



County of Fairfax, Virginia



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Fairfax County Department of
Transportation

Planning Commission

December 9, 2021





Agenda

- Project Overview
- Public Engagement Summary
- Vision, Goals and Objectives for Active Transportation
- Proposed Safe Streets for All Program





County of Fairfax, Virginia



Project Overview



ActiveFairfax Transportation Plan





Project Overview

Timeline: Summer 2020 – Summer 2023

Phase One

- Policy + Plan Audit
- Existing Conditions Review
- Community Engagement
- Vision, Goals, Objectives + Benefits
- Safe Streets for All Program Recommendations



Phase Two

- Facility Selection Toolkit
- Network Recommendations
- Program Recommendations
- Project Prioritization
- Community Engagement
- Comprehensive Plan Amendment



County of Fairfax, Virginia



Public Engagement Summary





Public Engagement



1,400+

virtual **community surveys** received



1,150+

comments on virtual **Barrier + Destination Feedback Map**



450+

comments on virtual **Planned Trail + Bikeway Network + Complete Streets Map**



12

virtual **community conversations**



1,150+

Paper survey and feedback maps distributed at government centers, community centers and RECenters



2,000+

pre-stamped paper surveys in 8 languages distributed at food distribution sites

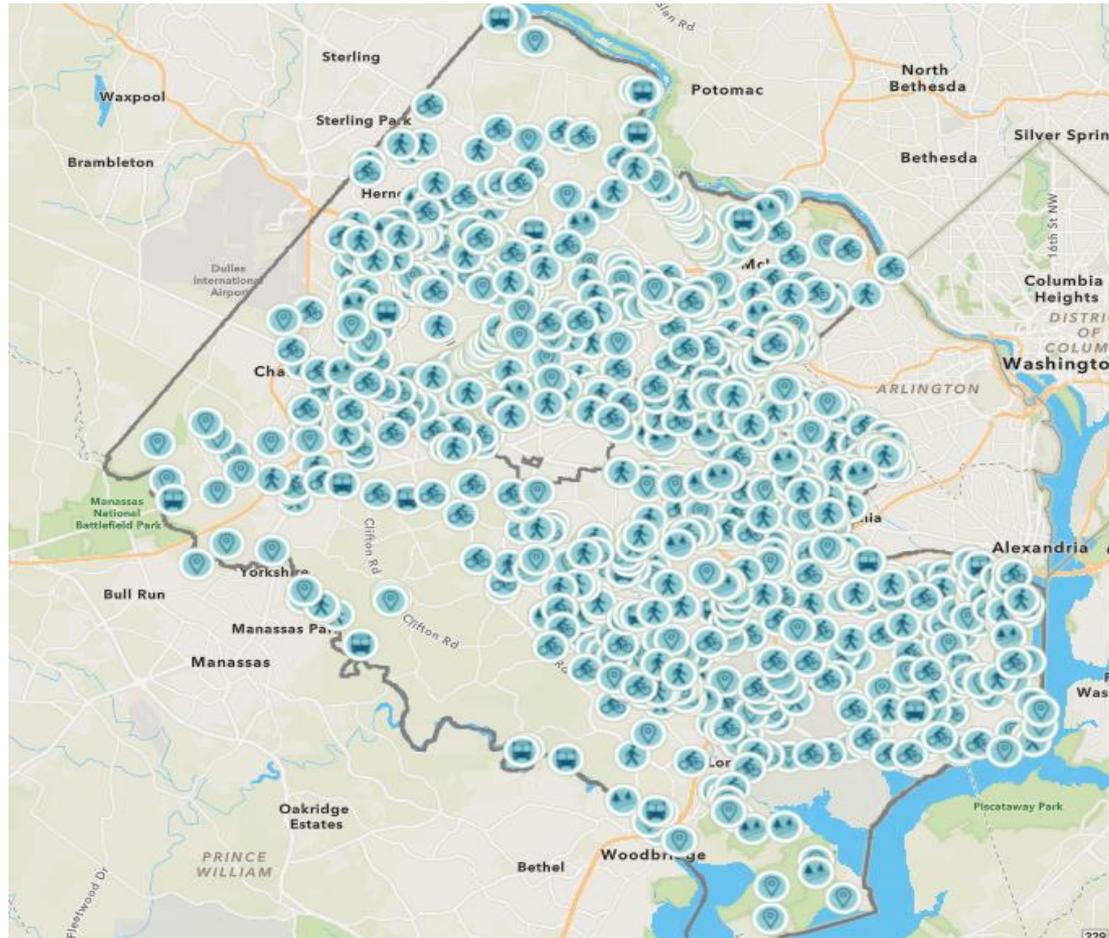


Public Feedback

Lighting Plazas Crossings
Sidewalks Transit Education
More E-mobility Share Options Traffic Calming
Parks **Connectivity** Places to Rest
Enforcement Trails Bike Parking
Bike Lanes Wayfinding

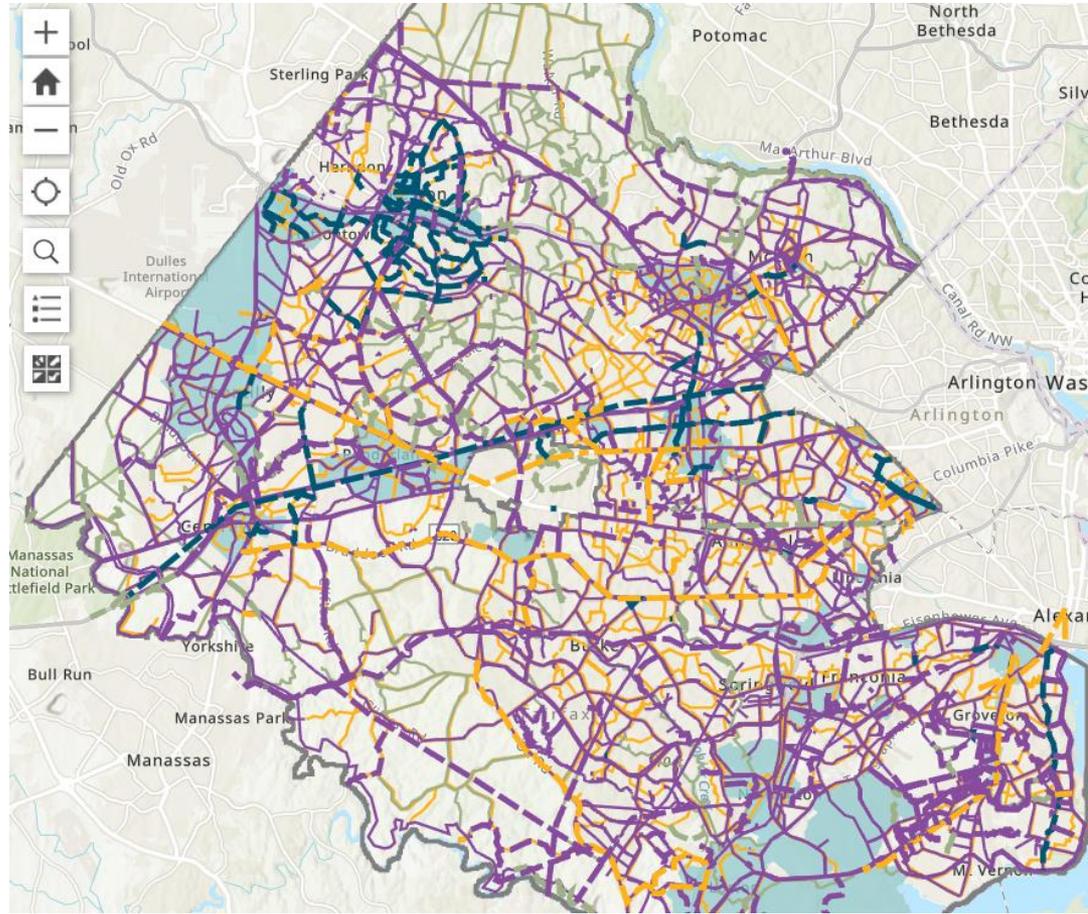


Barriers to Active Transportation Interactive Map





Planned Active Transportation & Complete Streets Network Interactive Map





County of Fairfax, Virginia



Vision, Goals and Objectives for Active Transportation





Active Transportation Vision Statement

Fairfax County streets, sidewalks, bikeways and trails are **welcoming places** where people of diverse races, cultures, incomes, ages and abilities **feel comfortable using active transportation** to safely and conveniently access the widest range of destinations and to exercise, relax or spend time outdoors.

