

I. INTRODUCTION

U.S. Route 1, also called Richmond Highway in Fairfax County and Jefferson Davis Highway in Prince William County, is the historic roadway connection south from Washington DC. Prior to the construction of the Shirley Highway and, later, I-95, Route 1 was the primary road for long distance travel. The design of the road and the uses of land abutting the road reflected the orientation to serving long distance travelers. Following the construction of the Shirley Highway, long distance travel was able to by-pass the portion of Route 1 in Fairfax County. The function of Route 1 shifted to serving commuting traffic for the expanding suburban development and the commercial locations of businesses serving that development. In Prince William County, the history is slightly different. Interstate 95 was constructed later and suburban development was later in arriving, but the result has been much the same. Route 1 is a major roadway originally designed to serve long distance traffic operating at high speed in a rural environment, but now serving suburban local and commuting traffic with significant abutting commercial development.

As in many similar situations across the nation, when the function of the road changed, many of the abutting commercial uses lost viability. As the value of the business declined, the corridor lost both value and attractiveness. Reversing these trends requires recognizing the current role for the Route 1 corridor, attracting commercial investment suited to the current nature of the corridor, and providing transportation facilities and services that support the desired development.

Route 1 from the Capital Beltway in Fairfax County to the Quantico Marine Corps base in Prince William County is about to undergo a major change. Studies of the Route 1 corridor commissioned by VDOT have considered the range of actions necessary to bring the roadway into better conformity with its role as a suburban arterial serving local retail and commercial activity. Detailed design and environmental studies are now in progress. In this new role, Route 1 must serve not only as a facility for privately owned motor vehicles, but also as the spine for public transportation operations serving commercial centers along the roadway and residential areas abutting the corridor. To properly serve this latter function, the roadway design and the transit strategies must be coordinated. This is necessary so that proper accommodations, ranging from bus turnouts to pedestrian crossings, are provided.

A plan for transit actions to accompany the roadway improvements is presented in this report. These recommendations have been developed based on a review of existing land uses and anticipated developments throughout the corridor, inventory and inspection of current transit services and supporting facilities, and an extensive stakeholder outreach program. The recommendations represent a vision of the way bus transit can function in the reconstructed and revitalized Route 1.