3 Multimodal Transportation

Transportation is about more than mere movement – transportation grants us access to the needs of everyday life. Sustainable, connected, and integrated transportation is fundamental to the success and livability of the City. The intent of the Multimodal Transportation Chapter is to recommend strategies that will improve the operation and safety of the City's transportation system in order to achieve the larger community objectives for a vital, vibrant, and livable City.

This Chapter is based on the Multimodal Transportation Plan, the first comprehensive, multimodal transportation plan completed by the City. ("Multimodal" refers to the multiple ways people use to get around – car, bus, train, bike, walking, etc. – and a multimodal plan incorporates these various transportation modes into an efficient and connected system.) The Multimodal Transportation Plan was developed as a separate effort, but in coordination with the Comprehensive Plan. The four key aspirations shown to the right helped ensure the multimodal aspect of the plan inform many of the recommendations.

Guiding Principle:

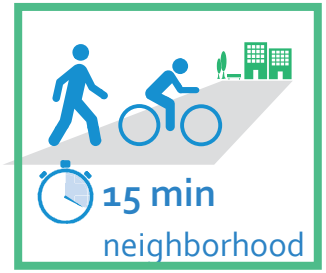
In 2035, Fairfax is a city with…
options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, bicycling, taking public transportation or driving.

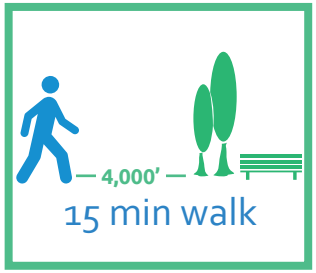
Create a city of **"15-minute neighborhoods"** – ensure that 100% of residents can access a local activity center via a safe 15-minute walk from home (currently 44%).

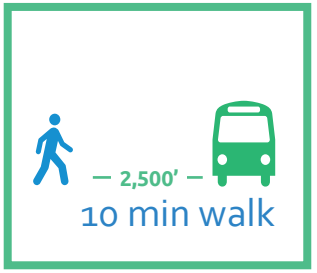
Ensure 100% of residents are connected to green space, trails, or open space via a safe 15-minute walk of home (currently 88%).

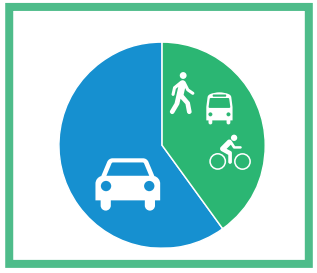
Ensure 100% of residents have access to transit by providing a transit stop within a safe 10-minute walk of each residence (currently 79%).

Increase choice, reliability, and efficiency in travel by achieving at least a 40% non-drive alone mode share for commute to work trips (currently 28%).









Fairfax Transportation Facts

The City of Fairfax is centrally located

A **20-minute** drive to Tysons, Falls Church, and Dulles International Airport

Taking transit to these same destinations can take **three times as long**

27% Of households have at least **one child at home**

36% Of households include at least **one senior**

68,000 Daily trips are made through the city **without stopping**

In 2015, there were

837

Automobile crashes in the city

94% Of city residents have access to **one or more cars**

6% Of city residents must get by without an automobile

72% Of City of Fairfax commuters **drive alone to work**

66% Of residents surveyed would prefer to travel by a means **other than driving alone** to work or errands

Congestion + Safety

are the two most **frequently cited threats** to **livability in the City of Fairfax**

Most transit routes in the city operate from **early morning through evening**

However, most transit routes only operate **once or twice per hour**

1/3 of all household trips

are less than one mile in distance

1/2 Of these short distance trips **are driven**

SOURCE: City of Fairfax Multimodal Transportation Survey, 2015; US Census National Household Travel Survey, 2009; MWCOG; City of Fairfax

Opportunities and Challenges

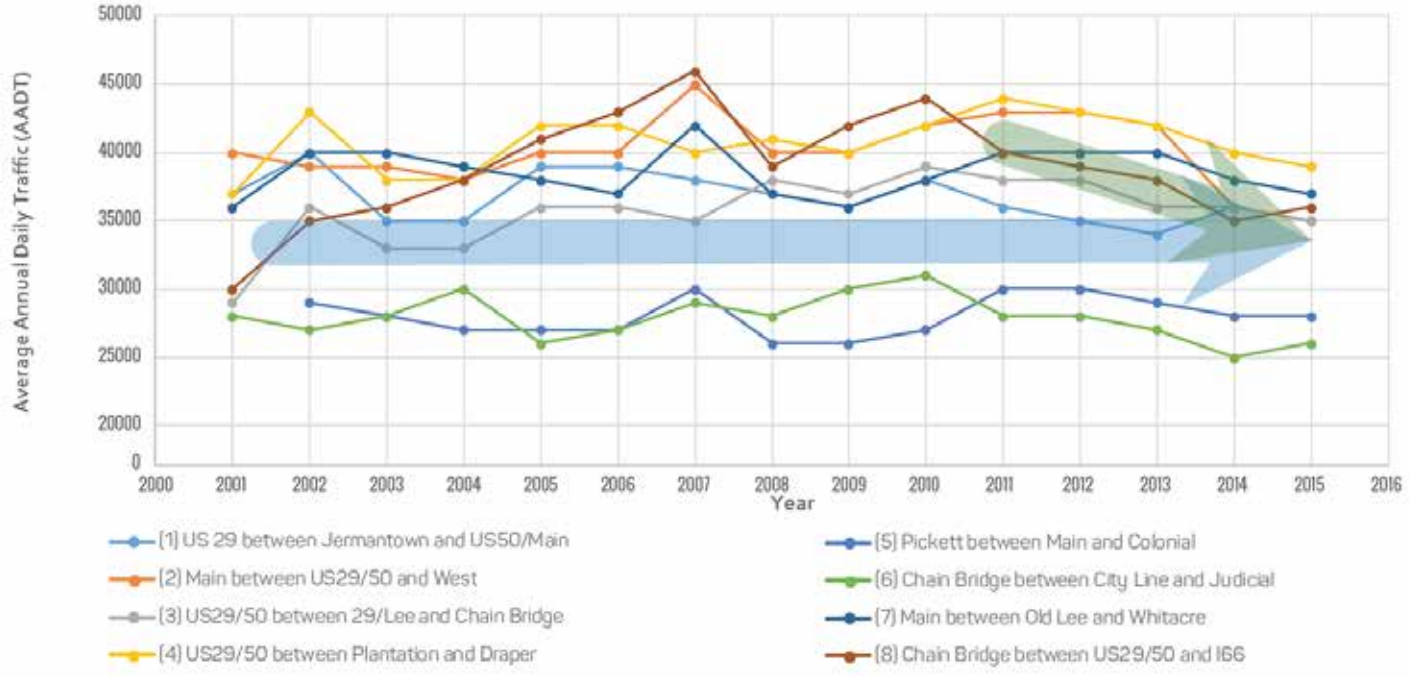
Traffic volumes and peak period congestion

Despite growth in population in the area, daily traffic volumes on the City's 16 miles of arterial roads have remained relatively stable over the past 15 years. However, while traffic volume on several segments has decreased since 2010-2011, vehicular congestion during peak hours continues to present challenges to residents and commuters.

Travel patterns

Currently, the vast majority (72%) of City residents who are employed drive alone to work while 8% carpool, 11% use transit (bus or rail), and 5% work from home. Most households (94%) have at least one automobile. However, 6% of City households make do without owning a personal vehicle. The average City resident who is employed travels 12.6 miles to work — a trip that takes 35 minutes on average. Within the Washington region, approximately one third of all trips are less than a mile, but more than 50% are driven. Many of the short trips in the City could be completed on foot, on transit, or by bike rather than driving.

