

Pedestrian Safety & Accessibility

Presentation to MVCCA

February 4, 2021

Agenda

- Past Improvements
- Short-term Improvements (6 -15months)
- Near-term Improvements (15 months-3years)
- Long-term Improvements (3years+)
- Build-Out Improvements (2040 and beyond)

Past Improvements: Richmond Highway Public Transportation Initiative (RHPTI)

- Based on Route 1 Corridor Study prepared by Northern Virginia Transportation Commission (NVTC)
- \$55 Million Program
- Intended To Upgrade Transit Services and Facilities, including Pedestrian Facilities, along Richmond Highway
- Multi-Year Project Starting in 2004



Past Improvements: Richmond Highway Public Transportation Initiative (RHPTI)

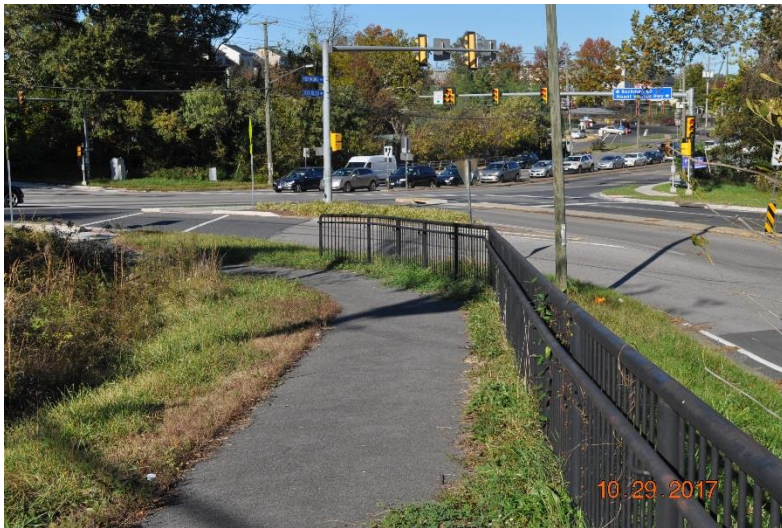
Project Elements

- Design and Construction of Pedestrian, Transit Passenger, and Intersection Improvements (includes sidewalks, crosswalks, median refuges, pedestrian signals)
- Making REX and Connector Services more accessible
- Final initiative included:
 - 32 spot/intersection improvement projects
 - 18 upgraded bus shelters



Example Project: Richmond Highway NB: Mount Vernon Highway

- Intersection improvements
- 1,600 linear feet of sidewalk improvements
- Transit stop/No shelter



