



# **The ActiveFairfax Transportation Plan: Fairfax County Bicycle Master Plan and Countywide Trails Plan Update**

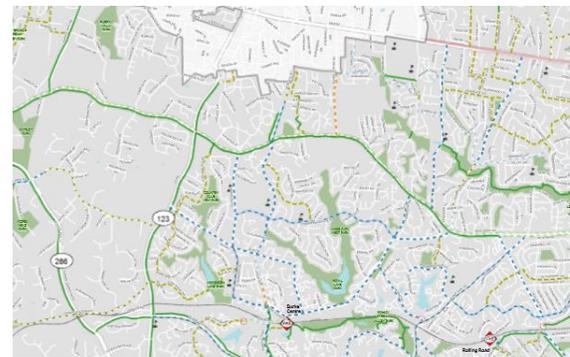
Board Transportation Committee  
December 10, 2019

Chris Wells / Nicole Wynands / Lauren Delmare  
Active Transportation Program  
Fairfax County Department of Transportation

# Current Comprehensive Plan Guidance on Active Transportation and Trails

>> Existing plans with sometimes differing facility type guidance

- Countywide Trails Plan originally adopted in 1976, last updated in 2018
- Bicycle Master Plan adopted in 2014
- Area Plans contain additional bicycle and pedestrian recommendations



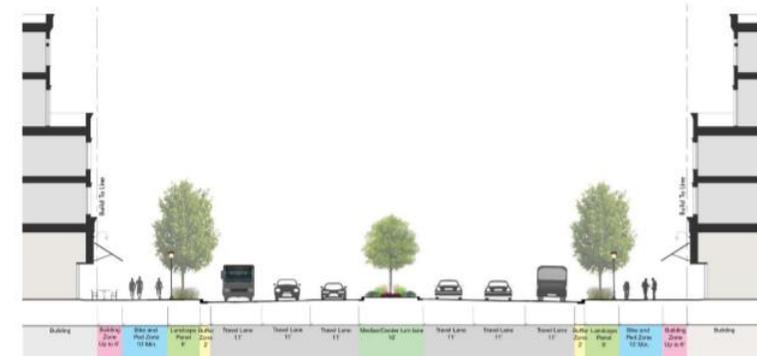
## Recommended Bicycle Network

Countywide Bicycle Master Plan  
Adopted by Board of Supervisors | October 2014



FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition  
Lincolnia Planning District, Amended through 7-16-2019  
Lincolnia Community Business Center

AREA I  
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# Current Comprehensive Plan Guidance on Active Transportation and Trails (cont'd)

- >> Some facilities and design recommendations are outdated and no longer meet federal and VDOT standards
- >> Lack of countywide pedestrian specific recommendations
- >> No specific guidance on active transportation safety and comfort
- >> Draft Countywide Strategic Plan emphasizes need for active transportation facilities and safety improvements



# Background: Recent Trends in Bicycle and Pedestrian Transportation

# Pedestrian Facilities Best Practices

>> National best practices are shifting to provide convenient and comfortable pedestrian environments, in addition to universal design accommodations:

- Wider sidewalks to allow for social walking and comfortable passing
- Crosswalks on all four legs of an intersection
- Pedestrian Level of Service at signalized crossings
- Streetscaping/Placemaking

>> Fairfax County's Area Plans already integrate some of these best practices for pedestrians



# Evidence-Based Pedestrian Safety Countermeasures

>> Busy high speed, multi-lane roads that lack crosswalks, sidewalks, and lighting are barriers to walking, and connecting to/from transit

>> Solutions to address systemic design issues on roads across the region are provided by the Federal Highway Administration



