

Bike Fairfax City Draft Plan

CITY COUNCIL WORK SESSION

JUNE 1, 2021



City Council Goals 2020-2022

Transportation

Provide for the safe and efficient movement of pedestrians, cyclists, motorists, and mass transit riders within and across the City and region, highlighted by a green ribbon network of sidewalks and trails to reduce pollution and congestion supporting a sustainable and healthy community.



VISION



In 2035, the City of Fairfax has a strong, sustainable economy that supports a vibrant 21st century community.

CITY COUNCIL GOALS FOR 2020-2022 TERM

Economic Development

Create opportunities for economic development through partnerships, planning, marketing, business recovery, recruitment, retention, expansion, and incubation that result in a more diverse, balanced, and resilient economy; tax base growth above the regional average; overall community affordability; and a business environment that supports the quality of life that our community expects.

Redevelopment

Preserve our sense of place, recognize the significance of public historic sites, embrace inclusivity of our changing demographics, prioritize housing affordability, and enable commercial and retail success to recover as we grow the local economy through appropriate, targeted, sustainable, and transportation-oriented redevelopment.

Neighborhoods

Encourage a close-knit community of district neighborhoods where people feel welcome, safe and secure; invite thought-provoking conversations addressing challenges faced by our communities; equitable access to the highest quality educational opportunities, passive and active recreation and cultural arts activities; enhance physical and virtual community connectivity; a diverse choice of housing; a culture of shared investment and civic pride supported by City services and amenities of indisputable value.

Transportation

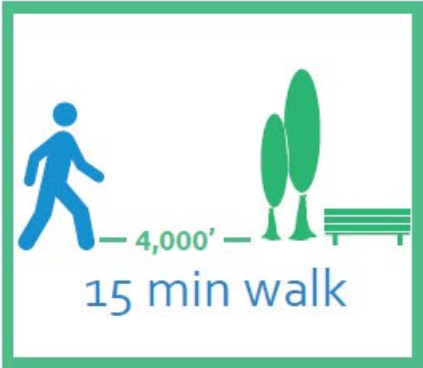
Provide for the safe and efficient movement of pedestrians, cyclists, motorists, and mass transit riders within and across the City and region, highlighted by a green ribbon network of sidewalks and trails to reduce pollution and congestion supporting a sustainable and healthy community.

Governance

Maintain a trust-based, high-performing, transparent, technologically innovative, efficient, and effective governing system ensuring open communication with our residents, businesses, and neighboring jurisdictions; with active participation from our diverse citizenry and characterized by an agile, collaborative organization providing 24/7/365 responsiveness that highlights the City as a thriving, inclusive, environmentally sustainable community and regional leader and partner.



Planning Context



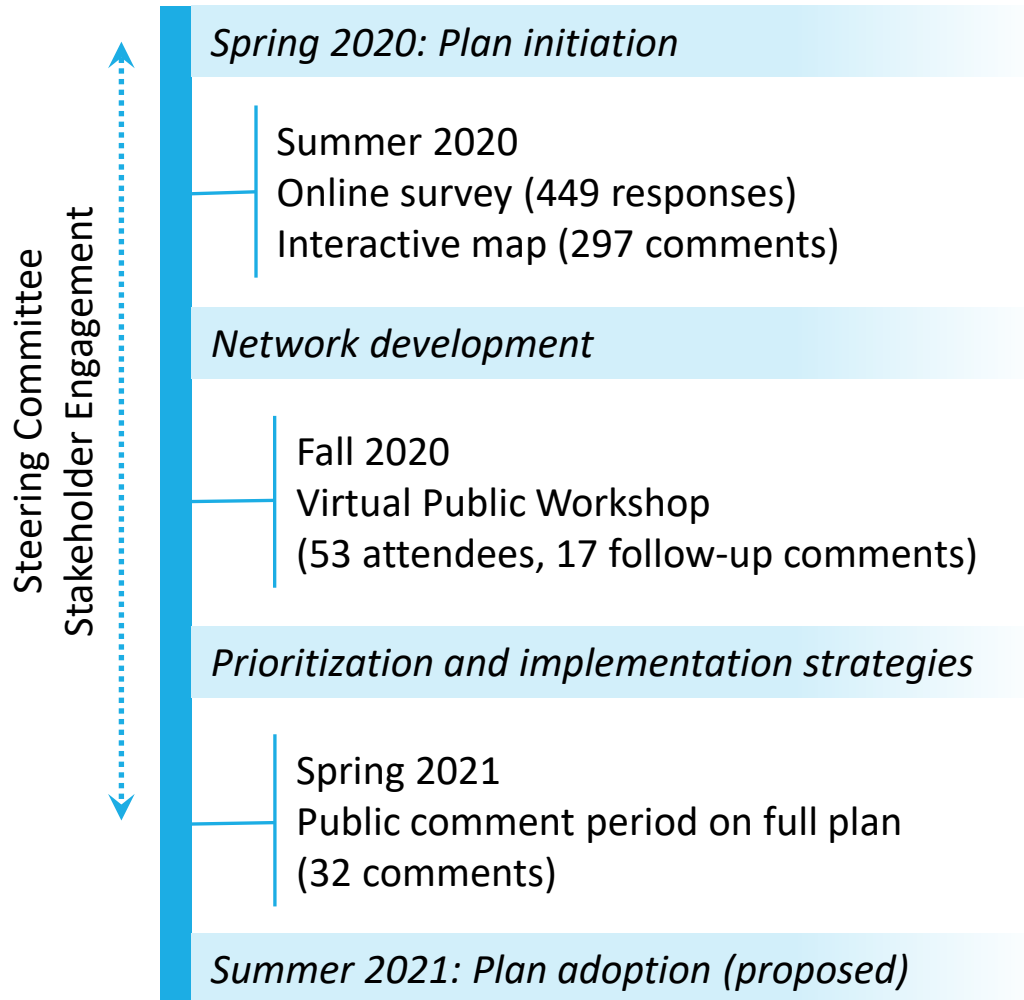
Our Parks, Our Future

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.