Active transportation is mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes.



Mason District: Ossian Hall Park



Example of an urban “Complete Street”



Goal 1: Access and Connectivity

Provide a **well-connected active transportation network** that offers safe, comfortable, convenient, healthy, sustainable and affordable mobility options and recreational opportunities for people of all ages, abilities and backgrounds.



Before



After

Dranesville District: Madison Boulevard under Dulles Toll Road



Before



After

and Arrowbrook Trail at Innovation Metrorail Station



Goal 1: Access and Connectivity

Plan, implement and maintain a comprehensive, connected and efficient network of **comfortable, safe and inviting** sidewalks, bikeways, paved trails, natural surface trails and Complete Streets that provide **convenient access** to the widest range of destinations and invite residents and visitors to exercise, relax or spend time outdoors.

Pursue policies and design solutions that accelerate the provision and quality of convenient and secure **active transportation end of trip facilities** at destinations.

Address active **transportation needs** in all public capital improvement projects and throughout all phases of public and private development.



Goal 1: Access and Connectivity

Develop and prioritize strategies to **accelerate active transportation project funding, design and implementation**, and make projects more cost-effective without reducing quality.

Identify and **prioritize areas with high demand for active transportation infrastructure** for capital improvements, especially areas with low development activity.



Goal 2: Safety and Comfort

Ensure active transportation user **safety** and **comfort**.



Mount Vernon District: Quander Road at West Potomac High School



Goal 2: Safety and Comfort

Develop and implement policies and programs that focus on **minimizing traffic injuries and fatalities** with a focus on active transportation users, monitor effectiveness and update as needed.

Develop and apply context sensitive countywide **Complete Streets design guidelines** that meet best practices and community needs.

Identify high risk locations and corridors for active transportation users, **systematically implement safety improvements**, monitor effectiveness, and adjust as needed.

Pursue policies and incentives that **reduce vehicle trips** and increase active transportation and transit use.



Goal 2: Safety and Comfort

Pursue policies, programs and design solutions that **reduce vehicle speeds** particularly in residential and commercial areas.

Monitor crash factors and provide **targeted multi-modal education** on transportation safety best practices.

Ensure **regular maintenance** of sidewalks, bikeways and trails to enhance user experience, safety and comfort.



Goal 3: Livability and Health

Advance public and economic health and quality of life by providing inviting sidewalks, bikeways and trails that encourage frequent usage for daily trips and recreation.



Providence District: Gallows Road and Avenir Place at Dunn Loring - Merrifield Metrorail Station



Goal 3: Livability and Health

Apply best practices in **Complete Streets design**, including wider sidewalks, bicycle facilities serving all ages and abilities, narrower streets, lower design speeds and supporting amenities such as shade trees, lighting and places to rest.

Apply best practices in **trail design**, including context appropriate trail widths and surface materials, trail access, and supporting amenities such as shade trees, wayfinding signage, places to rest and bicycle parking facilities.

Provide a variety of educational and promotional programs and events to **boost the use of active transportation modes, facilities and programs.**



Goal 3: Livability and Health

Reduce traffic congestion by shifting some motor vehicle trips to active transportation trips.

Support **economic development goals** by creating dynamic walkable and bikeable communities and commercial centers, and by providing regional destinations for active transportation to spark tourism, attract business investment, and appeal to a talented and diverse workforce.



Goal 4: Equity and Social Justice

Provide an active transportation network that adequately addresses the **mobility and recreational needs of communities of color and low-income communities**, as well as the **needs of the most vulnerable users** including small children and their caregivers, youth, people with disabilities, and older adults.





Goal 4: Equity and Social Justice

Adhere to the **OneFairfax Policy** when developing, implementing and evaluating active transportation policies, programs, facilities, and practices.

Identify and **prioritize neighborhoods and communities that rely most on access to safe, convenient, reliable and affordable** transportation options and recreational opportunities for sidewalk, bikeways and trail improvements and maintenance.