FIGURE 17 AVERAGE ANNUAL DAILY TRAFFIC

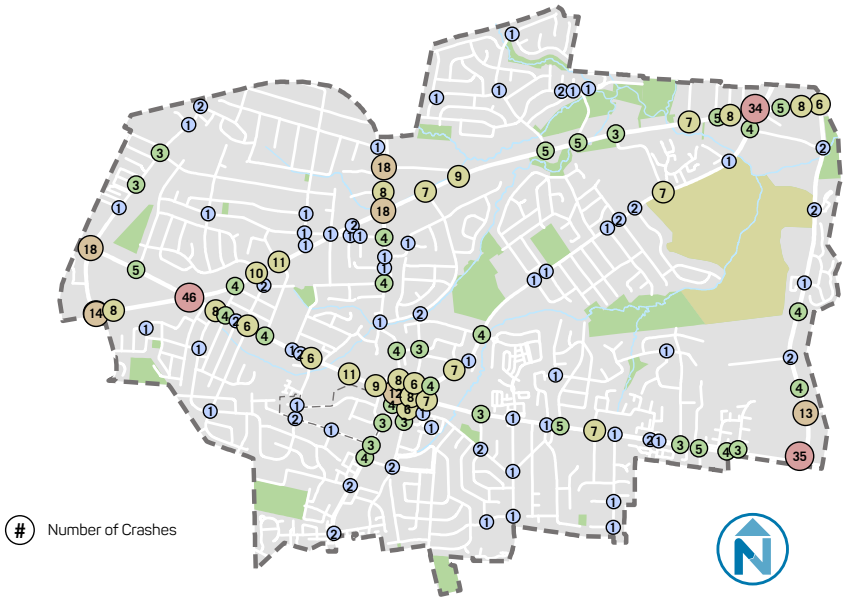


SOURCE: Virginia Department of Transportation, 2001 - 2015

Transportation safety

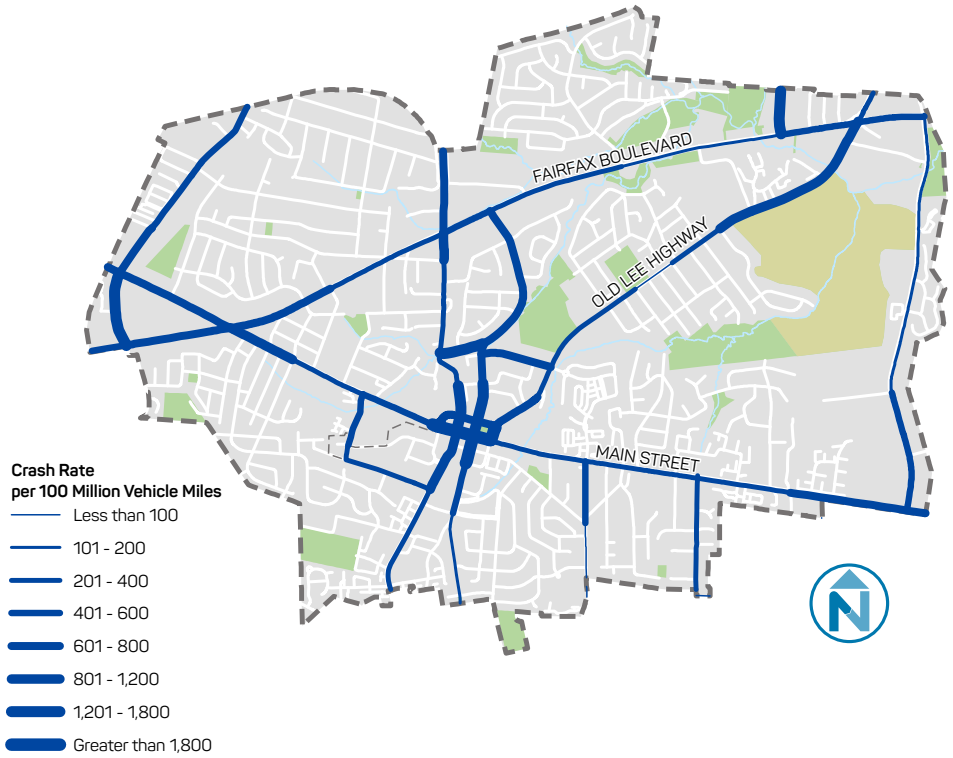
Traffic congestion is significant along most of the major corridors in the City and concentrated where arterials intersect. These areas also experience high rates of vehicle crashes, with the highest rates concentrated at major intersections.

FIGURE 18 2015 VEHICLE CRASHES BY LOCATION



SOURCE: City of Fairfax, 2015

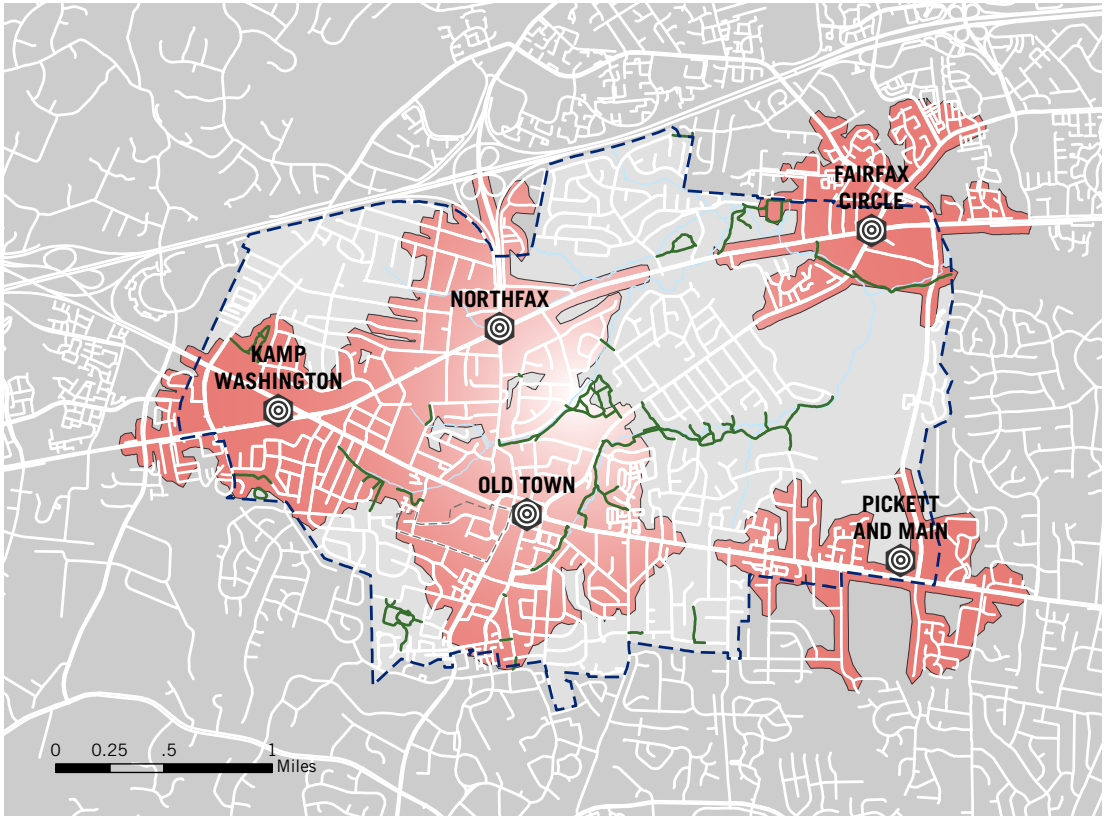
FIGURE 19 2015 VEHICLE CRASH RATES



Pedestrian and bicycle access to amenities

Forty-four percent of City housing units are within a 20-minute walk of basic amenities such as shopping, dining, groceries, open space, schools, and other community facilities. Many of these amenities are concentrated within the City's five Activity Centers. Except for Old Town, these centers are generally separated from adjacent residential communities by larger block sizes, busy roadways, and missing or discontinuous pedestrian networks. High-volume roadways are often dangerous for pedestrians to navigate and complicate access to local amenities. While many neighborhoods have relatively complete sidewalk networks, and while the City has a number of bicycle and pedestrian trails, the bicycle and pedestrian network is not well-connected or accessible for all users.

FIGURE 20 ACTIVITY CENTER WALKSHEDS (15 MINUTES)

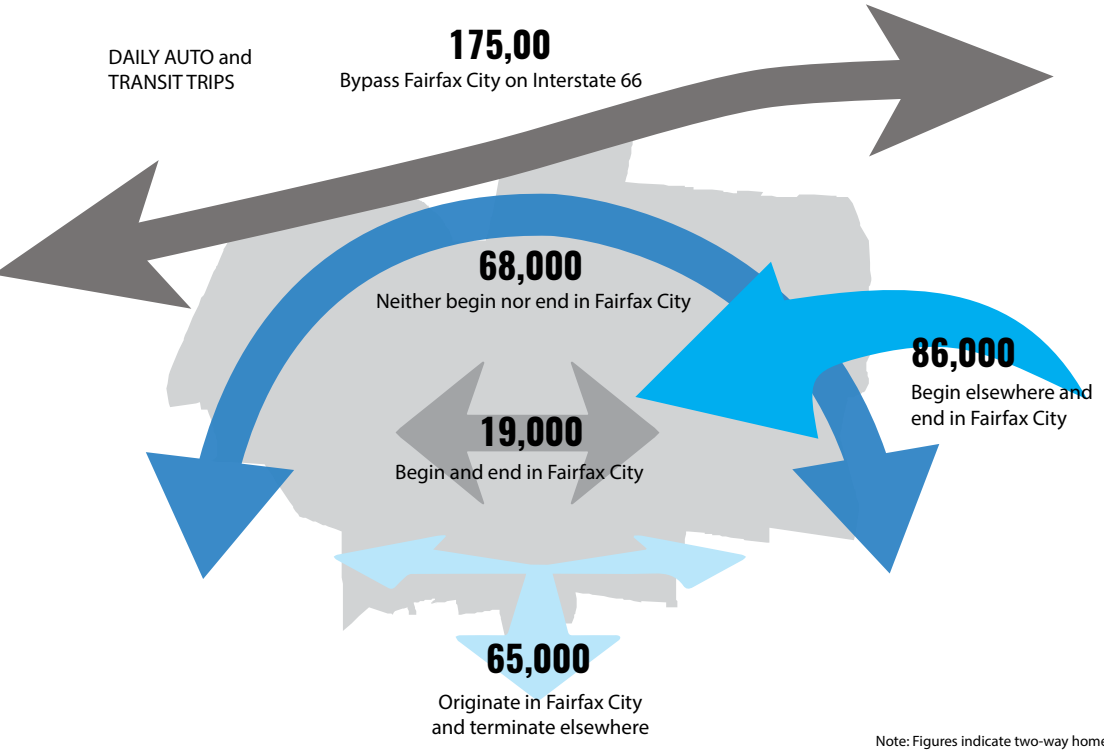


SOURCE: Census Data Set H1, 2010

Regional transportation demand

Every day, 68,000 regional travelers, primarily motorists, travel through the City without making a stop. As traffic congestion continues to increase on major regional corridors such as I-66 and Braddock Road, this regional traffic threatens to similarly increase congestion on City corridors.

FIGURE 21 DAILY TRIPS TO, FROM, AND THROUGH THE CITY



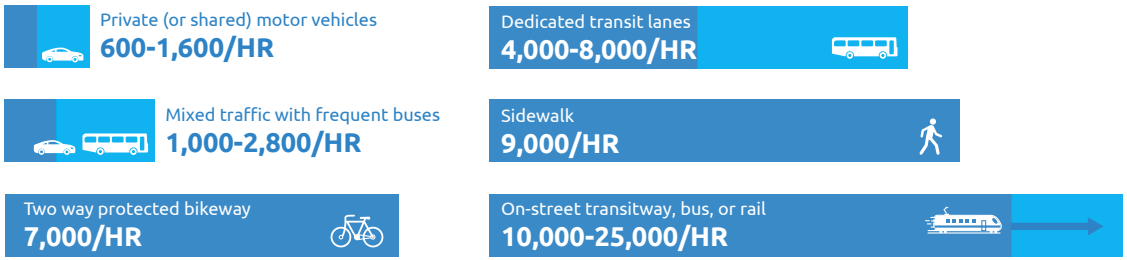
Note: Figures indicate two-way home based work trips and home based non-work trips.