Public and Stakeholder Input



- Common public input themes:
 - Connect with the regional network as well as within the city
 - Provide more separation from traffic
 - Include comprehensive education programs
 - Prioritize feasible short-term projects to expand the network more quickly



Vision & Goals

BikeFairfax Vision Statement:

“In 2035, Fairfax is a city where residents of all ages and abilities can safely and efficiently travel within and between neighborhoods and destinations using a connected network of low stress bikeways. Biking is a convenient, safe, and desirable choice for transportation and recreation. Bicycle facilities, programs, and policies foster health, equity, and sustainability, and contribute to the unique and vibrant Fairfax community.”



Connected

Create connected bikeable streets and trails that allow people to safely and conveniently travel within Fairfax and connect to regional facilities such as the I-66 trail and the Cross County Trail.



Safe + Secure

Address the safety of the transportation system for the most vulnerable users and aim for zero bicycle fatalities and serious injuries.



Vibrant

Recognize the placemaking benefits of bicycle friendly communities, capitalize on the potential for economic growth, and implement complete streets solutions to support active, healthy and livable communities.



Green

Reduce transportation related emissions, preserve green space, and add facilities that enhance the natural beauty and environmental quality of the city.



Robust

Ensure that biking is one of many viable and convenient mobility options for residents and visitors, and ensure they have a variety of route options to access their destinations by bike.

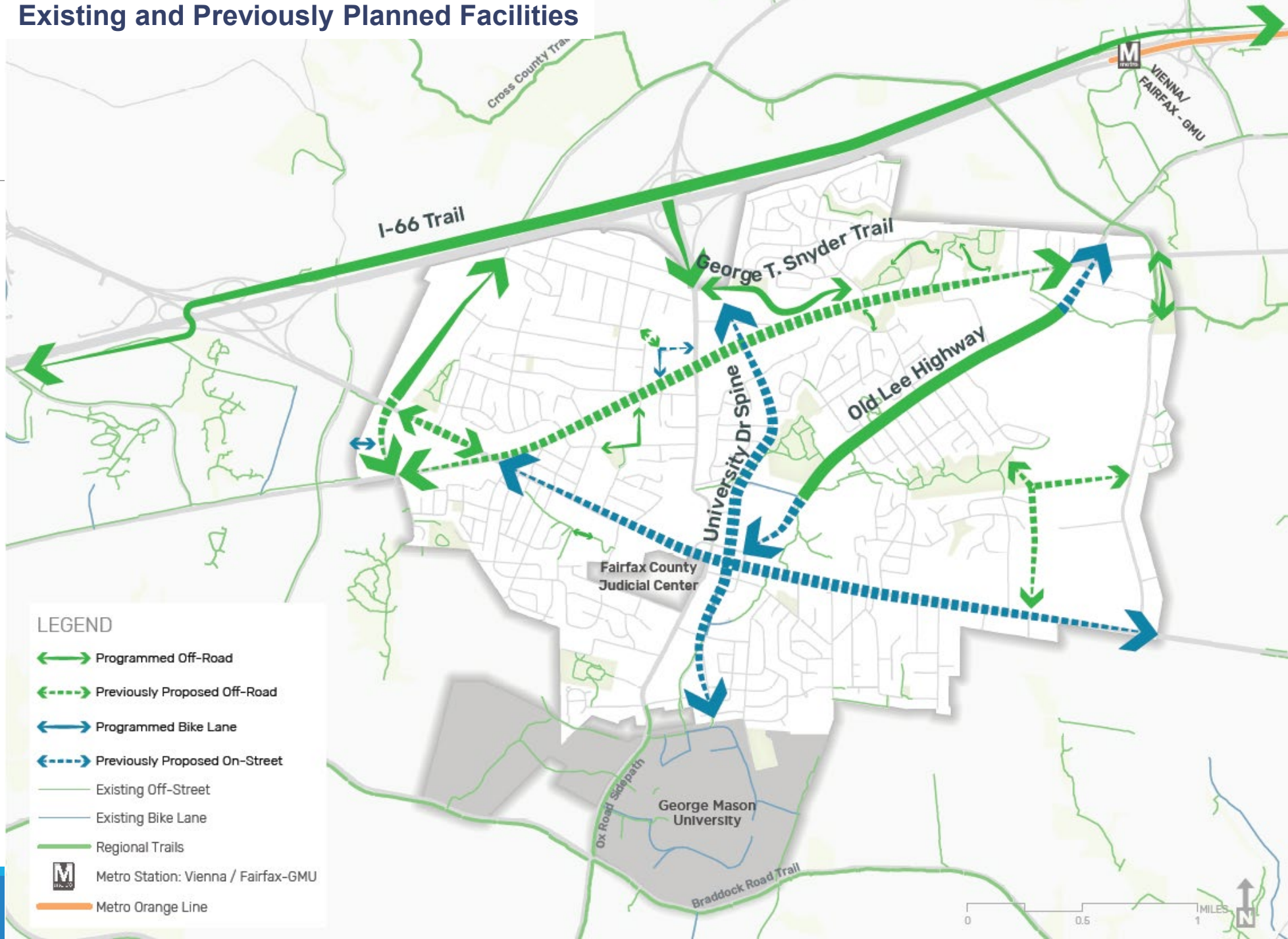


Intergenerational City

Create a bicycle network that attracts and encourages people of all ages and abilities to travel around the city by bike.

