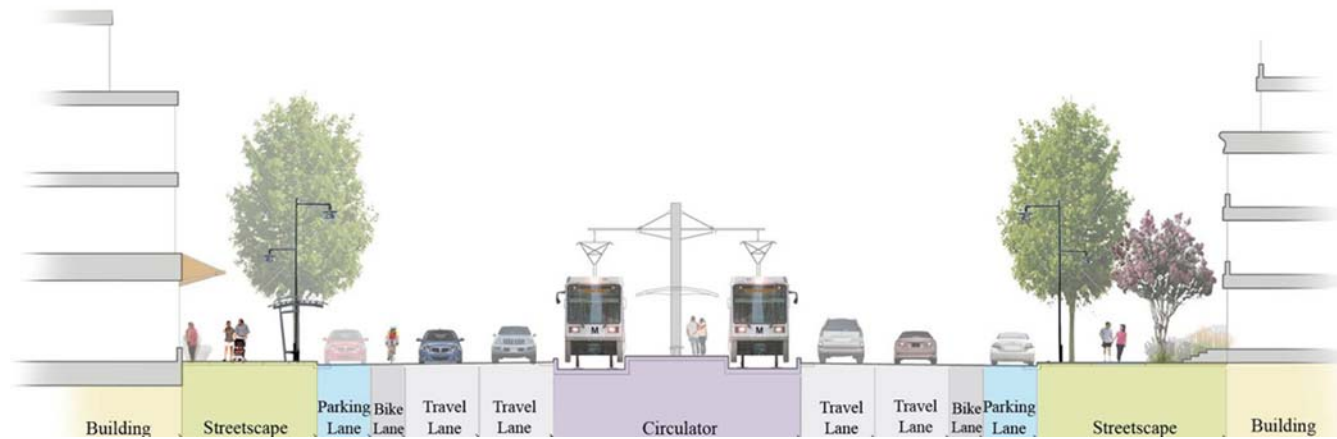


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# Encouraging Transit Usage

- Expansion of Metrorail to Dulles Airport
- Bus Service on Express Lanes
- Land Use Changes
- Park-and-Ride Lots
- Circulator Service in Urban Centers
- Service Upgrade in Major Corridors
- County-wide Transit Network Study





