



# FAIRFAX COUNTY PEDESTRIAN TASK FORCE

## FINAL REPORT



*January 23, 2006*

Publication of Fairfax County, Virginia  
Prepared by the Fairfax County Department of Transportation

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## PARTICIPANTS

Fairfax Area Disabilities Services Board  
Fairfax County Countywide Non-Motorized Transportation Committee  
Fairfax County Health Department  
Fairfax County Department of Housing and Community Development  
Fairfax County Park Authority  
Fairfax County Planning Commission  
Fairfax County Department of Planning and Zoning  
Fairfax County Police Department  
Fairfax County Office of Public Affairs  
Fairfax County Public Schools  
Fairfax County Department of Public Works and Environmental Services  
Fairfax County Transportation Advisory Commission  
Fairfax County Department of Transportation  
Safe Crossings / MetroPed  
Virginia Department of Transportation

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## BACKGROUND

Pedestrian activity has increased significantly in Fairfax County over the past 30 years. Fairfax County is the most populous locality in the Washington D.C. metropolitan region and in the Commonwealth of Virginia. As Fairfax County continues to grow and some areas are more urbanized, the pedestrian activity and corresponding demand for safe and accessible pedestrian infrastructure has increased as large numbers of people have become pedestrians on a daily basis. This increased pedestrian trend is very desirable and needed as the region seeks to reduce dependence on single-vehicle transportation and increase more environmentally-friendly transportation such as walking, bicycling, and mass transit use.

In 2001 the Fairfax County Board of Supervisors recognized the importance of this increase in pedestrian activity, in combination with a corresponding increase in public concern regarding pedestrian injuries and fatalities resulting from pedestrian-vehicle crashes. In March 2001, the Transportation Advisory Commission hosted a Transportation Summit on Pedestrian Access Issues. During the summit, participants discussed how to improve pedestrian access to transit, shopping, and other activities, how to improve pedestrian safety, and what may be done to alleviate impediments to improving pedestrian access. The summit participants developed four main recommendations for the Board of Supervisors:

- Reaffirming commitment to creating and maintaining an environment where pedestrian and non-motorized movements are fostered, facilitated, and supported, in all Fairfax County planning, zoning, budgeting, and financing actions.
- Improving and expanding public education and awareness programs regarding pedestrian access and pedestrian safety issues.
- Develop a comprehensive priority list of projects for a 10-year plan to provide a safe, effective pedestrian and non-motorized system in and for Fairfax County, recognizing funding needs and possible sources of funds.
- Designate a centralized staff function within Fairfax County to coordinate all pedestrian and bicycle related activities throughout the County.

In July 2001, the Board of Supervisors directed the Department of Transportation and other appropriate agencies to review the recommendations, determine which recommendations were most feasible, and to move towards implementation of recommendations. As staff began to discuss the recommendations, it became clear that "pedestrian improvements" means different things: marking and signing crosswalks; improving lighting at intersections and along sidewalks; installing pads and sidewalk connections at bus stops; installing handicapped facilities; installing pedestrian signals; providing missing sidewalk links and constructing trails on the Countywide Trails Plan.

A group was convened and met between late 2001 and early 2002 to respond to the Board's request. This group included representatives of the Department of Transportation, the Department of Planning and Zoning, the Department of Public Works and Environmental Services, the Police Department, the Park Authority, the Department of Housing and Community Development, the Department of Cable Communications and Consumer Protection, the Office of Public Affairs, the Office of the County Executive, the Transportation Advisory Commission, the Non-Motorized Transportation Committee, the Fairfax Area Disability Services Board and the Virginia Department of Transportation.

In July 2002, the Board of Supervisors approved these major Pedestrian Initiatives as recommended by the group:

- Endorse a Pedestrian Program Manager position in the Department of Transportation.
- Direct staff to secure funding through the Virginia Department of Transportation's Six-Year Secondary System Program funding available to Fairfax County, to review, plan and construct modifications to improve safety at the top locations where pedestrian accidents have been occurring.
- Direct staff to implement short-term pedestrian education initiatives, such as production and distribution of multilingual pedestrian brochures and development of pedestrian safety videos.
- Direct staff to include in the FY 2002 Carryover Package a comprehensive safety review of public transit bus stops.
- Direct staff to review issues regarding pedestrian improvements in the zoning, site plan and subdivision review process, including trails waivers and escrow funds.
- Endorse the concept of a Pedestrian Task Force to develop a coordinated safety education program and a prioritized 10 Year Plan for pedestrian facility improvements.

## INTRODUCTION AND MISSION STATEMENT

The Pedestrian Task Force was endorsed as one of the central Pedestrian Initiatives of the Board of Supervisors. After soliciting Board, public agency and citizen input on representation for the Pedestrian Task Force throughout 2003, the Pedestrian Task Force membership was established in late 2003 and was convened early 2004.

The Pedestrian Task Force was established with citizen representatives from the Planning Commission, Countywide Non-Motorized Transportation Committee, the Transportation Advisory Commission, the Fairfax Area Disability Services Board, Safe Crossings/MetroPed and with staff representatives of the Virginia Department of Transportation and the following Fairfax County agencies: Department of Transportation, Department of Planning and Zoning, Department of Public Works and Environmental Services, Office of Public Affairs, Department of Housing and Community Development, Park Authority, Police Department, Public Schools and Health Department.

The early Pedestrian Task Force meetings focused on defining the problems and solutions related to improvements for pedestrians, and focused on explaining and identifying the different agencies that have influence over each topic area. The Pedestrian Task Force explored many topics for potential inclusion in this effort, and decided to focus solely on those issues that were determined to be able to be influenced by local decision making. It was suggested that bicycle safety be included in the Pedestrian Task Force's responsibility. However, even though bicycling conditions in Fairfax County are inadequate and bicycle safety is an important topic, this suggestion was rejected in order to focus on pedestrian safety.

After meeting monthly through early 2004 to refine the issues for action, the Pedestrian Task Force held an open house in July 2004 to solicit public input on the Task Force's Draft Mission Statement and Draft Top Pedestrian Issues list (see Appendices). The Draft Top Pedestrian Issues list consisted of both specific and general priorities that the Task Force has focused on for consideration for targeted implementation, and represented the Task Force's efforts to review existing Fairfax County and Virginia Department of Transportation pedestrian programs and activities, and develop recommended ways to improve these activities. Approximately thirty-five people attended the open house where attendees were given an overview by staff on Fairfax County's Pedestrian Initiatives and were given details on the development of the Pedestrian Task Force and its Mission Statement and Goals. Subsequently the Mission Statement was refined and approved as follows:

### *FAIRFAX COUNTY PEDESTRIAN TASK FORCE MISSION STATEMENT*

*The Fairfax County Pedestrian Task Force will develop a plan for implementing safe and effective pedestrian facilities, and, will develop a coordinated and collaborative education/outreach program.*

## EXISTING PEDESTRIAN CONDITIONS

Fairfax County is a large and diverse locality, encompassing over 399 square miles of land. Fairfax County significantly changes from the urban areas such as the Route 1 Corridor, the Baileys Crossroads-Seven Corners Corridor, and the Tysons Corner-Reston Employment Corridor, to suburban neighborhoods such as Annandale, Centreville, Chantilly, Vienna, to the low-density areas of Great Falls, Oakton, and Fairfax Station.

