



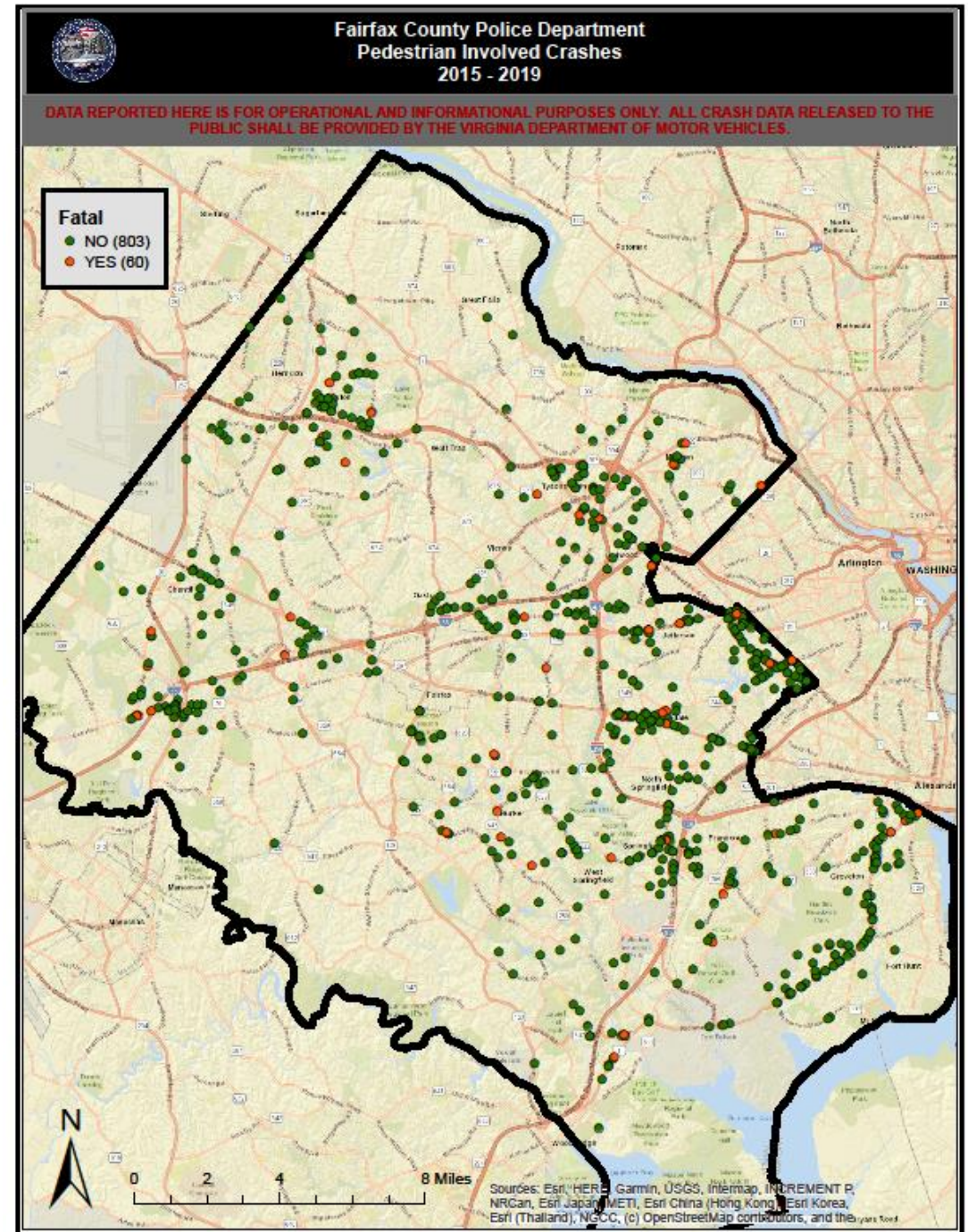
**Countywide Pedestrian and Bicycle Safety Initiative &  
*ActiveFairfax Transportation Plan* Updates  
Board Matter**

Board Transportation Committee  
June 30, 2020

Rachel Flynn, DCEX  
Chris Wells and Lauren Delmare, FCDDOT  
Second Lieutenant Jason Long, FCPD  
Anna Ricklin, FCHD

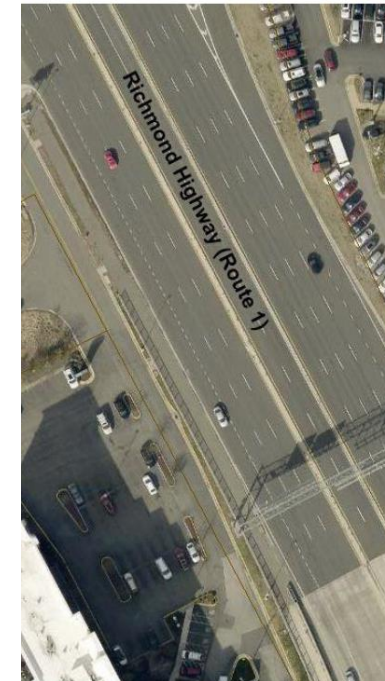
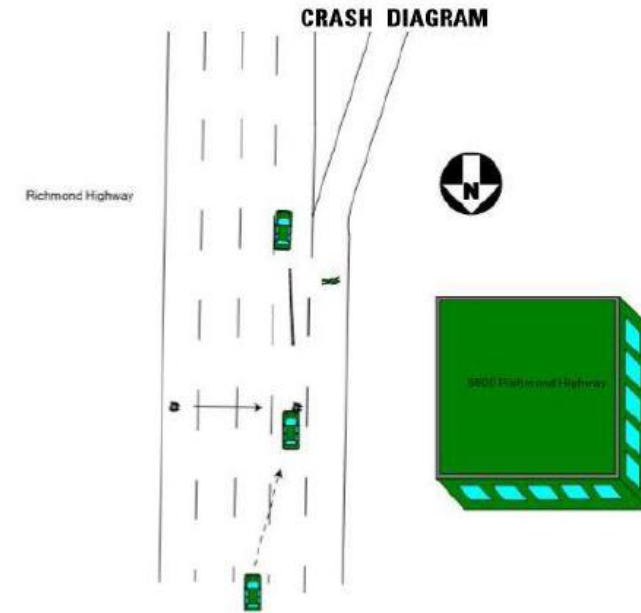
# Pedestrian & Bicycle Safety Initiatives & *ActiveFairfax Transportation Plan (AFTP)*

