



County of Fairfax, Virginia

Complete Streets in Fairfax County

A presentation by
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Transportation Advisory Commission
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What are Complete Streets?

- “Complete streets are streets for everyone.”
 - *Smart Growth America*
- Designed and operated to prioritize safety, comfort, and access for all to all destinations
 - Unique to community context
 - Create livable communities, especially for most vulnerable





What are Complete Streets?





Why Complete Streets?

- Create livable communities through placemaking and economic development
- Provide accessible transportation for people with disabilities
- Help to prevent traffic crashes
- Cut unnecessary transportation costs
- Increase pedestrian/bicyclist comfort and safety
- Improve public health by promoting physical activity through mobility



What Goes into a Complete Streets Policy?

- A combination of efforts and tools to enable an outcome that meets the needs of *all* users, which can include:
 - Comprehensive Plan
 - Policy Plans
 - Guidelines and Standards
 - Policies
 - Initiatives
 - Community Engagement





Complete Streets and...

- The Comprehensive Plan
 - Outlines the importance of balancing land uses with supporting infrastructure
 - Encourages the development of accessible transportation systems
 - To move people and goods while minimizing environmental impact and community disruption
 - Emphasizing sidewalks, trails, and bicycle facilities for recreation and connection to mass transit, high density areas, public facilities, and employment areas
 - Concentrate development in activity centers with a multimodal transportation system

