

***ADOPTION OF AN AMENDMENT TO THE
PUBLIC FACILITIES MANUAL OF THE COUNTY OF FAIRFAX, VIRGINIA***

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at Fairfax, Virginia, on Monday, December 7, 2009, the Board after having first given notice of its intention so to do, in the manner prescribed by law, adopted an amendment to the Public Facilities Manual of the County of Fairfax, Virginia, said amendment so adopted being in the words and figures following, to-wit:

***BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY,
VIRGINIA:***

Amend the Public Facilities Manual, as follows:

AMENDMENT TO THE PFM

Amend PFM 7-0000 (Streets, Parking and Driveways), Table of Contents, by removing Sections 7-1200 and 7-1300, and List of Plates, by removing Plates 37-7 (37M-7) thru 45-7 (45M-7).

Amend PFM 7-0000, (Streets, Parking and Driveways), by removing Plates 37-7 (37M-7) thru 45-7 (45M-7).

Amend PFM 7-0100 (General Street Policies), Section 7-0101 (Street Design), to add §7-0101.5, to read as follows:

§7-0101. 5 Traffic Calming

§7-0101.5A Traffic calming measures for all existing subdivisions, roadways, or segments of roadways already incorporated in the VDOT secondary road system shall be in accordance with VDOT standards and the Fairfax County Residential Traffic Administration Program (RTAP).

§7-0101.5B Traffic calming measures designed on new subdivision streets not yet incorporated in the VDOT secondary road system shall be in accordance with VDOT standards and the RTAP guidelines.

~~7-1207.1~~ 7-0101.5B(1) For any by-right development incorporating traffic-calming measures, the community support requirements in the RTAP guidelines outlined in § 7-1205 shall not apply.

~~7-1207.2~~ 7-0101.5B(2) For any proposed development requiring approval of a rezoning, special exception or special permit applications and incorporating traffic-calming measures, the community support requirements in the RTAP guidelines of § 7-1205 shall apply only if stipulated by the Fairfax County Department of Transportation.

Amend PFM 7-0000 (Streets, Parking and Driveways), by removing Sections 7-1200 (Residential Traffic Administration Program (R-TAP) for the Implementation of Traffic Calming Measures) and 7-1300 (Residential Traffic Administration Program (R-TAP) for the Implementation of Cut-Through Measures), as represented by strikeouts, to read as follows:

~~7-1200 RESIDENTIAL TRAFFIC ADMINISTRATION PROGRAM (R-TAP) FOR THE IMPLEMENTATION OF TRAFFIC CALMING MEASURES (82-04 PFM)~~

~~7-1201 Allowance for Traffic Calming Measures~~

~~7-1201.1 Specific traffic-calming measures may be implemented on any local residential or collector road according to the criteria set forth in § 7-1202 through 7-1207.~~

~~7-1201.2 The purpose of traffic calming strategies is to alter driver behavior and operational characteristics in order to effectuate a reduction in vehicular speed on residential roads, and to regulate movement of vehicular traffic at residential intersections.~~

~~7-1201.3 Appropriately placed traffic calming measures enhance neighborhood safety for motorists, pedestrians, and bicyclists.~~

~~7-1202 Types of Traffic Calming Measures~~

~~7-1202.1 Traffic calming measures may consist of physical devices, pavement markings, or regulatory signs.~~

~~7-1202.2 (89-05 PFM) Physical devices for traffic calming can include speed humps, speed tables, chokers, raised pedestrian crosswalks, circles, roundabouts, crosswalk refuges, raised median islands, and chicanes. All measures shall be constructed in accordance with standards RTAP-1 through RTAP-8 (see Plates 37-7 through 43-7) for existing or new roadways, or in accordance with the VDOT Road Design Manual (Appendix B) for new roadways incorporating larger roundabouts.~~

~~7-1202.3 Pavement markings for traffic calming can include lane hatch-outs, and striping of parking lanes, bicycle lanes or medians (see Plate 44-7 [standard RTAP-8]).~~

