



County of Fairfax, Virginia

Comprehensive Plan

Transportation Policy

Presentation to:
Transportation Advisory Commission

April 20, 2021

By: Michael Garcia



Agenda

- Framework/Overview
- TAC Topic Areas
- Next Steps for the Policy Plan



Comprehensive Plan

- **Policy Plan:** with Functional Areas (eleven)
- **Plan Areas (four):** with Planning Districts
- **Plan Maps (four)**



Policy Plan

- **Goals:** General direction regarding the aspirations of the community
- **Objectives:** Statements that provide further direction for achieving an aspect of a goal
- **Policies:** Approaches for pursuing a given objective, providing guidance which, when pursued, will assist in implementing the objective
- **Guidelines:** Provide more explicit guidance for achieving policies and the Policy





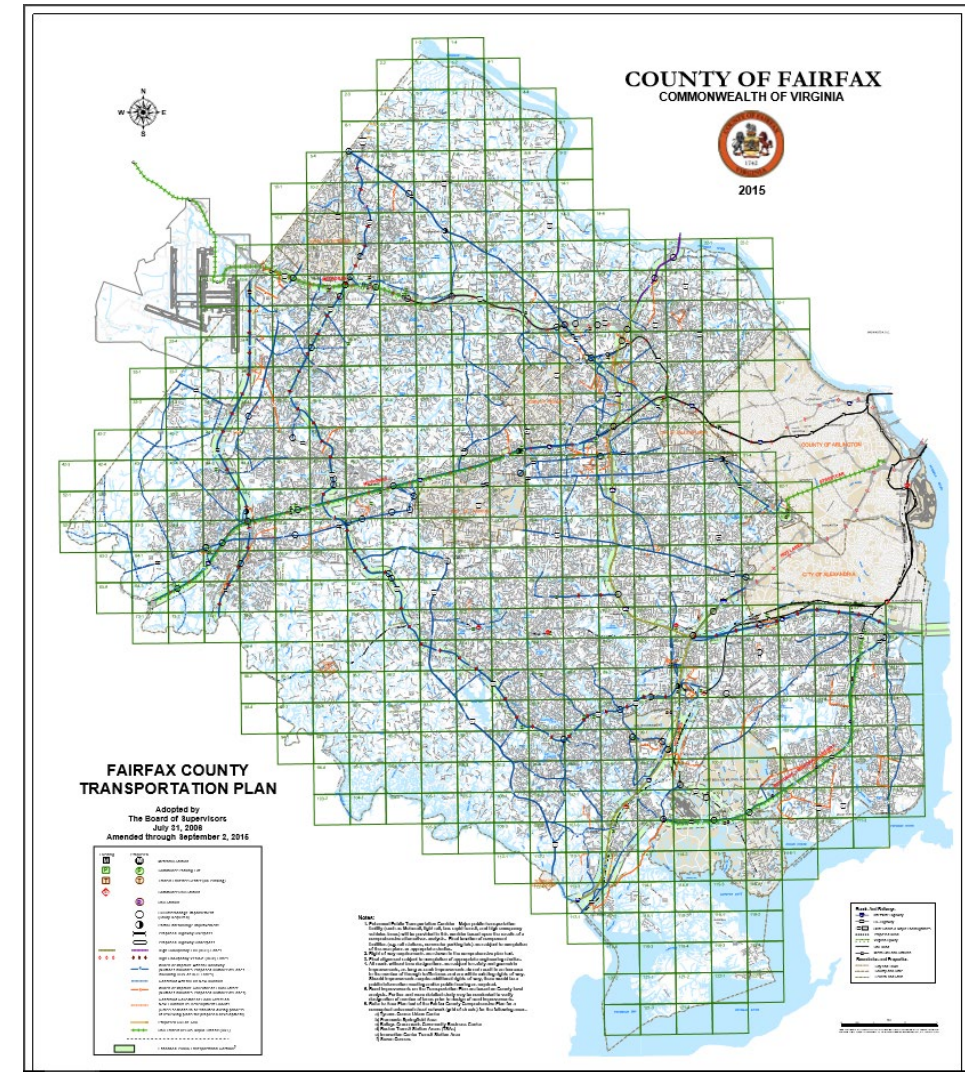
Goal - Transportation

Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.



