



Planning Commission Transportation Committee Meeting

Draft Active Transportation and Trails Plan

ACTIVEFAIRFAX TRANSPORTATION PLAN STUDY PA-2025-CW-T1

Fairfax County Department of Transportation

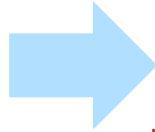
October 2025

Agenda

1. Overview
2. Active Transportation and Trails Plan
3. Next Steps

Overview

ActiveFairfax Transportation Plan



Active Transportation and Trails Plan

February 2022

ActiveFairfax Phase II

Continue Public Outreach;
[Bicycle Parking Guidelines](#);
[Active Transportation Toolkit](#);
Develop Network
Recommendations

Summer 2025

June - July

Development of Draft Map;
Draft Amendments to Special
Area Plans and other elements
of the Comprehensive Plan;
Continue Outreach

Winter 2025

October - March 2026

Publish Draft Map and
Supporting Material(s);
BOS and PC Committee
Meeting(s); Refine Draft
based on Comment(s)

July 2019

Board Authorization

June 2020

ActiveFairfax Phase I

Begin Public Outreach;
Develop Draft Map; Gap
Analysis; [Safe Streets for All](#)

May 2025

Board Authorization;
[Draft Map and
Materials Published](#);
Begin Outreach

Summer 2025

August - September

Community Meeting(s);
Public Comment Period;
Continue Development of
Map; Continue
Drafting Amendments

Spring 2026

Anticipated Adoption

Key Goals

01

Streamline
Comprehensive Plan
guidance on AT
(currently provides
conflicting
recommendations)

02

Fill gaps in the
planned network and
mitigate potential
impacts on natural
or cultural resources

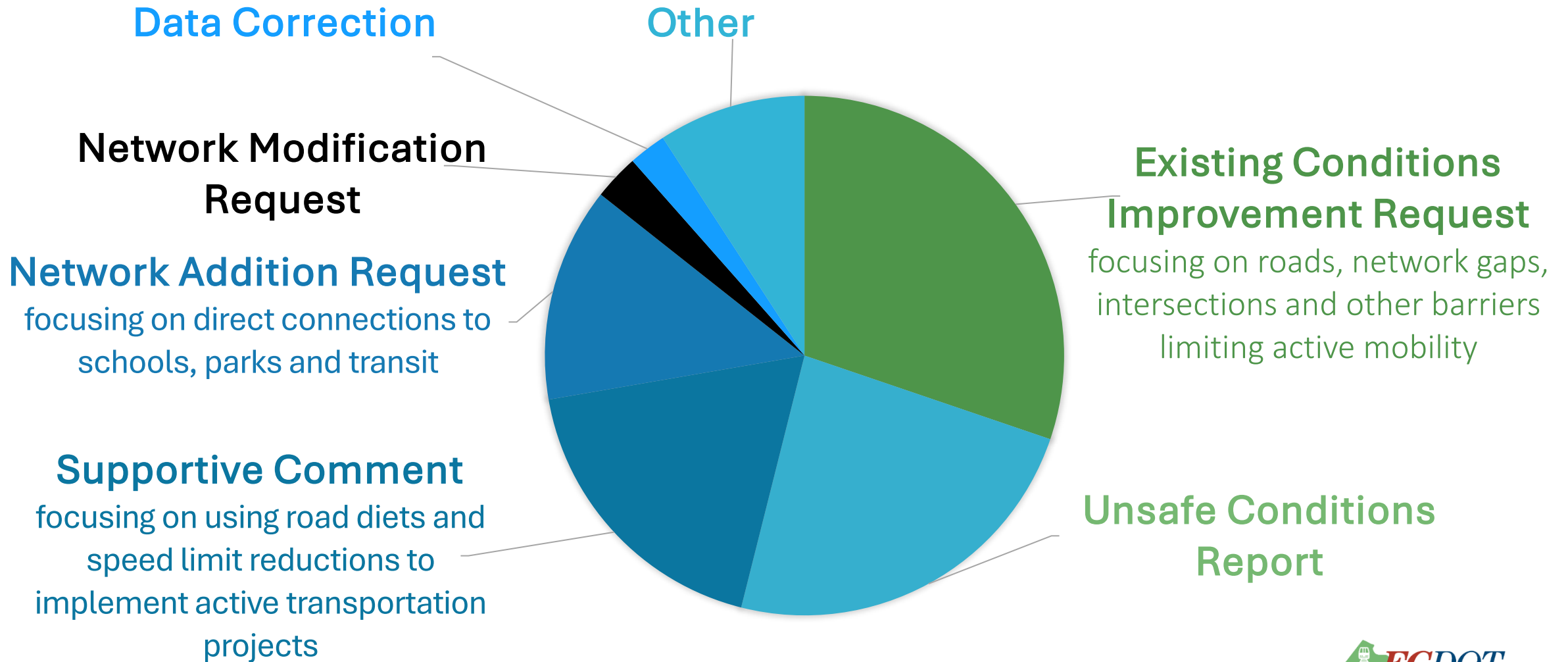
03

Update facility types
and design
recommendations to
reflect current best
practices, national
and state standards

Community Feedback (2021)

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

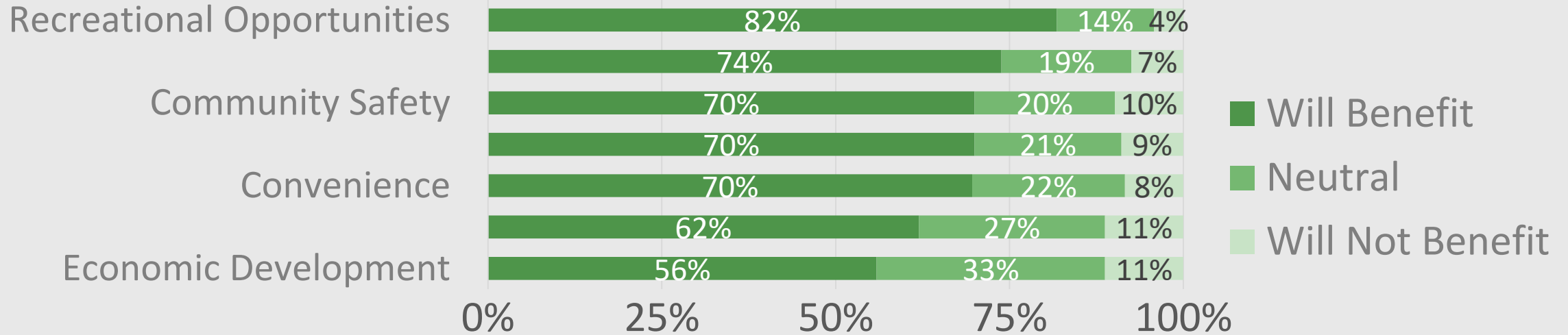
Community Feedback from Draft Network (2024)