~~7-1202.4 Regulatory sign controls for traffic calming can include all-way (i.e., multi-way) stop sign intersection control (see Plate 45-7 [standard RTAP-9]).~~

~~7-1203 Preliminary Requirements for the Placement of Traffic Calming Measures~~

~~7-1203.1 The roadway shall be classified as a local residential or collector road.~~

~~7-1203.2 The roadway shall have a posted speed limit of 25 mph.~~

~~7-1203.3 For any physical device or all-way stop sign control measures installed, a minimum average spacing of 800 feet between measures shall be maintained between adjacent devices or controls, and 200 feet from intersections for physical devices. On occasion, spacing of no less than 500 feet can be considered if roadway geometric or locations of entrances/cross-streets are not conducive to 800-foot spacing. Raised crosswalks are exempt from the 200-foot spacing from intersection requirement.~~

~~7-1203.4 Roadway geometries shall be suitable for the installation of any physical device or all-way stop sign control measure (i.e., no steep vertical curves or blind horizontal curves).~~

~~7-1203.5 For any all-way stop sign control measure installed, the cross-street shall not be a dead-end street, but shall generate vehicular traffic from an adjacent road(s) or intersection(s).~~

~~7-1203.6 There shall be no more than two all-way stop sign control measures installed per ½ mile of roadway, nor more than a total of three all-way stop sign controls for any one roadway.~~

~~7-1203.7 Where multiple traffic-calming devices are installed, a combination of measures consisting of physical devices, regulatory signs, and pavement markings shall be utilized.~~

~~7-1203.8 (89-05 PFM) Alternate types of traffic-calming devices and modification to specifications or standards pertaining to location or placement of devices, may be considered by Fairfax County Department of Transportation and Virginia Department of Transportation in the development of any traffic-calming plan.~~

~~7-1204 Engineering Criteria for Warranting the Installation of Traffic-Calming Measures for All Existing Subdivisions, Roadways, or Segments of Roadways Already Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1204.1 For the installation of any traffic-calming measure(s) with the exception of the all-way stop sign control (see § 7-1204.2), an engineering review must document the following:~~

~~7-1204.1A Attainment of all placement requirements stipulated in § 7-1203,~~

~~7-1204.1B Completion of a 24-hour traffic count documenting a minimum of 600 vehicles and maximum of 4,000 vehicles for any roadway,~~

~~7-1204.1C Completion of a 24-hour speed survey documenting an average speeding indicator of at least 5 mph over the posted speed limit, or an 85th percentile speeding indicator of at least 10 mph over the posted speed limit for any roadway,~~

~~7-1204.1D Verification that the roadway is a 2-lane road (requirement for collector roads only),~~

~~7-1204.1E Verification that the roadway does not serve as a primary access to commercial or industrial sites (requirement for collector roads only),~~

~~7-1204.1F Verification that the roadway contains a minimum of 12 dwellings fronting the street per 1,000 feet of road, including both sides (requirement for collector roads only).~~

~~7-1204.2 For the installation of a traffic-calming device consisting of an all-way stop sign intersection control, an engineering review must document the following:~~

~~7-1204.2A Attainment of all placement requirements stipulated in § 7-1203,~~

~~7-1204.2B Verification that roadway contains 100 percent residential frontage on both sides.~~

~~7-1204.3 For traffic-calming devices featuring landscaping (e.g., for circles, chokers, medians, etc.), an engineering review must document the following:~~

~~7-1204.3A Landscaping design is in accordance with plates 38-7, 40-7, 41-7, 42-7, 43-7 [standards RTAP-2, RTAP-4, RTAP-5, RTAP-6, RTAP-7], as applicable.~~

~~7-1204.3B~~ Written agreement is obtained from the local homeowner's or civic association for maintenance of such landscaping, and the acquiring of all appropriate permits, at association cost.