Goal - Transportation

- Land use must be balanced with transportation
- Program will be implemented
- Accessible transportation systems
- Advanced planning and technology
- Balanced transportation system between modes
- Reduction of excessive reliance upon the automobile (esp. single occupant autos)
- Sidewalks and trails should be developed





Transportation Section - Objectives

- **Objective 1 – Provide multimodal transportation system**
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- **Objective 2 – Increase non-auto use**
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- **Objective 3 – Adequate roadway access**
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often



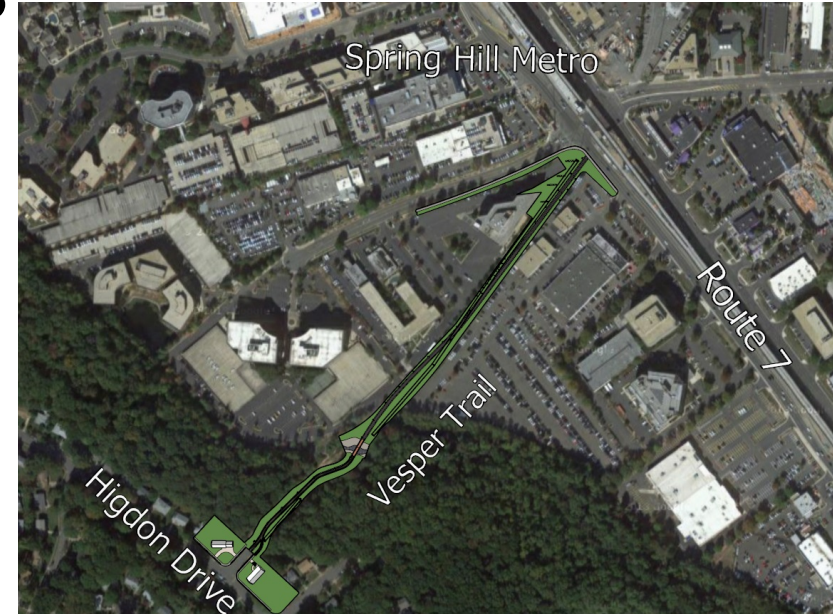
Mosaic in Merrifield





Transportation Section - Objectives

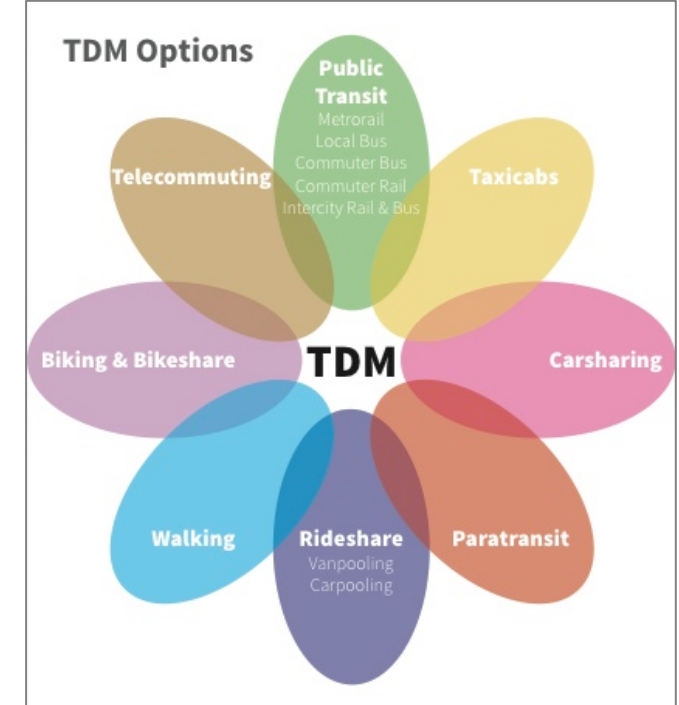
- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- **Objective 4 – Provide active transportation network**
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

