



County of Fairfax, Virginia

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# Route 7 Bus Rapid Transit Plan Amendment

May 11, 2023

Project Manager: Sean Schweitzer

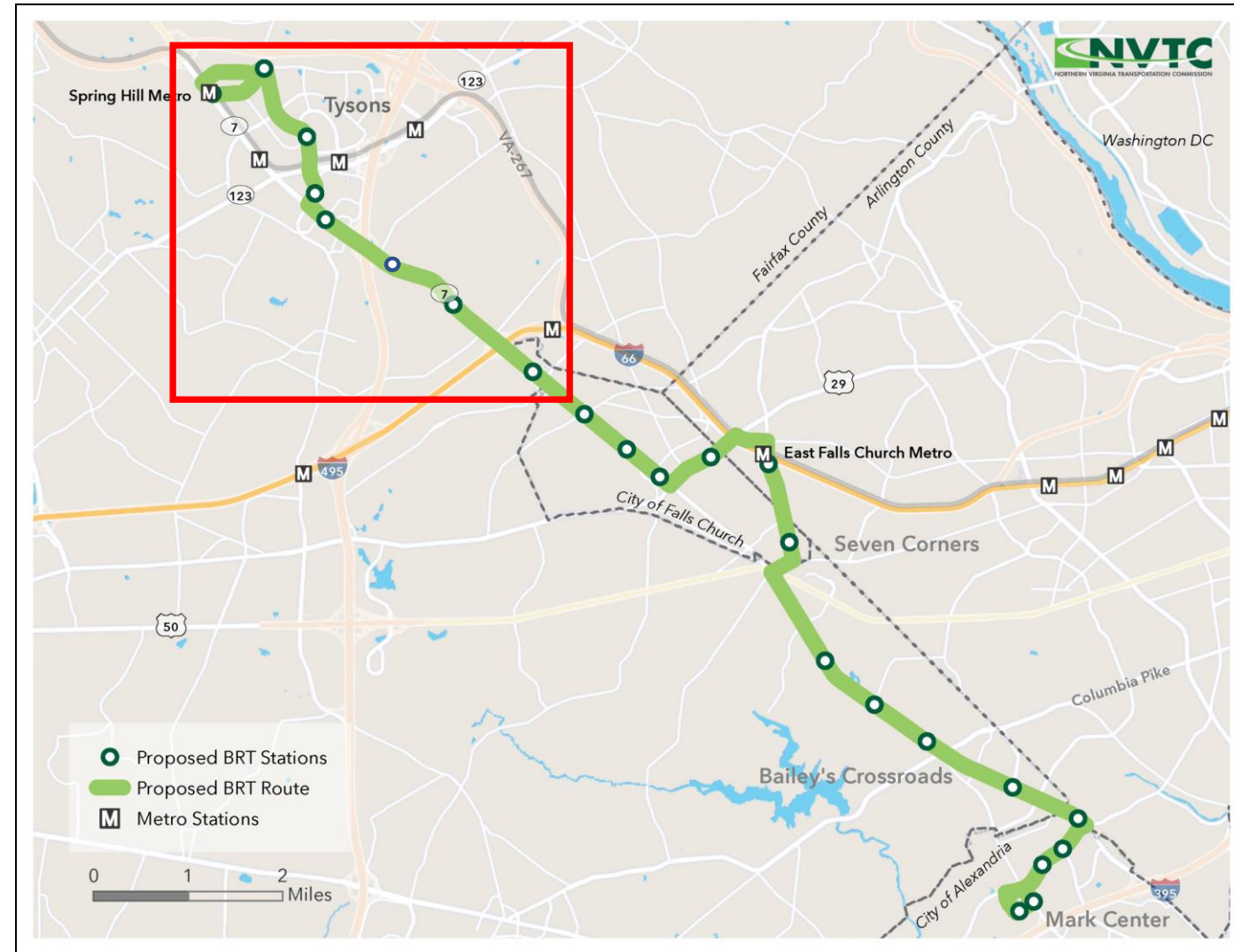


- Background of Route 7 BRT Project
- Route 7 BRT Plan Amendment
- Next Steps
- Questions



## NVTC – Envision Route 7 Study

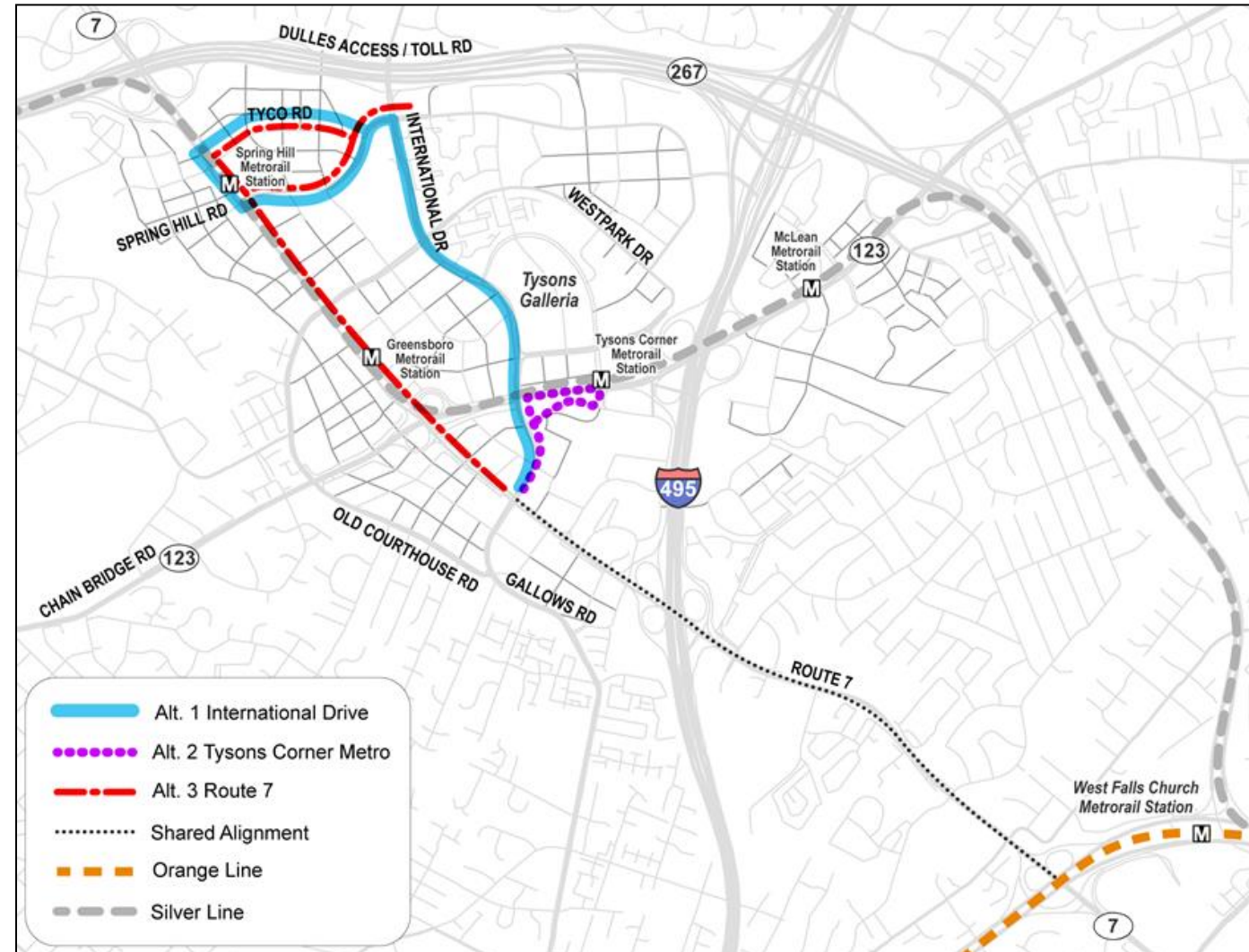
- Project partners include Arlington County, Fairfax County, City of Alexandria, City of Falls, NVTC, DRPT, WMATA, and VDOT
- Identified BRT as preferred alternative from Mark Center in Alexandria to Tysons
- Recommended dedicated bus lanes within Tysons and between Seven Corners and Baileys Crossroads and provide multimodal solution
- Next phase will look at transportation analysis for entire Route 7 Corridor





