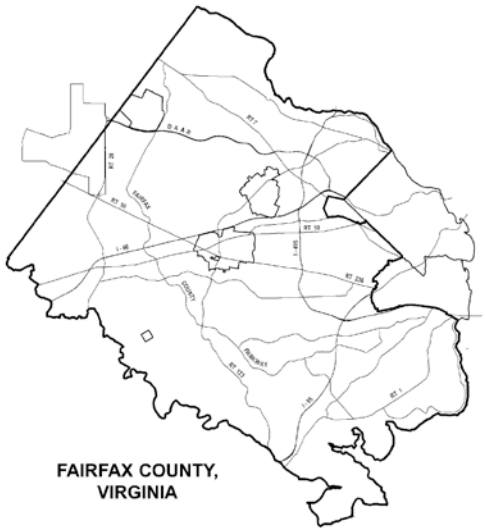



AN AMENDMENT TO

# THE COMPREHENSIVE PLAN AND THE POLICY PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

**GENERAL LOCATION:** Countywide
**PARCEL LOCATION:** Countywide
**PLANNING AREA AND DISTRICT:** All
**SUPERVISOR DISTRICT:** All
**ADOPTED:** October 28, 2014 **ITEM NO.** 2013-CW-T2

FOR ADDITIONAL INFORMATION CALL (703) 324-1380

**MAP NOT APPLICABLE**

# AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION) AND THE POLICY PLAN (2013 EDITION)

The following changes to the Comprehensive Plan and the Policy Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and deleted text is shown with a ~~strikethrough~~.

## COMPREHENSIVE PLAN CHANGES:

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Areas I, II, III, and IV, Trails recommendations for each Planning Sector as follows:

"**Trails and Bicycle Facilities**

Trails planned for this sector are delineated ~~on Figure XX and~~ on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of ~~Planning and Zoning~~ Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation."

**DELETE:** Fairfax County Comprehensive Plan, 2013 Edition, Areas I, II, III, and IV, Trails recommendations figures for each Planning Sector as follows:

| Area | Planning District | Page # | Figure # | Trails Rec. Page # |
|---|---|---|---|---|
| I | Annandale | 98 | 35 | 97 |
| | (as amended through 4-29-2014) | 105 | 39 | 102 |
| | | 113 | 43 | 111 |
| | | 121 | 48 | 120 |
| | | 128 | 52 | 126 |
| | | 135 | 56 | 133 |
| | | 143 | 60 | 141 |
| | | 149 | 64 | 146 |
| | | 155 | 68 | 151 |
| | | 163 | 72 | 162 |

| Area | Planning District | | Page # | Figure # | Trails Rec. Page # |
|---|---|---|---|---|---|
| | I | Baileys | 134 | 32 | 129 |
| | | (as amended through 9-23-2014) | 141 | 36 | 139 |
| | | | 148 | 41 | 143 |
| | | | 158 | 47 | 152 |
| | | | 169 | 53 | 167 |
| | I | Jefferson | 23 | 12 | 22 |
| | | (as amended through 4-29-2014) | 30 | 16 | 27 |
| | | | 37 | 20 | 36 |
| | | | 44 | 24 | 43 |
| | | | 57 | 31 | 56 |
| | | | 64 | 35 | 62 |
| | | | 72 | 39 | 71 |
| | | | 82 | 44 | 80 |
| | I | Lincolnia | 22 | 12 | 21 |
| | | (as amended through 4-29-2014) | 31 | 16 | 30 |
| | | | 40 | 21 | 38 |
| | II | Fairfax | 34 | 14 | 33 |
| | | (as amended through 4-29-2014) | 42 | 18 | 40 |
| | | | 52 | 24 | 51 |
| | | | 63 | 29 | 61 |
| | | | 78 | 37 | 74 |
| | II | Vienna | 54 | 20 | 53 |
| | | (as amended through 4-29-2014) | 65 | 25 | 64 |
| | | | 77 | 31 | 75 |
| | | | 84 | 35 | 82 |
| | | | 91 | 39 | 90 |
| | II | McLean | 99 | 21 | 97 |
| | | (as amended through 4-29-2014) | 109 | 26 | 107 |
| | | | 116 | 30 | 114 |
| | | | 123 | 34 | 121 |
| | | | 130 | 38 | 128 |
| | | | 138 | 43 | 137 |

| Area | Planning District | Page # | Figure # | Trails Rec. Page # |
|---|---|---|---|---|
| III | Bull Run | 48 | 16 | 47 |
| | (as amended through 4-29-2014) | 55 | 20 | 53 |
| | | 64 | 26 | 62 |
| | | 72 | 31 | 70 |
| | | 82 | 36 | 81 |
| | | 92 | 42 | 90 |
| | | 100 | 46 | 98 |
| III | Pohick | 29 | 13 | 28 |
| | (as amended through 6-3-2014) | 45 | 21 | 42 |
| | | 52 | 25 | 50 |
| | | 70 | 33 | 69 |
| | | 81 | 39 | 80 |
| | | 89 | 43 | 88 |
| III | Upper Potomac | 144 | 50 | 142 |
| | (as amended through 4-29-2014) | 154 | 55 | 153 |
| | | 164 | 60 | 162 |
| | | 199 | 69 | 197 |
| | | 237 | 84 | 235 |
| | | 250 | 88 | 248 |
| | | 264 | 94 | 259 |
| III | Fairfax Center | 43 | 13 | 41 |
| | (as amended through 4-29-2014) | | | |
| IV | Lower Potomac | 107 | 36 | 106 |
| | (as amended through 6-3-2014) | 118 | 41 | 116 |
| | | 133 | 48 | 131 |
| IV | Mount Vernon | 132 | 35 | 130 |
| | (as amended through 4-29-2014) | 142 | 41 | 140 |
| | | 152 | 48 | 150 |
| | | 159 | 52 | 158 |
| | | 167 | 56 | 166 |
| | | 176 | 60 | 174 |
| | | 184 | 64 | 182 |
| | | 192 | 68 | 190 |
| IV | Rose Hill | 38 | 16 | 37 |
| | (as amended through 4-29-2014) | 48 | 23 | 42 |
| | | 57 | 27 | 55 |
| | | 78 | 33 | 77 |
| | | 86 | 37 | 84 |
| | | 94 | 41 | 92 |
| | | 103 | 45 | 101 |

| Area | Planning District | Page # | Figure # | Trails Rec. Page # |
|---|---|---|---|---|
| IV | Springfield | 37 | 14 | 36 |
| | (as amended through 4-29-2014) | 44 | 18 | 42 |
| | | 51 | 22 | 47 |
| | | 61 | 27 | 59 |
| | | 68 | 31 | 67 |
| | | 81 | 37 | 79 |
| | | 88 | 41 | 86 |
| | | 95 | 45 | 92 |
| | | 109 | 50 | 108 |

**MODIFY:** Fairfax County Comprehensive Plan, Area I, Baileys Planning District, as amended through 4-29-2014; Baileys Crossroads Community Business Center, page 37:

"1. *Principal Arterials (Boulevards)* - Leesburg Pike and Columbia Pike are principal arterials in the CBC primarily carrying the longer-distance through traffic from adjacent areas such as Arlington County to the east and Seven Corners to the west.

Curb to Curb Area:
- Median width of 14 to 22 feet (may be wider for areas with frequent pedestrian crossings).
- 3 travel lanes per direction:
  - 2 travel lanes per direction (11 feet for each lane).
  - 1 extra wide travel lane per direction, adjacent to the curb, to accommodate bikes (~~14~~ 15 feet minimum, 16 feet desirable). These two roadways are classified on the bicycle master plan as Policy Roads and will require further study in order to determine what type facility best addresses bicycle travel."