Fairfax County is home to nationally-recognized recreational pedestrian facilities, such as the Washington & Old Dominion Railroad Regional Park trail, the Mount Vernon Trail and the Burke Lake Park Trail. Furthermore Fairfax County has more miles of sidewalks and trails, and more pedestrian traffic signals than any other jurisdiction in Virginia. Figure 1 shows the Existing Pedestrian Signals, Sidewalks, and Trails in Fairfax County.

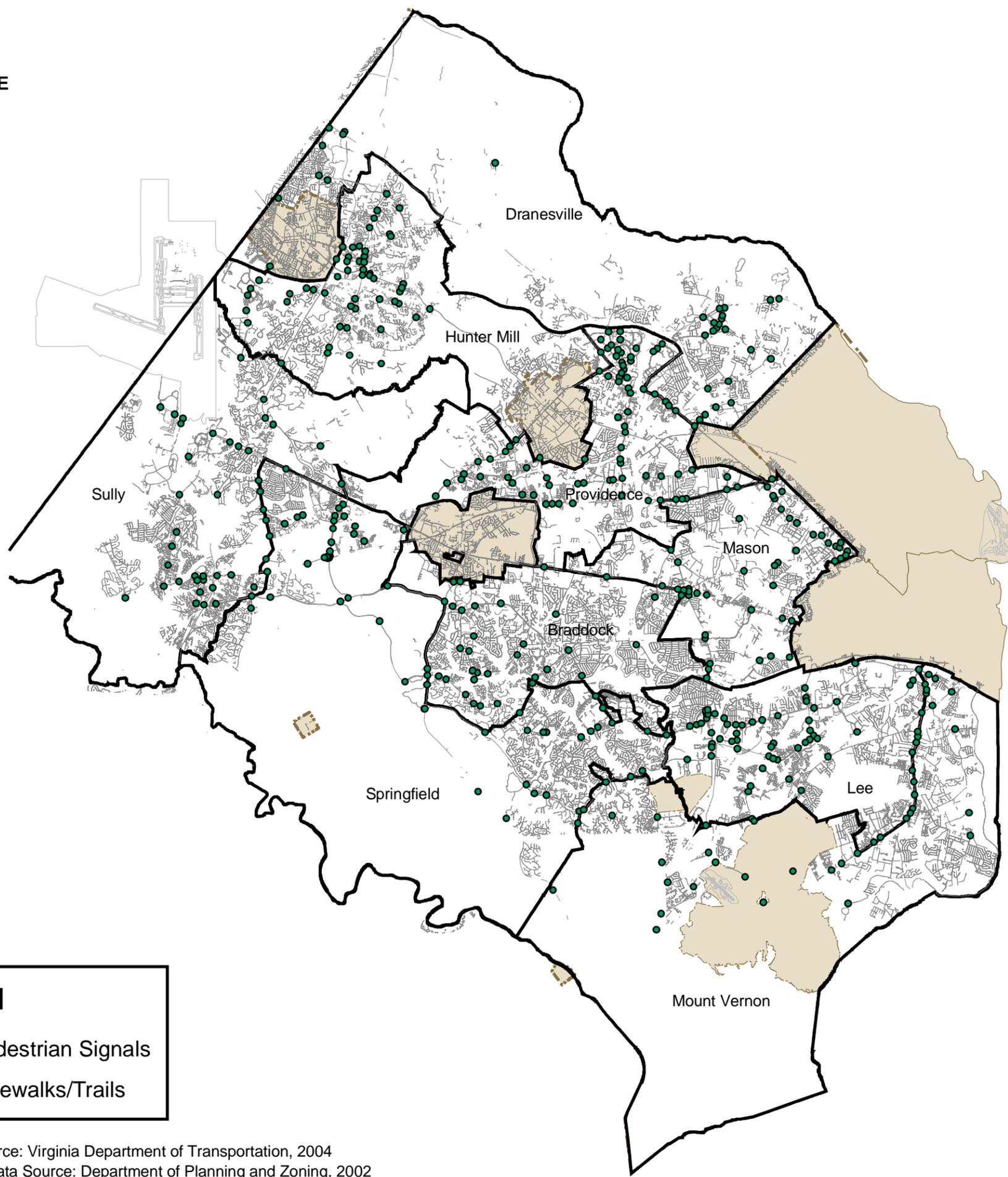
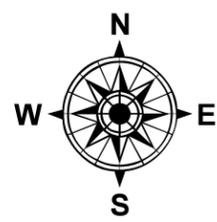
In most of Fairfax County there is some infrastructure to support pedestrian activities, with significant portions built as part of road projects and development. However, there are many gaps in the trail and sidewalk network, in some areas the trail and sidewalk network does not exist, and maintenance and sustainability of existing facilities are not constant, making it almost impossible in many places for pedestrians and bicyclists to safely travel to nearby destinations. Nor are there always adequate and accessible connections to bus and rail stops for people to walk to public transportation facilities.



In many places in Fairfax County, pedestrian travel is difficult due to 1) incomplete or missing sidewalk and trail infrastructure along major roadways, in activity centers and in neighborhoods, 2) the need to cross high-speed/high-traffic roadways with inadequate safe crossings, 3) walkways connected to bus stops that are not accessible to residents with disabilities, and 4) discourteous drivers and violations of traffic safety laws, especially a failure to yield the right of way to pedestrians at intersections and crosswalks.

Figure 1

# Existing Pedestrian Signals, Sidewalks, and Trails

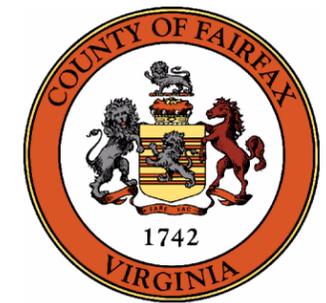


**Legend**

- Pedestrian Signals
- Sidewalks/Trails

Signal Data Source: Virginia Department of Transportation, 2004  
Sidewalk/Trail Data Source: Department of Planning and Zoning, 2002

2006



COUNTY OF FAIRFAX, VIRGINIA

The Metropolitan area continues to experience increased residential and commercial growth. This growth has overwhelmed some roadways, resulting in traffic volume and congestion that cause increased challenges for both pedestrians and motorists. In Fairfax County, pedestrian growth is led by three main factors: an increase in citizens who do not own a vehicle and are dependent on pedestrian, bicycle and public transit transportation, particularly in the immigrant and disabled community; an increase in citizens who choose to use mass transit as an alternative; and, an increase in recreational and local pedestrian transportation, particularly an increase in exercising and retail pedestrian activity associated with mixed-use development.

In the past there has been more of an emphasis on traffic flow, causing wide distances for pedestrians to cross, a lack of crosswalks and signalized pedestrian crossings, high traffic speeds, and a lack of pedestrian facilities adjacent to roads.