~~7-1205~~ Community Support Requirements for the Implementation of Traffic Calming Measures for all Existing Subdivisions, Roadways, or Segments of Roadways Already Incorporated in the Virginia Department of Transportation Secondary Road System

~~7-1205.1~~ For the installation of any traffic calming measure(s) with the exception of the all-way stop sign intersection control (see § 7-1205.2), evidence of community support shall be obtained through a community approval process administered by the Fairfax County Department of Transportation, consisting of the following:

~~7-1205.1A~~ Issuance of the official petition and impacted area map by the Department,

~~7-1205.1B~~ Collection of signatures by the community evidencing at least 75 percent support according to the petition area portion of map, for the development (but not final approval) of a traffic calming plan;

~~7-1205.1C~~ Notification by community to any adjoining homeowner's or civic association according to the impacted area portion of map, regarding the intent to consider traffic calming measures;

~~7-1205.1D~~ Development of a traffic calming plan through the formation of a community task force consisting of approximately 4-5 representatives from petition area residences, one representative on behalf of all impacted area residences, and police, fire, Fairfax County Department of Transportation and Virginia Department of Transportation personnel,

~~7-1205.1E~~ Final approval of traffic calming plan by Fairfax County Department of Transportation and Virginia Department of Transportation;

~~7-1205.1F~~ Final vote of proposed plan by residences as defined in the petition area portion of map (not impacted area), with approval by at least 60 percent of residences in the petition area, or some higher minimum as required by the local magisterial supervisor;

~~7-1205.1G~~ Final approval of traffic calming plan by Board of Supervisors.

~~7-1205.2~~ For traffic calming plans consisting only of an all-way stop sign intersection control, evidence of community support shall be obtained through the following:

~~7-1205.2A~~ A public support process defined and administered by the local magisterial supervisor;

~~7-1205.2B~~ Approval of the all-way stop sign intersection control by the Board of Supervisors.

~~7-1205.3 An all-way stop intersection sign control designed as part of an overall traffic-calming plan to include physical devices on other portions of the roadway, is subject to the expanded community approval process outlined in § 7-1205.1.~~

~~7-1206 Engineering Criteria for Warranting the Installation of Traffic-Calming Measures for New Designs of Subdivisions, Roadways, or Segments of Roadways Not Yet Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1206.1 (89-05 PFM) The incorporation of traffic-calming features in the design of new subdivisions, roadways, or segments of roadways to prevent the need of future speed abatement is encouraged, but not required. All measures shall be constructed in accordance with standards RTAP 1 through RTAP 8 (see Plates 37-7 to 43-7), or in accordance with the VDOT Road Design Manual (Appendix B) for larger roundabouts.~~

~~7-1206.2 For any by-right development incorporating traffic-calming measures, an engineering review must document the attainment of all requirements according to § 7-1203.~~

~~7-1206.3 For any proposed development requiring approval of a rezoning, special exception or special permit applications and incorporating traffic-calming measures, an engineering review must document the following:~~

~~7-1206.3A Attainment of all criteria stipulated in § 7-1203,~~

~~7-1206.3B Completion of a Neighborhood Traffic Evaluation (NTE) of surrounding roads, when stipulated by the Fairfax County Department of Transportation (with scope of such study to be defined by the Department).~~

~~7-1206.4 For traffic-calming devices featuring landscaping (e.g., for circles, chokers, medians, etc.), an engineering review must document the attainment of all requirements stipulated in § 7-1204.3, with the exception that the developer must agree to maintain any landscaping until acceptance of the roadway into VDOT's secondary road system and until such time as an agreement is completed with a homeowner's or civic association, or other designated individuals for such maintenance, and the acquiring of all appropriate permits.~~

~~7-1206.5 The developer shall maintain all traffic-calming devices and signs until acceptance of the roadway into VDOT's secondary road system.~~

~~7-1207 Community Support Requirements for the Implementation of Traffic-Calming Measures for New Designs of Subdivisions, Roadways, or Segments of Roadways Not Yet Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1207.1 For any by-right development incorporating traffic-calming measures, the community support requirements outlined in § 7-1205 shall not apply.~~

~~7-1207.2 For any proposed development requiring approval of a rezoning, special exception or special permit applications and incorporating traffic-calming measures, the community support~~

requirements of § 7-1205 shall apply only if stipulated by the Fairfax County Department of Transportation.

