

Public Information Meeting

ActiveFairfax Transportation Plan Update

November 20, 2024

Presenter: Cristina Davila, AECOM



Agenda

- Project Background and Status
- Update of the Planned Active Transportation and Trail Network
- Active Transportation Toolkit
- Share your thoughts!



Project Background and Status



Active Transportation: Definition

Active Transportation includes all forms of non-motorized travel for recreational purposes or to get from A to B.

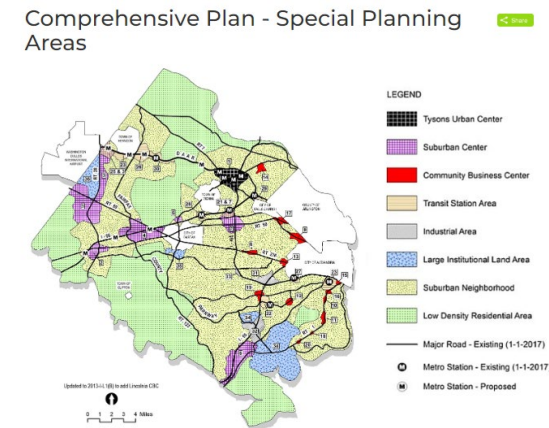
The definition includes electric micromobility vehicles such as electric scooters, bikes and skateboards.



Project Purpose

To update and streamline Fairfax County's active transportation plans, policies, design best practices and programs to better serve people walking, biking, rolling and riding.

Current local network guidance:



Project Status

Project Start: 2020

Completed Tasks:

- ✓ Existing Conditions Review (2020)
 - Active Transportation Needs Analysis
 - Active Transportation Demand Analysis
 - Active Transportation Safety Analysis
- ✓ Initial Community Engagement (2021)
- ✓ Vision, Goals and Objectives (2021)
- ✓ Safe Streets for All Program Recommendations (2022)
- ✓ Updated Bicycle Parking Guidelines (2024)

Our Vision and Goals



Access and connectivity



User safety and comfort



Community livability
and health



Equity and social justice



Sustainability
and conservation

Project Status (continued)

Outstanding Tasks:

- ☐ Update of the Planned Active Transportation and Trails Network (Underway)
- ☐ Active Transportation Toolkit (Underway)
- ☐ Program Recommendations (Underway)
- ☐ Policy Recommendations (Underway)
- ☐ Implementation Recommendations (Not yet started)
- ☐ Final Report (Not yet started)

Expected Project End: 2025



2021 Phase I Public Engagement: Community Priorities



Update of the Planned Active Transportation and Trail Network



Network Plan Update Process

Step 1



Combine planned networks; add public input from Phase I engagement; fix data errors; consolidate overlapping routes

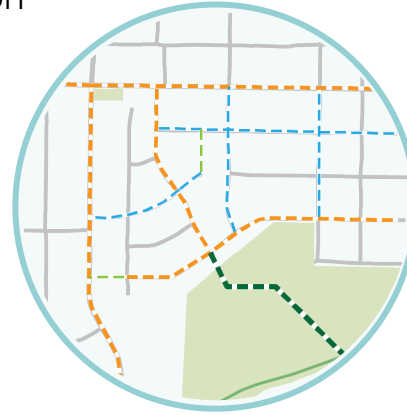
Step 2



Fill network gaps; review for conflicts and find alternative routes if possible; coordinate with parkland owners; develop land use base map

Development of
Facility Selection
Guidance

Step 3



Identify Trail Network Routes Along Roads, Enhanced Neighborhood Routes and Regional Routes; coordinate with surrounding jurisdictions