Key Takeaway from Public Review (2024) Con't

- Preference for separated facilities that minimize interaction with traffic
- Concern about speeding, distracted driving, traffic enforcement and maintenance
- Anticipate community benefits across various categories

Perceived Benefits of ActiveFairfax Draft Network



Addressed Stakeholder and Public Concerns



Network edits reflect public feedback, where feasible



Provision of one baseline facility recommendation per route type, with additional options provided in the map notes



Recommended lowering speed limits on shared streets, and identified additional speed management strategies



Safety concerns and improvement requests shared with responsible agencies for review and further action



Overall feedback to inform the development of policy, programmatic and implementation recommendations

Community Feedback (2025)

- General concerns around pedestrian safety in existing conditions
- Requests for network completion and gap filling
- Support for expanded trail network and multimodal connectivity
- Desire for more off-street facilities (cycletracks, trails) and improved pedestrian comfort and accessibility
- Appreciation for opportunity to comment on map

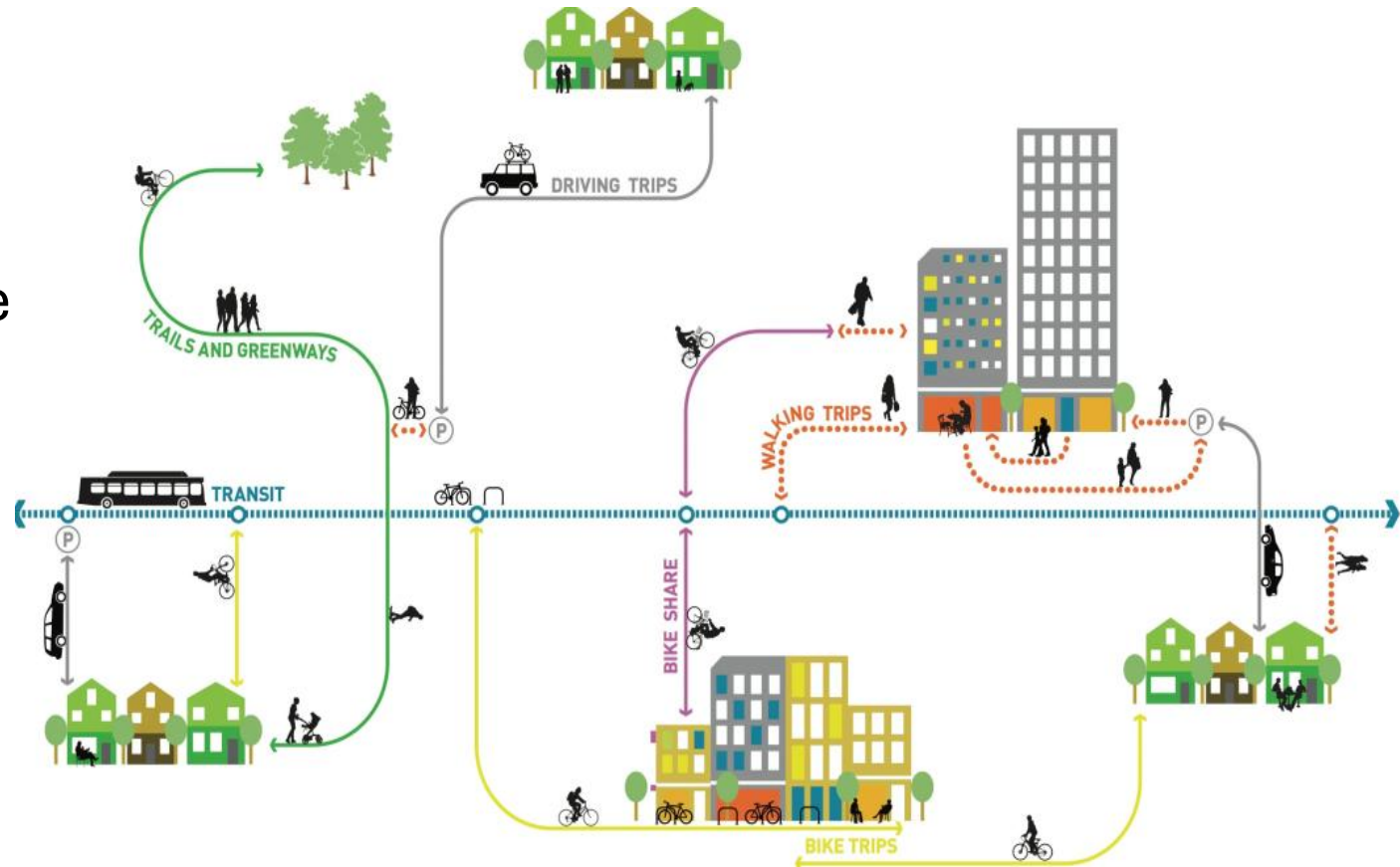
Active Transportation and Trails Plan

Purpose & Highlights

Purpose

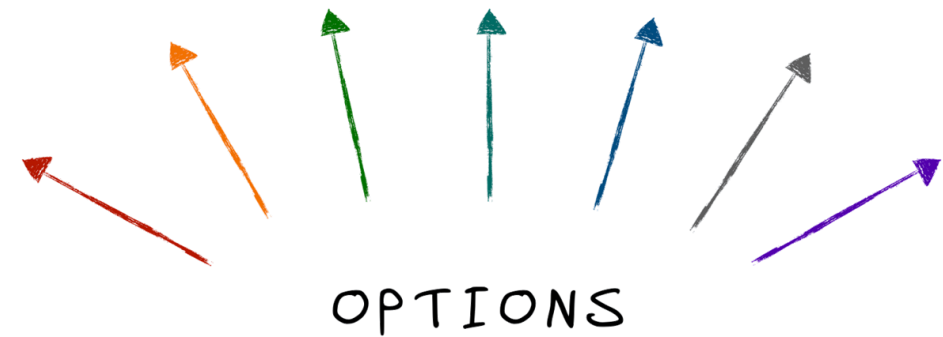
Why plan for trails and other active transportation facilities?