## *Three alternatives were selected to be evaluated:*

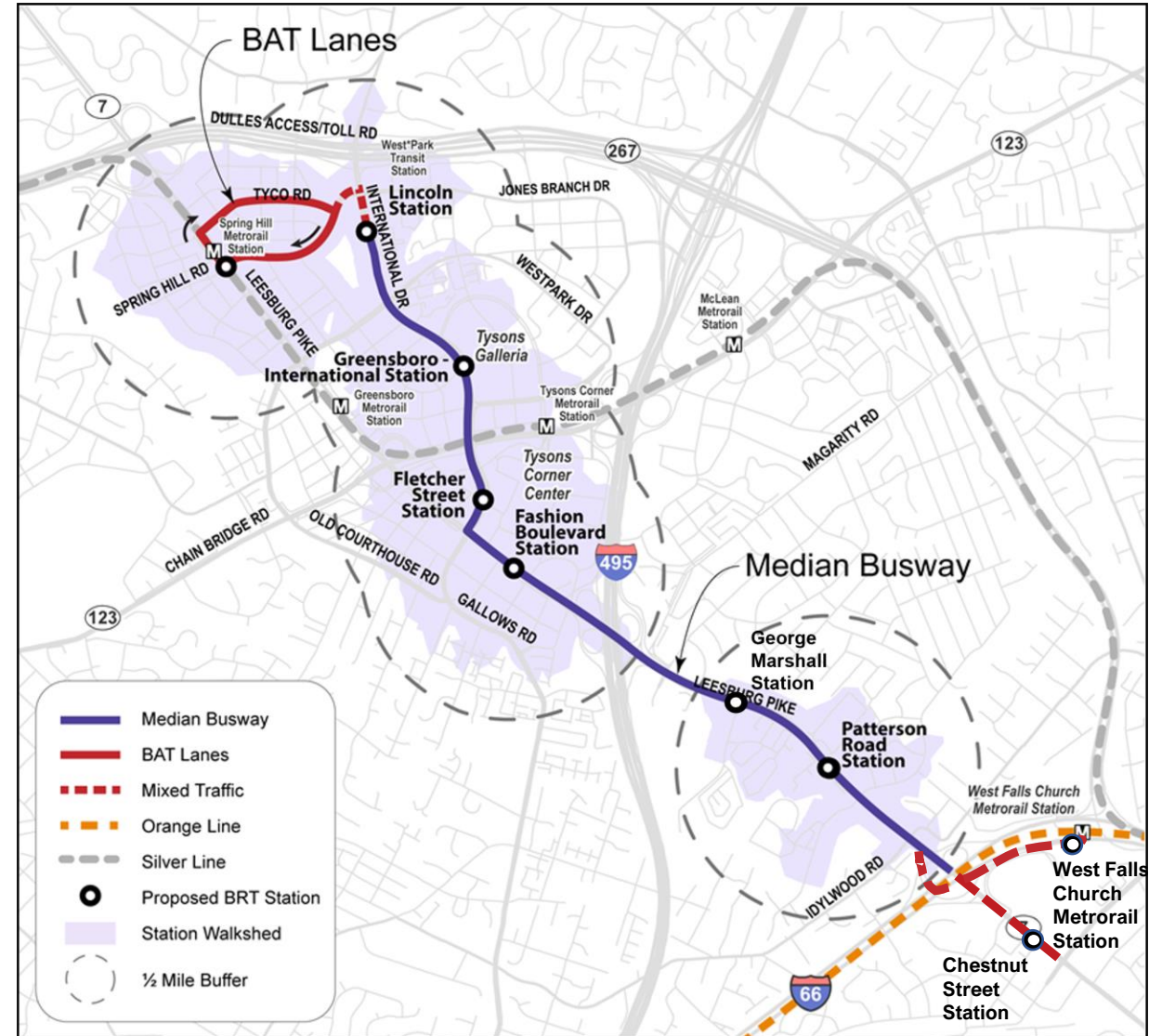
- Alternative 1 - International Drive was selected as the preferred alternative
  - Alternative 1 was approved by the Board on July 27, 2021
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- **Alternative 1:** International Drive to Spring Hill Metrorail Station
  - **Alternative 2:** International Drive to Tysons Corner Metrorail Station
  - **Alternative 3:** Route 7 to West\*Park Transit Station





