

Attachment A

Active Transportation Capital Project Prioritization Methodology



Proposed Active Transportation Capital Project Prioritization Methodology

Board Transportation Committee
March 1, 2022

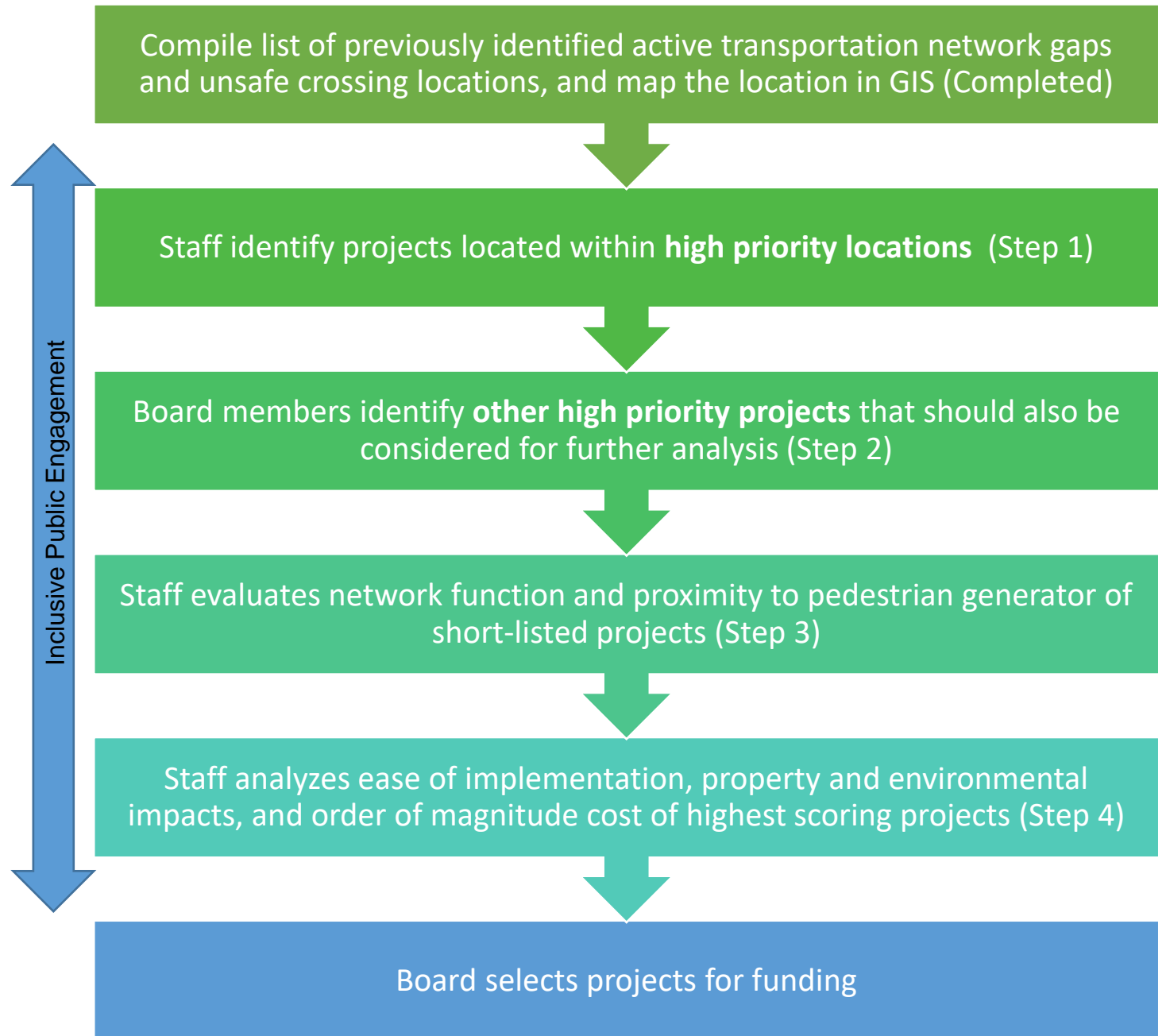
Chris Wells
Active Transportation Program
Fairfax County Department of Transportation