Apply best practices in **inclusive public engagement** to determine the mobility and recreational needs of the full spectrum of active transportation users, to identify potential unintended consequences, and to appropriately balance impacts with community needs.



Goal 5: Sustainability and Conservation

Provide sustainable and carbon-neutral transportation options that **advance climate change goals** and **protect environmental and cultural resources**.



Sully District: Newbrook Drive



Mount Vernon District:
Mount Vernon Trail



Goal 5: Sustainability and Conservation

Implement strategies outlined in the **Community-wide Energy and Climate Action Plan** to increase active transportation trips to daily destinations to reduce greenhouse gas emissions, improve air and water quality and reduce noise pollution.

Follow best practices in **protecting, preserving and restoring environmentally sensitive areas and natural habitats** during planning, design, construction and maintenance of active transportation facilities, and provide opportunities for **environmental education**.

Follow best practices in **protecting and preserving significant cultural resources** during planning, design, construction and maintenance of active transportation facilities, and provide opportunities for **heritage education**.



County of Fairfax, Virginia



Proposed Safe Streets for All Program



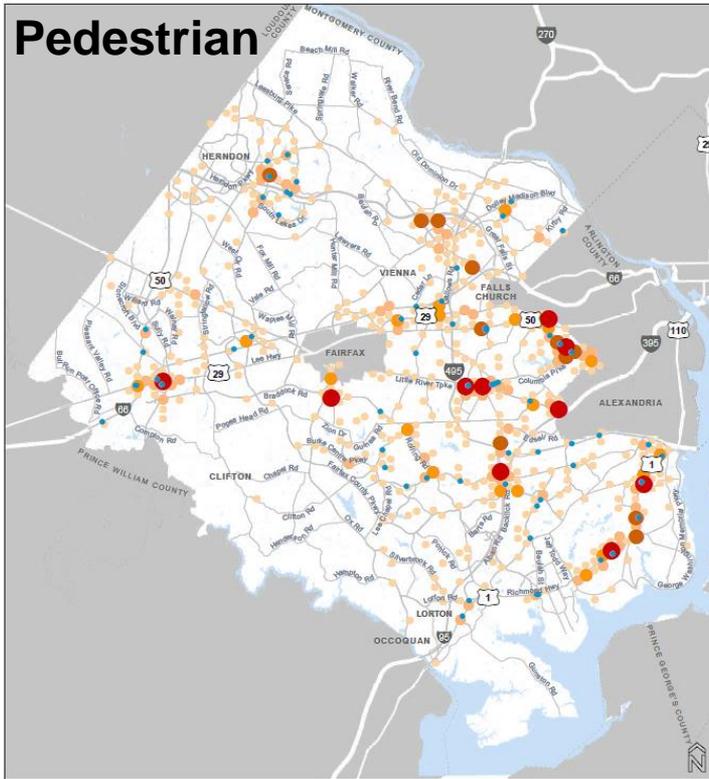


Between 2014 – 2020, an average of 183 people walking and 65 people biking were struck by a vehicle every year in Fairfax County.

In January 2020, the Board of Supervisors passed a motion to make Fairfax County safer for pedestrians and bicyclists including “to establish and achieve measurable safety goals.”