**MODIFY:** Fairfax County Comprehensive Plan, Area I, Baileys Planning District, as amended through 4-29-2014; Baileys Crossroads Community Business Center, page 38:

"5. *Local Streets (Local)* - Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

Curb to Curb Area:
- Medians should only be required when they are part of the urban design concept and the landscape or open space plan.
- 1 travel lane per direction (11 feet for each lane; however, 10 feet travel lane widths may be considered for residential streets.)

- 8 feet for on-street parking per direction
- Local streets are low speed facilities that may not require marked bike lanes but can be defined using bicycle signage and shared lane markings."

**MODIFY:** Fairfax County Comprehensive Plan, Area II, Fairfax Planning District, as amended through 4-29-2014; Flint Hill Suburban Center, Trails recommendations, page 23:

**"**Trails and Bicycle Facilities

Trails planned for this sector are described as a part of the recommendations for Sector F3 and Sector F4. ~~(See Figures 24 and 29, Sectors F3 and F4.)~~"

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, page 31:

"2. The block bounded by Chain Bridge Road, Ingleside, Buena Vista and Meadowbrook Avenues, (Subarea 4) should remain in private recreation uses. If redevelopment occurs, infill of low intensity commercial or medium intensity mixed-use to include office and residential with no retail would be appropriate, provided building heights do not exceed three stories; all offices access to Ingleside Avenue; and extensive landscaped buffering to residential uses is provided; an on-street ~~bikeway~~ bicycle facility is provided along Ingleside Avenue; and a primary pedestrian connection to West McLean is enhanced along Meadowbrook Avenue. If developed with office uses, an urban park should be provided."

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, Subarea Guidelines, Subarea #2, page 39:

| | |
|---|---|
| "**Special Considerations** | Provide landscaped buffer when adjoining single-family housing. ~~Bikeway~~ Bicycle facility on ~~eastern side along~~ Tennyson Drive. Add landscaping and street trees along Chain Bridge Road and Tennyson Drive." |

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, Subarea Guidelines, Subarea #4, page 41:

"**Special Considerations** Provide landscaped buffer where adjoining recreation facility or redevelopment. ~~Bikeway~~ Bicycle facilities on ~~eastern side, along~~ Ingleside Avenue. Enhance primary pedestrian connection to West McLean along Meadowbrook Avenue. Provide neighborhood park if developed with office uses."

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, Subarea Guidelines, Subarea #7, page 47:

"**Special Considerations** All surface parking to be landscaped and sustain trees. Realign Laughlin Avenue with new street north of Chain Bridge Road. Consider parking lot for transit facility at Tennyson Drive and Chain Bridge Road. On-street ~~bikeway~~ bicycle facility along Tennyson Drive and Whittier Avenue. Provide bus shelter at existing bus stop on Chain Bridge Road. Pedestrian connection through block to line up with Lowell Avenue and proposed Civic Place in Subarea 11. Pedestrian plaza either at northeast corner or along Chain Bridge Road."

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, Subarea Guidelines, Subarea #8, page 48:

"**Special Considerations** Provide landscaped buffer where adjoining single-family housing. On-street ~~bikeway~~ bicycle facility along Whittier Avenue and Tennyson Drive."

**MODIFY:** Fairfax County Comprehensive Plan, Area II, McLean Planning District, as amended through 4-29-2014; McLean Community Business Center, Subarea Guidelines, Subarea #9, page 49:

"**Special Considerations** Provide landscaped buffer where adjoining single-family housing. On-street ~~bikeway~~ bicycle facilities along Whittier Avenue."

**MODIFY:** Fairfax County Comprehensive Plan, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through 4-29-2014; Area-Wide Recommendations, Transportation, Streets and Circulation Improvements, page 24:

" • *Create a system of bicycle lanes and facilities* – In conjunction with the "complete streets" guidance, an integrated system of bicycle lanes should be provided on the minor arterial streets of the Franconia-Springfield Area,

allowing the major destinations in the area to be accessed and interconnected with the county and regional bikeway system, as shown in Figure 4. Minor arterial roadways serving the area such as Commerce Street, Loisdale Road, Backlick Road, Amherst Avenue, and Frontier Drive should be retrofitted to provide on-road bike lanes as these road sections are rebuilt. These bicycle facilities would interconnect with facilities planned or already operating outside the activity center. Supporting features such as storage lockers, racks, and bicycle sharing facilities should be provided at key destinations in the area such as the Joe Alexander Transportation Center and Springfield commuter parking facility and multi-modal center at Old Keene Mill Road. The Bicycle Master Plan identifies both Backlick Road and Amherst Avenue as policy roads requiring further study. Because of the existing width of the one-way segments of both Backlick Road and Amherst Avenue, a cycletrack option should be evaluated on either one or both roadways."

**MODIFY:** Fairfax County Comprehensive Plan, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through 4-29-2014; Fort Belvoir North Area, Trails, page 94:

"TRAILS

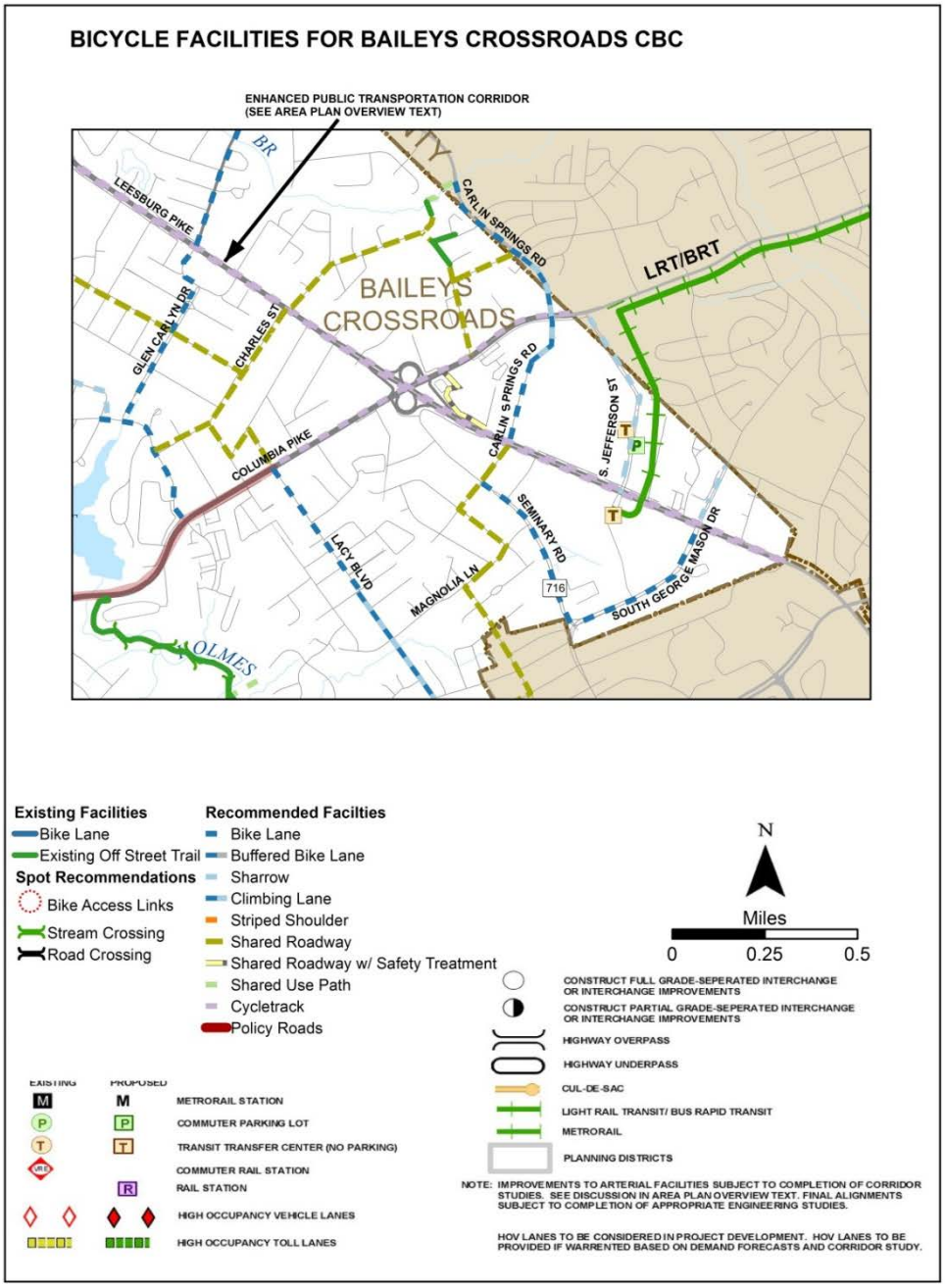
Trails planned for the Fort Belvoir North Area are delineated ~~on Figure 30 in the Belvoir Community Planning Sector (S5) Figure as part of the Countywide Trails Plan~~ on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan, and is available from

