



Draft Safe Streets for All Program Plan

Board Transportation Committee
June 29, 2021

Chris Wells
Active Transportation Program
Fairfax County Department of Transportation

Background

- Board motion on addressing pedestrian safety – February 2020
- Draft Safe Streets for All Program Plan developed as part of Phase I of the ActiveFairfax Transportation Plan, but stand-alone initiative
- Part of a regional and nationwide effort to systematically reduce traffic deaths and serious injuries as much as possible
- Safe Streets for All Approach also known as “Vision Zero”, Safe Systems, Systematic Safety, or “Towards Zero Deaths”
- County’s strategy is in line with VDOT’s “Towards Zero Deaths” initiative
- Implementation Timeframe: Ongoing



Community and Stakeholder Engagement

Community Engagement

Safe Streets Working Group

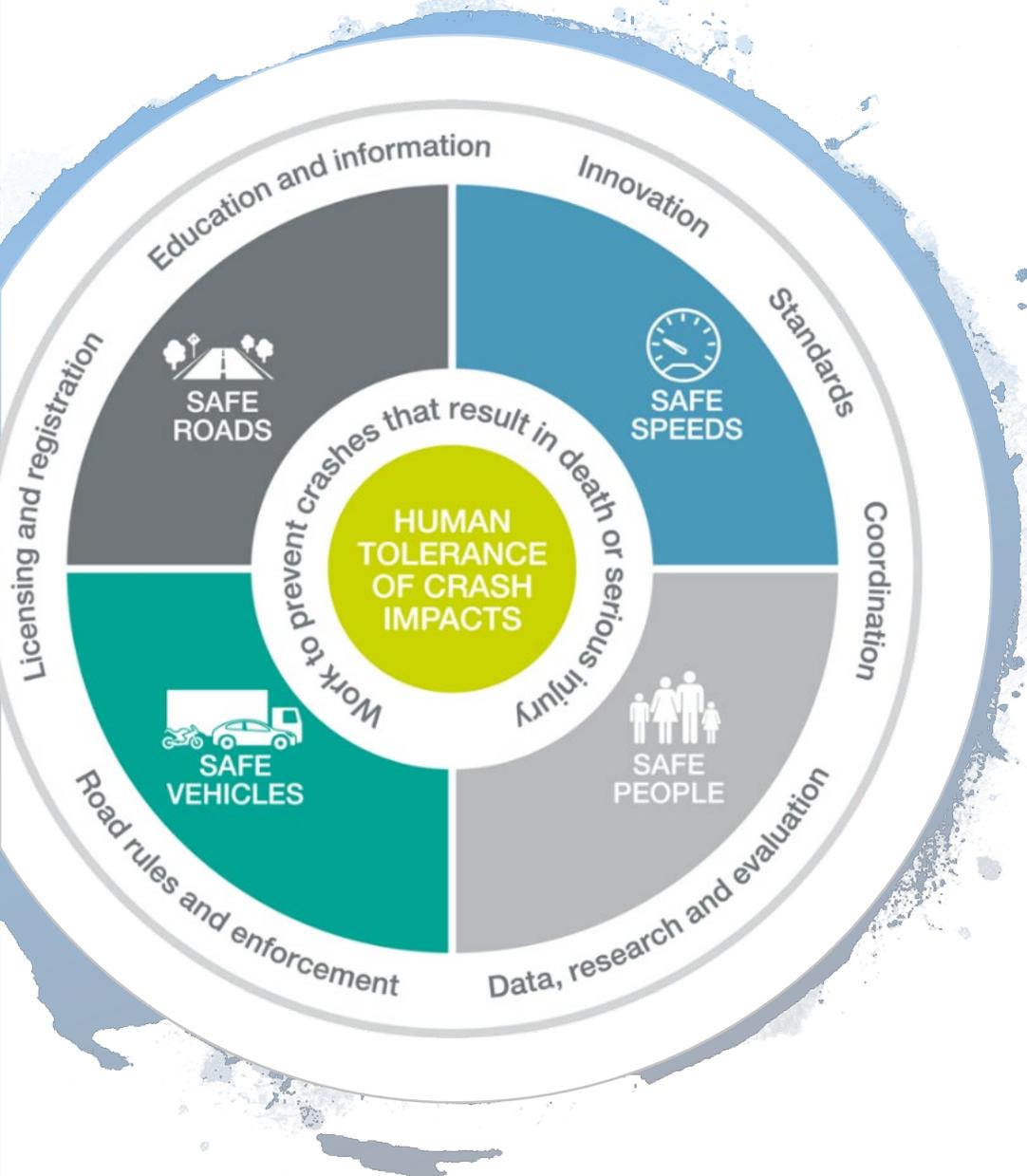
- Fairfax County Department of Transportation
- Fairfax County Office of the County Executive
- Fairfax County Police Department
- Fairfax County Public Schools
- Fairfax County Department of Public Works and Environmental Services
- Fairfax County Health Department
- Fairfax County Neighborhood and Community Services
- Fairfax County Park Authority
- NOVA Parks
- Virginia Department of Transportation
- Fairfax Families for Safer Streets
- Fairfax Alliance for Better Bicycling
- Washington Area Bicyclist Association
- Coalition for Smarter Growth
- Community Members