Where do pedestrian and bicycle crashes happen? *By the numbers*

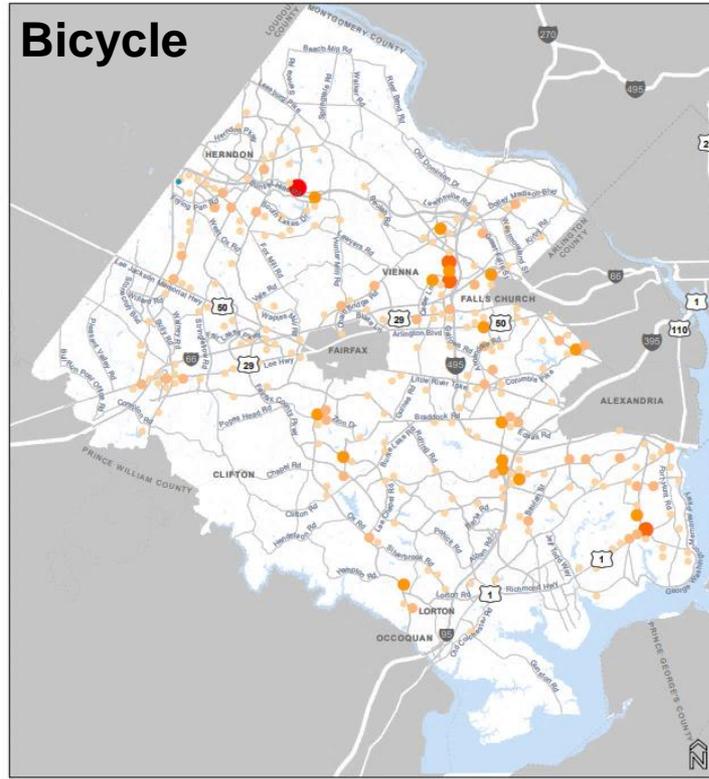


PEDESTRIAN COLLISION FREQUENCY (2014-2018)

- Fatal Pedestrian Collision
- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 14

0 3 6 Miles