the Department of Transportation. It is anticipated that pedestrian and bicycle travel will be important modes of transportation at the FBNA. A comprehensive network of trails and sidewalks is essential to providing access to employment at FBNA. An extensive network of trails and pathways for non-motorized transportation should be developed to connect all public features. The network should also connect to adjacent parkland at the FBNA perimeter including such as the Accotink Stream Valley and Hooes Road parks. The trail system should also provide connections to planned or existing trails serving area neighborhoods, the Joseph Alexander Transportation Center, the Springfield Community Business Center on Backlick Road and the Springfield Mall (future town center). These connections will be extension provide connections to existing and planned regional trails such as the Franconia- Springfield Parkway trail, the Fairfax County Parkway trail, the Cross County Trail via the Accotink Stream Valley, the Lorton/Laurel Hill trails, the Potomac Heritage National Scenic Trail and the Route #1 National Bicycle Trail."

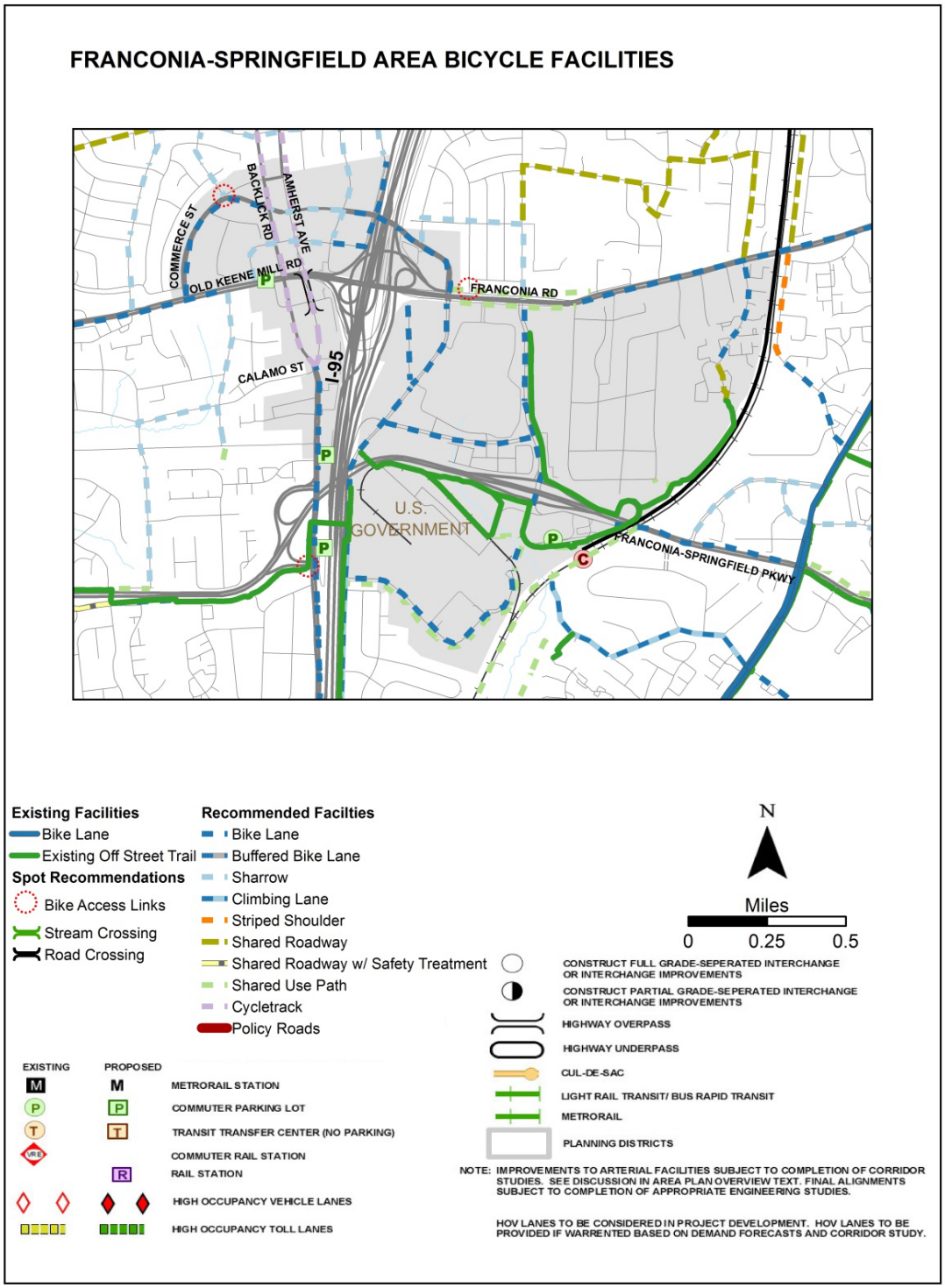
## UPDATED COMPREHENSIVE PLAN FIGURES

The following figures were modified to reflect bicycle network recommendations from the Bicycle Master Plan.