~~7-1300 RESIDENTIAL TRAFFIC ADMINISTRATION PROGRAM (R-TAP) FOR THE IMPLEMENTATION OF CUT THROUGH MEASURES (82-04 PFM)~~

~~7-1301 Allowance for Cut Through Measures~~

~~7-1301.1 Specific cut through measures may be implemented on any local residential or collector street according to criteria set forth in §§ 7-1302 through 7-1307.~~

~~7-1301.2 The purpose of cut through strategies is to alter the route of vehicular traffic, or divert traffic, in order to reduce the volume of such traffic on residential roads.~~

~~7-1302 Types of Cut Through Measures~~

~~7-1302.1 Cut through measures may consist of physical devices, regulatory signs, or pavement markings.~~

~~7-1302.2 Physical devices for preventing cut through traffic can include diverters or median barriers. In some instances, a physical measure may consist of a road barrier (closure).~~

~~7-1302.3 Regulatory sign controls for preventing cut through traffic 24 hours per day can include "One Way" signs, "Do Not Enter" signs, "No Left Turn" signs, or "No Right Turn" signs.~~

~~7-1302.4 Regulatory sign controls for preventing cut through traffic during specified hours of the day (e.g., A.M. or P.M. peak hours) can include "No Left Turn" signs or "No Right Turn" signs.~~

~~7-1302.5 Pavement markings can be installed to enhance physical devices and regulatory sign controls as appropriate.~~

~~7-1302.6 Traffic calming measures may be utilized as a supplement to cut through measures, according to §§ 7-1201 through 7-1204.~~

~~7-1303 Preliminary Requirements for the Placement of Cut Through Measures~~

~~7-1303.1 The roadway shall be classified as a local residential or collector road.~~

~~7-1303.2 The roadway shall have a posted speed limit of 25 mph.~~

~~7-1303.3 For a roadway classified as a collector road to receive cut through measures, such measures shall be limited to traffic calming devices according to §§ 7-1201 through 7-1204. No closures, diverters, barriers, or turning restrictions will be allowed onto, or on, collector roads.~~

~~7-1303.4 When any cut through plan includes only traffic calming type measures (see § 7-1201 through 7-1204), the criteria for both warranting of cut through measures and community support for cut through measures shall be followed according to §§ 7-1304 and 7-1305.~~

~~7-1304 Engineering Criteria for Warranting the Installation of Cut Through Measures for All Existing Subdivisions, Roadways, or Segments of Roadways Already Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1304.1 For the installation of any cut through measure(s), an engineering review must document the following:~~

~~7-1304.1A Attainment of all placement requirements stipulated in § 7-1303,~~

~~7-1304.1B Completion of 72-hour traffic counts at major neighborhood entry points,~~

~~7-1304.1C Completion of a trip-generation study demonstrating that cut through traffic is 40 percent or more of the total peak hour, single direction volume and that a minimum of 150 cut through trips occur in the peak hour in one direction,~~

~~7-1304.1D Verification that the roadway is a 2-lane roadway (requirement for collector roads only),~~

~~7-1304.1E Verification that the roadway does not serve as a primary access to commercial or industrial sites (requirement for collector roads only),~~

~~7-1304.1F Verification that the roadway contains a minimum of 12 dwellings fronting the street per 1,000 feet of road, including both sides (requirement for collector roads only).~~

~~7-1304.2 For cut through devices featuring landscaping (e.g., diverters, medians, etc.), an engineering review must document the following:~~

~~7-1304.2A Landscaping designs for diverters and median barriers are in accordance with landscaping requirements for raised medians, see Plate 41-7 (standard RTAP-5), design note 2,~~

~~7-1304.2B Written agreement is obtained from the local homeowner's or civic association for the maintenance of such landscaping, and the acquiring of all appropriate permits, at association cost.~~