SOURCE: MWCOG 2.3 v57a Model, 2015

Roadway expansion limitations

While the City may continue to add local minor streets to enhance connectivity and access, few opportunities remain to add substantially more vehicle capacity on City streets. As such, the City will need to focus on ways to efficiently move more people within the existing street network. This can be done by encouraging higher occupancy in both private and mass transit vehicles, satisfying more short distance trips with walking and bicycle options, and encouraging people to shift their time of travel away from peak hours to less congested times of the day.

FIGURE 22 PEOPLE MOVING CAPABILITY OF VARIOUS TRANSPORTATION MODES



Street connectivity

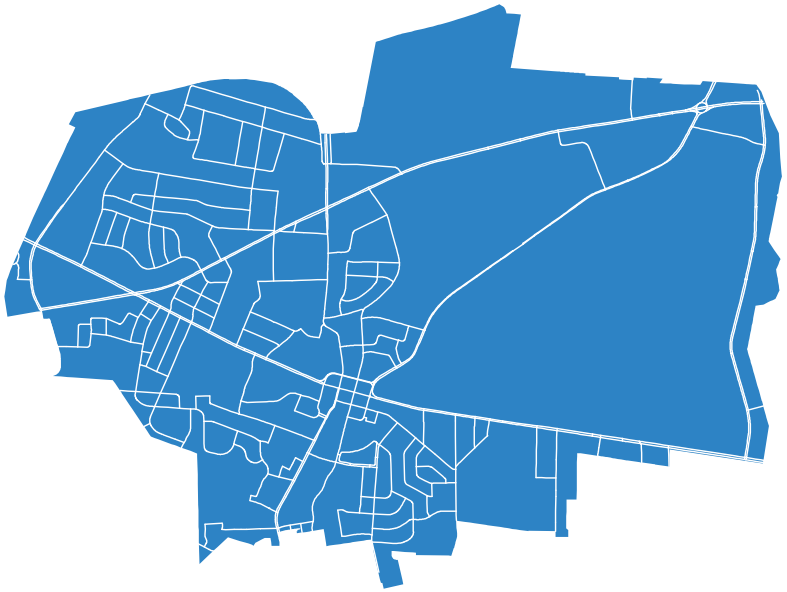
The City has 104 centerline miles of streets. However, only 61% of them can connect users to other parts of the City without depending on major corridors. While limited connectivity discourages through traffic on local streets, it also constrains resident access in and out of their neighborhood. Oftentimes bicycle and pedestrian access is equally constrained, causing further conflict, congestion, and potential safety concerns among all road users.

FIGURE 23 TOTAL AND FUNCTIONAL VEHICULAR NETWORKS

TOTAL STREET GRID

A comparison of the entire City street grid to a functional grid paints a stark picture. The east side of the City consists almost entirely of neighborhoods isolated by physical barriers.

FUNCTIONAL STREET GRID



The functional grid is made up of roads that can be used to travel by vehicle to another neighborhood or part of the City. The west side of the City is far more integrated with Old Town and areas immediately northwest, southwest, and south of City boundaries.

Transportation infrastructure, services, and other assets

Among individuals responding to the 2015 City of Fairfax Multimodal Transportation Survey, about two-thirds of residents who currently drive alone to work expressed a desire to have the option to travel by some other means. Current constraints to non-auto travel include limited transit frequency, missing or discontinuous bicycle and pedestrian networks, and general concerns about safety when traveling by non-auto modes.

TRAILS

The City has a 28 mile trail network that provides safe, attractive, and convenient non-motorized access while concurrently promoting physical health and well-being.

CUE

The CUE bus system is well respected and generally well used, and buses generally operate over 16 hours a day on weekdays (with somewhat shorter hours on weekends). Frequency of service is limited, however. Real-time bus tracking and arrival information helps augment the system's usability. Combining transit applications with multimodal trip planning services provides riders with greater choice and convenience to weigh their travel decisions depending on time, cost, or other considerations.

DEVELOPMENT OPPORTUNITIES

The strong Northern Virginia economy continues to make the City an attractive place to live and invest. Following guidance in the Land Use Chapter of this plan, well-designed, concentrated development in Activity Centers can assist in reducing the growth of traffic and congestion. By locating many origins and destinations within a compact, accessible, and walkable area, more residents can fulfill daily needs without depending on driving. Those who drive may take just one vehicle trip and accomplish a number of other errands on foot within the same area. Urban-style development is better able to support more frequent transit service, benefiting travelers across the area.

Evolving shared mobility and technology options

Shared travel options such as carpooling, ride hailing services, or bicycle sharing systems offer opportunities to meet local travel needs conveniently and cost-effectively while reducing single-occupant vehicle travel. Real-time information, intelligent transportation, and other information and technology innovations can also make travel more efficient. Examples of best practices and future trends are shown in Appendix B. Some of these examples may be appropriate components of a sustainable mobility system in the City.

Multimodal Transportation Goal 1

Connect with the region.

The City is a relatively small jurisdiction within a much larger region. Although regional traffic can congest City streets, City residents rely on the larger region for significant employment, entertainment, and cultural destinations; and City businesses rely on regional patrons and attract employees from the larger area. The City must enhance facilities that connect to the larger region, but do so in a way that supports safety, connection, and robust choices in travel options.

OUTCOME MM1.1:	Corridors for regional travel and better connections to regional networks and destinations are enhanced and improved.
ACTION MM1.1.1	Continue to participate in regional planning efforts to increase connectivity in the regional road, transit, and trail networks.
ACTION MM1.1.2	Collaborate with WMATA and regional partners to support a western extension of Metro's Orange Line, including a station location at I-66 and Route 123 (near Northfax) to benefit City of Fairfax stakeholders with improved access to the Metrorail system.
ACTION MM1.1.3	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail station including:
1.1.3.1	Improve pedestrian connections from the Fairfax Circle area to the Metro station area.
1.1.3.2	Improve bicycle facility connections and crossings across Fairfax Boulevard from the City to the Metro station.
1.1.3.3	Continue collaboration with George Mason University to enhance bicycle and transit connections between the University and the Metrorail system.
1.1.3.4	Implement the recommendations of the Old Lee Highway "Great Street" conceptual plan.
ACTION MM1.1.4	Expand trail and bicycle networks to connect to regional facilities and destinations, including:
1.1.4.1	Improve connections and logical links to the Cross-County Trail and beyond to the Washington & Old Dominion (W&OD) trail.
1.1.4.2	Improve trail connections south along Route 123 to connect to the Braddock Road Sidepath and on to Lorton.
1.1.4.3	Connect local trails to the planned I-66 trail facility.
1.1.4.4	Coordinate with Fairfax County on the construction of the Main Street/ Little River Turnpike bicycle facility.

Multimodal Transportation Goal 1

Photo Credit: Virginia Department of Transportation

Photo Credit: Ben Schumin

ACTION MM1.1.5	Improve the Blake Lane-Jermantown Road corridor.
1.1.5.1	Complete a transportation study to determine necessary facility improvements and operational plans.
1.1.5.2	Coordinate with Fairfax County and VDOT on improvements to the Jermantown Road bridge over I-66, including additional capacity for vehicles, bicycles, and pedestrians.
1.1.5.3	Pursue a connection from Jermantown Road to Waples Mill Road north of Fairfax Boulevard.
ACTION MM1.1.6	Support Fairfax County in pursuing improvements to Braddock Road to facilitate its operation as a critical regional corridor.
ACTION MM1.1.7	Complete the Government Center Parkway connection.
ACTION MM1.1.8	Improve safety and ensure continued efficiency of Pickett Road as a regional north-south corridor and important truck route.
OUTCOME MM1.2:	Safety and operations in the regional network are improved.
ACTION MM1.2.1	Conduct a detailed study of Fairfax Circle to improve safety and operations, potentially including geometric changes to the existing circle configuration.
ACTION MM1.2.2	Simplify multi-leg and offset intersections, such as the intersection of McLean Avenue, Warwick Avenue, and Fairfax Boulevard.
ACTION MM1.2.3	Address safety and operational deficiencies at major intersections, such as the intersection of Eaton Place and Chain Bridge Road.
ACTION MM1.2.4	Continue City participation on regional transportation boards.
ACTION MM1.2.5	Promote a regional approach to public transportation planning.
ACTION MM1.2.6	Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.

Multimodal Transportation Goal 2

Provide viable and attractive mobility choices.

At present, the City is heavily dominated by vehicle traffic. Many surveyed residents expressed a desire to make the City more walkable and bikeable, but walking or bicycling on busy streets can be uncomfortable or even dangerous. The City's bus system is well-used and highly regarded, but is often caught in the same traffic as other vehicles. Improving mobility requires providing a balanced system where people can choose the best travel option for them depending on their needs.