- Supports improved access to daily destinations and recreational opportunities
- Ensures new infrastructure accommodates all types of road users
- Supports and streamlines project implementation
- Unlocks funding and implementation opportunities



Highlights

- Aspirational active transportation and trails network
 - Overinclusive to anticipate community needs beyond 20 years
- Menu of facility and amenity options
 - Provides flexibility at implementation while maintaining user comfort
- Interim implementation of bike lanes and/or other feasible improvements
- Additional guidance on pedestrian facilities and crossings



DARIUS FOROUX

Active Transportation and Trails Plan Plan Map

Overview

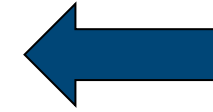
Plan Title and Introduction



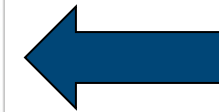
Main Facility Selection Recommendations



Guidance on Alternative Facilities



Map Legend and Notes

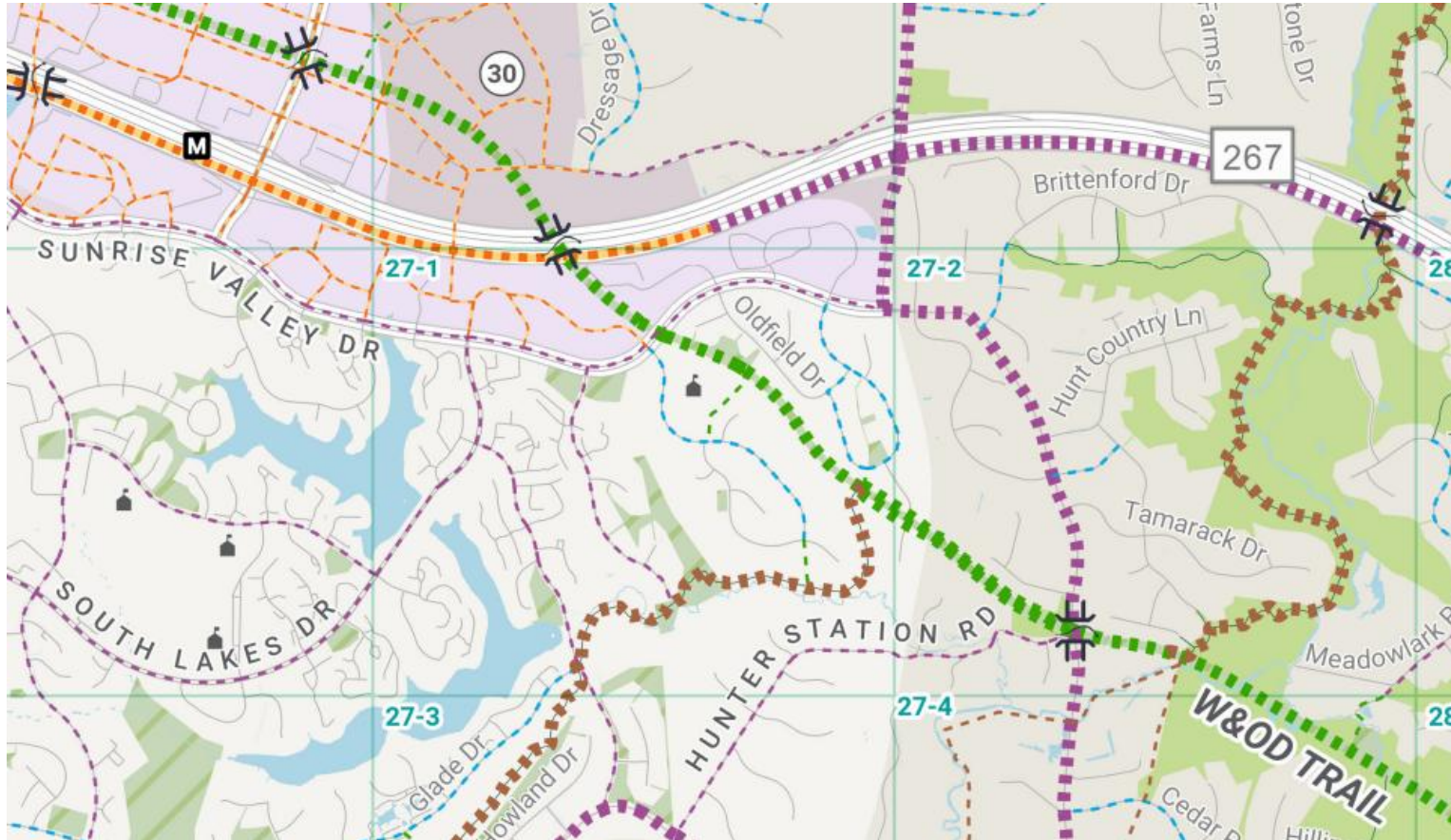


Special Planning Area Key

Crossing Spacing Guidance



Active Transportation Network Symbology



Legend

Countywide Trail Network*

- Trails Along Road in Special Planning Area
- Trail(s) Along Other Road
- Trail Through Open Space**
- Stream Valley Trail**

* Line thickness indicates network function; regional and local trail routes are indicated by bolded and non-bolded line thickness respectively. Regional hard-surface multi-use facilities are part of the Capital Trails Network.