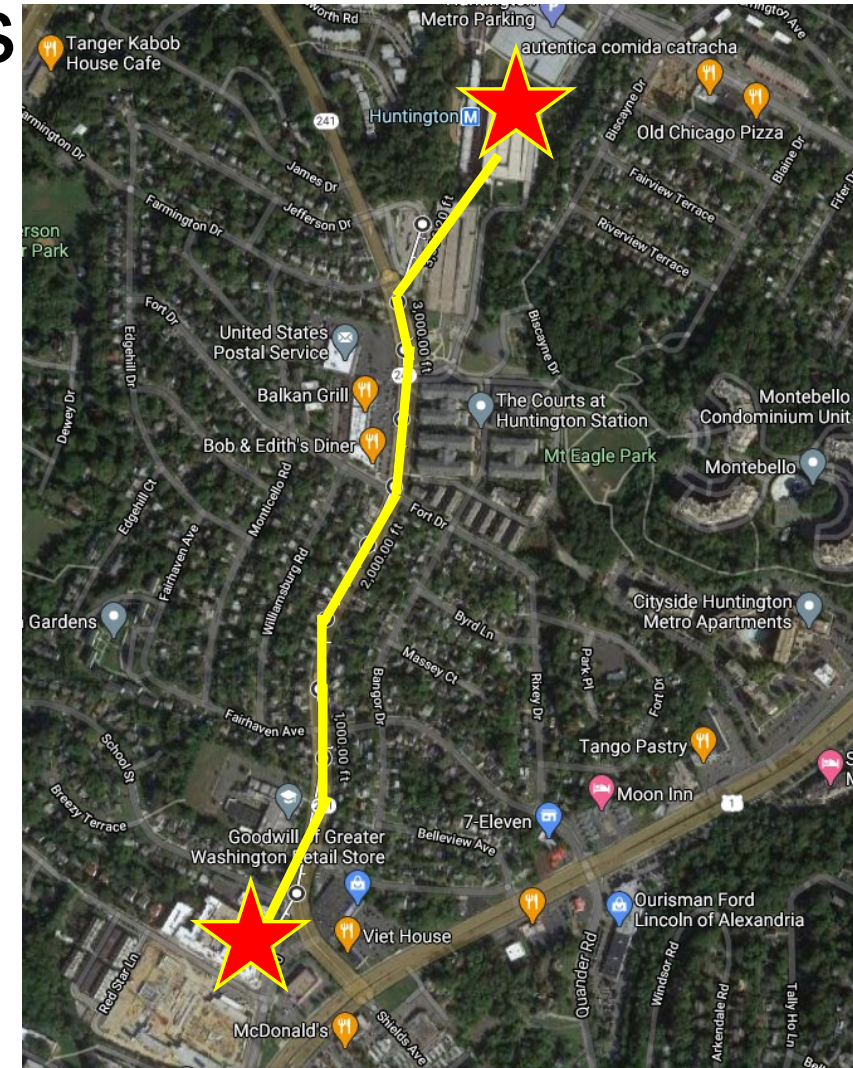
- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- **Objective 5 – Promote Transp. Demand Management**
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- **Objective 5 – Promote Transp. Demand Management**
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- **Objective 6 – Cost-effective improvements**
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

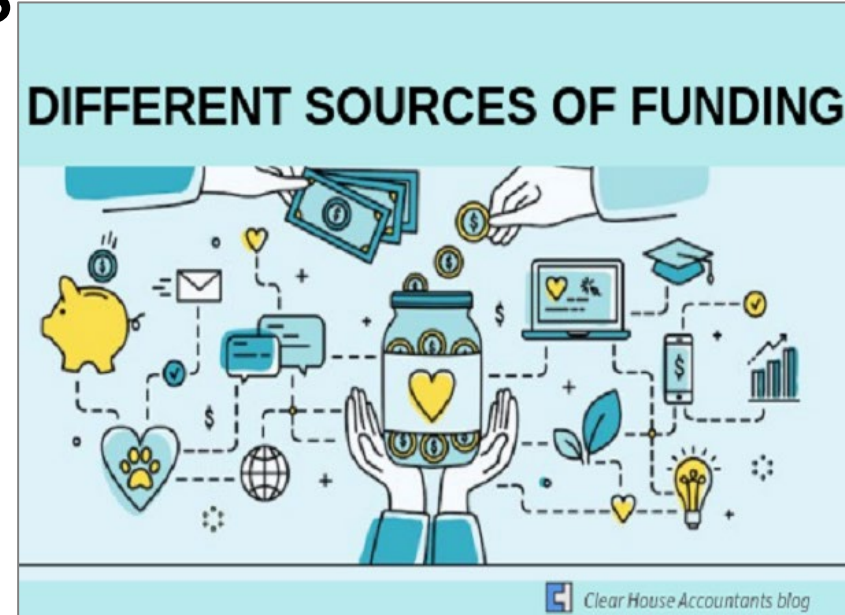
- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- **Objective 7 – Protect environment and community**
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- **Objective 8 – Identify funding and sources**
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- **Objective 9 – Ensure safety of users**
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often



