FINAL PLAN

2017

THE CITY OF FAIRFAX

MULTIMODAL TRANSPORTATION PLAN

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Overview

The City of Fairfax is a unique place within the greater Washington, D.C. metropolitan area. Established in 1805, the city has enjoyed a rich history as a center of commerce, governance, and justice. Encompassing an area of just over six square miles, the City of Fairfax is proximate to many important destinations in the region including Dulles International Airport and Reagan National Airport, Tysons, Arlington, and the federal core in Washington, D.C.

The nearly 25,000 residents of the City of Fairfax share a border with George Mason University, which has a student population of 33,000. The city and the university are located in the approximate geographic center of Fairfax County, which has over one million residents.

Local and regional transportation are key. 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 success and livability of the City of Fairfax.

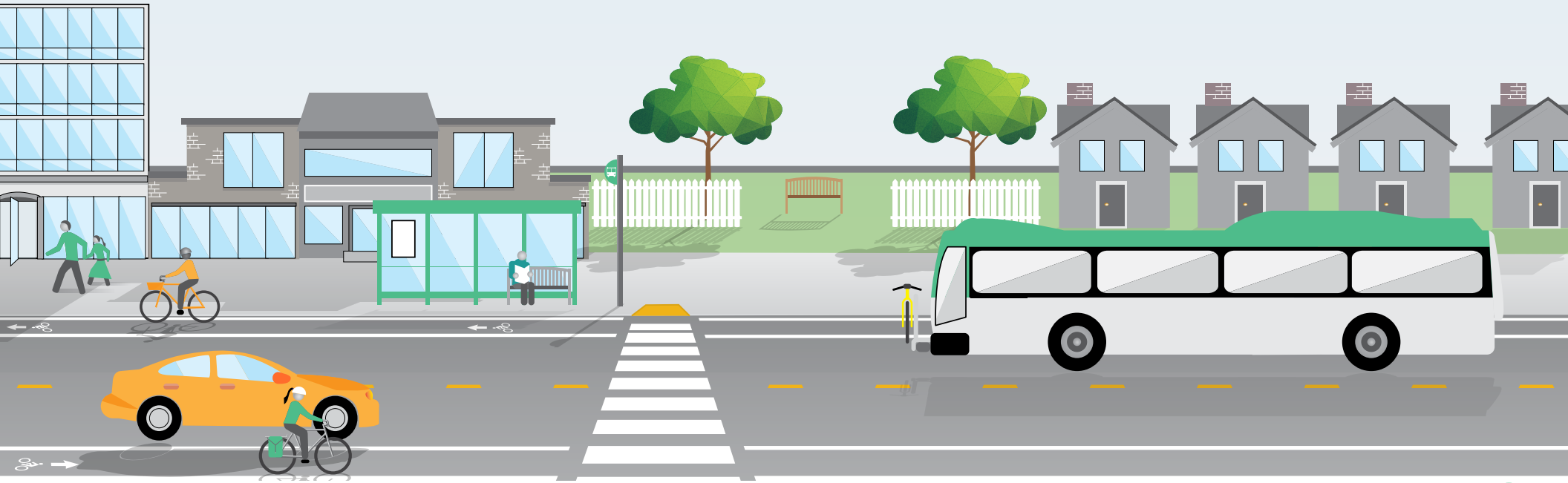
The City of Fairfax has never before completed a comprehensive multimodal transportation plan. The intent of this plan is to develop and implement strategies that will improve the operation and safety of the city's transportation system in order to achieve the larger community objectives for a vital, vibrant, and livable City of Fairfax.

"Multimodal" refers to the multiple ways (or "modes") people use to get around – car, bus, train, bike, walking, etc.

A multimodal plan incorporates the various transportation modes into an efficient and connected system.

Vision for Transportation

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.