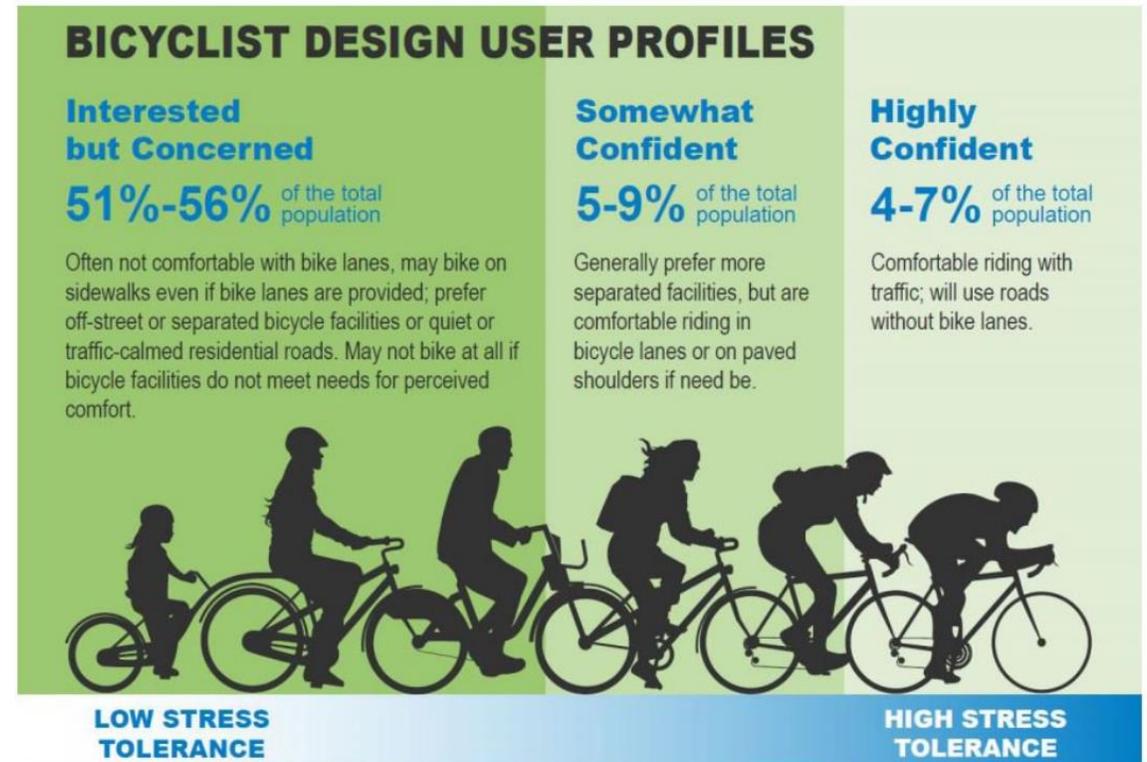
Credit: Federal Highway Administration

# Bicycle Facilities for All Ages and Abilities

>> National best practices and engineering standards are shifting from on-street bicycle facilities to separated or off-street facilities along busy roadways

>> Bicycle facilities also serve other wheeled micromobility modes, such as electric scooters

>> American Association of State Highway and Transportation Officials (AASHTO) Guide to Developing Bicycle Facilities to be released in late 2020



Credit: Federal Highway Administration

# New Federal Guidance on Bicycle Facility Selection

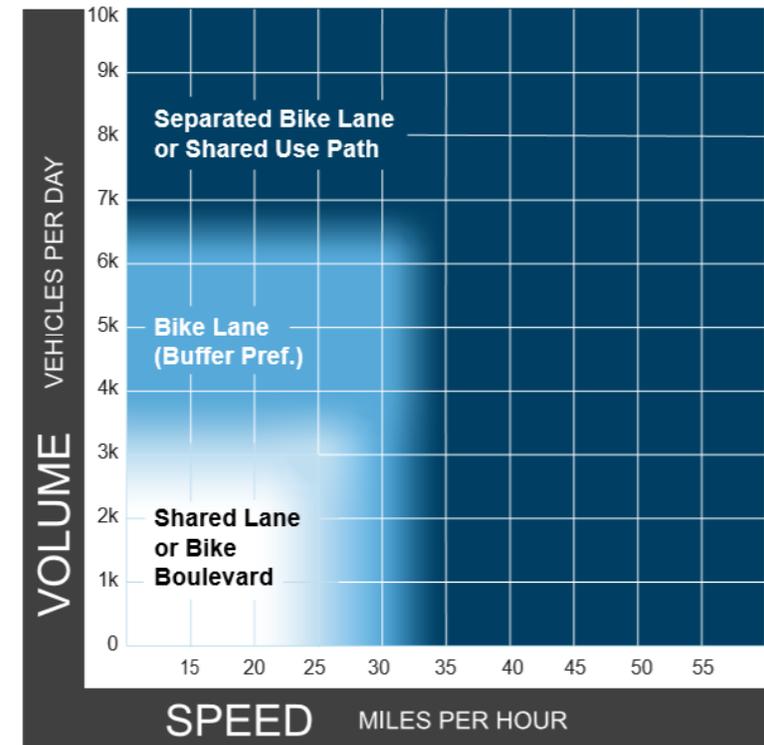
>> Need for physical separation of bicyclists from motorized traffic increases with operating speeds and traffic volume (see graphic)

>> Need for separation of pedestrians and bicyclists increases with pedestrian volumes and frontage activity

>> Preferred Bicycle Facility Types:

- Sidepath/Shared Use Path (suburban/rural context)
- Separated Bike Lanes/Cycletracks (urban context)
- Buffered or Standard Bike Lanes (where no on-street parking)
- Bicycle Boulevards/Quiet residential streets

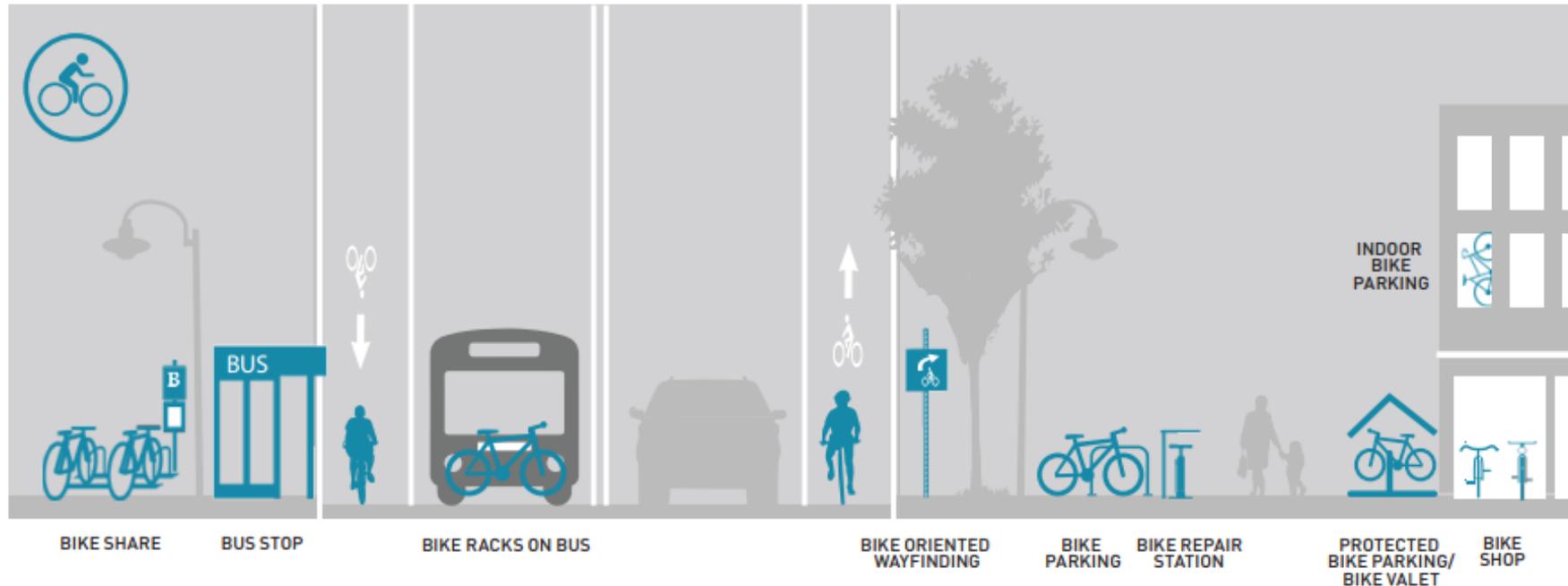
>> Interim bike lanes on all type of roadways still desirable (improves safety of all road users)



Credit: Federal Highway Administration

# Supporting Infrastructure Recommendations for Bicyclists and Scooters

>> People on bicycles and electric scooters benefit from wayfinding signage, bike racks on buses, and secure and convenient parking at their destination