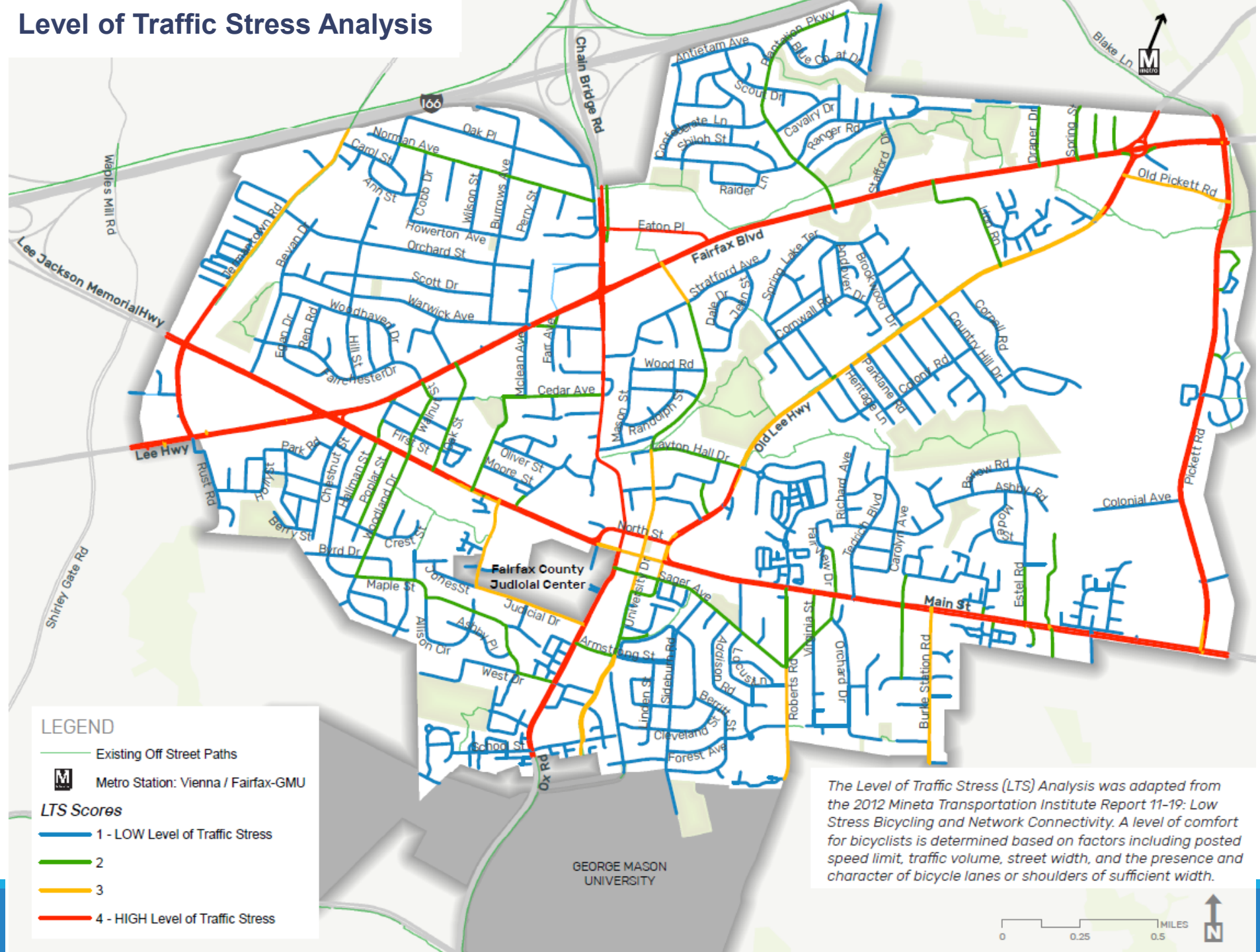


Existing and Previously Planned Facilities



Level of Traffic Stress Analysis

- Opportunities: many “low-stress” streets
- Challenges: disconnected network (streets without connections, high-stress connections across busy roads)