- **AFTP GOAL:**  
Provide guidance on pedestrian/bicycle access & safety
- **2015-2019 Map:**
  - 60 Fatalities, 863 crashes
  - Average 12 fatalities/172 crashes per year
  - 2020: 11 fatalities
- **Highest Pedestrian Crash Areas:**
  - Annandale, Seven Corners, Bailey's Crossroads
  - Route 1 Corridor
  - Springfield, Franconia
  - Tysons, Merrifield, Blake Lane
  - Centreville, Fair Oaks
  - Reston



# Pedestrian & Bicycle Safety Initiatives & *ActiveFairfax Transportation Plan (AFTP)*

- Why is this happening?
  - High speeds; wide roads
  - Major roads that separate commercial & residential uses
  - Long distances between crosswalks
  - Pedestrians: Not crossing at crosswalks
  - Drivers: Speeding, not yielding right-of-way
  - Lack of adequate lighting at certain locations



# ActiveFairfax Transportation Plan (AFTP)

## Consultant: Alta Planning & Design

### Phase 1 Timeline

ActiveFairfax Transportation Plan Schedule



# *ActiveFairfax Transportation Plan (AFTP)* Communications Strategy

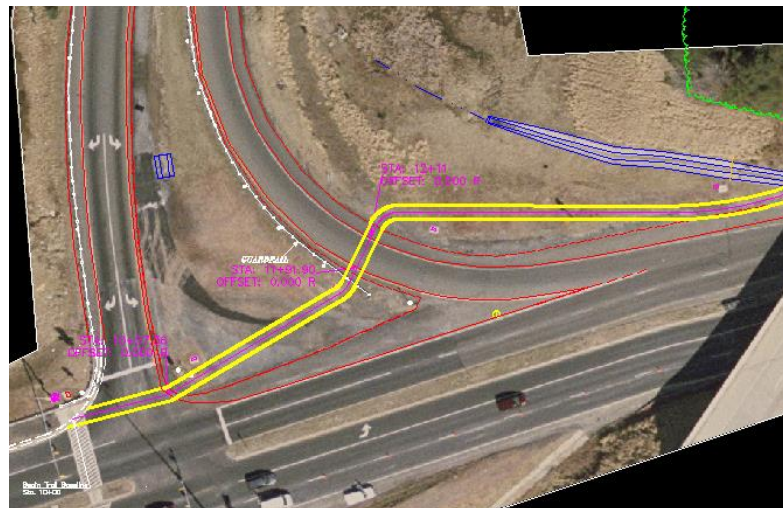
- Community Engagement + Awareness Plan

- Gather input on challenges, needs and opportunities
- Public meetings, focus groups, pop-up events
- Walk audits & bike tours
- Educate and raise aware on active transportation
- Communicate and evaluate using One Fairfax Racial and Social Equity Lens
- Communicate with different languages



# ActiveFairfax Transportation Plan (AFTP) Funding and Project Delivery

- Funding for ped, bike and bus stops = \$536 million over 23-year period (2002-2025)  
Excludes ped/bike facilities incorporated into large road projects
- 10% to 15% of all County-allocated transportation funding
- Completed 222 ped/bike projects over past 13-year period (2007 to 2020)
  - 22.6 miles of sidewalks/trails
  - 700 ADA curb ramps
  - 60 signalized crosswalks
- Improved project delivery:
  - Federal = 5.5 years
  - Pre 2014 Local = 4.2 years
  - Post 2014 Local = 2.3 years



# Pedestrian and Bicycle Safety Initiatives Funding & Project Delivery

- Upgraded all pedestrian signals to countdown signals (first in Virginia).
- A leader of Virginia in striping bike lanes with VDOT repaving cooperation. Added 80 bike-lane miles to 63 roads in the last two years. Low cost.



# Pedestrian and Bicycle Safety Initiatives

## New Technologies for Safety

- **Rectangular Rapid Flash Beacons:** 17 installations. Passive thermal pedestrian and bicycle detection.
- **Pedestrian Hybrid Beacon Signal** (formerly HAWK): Approved as new traffic signal type. Backlick Road location: First in VDOT System.





# Pedestrian and Bicycle Safety Initiatives / AFTP

## Policy Challenges to Increasing Safety

- Current Traffic Impact Analysis (TIA) methodologies prioritize automobiles over peds/cyclists  
Most common TIA methodology is Level of Service (LOS)
- TIA/LOS methodologies can result in additional lanes for automobiles and make on-street parking more difficult to implement
- Speed-limit policies prioritize automobile throughput, not placemaking
- Distance between intersections and crosswalks prioritizes automobile throughput
- 11'-12' lane widths are typical VDOT standards
- Crosswalks not always permitted on all 4 sides of signalized intersections due to vehicle priorities
- Lack of a comprehensive VDOT or County street lighting policy or program
- Virginia Law has been recently improved: "Stop for Pedestrians" Law will increase ped safety



## Questions/Discussion