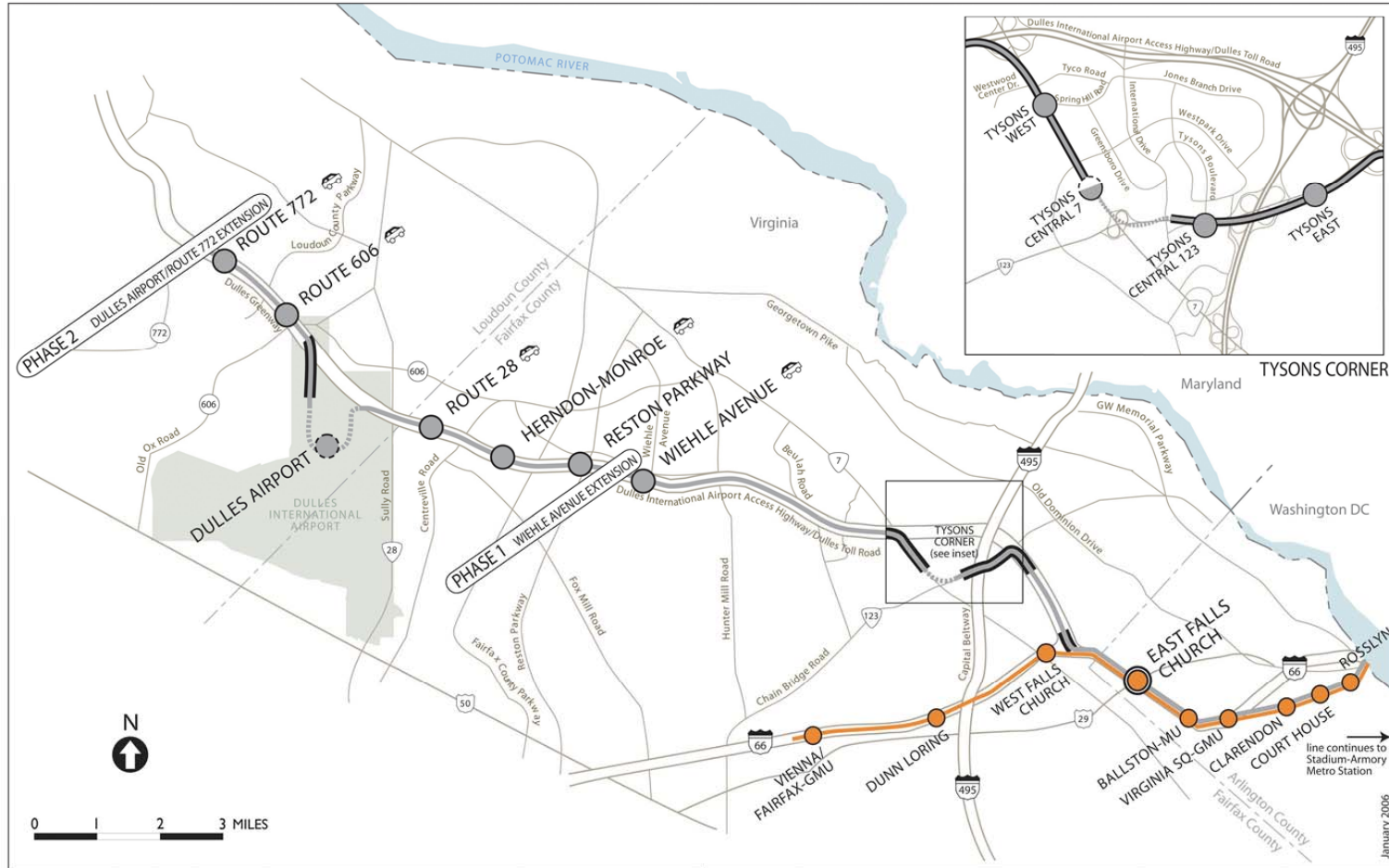
# Expanding Metrorail

- Dulles Airport Extension
  - 23-mile extension of the existing Orange Line
  - Total Project Cost = \$5.6B to \$6B
    - Fairfax County Funding = over \$900B
  - Constructed in 2 Phases
    - Phase 1 – East Falls Church to Wiehle-Reston East, (5 Stations, 1 Parking Garage) – Opens December 2013
    - Phase 2 – Wiehle-Reston East to Dulles Airport and stations 2 stations in Loudoun County, (6 Stations, 5 Parking Garages) – Opens 2018
- Reconfiguring 40% of existing Connector service





# Dulles Rail Project





# Express Bus Service

- I-495 Express Lanes
  - Effective transit on Beltway for first time
  - New Connector service from Burke Centre, Springfield and Lorton
  - Initial route began January 14, 2013.
  - Two additional routes in March 2013.
- I-95 Express Lanes
  - Under construction
  - Expected to open in 2015
  - 3,000 new park-and-ride spaces included
  - Opportunities for additional transit service





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# Land Use Changes

## Tysons Redevelopment





# Land Use Changes

- Beginning in the 1970s, Tysons developed as an auto-centric suburban office/shopping area and received the distinction as a principle “Edge City.”
- Recognizing the need for development in the corridor to support the new rail system, Board approved a Comprehensive Plan amendment for Tysons in June 2010.
- By 2050, Tysons will be transformed into a walkable, sustainable, urban center. Goal: a 24-hour urban center where people live, work and play; where people are engaged with their surroundings; and where people want to be.
- Today: Tysons Corner has 17,000 residents and 100,000 jobs.
- 2050: Tysons will have 100,000 residents and 200,000 jobs.



# Park-and-Ride Lots

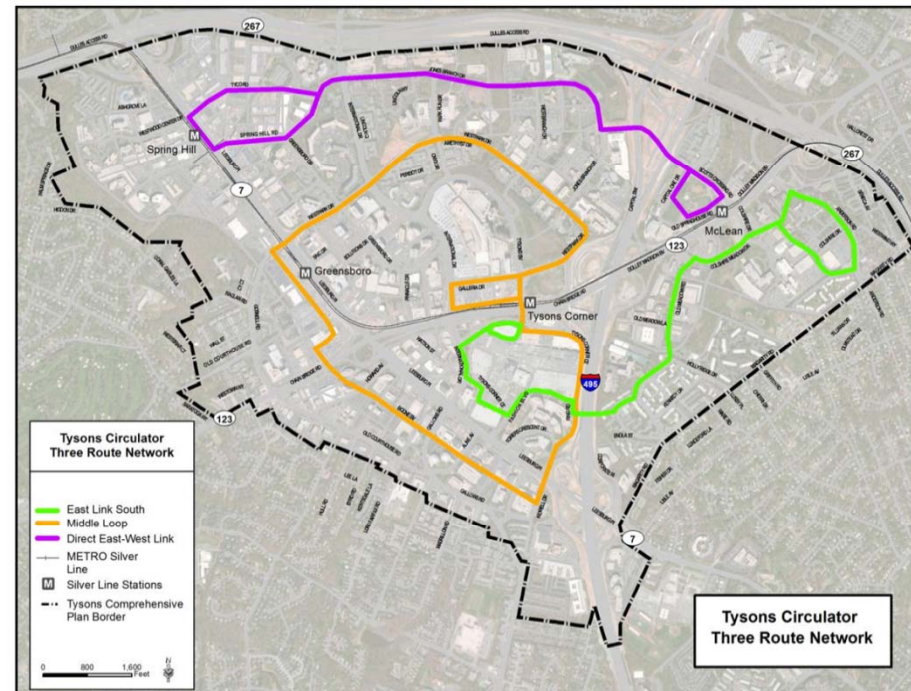
- Large parts of Fairfax County remain suburban
- Existing densities don't always support bus service
- Park-and-ride lots help to collect commuters and develop market for high frequency bus service.
- New Saratoga Park-and-Ride Lot
  - 515 spaces
  - Local Service to Springfield area
  - Express Service to Pentagon and Tysons
- Working on:
  - Springfield Joint Use Park-and-Ride
  - Expansion of Rolling Road VRE Station Parking
  - Dulles Rail Station Parking (Wiehle, Herndon and Innovation)