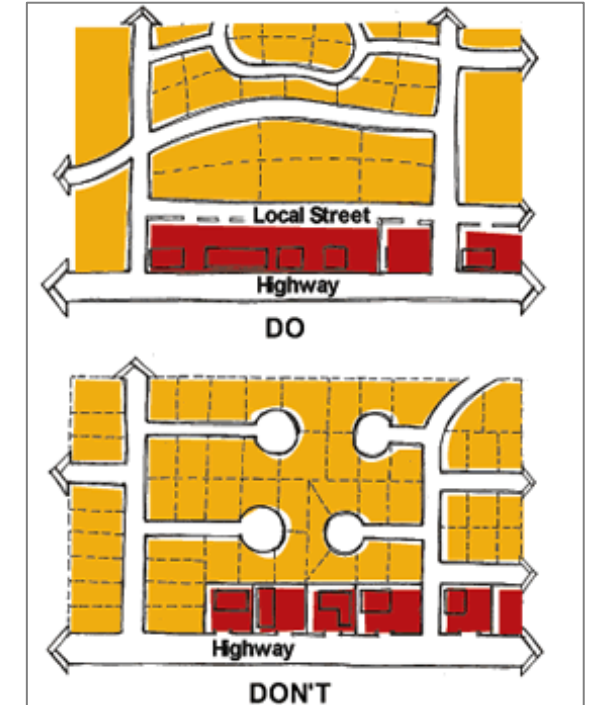
Source: Streetsblog LA





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- **Objective 10 – Maximize efficiency of facilities**
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- **Objective 11 – Balance land use & transportation**
- Objective 12 – Preserve land for transportation facilities
- Objective 13 – Update plans often



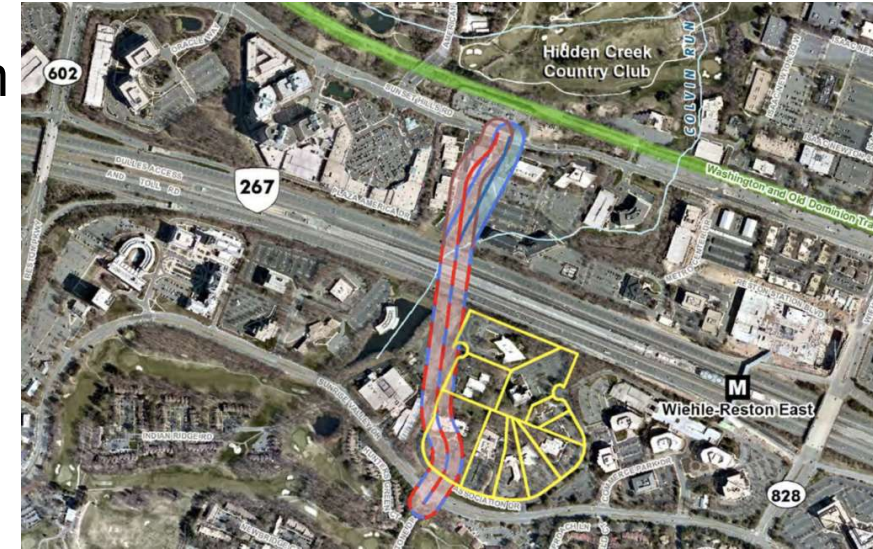
Source: asc-pr.com





Transportation Section - Objectives

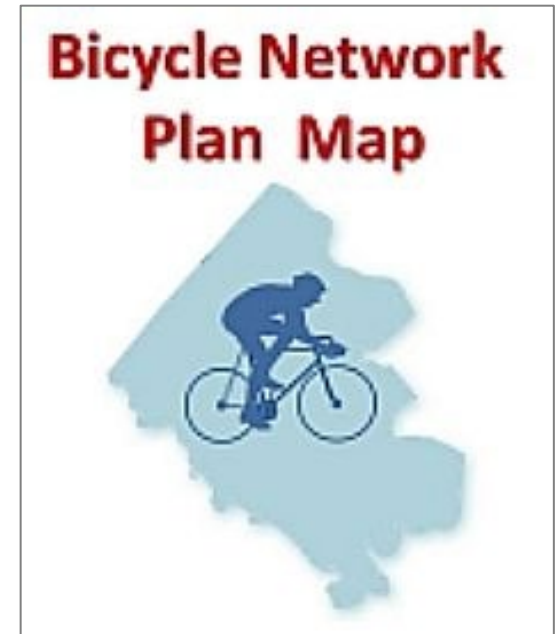
- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- **Objective 12 – Preserve land for transportation facilities**
- Objective 13 – Update plans often