There are also legal barriers to construct pedestrian improvements, such as when property owners oppose projects and will not cooperate in negotiating property-rights issues. In particular, Fairfax County may not use quick take eminent domain for sidewalk and trail projects, which presents policymakers the only option of pursuing eminent domain in court in opposition to property owners wishes.

Fairfax County's pedestrian crash numbers are comparable, if not slightly better than regional localities, in comparison to increases in population and vehicles. A review of the pedestrians killed over the previous 34 years reveals that fatal pedestrian crashes peaked in 1972 with 23 persons killed. In recent years pedestrian fatalities have remained fairly constant at an average of 13 per year. However in peak years, Fairfax County experienced 17 to 19 pedestrian fatalities during each year. Chart 1 shows a comparison of pedestrian fatalities from 1995 to 2005.

CHART 1 - PEDESTRIAN FATALITIES 1995 to 2005

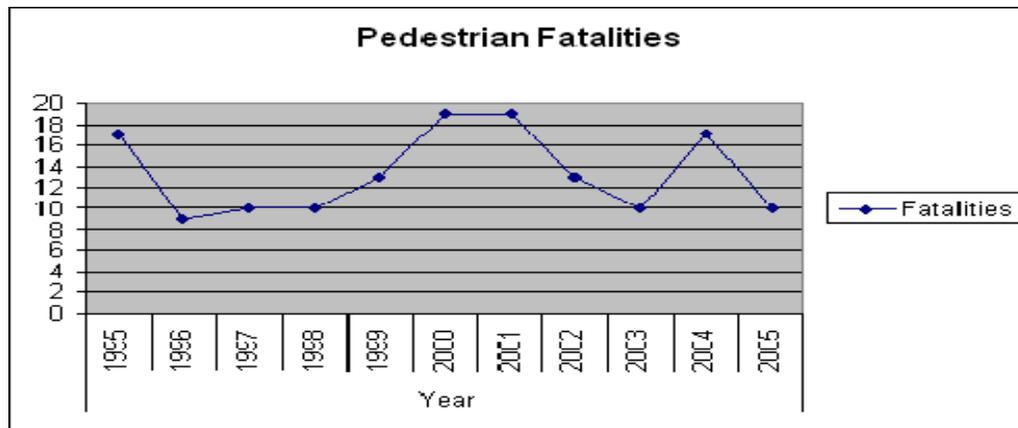
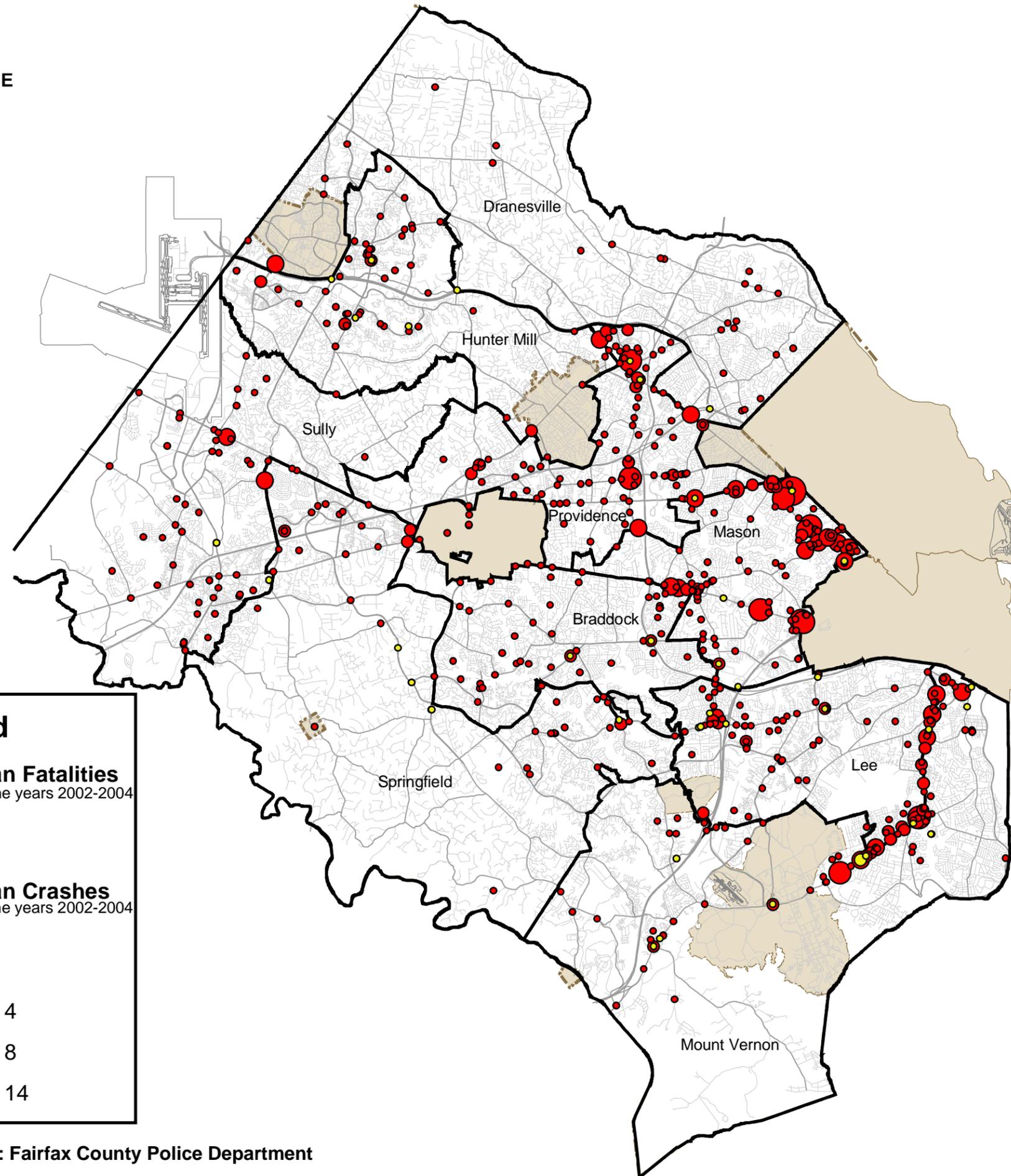
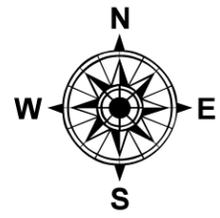


Figure 2 shows the locations of Pedestrian Crashes and Fatalities from 2002 to 2004 within Fairfax County. While Figure 2 shows locations that have high number of crashes such as Annandale, Springfield, Route 1 and Route 7, it also shows that injuries and fatalities are happening in all parts of the County.