Plan Development

VISION

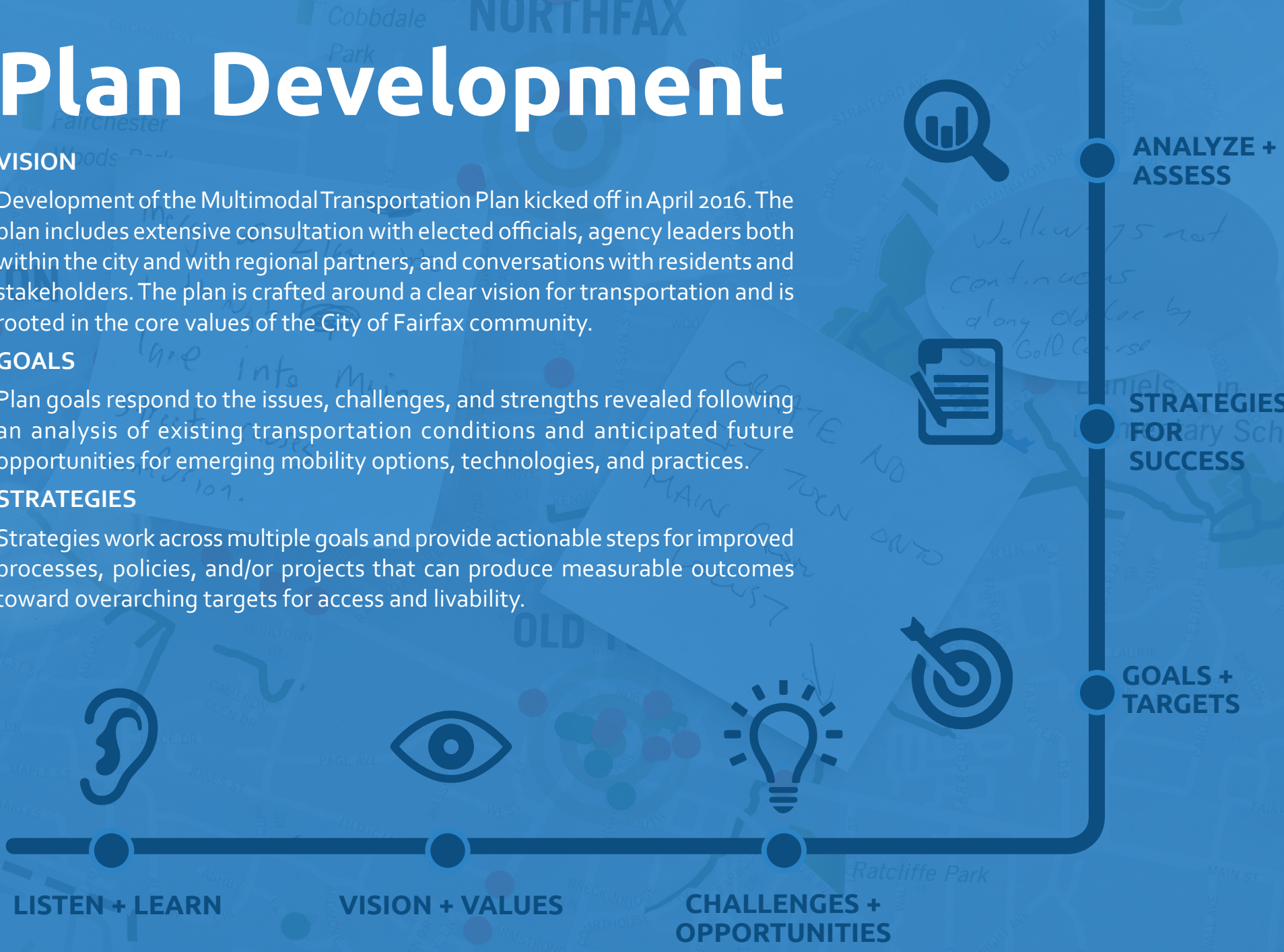
Development of the Multimodal Transportation Plan kicked off in April 2016. The plan includes extensive consultation with elected officials, agency leaders both within the city and with regional partners, and conversations with residents and stakeholders. The plan is crafted around a clear vision for transportation and is rooted in the core values of the City of Fairfax community.

GOALS

Plan goals respond to the issues, challenges, and strengths revealed following an analysis of existing transportation conditions and anticipated future opportunities for emerging mobility options, technologies, and practices.