- Partnerships with developers, landowners, VDOT

Example Project: Richmond Highway SB & Mt. Eagle Drive

- 110 linear feet of new Walkway
- Retaining Wall
- Utility Avoidance

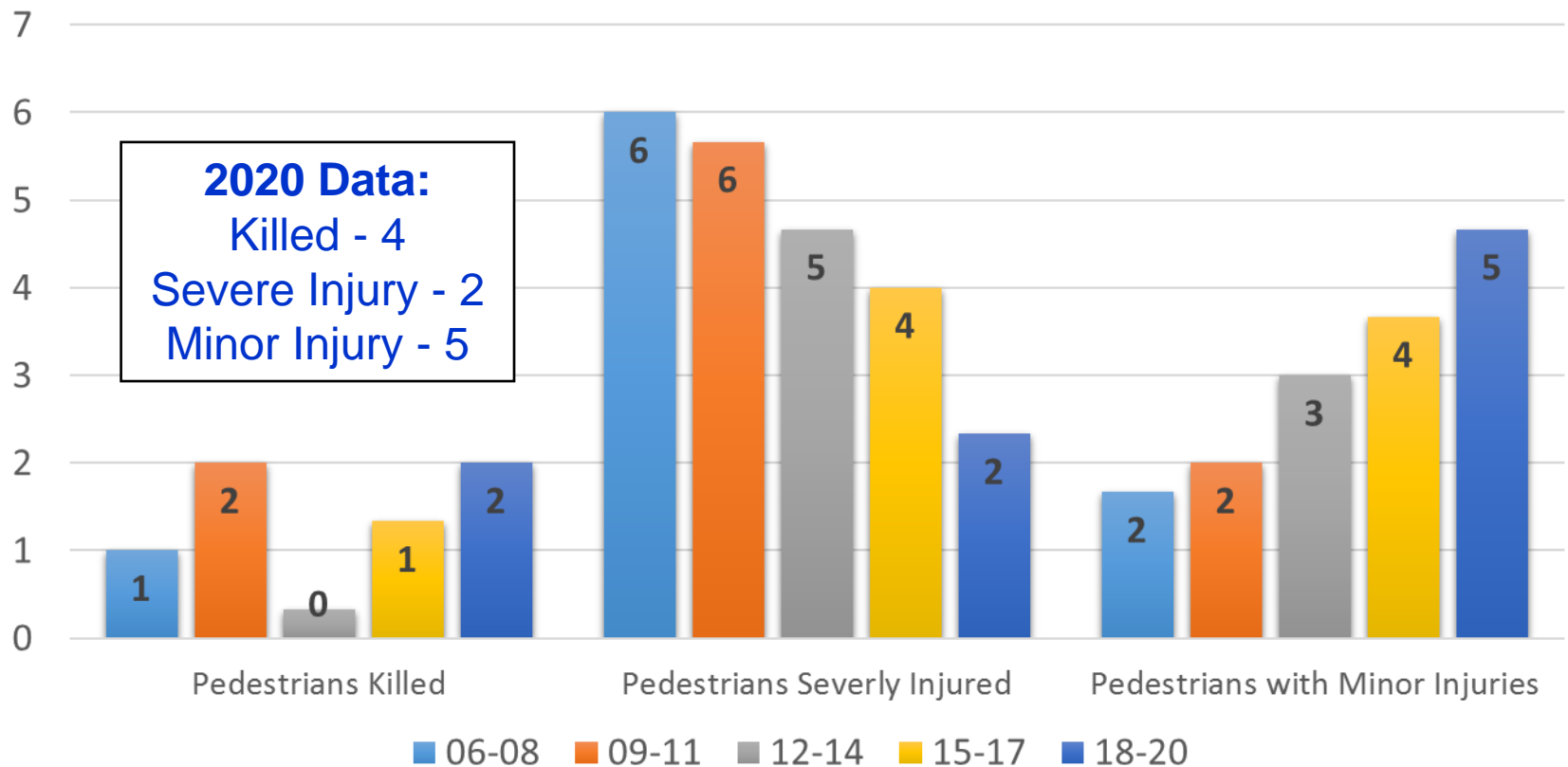


Pedestrian Crash Data Route Comparison

Route	Total Ped Crashes Since 2015
Richmond Highway (1)	72
Leesburg Pike (7)	44
Little River Turnpike (236)	42
Lee Jackson Mem Hwy (50)	33
Lee Highway (29)	29

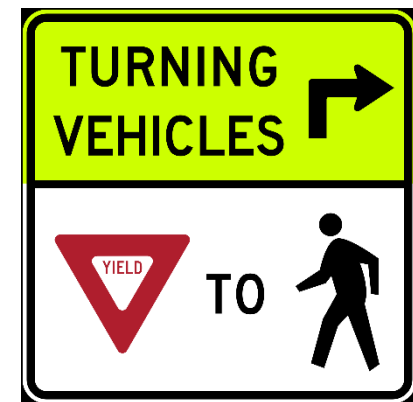
Pedestrian Crash Data Trends

Richmond Highway (County Line to Beltway)
3 Year Annual Averages from 2006 to 2020



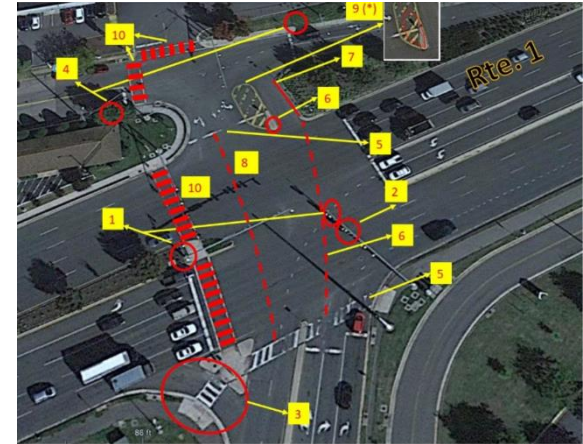
Short-Term Improvements: Pedestrian and Bicycle Safety Initiative

