

Route 432

The Silver Line Bus Service Plan was approved by the Board on June 4, 2013. To develop the plan, staff conducted two rounds of a total of 12 public outreach meetings, and presented at an additional 12 community meetings, between January and May 2013, making modifications to the plan as a result of public comment. During the public outreach period, proposed Route 432, which would provide service between the northeast quadrant of Vienna and the Spring Hill Metrorail Station, generated the greatest volume of public comment both for and against various proposed alignments. The Fairfax Connector Silver Line bus service plan was approved by the Board on June 4, 2013, with the inclusion of funding for proposed Route 432. However, staff did not include a recommendation for final routing as there was no public consensus achieved on the route alignment. Staff indicated they would return to the Board at the end of July with a recommendation for the final Route 432 routing.

During the public outreach process, staff extensively evaluated approximately ten potential routing options for Route 432 that were suggested by residents and elected officials. After extensive evaluation, due to various roadway limitations, many of the suggested routings were eliminated from consideration. A final community meeting was held the evening of June 4, 2013, at the Patrick Henry Library in Vienna to present the four alignments for Route 432 that staff believed were feasible. The meeting was attended by approximately 115. Staff accepted comments from attendees with timed intervals for comments. During the meeting staff presented a summary of the previous public input, highlighted the Connector's safety and training record, discussed roadway limitations that have been identified, and reviewed the four potential alignments for Route 432. After the presentation, members of the public were allowed to speak for two minutes each. Over 50 speakers made comments during the meeting.

Overall, residents were generally supportive of a bus route; however there was opposition to the bus traveling over certain neighborhood segments of the proposed route. The most significant opposition to the bus was along Creek Crossing Road. There was mixed support to the bus travelling along Old Courthouse Road and Towlston Road. The themes that were commonly referenced included operational feasibility and safety due to road geometrics; problems with existing traffic and speeds; increased risk to pedestrians and children; and parking in the neighborhood by people outside the neighborhood to utilize the bus.

After a comprehensive review of all the public input including comments from the final meeting, and after additional extensive field work reviewing all options, "Option 1" is recommended the alignment for Route 432. Option 1 generates the highest potential ridership, represents the least overlap with existing routes, travels through several currently unserved neighborhoods, and the road geometrics provide the best alignment operationally with no infrastructure improvements required for operation.

As part of the discussions of Route 432, citizens along Old Courthouse Road identified several areas for roadway and pedestrian improvements. These improvements do not prevent the safe operation of bus service, but would result in better vehicular and pedestrian movement. Staff recommends that the community be engaged to develop and prioritize a comprehensive list of these improvements and ultimately seek funding for the improvements.

#### Tysons Circulator Route Fares

The Board-approved Silver Line Bus Service Plan included three Tysons Circulator routes (Routes 422, 423 and 424) to provide service to three Silver Line stations in Tysons. Stations served are Tysons Corner, Greensboro and Spring Hill. The Circulator routes will be operating at ten-minute headways (frequencies) in the peak periods and 15-20 minute headways during off-peak times. These routes are designed to provide the “last-mile” connection between the new Silver Line stations and destinations in Tysons. As redevelopment activities occur in Tysons, and as those “last-mile” connections become easier to make via enhanced pedestrian connections, the Circulator routes will be re-evaluated and modified.

Staff is recommending an introductory, reduced fare of \$0.50 per trip on the Tysons Circulator routes (routes 422, 423 and 424). A fare of \$0.50, with the existing \$0.50 bus-to-rail transfer credit (when using a SmarTrip ® card), means that passengers will not have to pay to board a Circulator route when transferring from rail. Going back to the station, passengers would be required to pay \$0.50 fare onboard the Fairfax Connector bus, but would then receive a \$0.50 discount on their rail fare. This reduced fare will not only make it easy and seamless to transfer between modes in Tysons, but will also make using the Circulator system during lunchtime hours more attractive. Staff will closely monitor ridership and productivity of the routes for the first six to nine months of operation, and will also reach out to the ridership to better understand the connectivity the bus service provides to the Silver Line and to Tysons. At that time, staff may recommend raising the fares to match the Fairfax Connector’s base fare, or, depending on utilization and customer comments, recommend making the reduced fare permanent.

#### FISCAL IMPACT:

Fairfax County and WMATA are working together to develop a parking agreement that would allow the use of parking surcharge funds from Metrorail Station parking facilities to support EDA bonds to help pay for the Wiehle-Reston East Station parking garage.

The Wiehle-Reston East Metrorail Station Garage Bike Room fees will be collected and used to pay expenses to operate. The Circulator fare will offset the operating costs and the final amount of service will be tailored to the budgeted hours and fares.

Board Agenda Item  
July 30, 2013

**ENCLOSED DOCUMENTS:**

Attachment 1: Existing and proposed parking rates at Fairfax County Metro stations  
Attachment 2: Washington DC Regional Bicycle Parking rates for Secure Parking  
Attachment 3: Presentation for 6/4/2013 Vienna Community Meeting  
Attachment 4: Route 432 Alignment

**STAFF:**

Robert A. Stalzer, Deputy County Executive  
Tom Biesiadny, Director, Department of Transportation (FCDOT)  
Dwayne Pelfrey, Chief, Transit Services Division, FCDOT  
Christin A Wegener, Transportation Planner IV, Department of Transportation, FCDOT  
Paul Mounier, Transportation Planner III, Department of Transportation, FCDOT  
Nicolas Perfili, Transportation Planner III, Department of Transportation, FCDOT  
Charlie Strunk, Transportation Planner III, Department of Transportation, FCDOT