Background

- Board is seeking **additional \$100 million** for active transportation projects
- **Prioritized list of potential projects** needs to be developed
- Draft prioritization methodology was presented to the Board in December 2021
- Revised criteria based on the Board's guidance



Proposed Project Selection Process



Proposed Project Selection Process - Example

	Step 1	Step 2		Step 3			Step 4			
Input: Known network needs, public project requests, study recommendations	High Priority Location	Other Priority Projects (Outside High Priority Locations)	Short Listed Projects	Critical Network Gaps	Proximity to Pedestrian Trip Generator	Highest Ranking Projects	Construction Feasibility, Environmental/Property Impacts	Magnitude of Cost	Prioritized Short List	Approved for Funding
Project A										
Project B		x	Project B			Project B			2. Project B	Project B
Project C	x		Project C							
Project D	x		Project D			Project D			1. Project D	Project D
Project E										
Project F	x		Project F							
Project G										
Project H	x		Project H			Project H			4. Project H	
Project I	x		Project I			Project I			3. Project I	
Project J										

<-- Inclusive Public Engagement -->



High-risk corridors and locations



Areas with high density of pedestrian trip generators (Demand Analysis)



Areas with high need for access to safe active transportation facilities (Needs Analysis)



Vulnerable Areas and Islands of Disadvantage (new)



Priority public health locations (new)



Regional Connectivity (Capital Trails Network segments; other Regional Trails)



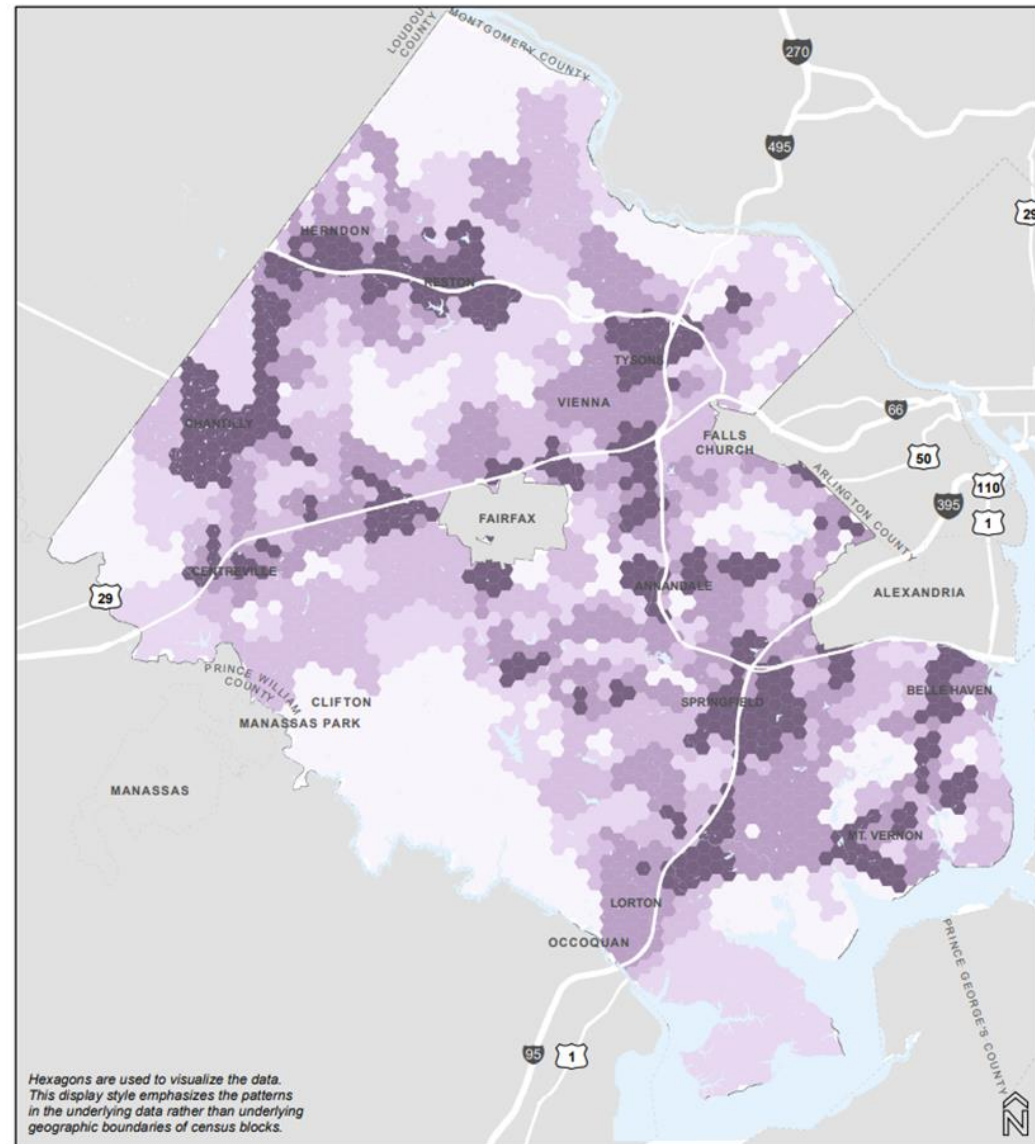
Close to schools, park entrances and transit stops