- VDOT and FCDOT are working together to strategically implement the following safety enhancements along Richmond Highway:
 - Leading Pedestrian Interval (1/29/2021)
 - Pedestrian Recall/Rest-in-Walk (1/29/2021)
 - "Turning Vehicles Yield to Pedestrians" Signage (Funded, Underway)
 - High-Visibility Crosswalk Markings (Funded, Underway)
 - Additional Crosswalks (Engineering/Cost TBD)
 - No Turn on Red (Study Underway)(LPI Feasible)
- VDOT and County working on public outreach efforts for improvements



Short-Term Improvements: Richmond Highway & Fort Hunt Rd

1. Replace red balls with red arrows and signs for NB/SB left turns on Richmond Hwy.
2. Modify wording for WB NTOR sign on Fort Hunt
3. Add Pedestrian warning and Yield sign for NB RTL from Richmond Hwy. onto Fort Hunt
4. Add complementary NTOR ground-mounted for NB/SB on Old Richmond Hwy
5. Refresh stop bar for the EB approach and existing high visibility crosswalk on the NB Richmond Hwy.
6. Add “puppy track” for the WB Thru and an object marker sign in the median
7. Add edge line for the WB receiving lane
8. Add “puppy track” for the EB Thru
9. Potential modification of the concrete median.
10. Add high visibility for all remaining crosswalks



Near-Term Improvements: Pedestrian and Bicycle Safety Initiative

- Richmond Highway from Huntington Ave to Guston Rd has been identified as a priority corridor in Pedestrian Safety Action Plan(PSAP)
- Pedestrian Crossing Systemic Safety Initiative funded by Highway Safety Improvement Program(HSIP) has **identified 25 candidate signalized intersections on Richmond Highway PSAP corridor.**
- The 25 candidate signalized intersections **will be reviewed** and the final selected intersections **along with other selected intersections** in NOVA will be implemented for pedestrian crossing countermeasures in phases.
- These countermeasures may include pedestrian signal heads with **pedestrian countdown signals, Accessible Pedestrian Signals(APS), Accessible Pedestrian Signal Detector(APD),** marked crosswalks, and ADA-compliant curb ramps if missing.
- The first phase of the implementation is **anticipated to start in 2022.**



Near-term Improvements: Speed Study

- Fairfax County has requested VDOT to conduct a traffic engineering investigation regarding the speed limit on Richmond Highway between Jeff Todd Way and the Beltway.
- The draft scope of this speed study includes data collection (traffic volumes, vehicular speeds, crashes, roadway characteristics), data analysis and public outreach.
- The study would take into account all users and modes along the corridor (residents, commuters, transit users, etc.).
- Fairfax County has identified funding for the study.
- Data collection slated to begin when pedestrian/vehicular patterns stabilize due to the COVID-19 pandemic. It is important to ensure pandemic conditions do not invalidate study results. Anticipated completion by 1st QT 2022.

