



Richmond Highway Bus Rapid Transit (BRT)

Public Meeting Summary

PROJECT BACKGROUND

Fairfax County Department of Transportation (FCDOT) is planning for a Bus Rapid Transit (BRT) system along Richmond Highway and North Kings Highway from Huntington Metrorail Station to Fort Belvoir. BRT is a high-quality public transportation system designed to be fast, reliable, and more convenient than traditional bus routes.

MEETING OVERVIEW

FCDOT held the third public meeting for the project on September 17, 2019, at Bryant High School. There were approximately 250 community members in attendance.

materials, including the survey, were posted on the project website after the meeting. The presentation and display boards remain [available](#).

Meeting topics included:

- » Environmental/Historic Resources
- » BRT System & Roadway Design
- » BRT Station Themes
- » BRT Ridership
- » Traffic Analyses

Comments received at the meeting, through the meeting survey, and via email presented a variety of community perspectives, with some overarching themes, including concerns about impacts to historic properties, socioeconomic impacts such as displacements, and project cost in relation to anticipated benefit.

The community was asked to provide their input on a survey. All meeting

One survey question asked, "Do you support BRT service on the Richmond Highway Corridor?" The responses were categorized. Of the 74 responses, more than half (approx. 57%) indicated support for BRT service.

Of the 180 written comments provided through survey and email input, the top eight ideas/concerns expressed included:

- 40 comments** Minimize impacts to St. Louis Church and/or Walsh Hall
- 26** General support for project
- 16** Concerned that BRT will not be used or will have low ridership
- 13** Preserve historic structures & properties
- 11** General non-support for project
- 8** Concerned about impacts in Gum Springs
- 8** Focus on smaller-scale improvements first, then BRT, if needed
- 5** Utilities should be placed underground




Photos from the Sept. 17 meeting

WEBSITE UPDATES

In addition to the presentation slides and display boards, the website has also been updated with a [recording of the public meeting presentation](#).

The [Frequently-Asked Questions \(FAQ\) page](#) has also been updated to help address community questions and comments gathered through the meeting and survey.



Project Website
fairfaxcounty.gov/transportation
 Keywords: "Richmond Highway BRT"



The Richmond Highway BRT project is funded in part by the Northern Virginia Transportation Authority.



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STATION DESIGN THEMES

- » Project architects reviewed the corridor for resources that could inspire the BRT station architecture, and they found that the resources could be organized into **three potential “themes,”** which were presented at the public meeting.
- » Examples images for each theme are shown below. Of the three themes, a majority of survey respondents (46 people) stated a **preference for the “History + Ecology”** theme.
- » Additional information is provided on the meeting display boards, available for download on the [website](#).

THEME 1: HISTORY + ECOLOGY

Original Mt. Vernon HS



Stone



Flow



THEME 2: AVIATION + MILITARY

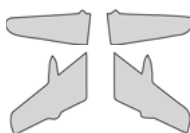
Hybla Valley Airport Runways



Metal Sheets



Wings



THEME 3: CORRIDOR + GATEWAY

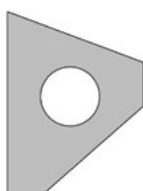
Krispy Kreme Sign



Brick



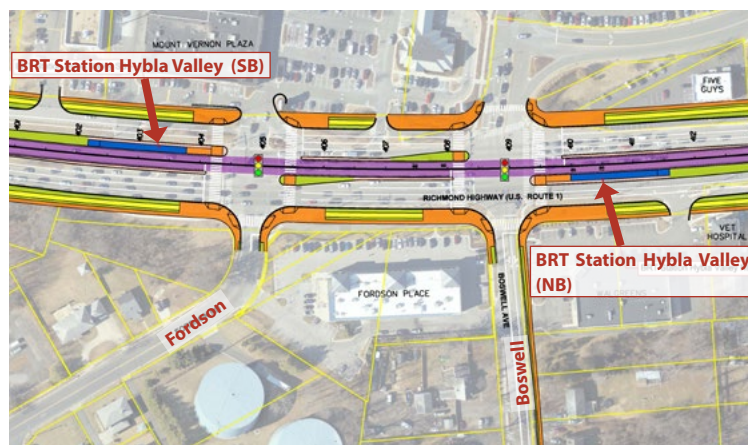
View Points



FORDSON ROAD AND BOSWELL AVENUE AREA

- » The initial roadway design (portions of which were shared in small community meetings in summer 2019) called for limiting access to right-in/right-out at Fordson Road, which removed the option to turn left onto Fordson from southbound Richmond Highway.
- » **In response to community concerns about the potential closure,** FCDOT developed **three additional options** for the Fordson/Boswell intersections, and shared these along with the original design at the public meeting.
- » A majority of survey respondents (38) expressed a **preference for Option B (shown below), which retains the open median at Fordson Road and signals at both intersections.** In general, most survey respondents expressed a preference for keeping the median open at Fordson Road (as it was shown in options B, C, and D).
- » Additional information is provided in the meeting presentation, available for download on the [website](#).

DESIGN OPTION B



Option B Key Facts:

- » Retain traffic signals (existing conditions)
- » Median remains open at Fordson Road
- » Southbound station platform placed south of Fordson Road



Photo from the Sept. 17 meeting



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