Figure 2

# Pedestrian Crashes and Fatalities



**Legend**

**Pedestrian Fatalities**  
Fatalities for the years 2002-2004

- 1
- 2

**Pedestrian Crashes**  
Crashes for the years 2002-2004

- 1
- 2
- 3 - 4
- 5 - 8
- 9 - 14

Data Source: Fairfax County Police Department

2006



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FAIRFAX, VIRGINIA

## EXISTING PEDESTRIAN EFFORTS

In response to the Board of Supervisors endorsement in 2002 of the Pedestrian Initiatives, many major County efforts have begun to improve the safety of and facilities for pedestrians in Fairfax County. The initiatives include:

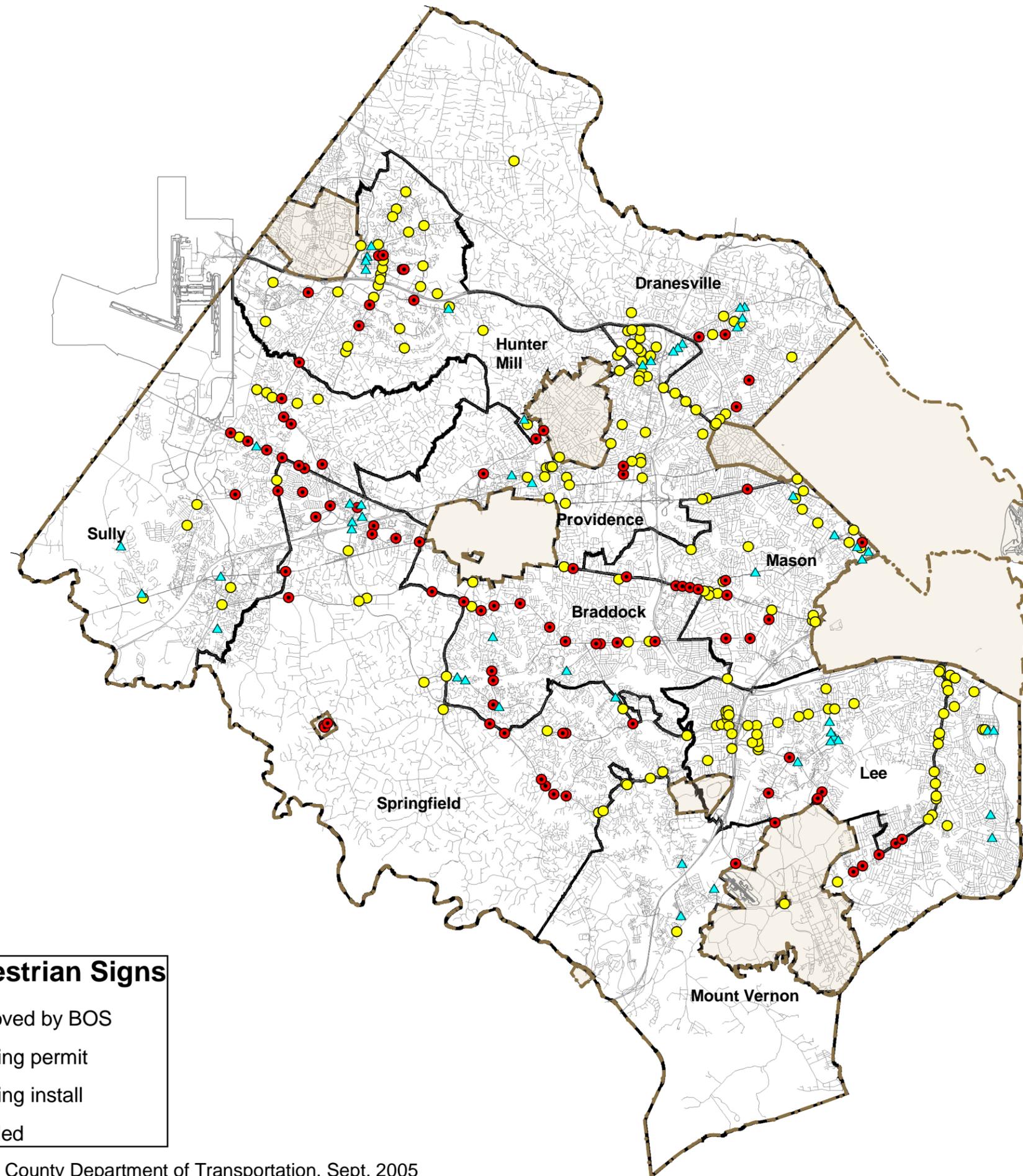
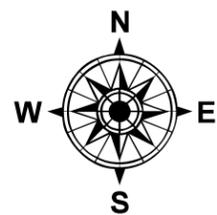
- The County Executive appointed a Transportation Planner III, in the Department of Transportation to be the Pedestrian Program Manager. The Pedestrian Program Manager has coordinated the County's efforts to improve pedestrian accommodations. The Department of Transportation installs special "Yield To Pedestrians In Crosswalk \$100 - \$500 Violation Fine" signs at locations that meet defined criteria. Figure 3 shows the Yield To Pedestrian \$100 - \$500 Fine Sign Locations.
- The Board of Supervisors prioritized funding within the Virginia Department of Transportation Secondary System Program for pedestrian improvements at top crash intersections to be retrofitted with better pedestrian accommodations. These locations are all either high-accident locations, older locations that were built without proper pedestrian infrastructure, or on high-speed/high-volume roadways that are obstacles for pedestrians to cross safely.
- The Board of Supervisors provided funding of \$1.3 million for the Department of Transportation to conduct a comprehensive Bus Stop Inventory and Safety Study. The Study concluded that of 4,000 public transit bus stops (Metrobus and Fairfax Connector), approximately 150 stops are fully accessible for all citizens including those with disabilities, approximately 2,450 stops have minor deficiencies but are essentially accessible and safe, approximately 700 stops need minor improvements, approximately 500 stops need important improvements, and that approximately 200 stops have difficult access that expose citizens to traffic and waiting areas that are uncomfortable.

The majority of sidewalk and trail construction in Fairfax County is completed as part of new development as required by the County's Comprehensive Plan and other standards and guidelines. Additionally pedestrian improvements are accomplished as part of new and on-going programs, and normal business practices by County and State agencies, such as:

- In 2004 the Virginia Commonwealth Transportation Board adopted the Virginia Department of Transportation's Policy for Integrating Bicycle and Pedestrian Accommodations. This policy provides the framework through which the Virginia Department of Transportation accommodates bicyclists and pedestrians, including pedestrians with disabilities, along with motorized transportation modes in the planning, funding, design, construction, operation, and maintenance of Virginia's transportation network to achieve a safe, effective, and balanced multimodal transportation system.
- From 1999 to 2004, construction of new roadways by the Virginia Department of Transportation added over 17 miles of sidewalks, 24 miles of multi-purpose trails and 8 miles of dedicated bike lanes in Fairfax County. Additionally, the Department has led an effort in identifying and improving short-term pedestrian needs in Tysons Corner.
- From 1999 to 2004, over 13 miles of park trails have been built by or for the Fairfax County Park Authority, and nearly 4 miles of new walkways constructed and 14 miles of walkways improved by the Department of Public Works and Environmental Services.