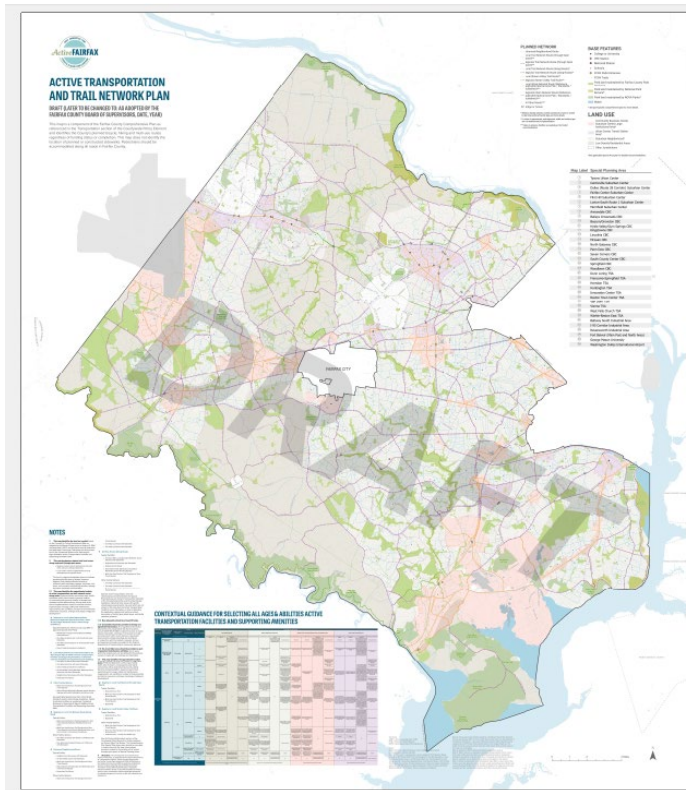
We are here

Public
Engagement

Next Steps

1. Revise draft network
2. Initiate Comprehensive Plan Amendment
3. Public Hearing
4. Comprehensive Plan Amendment















































































Continuation of Current Network Planning Methodology (with minor updates)



- **Comprehensive Countywide Trail Network**
 - No differentiation between planned and existing routes
 - Site of street not determined (now all districts)
 - Updated routes and greater flexibility in facility selection
 - Designation of local and regional trails
 - Network purpose for transportation and recreation
- **Stream Valley Trail Network**
 - Only minor realignments to reflect existing trails and easements where needed
- **Designated Bicycle Routes on Low Traffic and Low Speed Streets**
 - Updated routes and greater flexibility in facility selection and enhancements

ActiveFairfax Transportation Plan Update

What is New?

ROADWAY TYPE			COMMUNITY CHARACTER			
Average Daily Traffic	Speed Limit	Number of Travel Lanes	Low-Density or Rural Residential Area	Suburban Neighborhood	Commercial Area in Residential or Suburban Neighborhood	Urban Center, Transit Station
Recommended Facility Types						
15k+	All	2-6+			 or 	 or 
6k - 15k	All	2-6+			 or 	 or 
3k - 6k	All	2-4	 and  (Optional)	 and  (Optional)	 or 	 or 
1k - 3k	25 mph >	4	 or  and 	 or  and 	 or 	 or 
	25 mph and below	2	 or  and 	 or  and 	 and 	 and 
<1k	25mph >	2	 or  and 	 or  and 	 and 	 and 
	25 mph	2	 and 	 and 	 and 	 and 
	15 mph or less	2	 or  and 	 or  and 	 or  and 	 or  and 
Pedestrian Zone (Vehicles Prohibited)						
Interstate						
Landscaping and Amenities			Street Trees, Grass or Natural Landscaping, Occasional Benches, Pedestrian Scale Lighting along Regional Trails, at Intersections and at Trail Crossings.	Street Trees, Grass or Formal Landscaping, Pedestrian Scale Lighting, Occasional Benches.	Refer to Special Planning Area Street Design Standards and/or Guidelines.	Refer to Special Planning Area Street Design Standards and/or Guidelines.

- Design User: All Ages and Abilities
- Safe Systems Approach - Designing safer streets to reduce traffic crashes
- Context Sensitive Design: One size does not fit all
- Facility Selection Guidance
- Active Transportation recommendations for all roads
- Pedestrian Recommendations
- Complete Streets Recommendations (including street trees and lighting)
- Better connectivity to more daily destinations, including schools and parks

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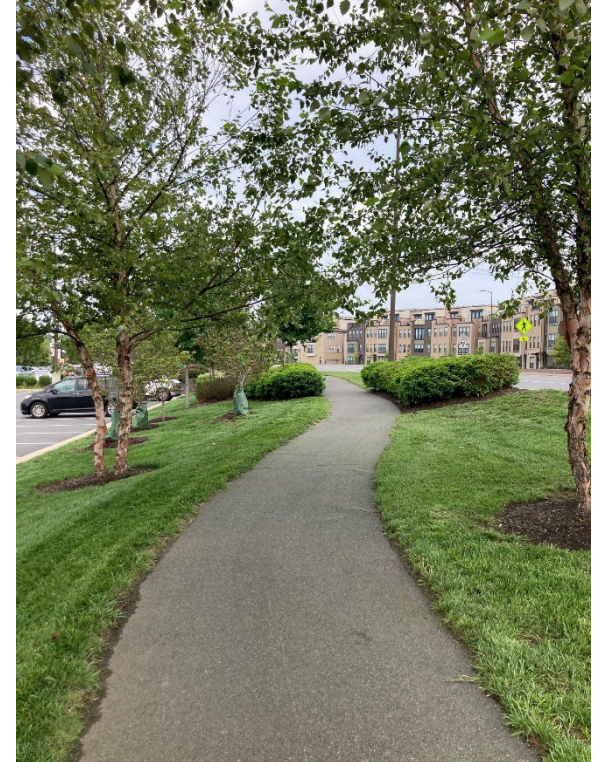
Pedestrian Facility Types



Standard Sidewalk



Enhanced Sidewalk



Pedestrian Trail

Bicycle Facility Types

(On Street, No Vertical Separation From Traffic)