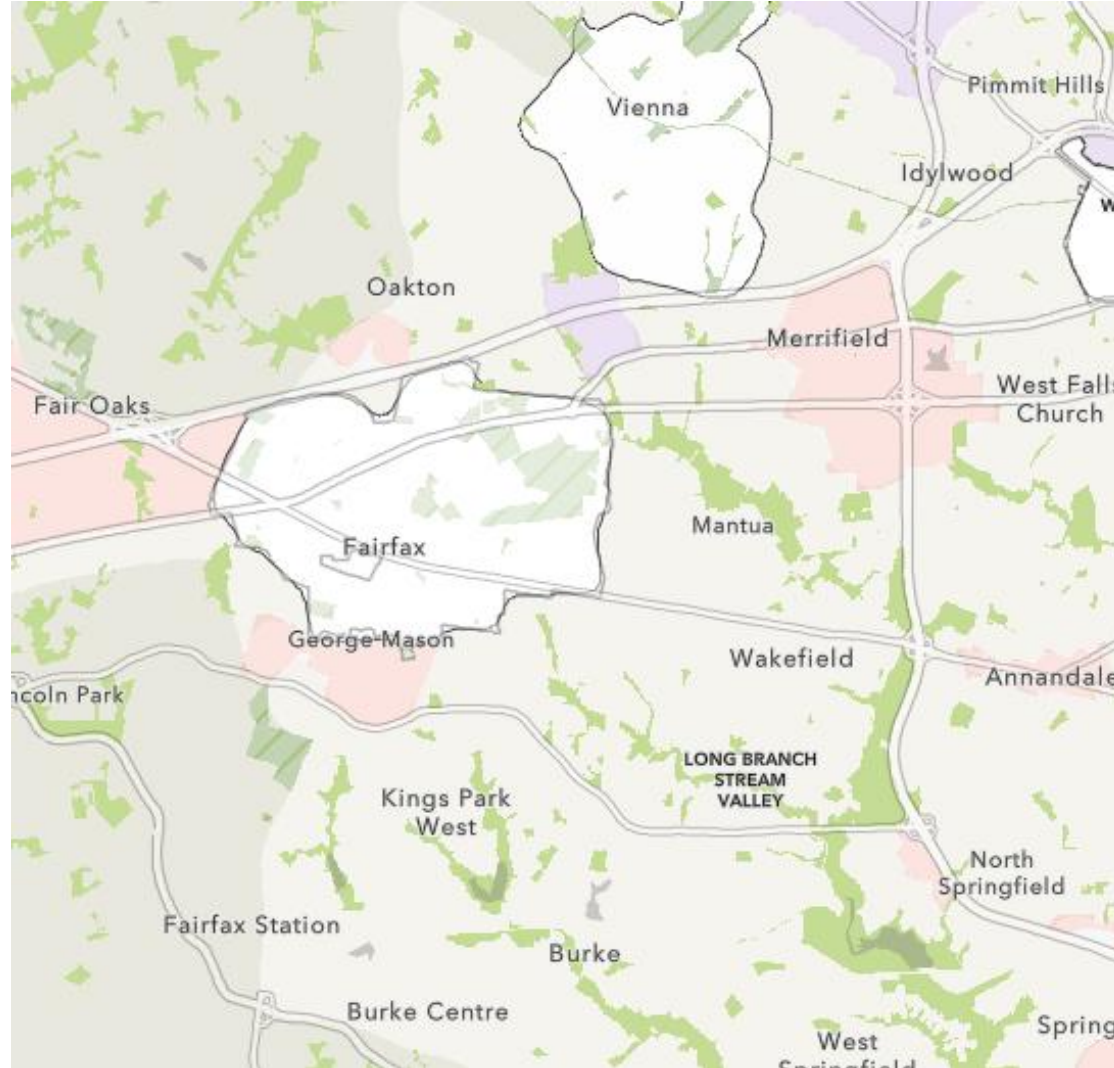
**Locations are approximate; feasibility, facility type, alignment, width and surface type are to be determined.

Other Key Active Transportation Routes

- Neighborhood Connectors

Parks and Land Use

Four (4) land use tiers by density, based on the County's Concept of Future Development



- Park land maintained by Fairfax County Park Authority*
- Park land maintained by National Park Service*
- Park land maintained by other agency (Commonwealth of Virginia, local municipality or NOVA Parks)*
- Water

*See park-specific master plan for more details.

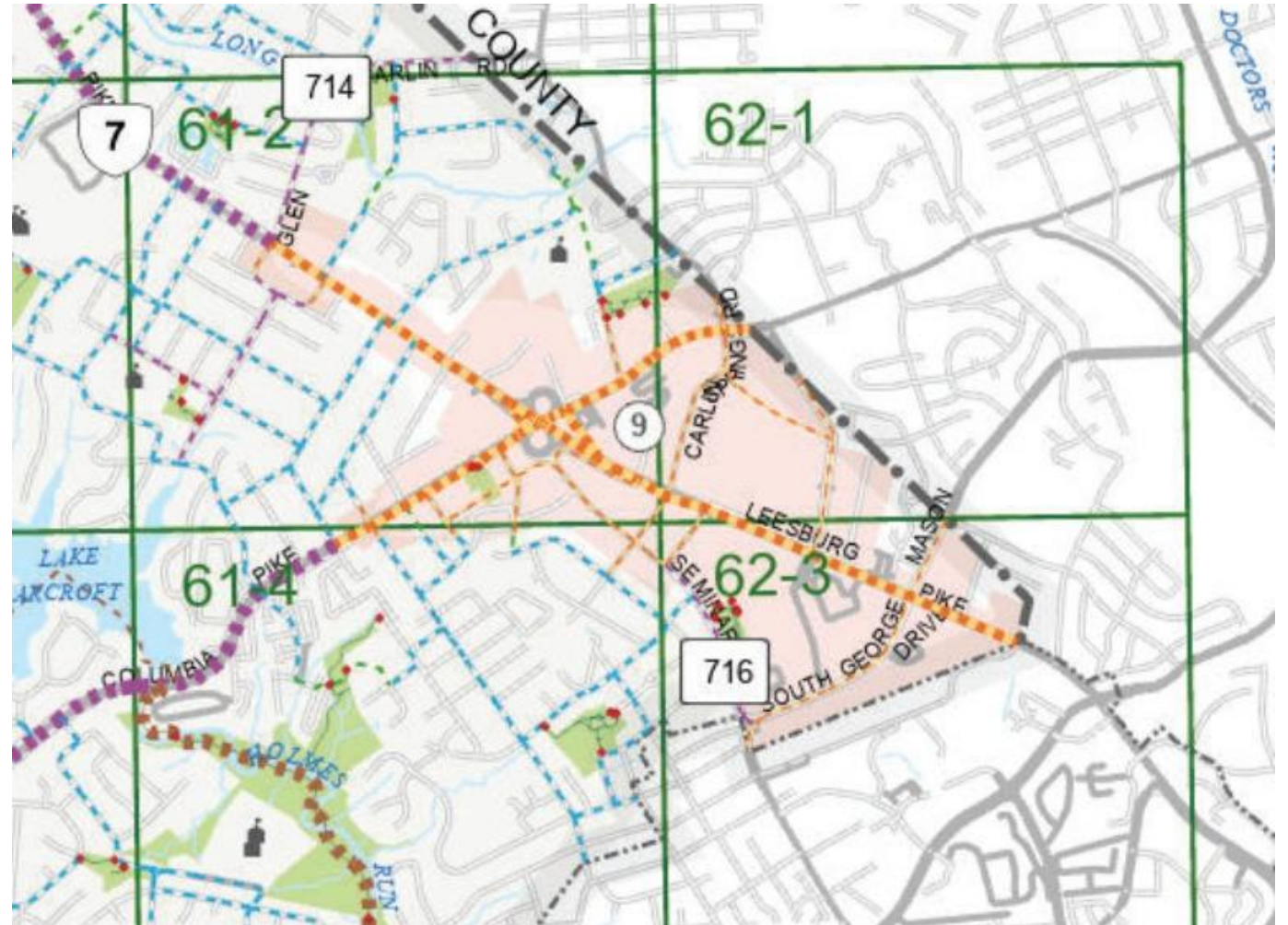
LAND USE

- Urban Center, Transit Station Area*
- Community Business Center, Suburban Center, Large Institutional Area*
- Suburban Neighborhood, Industrial Area*
- Low Density Residential Areas*
- Other Jurisdictions

*See applicable Special Area plan for detailed recommendations.