~~7-1305 Community Support Requirements for the Implementation of Cut Through Measures for All Existing Subdivisions, Roadways, or Segments of Roadways Already Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1305.1 For the installation of any cut through measure(s), evidence of community support shall be documented through a community approval process administered by the Fairfax County Department of Transportation, consisting of the following:~~

~~7-1305.1A Issuance of the official primary use area map by the Department,~~

~~7-1305.1B Collection of signatures by the community evidencing at least 75 percent support of residences according to the primary use area map, for development (but not final approval) of a cut through plan,~~

~~7-1305.1C Development of cut through plan by the formation of a community task force consisting of approximately 6-8 representatives of the primary use area, and police, fire, Fairfax County Department of Transportation and Virginia Department of Transportation personnel,~~

~~7-1305.1D Final approval of cut through plan by Fairfax County Department of Transportation and Virginia Department of Transportation,~~

~~7-1305.1E (89-05 PFM) Final vote on proposed cut through plan by residences as defined in the primary use area map, including distribution of one ballot to each residence in the primary use area, return rate of at least 59 percent of ballots distributed, and of the ballots returned, an approval rate of at least 60 percent (or some higher minimum as required by the local magisterial supervisor) from the residences in the primary use area,~~

~~7-1305.1F Conducting of a public hearing before the Board of Supervisors,~~

~~7-1305.1G Final approval of cut through plan by Board of Supervisors.~~

~~7-1305.1H (89-05 PFM) Modification to procedures may be implemented by Fairfax County Department of Transportation in the administration of the cut through program.~~

~~7-1306 Engineering Criteria for Warranting the Installation of Cut Through Measures for New Designs of Subdivisions, Roadways, or Segments of Roadways Not Yet Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1306.1 The incorporation of cut through traffic features in the design of new subdivisions, roadways, or segments of roadways to prevent the need of future volume abatement is encouraged, but not required.~~

~~7-1306.2 For any by right development incorporating cut through measures, an engineering review must document the attainment of all requirements according to §§ 7-1303 and 7-1304, except that projected traffic volumes may be substituted as appropriate.~~

~~7-1306.3 For any proposed development requiring approval of a rezoning, special exception or special permit applications and incorporating cut through measures, an engineering review must document the following:~~

~~7-1306.3A Attainment of all criteria outlined in §§ 7-1303 and 7-1304, except that projected traffic volumes may be substituted as appropriate,~~

~~7-1306.3B Completion of a Neighborhood Traffic Evaluation (NTE) of surrounding roads, when stipulated by the Fairfax County Department of Transportation (with scope of such study to be defined by the Department).~~

~~7-1306.4 For cut through devices featuring landscaping (e.g., for diverters or median barriers, etc.), an engineering review must document the attainment of all requirements stipulated in § 7-1304.2, with the exception that the developer must agree to maintain any landscaping until acceptance of the roadway into VDOT's secondary road system and until such time as an agreement is completed with a homeowner's or civic association, or other designated individuals for such maintenance, and the acquiring of all appropriate permits.~~

~~7-1306.5 The developer shall maintain all cut through devices and signs until acceptance of the roadway into VDOT's secondary road system.~~

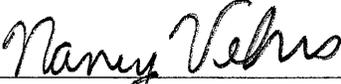
~~7-1307 Community Support Requirements for the Implementation of Cut Through Measures for New Designs of Subdivisions, Roadways, or Segments of Roadways Not Yet Incorporated in the Virginia Department of Transportation Secondary Road System~~

~~7-1307.1 For any by right development incorporating cut through measures, the community support requirements outlined in § 7-1305 shall not apply.~~

~~7-1307.2 For any proposed development requiring approval of a rezoning, special exception or special permit applications and incorporating cut through measures, the community support requirements of § 7-1305 shall apply only if stipulated by the Fairfax County Department of Transportation.~~

This amendment shall become effective on December 8, 2009 at 12:01 a.m.

GIVEN under my hand this 7th day of December, 2009.



NANCY YEHRIS
Clerk to the Board of Supervisors