National Research & Best Practices

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

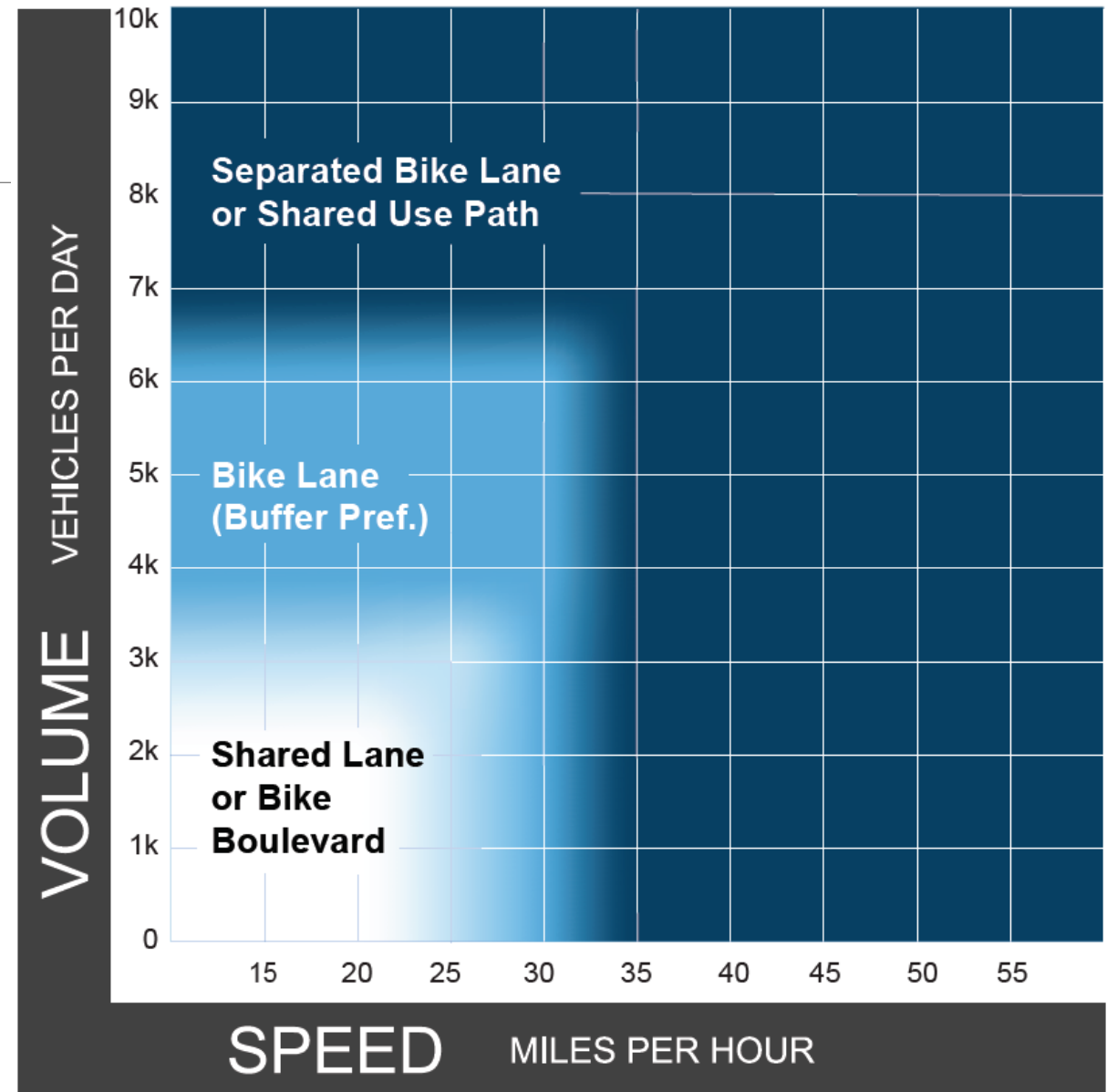
Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Source: FHWA Bikeway Selection Guide



Facility Types

SPOT IMPROVEMENTS



RECOMMENDED: 43 Locations

Spot improvements are design features aimed to improve challenging locations, usually at intersections and crossings.

BIKE LANE



RECOMMENDED: 2.4 MILES

Bike lanes provide a dedicated lane for bicycle travel on the roadway utilizing striping, pavement markings and signage.

NEIGHBORWAYS



RECOMMENDED: 19.7 MILES

Neighborways are streets with low vehicle volumes and speeds that accommodate bicycle travel through signage, pavement markings, and/or traffic calming.

OFF-STREET PATH



RECOMMENDED: 3.5 MILES

Off-street paths provide a bike facility completely separated from the roadway, are often shared with pedestrians and may vary in design and location (e.g. park trails, sidepaths next to roads, or short connector trails).

SUPER SHARROWS



RECOMMENDED: 0.87 MILES

Super sharrows are enhanced large pavement markings centered in the travel lane used to reinforce that bikes share the road with motor vehicles.