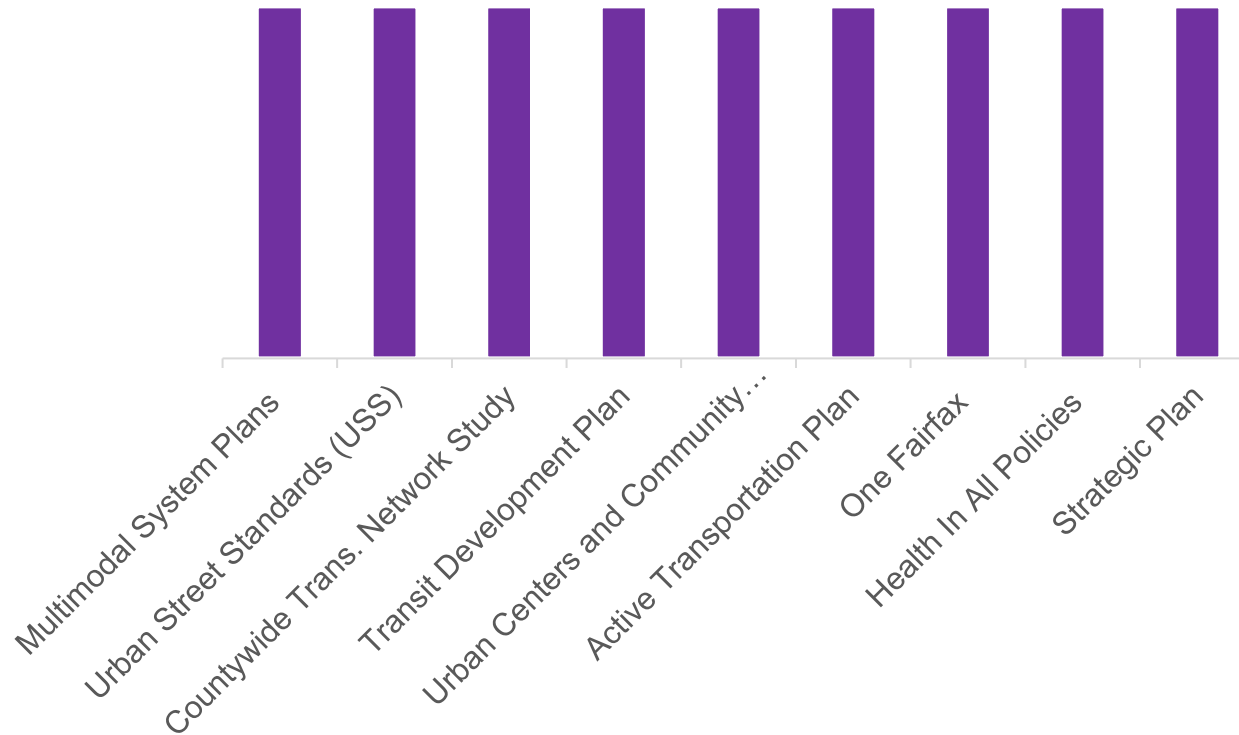


Complete Streets and...

- The Transportation Policy Plan
 - As part of the Comprehensive Plan, includes objectives to:
 - Encourage accessible transportation systems
 - Provide a multimodal transportation system that offers transportation choices
 - Reduce Single Occupancy Vehicles (SOV's)
 - Increase use of public transportation and non-motorized transportation
 - Ensure safety for users of transportation facilities and services for the general public
 - Encourage walking and biking, especially as alternatives to automobile use



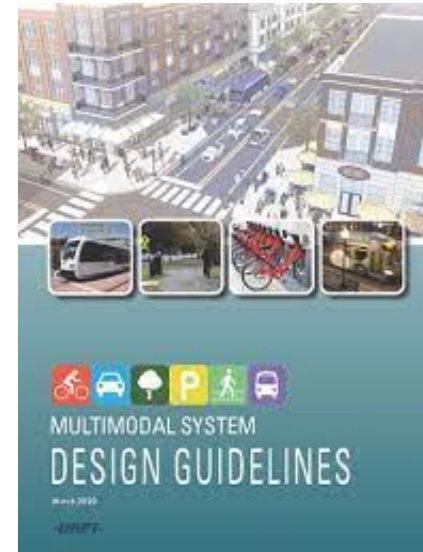
Fairfax County's Pillars are...





Complete Streets and DRPT & VDOT

- The Virginia Department of Rail and Public Transit (DRPT) and The Virginia Department of Transportation (VDOT) guidelines for Multimodal System Plans
 - Two phase approval process
 - Appendix B2 of VDOT's Road Design Manual (RDM)





Complete Streets and the USS's

- Urban Street Standards

- Multimodal districts delineate boundaries where standards apply, roadway classifications, and modal emphasis
- Apply to Urban Centers, Suburban Centers, Community Business Centers (CBC), and Transit Station Areas (TSA)

- Tysons ✓
- Reston Town Center TSA ✓
- Wiehle-Reston East TSA ✓
- Herndon TSA ✓
- Innovation Center TSA (*in progress*)
- Richmond Highway Corridor (*up next*)

(Potential other areas)

- Seven Corners CBC
- Baileys Crossroads CBC
- Springfield CBC
- Merrifield Suburban Center and Dunn Loring TSA



Complete Streets and CTNS

- Countywide Transportation Network Study
 - Determines the type of transit system needed to accommodate desired economic growth
 - Looks decades into the future
 - Goal is to establish a network of high-quality transit corridors
 - Identifies needs to accommodate planned future growth
 - Recommendations for
 - Metrorail
 - Light-rail
 - Bus Rapid Transit (BRT)





Complete Streets and the TDP

- Transit Development Plan
 - Ten-year vision plan for expansion and enhancement of bus service in Fairfax County
 - Identifies recommendations for bus service improvements
 - Routes
 - Frequency
 - Technology
 - Amenities
 - Facilities
 - Support of Activity Centers
 - Feeding Rail Stations
 - Connections Between Activity Centers





Complete Streets and UCS & CRS

- The Department of Planning and Development's Urban Centers and Community Revitalization Sections
 - Include recommendations and urban design ideas for
 - Streets
 - Streetscapes
 - Parks
 - Landscaping
 - Parking
 - Building exteriors
 - Placemaking features
 - Lighting
 - Facilities