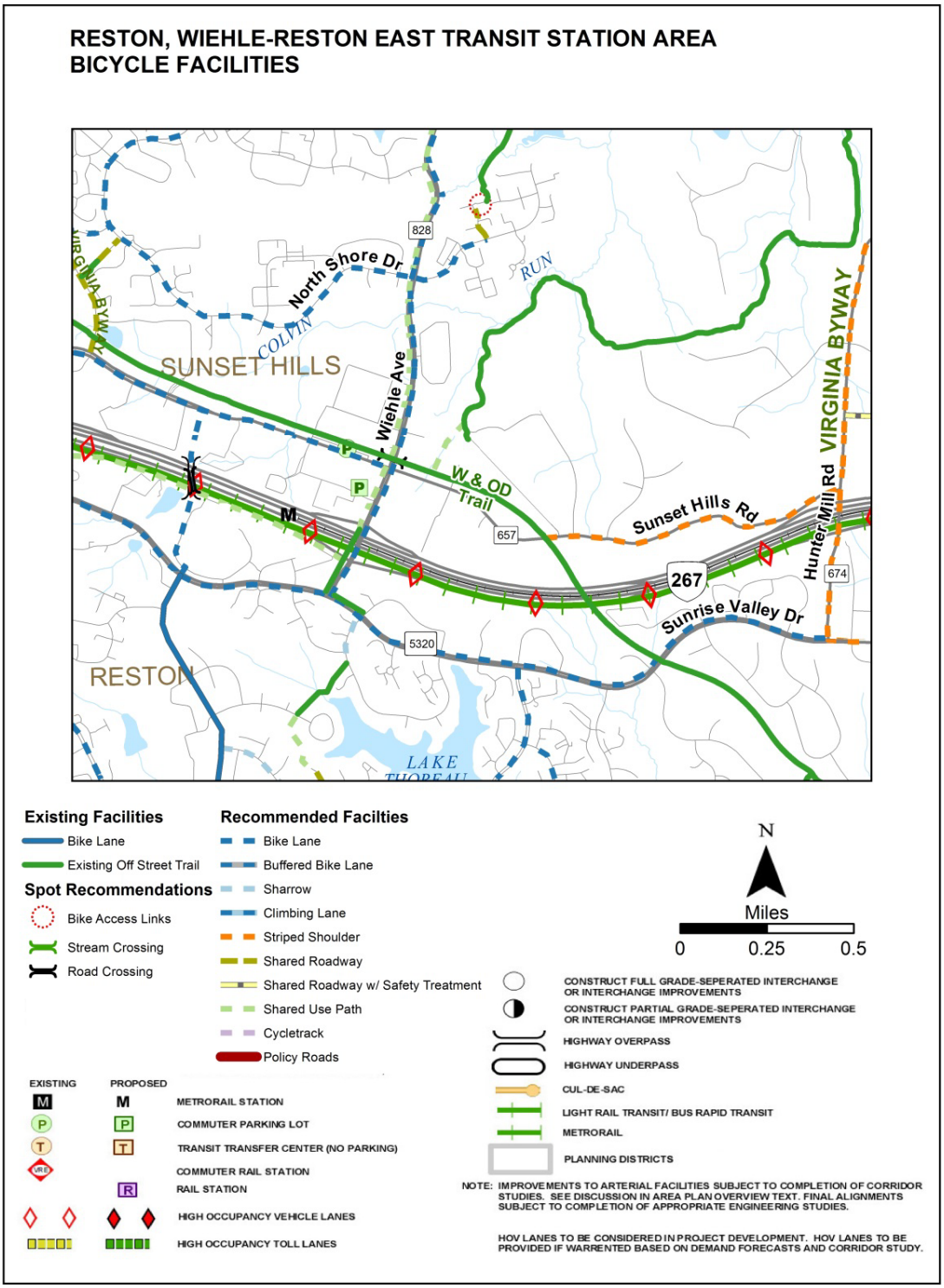
**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area I, Baileys Planning District as amended through 4-29-2014; Baileys Crossroads Community Business Center, Map 4, "Transportation Recommendations-Bicycle Network," page 39:



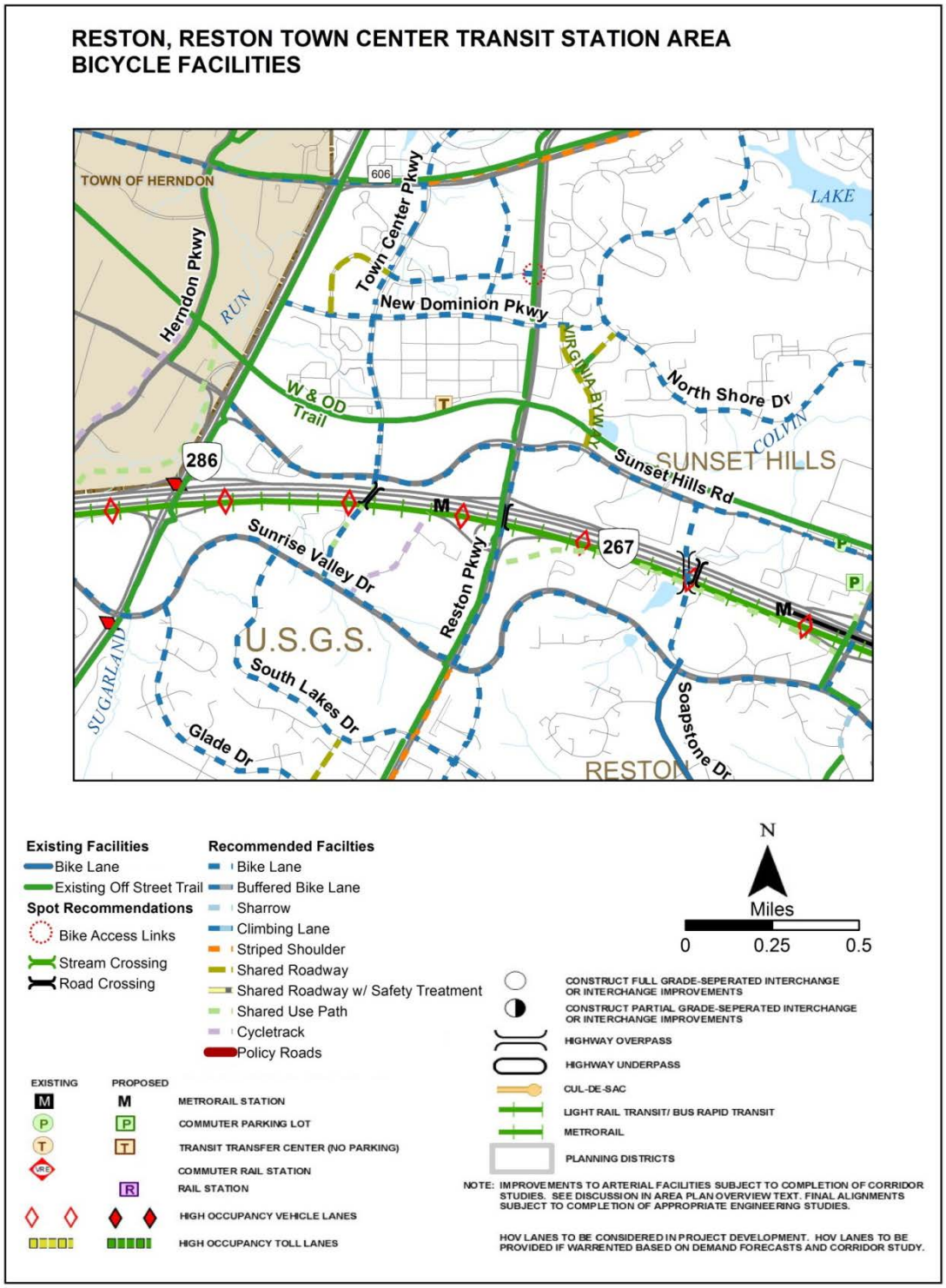
**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, as amended through 4-29-2014; Figure 4, "Recommended Bicycle Network," page 25:



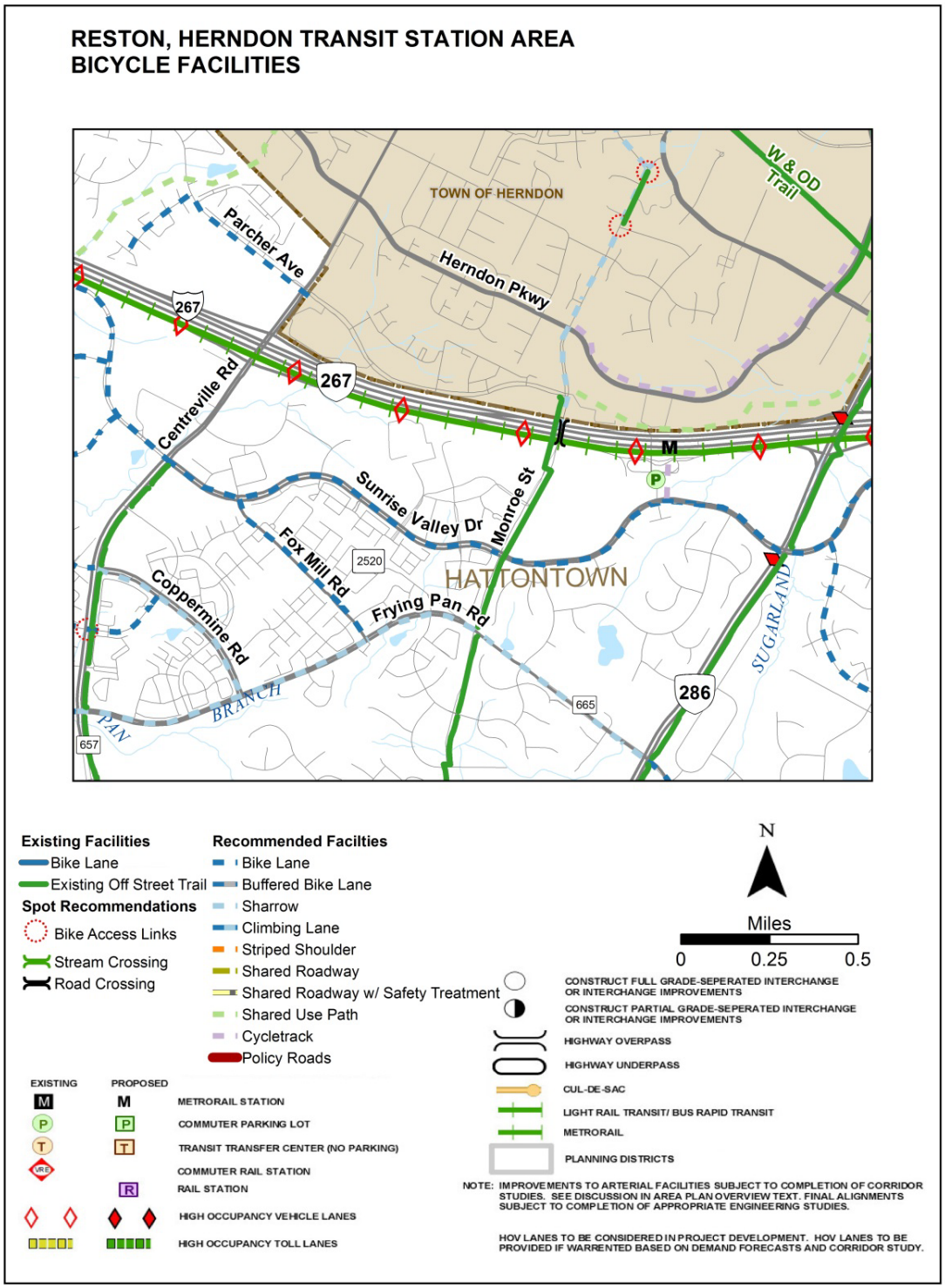
**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area III, Upper Potomac Planning District, as amended through 4-29-2014; Reston Transit Station Areas, Figure 23, "Recommended Bicycle Network," page 78:



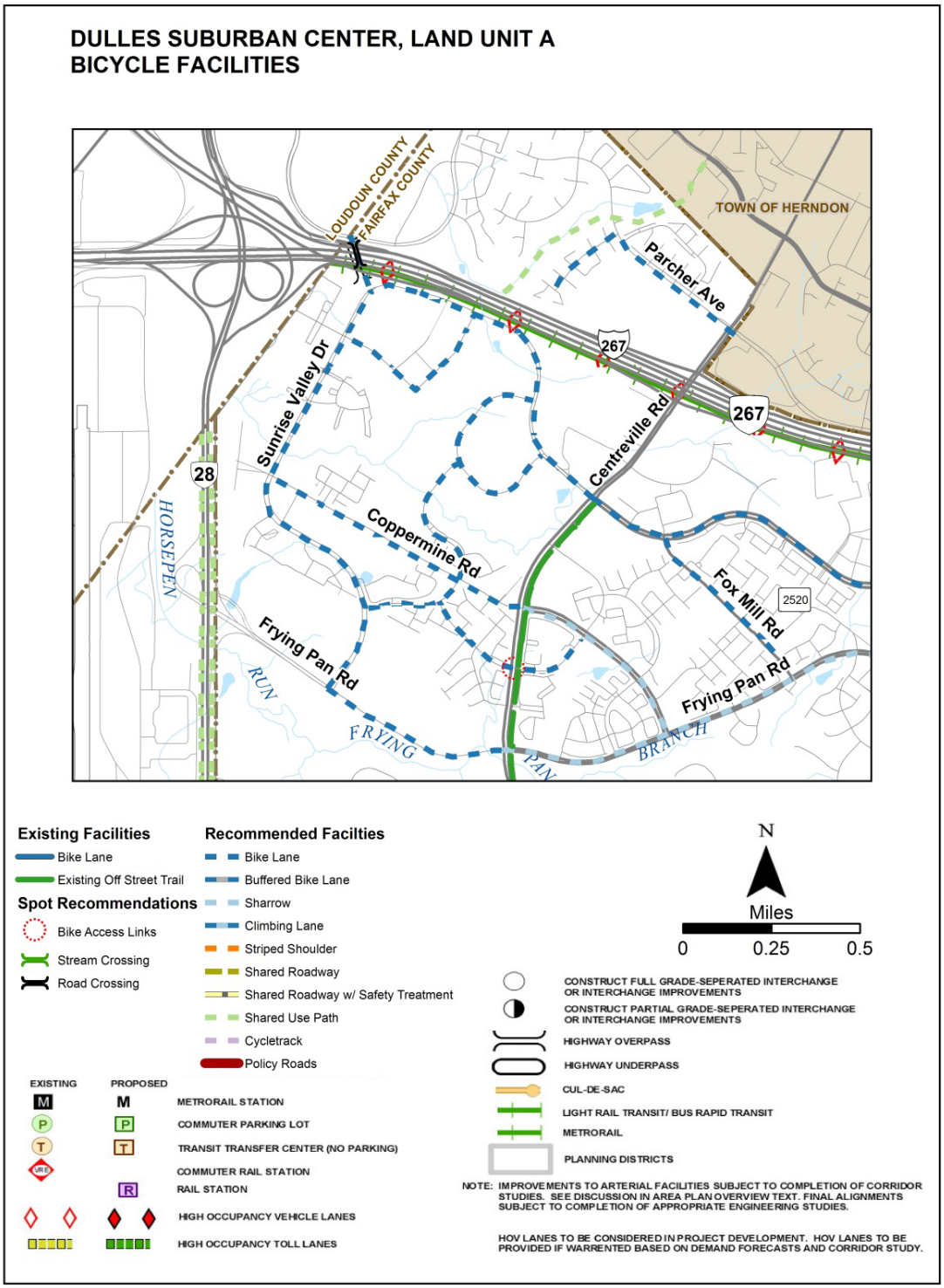
**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area III, Upper Potomac Planning District, as amended through 4-29-2014; Reston Transit Station Areas, Figure 24, "Reston Town Center Transit Station Area, Bicycle Facilities" page 79:



**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area III, Upper Potomac Planning District, as amended through 4-29-2014; Reston Transit Station Areas, Figure 25, "Herndon Transit Station Area, Bicycle Facilities" page 80:



**MODIFY FIGURE:** Fairfax County Comprehensive Plan, Area III, Dulles Suburban Center, as amended through 4-29-2014; Figure 18, "Dulles Suburban Center, Land Unit A, Bicycle Facilities," page 70:



## POLICY PLAN CHANGES:

**MODIFY:** Fairfax County Policy Plan, Transportation section, as amended through 3-4-2014, pages 1-27, as follows:

**"INTRODUCTION**

Fairfax County is served by an extensive transportation system comprised of roadways, bus and rail rapid transit, paratransit services and an international airport. In addition, an extensive sidewalk and trail system serves pedestrian and bicycle travel. The roadway and public transit system accommodates hundreds of thousands of trips every day. However, the provision of transportation facilities and services has not kept pace with the increasing travel demand in the County. This increased travel demand is fueled both by the growth within Fairfax County and by the growth in surrounding jurisdictions.

Over the past three decades, Fairfax County has been one of the most rapidly growing jurisdictions in the United States in terms of population growth – more than doubling the size of its population since 1970. Aided by the strong regional economy, growth in Fairfax County is projected to be significant in the future as well. While the rate of population growth is expected to decrease, overall population will continue to grow, with a 28% increase projected from 2005 to 2030. The number of households in Fairfax County is projected to grow from 378,000 in 2005 to 482,000 in 2030, an increase of 104,000 or 28%. Even more dramatic is the projected increase in jobs in Fairfax County from 600,500 in 2005 to 845,000 in 2030, an increase of 244,500 or 41%. That will make Fairfax County the second largest employment center in the Washington, DC metropolitan area, only slightly behind the District of Columbia.

In addition to experiencing growth, the demographic and socioeconomic characteristics of the population in Fairfax County have changed significantly and will continue to change in the future. Two examples are the cultural and ethnic diversification and the aging of the population. These demographic changes contain challenges for the provision of transportation facilities and services. For example, as the County's population ages, it becomes more important to provide transportation options and services geared to their needs.

One of the primary implications of the trends and forecasts for Fairfax County is that traffic conditions are likely to deteriorate further, even with extraordinary expenditures to improve the transportation infrastructure (including both roadways and transit). In addition, many forces outside the county, which generate increasing levels of traffic demand, are out of the county's direct control. Thus, it becomes imperative to explore possible options for reducing current and future demands on the transportation system.

The objectives and policies presented in this Transportation section of the Comprehensive Plan provide the framework for the continued development of the county's transportation system, in the face of the continued growth in population and employment as well as the changing characteristics of the population. One of the options for bringing about long-term improvements to the transportation system is to exercise its ability to influence the pattern of land use in the county; specifically, to establish more efficient land use patterns with respect to transportation. Since it is apparent that roadway improvements cannot be relied upon to provide unlimited transportation capacity for the future, measures to bring about less demand for roadway capacity should be a focus of the county's Comprehensive Plan. It will be impossible to meet travel demand solely by roadways. The objectives and policies presented in this section thus emphasize the need to maximize the efficient use of the existing and future Fairfax County transportation system by reducing reliance on automobile travel, increasing transit and improving walking and bicycling, and by coordinating land use decisions and transportation planning within Fairfax County and the region as a whole.

Fairfax County's bicycle program was approved unanimously by the Board of Supervisors and launched in September 2006. The program's primary goal is to make bicycling a viable transportation mode and to make Fairfax County bicycle friendly and safe. Program management and implementation was assigned to the Fairfax County Department of Transportation. The Board established four program priorities: establish a staff position with substantial responsibilities devoted to bicycle facility planning, implementation, and coordination; create a county bicycle route map; examine roadways that may accommodate on-road bike lanes without substantial reconstruction; and create a pilot program in a specific area of the county for the establishment of an interconnected bike route. It was soon determined that a comprehensive bicycle master plan was needed to address bicycling as a transportation mode and to outline a long range plan defining both infrastructure improvements as well as policy objectives specific to bicycling.

. . .

**COUNTYWIDE OBJECTIVES AND POLICIES**
(Note that only those Objectives and Policies which were modified and/ or deleted are shown)

**Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices reduces single-occupancy-vehicle (SOV) use and improves air quality.**

Policy a. Integrate motorized and non-motorized transportation facilities and services in accordance with transportation elements in ~~both~~ the Transportation Plan Map (Figure 1), the Countywide Trails Plan

Map (Figure 2), Bicycle Network Map (Figure 3) and the Bicycle Master Plan, chapters 1-4 (Appendix 5). (~~See Figures 1 and 2)~~

. . .

Policy e. Design and construct trails, sidewalks, overpasses, bike facilities l~~anes~~, transit amenities, and other non-motorized facilities leading to and accessing public transportation facilities and commuter collection points.

**Objective 2: Increase use of public transportation and non-motorized transportation.**

Policies on Facilities

. . .

Policy e. Incorporate adequate, safe, and secure bicycle parking at all public buildings, park and ride lots, transit facilities, libraries, and schools. Adopt bicycle parking guidelines and policy defining the number of required bicycle parking spaces, approved equipment, and the proper placement/installation of the equipment.

Policy ~~e~~ f. Establish a network of multi-modal centers as necessary to facilitate both inter-county and intra-county travel.

Policy ~~f~~ g. Provide supporting facilities for the transit system, and provide resources to maintain County-owned equipment and facilities effectively.

Policy ~~g~~ h. Provide safe and convenient non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, on-road bicycle routes and secure bicycle parking) and user amenities (e.g. paved waiting areas, bus shelters and route/schedule information) for transit services and facilities.

Policies on Services

Policy ~~h~~ i. Improve the speed, quality, reliability, convenience and productivity of transit service.

Policy ~~i~~ j. Provide mass transit service in major commuter corridors, including those designated as Enhanced Public Transportation Corridors on the Transportation Plan Map. These services, including intra-county express bus service, should connect designated public transit transfer points and park-and-ride lots to mixed-use centers, the Metrorail system, and the metropolitan core.

Policy ~~j~~ k. Provide feeder and local bus service to connect to mass transit facilities, mixed-use centers, educational facilities and employment centers.

Policy ~~k~~ l. Provide local circulation service within mixed-use centers and employment centers.

Policy ~~l~~ m. Make appropriate use of advanced transit technologies to provide service information and improve system operations. Evaluate and implement innovative services and methods to increase transit ridership.

Policy ~~m~~ n. Facilitate transfer between modes at transit centers through coordination of services, schedules, fares, communication systems and information.

Policy ~~n~~ o. Coordinate with neighboring jurisdictions to promote public transportation usage, bicycle route connectivity, and reduce SOV travel.

Policy ~~o~~ p. Coordinate the planning and provision of public, human service agency, and non-profit transportation services targeted to the senior population, people with disabilities and low-income residents.

Policy ~~p~~ q. Work with Fairfax County Public Schools and human service agencies to travel train the senior population and people with disabilities in the use of public transportation.

. . .

**Objective 4: Provide a comprehensive network of sidewalks, trails and on/off-road bicycle routes as an integral element of the overall transportation network.**

Policy a. Plan for pedestrian, bicycle, and trail system components in conjunction with the Bicycle Master Plan, the Countywide Trails Plan (Figure 2) and Countywide Bicycle Network Map (Figure 3).