Figure 3

# Yield to Pedestrian Sign Locations



**Yield to Pedestrian Signs**

- ▲ Approved by BOS
- ◆ Awaiting permit
- Awaiting install
- Installed

Data Source: Fairfax County Department of Transportation, Sept. 2005

2006



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Funding for pedestrian projects comes from a wide variety of sources, such as the Fairfax County General Fund, the Fairfax County receipt of Congestion Mitigation Air Quality, the joint Fairfax County and Virginia Department of Transportation Revenue Sharing Program and Virginia Department of Transportation programs such as the Enhancement Program, the Hazard Elimination and Safety Program and the Primary and Secondary Construction Program.

The Pedestrian Task Force is very concerned about direct County funding to enable spot project construction. In past years the level of direct Fairfax County funding for the Department of Public Works and Environmental Services pedestrian projects prioritized by the Countywide Non-Motorized Transportation Committee and the Transportation Advisory Commission has been approximately \$1 million to \$2 million dollars annually. However in recent years during Budget cuts, direct pedestrian project funding for these programs was not made available. Although significant funding for pedestrian projects continues to be programmed (see below), federal funding complexity – such as process and environmental – and lack of direct County funding still leaves the ability to construct spot projects a major challenge.

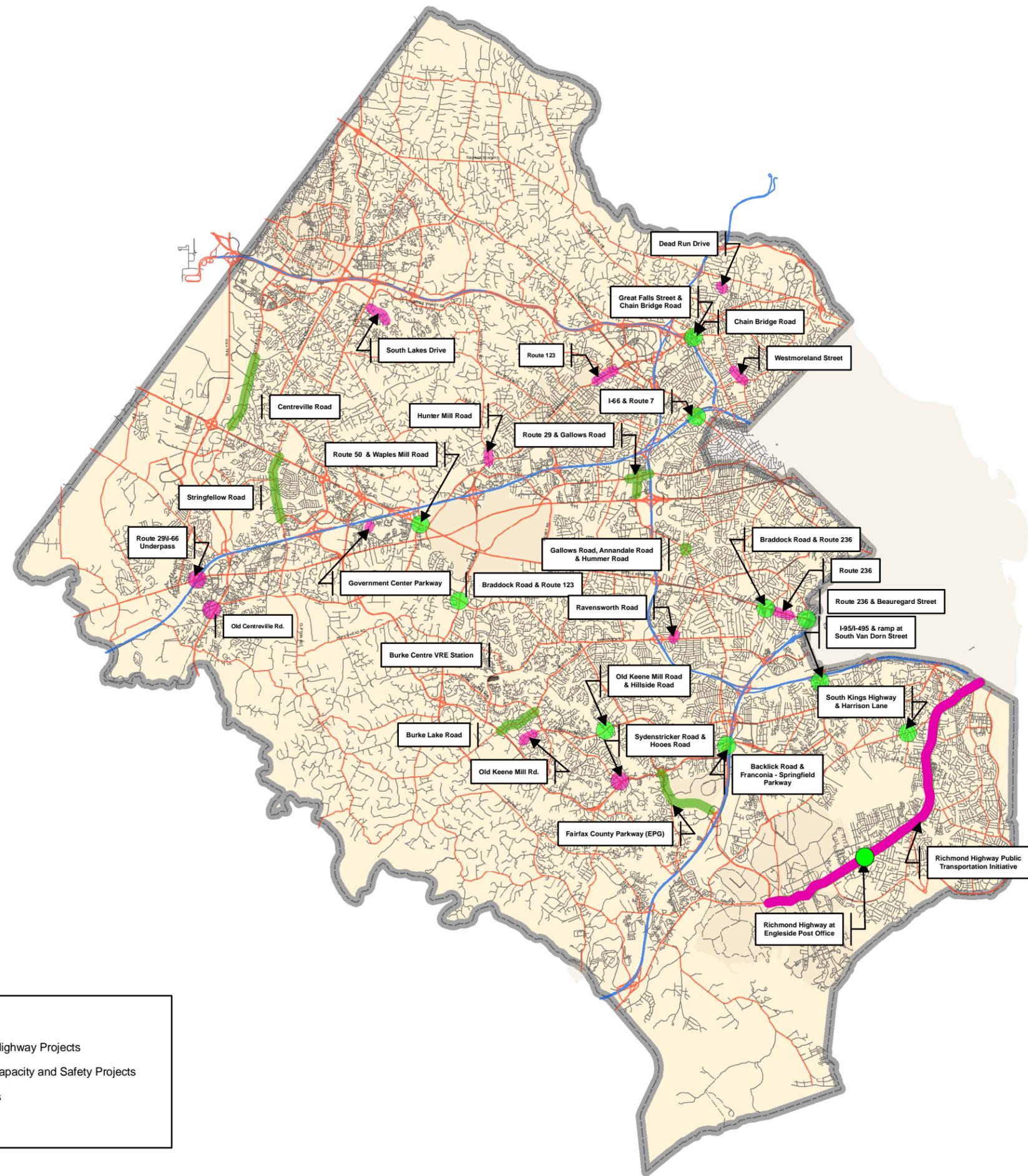
In 2004, the Fairfax County Board of Supervisors initiated a Four Year Transportation Program which provides funding of nearly \$11 million for pedestrian improvements, such as countywide priority connectivity projects, and is highlighted by the Route 1 Initiative: 20 pedestrian/bus stop intersection improvement projects on Route 1, along with construction of a continuous sidewalk or trail along the entire Route 1 segment from Alexandria to Fort Belvoir. Figure 4 shows the Fairfax County Four Year Transportation Program Project Locations, with the pedestrian projects summarized in Table 1.

*TABLE 1  
FAIRFAX COUNTY FOUR YEAR TRANSPORTATION PROGRAM  
PEDESTRIAN PROJECTS*

- Richmond Highway Initiative - \$7,500,000
- Sydenstricker Road Improvements at Park-and-Ride Lot - \$40,000
- Lee Highway under Interstate 66 - \$750,000
- Ravensworth Road from Kalorama Road to Braddock Road - \$225,000
- Little River Turnpike from Virginia Street to Chowan Avenue - \$600,000
- Government Center Parkway at Monument Drive - \$65,000
- South Lakes Drive from Colts Neck Road to Olde Crafts Drive - \$350,000
- Chain Bridge Road from Gosnell Road to Westbriar Drive - \$300,000
- Dead Run Drive from Bright Avenue to Congress Lane - \$50,000
- Hunter Mill Road from Chain Bridge Road to Corballis Park - \$325,000
- Old Centreville Road from Old Mill Community to Park-and-Ride Lot - \$90,000
- Old Keene Mill Road from Burke Woods Drive to Four Oaks Lane - \$180,000
- Westmoreland Street from Kirby Road to Lemon Road - \$300,000

Figure 4

# Fairfax County Four - Year Transportation Program



**Legend**

- Major Transit and Highway Projects
- Spot Intersection Capacity and Safety Projects
- Pedestrian Projects

1 inch equals 3.1 miles

2006



COUNTY OF  
FAIRFAX, VIRGINIA

## EXISTING EDUCATION EFFORTS

Pedestrian educational activities in Fairfax County have been conducted primarily by the Police Department and the Public Schools. More recently the Department of Transportation has involved the County in the regional "Street Smart" Pedestrian and Bicycle Safety and Public Awareness Campaigns and begun direct outreach activities.