Data Sources: Fairfax County, TIGER, VDOT
Map Produced: 3/19/2021
By: Alta Planning + Design



BICYCLE COLLISION FREQUENCY (2014-2018)

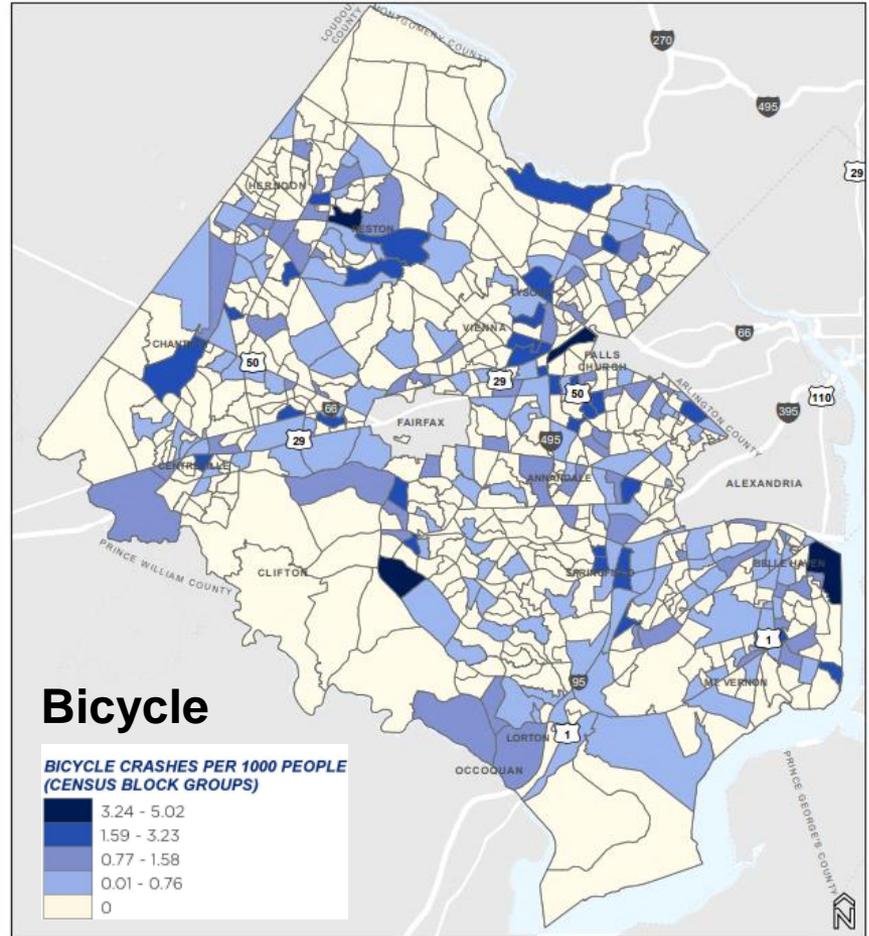
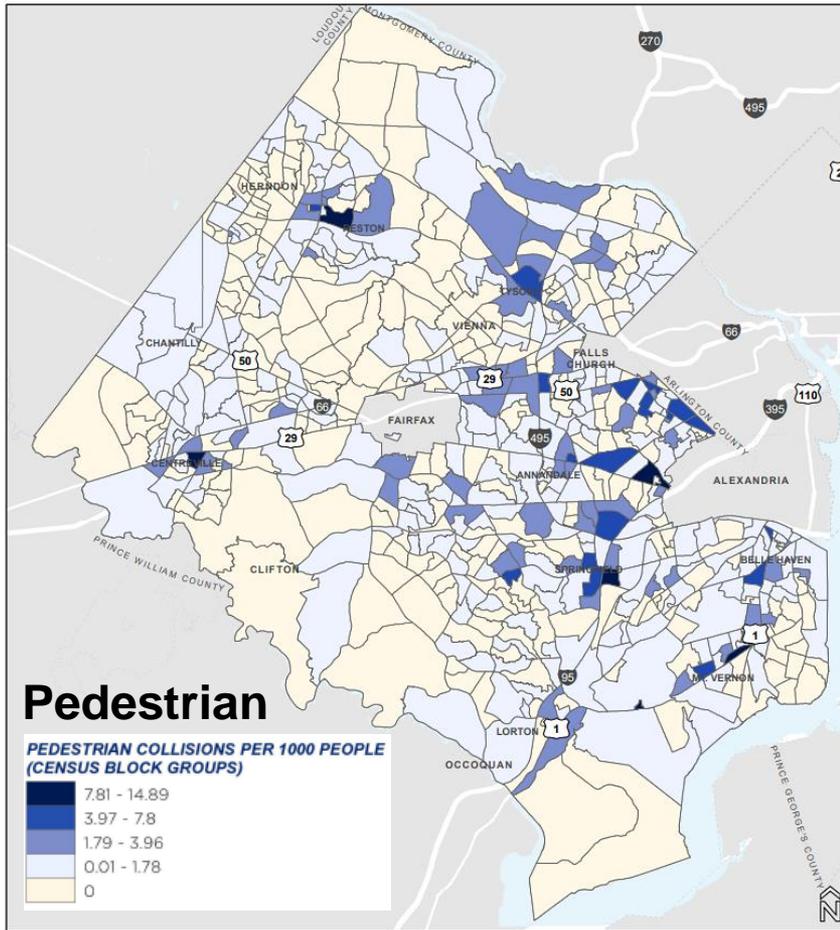
- Fatal Bicycle Collision
- 1
- 2
- 3
- 4
- 5