Policy b. Incorporate pedestrian, bicycle, and other non-motorized components and supporting facilities that meet VDOT, American Association of State Highway and Transportation Officials (AASHTO), the Manual of Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) Guidelines, and/or county Standards.

Policy c. Provide for clearly-marked bicycle and pedestrian features, such as sidewalks, on-road bicycle routes, trails, crosswalks, curb cuts, refuge areas and pedestrian/bicycle signals, in the construction and reconstruction of roads and bridges. Evaluate road dieting and/or lane dieting concepts where roadway volume to capacity ratios allow in order to establish on-road bike lanes.

. . .

**Objective 10: Maximize the operational efficiency of transportation facilities for all modes.**

. . .

**Objective 13: Review and update the Fairfax County Transportation Plan and Bicycle Master Plan once every five years.**

. . .

"**APPENDIX 3**

**BICYCLE AND TRAIL CLASSIFICATION AND DEFINITIONS**

**COUNTYWIDE TRAILS PLAN MAP**

**Major Regional Trail:** Includes the Interstate Route One Bikeway, Cross County Trail, and trails along I-495, I-66, Dulles Airport Access Road, Fairfax County Parkway, Franconia-Springfield Parkway, Norfolk Southern Railway, George Washington Memorial Parkway, Washington and Old Dominion Regional Park, Bull Run, Occoquan River and Potomac River. Most of the trails designated in this category are paved trails, 8 feet or more in width. However, surface materials vary from paved, natural surfaces and stonedust for the Interstate Route One Bikeway, South County East-West trail, Cross County Trail and those trails along the Bull Run, Occoquan River, and Potomac River.

~~**On-road Bike Routes:** Designated bike lanes or signed routes to accommodate bicycle users. Design features are determined on a case by case basis.~~

**Major Paved Trail:** Concrete or asphalt trail, 8 feet or more in width.

**Minor Paved Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width.

**Minor Paved Trail with Parallel Natural Surface or Stone Dust Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width adjacent to, and in the same easement with a stone dust or natural surface trail typically 6-8 feet in width.

**Natural Surface or Stone Dust Trail:** Stone Dust or natural surface trail typically 6-8 feet in width.

**Stream Valley Trail:** Trails along stream ways as determined by Fairfax County Park Authority Staff.

**Trails in Other Jurisdiction**: Trails to be reviewed by and located in the Towns of Herndon, Vienna and Clifton and the Cities of Fairfax and Falls Church.

**COUNTYWIDE BICYCLE NETWORK MAP(S)**

The Bicycle Master Plan recommends a network of various types of on and off-road bikeways. As noted, bikeway design may include pavement markings, signage, signals, improved surfaces, and geometric features. The recommendations reflect the desire to provide a high level of bicyclist comfort and mobility, while also balancing each travel mode's need for a share of the public right-of-way. The recommendations are intended to be cost-effective, and on-street recommendations generally involve retrofitting the existing roadway using pavement markings, signs and modest amounts of additional pavement. The following define the types of facilities incorporated in the Plan:

- **Shared Roadway:** consists of a low volume, low speed street that is compatible with bicycling without any striping, marking or geometric change to the roadway. Bike route signs may or may not be needed depending on the street's role in the larger Bikeway Network.

- **Shared Roadways with Safety Treatment:** is a recommendation for generally narrow, hilly, and winding two-lane roads. Improvements can include: signs such as "BIKES MAY USE FULL LANE" additional shoulder pavement, and/or pavement markings.

- **Shared Lane Markings:** (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The shared lane marking helps position bicyclists in the most appropriate location to ride, while also providing a visual cue to motorists that bicyclists have a right to use the street. Refer to the the Virginia Department of Transportation (VDOT) policy for guidance on the proper use of Shared Lane Markings .

- **Striped Shoulder:** provides space for bicycle travel to the right of the travel lanes. Paved shoulders serve a variety of transportation purposes in addition to providing a benefit for cyclists, including serving as a breakdown lane, contributing to overall pavement integrity, and providing a place for pedestrian travel where there are no sidewalks. A shoulder designated for bicycles should be no less than four feet in width.

- **Bike Lane:** is an area of roadway pavement designated for the preferential or exclusive use by bicycles. The lane is normally 4 – 6 feet in width and marked with a longitudinal white line and bicycle symbols Refer to the VDOT Bicycle Design Standards for guidance on bike lanes and bicycle pavement markings.

- **Climbing Lane:** when insufficient width exists to accommodate bike lanes in both directions and the roadway features a vertical grade, a climbing lane is considered. A bike lane (climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds closer to motor vehicle speeds.

- **Buffered Bike Lanes:** created by striping a buffer zone (three feet in width or greater) between a bike lane and the adjacent travel lane.

- **Cycletrack:** is a bicycle facility for cyclists only that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks can be provided in either one way or two way configurations.

- **Shared-Use Path (trail):** is an off-street multi-use facility that is physically separated from motor vehicle traffic. Trails are often located in independent right-of-way (e.g. a park, stream valley greenway, a utility corridor, or an abandoned railroad corridor) or located adjacent to the roadway within roadway rights of way. It is intended for use by bicyclists and pedestrians and normally is designed to accommodate two-way traffic

- **Policy Roads:** are multi-lane highways (functionally classified as principal arterials) that carry large volumes of traffic and/or have relatively high posted speeds (40mph or greater). These roads traverse a wide variety of land uses. Specific bicycle facility recommendations must be made in conjunction with other transportation and land use planning efforts.

The bicycle network maps also define recommended spot improvements:

- **Bicycle Access Links and Crossings** indicate locations where there are opportunities to improve neighborhood connectivity, for example by connecting cul de sacs, enhancing mid-block and trail/shared-use path crossings and by improving access to existing trails.

- **Interchange Improvements** represent locations where free flowing entrance and exit ramps create difficult conditions for bicyclists traveling along the road.

- **Transit Station Improvements** signify locations where existing and planned transit stations (Metro and VRE) create especially high demand for bicycle travel and need for bicycle accommodations. Appropriate accommodations may include bicycle racks, covered bicycle parking, high security parking, facilities on station access roads, curb ramps, crossing improvements or paths that provide safe and convenient station access.

- **Stream Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of streams. These bridge crossings will be designed for bicycle and pedestrian transportation.

- **Road Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of major highways. These crossings can be standalone bicycle and pedestrian bridges or bike lanes and shared use paths as part of a bridge that also serves motor vehicles."