OUTCOME MM2.1:	Pedestrian safety is improved.
ACTION MM2.1.1	Fill critical gaps in the pedestrian network. Develop and act on a prioritized list of sidewalk improvements in the commercial areas and provide sidewalks on at least one side of every residential street in neighborhoods that are in agreement.
ACTION MM2.1.2	Ensure the pedestrian network is accessible to all and meets the requirements of the Americans with Disabilities Act (ADA).
ACTION MM2.1.3	Enhance safe routes to school, safe routes to transit, and safe routes to community facilities, completing specific planning efforts as required.
ACTION MM2.1.4	Improve pedestrian crosswalks. Crosswalks should be provided across all legs of all intersections.
ACTION MM2.1.5	Expand the sidewalk network. Sidewalks should be provided with any significant street maintenance, rehabilitation, or reconstruction project and may be constructed independent of a street project.
ACTION MM2.1.6	Increase pedestrian connectivity to the existing Vienna/Fairfax-GMU Metro station, such as through the Fairfax Circle area.
ACTION MM2.1.7	Expand safety education efforts to educate all road users on pedestrian awareness and safety. Educate residents on proper procedures for traveling as a pedestrian, interacting with pedestrians as a driver, and locating and using pedestrian facilities to increase comfort and safety and encourage more walking.
OUTCOME MM2.2:	The City's existing trail system, including the "Green Ribbon" parks and trail network, is connected and expanded.
ACTION MM2.2.1	Identify and fill gaps in the trail network. Find opportunities for future trails, complete connections to existing segments, implement projects proposed by the Parks and Recreation Master Plan, and pursue new trail connections to create a more functional trail network.
ACTION MM2.2.2	Connect the George Snyder Trail to the planned I-66 trail facility.
ACTION MM2.2.3	Improve trail crossings across arterial streets, including Fairfax Boulevard at Pickett Road and Main Street at Main Street Square and Railroad Avenue.

Multimodal Transportation Goal 2

ACTION MM2.2.4	Provide wayfinding, trailblazing, traffic calming/safety, and non-motorized facility improvements to provide connections between parks and trails.
ACTION MM2.2.5	Increase resident awareness of trail networks and connections.
OUTCOME MM2.3	Bicycle network, facilities, and programs are improved.
ACTION MM2.3.1	Develop and adopt a bicycle network plan linking major destinations including George Mason University, Old Town, Metrorail, and the regional trail system.
ACTION MM2.3.2	Review bicycle facility design standards to ensure best practices in design and delivery of facilities.
ACTION MM2.3.3	Expand the provision of bicycle racks for short-term bicycle parking.
ACTION MM2.3.4	Adopt bicycle-supportive policies for development projects where applicable, including expanded provision of short- and long-term bicycle parking, showers, and changing facilities.
ACTION MM2.3.5	Complete a bikeshare feasibility study including definition of necessary station density, recommended "starter system," operating and management structure, and funding program, preferably in partnership with George Mason University.
ACTION MM2.3.6	Provide initial support to establish bikeshare in the City.
ACTION MM2.3.7	Expand safety education efforts to educate all road users on bicycle awareness and safety. Educate casual cyclists on proper procedures to encourage more cycling through an increased comfort level.
ACTION MM2.3.8	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail station by improving bicycle facility connections and crossings across Fairfax Boulevard north to the Metro station.

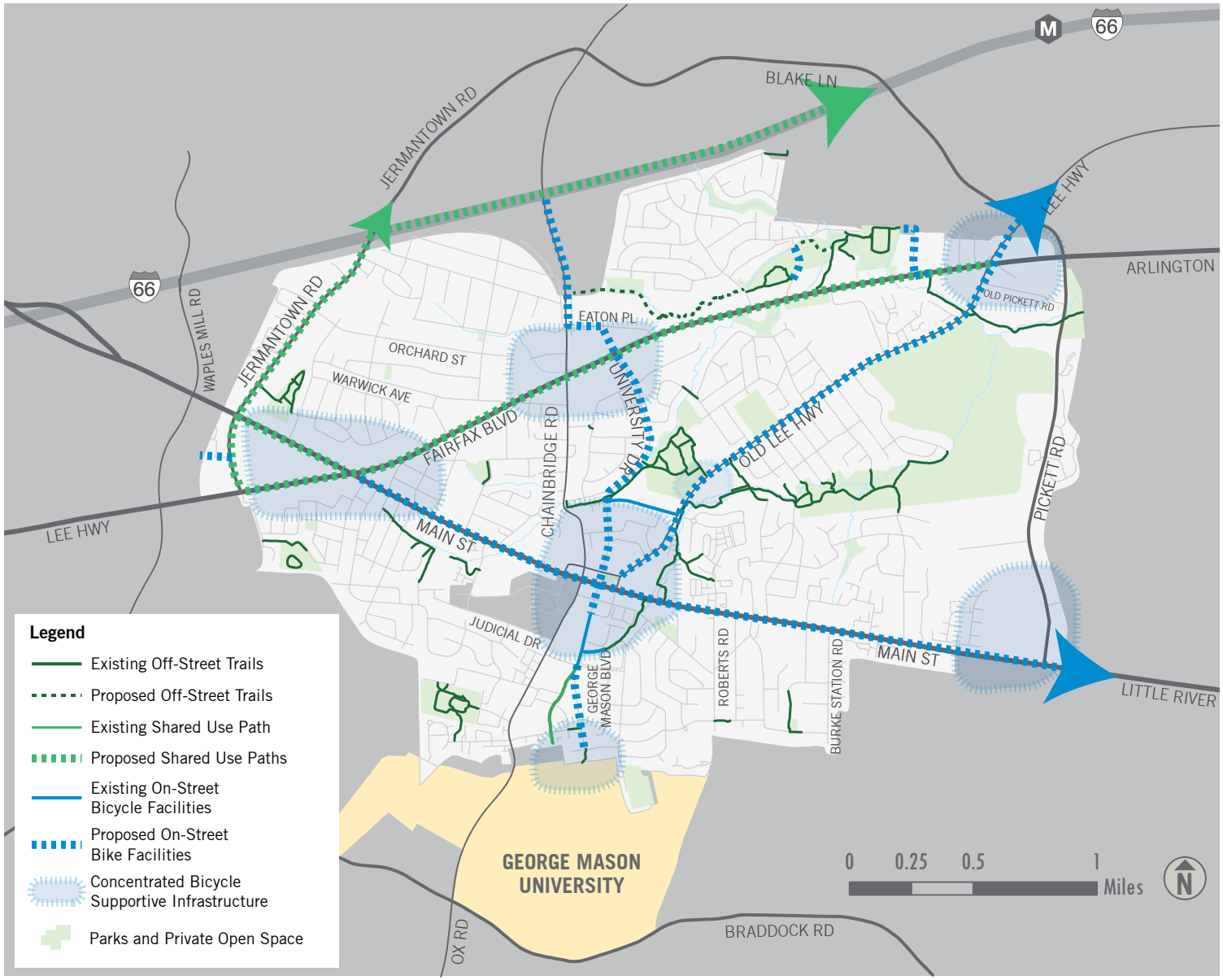
Multimodal Transportation Goal 2

OUTCOME MM2.4	Transit continues to be an effective non-driving alternative.
ACTION MM2.4.1	Improve transit services and facilities.
2.4.1.1	Identify a priority transit network providing enhanced transit operations and more frequent services along key corridors including Main Street, Old Lee Highway, and Fairfax Boulevard.
2.4.1.2	Enhance passenger accommodations to improve comfort and convenience.
2.4.1.3	Improve major transfer locations with quality passenger amenities, expanded information, and improved pedestrian facilities. Significant transfer locations include the Kamp Washington area, Fairfax Circle, Old Town, and Pickett and Main.
2.4.1.4	Implement recommendations of the CUE Transit Development Plan to maintain the highly-valued service of the CUE system.
2.4.1.5	Achieve and maintain 90% on-time performance for the CUE system.
2.4.1.6	Improve connections to other transit routes and facilities through enhancements at significant transfer locations.
2.4.1.7	Promote transit-friendly design features in development projects.
2.4.1.8	Expand ADA-accessible sidewalks and crosswalks serving bus stops.
OUTCOME MM2.5:	Vehicular travel and facilities are effectively managed and maintained.
ACTION MM2.5.1	Design all new facilities and upgrade existing facilities to comply with all federal, state, and local safety standards.
ACTION MM2.5.2	Pursue new technologies that would improve safety on City streets.
ACTION MM2.5.3	Ensure the safety of City streets by incorporating traffic calming measures as needed.
ACTION MM2.5.4	Evaluate opportunities to increase street grid connectivity to distribute traffic and to improve network resiliency. Opportunities for additional connections may be identified at any time but particularly as redevelopment occurs.