Step 1 – Spatial Analysis: Identification of projects located in high priority locations

Active Transportation Demand Analysis

Areas with high density of pedestrian trip generators:

- Population Density
- Employment Density
- Retail Job Density
- Transit Stops
- Educational Institutions
- Parks
- Regional Trails
- Public Facilities
- Hospitals



DEMAND ANALYSIS | COMPOSITE DEMAND

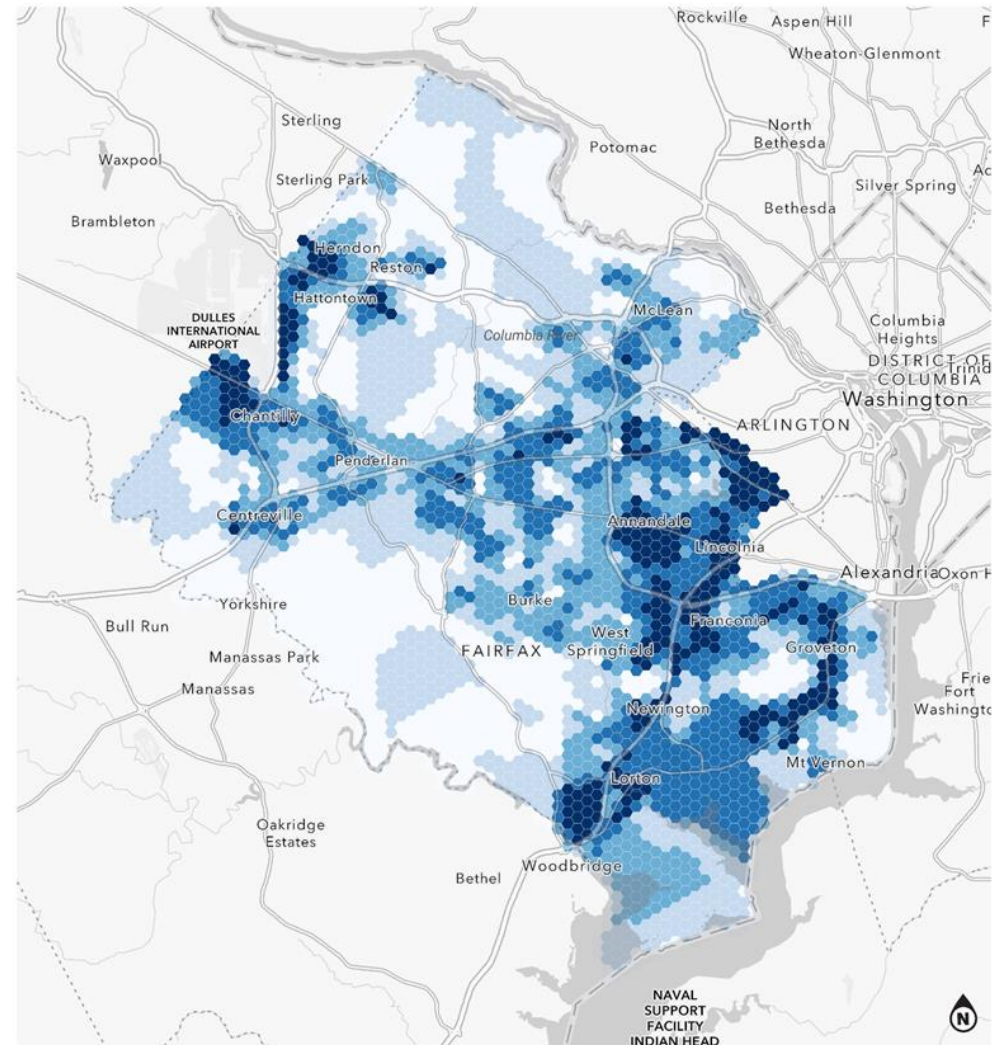
DEMAND SCORE



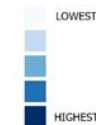
Data Sources: Fairfax County, TIGER
Map Produced: 12/17/2020
By: Alta Planning + Design

Active Transportation Needs Analysis

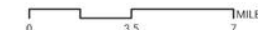
- Areas with high need for access to safe active transportation facilities
- Areas that are culturally less likely to request improvements
- Factors:
 - Race
 - Income
 - Disability
 - Air Quality
 - Age
 - Housing Cost burden
 - Linguistic Isolation
 - Educational Attainment
 - Single Parent Households