# Route 7 BRT Plan Amendment

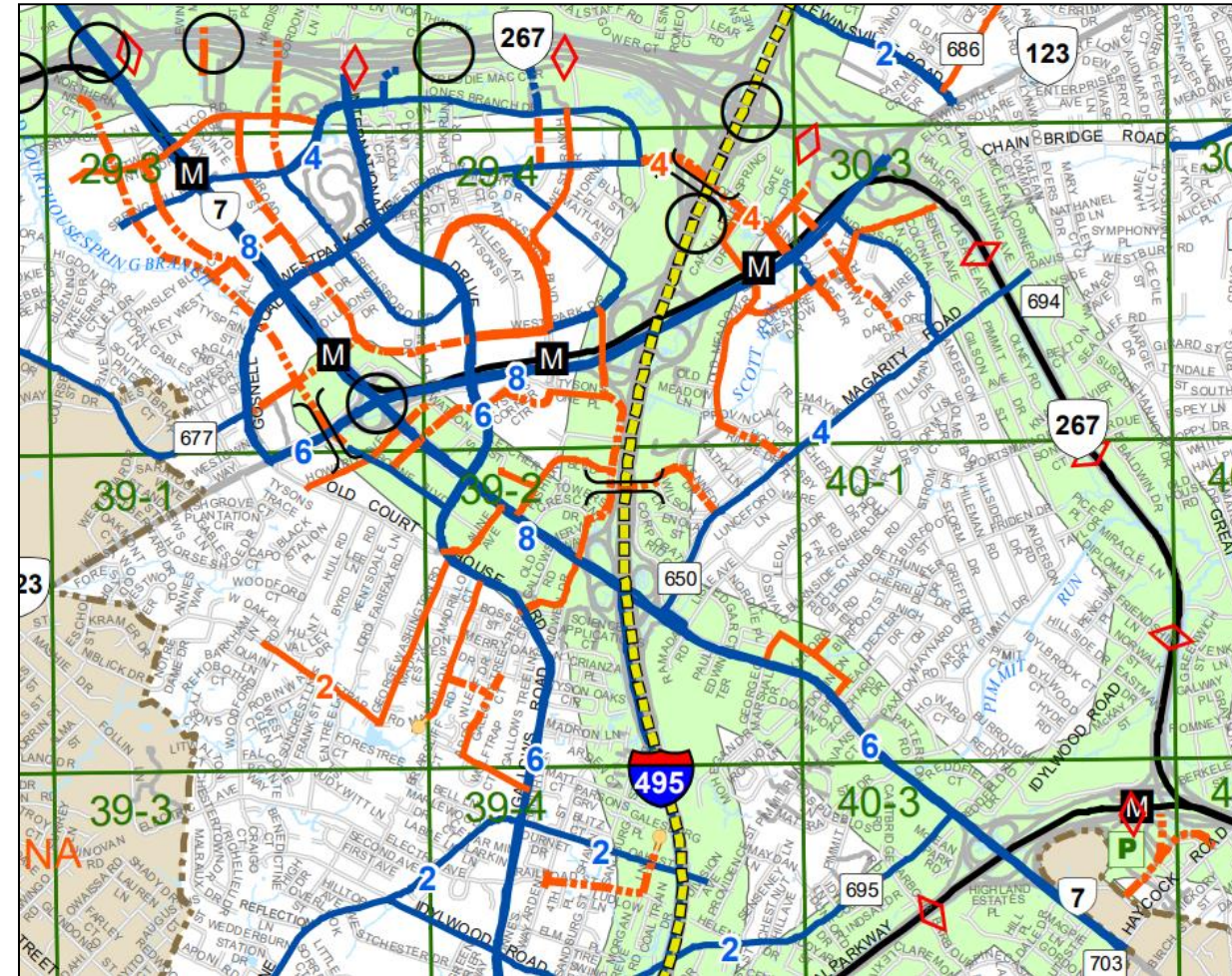
- Median runningway on Route 7 and International Drive
- “Business Access and Transit” BAT Lanes on Spring Hill Road and Tyco Road couplet
- Mixed traffic south of I-66 interchange to West Falls Church Metrorail Station and/or to points south





# Route 7 BRT Plan Amendment

- **Route 7 (Haycock Road to I-495)**
  - Widen from 4 to 6 lanes (currently 4)
  - Two new lanes for BRT
- **Route 7 (I-495 to International Drive)**
  - Widen from 6 to 8 lanes
  - Two new lanes for BRT
- **International Drive (Route 7 to Lincoln Circle)**
  - Repurpose two existing lanes to BRT
- **Spring Hill Road and Tyco Road**
  - BAT lanes on northern side of Spring Hill Road (westbound) and on southern side of Tyco Road (eastbound)

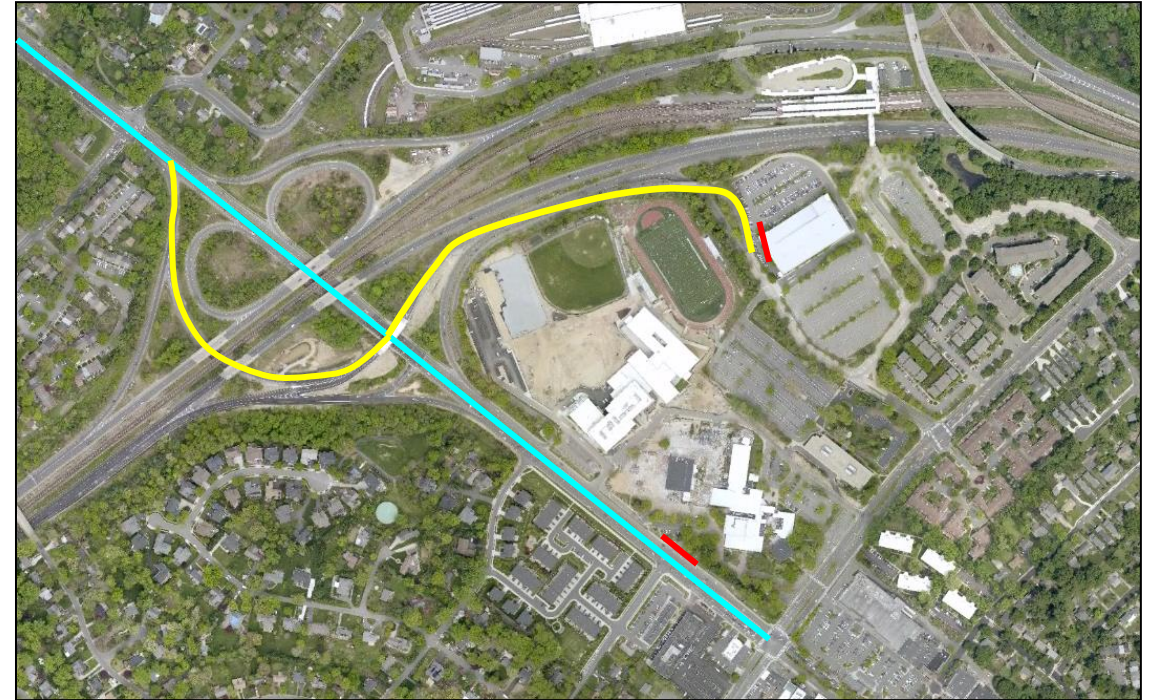


Fairfax County Transportation Plan Map



## Route 7 and West Falls Church (WFC) Metrorail Station location and Station configuration

- Located next to new WFC development site and WFC Metrorail Station
- BRT would operate in mixed traffic
- Stations located on Route 7 and Chestnut Street (WB) and WFC Metrorail





## Route 7 and Patterson Drive Station location and Station configuration

- Located next to Trader Joes and Idylwood shopping center
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs

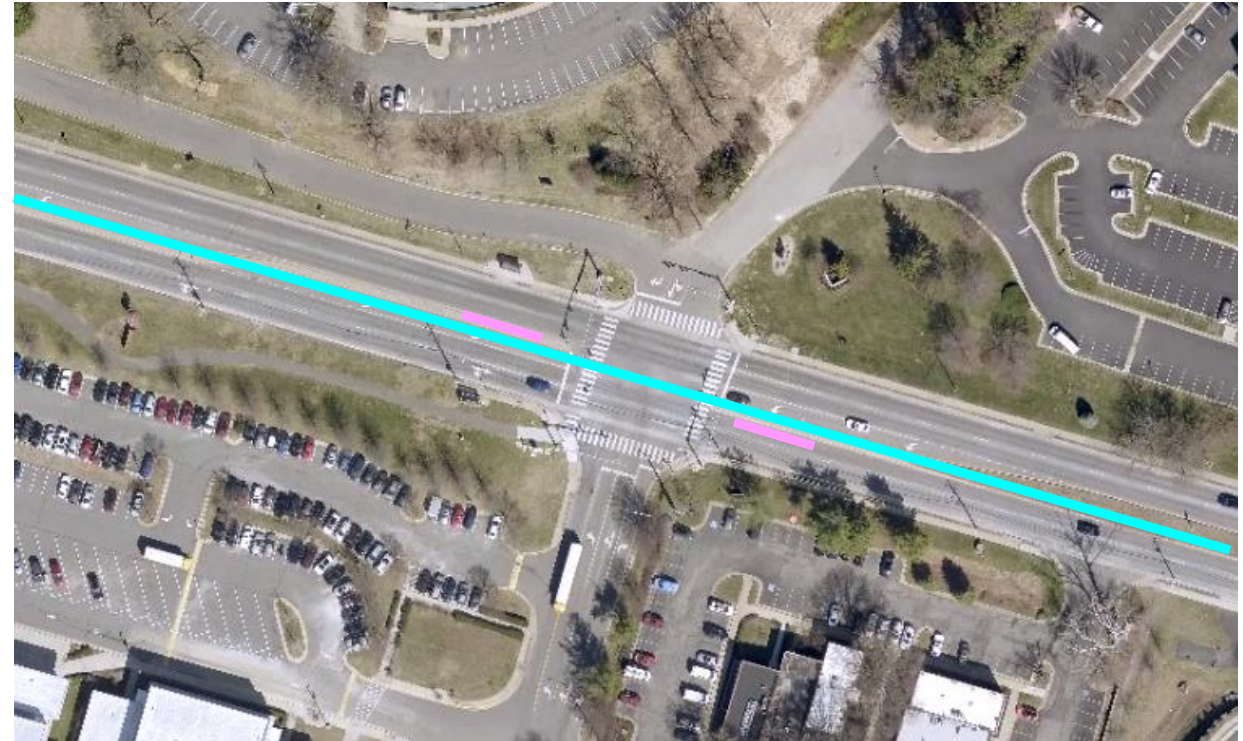






## Route 7 and George C Marshall Drive Station location and Station configuration

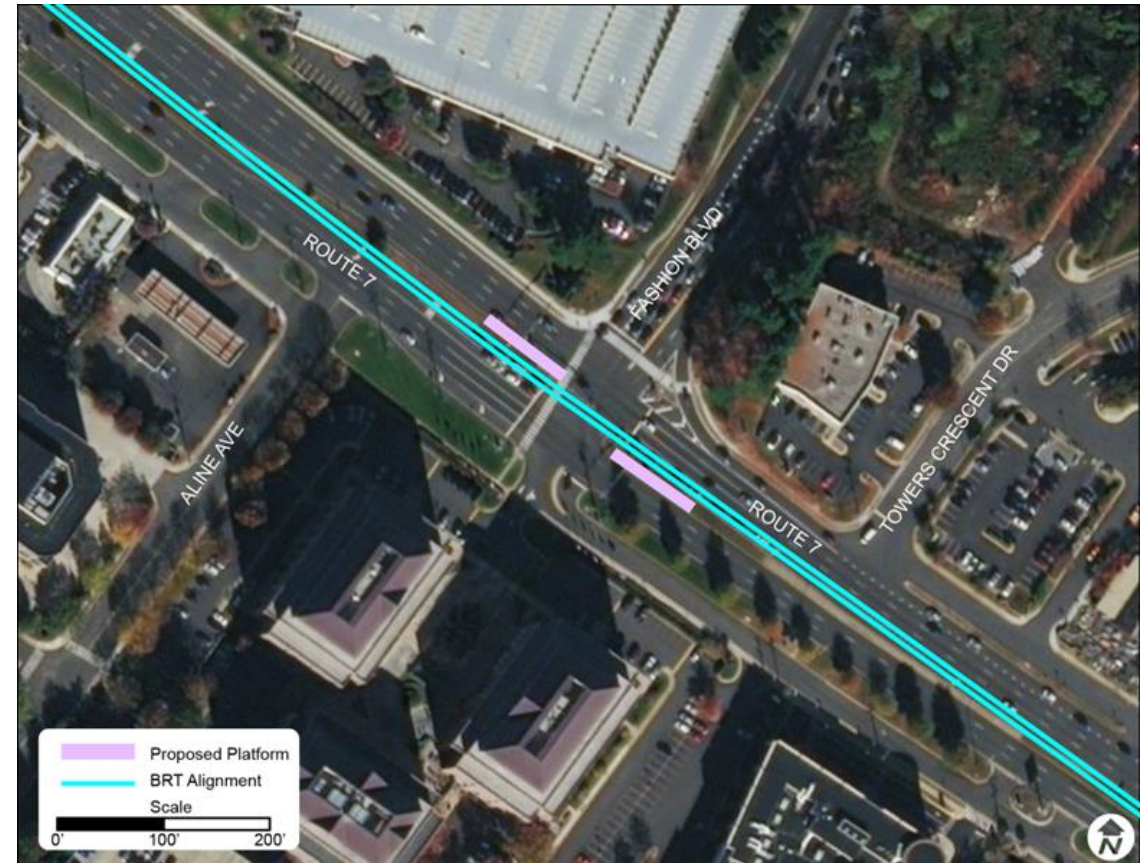
- Located next to new townhouse development and George C Marshall High School
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs





## Route 7 and Fashion Boulevard Station location and Station configuration

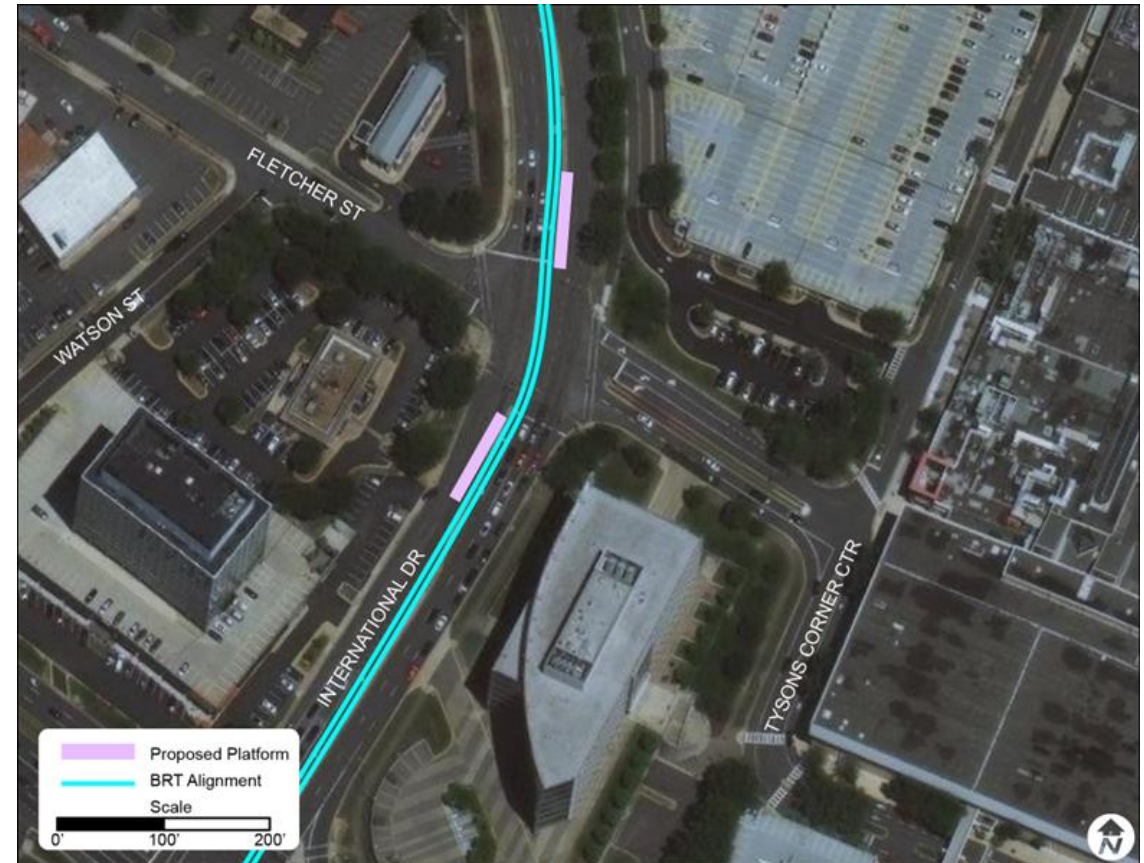
- Located next to Tysons Corner Mall
- BRT would operate in median runningway
- East and west stations staggered to reduce Right-of-Way needs





## International Drive and Fletcher Street Station location and Station configuration

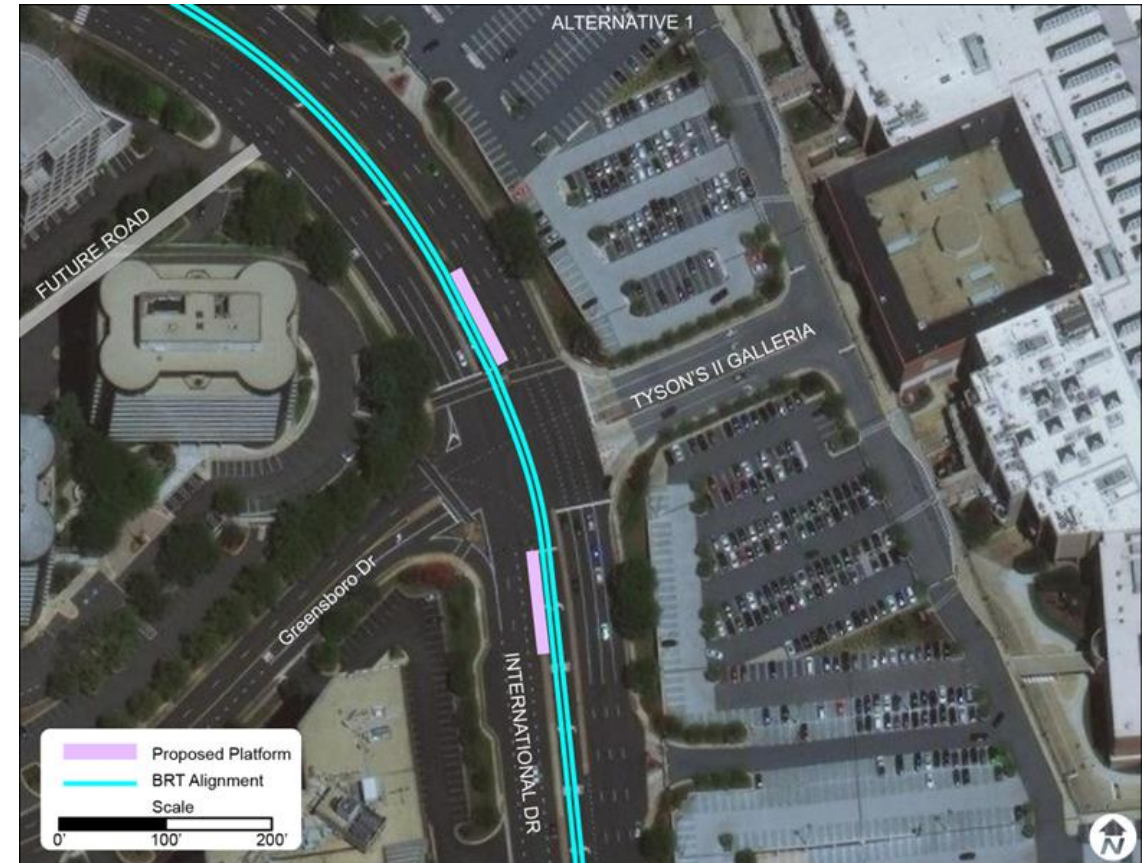
- Located next to Tysons Corner Mall
- BRT would operate in median runningway
- North and south stations staggered to reduce Right-of-Way needs
- Possible future transfer point for Gallows Road enhanced transit system





## International Drive and Greensboro Drive Station location and Station configuration

- Located next to Tysons Galleria
- BRT would operate in median runningway
- North and south stations staggered to reduce Right-of-Way needs