LONG TERM IMPROVEMENTS

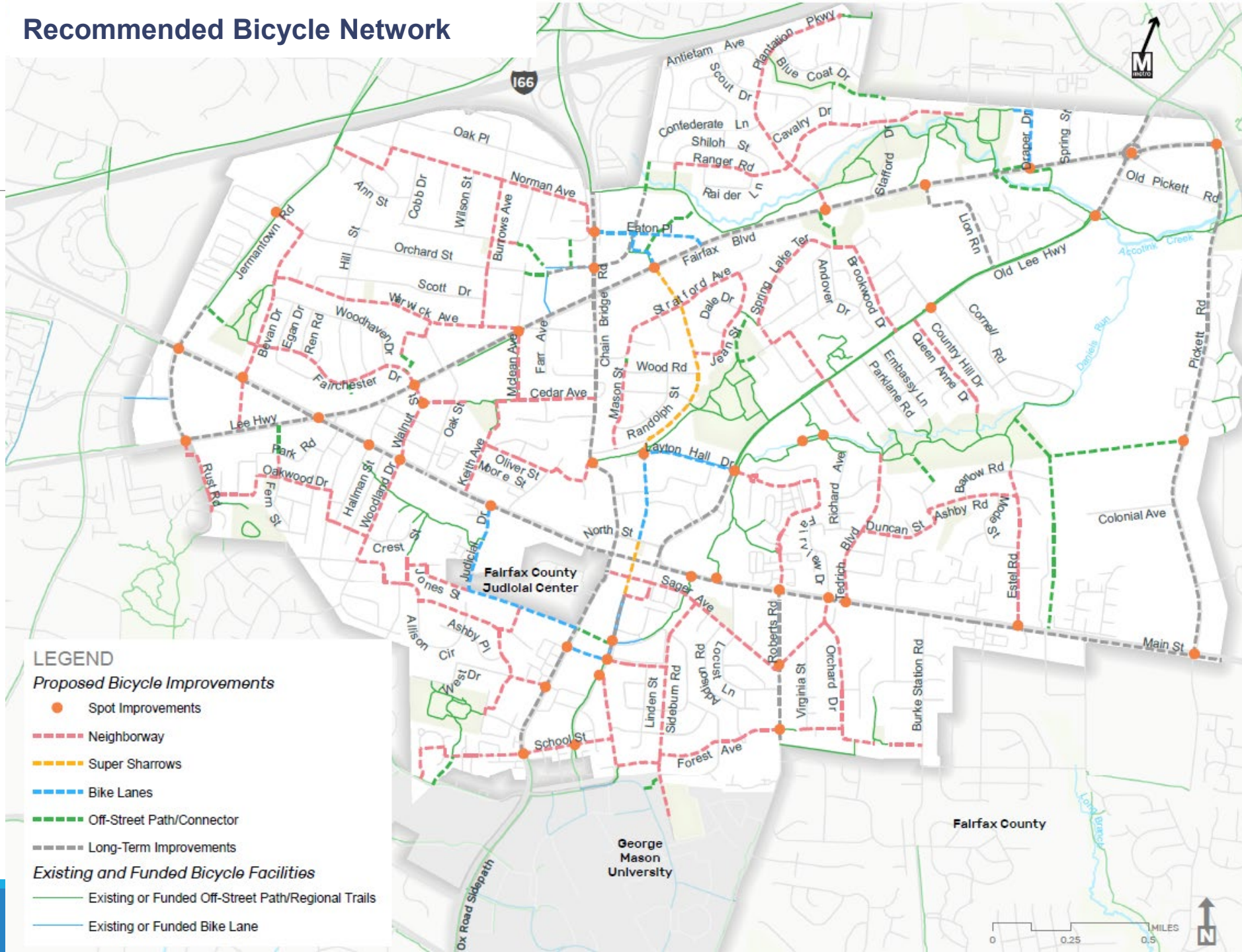


RECOMMENDED: 13.6 MILES

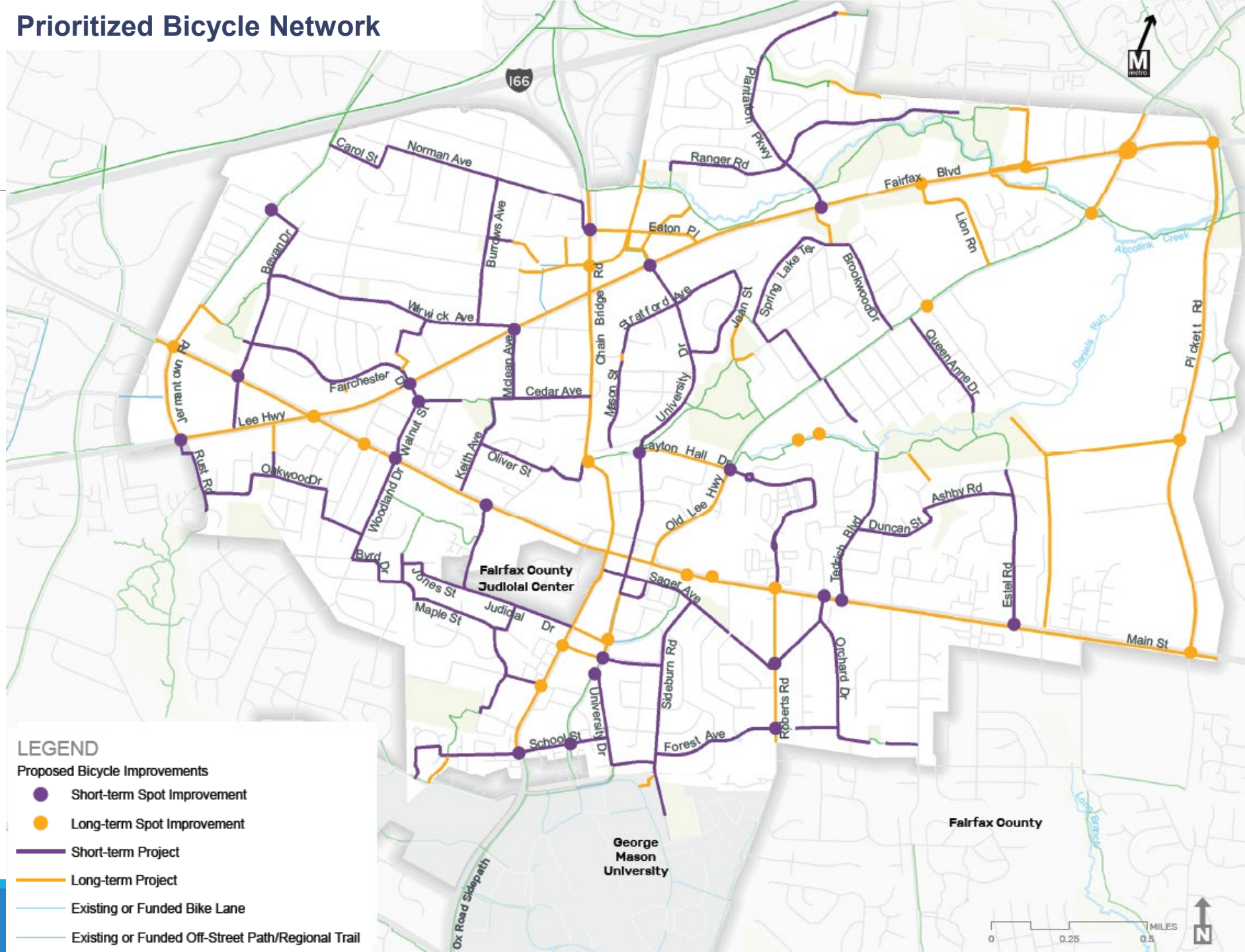
Long term improvements identify higher volume / higher speed corridors that will likely require long planning horizons and major investments.