0 3 6 Miles

Data Sources: Fairfax County, TIGER, VDOT
Map Produced: 3/19/2021
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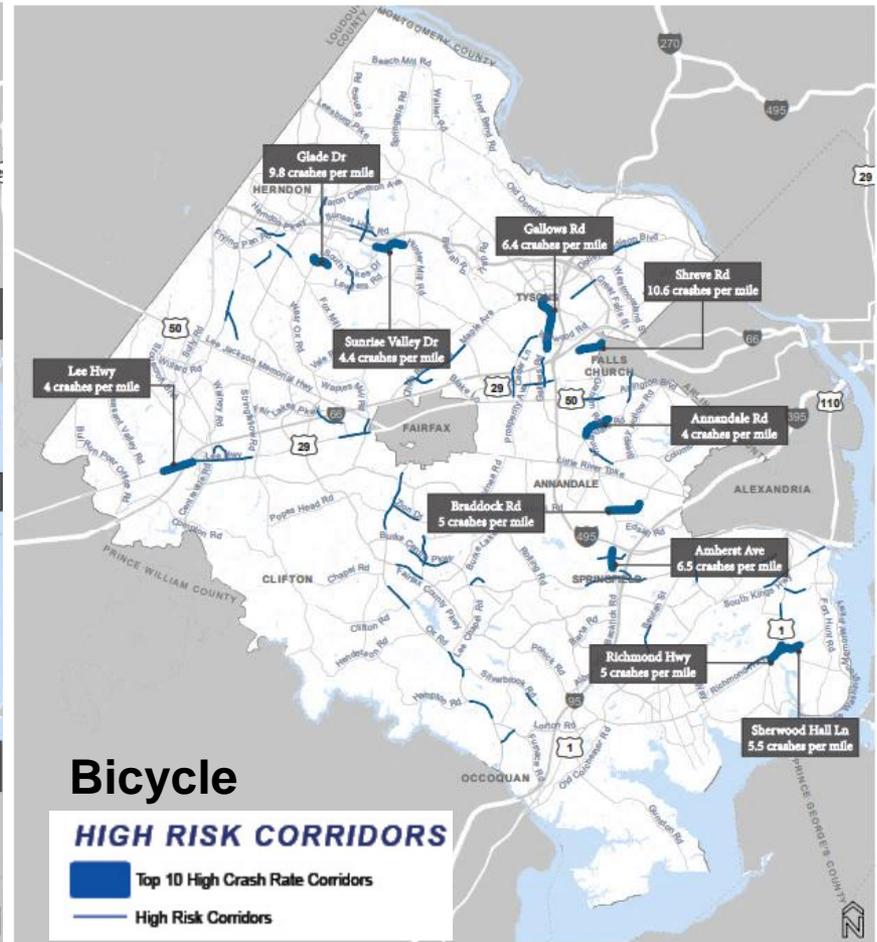
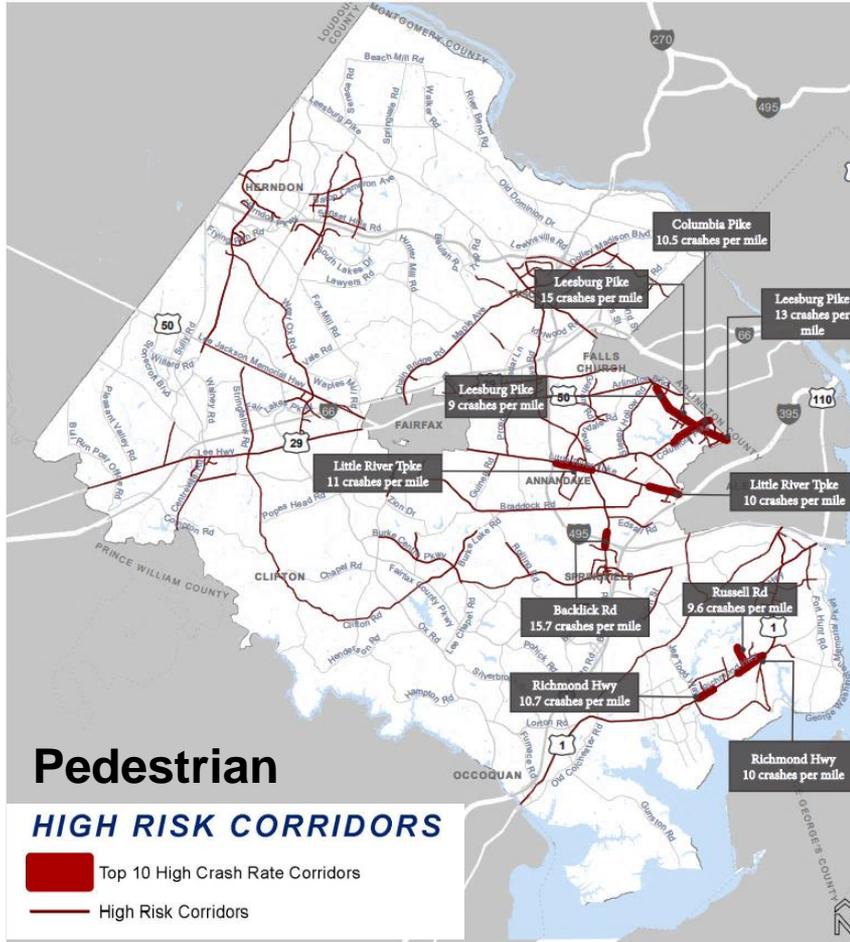