# "APPENDIX 5

# FAIRFAX COUNTY BICYCLE MASTER PLAN"

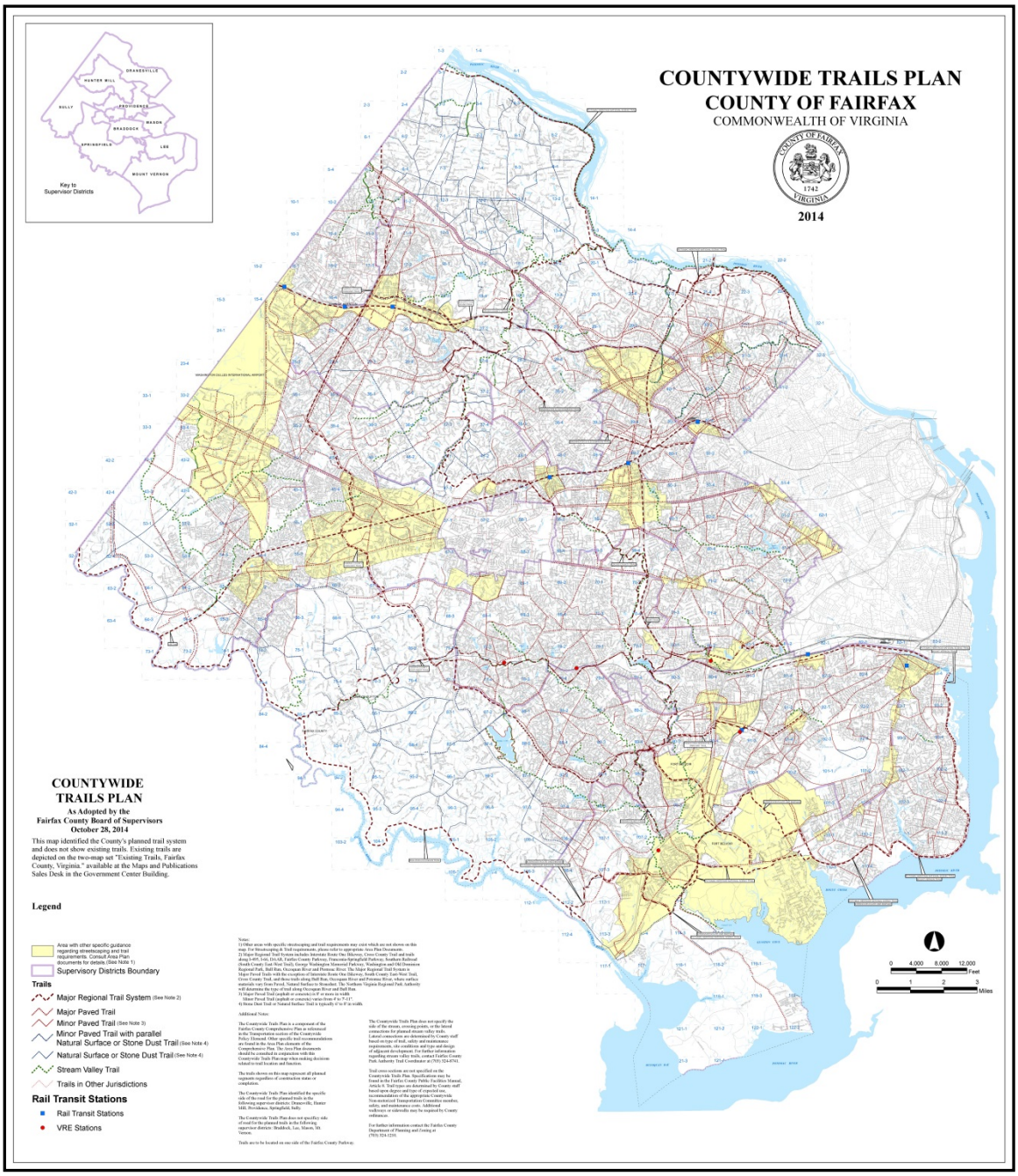
Chapters 1 through 4.5 of the *Bicycle Master Plan* are Appendix 5 of the Transportation section of the Policy Plan. While staff is working on formatting the new document for incorporation into the Plan, the adopted Master Plan can be accessed on the Web by clicking **here**.

Any questions can be referred to the Fairfax County Department of Transportation at (703) 877-5600.

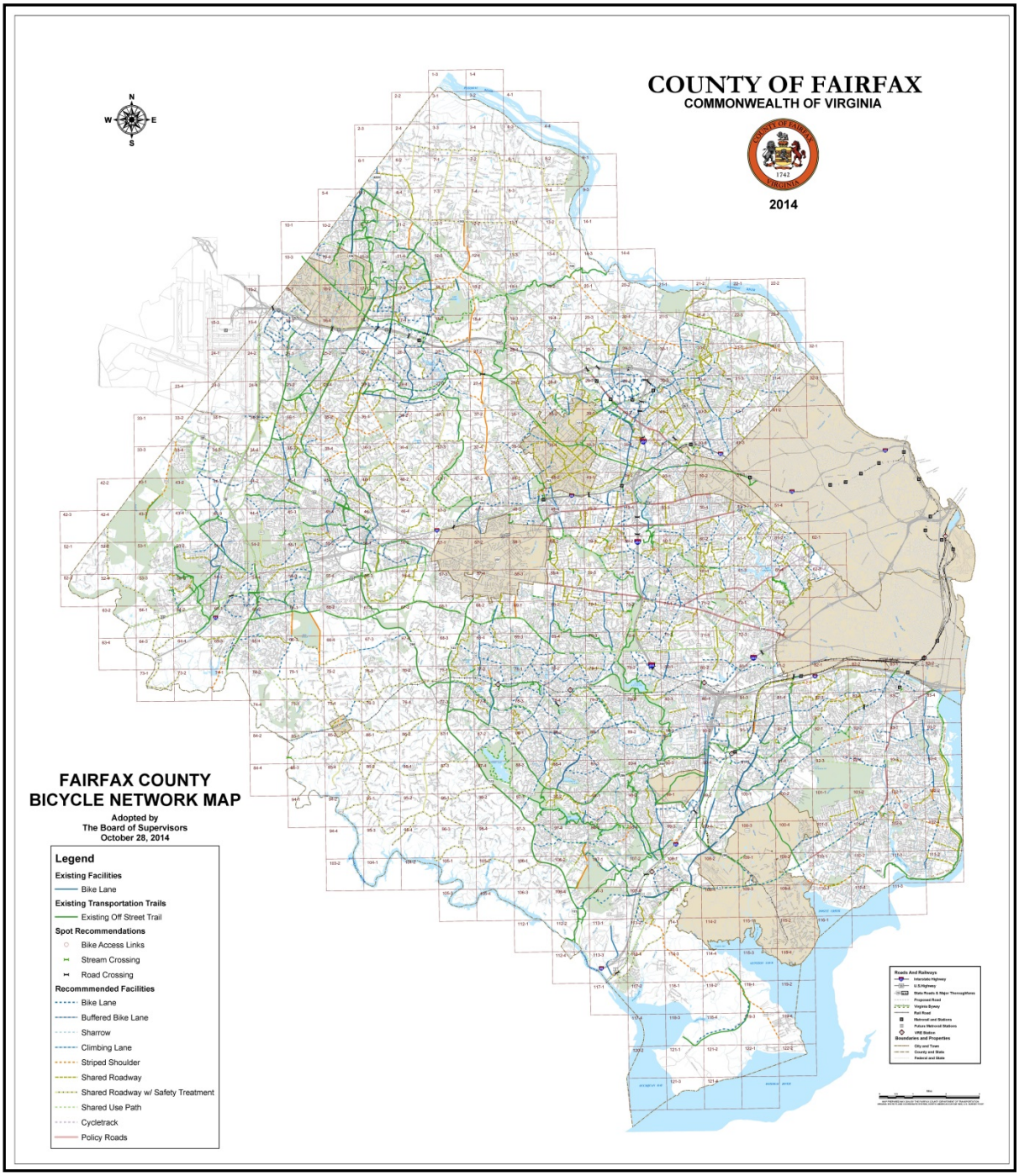
## POLICY PLAN FIGURES

The following figures were modified/added to reflect bicycle network recommendations from the Bicycle Master Plan.

**MODIFY:** Fairfax County Policy Plan, Transportation section, as amended through 3-4-2014, Figure 2, "Countywide Trails Plan Map," page 4:



**ADD:** Fairfax County Policy Plan, Transportation section, as amended through 3-4-2014, a new figure, Figure 3, "Countywide Bicycle Network Map," to be inserted immediately following the Countywide Trails Map figure:




**Note:** Subsequent figures will be renumbered.