The Police Department and Public Schools have educated students throughout their enrollment in age-specific lessons regarding pedestrian safety, bicycle safety and driver safety, conducting educational lessons throughout students elementary and high school years. The Police School Education Officers teach students in 2nd grade pedestrian and bus stop safety, teach 3rd grade students seat belt safety, and teach 4<sup>th</sup> grade students bicycle safety. These lessons are taught in all County schools to reach 100 percent of students, and are also available to all private schools. The Schools' Office of Safety and Security operates the Safety Bus which supplements the School Education Officer program. The Safety Bus is a mobile safety classroom that goes to individual schools for all day student safety seminars. Since 1998, over 66,000 students have visited the Safety Bus to take advantage of the different educational programs offered, such as Bicycle Safety, Pedestrian Safety, School Bus Safety, In-Line Skating/Skateboard Safety, Elevator Escalator Safety, and Water, Pool, and Boat Safety.

The Fairfax County Police Department has taken the County lead in education and enforcement for pedestrians and motorists. All District Stations conducted pedestrian enforcement/public awareness activities in 2004 and 2005 at targeted areas such as the Vienna and Huntington Metro Stations, Tysons Corner, Seven Corners, Lincolnia, and Route 1. These Police efforts have resulted in thousands of safety brochures being placed in pedestrians' hands, and over 1,000 warning tickets and traffic summons issued to pedestrians and motorists. The Police's Smooth Operator program targets aggressive driving including pedestrian-related infractions.

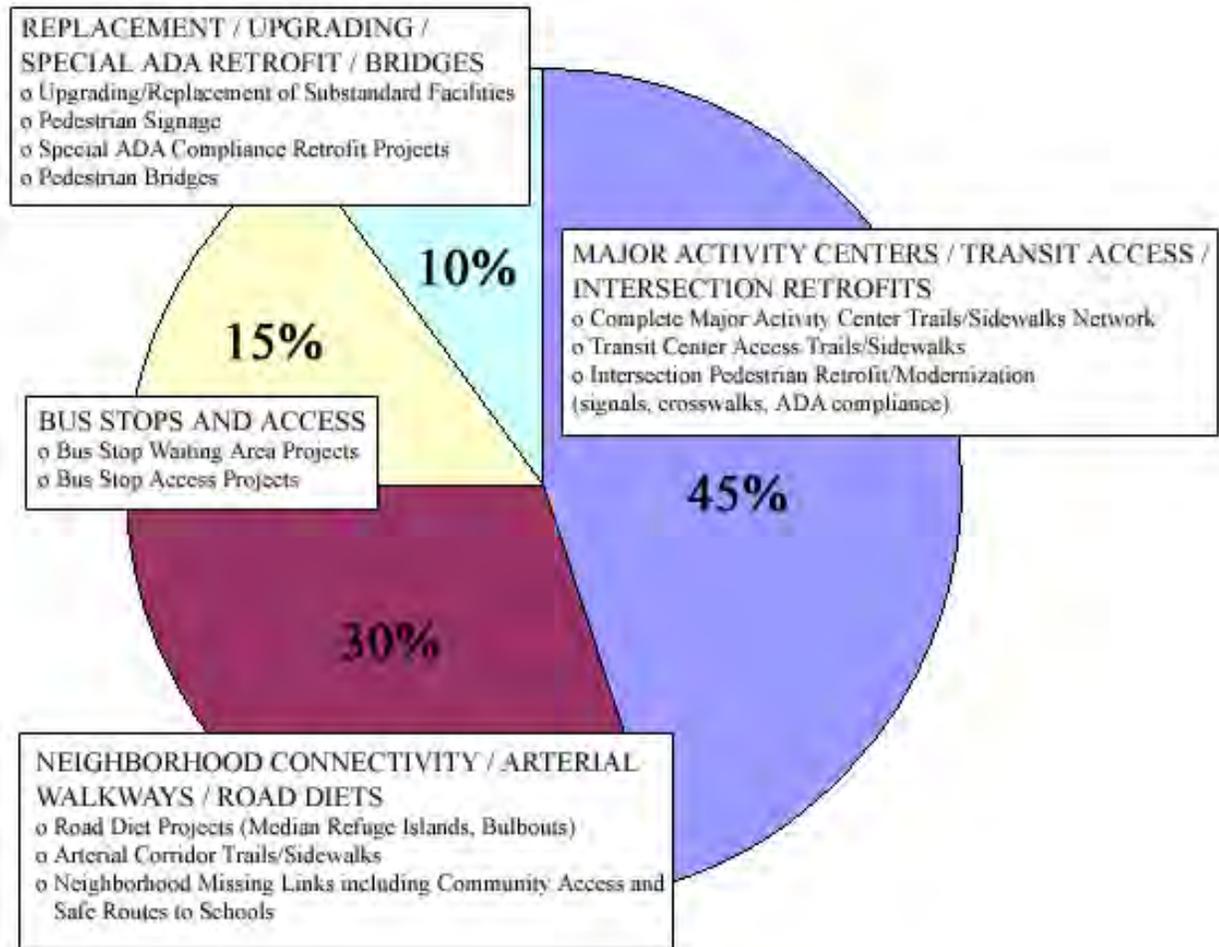
The Department of Transportation started implementing pedestrian awareness education as part of the National Capital Region Transportation Planning Board's "Street Smart" Pedestrian and Bicycle Safety and Public Awareness Campaigns from 2002 through 2005. These campaigns utilize television, radio, multilingual pedestrian brochures and bus advertising to promote awareness of the shared responsibilities of both drivers and pedestrians. Fairfax County is the regional local-government leader providing funding of \$200,000.

In 2005, the Department of Transportation dedicated limited-term staff to conducting targeted and programmatic outreach activities. This staff person attends community events throughout the County with a prepared display, presentation, reflective safety bracelets and interactive activities for children. The Department plans to increase this outreach/education activity as a result of the recommendations of the Pedestrian Task Force.

# PEDESTRIAN TASK FORCE FUNDING RECOMMENDATIONS

The Pedestrian Task Force reviewed existing pedestrian funding levels and recommends increasing funding for pedestrian projects. These generalized recommendations for pedestrian funding were developed to provide guidance in all future pedestrian funding actions. The types of pedestrian projects identified as priorities were chosen in consideration needs, constructability, and with relative cost-benefit. The Task Force developed Prioritized Pedestrian Funding Goals by percentages for different groups of types of projects, all of which are a priority, as shown in Figure 5.

**FIGURE 5**  
**FAIRFAX COUNTY PEDESTRIAN TASK FORCE**  
**PRIORITIZED FUNDING GOALS**



The Ten-Year Pedestrian Improvement Plan is shown in Table 2, and was developed as an aggressive yet realistic funding-constrained Plan, focusing on known pedestrian priorities and major unfunded needs and gaps. The Ten-Year Pedestrian Improvement Plan's funding sources are not yet determined and should include all Federal, State and County funding options, however direct Fairfax County funding above current levels would be anticipated.