Recommended Bicycle Network



Prioritized Bicycle Network



LEGEND

- Proposed Bicycle Improvements
 - Short-term Spot Improvement
 - Long-term Spot Improvement
 - Short-term Project
 - Long-term Project
 - Existing or Funded Bike Lane
 - Existing or Funded Off-Street Path/Regional Trail



Implementation Strategies

- Short-Term:
 - Network Branding & Wayfinding
 - Neighborway Concept Development
 - Short-term spot improvements
- Long-Term:
 - Corridor Studies
 - Focused Community Engagement
 - Funding
- Program & Policy examples:
 - Project & Partner Coordination
 - Design Standards
 - “Quick-build” Guidance
 - Education & Encouragement Programs
 - Project & Program Evaluation

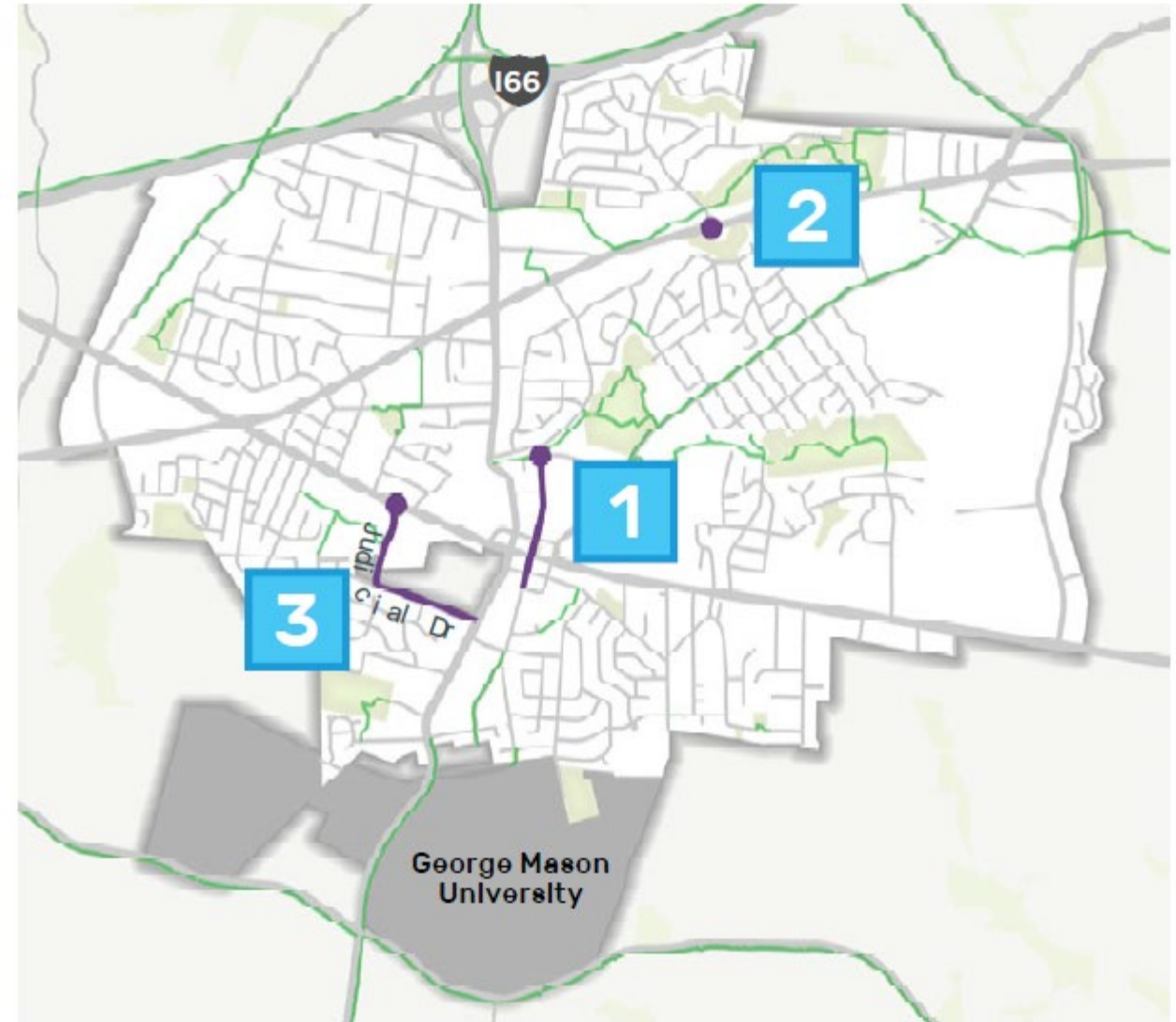
Prioritization Criteria

Criteria	Description
Connectivity	Identify projects that help expand the existing network to provide a continuous, safe biking experience.
Demand	Identify projects located in areas with the highest demand, based on access to destinations such as Activity Centers, schools, parks, and regional networks.
Feasibility	Identify “low hanging fruit” projects that may be easier to implement in the short term, such as the neighborway network.
Safety	Identify projects with the highest potential safety impacts based on crash patterns and vehicle volumes and speeds.