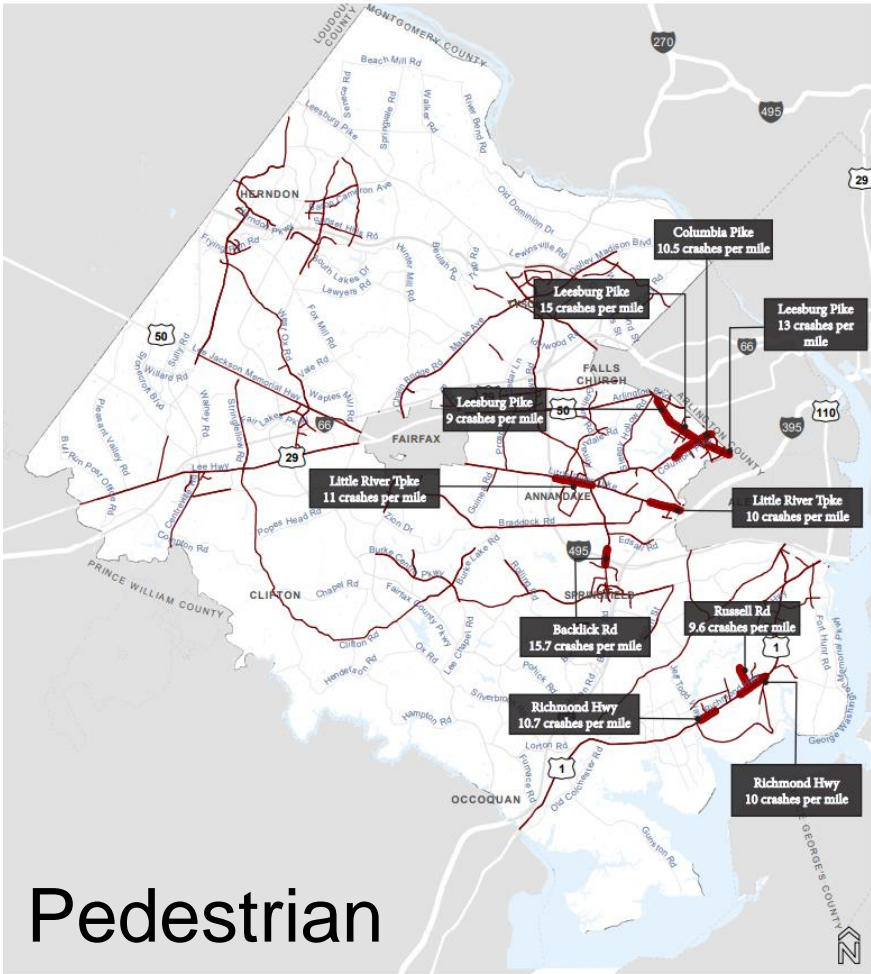
NEED ANALYSIS



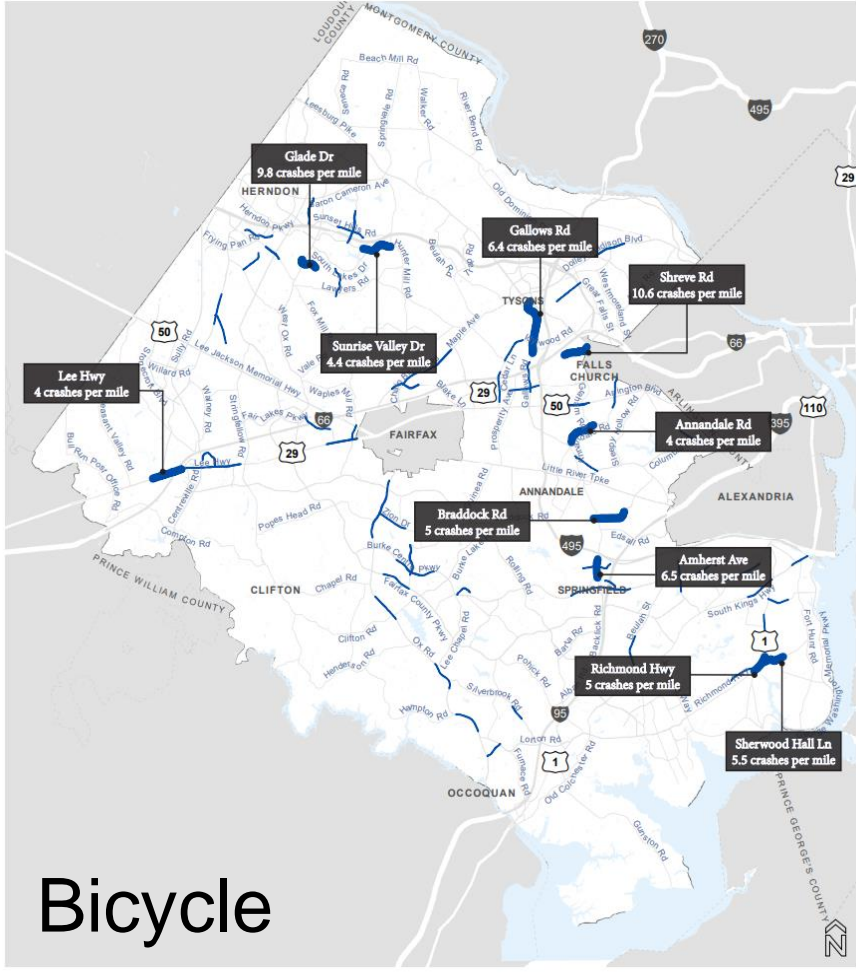
Data Sources: Fairfax County, TIGER
ACS DATA (2019), EJSscreen
By: Alta Planning + Design