Trails Along Road in Special Planning Area (Orange)

Purpose: Designate key active transportation routes within Activity Centers for funding and future planning purposes.



Trails Along Road in Special Planning Area (Orange) Con't



Urban Trail (Multi-Use)

Trails Along Road in Special Planning Area (Orange) Con't



Enhanced Sidewalk

Trails Along Road in Special Planning Area (Orange) Con't



On-Street One-Way Cycletrack



On-Street Two-Way Cycletrack



Off-Street One-Way Cycletrack

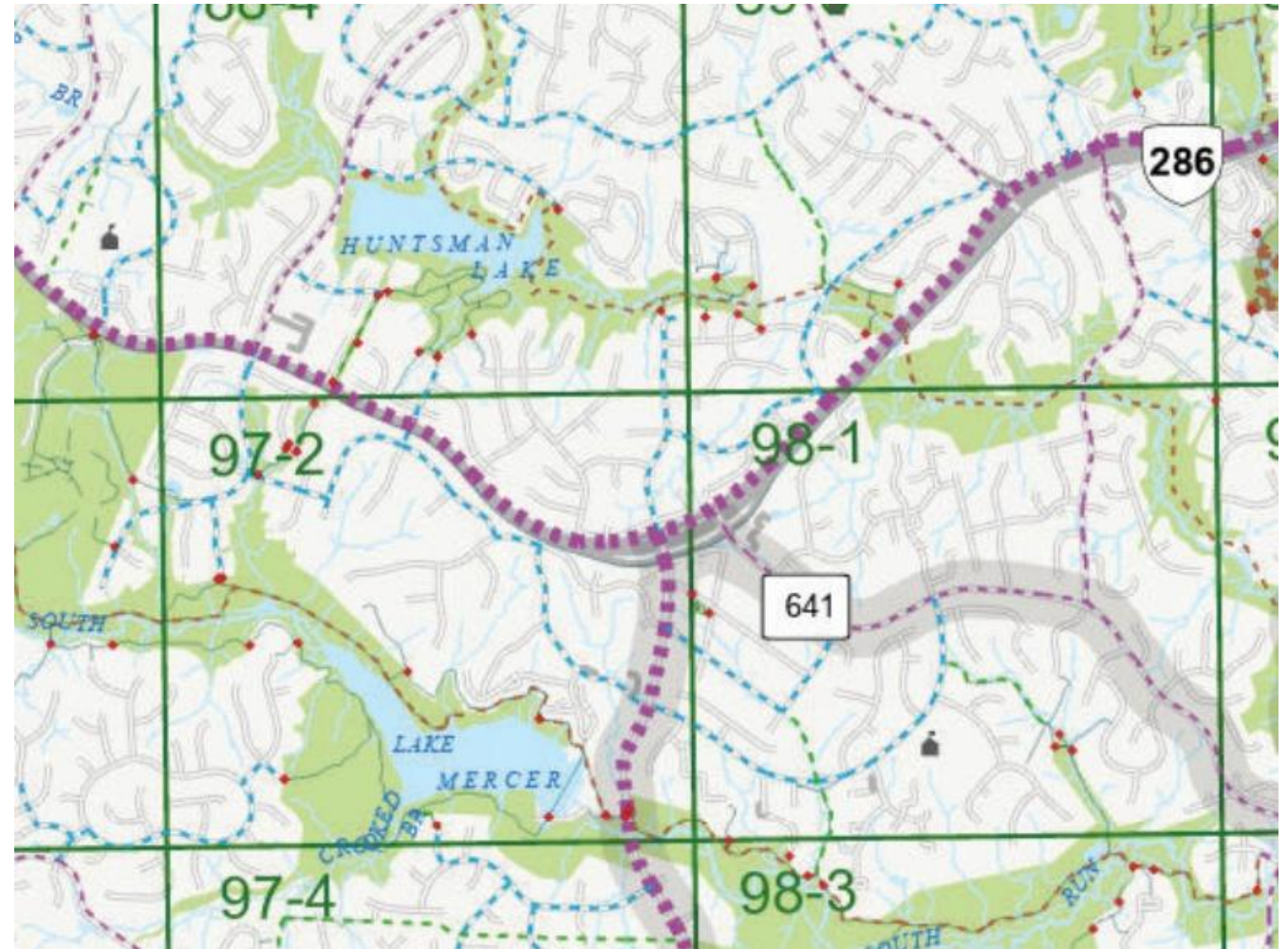


Off-Street Two-Way Cycletrack

Trail(s) along Other Road (Purple)

Purpose: Provide comfortable active transportation network connections

- Along key transportation corridors
- Between key destinations



Trail(s) along Other Road (Purple) Con't



Paved Multi-Use Trail (Designed to VDOT Standards)