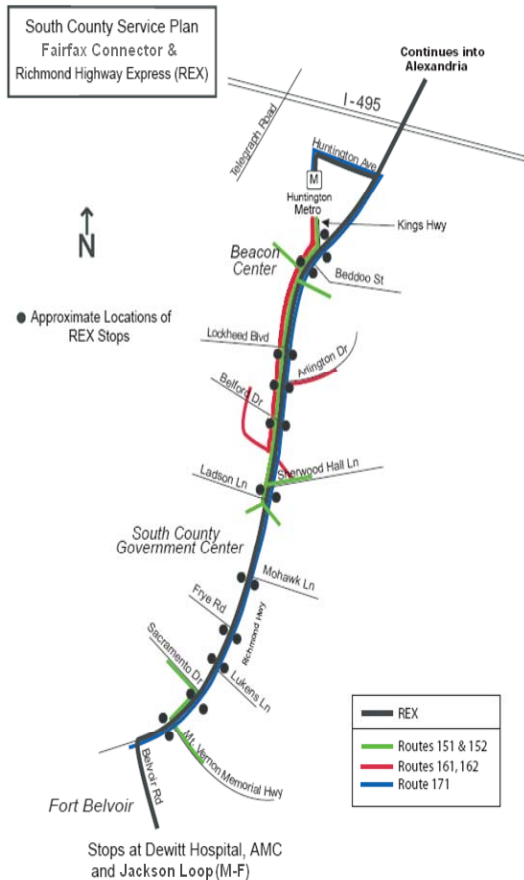
# Circulator Service

- Important connections from rail stations into urban developments
- Maximize rail investment; access areas beyond walking distance
- Several in place already (Springfield, Reston)
- Tysons Circulator funded
  - Mode choice
  - Routes
  - Frequencies
  - Fares
- Merrifield Circulator-future





# Service Upgrades in Major Corridors



## Richmond Highway (Route 1) Corridor

- Most heavily transit dependent area;
  - very congested; economically disadvantaged populations;
  - Ft. Belvoir located at end of corridor.
- Transit is heavily used; service would be even better utilized if pedestrian and transit facilities were upgraded.
- Increased ridership will reduce roadway congestion and promote improved economic vitality in the corridor.
- \$55 million Richmond Highway Public Transportation Initiative to enhance transit in the corridor.
- Since 2004, the initiative has upgraded bus stops, improved pedestrian facilities at intersections, and filled in missing sidewalks. Work continues, including the search for a location for a new transit center.
- Ridership has increased more than 40%.



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# Service Upgrades in Major Corridors

## Richmond Highway (Route 1) Corridor (Continued)

- Fairfax Connector provides local service. 25% of the typical Connector system-wide weekday boardings.
- Richmond Highway Express (REX), shortens travel time from Fort Belvoir to Metrorail stations at the north end of the corridor. REX stops only at 19 bus stops. The Connector has over 40 stops and its routes are designed to directly serve residential communities and facilities not reasonably accessible from the major roadways.
- Since relocation of 21,300 employees to Fort Belvoir, the County has:
  - Created New Transit Lines – Eagle Express
  - Realigned Existing Routes and Schedules





# Countywide Transit Network Study

- Establish most effective way to serve the County’s needs to accommodate planned growth over the long term by improving public transit usage.
- Comprehensive Plan includes 9 “Enhance Public Transit Corridors”
- Estimate service demand
- Identify specific modes as part of a countywide transit network
- Identify station and support facilities
- Estimate costs
- Investigate revenue sources





# Summary

- Encouraging increased transit use takes:
  - Variety of service strategies
  - Capital investment
  - Changes to land use
  - Time
  - Money
  - Patience!





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# Questions?