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- **Objective 13 – Update plans often**





Transportation Section - Objectives

- Objective 1 – Provide multimodal transportation system
- Objective 2 – Increase non-auto use
- Objective 3 – Adequate roadway access
- Objective 4 – Provide active transportation network
- Objective 5 – Promote Transp. Demand Management
- Objective 6 – Cost-effective improvements
- Objective 7 – Protect environment and community
- Objective 8 – Identify funding and sources
- Objective 9 – Ensure safety of users
- Objective 10 – Maximize efficiency of facilities
- Objective 11 – Balance land use & transportation
- Objective 12 – Preserve land for transportation facilities
- **Objective 13 – Update plans often**

Bicycle Network Plan Map





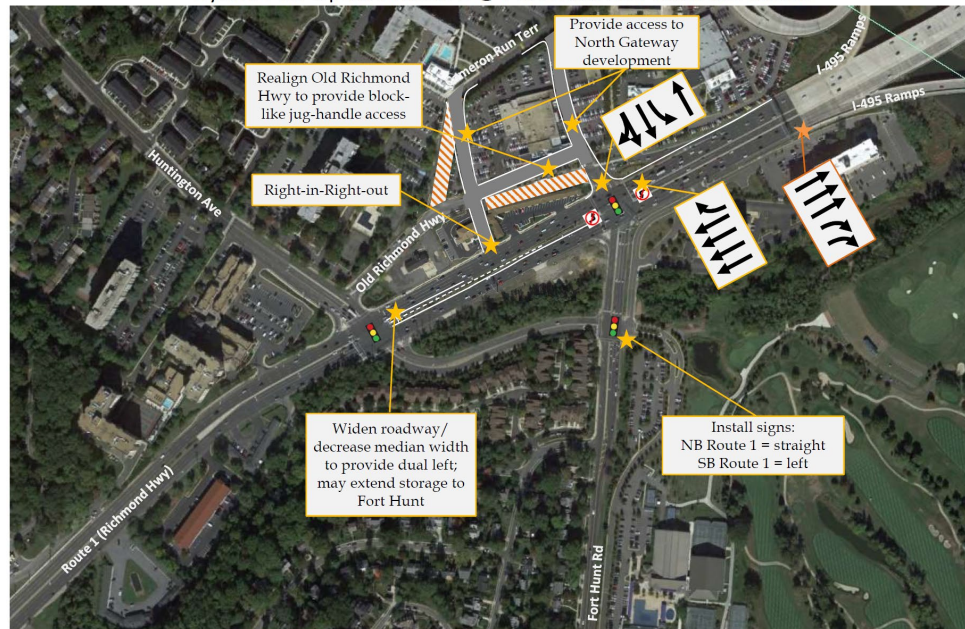
County of Fairfax, Virginia

INOVA Center for Personalized Health (ICPH)



North Gateway

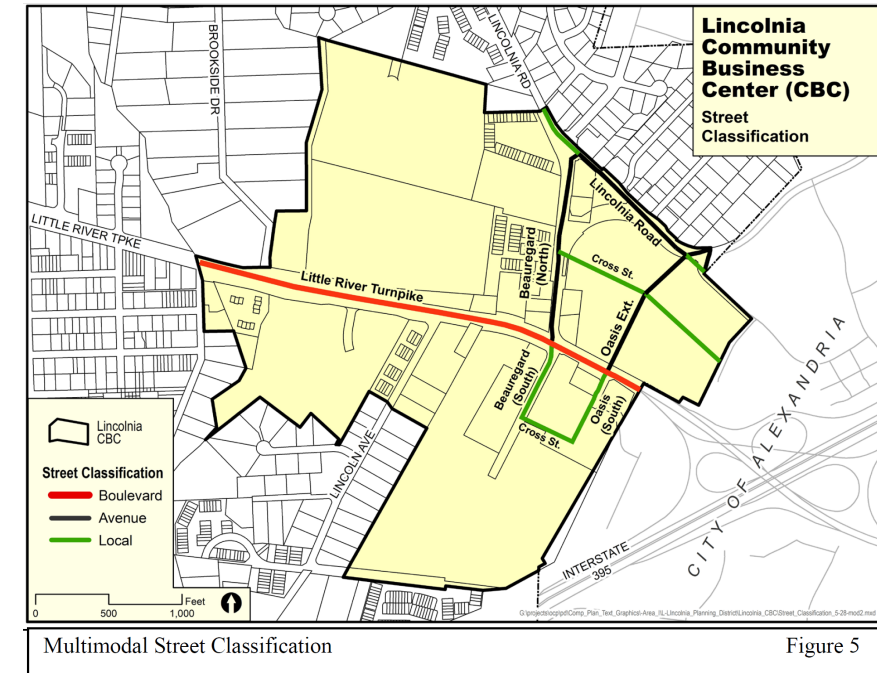
Hybrid Plus Option: Route 1 @ Fort Hunt Left Turns Restricted