Standard Bike Lane

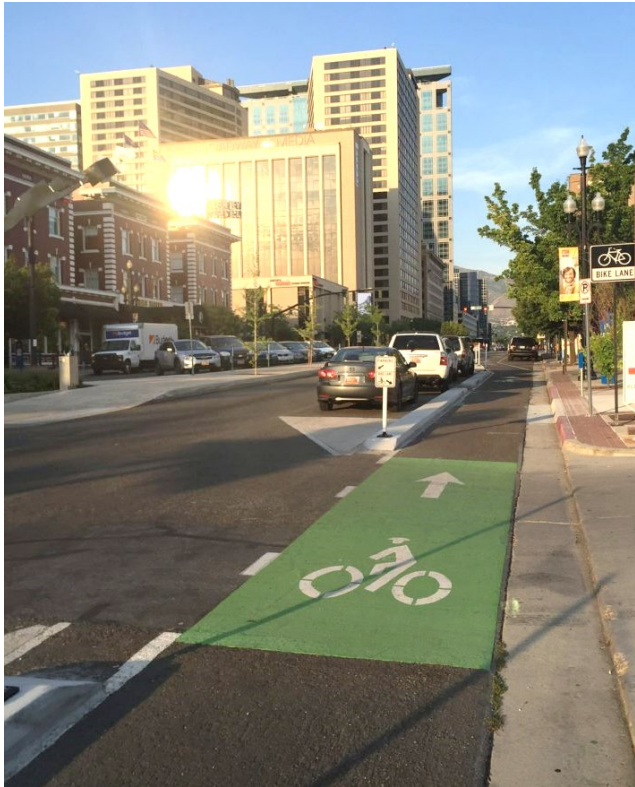


Buffered Bike Lane

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Bicycle Facility Types

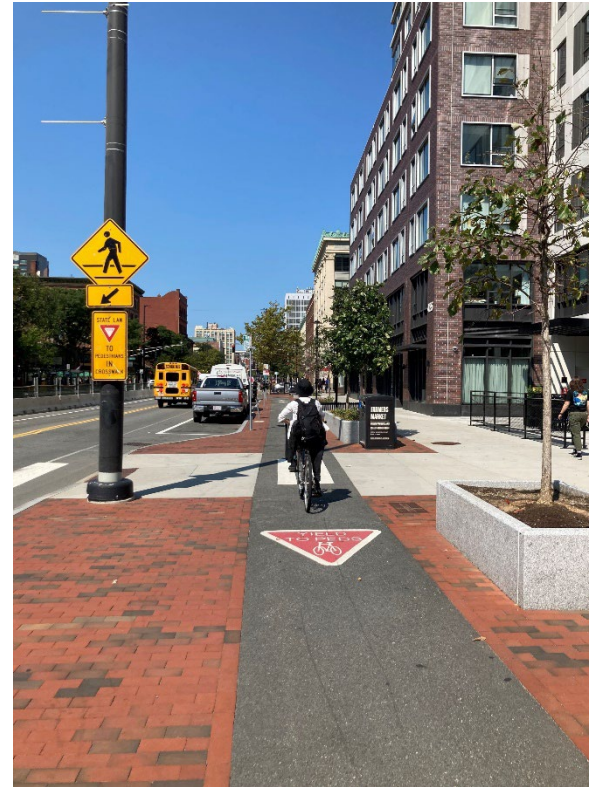
(Separated from Traffic)



On-Street One-Way
Cycletrack



On-Street Two-Way
Cycletrack



Off-Street One-Way
Cycletrack



Off-Street Two-Way
Cycletrack

Low Stress Shared Streets



Shared Street with Safety
and/or Wayfinding Signage
as needed



Neighborhood Greenway



Pedestrian-First Street

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Multi-Use Trails

Along Roads



Multi-Use Hard Surface Trail Designed for Fast Travel Speeds (State Design Standards)



Multi-Use Hard Surface Trail Designed for Slow Travel Speeds (County Design Standards)



Urban Trail

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Multi-Use Trails

Through Open Space



Multi-Use Hard Surface Trail Designed for Fast Travel Speeds (State Design Standards)



Multi-Use Hard Surface Trail Designed for Slow Travel Speeds (County Design Standards)



Multi-Use Natural Surface Trail



Boardwalk (Limited Application)