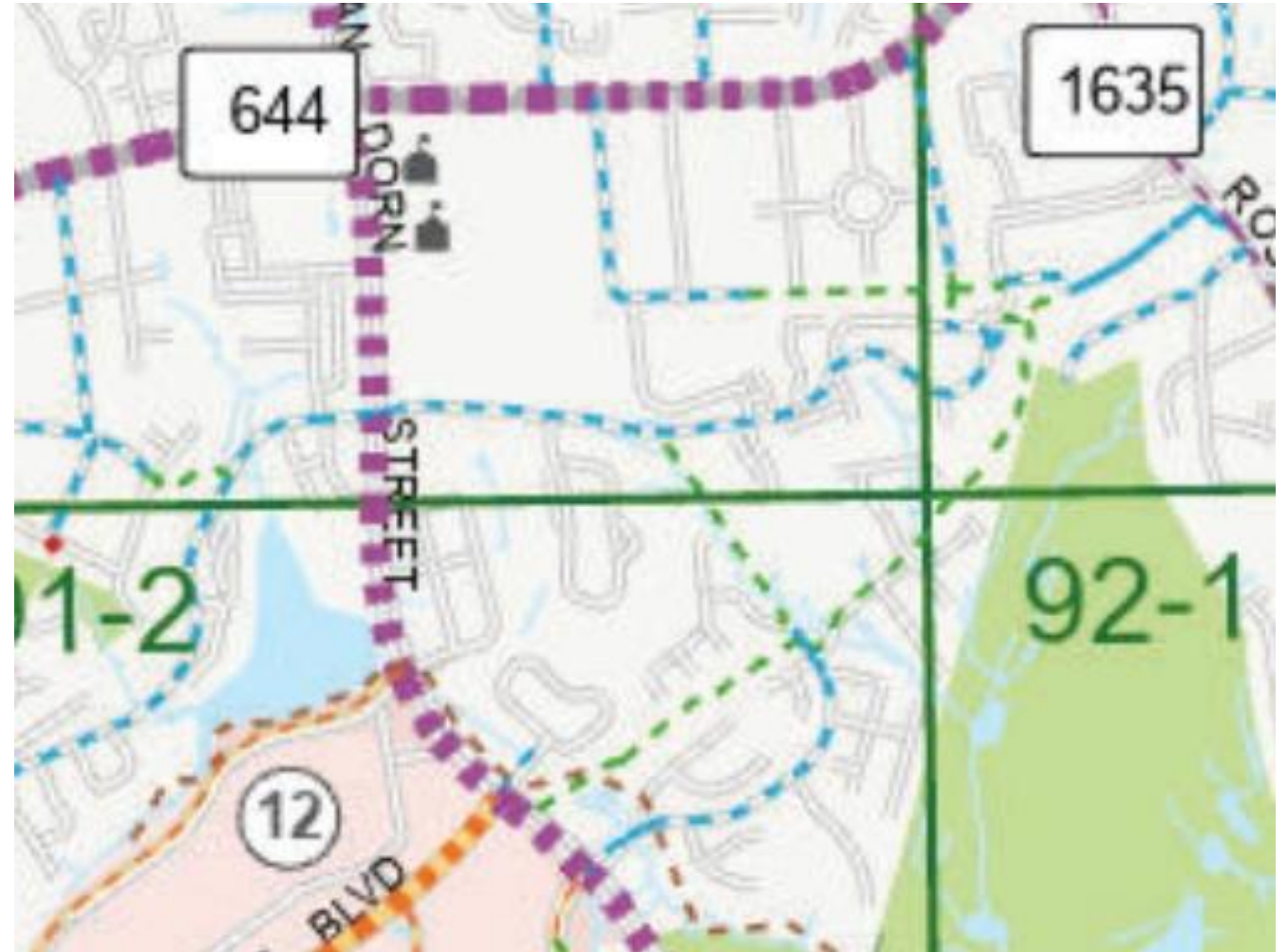


Paved Multi-Use Trail (Designed to County Standards)

Trails through Open Space (Green)

Purpose: Active transportation network connections

- Between neighborhoods (e.g. by connecting cul-de-sacs)
- Provide more direct connections between neighborhoods and daily destinations such as transit stops and schools
- Provide access to nature
- Provide recreational opportunities



Trails through Open Space (Green) Con't



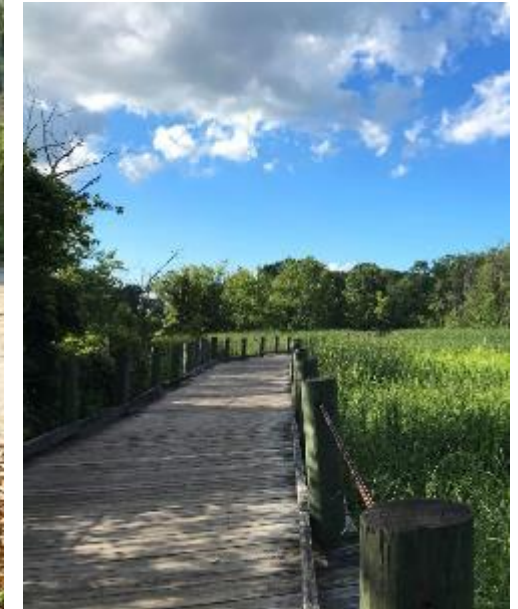
Paved Multi-Use Trail
(Designed to VDOT
Standards)



Paved Multi-Use Trail
(Designed to County
Standards)



Natural Surface Trail



Boardwalk (Limited
Application)

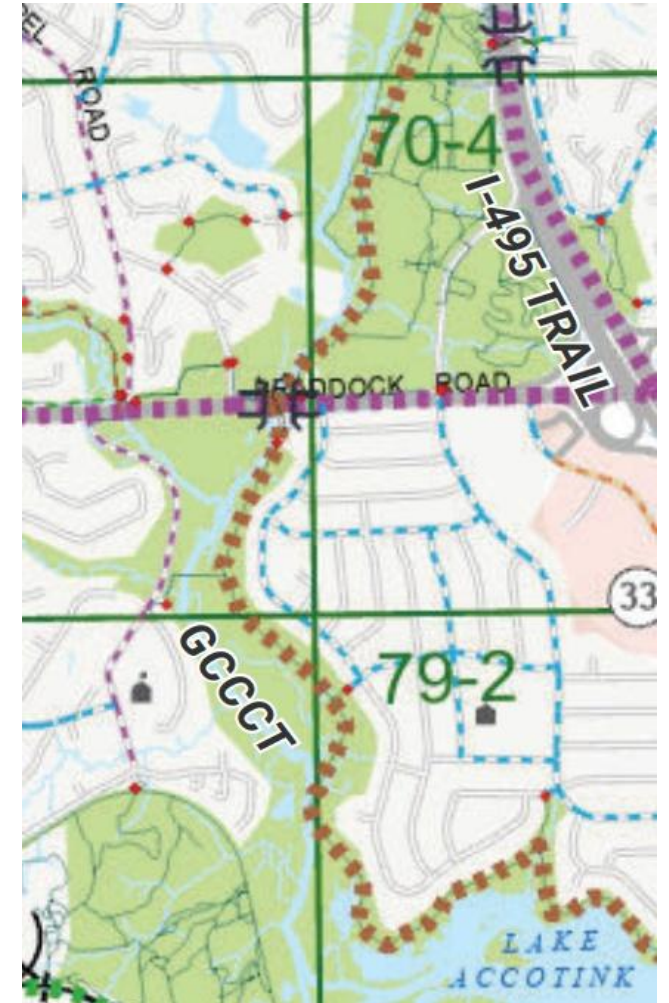
Stream Valley Trail (Brown)

Purpose: Stream Valley Trails are intended to

- Conserve open space
- Protect wildlife habitat, biodiversity of species, riparian corridors, water quality and aesthetic values
- Control flooding and erosion
- Provide continuity of non-motorized access between parklands, residential communities, employment and commercial centers and transit areas (where appropriate)

Note: Not all Stream Valley Trail Routes will support a physical trail for use by humans, but function as a wildlife corridor only.