Trails, Sidewalks and Bikeways Committee

Transportation Advisory Commission

Virginia Department of Transportation

Key Principles of the Safe Streets for All Approach



- Traffic deaths and serious injuries **are avoidable** and **should not be accepted**.
- **Protecting human life** is the highest priority.
- The **people who design, build, and manage roads have a shared responsibility** to prevent crashes that result in serious injury or death.
- Users also have a responsibility to prevent crashes that result in serious injury or death.
- A **proactive approach** should be taken to **making the transportation system safe for all users** including pedestrians, cyclists and people traveling in vehicles, rather than waiting for events to occur and reacting.
- **Lack of safety should not be a trade-off for faster mobility.** Pedestrians and cyclists are particularly vulnerable, and vehicular speed is a fundamental predictor of crash survival. Rather, the transportation system should be both safe and efficient.

Key Project Milestones

- ✓ Pedestrian and Bicycle Crash Review
- ✓ Policy Review
- ✓ Best Practices Review
- ✓ Community Engagement
- ✓ Stakeholder Engagement
- ✓ Development of Draft Program Recommendations
- Public Review in late July/August 2021
- Board Action in September 2021



What are Complete Streets?



Space for PEDESTRIANS

Curb ramps, crosswalks, and curb extensions to make it easy for walking or rolling pedestrians to cross streets and access destinations

Space for BIKES

Designated connected routes and low-stress facilities that support people riding bikes, e-bikes and scooters

Space for CARS

Design cues to encourage slower speeds and driver awareness of vulnerable road users

Space for MASS TRANSIT

Bus shelters, transit-only lanes, and signal priority to create transit-friendly roadways

Space for SHARED MOBILITY

Designated curb-side space for shared bike and scooter parking that separates users from traffic, and keeps sidewalks clear and safe

Space for RESTING

Street furniture, street trees for shade, pedestrian-scale lighting, and public green spaces that promote gathering and social interaction