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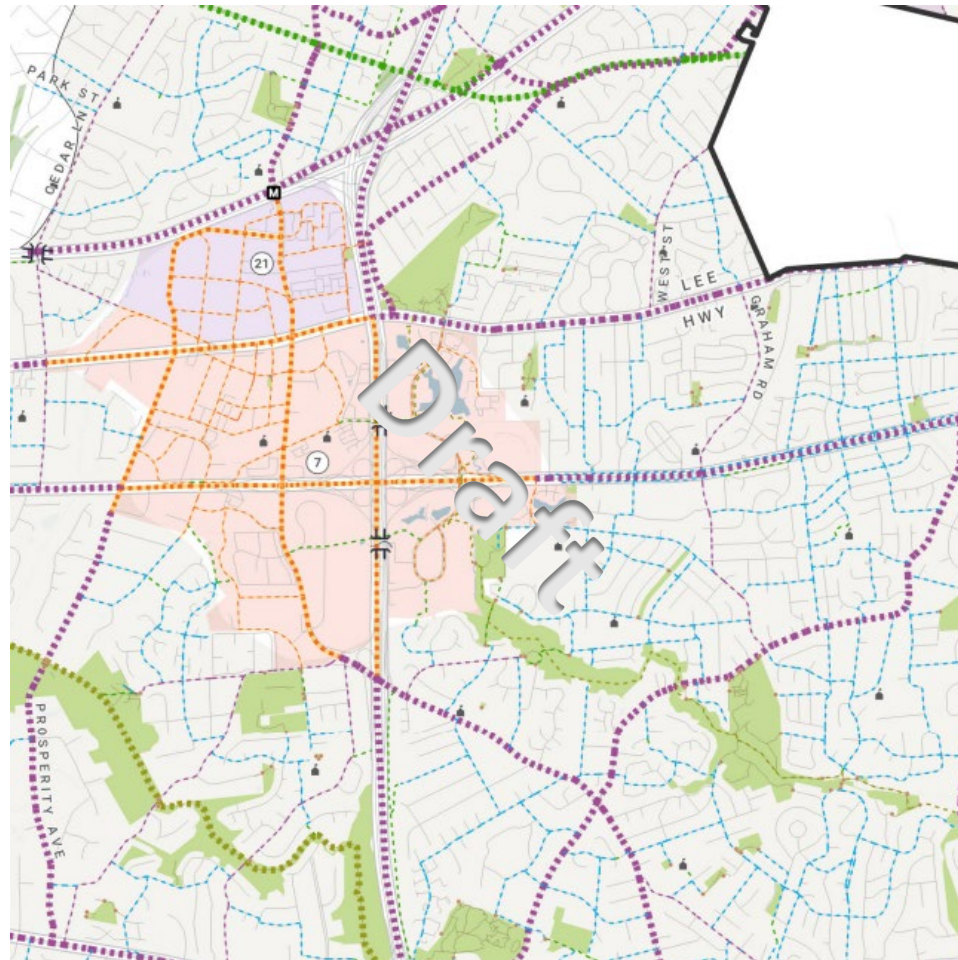
Draft Network Symbolology Overview

Disclaimer

The development of all facilities that are to be owned and/or maintained by the Park Authority, or which are to be built on land owned and/or to be dedicated to the Park Authority, is guided by FCPA's Park Authority Board decision-making and established park planning processes.

Follow established decision-making, planning, and permitting processes for the development of any facility to be owned, maintained, or dedicated to the Virginia Department of Transportation (VDOT), Fairfax County Government, NOVA Parks or the National Park Service (NPS).

For routes along roads the preferred facility and surface type, facility and buffer width, side of street, type and location of crosswalks and type and location of streetscape amenities will be determined by the Board of Supervisors at the time of implementation, based on network function, expected type of usage, safety and maintenance requirements, site conditions, location of environmental and historic resources, and type and design of adjacent development.



PLANNED NETWORK

- Enhanced Neighborhood Route
- Local Trail Network Route (through Open Space)**
- ... Regional Trail Network Route (through Open Space)**
- Local Trail Network Route (along Roads)*
- ... Regional Trail Network Route (along Roads)*
- Local Stream Valley Trail Route**
- ... Regional Stream Valley Trail Route**
- Local Urban Network Route (Reference Applicable Special Area Plan / Standards / Guidelines)***
- Regional Urban Network Route (Reference Applicable Special Area Plan / Standards / Guidelines)***
- All Other Roads***
- ≡ Bridge or Tunnel

* Reference facility selection toolkit and decision matrix in toolkit to determine preferred facility type and more details.

** Location is approximate, and alignment, width and surface type are to be determined at implementation.

*** Option to enhance facilities as needed per the Toolkit recommendations.

Urban Network Routes



Purpose: Designate key active transportation routes within Activity Centers.

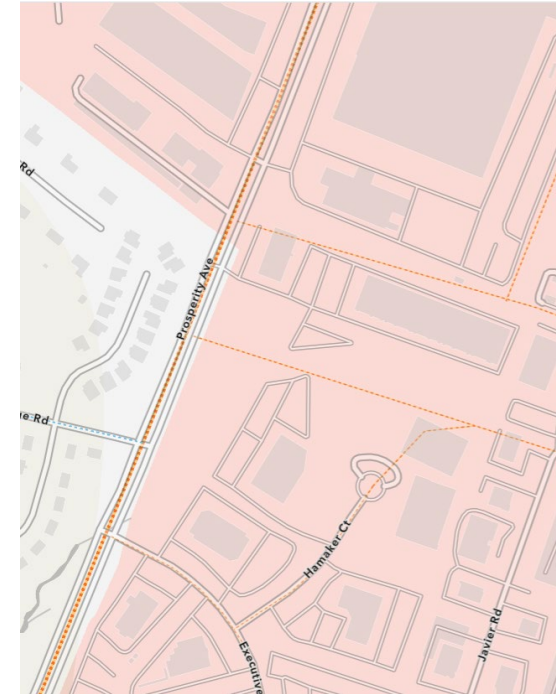
For specific design guidance, map users will need to reference the applicable Special Area Plan, Urban Street Standards, and/or Urban Design Guidelines.