FIGURE 24 PROPOSED GREEN RIBBON OF RECREATIONAL TRAILS AND ENVISIONED CONNECTIONS

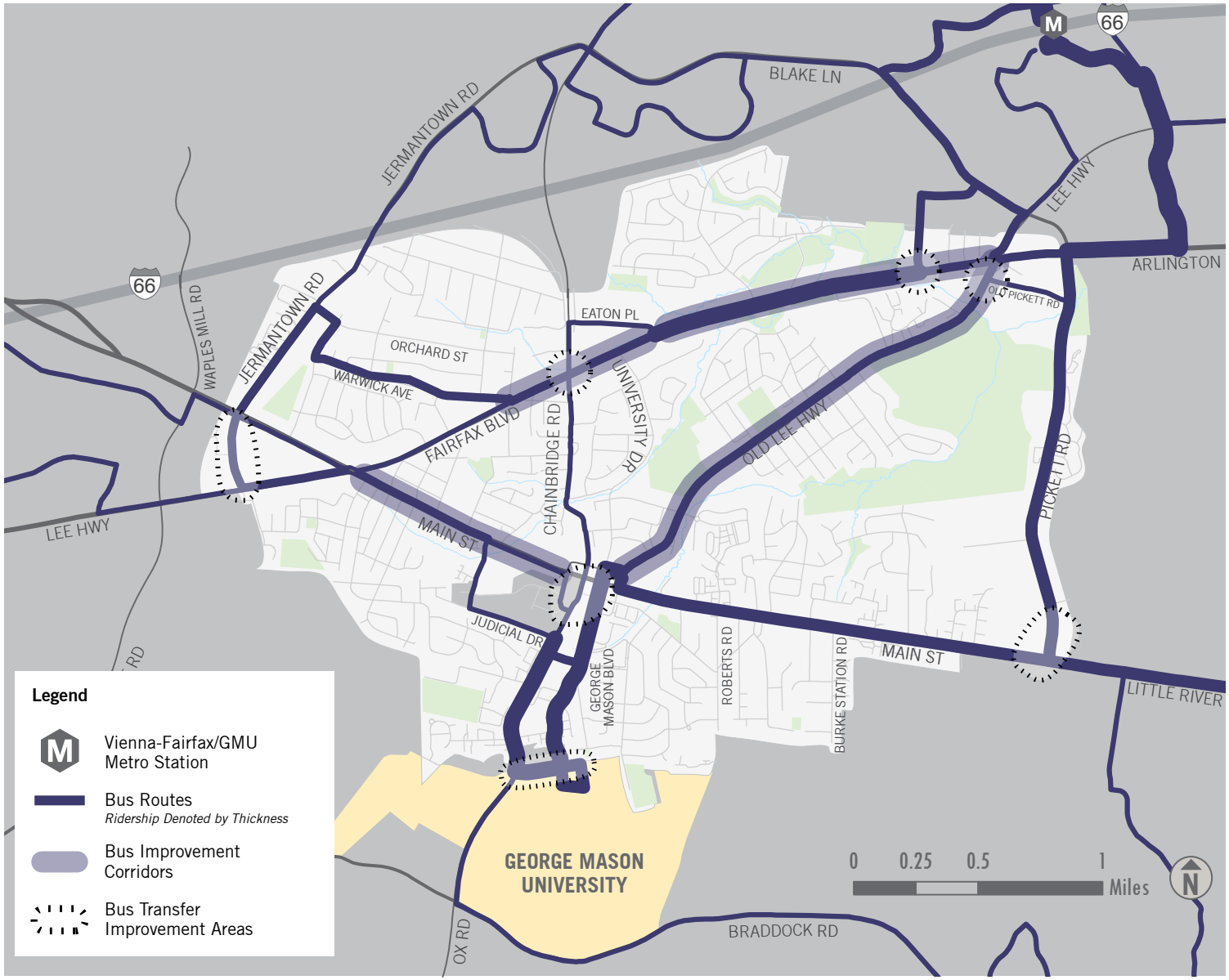
(See Outcome MM2.2)

FIGURE 25 PROPOSED NETWORK FOR BICYCLE TRAVEL



(See Outcome MM2.3)

FIGURE 26 PROPOSED TRANSIT NETWORK ENHANCEMENTS



(See Outcome MM2.4)

Multimodal Transportation Goal 3

Integrate transportation with land use.

Land use and transportation are inextricably linked and must be planned and designed concurrently – the purpose of transportation is to improve access to land use, and development patterns impact the feasibility and attractiveness of mobility choices. Mixing uses in a compact, walkable area – building housing, schools, parks, employment, shops and dining close together – can reduce the need for vehicle trips that contribute to increased congestion and other negative impacts such as eroded air quality and public health. Designing connected street networks increases the accessibility of these areas to surrounding areas. Managing parking and encouraging the use of non-driving modes can further reduce the growth of vehicle traffic while allowing for new development.

OUTCOME MM3.1:	On- and off-street parking and curbside uses are effectively managed.
ACTION MM3.1.1	Effectively locate, design, and manage parking facilities to provide context-appropriate parking availability and accessibility to the surrounding destinations.
ACTION MM3.1.2	Enhance wayfinding and information, with an initial focus on Old Town.
ACTION MM3.1.3	Explore parking pricing and other parking management strategies for public parking spaces and facilities throughout the City.
ACTION MM3.1.4	Explore the creation of parking management districts in Old Town and other Activity Centers to maximize parking resources while minimizing excess parking supply.
ACTION MM3.1.5	Consider policy measures to allow developers to fund public parking or other forms of access infrastructure in lieu of meeting parking requirements on site.
ACTION MM3.1.6	Develop travel marketing material to reduce the demand for long-term commuter/employee parking in the City.
ACTION MM3.1.7	Revise the Residential Parking Permit District Policy to consistently manage on-street public parking in residential neighborhoods.
OUTCOME MM3.2:	Walkability to and within Activity Centers and between neighborhoods is increased.
ACTION MM3.2.1	Whenever possible, increase connections – particularly non-motorized connections – between neighborhoods, community facilities, and Activity Centers.
ACTION MM3.2.2	With development projects, break up large blocks to a more walkable scale. Pursue additional secondary and tertiary street network opportunities. Streets should be well-designed as complete streets and align at regular intersections for a continuous street grid.

Multimodal Transportation Goal 3

The City will improve street design and better guide street management decisions through adoption of a "Link + Place" street typology appropriate to the City's streets and development patterns. The typology provides planners, engineers, and designers with an understanding of the typical and desired users of the street, features to consider for inclusion, and the transportation demands that require accommodation based on the street's size and uses. Link + Place street type designations for all streets in the City are provided in Figure 28, with each street type defined on the following pages.

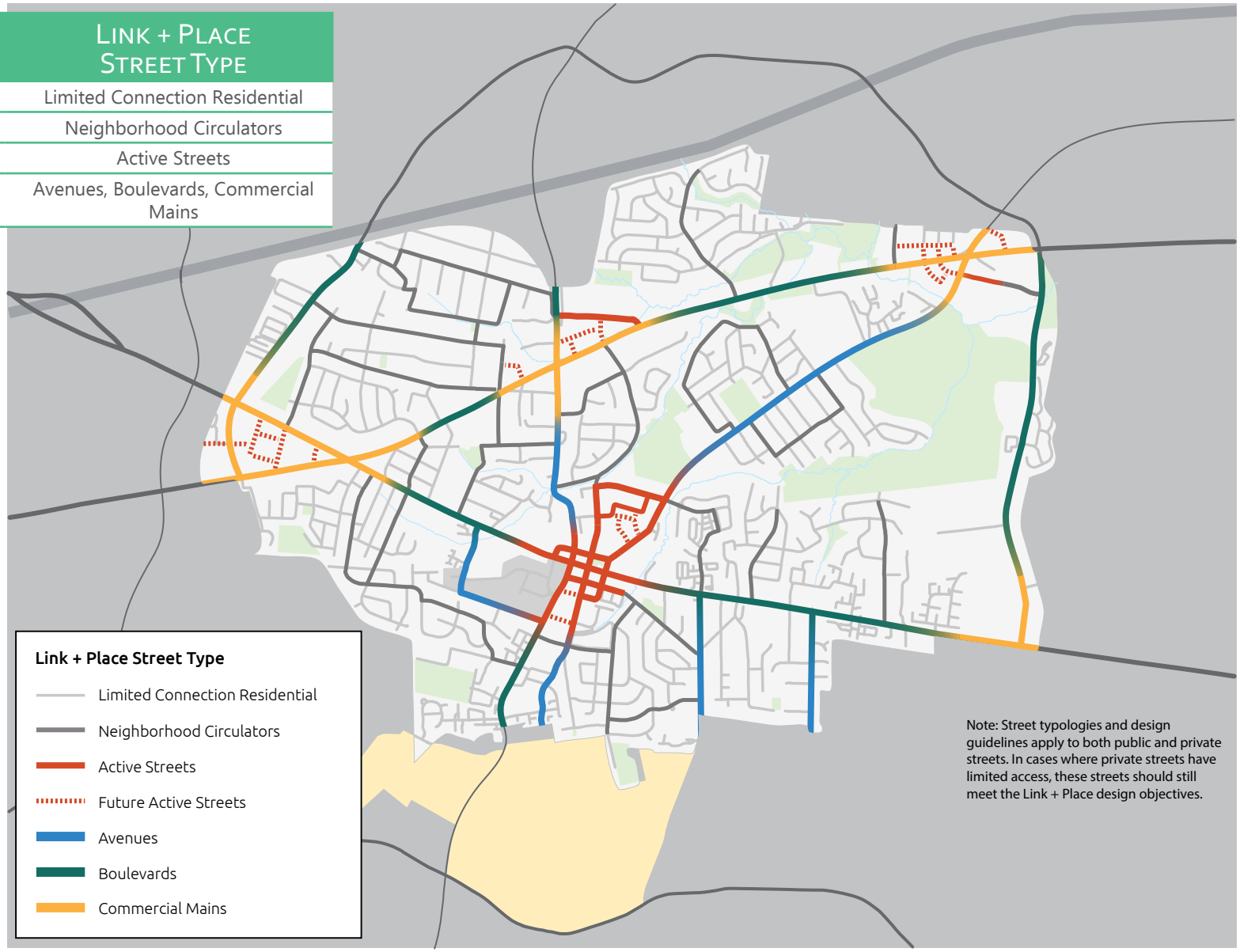
ACTION MM3.2.3	Increase the number, safety, and frequency of pedestrian crossings, including across major streets. Provide crosswalks at all approaches of all signalized intersections at minimum intervals of 500 feet within Activity Centers. An exception exists in the case where the implementation of a crosswalk would result in operational failure of the corridor.
ACTION MM3.2.4	Improve the overall pedestrian environment, including pedestrian crossings, street trees, and furnishing zones; buffering sidewalk from vehicle travel lanes; improved pedestrian scale lighting; and active ground floor uses along primary street edges.
OUTCOME MM3.3:	Streets are designed to accommodate context and function.
ACTION MM3.3.1	Develop and adopt a "Link + Place" street typology to guide street design and management for public and private streets.
ACTION MM3.3.2	Through community consultation, develop specific design objectives, desired outcomes, and performance metrics for each street type. Link design objectives to the street design and project development process, guidelines, and reference documents.
ACTION MM3.3.3	Ensure quality street design in both the pedestrian zone and travel zone of the street.
ACTION MM3.3.4	Improve access, circulation, walkability, and transportation management in Activity Centers.