Crash rate per 1,000 residents





Crash rate per roadway mile





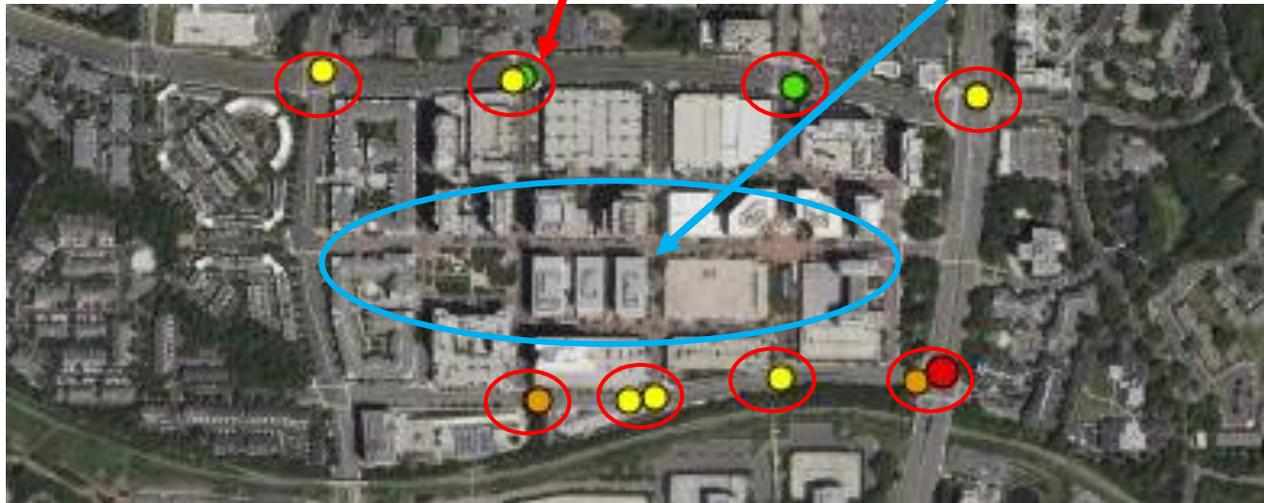
Why does street design matter?



Wider, higher speed roadway



Narrower, slower speed roadway



Reston Town Center, VDOT Pedestrian Safety Action Plan Map, 2014 - 2018 Crashes

Pedestrian Crashes

- K. Fatal Injury
- A. Severe Injury
- B. Visible Injury
- C. Nonvisible Injury
- PDO. Property Damage Only



What is the Safe Streets for All Approach?

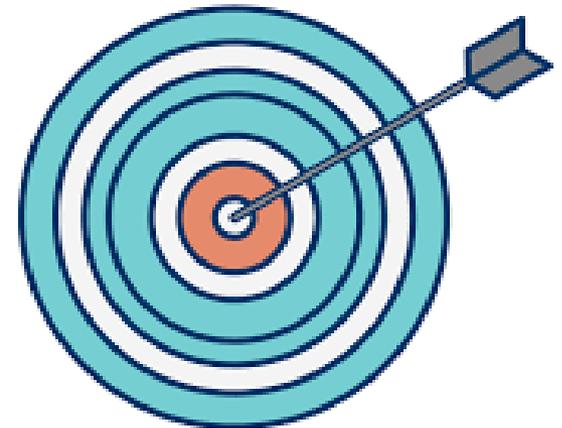
- Pedestrian and bicycle deaths and injuries are preventable
- Roads are planned and designed to be efficient and safe for everyone
- Safety issues are addressed before crashes occur
- All road users share the responsibility to keep each other safe





Proposed Pedestrian and Bicycle Safety Target Areas

- Focus on high-risk and high-use locations
- Safer street design - Roadway width, crosswalks, connected sidewalks and bikeways, street lighting
- Lower vehicle speeds
- Fewer trips by vehicle
- Maintenance of sidewalks, bikeways and trails
- Safety education for all road users
- Enforcement





Proposed Program Framework

- Policy & Planning
- Street Design & Traffic Engineering
- Equity & Social Justice
- Funding & Implementation
- Education & Traffic Safety Culture
- Monitoring & Evaluation





Next Steps

- Public comments will be accepted until December 10, 2021 - fairfaxcounty.gov/transportation/bike-walk/safe-streets
- Board Transportation Commission review on February 1, 2022
- Board action in Spring 2022
- Launch of Phase II in early 2022





Thank You! Questions?

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