Regional designation clarifies network function and increases funding opportunities.

Typical Facilities (for reference only, may differ in Special Area Plans):

- *Multimodal Through Corridor/Boulevard/Major Avenue/Avenue:*
 - » One-Way Cycletracks with Enhanced Sidewalks
 - » Two-Way Cycletrack(s) with Enhanced Sidewalks
 - » Urban Trail(s) (constrained conditions)

- *Local Street (reference Contextual Guidance for Selecting All Ages & Abilities Active Transportation Facilities and Supporting Amenities to determine need for dedicated and separated bicycle facilities):*
 - » One-Way Cycletracks with Enhanced Sidewalks
 - » Two-Way Cycletrack with Enhanced Sidewalks
 - » Urban Trail(s) (constrained conditions)
 - » On-Street Bike Lanes (Standard, Buffered, Green, Advisory) with Enhanced Sidewalks
 - » Neighborhood Greenway with Enhanced Sidewalks



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Trail Network Routes

(Along Roads)

Purpose: Provide comfortable active transportation network connections along key transportation corridors, or between key destinations to improve access to daily destinations

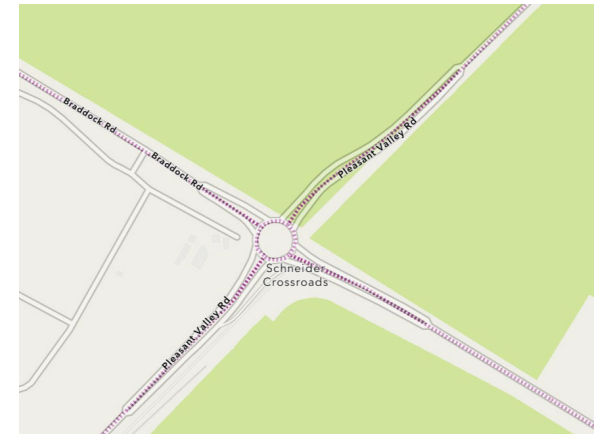


Typical Facility:

- » Multi-Use Hard Surface Trail(s) Designed for Fast Travel Speeds (Suburban Neighborhood Land Uses)
- » Multi-Use Hard Surface Trail Designed for Slow Travel Speeds (Low Density Residential Area Land Use Context or Constrained Conditions)

Other Facility Options:

- » One-Way Cycletrack(s) with Sidewalks
- » Two-Way Cycletrack(s) with Sidewalks



Enhanced Neighborhood Routes

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

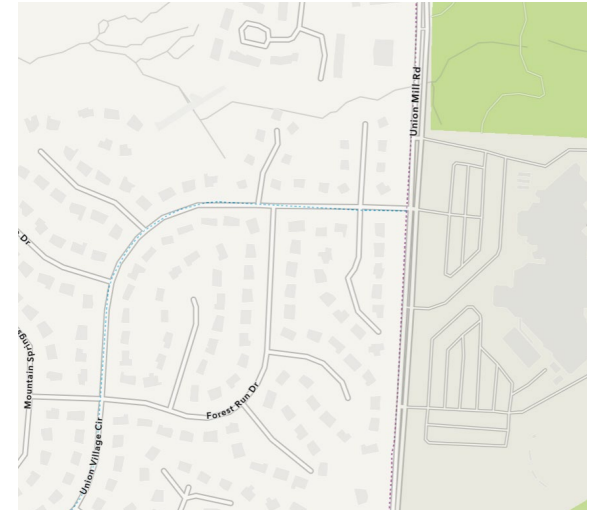


Typical Facility:

- » Neighborhood Greenway with Sidewalks
- » On-Street Bike Lanes (Standard, Buffered, Green, Advisory) with Sidewalks
- » Multi-Use Hard Surface Trail Designed for Slow Travel Speeds
- » Shared Street with Sidewalks and Wayfinding and/or Enhanced Signage
- » Pedestrian First Street

Other Facility Options:

- » Multi-Use Hard Surface Trail Designed for Fast Travel Speeds
- » One-Way Cycletracks with Sidewalks
- » Two-Way Cycletrack with Sidewalks



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Trail Network Routes (Through Non-Park Open Space)

Purpose: Active transportation network connections between neighborhoods, and between neighborhoods and daily destinations; provide access to nature; improve access to recreational opportunities