FIGURE 27 PROPOSED ACTIVITY CENTER ENHANCEMENTS

(See Outcome MM3.2)

FIGURE 28 PROPOSED STREET TYPOLOGY DESIGNATIONS

VDOT Classification	Link + Place Street Type
Local	Limited Connection Residential
Minor Collector	Neighborhood Circulators
Major Collector	Active Streets
Minor + Major Arterial	Avenues, Boulevards, Commercial Mains



(See Outcome 3.3)

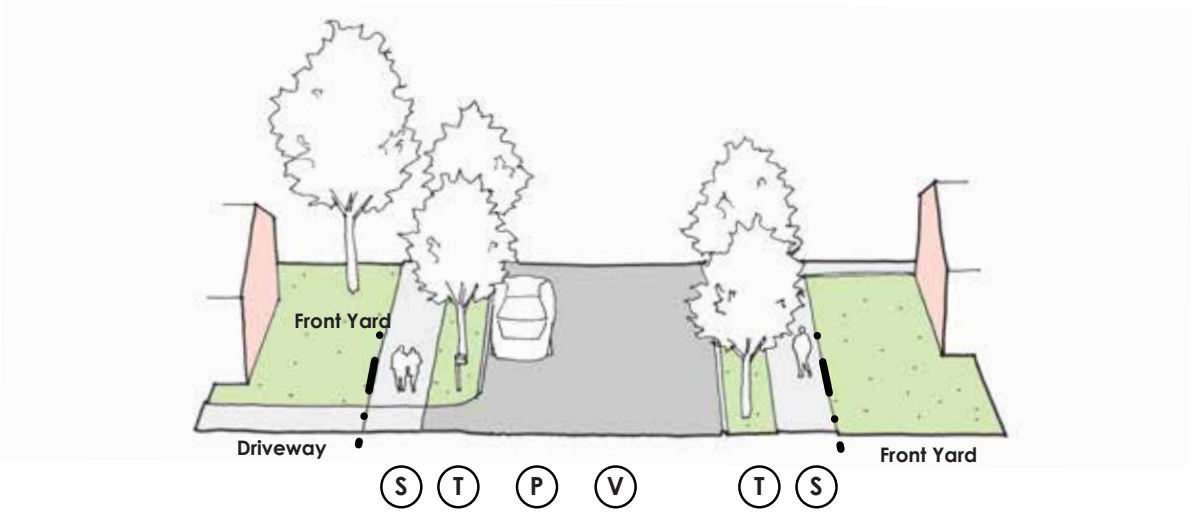
LIMITED CONNECTION RESIDENTIAL STREETS

These are interior neighborhood residential streets that generally do not connect to other streets in the network. These streets are lined with residential front yards and a robust tree canopy, and generally self-regulate both vehicle speeds and volumes.

Typical Transportation Uses

- Local traffic only – typically the home segment of the journey
- Non-motorized trips within the neighborhood
- Bicycles typically share the street with vehicles
- Very low traffic speeds

LIMITED CONNECTION RESIDENTIAL STREETS



TYPICAL ELEMENTS MAY INCLUDE:

- NARROW AND DESIGNED FOR SLOWER SPEEDS
- SINGLE-FAMILY RESIDENTIAL SET BACK WITH DRIVEWAYS
- ON-STREET PARKING (UNMARKED) - WHERE APPLICABLE
- SIDEWALKS

DIAGRAM KEY

- (V) Travel Lanes -10′ to 11′ Each
- (P) On-Street Parking
- (T) Street Tree Zone - 5′
- (S) Sidewalks - 5′
- *i* City Right-of-Way

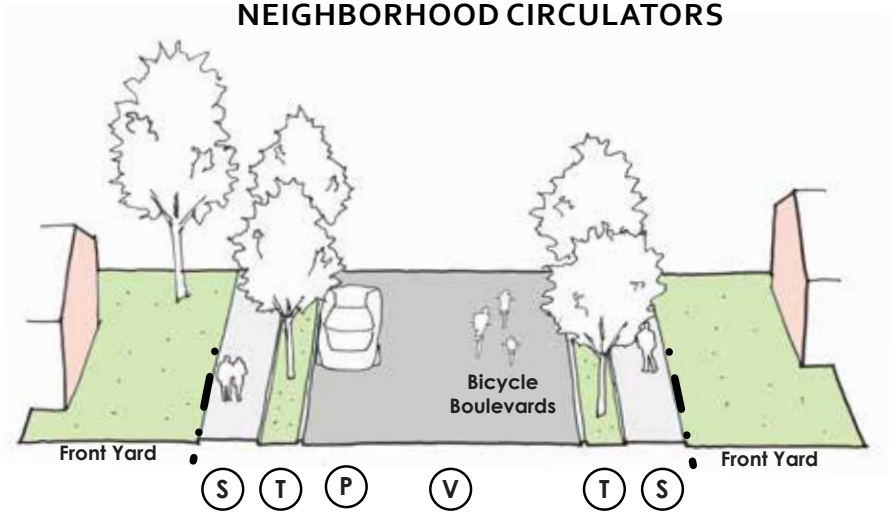
NEIGHBORHOOD CIRCULATORS

Neighborhood Circulators are residential streets that contribute to community connectivity and may include the presence of parks, community centers, schools, or places of worship. Neighborhood Circulators have abundant street trees and open space along them. These streets may need design techniques that reduce travel speeds and traffic volumes.

Typical Transportation Uses

- Mostly local traffic; vehicles from throughout the neighborhood may filter onto these streets
- Some may have transit service
- Non-motorized trips connecting to local destinations (e.g., schools, parks or retail)
- Bicycles typically share the street with vehicles; marked facilities recommended
- Vehicle speeds should be low; speed management may be required

NEIGHBORHOOD CIRCULATORS



Note: Similar to Limited Connection Residential, though provide more connectivity to City street network

TYPICAL ELEMENTS MAY INCLUDE:

- NARROW AND DESIGNED FOR SLOWER SPEEDS
- SINGLE-FAMILY RESIDENTIAL SET BACK WITH DRIVEWAYS
- ON-STREET PARKING (UNMARKED) - WHERE APPLICABLE
- SIDEWALKS
- BICYCLE BOULEVARDS (SEE DEFINITION BELOW)
- STREET LIGHTING

DIAGRAM KEY

- (V) Travel Lanes -10' to 11' Each
- (P) On-Street Parking - 8'
- (T) Street Tree Zone - 5'
- (S) Sidewalks - 5'
- *i* City Right-of-Way

Bicycle Boulevards are streets with low traffic volumes and speeds, designated and designed to give bicycle travel priority within the travel lane.

-National Association of City Transportation Officials

ACTIVE STREETS

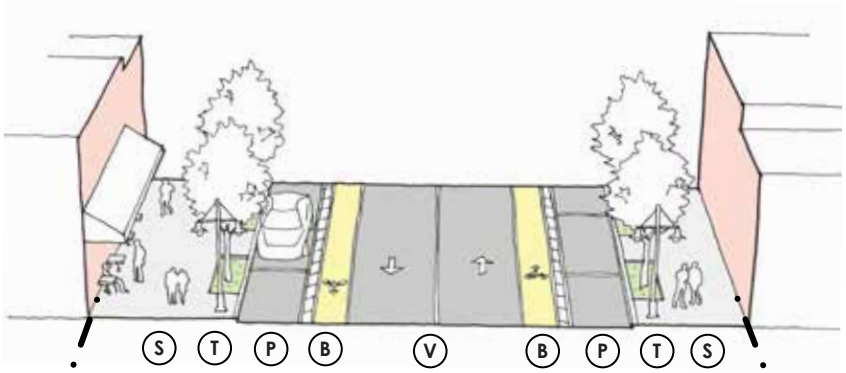
Active Streets connect multiple destinations and are more mixed-use or commercial in nature than residential streets. They are generally the street type for new streets within Activity Centers and are the primary location for commercial property access. Active Streets should be designed to create a comfortable environment for walking while at the same time accommodating circulation by bicyclists, cars, and trucks, and in some cases transit vehicles.

Typical Transportation Uses

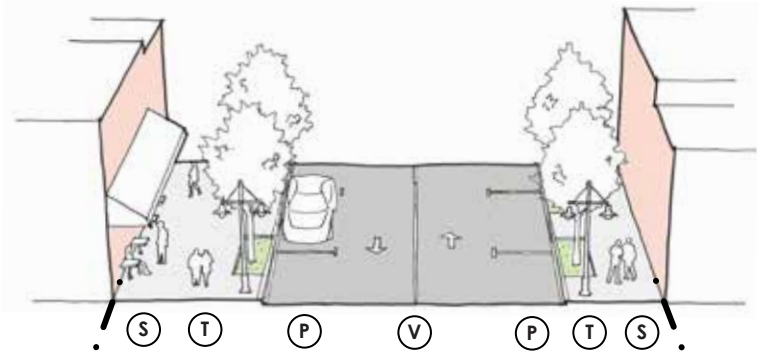
- Mostly local traffic accessing destinations, though some active streets may accommodate regional traffic
- Some may have transit service
- High concentrations of pedestrians
- Bicycles in-street only, preferably on dedicated facilities
- Loading and delivery vehicles need to be accommodated
- Traffic speeds should be low

ACTIVE STREETS

Option 1



Option 2



TYPICAL ELEMENTS MAY INCLUDE:

- NARROW STREETS (TYPICALLY TWO LANES)
- GROUND FLOOR USES ORIENTED TOWARD THE STREET
- ON-STREET PARKING
- SIDEWALKS
- BICYCLE BOULEVARDS
- STREET LIGHTING
- TREES IN PITS, PLANTERS, OR GRATES

DIAGRAM KEY

- (V) Travel Lanes -10′ to 11′ Each
- (P) On-Street Parking - 8′
- (T) Street Tree Zone - Min. 5′
- (S) Sidewalks - Varies 6′ to 12′
- (B) Bicycle Lanes - Min. 5′
- *i* City Right-of-Way