**TABLE 2  
FAIRFAX COUNTY PEDESTRIAN TASK FORCE  
TEN-YEAR PEDESTRIAN IMPROVEMENT PLAN**

**MAJOR ACTIVITY CENTERS / TRANSIT ACCESS / INTERSECTION RETROFITS**

Route 1 Pedestrian Initiative	\$10,000,000
<i>Complete 2.5 miles of Missing Trail / Sidewalk along One Side (Alexandria to Fort Belvoir) and Intersection and Bus Stop Improvements at 20 Bus Stop Intersections (\$7,500,000 Funded, Long-Term entire 16 miles on Both Sides)</i>	
Top 40 Pedestrian Intersection Retrofits	\$5,000,000
<i>Board Priority VDOT Secondary Construction Program Additional Intersections in Future VDOT Program Years (\$1,250,000 Funded)</i>	
Route 7 Pedestrian Initiative	\$5,000,000
<i>Complete 2.5 miles of Missing Trail / Sidewalk along Both Sides (Alexandria to Falls Church) and Pedestrian Crossing Improvements</i>	
Tysons Corner Urban Center Pedestrian Network	\$5,000,000
<i>Complete Trails / Sidewalks and Retrofit Intersections for Future Urban Streetscape</i>	
Transit Center Pedestrian Access	\$2,000,000
<i>Infrastructure improvements to accommodate access to Metrorail and VRE stations</i>	

**NEIGHBORHOOD CONNECTIVITY / ARTERIAL WALKWAYS / ROAD DIETS**

Countywide Neighborhood Missing Links / Community Access	\$18,000,000
<i>District-Specific Improvements Outside Core Priority Areas Includes Road Diets, Signage, Safe Routes to School</i>	

**BUS STOPS AND ACCESS**

Countywide Bus Stop Access and Safety Improvements	\$9,000,000
<i>Improvements to Priority Stops (approximately 150 stops)</i>	

**REPLACEMENT / UPGRADING / SPECIAL ADA RETROFIT / BRIDGES**

Upgrade Substandard Pedestrian Facilities	\$6,000,000
<i>Retrofit projects to aid VDOT approval of new crosswalks</i>	

<b>TOTAL</b>	<b>\$60,000,000</b>
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**NOTES:**

1. *Ten-Year Pedestrian Plan reflects priority Fairfax County needs under constrained funding scenario. Plan represents known priority projects to be funded at this time. Some overlap will occur in some projects. Plan does not reflect full buildout of adopted Countywide Trails Plan and other pedestrian needs. Plan reflects Funding Goals' percentages.*
2. *Ten-Year Pedestrian Plan funding sources not determined and should include all Federal, State and County funding options. However County funding above current levels would be anticipated.*
3. *Ten-Year Pedestrian Plan does not include current County funded projects in other agencies.*
4. *Major Sidewalks / Trails estimated at \$1,500,000 per mile including Right-of-Way and Utilities. Detailed cost estimates will not be known until the completion of the design of each project. It is possible that actual costs will be higher and require some additional funding as projects are further developed.*

## PEDESTRIAN TASK FORCE EDUCATION RECOMMENDATIONS

Past safety efforts have been concentrated on educating pedestrians. These efforts must be expanded to include education of motorists regarding their responsibilities to yield to pedestrians, to be aware of unpredictable pedestrian actions, to stop and look for pedestrians at right-turn-on-red intersections, etc. The purpose of the education recommendations is to encourage pedestrians and motorists to respect each other and to act in a safe manner. They need to understand their mutual legal responsibilities. They also need to know and heed safe practices.

The Pedestrian Task Force recommends expanding and improving upon existing education efforts, in part by utilizing other available public-sector employees to provide continuing and various pedestrian education. The Pedestrian Safety Education and Outreach Recommendations shown in Table 3, represent the areas and opportunities that the Task Force decided were the most appropriate and had the greatest likelihood of success for implementation in Fairfax County.

The detailed curriculum and content will need to be further developed by staff from appropriate areas such as transportation, schools, human services, police, etc. While these are the priority recommendations of the Pedestrian Task Force, some of these activities already exist and others do not. However all are recommended to be more closely coordinated among appropriate agencies.

*TABLE 3  
FAIRFAX COUNTY PEDESTRIAN TASK FORCE  
EDUCATION AND OUTREACH RECOMMENDATIONS*

Target Group: Schools

- Pedestrian Safety in Elementary Schools (pedestrian/bicycle safety curriculum, pedestrian safety play/skit, work/activity books, Safe Routes to Schools program)
- Pedestrian Safety in High Schools (driver education classes, health classes)
- Pedestrian Safety for Pre-School/Head Start

Target Group: Community

- Pedestrian Safety for grassroots and neighborhood groups (examples: “pedestrian safety road show” with instructions on “how to, where to, what not to do, pedestrian responsibility” and Virginia Law implications, tailored for different demographics and non-English speaking groups, public service announcements in local media)
- Pedestrian Safety Employer outreach (modified pedestrian safety road show, encourage benefits of non-motorized commuting options)
- Pedestrian Safety for Commuters (special events at transit/activity centers)
- Pedestrian Safety for Exercisers (reflective bracelets)
- Board of Supervisors agenda recommendations to Richmond to improve Pedestrian Safety Information and laws in Virginia DMV Driver Manual
- Utilize mass-media advertising and public service announcements to promote pedestrian and driver safety awareness
- Pedestrian Safety inclusion in English as a Second or Other Language classes
- Pedestrian Safety for Bus Riders (safety posters/handouts in busses and bus shelters, reflective bracelets)
- Pedestrian Safety summary information for distribution in community newsletters

Target Group: Transit Users

- Pedestrian Safety Travel Training Programs for Seniors/Disabled (modified pedestrian safety road show, coordination with Seniors-on-the-Go Program)

Target Group: Staff

- Pedestrian Safety Encouragement and Support for Police outreach in high risk areas
- Pedestrian Safety Encouragement and Support for Police Enforcement
- Pedestrian Safety Encouragement and Support for Public Health Nurses
- Pedestrian Safety Continuing Education for Engineers, Planners and Developer Consultants