Complete Street Principles

Pedestrian Crash Review

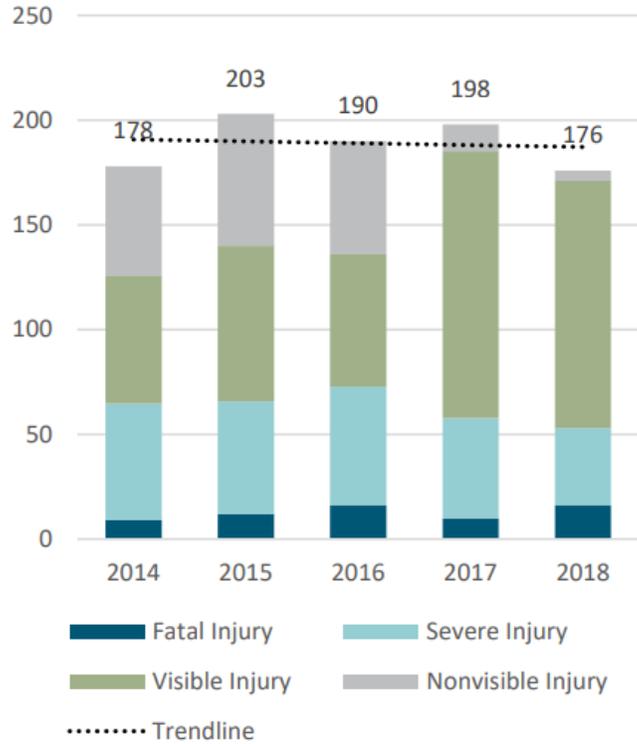
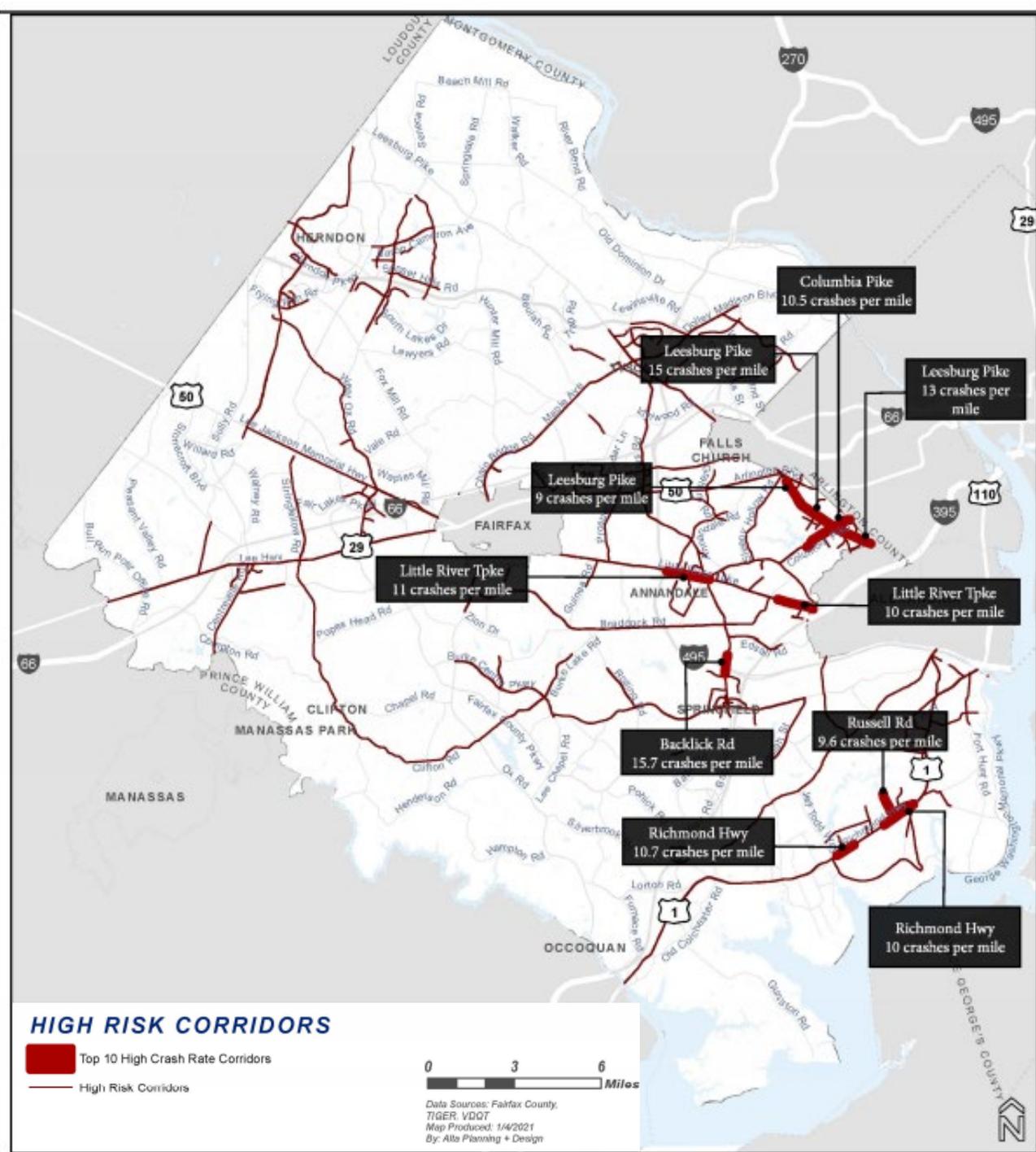