Stream Valley Trails are co-located within Environmental Quality Corridors (EQC's) to establish an integrated network of stream valleys and associated lands. **All are treated as sensitive environmental areas.**



Stream Valley Trail (Brown) Con't



Natural Surface Trail



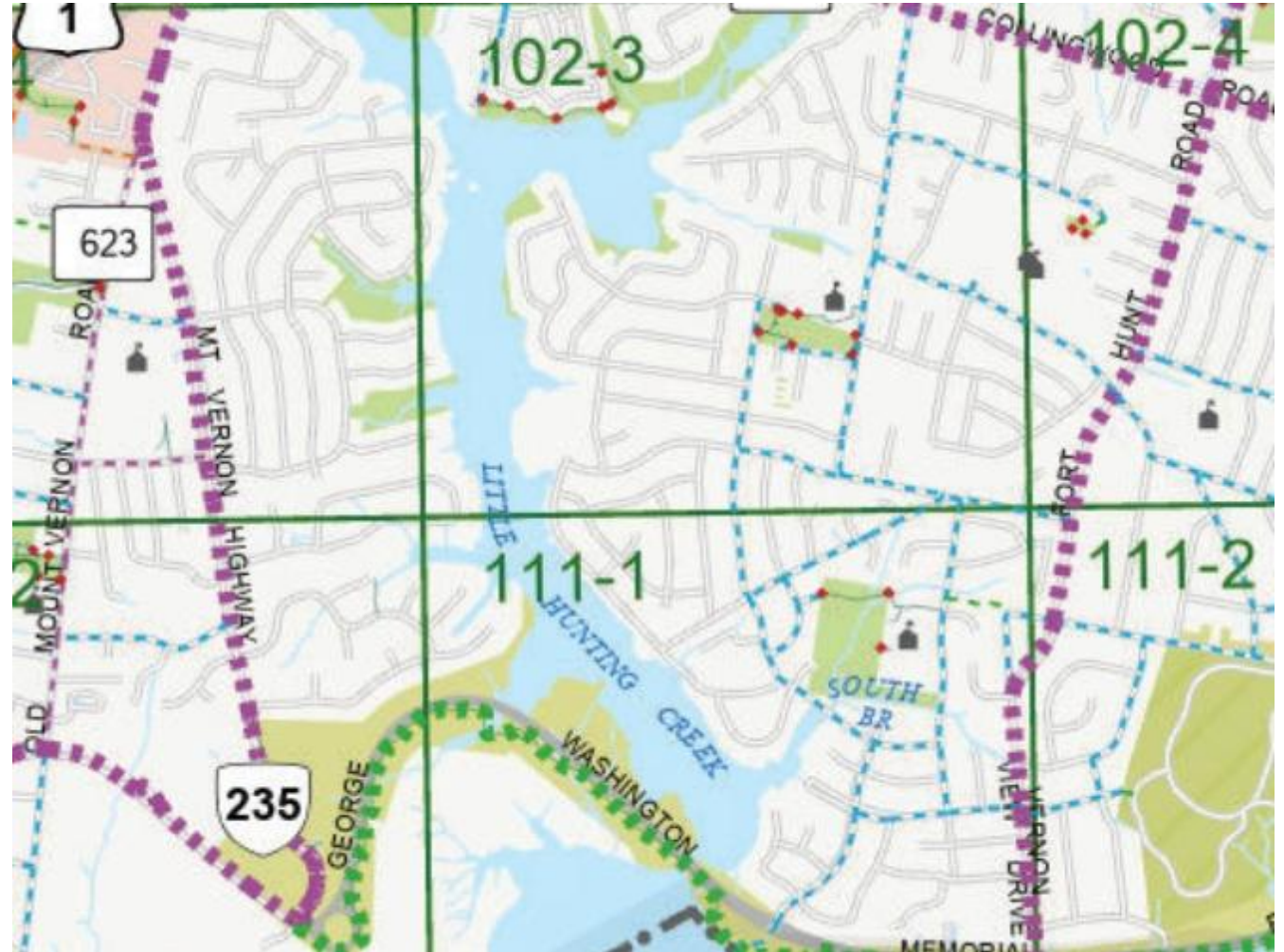
Boardwalk (Limited Application)



Pedestrian or Paved Multi-Use Trail (Designed to County Standards - Limited Application)

Nighborhood Connectors (Blue)

Purpose: Low stress network connections through neighborhoods, and network spurs to improve access to neighborhood destinations such as trails, parks, schools, bus stops, and houses of worship.



Neighborhood Connectors (Blue) Con't



Standard Sidewalk



Paved Pedestrian Trail

Neighborhood Connectors (Blue): Bike Facility



Standard Bike Lane



Buffered Bike Lane

Neighborhood Connectors (Blue): Shared Street



Neighborhood Greenway (Enhanced shared street for bikes with sidewalks for pedestrians)



Pedestrian-First Street (Enhanced shared street for all modes, no sidewalks)