## OTHER RECOMMENDATIONS

1. Fairfax County should recognize that the lack of eminent domain authority for pedestrian projects is a common problem in implementing approved projects, and that the County's Legislative Committee should consider this issue in the annual legislative package for the Virginia General Assembly.
2. Fairfax County should advocate for Best Practices for Pedestrians, such as crosswalks on all four sides of intersections, with two curb cuts at each intersection corner, "Rest in Walk" which is automatic activation of pedestrian signals along the main line of major corridors, using countdown pedestrian signals as the standard, construction of sidewalks on both sides of all roads, accessible sidewalk connections to bus stops, etc., median refuge islands with curb cuts, adequate lighting of sidewalks and crossing locations, and audible pedestrian signal buttons.
3. Fairfax County should fully endorse the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG).
4. Residents should be able to readily find a VDOT and County phone number to report sidewalk and trail maintenance requests, so that debris on facilities do not become de facto missing links for people with disabilities.
5. Staff needs to closely coordinate and regularly report to the County Non-Motorized Transportation Committee, every six months is recommended.
6. Although the Pedestrian Task Force did not focus on bicycle issues, the Task Force recognizes the shortcomings in this area and recommends that the County provide a full-time Bicycle Planner staff position.
7. The discussion on the question of any future of the Pedestrian Task Force began with a concern that all pedestrian issues should be covered by a committee/board, including those of people with disabilities, and whether the responsibilities of the Countywide Non-Motorized Transportation Committee (CNMTC) covered all citizen's pedestrian concerns. The CNMTC changed its name in 1994 from the Trails Committee to reflect focus on all non-motorized issues including pedestrian, biking and equestrian facilities. The primary responsibility of the CNMTC is the maintenance and implementation of the County Trails Plan that is part of the County's Comprehensive Plan, and the on-going work of the CNMTC is to recommend on waiver or modification requests of trail and walkway construction. The CNMTC is staffed by the Countywide Trails Planner in the Department of Planning and Zoning. It was decided not to recommend a permanent Pedestrian Task Force, however to recommend the following: that the CNMTC should have a Disabilities Services Board member and should review and change the CNMTC bylaws to ensure comprehensive responsibilities and coverage for all pedestrian issues, And that continuity with the CNMTC and Transportation Advisory Commission should be maintained to cover all pedestrian issues including disability issues by coordinating a regular review of standards relating to non-motorized transportation; and that the 10-Year Pedestrian CIP should remain a "living document" and be reviewed every five years for updating and modification.

## CONCLUSION

The Board of Supervisors should endorse the funding and education recommendations of the Pedestrian Task Force. The work of the Pedestrian Task Force is intended to foster an improved environment for pedestrians in the future, and intended to lay the foundation for realistic future improvement programs to benefit all the citizens of Fairfax County. In doing so it is hoped that in the near future that Fairfax County can continue to:

1. reduce the number of pedestrian/vehicle collisions and their associated deaths and injuries,
2. provide residents a safe, accessible and practical alternative to using a car for local trips, and
3. allow children living within walking distance of their school to have a safe walking route to school.

## APPENDICES

## 2004 Open House Top Pedestrian Issues

### PROJECT FUNDING AND PRIORITIZATION

#### *Specific Project Prioritization for County Capital Improvement Program*

- Countywide Non-Motorized Transportation Committee priority trails
- Intersection retrofits
- Bus stop inventory and safety study
- Countdown pedestrian traffic signal head retrofits

#### *Additional Types of Projects Recommended for Future Funding*

- Trails / Sidewalks
  - Completing missing links
  - Safe routes to schools
  - Transit access
    - Metro stations, Bus stops
  - Community access
    - Parks, Libraries, Retail
- Road / Street crossings
  - Crosswalks, Raised median refuge islands, Pedestrian bridges, Intersections
- Upgrading substandard facilities
- Americans with Disabilities Act compliance
- Signage

### EDUCATION AND OUTREACH

#### *Education / Outreach Customers and Topics*

- Customers / Users
  - County schools
  - Neighborhood groups
  - Commuters
  - Exercisers
  - Pre-school / head start / at-risk children
  - Non-English speaking / cultural groups
  - Seniors / special users
- Topics
  - Virginia Dept. of Motor Vehicles (outreach and safety grants)
  - Enforcement
  - "How To" instructions
  - Virginia law implications
  - Pedestrian safety responsibility

### OTHER POLICIES AND PRACTICES

#### *State / County Policies and Practices*

- Develop Fairfax County "best practices"
- Proffer / escrow policy (local walkway fund)
- Sidewalk requests
- Multi-agency responsibilities of trails vs. sidewalks vs. roads (Virginia Department of Transportation and the following County Agencies: Park Authority, Planning and Zoning, Public Works and Environmental Services, Transportation)
- Signage
- Public Facilities Manual revision (subdivision regulations)
- Use of eminent domain for trails / sidewalks
- Virginia law (changes)
- Transportation plans that include pedestrian impact studies
- Maintaining pedestrian facilities during construction

Questions and Comments from Pedestrian Task Force October 2005 Open House,  
Mount Vernon Transportation Subcommittee and Braddock District Council Briefings

1. What are your criteria when choosing to fund a trail/sidewalk project?
2. Is Lee Hwy. included in the sidewalk study?
3. What about escrows?
4. Can audible ped. signals be installed on the Rt. 1s and the Rt. 7s?
5. Is there a way to put the signs and push buttons in a uniform location?
6. Could you describe the PFM changes?
7. What is the future of the Task Force?
8. Could you put ADA requirements in the PFM?
9. How do we get blocked crosswalks?
10. Where would we address the issue of shoveling the sidewalks? Foliage?
11. Staffing needs to increase to implement 10-Year Plan Projects, nature of spot projects can be more staff intensive.
12. Staffing needs to be increased for Police Enforcement of pedestrian issues.
13. Pedestrian Safety summary information needs to be available for distribution in community newsletters.
14. There needs to be a simple, inexpensive way for property owners to grant trail easements without incurring costs related to plats and deeds.
15. State law is confusing

## VIRGINIA STATE LAW

§ 46.2-924. Drivers to stop for pedestrians; installation of certain signs; penalty.

A. The driver of any vehicle on a highway shall yield the right-of-way to any pedestrian crossing such highway:

1. At any clearly marked crosswalk, whether at mid-block or at the end of any block;
2. At any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block;
3. At any intersection when the driver is approaching on a highway or street where the legal maximum speed does not exceed 35 miles per hour.

B. Notwithstanding the provisions of subsection A of this section, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the law-enforcement officer or device.

No pedestrian shall enter or cross an intersection in disregard of approaching traffic.

The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or stop if necessary to permit pedestrians to cross such intersections safely and expeditiously.

Pedestrians crossing highways at intersections shall at all times have the right-of-way over vehicles making turns into the highways being crossed by the pedestrians.

C. The governing body of any county having the urban county executive form of government, any county having the county manager plan of government, the City of Fairfax, the County of Loudoun and any town therein, and any city with a population between 110,000 and 115,000, may by ordinance provide for the installation and maintenance of highway signs at marked crosswalks specifically requiring operators of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway. Any operator of a motor vehicle who fails at such locations to yield the right-of-way to pedestrians as required by such signs shall be guilty of a traffic infraction punishable by a fine of no less than \$100 or more than \$500. The Commonwealth Transportation Board shall develop criteria for the design, location, and installation of such signs. The provisions of this section shall not apply to any limited access highway.

§ 46.2-925. Pedestrian control signals.

Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate as follows:

Walk. - Pedestrians facing such signal may proceed across the highway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

Don't Walk. - No pedestrian shall start to cross the highway in the direction of such signal, but any pedestrian who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.

§ 46.2-926. Pedestrians stepping into highway where they cannot be seen.

No pedestrian shall step into a highway open to moving vehicular traffic at any point between intersections where his presence would be obscured from the vision of drivers of approaching vehicles by a vehicle or other obstruction at the curb or side. The foregoing prohibition shall not apply to a pedestrian stepping into a highway to board a bus or to enter a safety zone, in which event he shall cross the highway only at right angles.