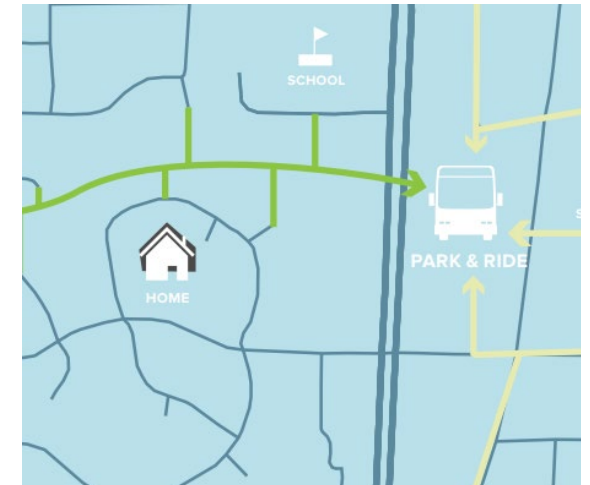
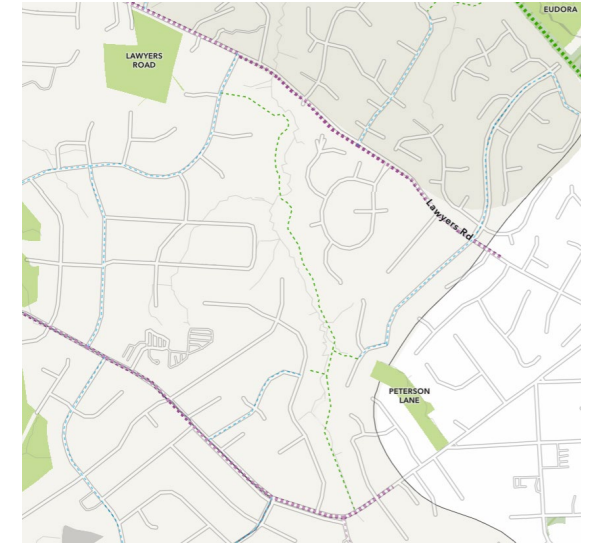


Typical Facilities (Non-FCPA):

- » Natural Surface Trail
- » Multi-Use Hard Surface Trail Designed for Slow Travel Speeds
- » Multi-Use Hard Surface Trail Designed for Fast Travel Speeds

Other Facility Options (Non-FCPA):

- » Boardwalk (limited application)



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Stream Valley Trail Routes

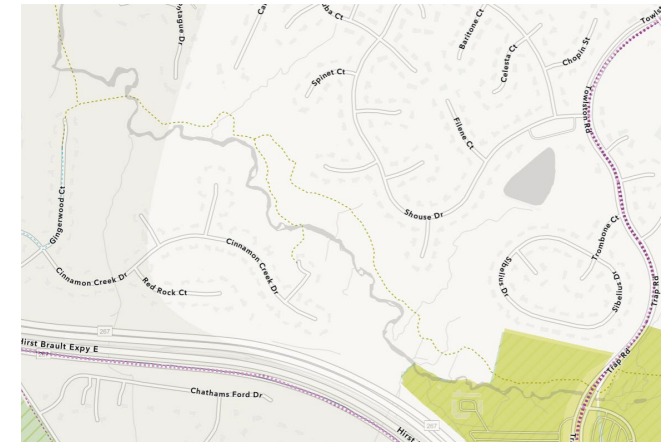
Stream Valley Trails are co-located within Environmental Quality Corridors (EQC's) to establish an integrated network of stream valleys and associated lands.

Purpose: To conserve open space; protect wildlife habitat, biodiversity of species, riparian corridors, water quality and aesthetic values; control flooding and erosion; and provide continuity of non-motorized access between parklands, residential communities, employment and commercial centers and transit areas where appropriate.

EQCs may vary in size and character from steeply sloped corridors with cascading streams to broad floodplains; **all are treated as sensitive environmental areas.**