Figure 1: Pedestrian Crashes by Year and Severity

2019: 190 injuries; 16 fatalities

2020: 117 injuries; 14 fatalities



Bicycle Crash Review

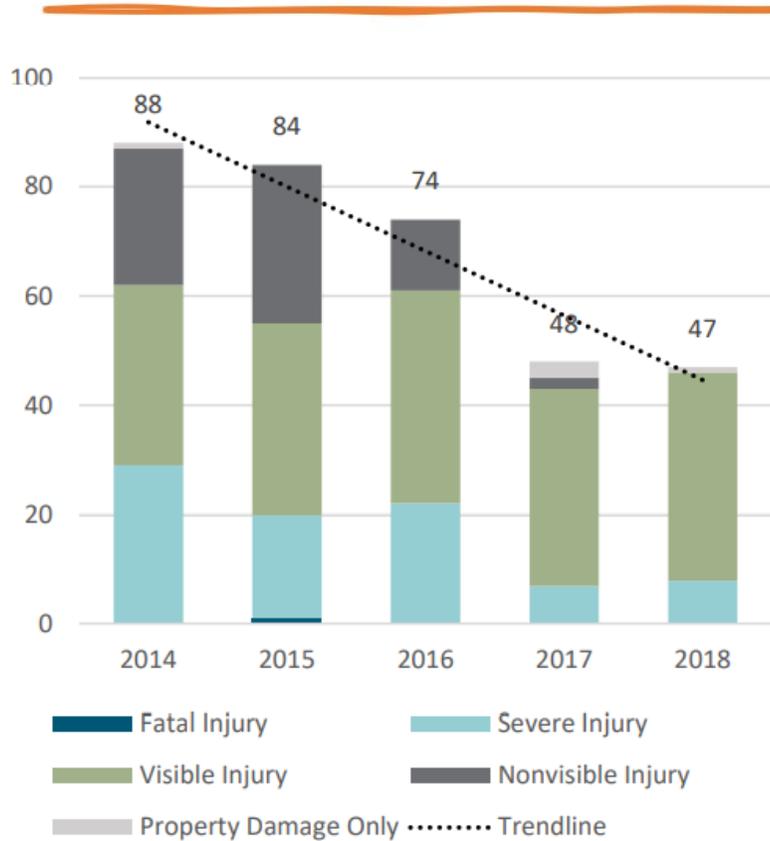
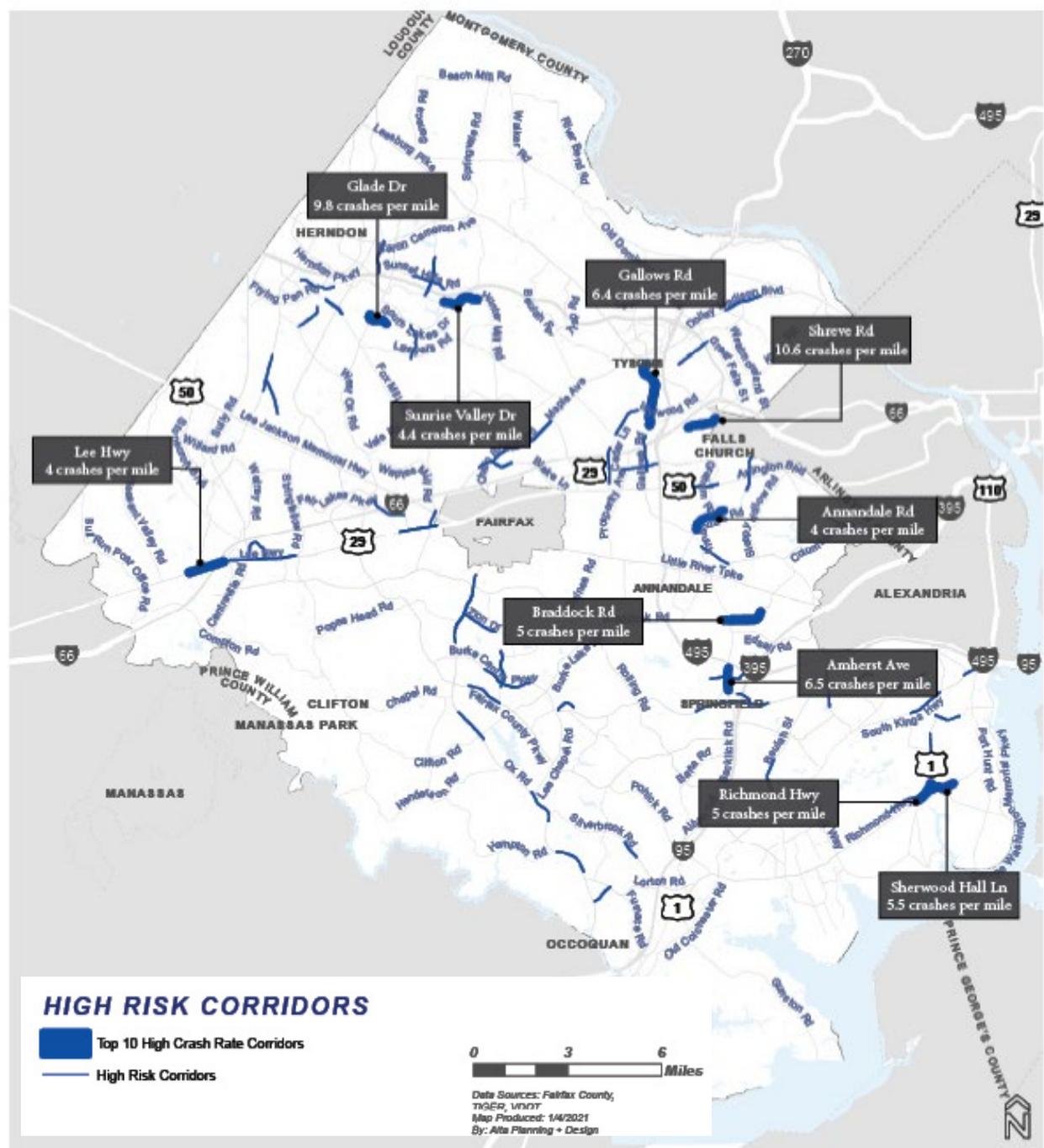