STRATEGIES

Strategies work across multiple goals and provide actionable steps for improved processes, policies, and/or projects that can produce measurable outcomes toward overarching targets for access and livability.



Public Stakeholder Input

Many different individuals contributed to the development of this multimodal transportation plan. These individuals were able to provide their input through a number of different means.

Mayor and City Council Work Sessions

The project team presented to and conducted work sessions with city leadership at three different times during the project evolution: first to initiate the plan and understand desired outcomes, midway through the project to confirm vision, values, and goals, and toward the conclusion of the project to present and discuss draft strategies and projects for implementation.

Public Open Houses

The project team hosted three public open house meetings at various times of day, days of the week, and at locations across the city to introduce draft strategies and to gather feedback and insight from residents.

Pop Up Meetings

A key element of the project was to engage people in the midst of their daily routine. The project team set up displays to share and gather information from residents as they went about their days. Pop up mini-meetings were held at a senior center, the City of Fairfax Regional Library, outside popular local businesses, and near transit transfer locations. The project team took advantage of popular local events including Bike to Work Day, Rock the Block, and the weekly farmer's market to engage local residents and stakeholders.

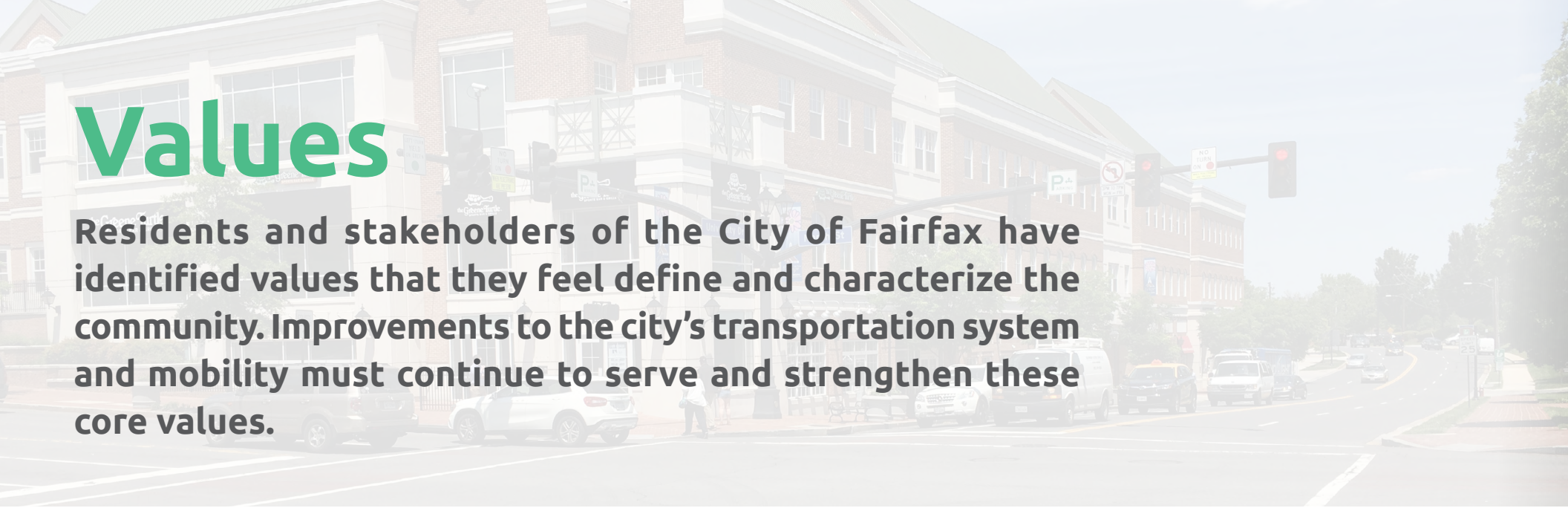
Stakeholder Interviews

Over the course of plan development, the project team met with various stakeholders including city agency leadership, representatives from George Mason University, county partners, and others. Stakeholders represented a diversity of disciplines including economic development, housing, and parks and open space.