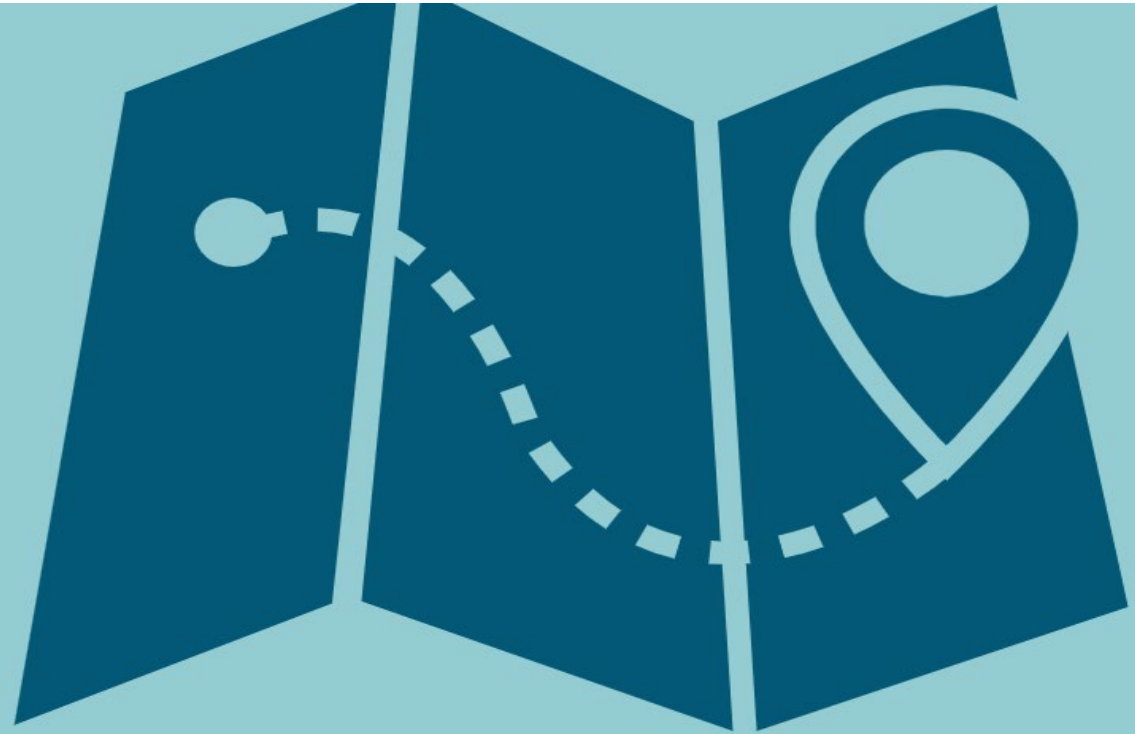
Note: Not all Stream Valley Trail Routes will include a physical trail for humans, but function as a wildlife corridor only.



Visionary Network

Note!

This network plan is visionary. There is no dedicated funding available for implementation, and projects will be prioritized for funding based on established criteria as funding becomes available. Once funded, project implementation will take between 3-5 years, on average.



- However, the plan will develop a list of recommended priority projects

Active Transportation Toolkit



Draft Active Transportation Toolkit

Purpose:

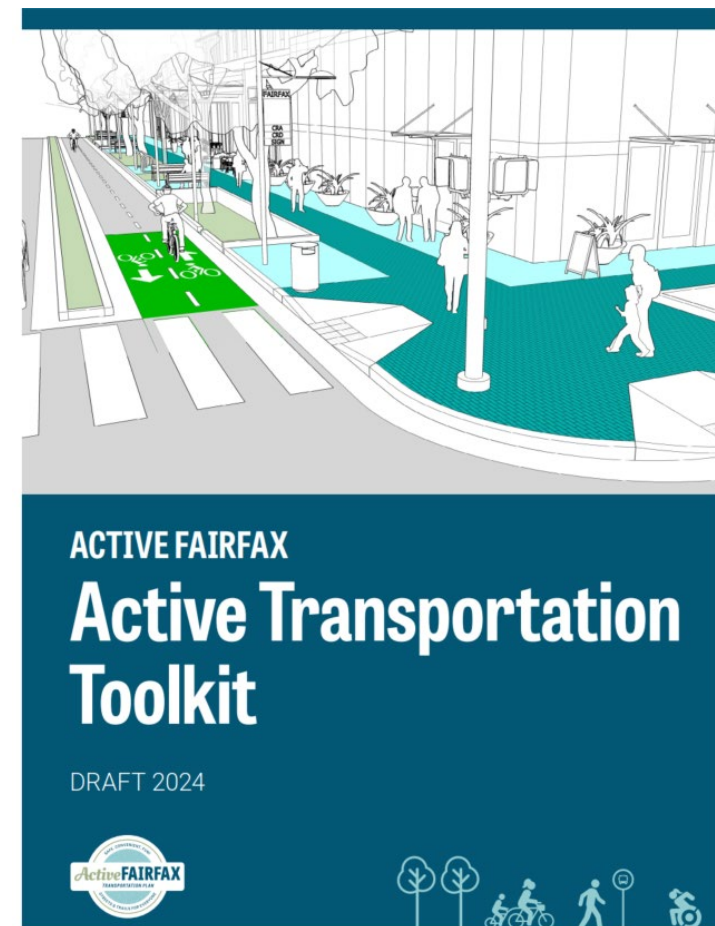
- To support public and private transportation planning efforts, as well as implementation of planned facilities.

Content Overview:

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

Stand alone guide:

- Will not be part of the Comprehensive Plan



Share your thoughts!



