

Possible Topics for Active Fairfax Plan

Some ideas for TAC to discuss

Topics

- Mobility through areas of construction
- TAC requests for data
- Public-private spaces
- Resolving questions regarding enforcement of law in pedestrian/car crashes

Mobility Through Construction



Construction often blocks the pathways and trails used by pedestrians and cyclists forcing them into a dangerous situation or onto a substandard surface.



If this had been a road project . . .

VA LAW: Whenever necessary, the Commissioner of Highways shall select, lay out, maintain, and keep in as good repair as possible suitable detours, by the most practical route, while the highways are being improved or constructed, and he shall place or cause to be placed explicit directions to the traveling public during repair of any such highway under process of construction.

As a result of this law, there are minimum requirements redirecting traffic to an alternate route. Those requirements take into account the safety of all other road users. There is a great deal of warning, signage and barriers to ensure to the extent possible that road users are not surprised to find the route they had planned is blocked or sent another direction.

A Near Perfect Example



1



2

3



4



Recommendation #1

The Active Fairfax Plan should

- Require a similar standard, with appropriate requirements for all detours affecting bike and pedestrian traffic that will exist for a period longer than 24 hours.
- Require that the detours be treated with the same planning and diligence as is provided on car routes (adequate warning, signage, and materials quality with particular emphasis for mobility-impaired users)
- Acknowledge that due to the high usage of these corridors by low-income workers, this is an equity issue.

Signage should provide information such as:

1. Expected completion date
2. Name and phone number of information source if questions/concerns
3. Job reference number

Recommendation #2

VDOT should support a 311-like service where individuals can report instances where work zone accommodations are inadequate or unsafe. Construction site managers should be subject to fines and/or denial of permits for non-compliance of pedestrian/bicycle accommodation. Multi-lingual support and signage should be considered.

Requests for data - how should TAC ask for data that might cross agencies?

Example: TAC would like to know what the nexus is between type of road and fatal crashes?

In Fairfax County, what is the percentage of

- Minor arterials
- Major collectors
- Minor collectors
- Neighborhood roads

AND what is the percentage of pedestrian and bicycle crashes on each of those types of roads? Do these numbers reflect equity issues? Design issues? How are they being addressed?

Public-Private Spaces

Public-private partnerships allow private parties to administer public spaces. An example of this is the Comstock 99-year ground lease of the Wiehle-Reston Metro Station plaza. In this public space, there are three artistic bicycle racks on which Comstock's holding, BLVD, has occasionally locked bicycles, clearly marking their function as bike parking. Recently, a cyclist used one of the racks while patronizing a restaurant located on the plaza. The cyclist returned to find the bike gone. Investigation determined that Comstock security had cut the lock and confiscated the bike. It was eventually returned to the cyclist. There are no signs indicating the bike parking is only for residents or that bicycles will be confiscated.

Fairfax County Bicycle Parking Guidelines

- Classifications of bike parking
- Minimum requirements based on square footage and usage of building
- Equipment choices
- Placement and Installation

They do not address

- Penalties for failure to comply
- Public/Private spaces
- Commercial properties developed before bike parking guidelines were available

Again, this is also an equity issue.

Recommendation

TAC should ask FCDOT about the best way to address these issues left hanging

- Active Fairfax Plan?
- Land Use Regulations?
- Incentives for property management/owners to come into compliance?

Enforcement of Law in Crashes

As part of our concern for pedestrian safety, the Commission would like to know how Virginia Code Section 46.2-924 is being enforced in Fairfax County when violations occur. The Commission has received reports of interactions between pedestrians and motorists in which there was a failure to cite the motorist despite the motorist saying, “I didn’t see him”. We would like to know how prevalent that is. Can FCPD provide data, such as number of incidents involving a driver and a pedestrian/cyclist and of those incidents, who was cited as at fault? As part of looking at equity issues, we would also like to see demographic data regarding injured parties. Pedestrians and utility cyclists are disproportionately represented among the working poor.

This data informs FCDOT and the Supervisors as to how best to invest scarce transportation funds in redesigning pedestrian and cycling corridors for safety and utility.

VA 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 by stopping and remaining stopped until such pedestrian has passed the lane in which the vehicle is stopped:

1. At any clearly marked crosswalk, whether at midblock 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; or
3. At any intersection when the driver is approaching on a highway where the speed limit is not more than 35 miles per hour.

B. When a vehicle is stopped pursuant to subsection A, the driver of any other vehicle approaching from an adjacent lane or from behind the stopped vehicle shall not overtake and pass such stopped vehicle.