GUIDELINES FOR DEVELOPMENT

RESTON - TRANSIT STATION AREAS

6F Reston Specific Streetscape | Urban Expression

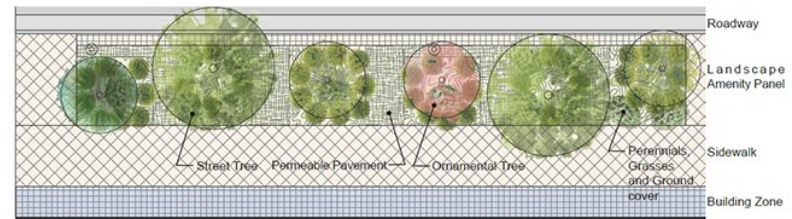
DESIGN STRATEGIES

Areas closest to the Metrorail stations can consider an urban expression of the Reston Specific Streetscape.

1. Incorporate innovative hardscape elements and stormwater management features.
2. Provide ample areas for seating along the streetscape.
3. Consider the incorporation of rain gardens within the landscape panel.
4. Space street trees randomly within the panel, 30-40 feet apart, and understory trees 10-15 feet apart.
5. Maintain a 2 foot pedestrian step-out adjacent to on-street parking.



Incorporate permeable pavement and seating areas in the urban expression | Barcelona, Spain | Image Credit: Adria Goula





Complete Streets and Active Transportation / ActiveFairfax Plan

- Currently being developed
- Will update and streamline process
- Intend to reconcile separate plans into one unifying plan
 - Bicycle Master Plan
 - Countywide Trails Plan
 - Connectivity in small area plans
- Ensure connectivity:
 - To transit stations and activity centers and between residential areas and community serving retail
 - Between residential areas and schools, recreation areas, and parks



Complete Streets and One Fairfax

- One Fairfax Policy
 - Committed to promote fairness and justice in the form of public policy
 - Focus area within One Fairfax
 - Creating a multimodal transportation system that supports economic growth, health, congestion mitigation, prosperity, and accessible mobility solutions
 - Results in
 - All having opportunity to fully participate in the region's economic vitality
 - All being able to connect to its assets and resources



Complete Streets and “Health in All Policies”

- County is taking a “health in all policies” approach to land use and transportation planning
- Collaboration with the Health Department to consider health impacts of different components of transportation projects, including Complete Streets
- Complete Streets provides a framework to prioritize health-promoting features, such as wider sidewalks, safe bike lanes, and transit connections
- Complete Streets offer opportunities for safe physical activity, which is key to preventing death from chronic diseases
- Complete Streets is a perfect example of bringing together health and transportation priorities into projects that directly improve conditions for users



Complete Streets and the Strategic Plan

- Board of Supervisors adopted the Strategic Plan on October 5, 2021
- Complete Streets are an important metric for assessing mobility and transportation throughout the County
 - What does success look like?
 - Efficient and varied transportation options
 - Infrastructure condition, sustainability and environmental impact
 - Improved traveler safety
 - Increased accessibility, affordability, and equity



Where We Are and Where We're Going

- Where is Fairfax County with respect to a Complete Streets Policy?
 - We have these supporting pillars in place with the intention to unify those existing pillars under one comprehensive Complete Streets Policy
- When can a single policy titled “Complete Streets Policy” officially be created?
 - An update to the Transportation Policy Plan of the Comprehensive Plan is needed to coalesce our existing Complete Streets principles under one single policy



Complete Streets Next Steps

- What's next?
 - Continue working with our partners to implement USS's in the remaining Urban Centers, Suburban Centers, Community Business Centers (CBC), and Transit Station Areas (TSA)
 - Continue work on the Active Fairfax Plan
 - Update the Transportation Policy Plan
- The result???
 - The ability to bring our existing and in progress efforts under one County policy for Complete Streets



County of Fairfax, Virginia

Questions/Answers/Discussion?