High Need	Identify projects located in areas of high need across the city, which includes projects that provide access to jobs.

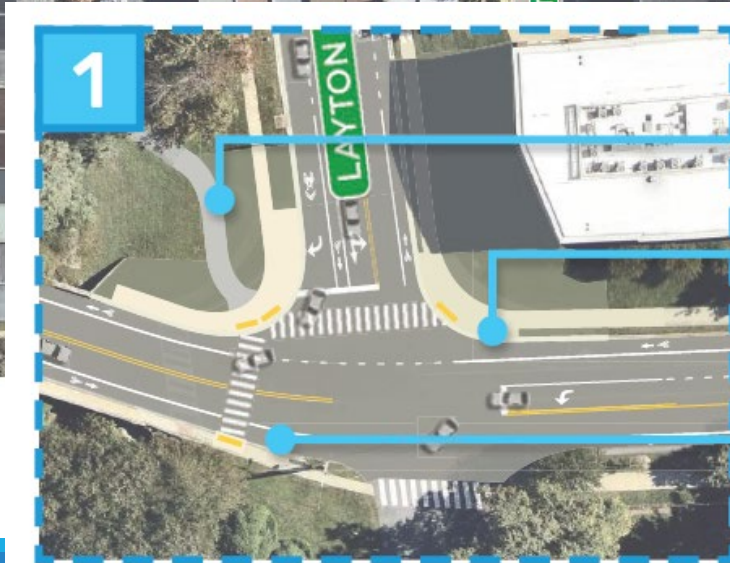


Priority Projects

- Recommend funding applications in Two Year Program for three priority projects
 - University Drive (Layton Hall to South St)
 - Plantation Pkwy and Fairfax Blvd
 - Judicial Drive



University Drive (Layton Hall to North St)



- Realign trail connection to corner.
- Remove channelized turn islands and bring crosswalk to the corner.
- Bike lanes continue north as long as practicable.

University Drive (North St to South St)



Plantation Pkwy and Fairfax Blvd



Widen existing sidewalk to at least 10-feet to provide an off-street path connection from Fairfax Blvd to existing trail crossing. Final design will need to consider right of way impacts and impacts to street trees.

Remove channelized turn island to eliminate free flow right turns and reduce pedestrian crossing times.

Remove channelized turn island to eliminate free flow right turns.

Proposed trail connection to neighborhood network.

Widen and realign curb ramp and crosswalk in front of fire station to connect to the proposed Country Club Commons trail.

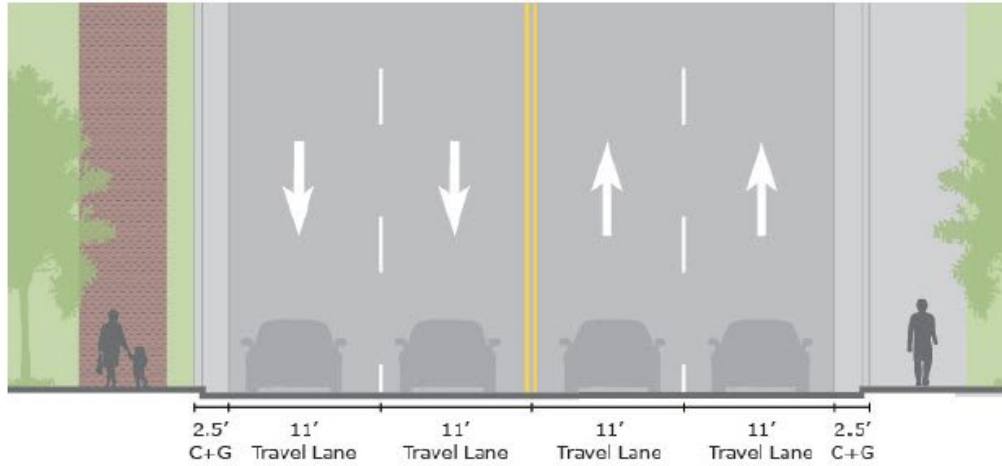


This graphic is a planning level concept only and additional traffic engineering and study is required to determine the ultimate concept.