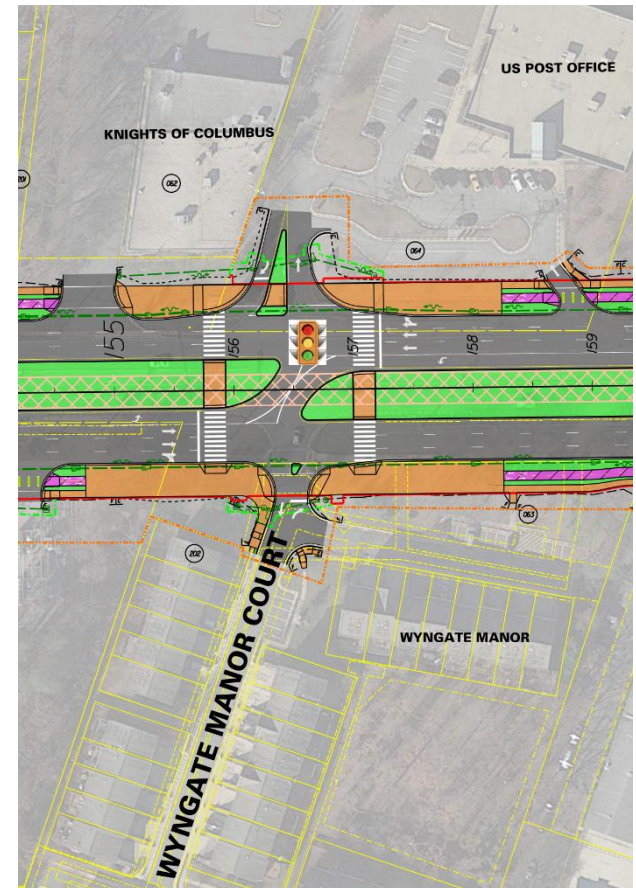
Long-term Improvements:



RICHMOND HIGHWAY
CORRIDOR IMPROVEMENTS
www.virginiadot.org/richmondhighway

Project Status

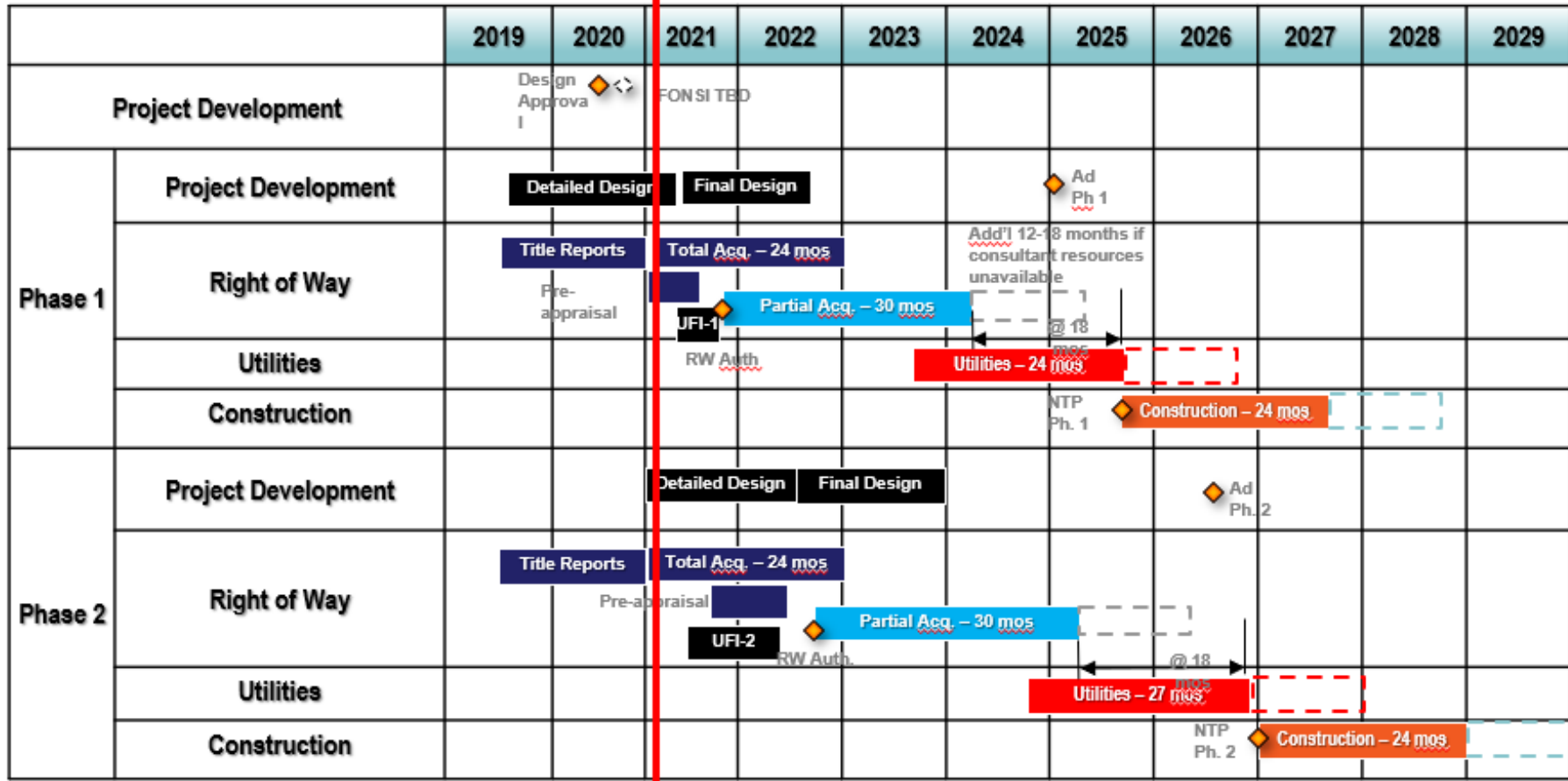
- National Environmental Policy Act (NEPA)- Completed
- Design at 75%
- Expect ROW authorization for total property acquisitions on phase 1 in early 2021
- Phase 1 partial property acquisitions to begin fall 2021.
- Added signal at Wyngate Manor Court
 - Add a pedestrian crossing between Lukens Lane and Frye Road
 - Shortened distance between crossing points