Ways to provide feedback

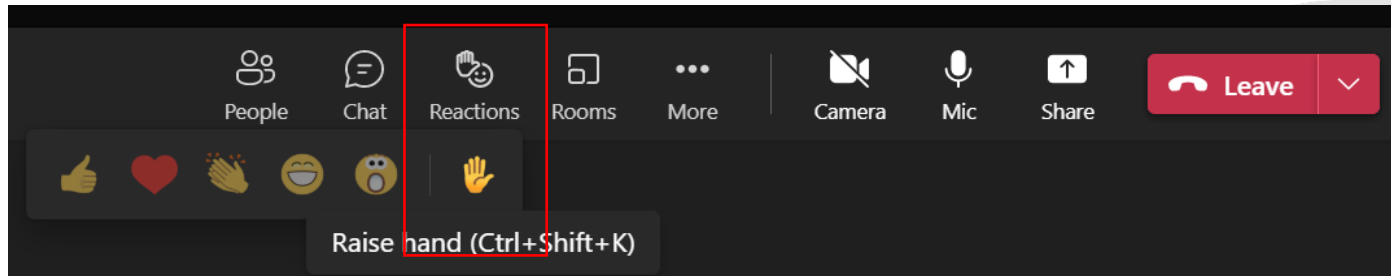
Three ways to submit feedback, including:

1. Take a brief community survey at <https://engage.fairfaxcounty.gov/f8367>
2. Leave a comment using the Interactive Network Map:
www.fairfaxcounty.gov/transportation/bike-walk/activefairfax
3. Call 703-890-5898, Project Code 7268 to leave a recorded message with your comments

Survey feedback and comments will be accepted through **Dec. 20, 2024.**

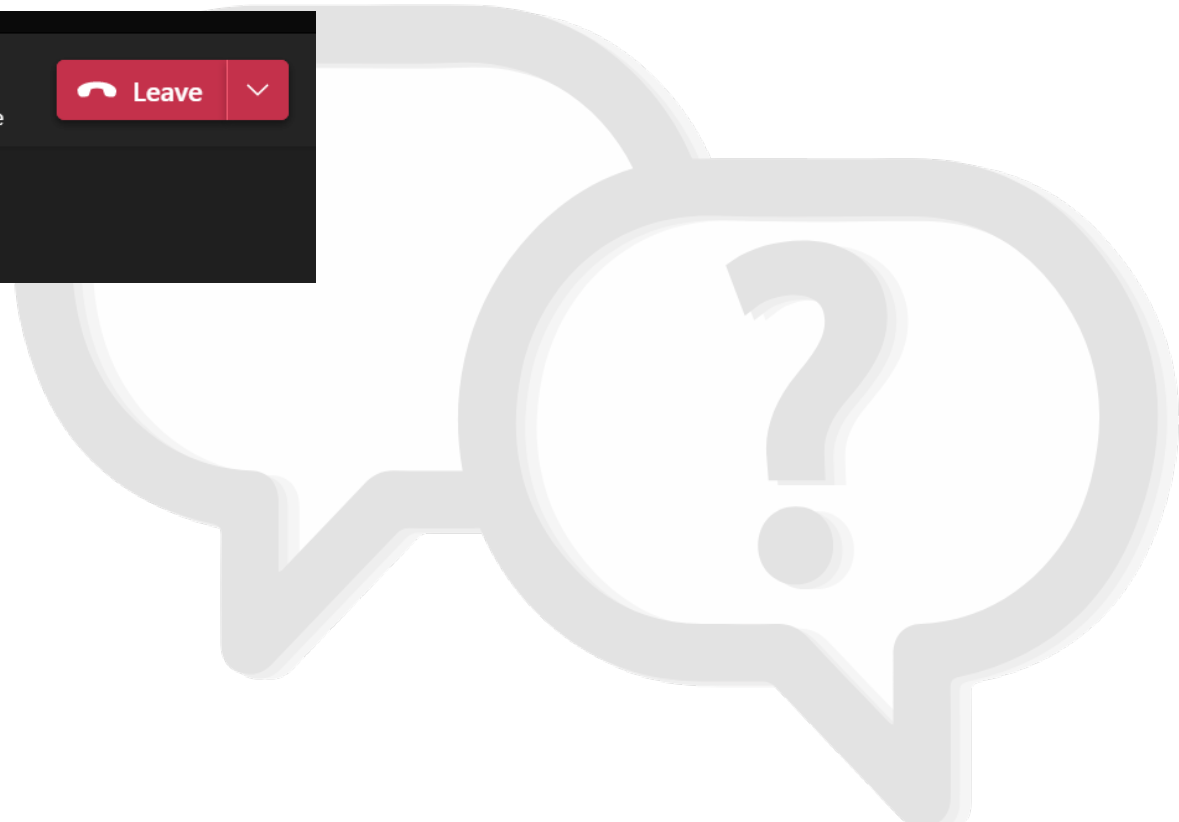
To ask a Question Now

Please use the “Reactions” > “Raise your Hand” feature at the top of your screen:



If calling in via telephone:

- Press *5 to “raise your hand”
- Press *6 to unmute to speak



Thank You!