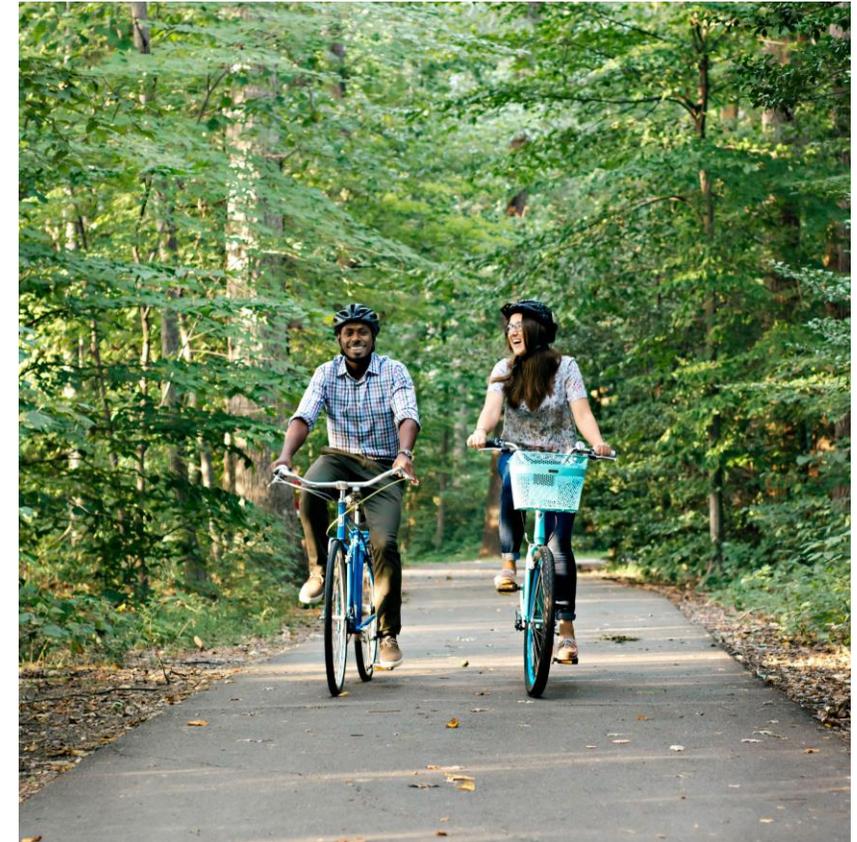


# Multi-Use Trails: The Intersection of Transportation and Recreation

>> Multi-use trails are recognized as extremely popular facilities for joggers, people with disabilities, people walking dogs, caregivers of young children, people of all ages and skill levels on bicycles, electric scooter users, equestrians, etc.

>> The Federal Highway Administration recommends developing the following types of multi-use trails for transportation and recreation:

- Rail-Trails
- Sidepaths along roads
- Shared Use Paths through parks, stream valleys and neighborhood open space
- Hiking, mountain biking and equestrian trails



# The Capital Trails Network

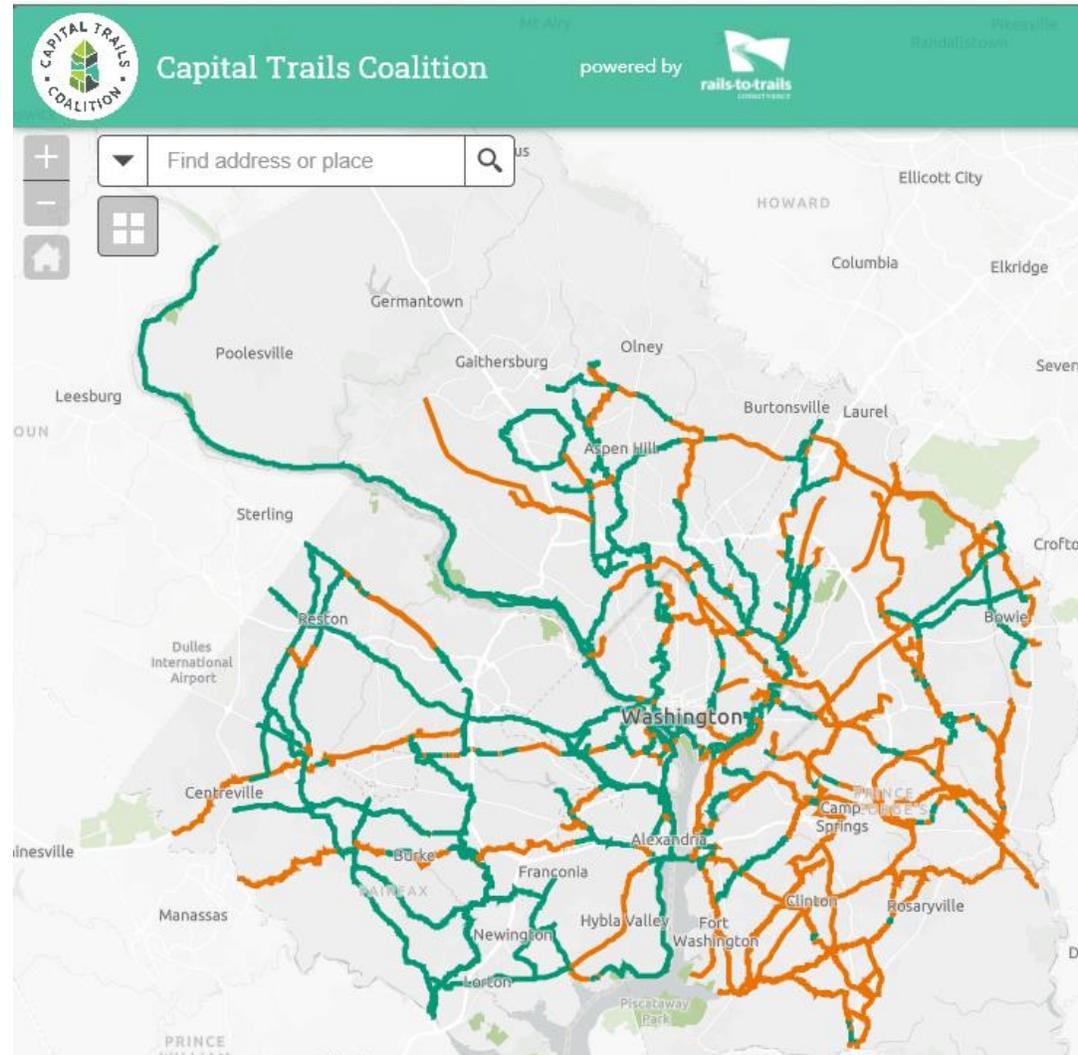
>> The Capital Trails Coalition – a coalition of regional stakeholders - is working to create a network of multi-use trails throughout the Washington D.C. metropolitan region