## International Drive and Lincoln Drive Station location and Station configuration

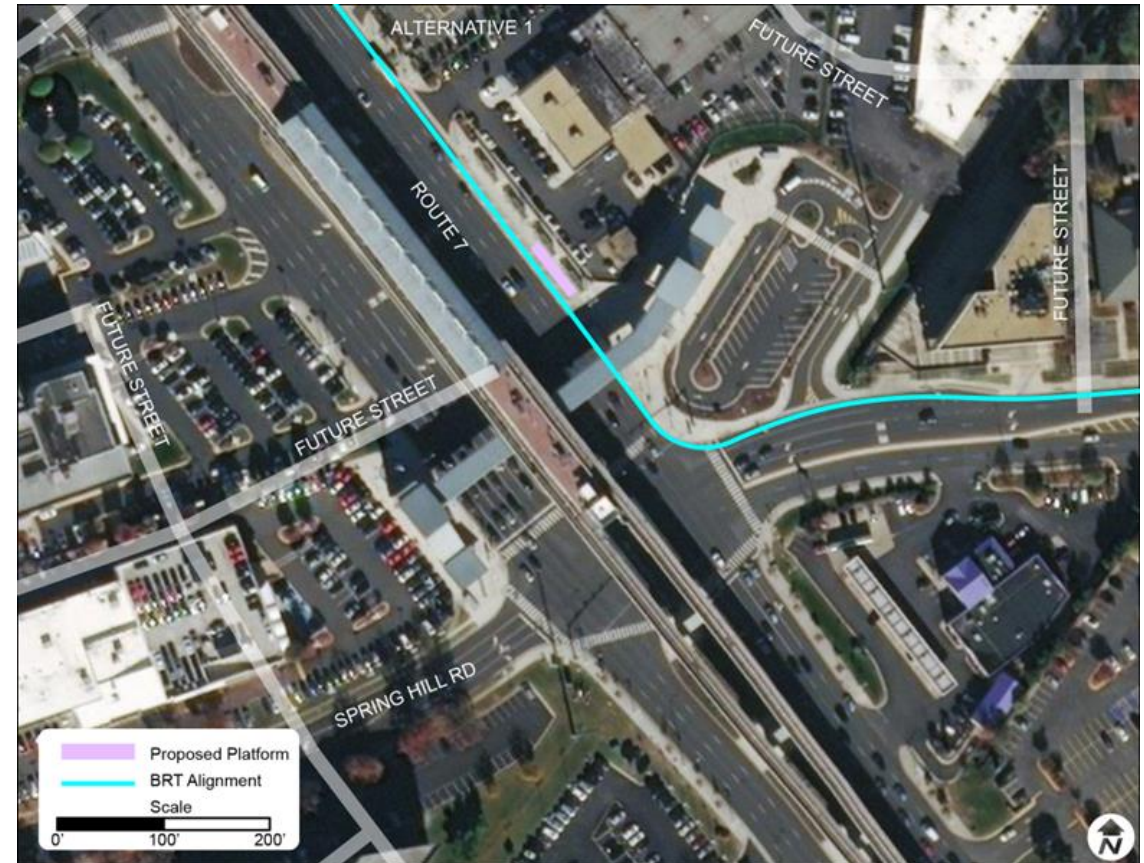
- Located next to Rotunda condominiums
- BRT would operate in median runningway to this point then transition to mixed traffic
- North and south stations staggered to reduce Right-of-Way needs





## Route 7 at Spring Hill Metrorail Station and Station configuration

- Located at Spring Hill Metrorail station and bus station
- BRT would operate in mixed traffic
- Station would use existing bus infrastructure





## Route 7 BRT Plan Amendment Proposed Changes

- Segments of the route – 2 exclusive lanes for BRT
  - Route 7 – Convert 2 planned lanes from general-purpose to BRT
  - International – Convert 2 existing general-purpose lanes to BRT
- All other segments – BAT lanes or mixed traffic
- Defining the BRT route from West Falls Church Station to Tysons along Route 7
- Potential station locations along this segment of the BRT route



- **March 11, 2020**
  - Held a public meeting at George C Marshall High School to provide information about the Route 7 BRT study and gather feedback on possible alternatives
- **March 19, 2021, and March 24, 2021**
  - Held two virtual meetings to present the three alternatives to the public and gather input on preferred route and proposed station locations
- **June 7, 2023, and June 8, 2023**
  - Holding two virtual public meetings to discuss the Route 7 BRT Plan Amendment and the proposed changes to the Comprehensive Plan





- FCDOT currently working on the next phase of the Route 7 BRT project to understand Right-of-Way needs along the corridor as well as at proposed station locations and intersections
- Transportation PC meeting scheduled on May 11, 2023
- Planning Commission meeting scheduled on June 21, 2023
- Board of Supervisors meeting scheduled on July 25, 2023