High-Risk Corridors & Locations



Pedestrian



Bicycle



HIGH RISK CORRIDORS

- High Risk Corridors
- Top 10 High Crash Rate Corridors

0 3 6 Miles

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



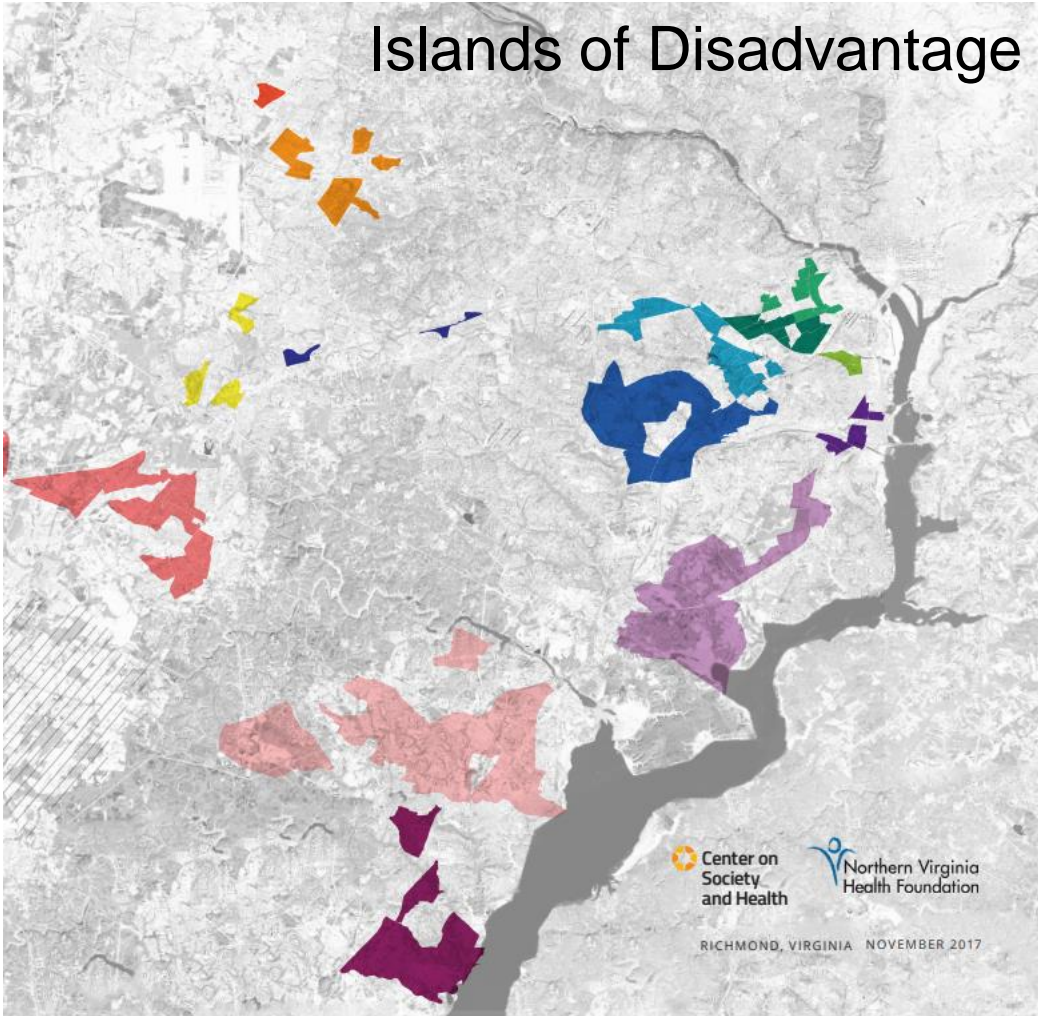
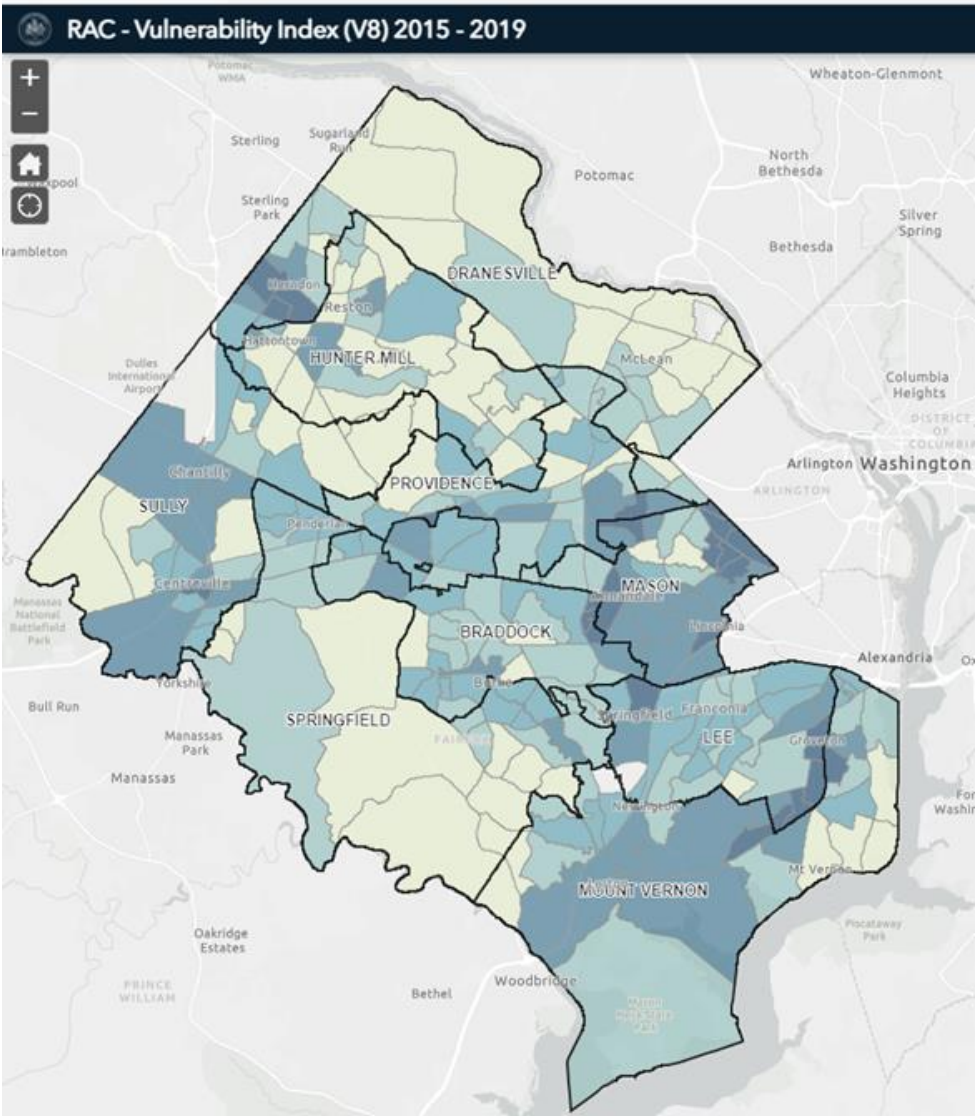
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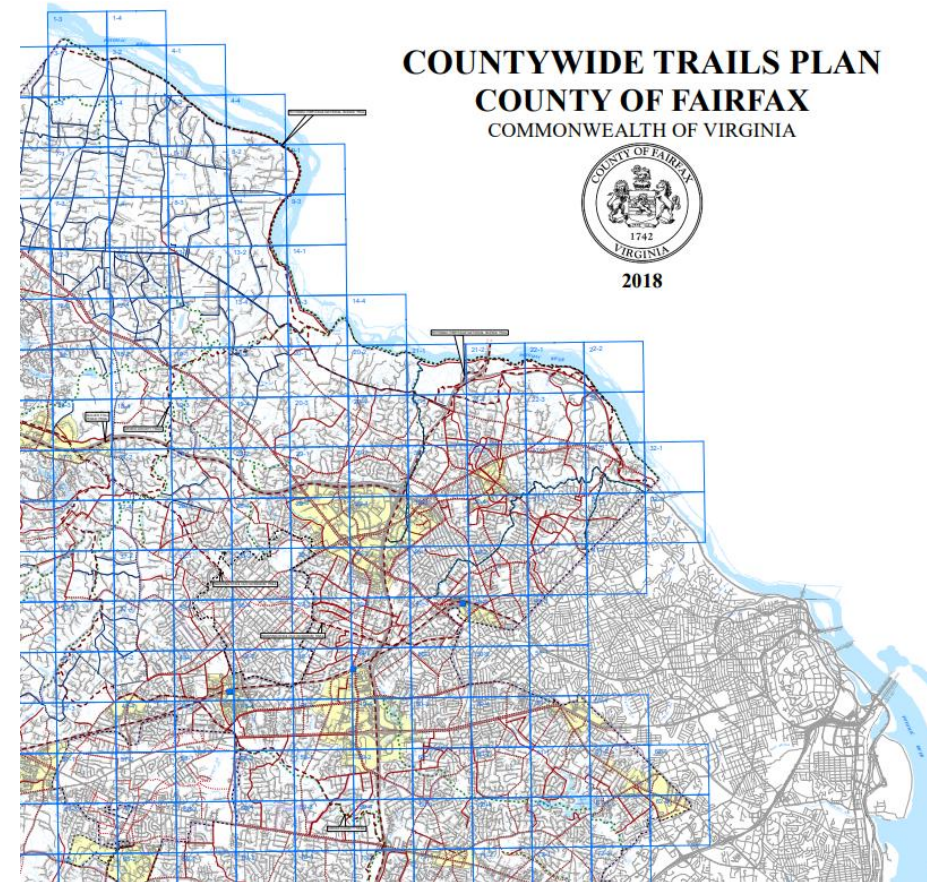