>> Goal: To provide healthy, low-stress access to open space and reliable transportation for people of all ages and abilities

>> Parts of Fairfax County's existing and planned paved multi-use trail network were designated as Capital Trails Network last year

>> The Metropolitan Washington Council of Governments is preparing to present the Capital Trails Network to the National Capital Region Transportation Planning Board's Technical Committee for adoption in 2020, which may affect future funding for trails

# The Capital Trails Network (Cont'd)



## Legend for the Interactive Map

- Green = existing trails
- Orange = planned trails

# The ActiveFairfax Transportation Plan

# ActiveFairfax Transportation Plan Components

## Comprehensive Plan Amendment

- Combined Bicycle and Trails Network Map
- Comprehensive Plan text recommendations
- Removal of Appendix 5 (2014 Bicycle Master Plan)

## Programmatic and Implementation Guidance Document

- Active Transportation Toolkit
- Bikeshare Program
- Active Transportation Outreach Program
- Supporting Amenities Guidelines (including updated bicycle parking guidelines)
- State Policy Recommendations
- Implementation Strategy

# ActiveFairfax Transportation Plan

## Key Project Goals

- ✓ Reconcile the Bicycle Master Plan, Countywide Trails Plan and regional connectivity in Area Plans
- ✓ Coordinate with neighboring jurisdictions
- ✓ Identify and address missing links in the network and improve access to activity centers, schools, parks and transit
- ✓ Bring the planned regional bicycle and trails network recommendations up to current standards
- ✓ Reinforce Active Transportation as a key element to Placemaking

# ActiveFairfax Transportation Plan

## Key Project Goals (Cont'd)

- ✓ Develop an Active Transportation Toolkit that provides context sensitive guidance for the selection of pedestrian and bicycle facilities not included in the regional network
- ✓ Provide countywide guidance on pedestrian safety and comfort
- ✓ Provide implementation, policy and active transportation program recommendations and guidance
- ✓ Engage the community and other stakeholders throughout the Active Transportation plan update
- ✓ Develop input and guidance for updating the County's Comprehensive Plan

# ActiveFairfax Transportation Plan Advisory Groups and Committees

Internal Technical  
Working Group (DPD,  
FCPA, FCPS, NCS, FCHD,  
LDS, FCPD, DPWES)

Board of Supervisors

Planning Commission  
Transportation  
Committee

Trails Sidewalks and  
Bikeways Committee

Transportation  
Advisory Commission

Equity Advisory Group

Youth Advisory Group

Stakeholders,  
Residents and Business  
Community

# ActiveFairfax Transportation Plan Funding & Timeline

- Board of Supervisors approved \$300,000 in July 2019 to begin community engagement and data collection
- Additional funding has been requested for FY2021 to complete the effort, including comprehensive plan amendment and programmatic guidance
- Estimated project duration is 18-24 months

# ActiveFairfax Transportation Plan Next Steps

1. Incorporate comments from Board members and other County agencies
2. Finalize Scope of Work
3. Consultant under contract
4. Kick-off meeting

# ActiveFairfax Transportation Plan Board Transportation Committee Engagement

- Future briefings and discussions on
  - Results of public engagement
  - Draft Vision Statements
  - Draft ActiveFairfax Strategy
  - Draft Active Transportation Toolkit
  - Draft Comp Plan Amendment and Programmatic Guidance
  - Results of public engagement
  - Proposed Comp Plan Amendment and Programmatic Guidance



## Questions/Discussion

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