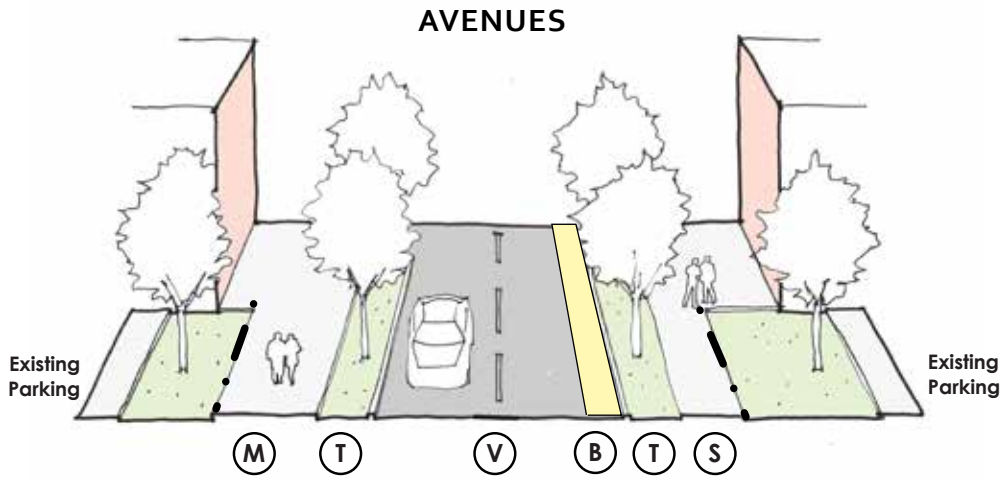
AVENUES

Avenues carry moderate traffic volumes using one travel lane in each direction. As a result, these corridors are more comfortable for transportation users. They include sections of arterial corridors between certain Activity Centers such as Old Lee Highway and Chain Bridge Road. Medians or planted median islands are less common while curb cuts and access drives are numerous. Vehicle throughput can be controlled through these areas due to high volume, naturally lowering traffic speeds to a level consistent with the non-commercial context.

Typical Transportation Uses

- Can be moderate volumes of traffic. Most vehicles are passing through to other local or area destinations
- Transit service is likely
- Moderate concentrations of pedestrians
- Bicycles accommodated on protected or off-street facilities such as shared use paths
- Traffic speeds lower, limited by volume

Image Credit: Google



TYPICAL ELEMENTS MAY INCLUDE:

- LOWER CAPACITY THAN BOULEVARDS (TWO LANES)
- GROUND FLOOR USES ORIENTED TOWARD THE STREET
- LIMITED OR NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES AND/OR SHARED USE PATHS
- VEGETATED BUFFERS FOR TREE ZONE

DIAGRAM KEY

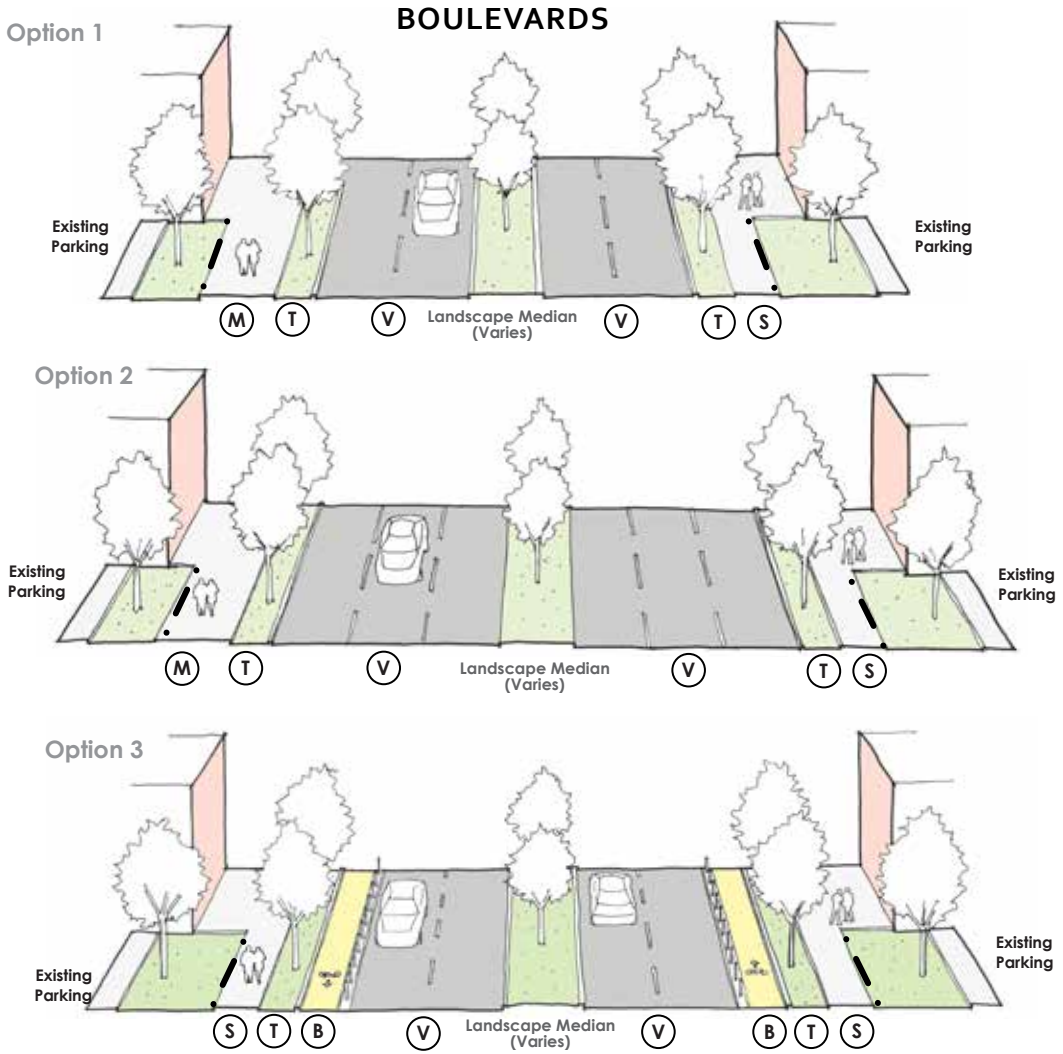
- (V) Travel Lanes -11' to 12' Each
- (T) Street Tree Zone - Min. 5'
- (S) Sidewalks - Varies 6' to 12'
- (M) Shared Use Paths - Min. 10'
- (B) Bicycle Lanes - Min. 5'
- City Right-of-Way

BOULEVARDS

Boulevards carry moderate to high volumes of traffic, but do so through a parkway like setting. They include sections of arterial corridors between the Activity Centers that may be designated as Boulevards, as well as minor arterials such as Pickett Road and Jermantown Road. Medians or planted median islands are common and curb cuts and access drives should be few and far between. While vehicle throughput is generally smooth through these areas, traffic speeds should remain consistent with the residential or park-like setting the streets travel through.

Typical Transportation Uses

- Can be high volumes of traffic. Most vehicles are passing through to other local or area destinations
- Transit service is likely
- Low concentrations of pedestrians
- Bicycles accommodated on protected or off-street facilities such as shared use paths
- Traffic speeds likely higher, but still managed



TYPICAL ELEMENTS MAY INCLUDE:

- MULTI-LANE (TYPICALLY FOUR OR MORE LANES)
- GROUND FLOOR USES ORIENTED TOWARD THE STREET
- NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES OR SHARED USE PATHS
- VEGETATED BUFFERS FOR TREE ZONE

DIAGRAM KEY

- (V) Travel Lanes -11′ to 12′ Each
- (T) Street Tree Zone - Min. 5′
- (S) Sidewalks - Varies 6′ to 12′
- (M) Shared Use Paths - Min. 10′
- (B) Bicycle Lanes - Min. 5′
- / City Right-of-Way

COMMERCIAL MAINS

Commercial Mains are where commercial activity is concentrated, such as Fairfax Boulevard through Northfax or Main Street around Kamp Washington. Commercial Mains feature high volumes of vehicle traffic that mixes with bicycles, transit vehicles, and pedestrian crossings. Streets should be designed to slow traffic speeds while facilitating traffic flow. The pedestrian zone of the street should buffer pedestrians from the adjacent traffic. Access management on Commercial Mains improves vehicle flow while reducing conflicts with pedestrians or bicyclists.

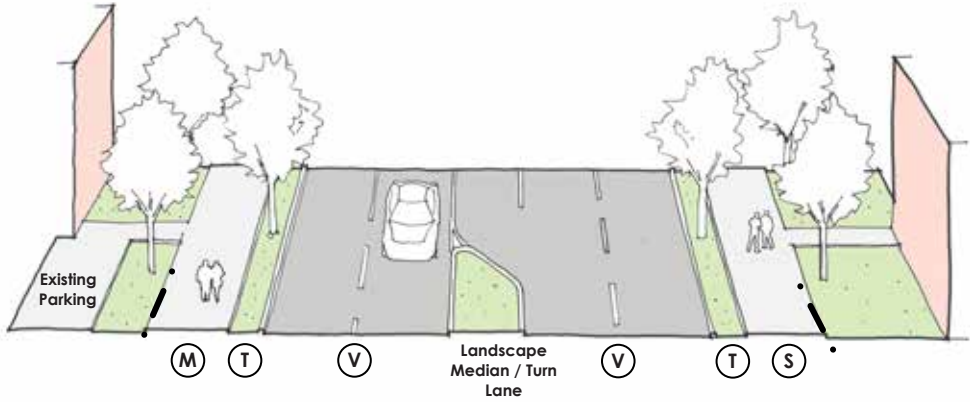
Typical Transportation Uses

- Can be high volumes of traffic. Many vehicles are passing through to other local or regional destinations
- Transit service is likely
- High concentrations of pedestrians
- Bicycles accommodated in dedicated facilities either in-street or in well-designed shared use paths
- Traffic speeds likely higher, but still managed