- Existing traffic signal
- Closed roadway
- Hybrid Option restricts left turns from Route 1. Helps reduce delay, and requires alternative paths be taken to access Fort Hunt Road
- Hybrid+ is necessary with North Gateway at a 2.0 FAR: Would add additional mitigation at the on-ramp to I-495 by creating two channelized lanes onto the ramp.

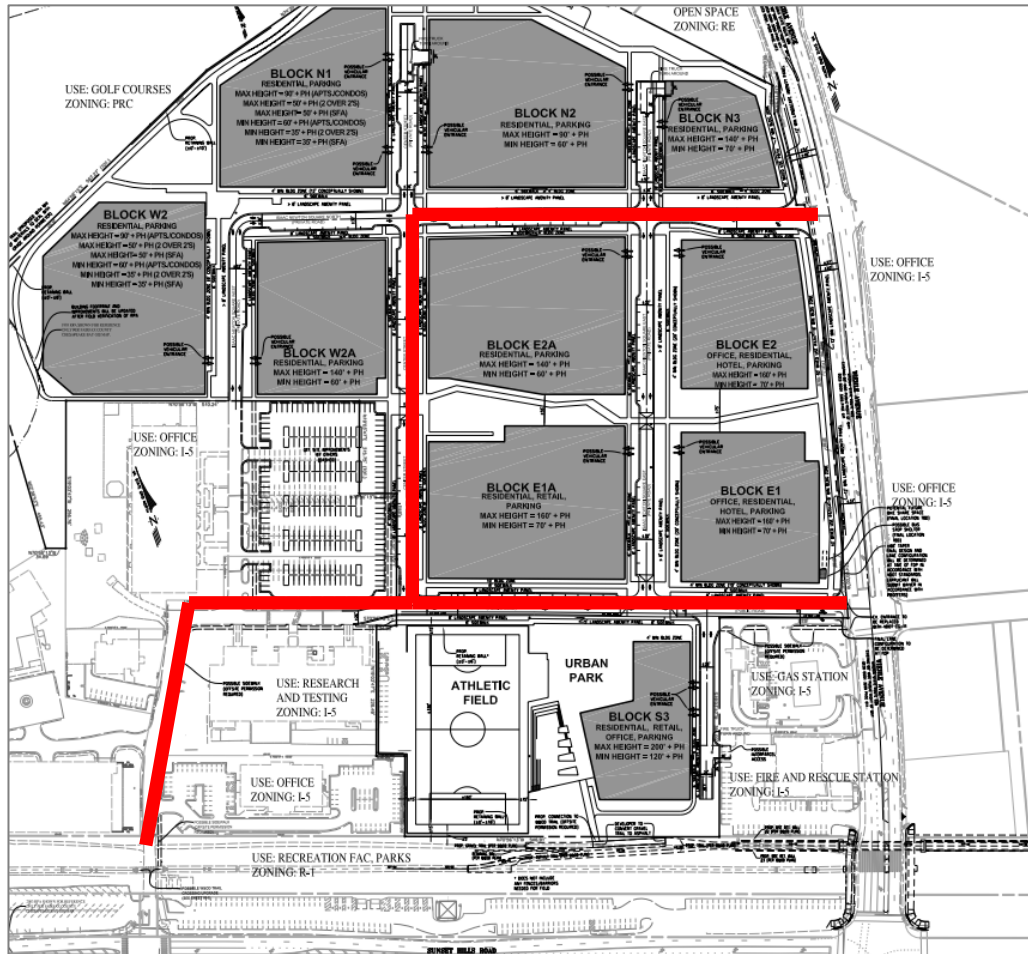
Recent Plan Updates

Lincolnia CBC



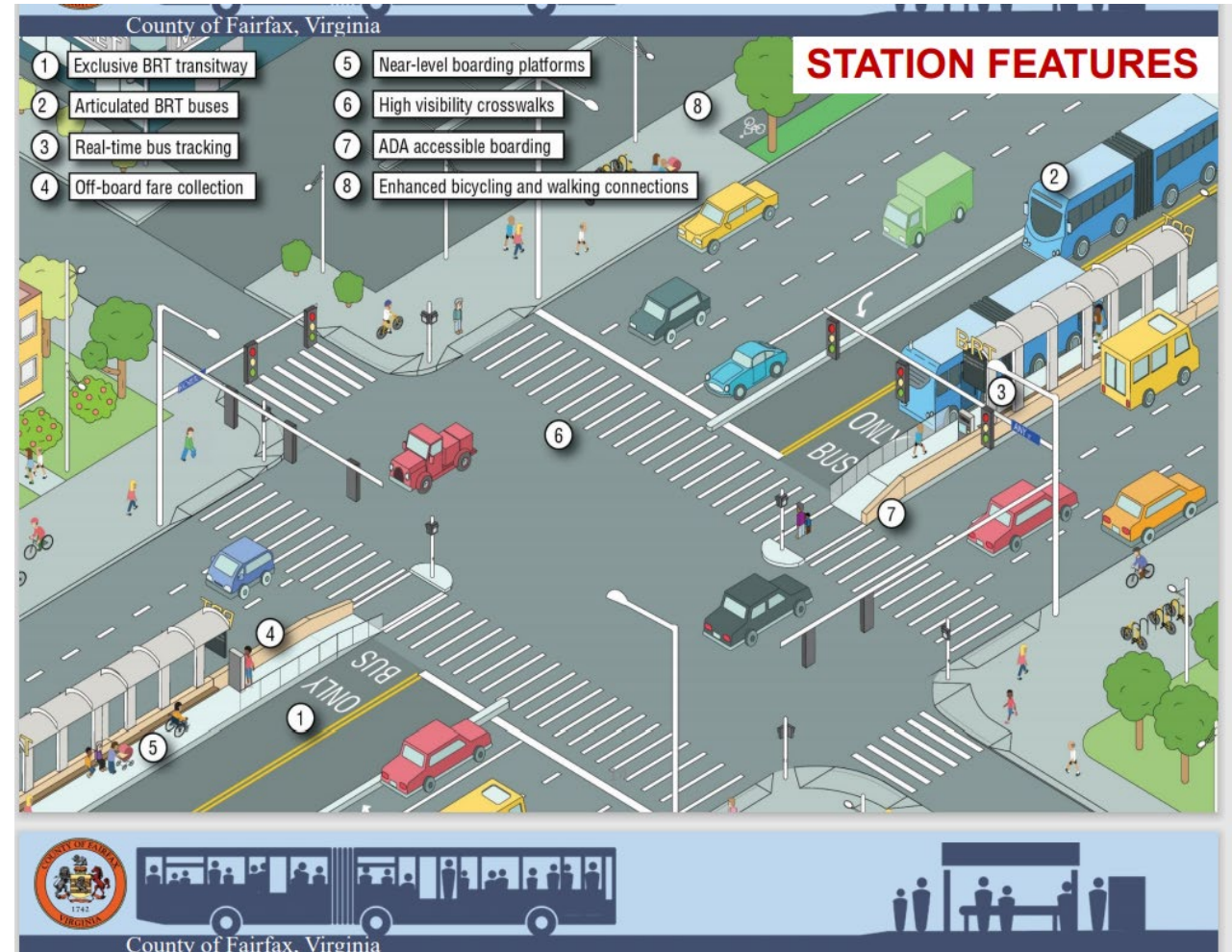


Development Review - Reston



Using the Comp Plan

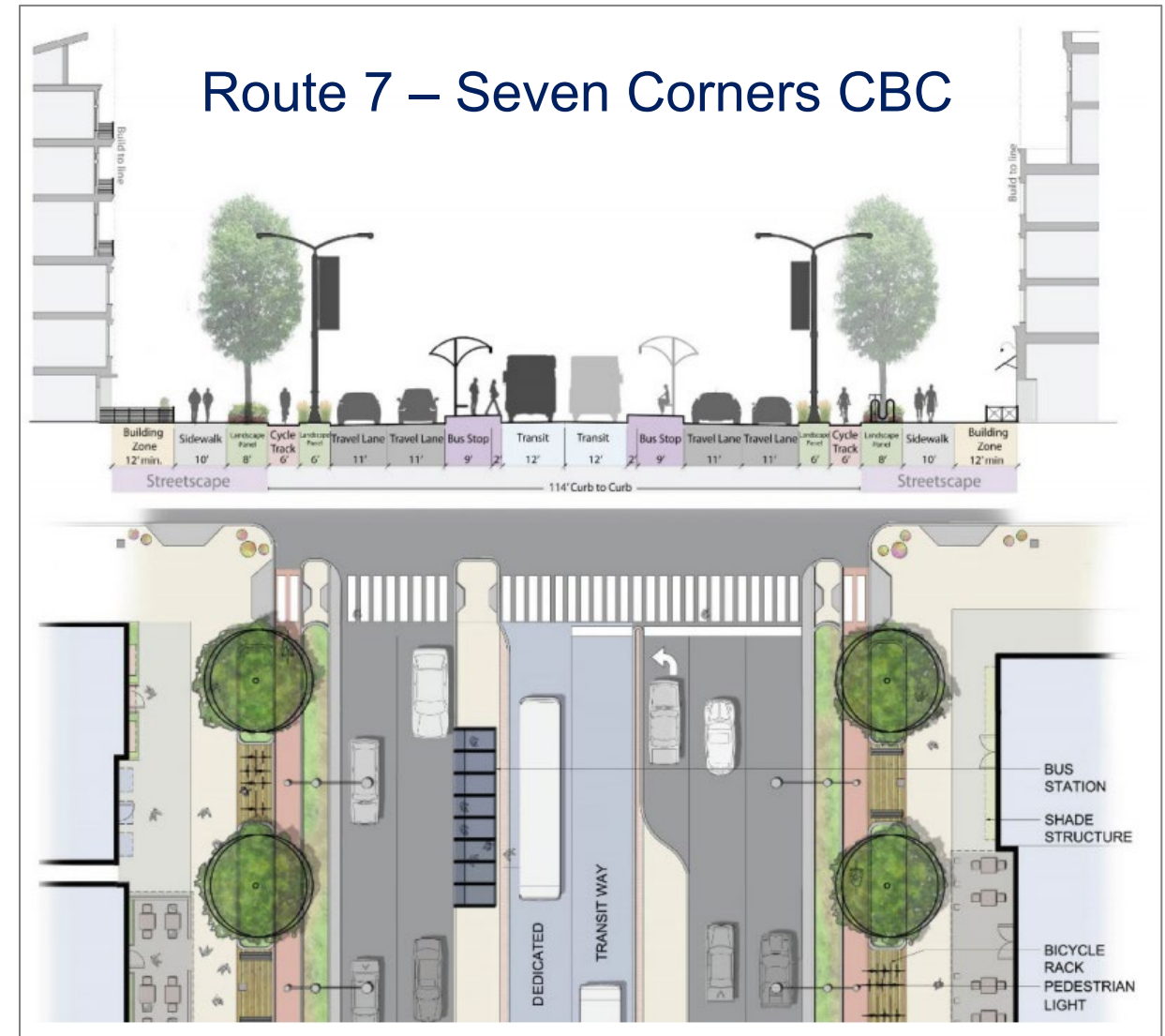
Capital Projects – Richmond Highway BRT





Transportation Appendices

- 1 – Roadway Functional Classification
- 2 – Types of Transit Services and Facilities
- 3 – Bicycle and Trail Classification and Definitions
- 4 – Roadway Right-of-Way Requirements
- 5 – Bicycle Master Plan





TAC Topic Areas – Policy Plan Integration

- Major legacy infrastructure (Obj. 1 and 2)
- Vehicle congestion (Obj. 3, 5, 7, and 11)
- Flexible non-POV transportation (Obj. 2 and Active Trans Plan Update)
- Trails, sidewalk, and bikeways (Obj. 4, 5, 9, and 13)
- Strategies and policies (Obj. 1, 6, 8, 10, and 12)
- Monitor development of new transportation technologies (Obj. 13)
- Partnerships/Outreach (Obj. 3, 5, and 13)

* All transportation policies fit into TAC topic areas, but could use some adjustment/update



Next Steps – Not BOS Authorized

- Review Policy Plan (all sections) and Area Plan guidance
- Update text as needed
- Reorganize text for streamlining
- Public outreach (TAC assistance with community)
- Review and revise
- Update policy plan in future
- BOS Adoption



Questions/Discussion