Richmond Highway Corridor

Richmond Highway - 2 Phase Schedule

We are here
February 4, 2021



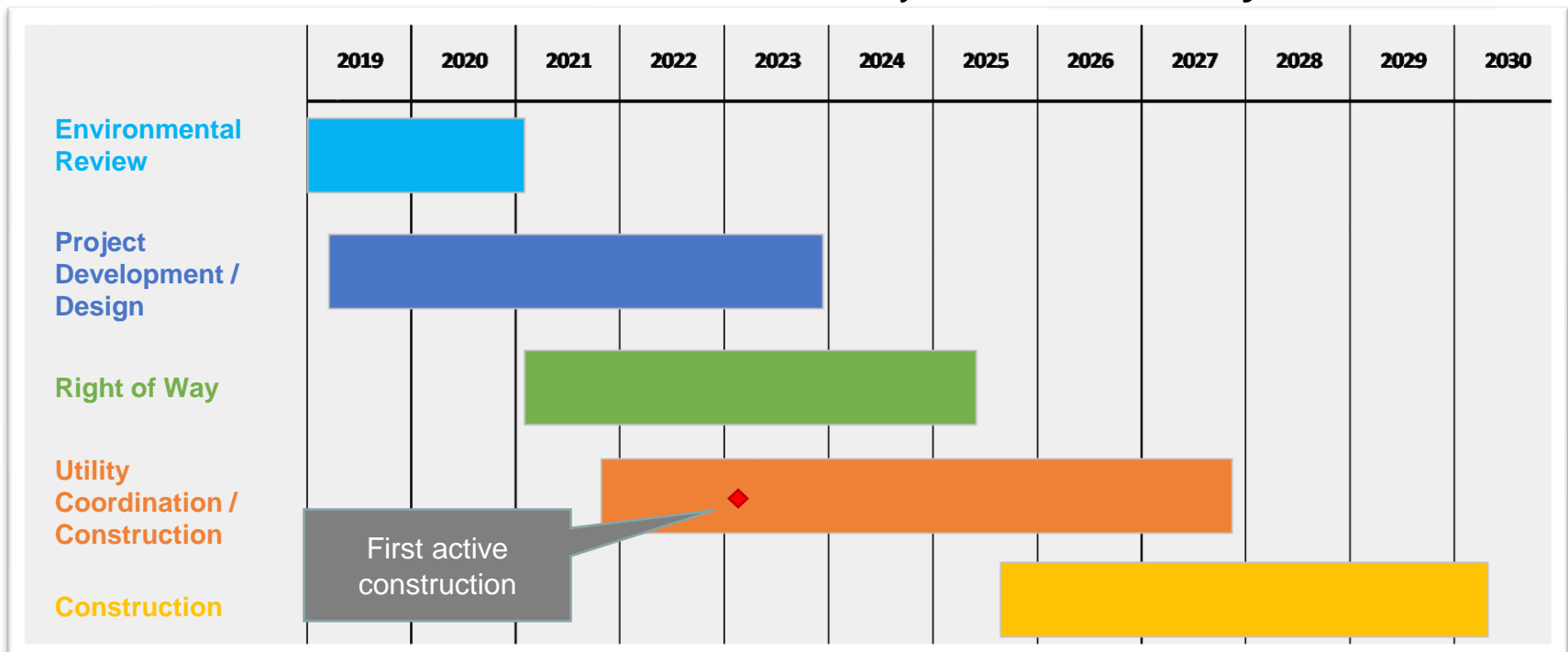
Long-Term Improvements: Richmond Highway BRT Project