# Questions and Comments

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# APPENDIX



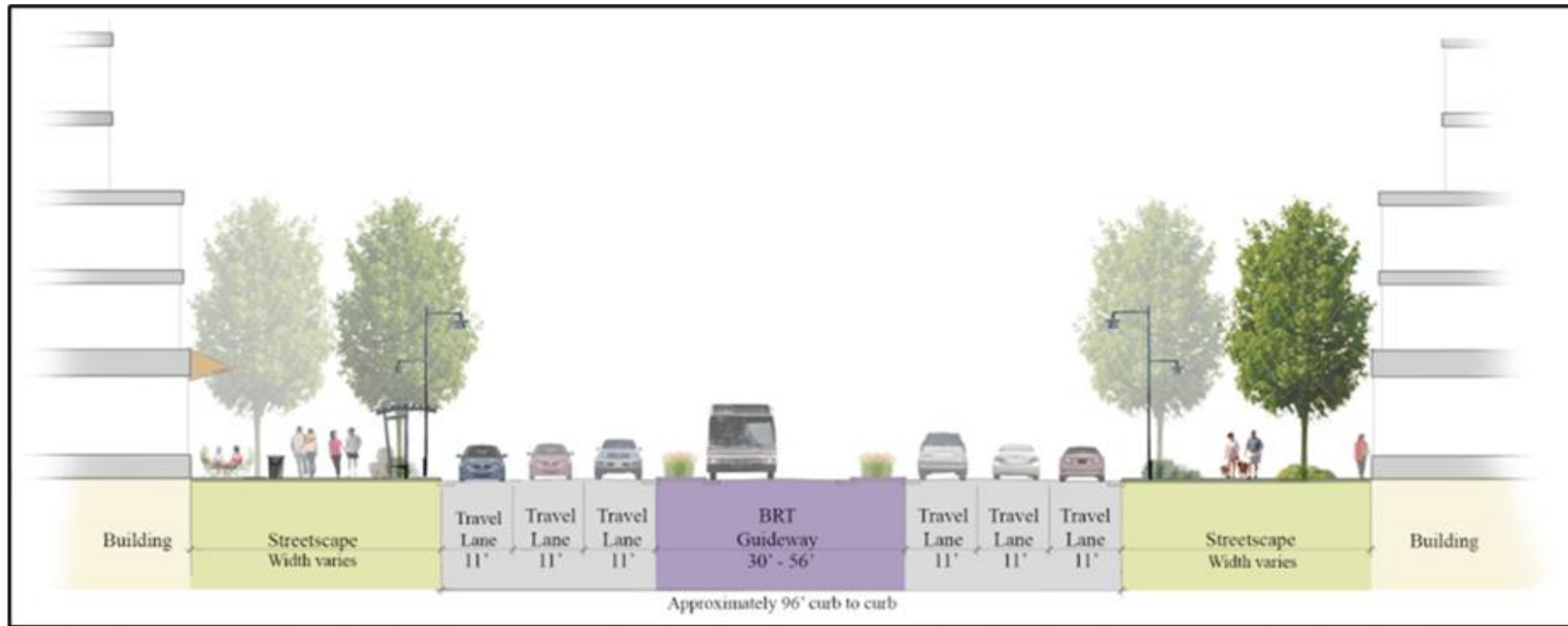








### Boulevard section with median guideway for BRT







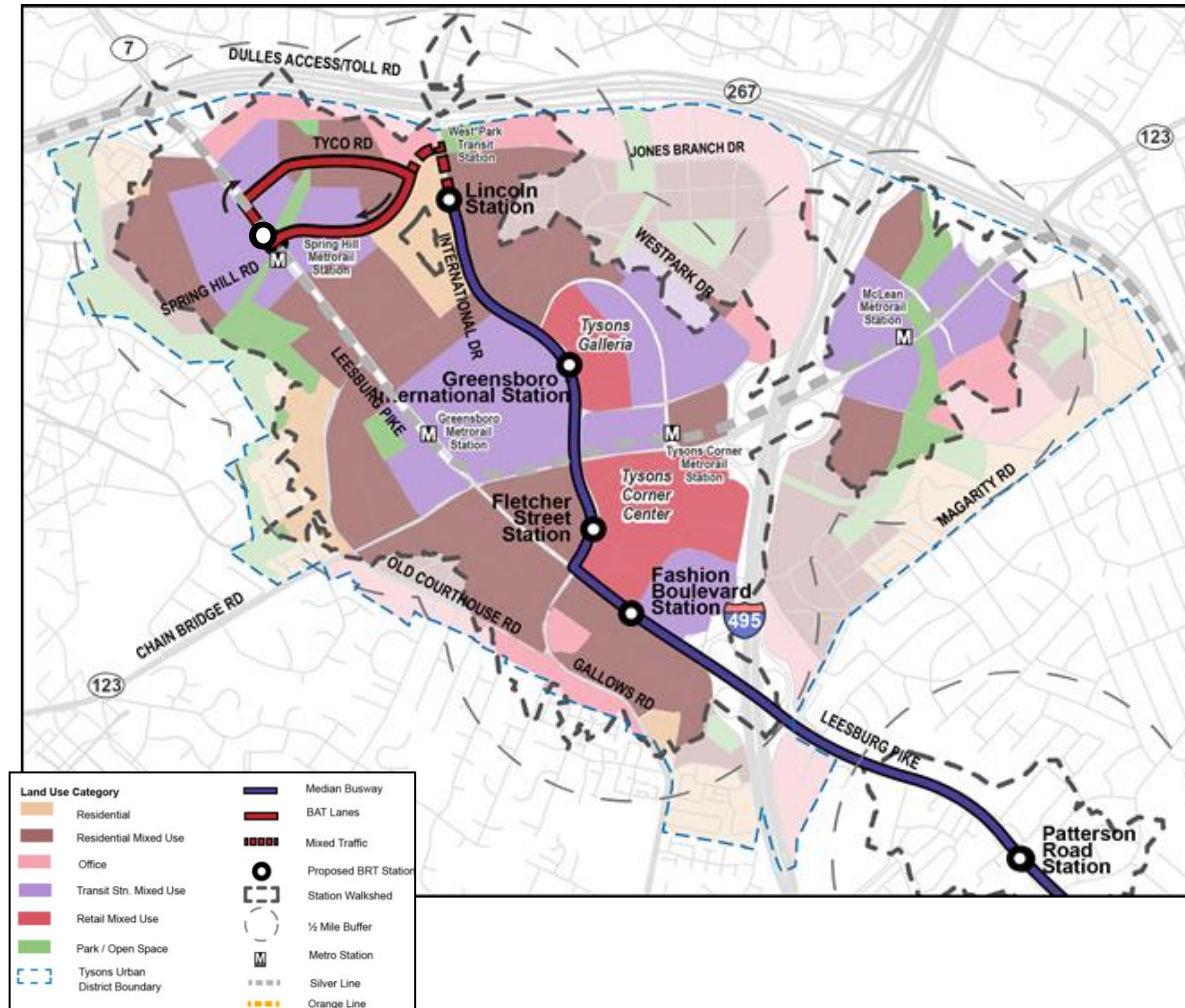
**Avenue section with median guideway for BRT**





*International Drive*

- Terminal Station: Spring Hill Metro
- Six BRT stations
- 3.7-mile route length
- Demographics within ½ mile Walkshed in 2045
  - Households: 8,250
  - Population: 16,650
  - Employment: 68,250
- Estimated Daily BRT Ridership: 6,700
- Serves mixed use land uses including Residential, Retail, and Transit Oriented along International Drive