Digital and Social Media

The team maintained a project website (www.fairfaxcitymultimodal.com) to share information electronically. Meeting activities were posted to the city's Facebook page and Twitter account. Electronic surveys were used to gather feedback on the draft plan and strategies.

In all, over 300 individuals engaged in the plan development and the review of the draft multimodal plan and strategy.



Values

Residents and stakeholders of the City of Fairfax have identified values that they feel define and characterize the community. Improvements to the city's transportation system and mobility must continue to serve and strengthen these core values.

SAFE + SECURE

The City values residents, workers, and visitors of every age and ability and strives to protect them as they travel about the city–whether walking, bicycling, taking transit, or driving.

CONNECTED

The City of Fairfax is community-oriented. Residents identify with the city as a unified community and many cherish the "small town feel" as something special within the larger, sprawling anonymity of the greater Washington region. While the city is comprised of many separate and distinct neighborhoods, residents feel they are part of a larger whole.

INTER-GENERATIONAL

The City of Fairfax is a community for every stage of life. It teems with college students and active seniors, school age children on bikes and babies in strollers. People of all ages mix together at significant community events and gatherings and this inter-generational community further contributes to the "town within a metropolis" feel.

VIBRANT

Stakeholders commonly cited the walkable center of Old Town as a desirable feature. It is an iconic gathering place and truly the public "living room" of city life. They value its vibrancy as a place to not only visit, dine, work, and shop but also as a great place to gather and visit. Residents, workers, students, and business owners alike would like to strengthen and support the vibrancy of Old Town. They hope to replicate its success in other local activity centers around the city to improve the quality of amenities, increase access, and enhance the overall livability of the city.

GREEN

The City of Fairfax has been described as a green oasis within a sprawling concrete county. The green ribbon of parks, trails, and other open spaces of the city connects across the community linking residents to nature and to each other, providing a quality amenity almost unrivaled in the region.

ROBUST

Residents value the robust choices they have regarding where to live and work, where they shop, and how they travel. Although the city is served by a robust variety of mobility options, not all transportation options are equally attractive. It is generally much safer and more convenient to travel by auto than on foot, bicycle, or by transit. Residents value choice and they support improving and expanding options, as long as the ability to use their own mode of choice is preserved.

The City of Fairfax Today

The City of Fairfax is surrounded by Fairfax County and sits within the larger Washington, D.C. region.

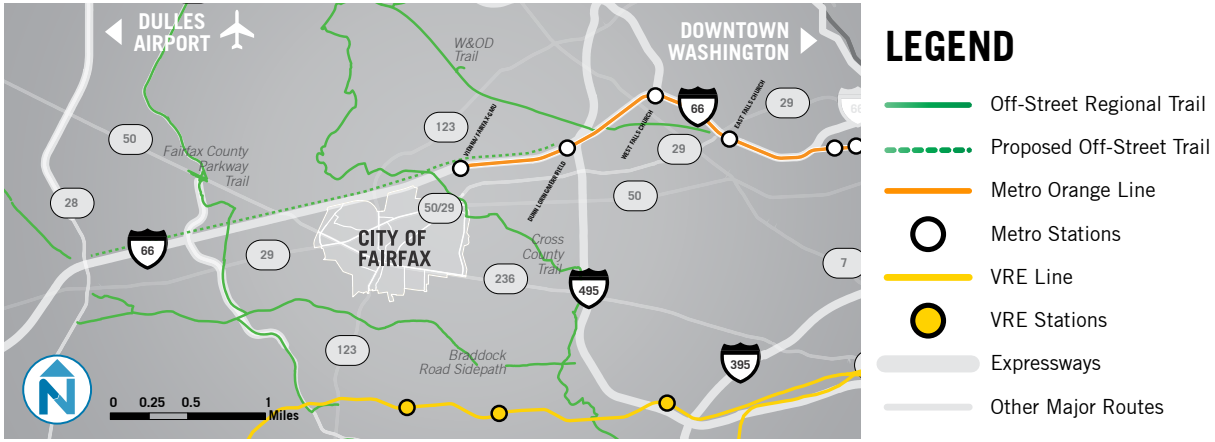
The City of Fairfax was first established as the Town of Providence in 1805 following the establishment of the Fairfax County Courthouse. The city became the hub of commerce within a predominantly agricultural area removed from the growing city of Washington. In 1874, the town adopted the name of Fairfax.