- Design is approximately at 30%
- Website has updated roll plans
- National Environmental Policy Act (NEPA)
 - Final signature anticipated Spring 2021
- Active efforts
 - Station Design Survey
 - Open until February 19
 - Branding Survey
 - Presentations and more information here:
 - <https://www.fairfaxcounty.gov/transportation/richmond-hwy-brt>



BRT Project Schedule

- Schedule adjusted based on several factors, including coordination with VDOT roadway widening, environmental process, design changes to reduce impacts, etc.
- BRT revenue service expected in **2030**.
- Right-of-way acquisition must be complete prior to start of roadway construction.
- **First active construction** is overhead & utility relocation in **early 2023**.

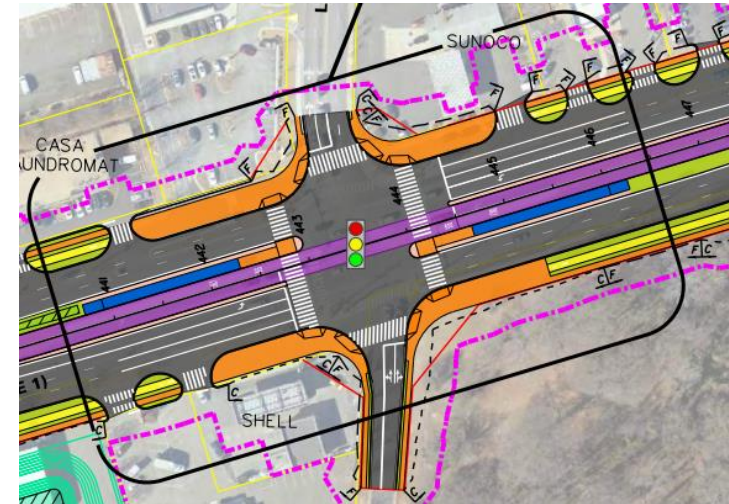


Long-term Improvements: Major Transportation Projects

Richmond Highway Corridor Improvements Project and Richmond Highway BRT closely coordinate on implementation efforts.

Both projects will include:

- Continuous sidewalk and bicycle facilities on both sides of road
- Four quadrant crosswalks at signalized intersections, where possible
- Raised driveways at certain locations along the entire corridor
- Continuous lighting for both roadway and pedestrian/bicycle facility



Build-Out Improvements

Embark Richmond Highway

- Bicycle and pedestrian connectivity, access, attractiveness, and safety
- High-quality, high performance BRT
- Multimodal grids of streets within CBCs, adjacent to potential BRT stations.
- Adopted by the Board of Supervisors in March 2018
- **Website:** <https://www.fairfaxcounty.gov/planning-development/embark-richmond-highway>



Active Fairfax Transportation Plan

- Regional and local trails and bikeways network maps, plan will merge and enhance 2018 Countywide Trails Plan, 2014 Bicycle Master Plan, as well as integrate and expand Capital Trails Network
- **Will also include:** Systematic Safety Action Plan, Policy Recommendations, Active Transportation Program Recommendations, Priority Funding Recommendations, Facility Selection Toolkit
- **Timeline:** Phase One 2020-2021, Phase Two 2021-2022
- **Website:** www.fairfaxcounty.gov/transportation/bike-walk/activefairfax



Questions