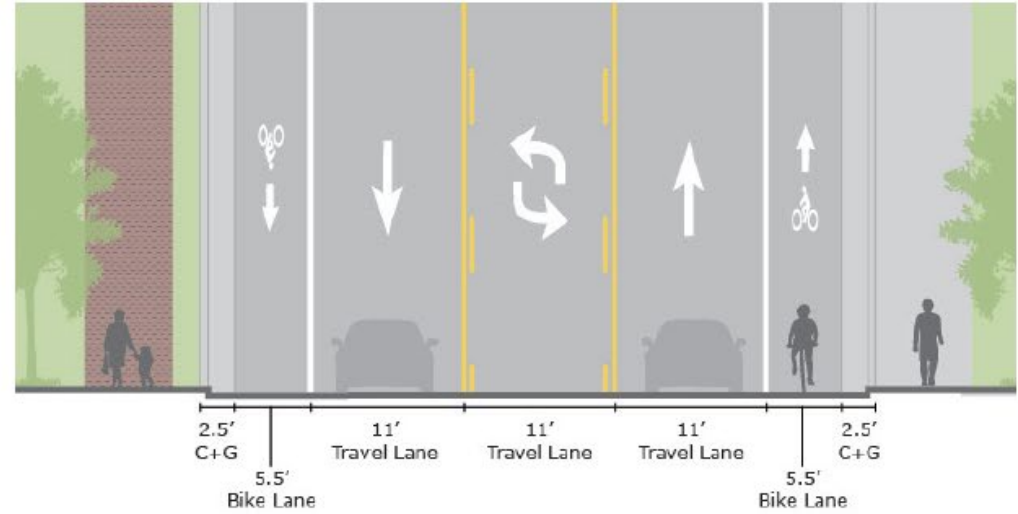


Judicial Drive

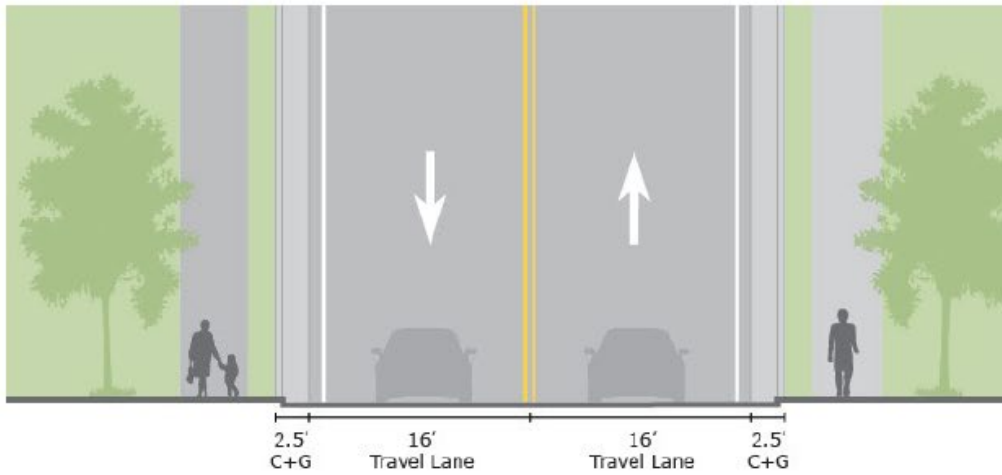
Existing Conditions (Main Street to Jones Street)



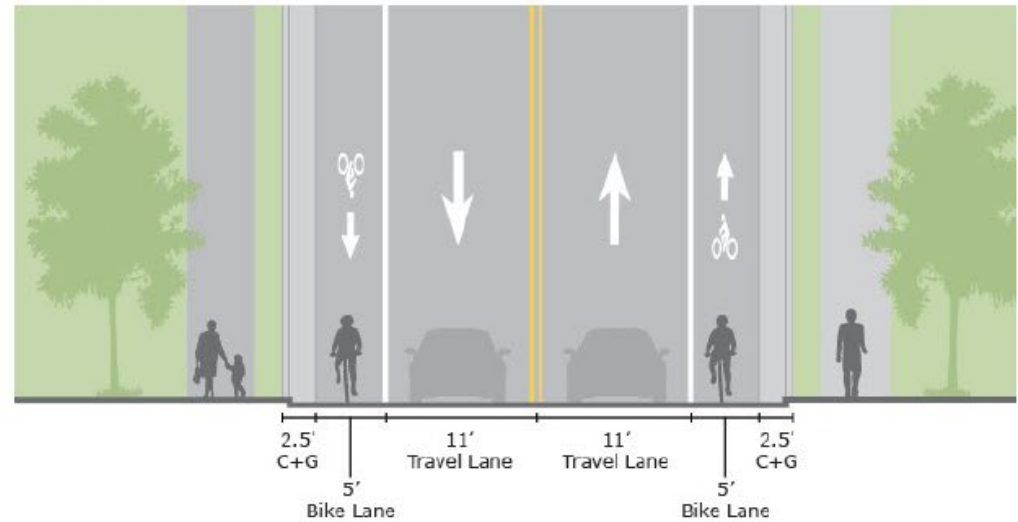
Proposed (Main Street to Jones Street)



Existing Conditions (Jones Street to Chain Bridge Road)



Proposed (Jones Street to Chain Bridge Road)



Next Steps

- June 22, 2021: Recommended City Council adoption
- Summer/Fall 2021: Submit funding applications for priority projects (aligned with Two Year Transportation Program)
- Summer/Fall 2021: Initiate other “immediate” implementation tasks



Questions?