First established at the rural crossroads of Little River Turnpike and Ox Road, the City of Fairfax emerged as a more significant regional crossroads when US 50 and US 29 were officially created in 1926 as part of the original U.S. Highway system. Suddenly, the city became part of a national system linked from Sacramento, California, to Annapolis, Maryland; from Pensacola, Florida, to Baltimore, Maryland. These new roadway connections supported the City's economic growth as businesses expanded around the needs of travelers, and the industries serving the surrounding dairy farms.

Federal housing programs following the second World War catalyzed suburban development in the city, attracted returning veterans and their families, and spurred rapid population growth. The establishment of George Mason University's Fairfax Campus in 1966 further catalyzed residential and economic growth in the area. Interstate 66, proposed ten years prior, was finally completed in 1982, enabling more substantial automobile connections to the City of Fairfax. In 1986, the Metrorail Orange Line opened from nearby Vienna to Washington, D.C., offering additional travel options to the regional core. Complementing these options, a rich network of regional and local biking and walking trails connect the city with the surrounding forested areas.

Today the greater Washington metropolitan area extends well beyond the City of Fairfax, reaching into West Virginia and Pennsylvania. Fairfax itself continues to enjoy benefits and faces challenges affecting the livability of the city. The city was positioned at a physical crossroads at its founding. Today it is at a crossroads in time, choosing how it will grow and move in the future.

FIGURE 1 REGIONAL TRANSPORTATION CONNECTIONS



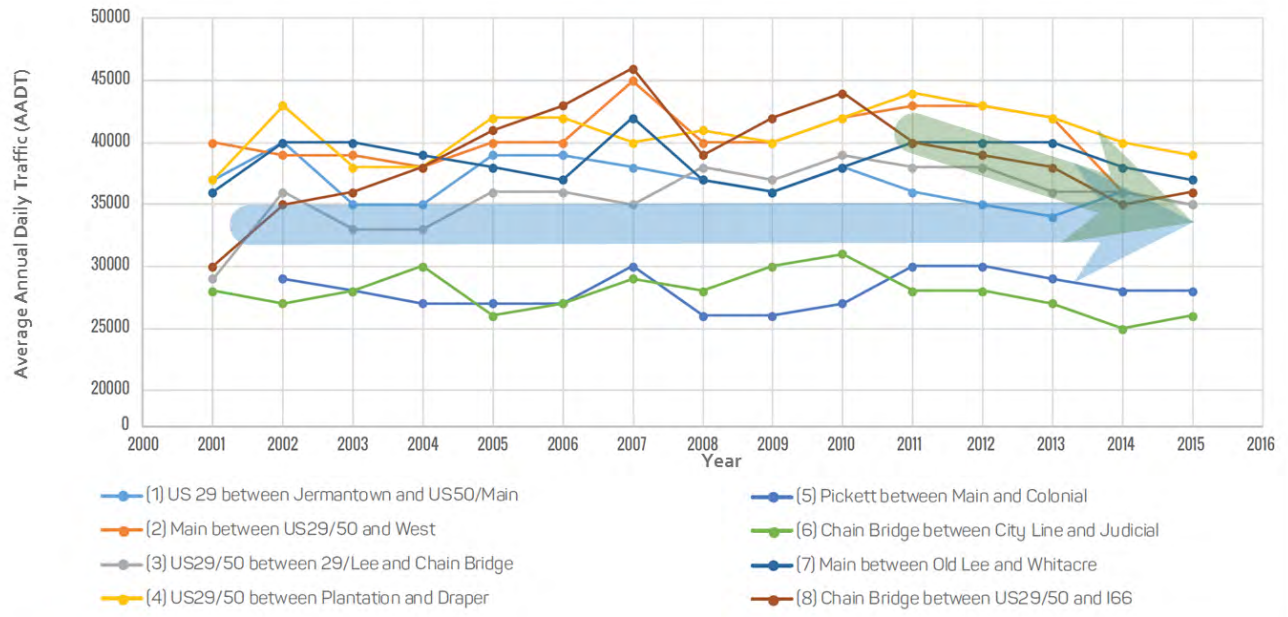
George Mason University sits on the city's southern border. Dulles International Airport, the region's largest international air hub, is 15 miles to the northwest while Tysons is 10 miles to the northeast. Arlington's Ballston-Rosslyn corridor is 15 miles to the east while the central business district of Washington, D.C. is located further east.