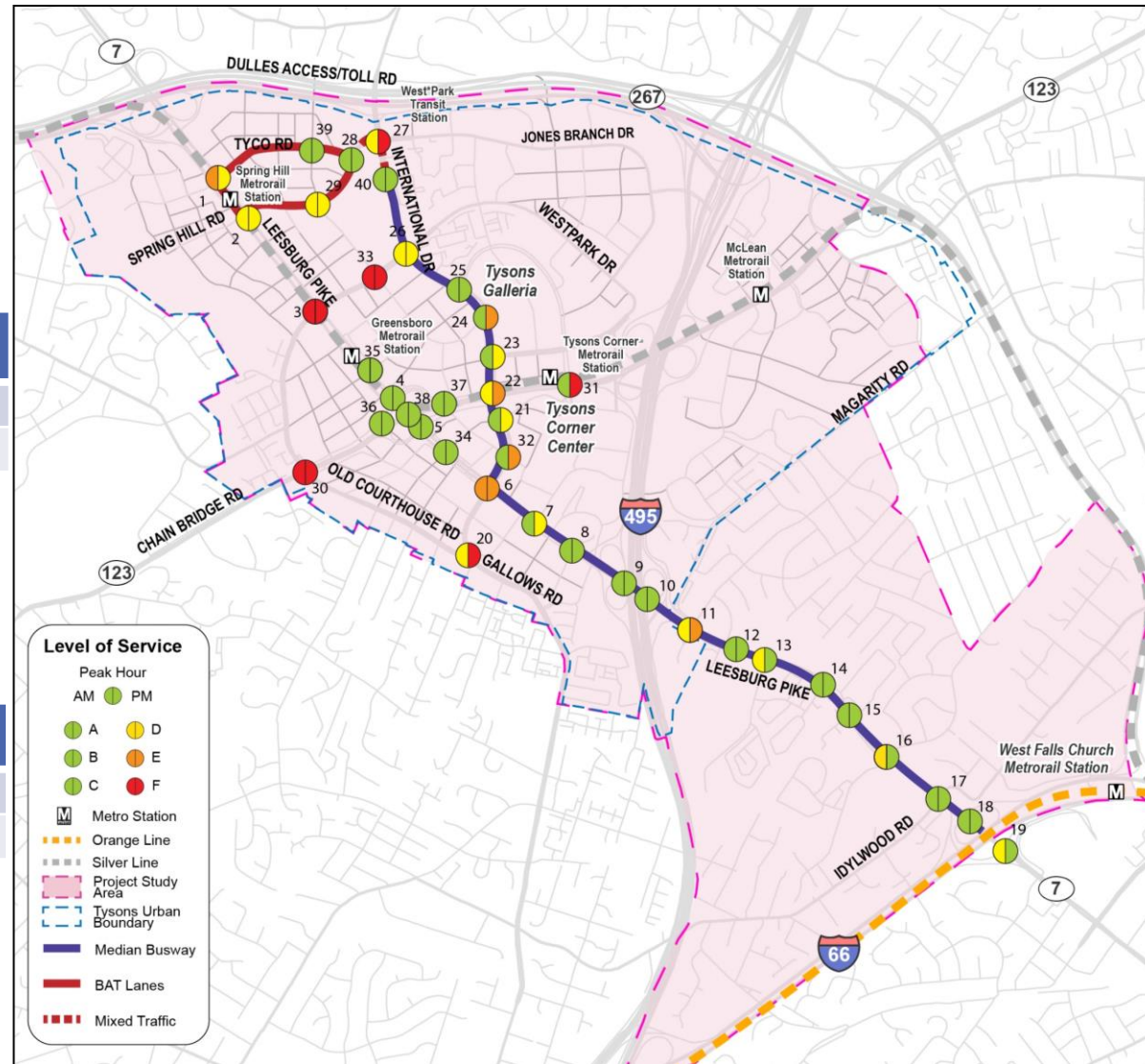
2045 Conditions  
without mitigation

Automobile Intersection LOS  
– Number of Failing Intersections

	No Build	Alt 1	Alt 2	Alt 3
AM	5	3	6	6
PM	8	6	6	9

Automobile Intersection Delay  
- Average (in seconds)

	No Build	Alt 1	Alt 2	Alt 3
AM	41.0	35.6	39.7	46.2
PM	43.7	39.9	42.6	51.5





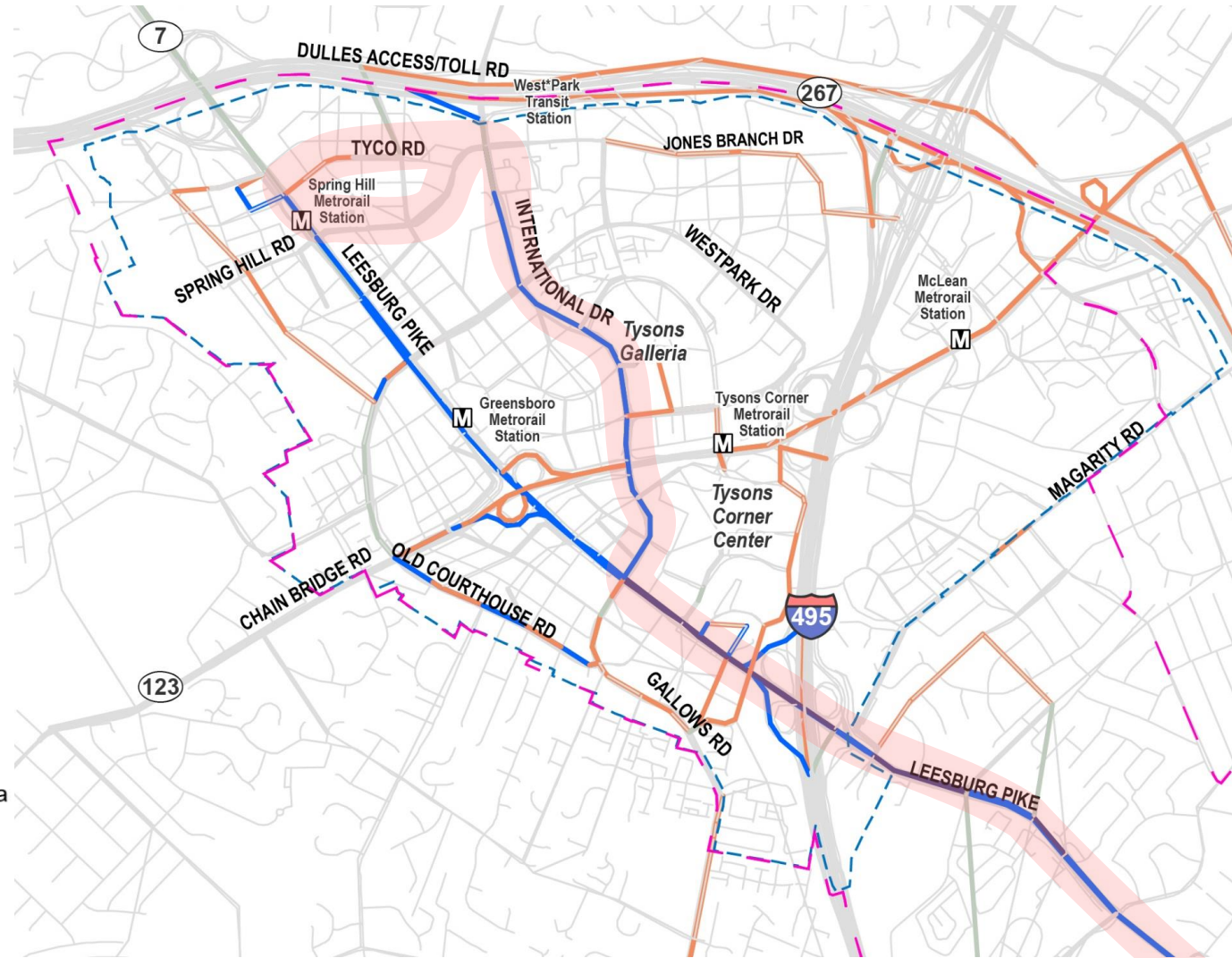
## ALTERNATIVE 1 INTERNATIONAL DRIVE

### Average Daily Traffic

ADT Change:  
No Build to Alt

- < -5,000
- -500 to -5000
- 500 to 5,000
- > 5,000

- Project Study Area
- Tysons Urban District Boundary
- M Metro Station





Measure of Effectiveness	Alternatives		
	Alternative 1 – International Drive	Alternative 2 – Tysons Corner Metro	Alternative 3 – Route 7
<b>Goal: Access and Mobility – Provide choices through accessible transit service</b>			
Objective: Serve population, employment, and activity centers with BRT			
Demographics (HH, Pop, Emp)			
<b>Goal: Transportation Network Performance - Ensure efficient movement of people and goods</b>			
Objective: Improve Transit Operations in Corridor			
BRT Ridership			
Local Bus Travel Speed in Study Area			
BRT Reliability 95th Percentile Travel Times			
Average Automobile Travel Speed			
Automobile Intersection Delay			
Pedestrian Crossing Times			