Figure 1: Bicycle Collisions by Year and Severity

2019: 61 injuries; 0 fatalities

2020: 53 injuries; 0 fatalities



Program Framework

Provides the foundation of a Safe Streets Program Work Plan

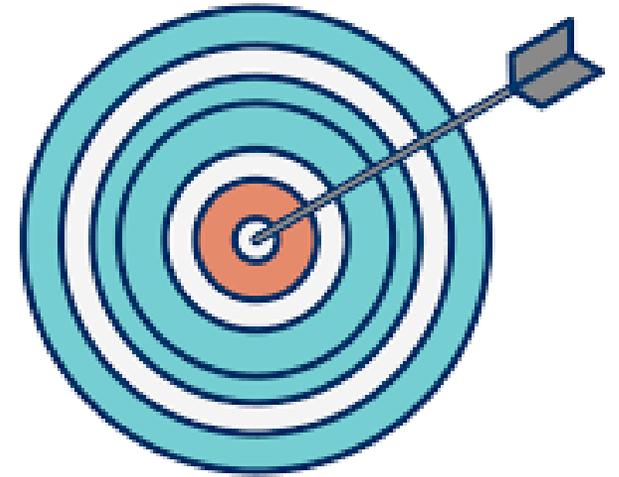
Key focus areas:

- Program Funding + Capacity Building
- Policy + Comprehensive Planning
- Street Design + Traffic Engineering
- Equity + Social Justice
- Education + Traffic Safety Culture
- Monitoring + Evaluation



Key Safety Target Areas

- Complete Streets – Narrower streets, safer intersections and mid-block crossings, connected sidewalks and bikeways, lighting, etc.
- Pedestrian and bicycle high-risk corridors and location
- Speed reduction
- Reduction of vehicle miles travelled (VMT)
- Equity needs target areas
- Active transportation network maintenance
- Bicycle and pedestrian accommodations in work zones
- Multi-modal safety education
- Enforcement



Next Steps



Continue
Stakeholder
engagement



Public review in
late July/August



Board action in
September



Program Funding
and Capacity
Building



Implementation



Feedback requested from the Board by July 13, 2021:

1. Do the proposed draft Safe Streets for All Program Plan draft recommendations align with your active transportation safety priorities?
2. Are there additional recommendations the Board would like to include in the draft Plan?

Contact information:

Chris Wells (Active Transportation Program Manager): chris.wells@fairfaxcounty.gov

Nicole Wynands (Project Manager): nicole.wynands@fairfaxcounty.gov

Appendix

Towards Zero Deaths vs. Vision Zero

Towards Zero Deaths

- Comprehensive safety planning
- Public messaging of “zero”
- Some additional targeting and goal setting
- An extension of existing programs

Vision Zero

- Re-thinking safety planning and programming
- Designing for human error
- Increased transparency and target setting
- Finding highly effective, low cost solutions

- Both are largely the same – they establish a brand for public messaging, encourage comprehensive multi-modal thinking, open transparency for tracking and goal setting
- Vision Zero is seen as being more progressive