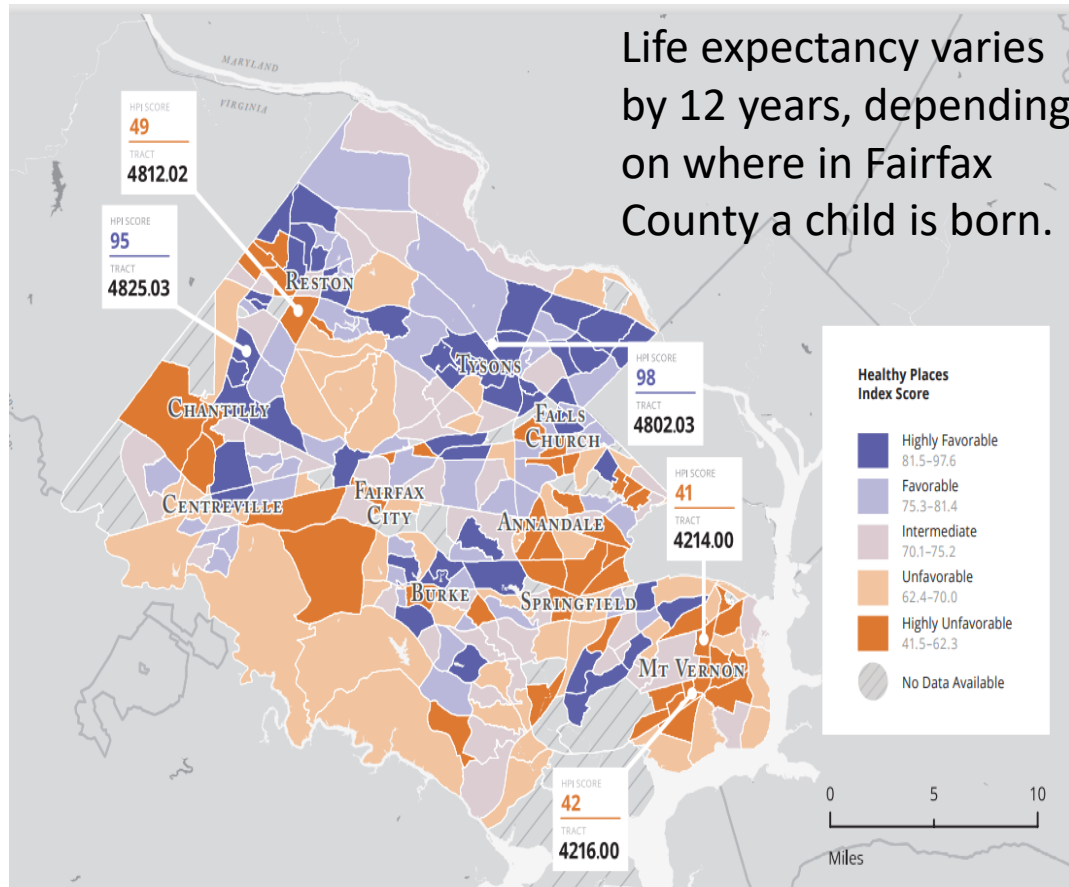
0 3 6 Miles

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

Vulnerability Index & Islands of Disadvantage



Priority Public Health Locations & Regional Connectivity



Proposed Next Steps





Feedback requested from the Board:

- Does the Board have any additional comments before staff finalizes the methodology and prepares to run Step 1 Spatial Analysis?
- Does the Board want staff to identify smaller scale projects and/or maintenance projects now to implement with the \$5 million dollars currently available?

Contact information:

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