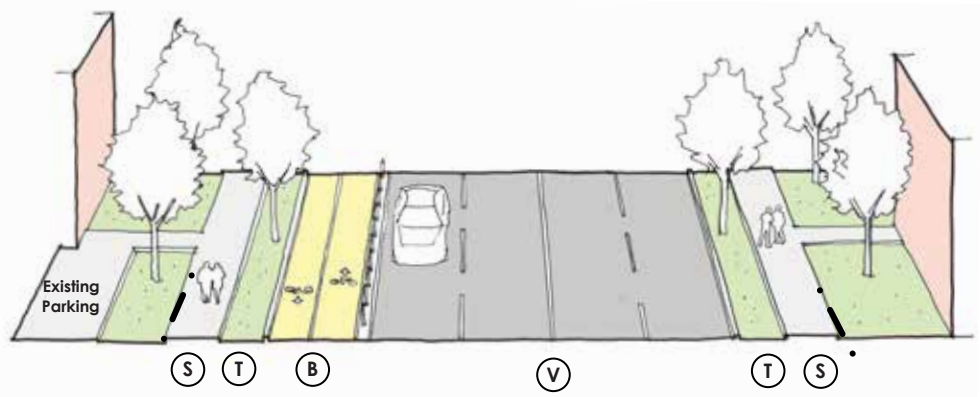
Image Credit: Google

COMMERCIAL MAINS

Option 1



Option 2



TYPICAL ELEMENTS MAY INCLUDE:

- LARGE MULTI-LANE STREETS (TYPICALLY FOUR TO SIX LANES)
- GROUND FLOOR USES ORIENTED TOWARD THE STREET
- NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES OR SHARED USE PATHS
- VEGETATED BUFFERS FOR TREE ZONE

DIAGRAM KEY

- (V) Travel Lanes -11' to 12' Each
- (T) Street Tree Zone - Min. 5'
- (S) Sidewalks - Varies 6' to 12'
- (M) Shared Use Paths - Min. 10'
- (B) Bicycle Lanes - Min. 5'
- City Right-of-Way

Multimodal Transportation Goal 4

Adopt policies and procedures for strategic transportation decision making.

The City will work with civic leaders, community members, and other stakeholders to develop and adopt clear and consistent policies and processes based on the community's fundamental values and advance the overall vision for sustainable transportation. These policies are aimed at ensuring the safety of all travelers, enhancing the person-trip efficiency of the system, and preserving the characteristics that make the City unique.

OUTCOME MM4.1:	The City's sidewalk policy is updated.
ACTION MM4.1.1	Adopt a formal sidewalk policy, beginning with the best practices and policy recommendations for Pedestrian Accessibility Policy in Appendix B (Section 4), requiring sidewalks on all new, reconstructed, or substantially rehabilitated streets that respond to local needs and community context.
OUTCOME MM4.2:	A Complete Streets policy is adopted and implemented.
ACTION MM4.2.1	Develop and adopt a Complete Streets policy, beginning with the best practices and policy recommendations for Complete Streets Policy in Appendix B (Section 5).
4.2.1.1	Develop an appropriate policy for the City and adopt as formal policy.
4.2.1.2	Examine existing design practices and processes and adjust to ensure implementation of the adopted policy.
4.2.1.3	Set and track evaluation measures for Complete Streets improvements.
ACTION MM4.2.2	Implement Complete Streets improvements on major corridors including Fairfax Boulevard, Chain Bridge Road, University Drive, Old Lee Highway and Main Street.
OUTCOME MM4.3:	A Transportation Demand Management (TDM) Program is adopted and implemented.
ACTION MM4.3.1	Based on best practices (as defined in Appendix B Section 3), establish a Citywide TDM policy and program framework that can be utilized by the City and adapted by businesses and developers.
ACTION MM4.3.2	Require TDM for all large development projects. Require bi-annual monitoring to assess resident/employee travel patterns.

Multimodal Transportation Goal 4

ACTION MM4.3.3	Create a City TDM brand and website to centralize all available travel option information including transit schedules, bicycle maps, ridesharing opportunities, and education tools.
ACTION MM4.3.4	Increase outreach and education to George Mason University, the Central Fairfax Chamber of Commerce, City of Fairfax Schools, and other markets that can provide strong partnerships with the TDM program.
ACTION MM4.3.5	Evaluate a linked TDM fund for in-lieu developer fees related to parking requirements to enhance the transit system and Citywide TDM programs.
ACTION MM4.3.6	Improve access to ridesourcing programs through enhanced coordination with Fairfax County RideSource, Commuter Connections, or initiate a City-based program.
ACTION MM4.3.7	Explore opportunities for carshare services within the City to address "last mile" connections.
ACTION MM4.3.8	Partner with employer-sponsored wellness programs to highlight and market travel options and associated costs.
OUTCOME MM4.4:	Mobility best practices and emerging technologies, including those described in Appendix B, are considered in transportation policies and projects.
ACTION MM4.4.1	Consider methods of implementing and evaluating new transportation concepts, including trial or pilot programs.
ACTION MM4.4.2	Provide real-time information through both apps and visual displays for transit arrivals, parking availability, and shared bicycles and vehicles.
ACTION MM4.4.3	Promote multimodal travel planning applications and services.
ACTION MM4.4.4	Pursue Intelligent Transportation Systems (ITS) such as transit or emergency vehicle priority, dynamic signal timing, and other strategies.

Multimodal Transportation Goal 4

ACTION MM4.4.5	Participate with state and regional partners to ensure autonomous vehicle policies protect vulnerable street users and reduce overall vehicle miles traveled.
ACTION MM4.4.6	Consider curbside policies and street design to manage curbside carsharing/ridesourcing activities while preserving the safe and efficient flow of travel.
ACTION MM4.4.7	Consider policies to promote technologies and innovations that reduce environmental impacts from transportation.
OUTCOME MM4.5:	A short-term prioritized transportation project list is developed.
ACTION MM4.5.1	Develop a two-year project list that reflects City Council and community priorities.
ACTION MM4.5.2	Provide opportunities for public input on transportation improvements.
ACTION MM4.5.3	Use all available media to provide transportation information to the public.

Recommended Transportation Policies, And Projects And Cost Estimates

The plan's goals are achieved through accomplishing the policies and projects highlighted in Figure 30. Additionally, in accordance with Virginia Code Section 15.2-2223 relating to Comprehensive Plans, the map is accompanied by cost estimates for the specific projects, as shown below in Figure 29. The map and table include only key recommended projects; all projects under consideration to meet the long-term goals of the Multimodal Plan will be considered annually as part of the development of the City's Two-Year Transportation Program.

FIGURE 29 CITY OF FAIRFAX MULTIMODAL TRANSPORTATION PLAN – COST ESTIMATE

PROJECT #	NAME	PROJECT TOTAL COST ESTIMATE
1	Implement multimodal improvements at Warwick Ave and Fairfax Blvd	$ 7,900,000
2	Improve Jermantown Rd corridor	$ 21,000,000
3	Add sidewalk connection on Chain Bridge Rd between Old Town and Fairfax Blvd	$ 4,580,000
4	Implement Old Lee Hwy multimodal improvements	$ 15,000,000
5	Study Main St bicycle facility feasibility	$ 11,200,000
6	Extend trail along Pickett Rd from Fairfax Blvd to the Cross County Trail	$ 3,500,000
7	Complete the George Snyder Trail	$ 14,000,000
8	Support the study of a Metrorail extension	$ 15,260,000
9	Improve intersection at Eaton Place and Chain Bridge Rd	$ 26,000,000
10	Improve vehicular and pedestrian safety at Fairfax Circle	$ 5,760,000
11	Expand the roadway network in Northfax West	$ 5,000,000
12	Extend South St between University Dr and Chain Bridge Rd	$ 19,750,000
13	Complete the Judicial Drive Trail	$ 350,000
14	Implement University Drive traffic calming measures	$ 500,000
15	Complete the Government Center Parkway connection	$ 5,000,000
Citywide, not location specific	Implement pedestrian spot improvements Citywide	$ 400,000
	Conduct a bikeshare feasibility study	$ 60,000
	Improve Transit facilities	$ 965,000
	Implement roadbed improvements	$ 1,000,000
	Develop a Transportation Demand Management Program	$ 60,000
	Maintain pavement condition of primary extension roadways	$ 970,000
		$ 158,255,000

FIGURE 30 TRANSPORTATION POLICIES AND PROJECTS

Regional Corridors

Continue to participate in regional planning efforts to improve vehicle and freight operations and pedestrian, bicyclist and vehicle safety in regional corridors, such as Blake Lane-Jermantown Road, Braddock Road, Government Center Parkway, and Pickett Road.

City Major Corridors

Implement complete streets improvements to safely accommodate all roadway users in the City on all roads, and in particular on arterials including Fairfax Boulevard, Chain Bridge Road, Old Lee Highway and Main Street.

Local Activity Centers

Within Local Activity Centers:

- Break up large blocks to a more walkable scale. Pursue expanded secondary, tertiary, and non-motorized network opportunities.
- Consolidate vehicular access points
- Provide new pedestrian-only connections

Specific Projects

1. Improve Warwick Ave and Fairfax Blvd
2. Improve Jermantown Rd corridor
3. Add sidewalk on Chain Bridge Rd
4. Add Old Lee Hwy multimodal improvements
5. Study Main St bicycle facility feasibility
6. Add Pickett Rd trail connection
7. Complete the George T. Snyder Trail
8. Support the study of a Metrorail extension
9. Improve intersection at Eaton Place and Chain Bridge Rd
10. Improve safety for all users at Fairfax Circle
11. Expand the roadway network in Northfax West
12. Expand the roadway network at South Street
13. Complete the Judicial Drive Trail
14. Implement University Drive traffic calming measures
15. Connect Government Center Parkway

Citywide Projects (Locations TBD)

- Implement pedestrian spot improvements
- Conduct a bikeshare feasibility study
- Improve transit facilities
- Implement roadbed improvements
- Develop a Transportation Demand Management Program
- Maintain pavement condition of primary extension roadways