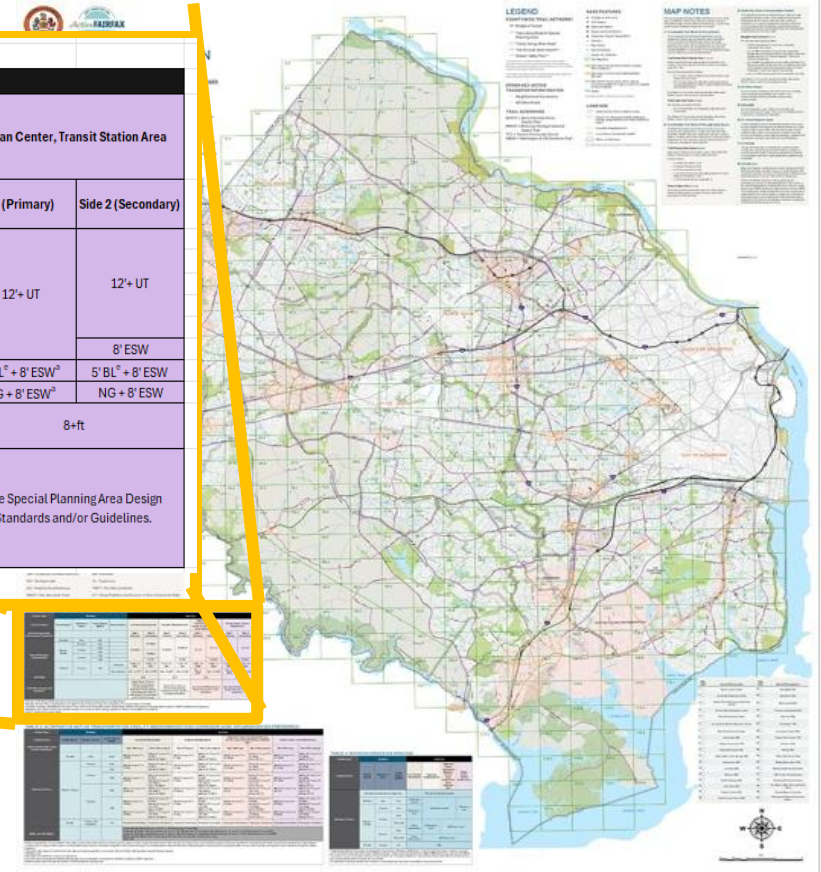
Active Transportation and Trails Plan

Additional Components

Facility Selection Tables

Table 1: Main Active Transportation Facility Recommendations

Context Type		Roadway				Land Use							
Context Factors	Posted Speed	Number of Lanes ^b	Traffic Volume (AADT)	Other Features	Low Density Residential		Suburban Neighborhood		Suburban Center, Community Business Center, Large Institutional Area, Industrial Area		Urban Center, Transit Station Area		
Active Transportation Cross Section Component					Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)	
Planned Roadway Characteristics	40+mph ^e	Any	Any		10' PMUT	10' PMUT	10' PMUT	10' PMUT	10' PMUT	10' PMUT	12'+ UT	12'+ UT	
		6 Lanes ^c	Any			8' PMUT	8' SW	8' ESW	8' ESW				
		4 Lanes ^c	≥12k			6' PPT	6' SW	8' ESW	8' ESW				
	2 Lanes ^c	<12k											
<25mph ^f	2 Lanes	<3k ^d	Centerline	5' BL ^g + 6' PPT ^h	5' BL ^g + 6' PPT	5' BL ^g + 6' SW ^h	5' BL ^g + 6' SW	5' BL ^g + 6' ESW ^h	5' BL ^g + 6' ESW	5' BL ^g + 8' ESW ^h	5' BL ^g + 8' ESW		
			No centerline	NG + 6' PPT ^h	NG + 6' PPT	NG + 6' SW ^h	NG + 6' SW	NG + 6' ESW ^h	NG + 6' ESW	NG + 8' ESW ^h	NG + 8' ESW		
LAP Width					8-ft		8-ft		8-ft		8-ft		
LAP Enhancements and Amenities					Street Trees, Grass or Natural Landscaping, Occasional Benches, Pedestrian Scale Lighting along Regional Trails, at Intersections, Transit Stops and at Trail Crossings.		Street Trees, Grass or Formal Landscaping, Pedestrian Scale Lighting, Occasional Benches.		See Special Planning Area Design Standards and/or Guidelines.		See Special Planning Area Design Standards and/or Guidelines.		

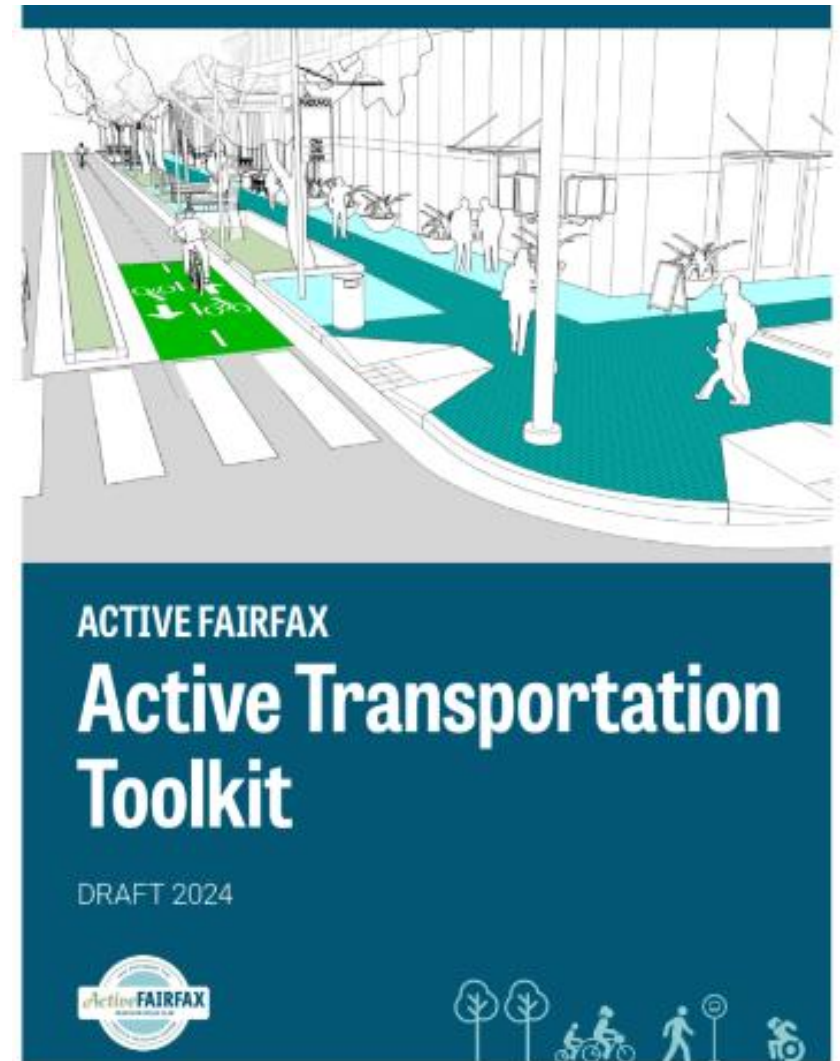


Active Transportation “Toolkit”

Purpose: To support public and private transportation planning efforts, as well as implementation of planned facilities

Content:

- Planning and implementation guidance on active transportation facility selection and design, and best practices
- A collection of relevant design and policy resources



Comprehensive Plan

Additional edits are required to ensure consistency, as follows.

- Transportation Element of the Policy Plan
 - Appendix 3: Revised to reflect plan vision, all ages and abilities design user, facility types
 - Appendix 5: Remove Bicycle Master Plan

- Special Area Plans
 - Revision of references to Countywide Trails Plan and Bicycle Master Plan

Next Steps

- Public Engagement concluded on September 19, 2025 *completed*
 - Included survey, posted flyers at community centers, libraries; Facebook post, and more
 - Community Meeting recording and materials posted on website
- Refine draft Active Transportation and Trails Plan based on feedback *ongoing*
 - Active Transportation and Trails Plan Map
 - Active Transportation Toolkit
- More information about the project including upcoming public meetings are available at: <https://www.fairfaxcounty.gov/planning-development/plan-amendments/active-fairfax>

THANK YOU FOR YOUR TIME

Questions