Most of these major regional destinations can be reached within a 30-minute drive, but vehicle travel time is unpredictable due to recurring congestion. Additionally, transit access could take three to four times longer. Commuting by bicycle is complicated by long distances separating activity centers, insufficient connections, and variable weather conditions.

Roughly 24,000 people living in nearly 9,000 households reside within the city's 6.3 square miles. Population growth in the city has been relatively flat over the past 40 years with most growth occurring since 1990. According to the City of Fairfax and the Metropolitan Washington Council of Governments (MWCOG), the city is expected to add roughly 2,000 residents by 2035[1]. In contrast, surrounding Fairfax County's population has more than doubled in the same period from roughly 500,000 in the 1970s to over 1.1 million today. The Fairfax County Department of Neighborhood and Community Services projects that the county will add 175,000 additional residents by 2035[2].

Despite the dramatic recent growth in population in the area, daily traffic volumes on the city's 16 miles of arterials have remained relatively stable over the past 15 years. Promisingly, traffic volume on several segments has actually decreased since 2010-2011. Vehicular congestion during peak hours, however, continues to aggravate residents and commuters.

FIGURE 2 AVERAGE ANNUAL DAILY TRAFFIC



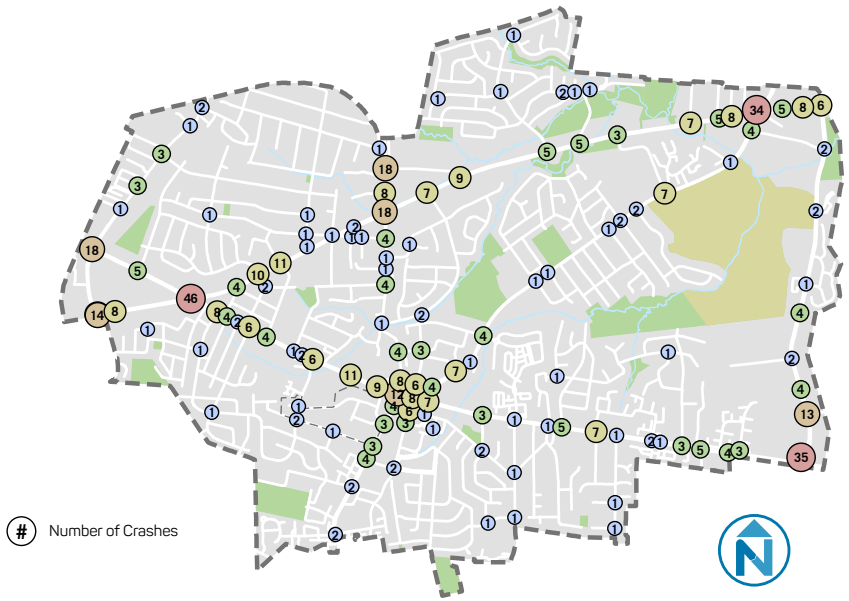
SOURCE: Virginia Department of Transportation, 2001 - 2015

The vast majority (72%) of City of Fairfax workers drive alone to work while 8% percent carpool, 11% take transit (bus or rail), and 5% work from home. Only 5% of City of Fairfax commuters walk or bike to work. Most households (94%) have at least one automobile. However, 6% of City of Fairfax residents must make do without access to a personal vehicle.

The average City of Fairfax worker travels 12.6 miles to work–a trip that takes 35 minutes on average. However, many trips are much shorter. Within the Washington region, approximately one-third of all trips (33%) are less than one mile in distance and more than 50% of these short trips are driven.[3]

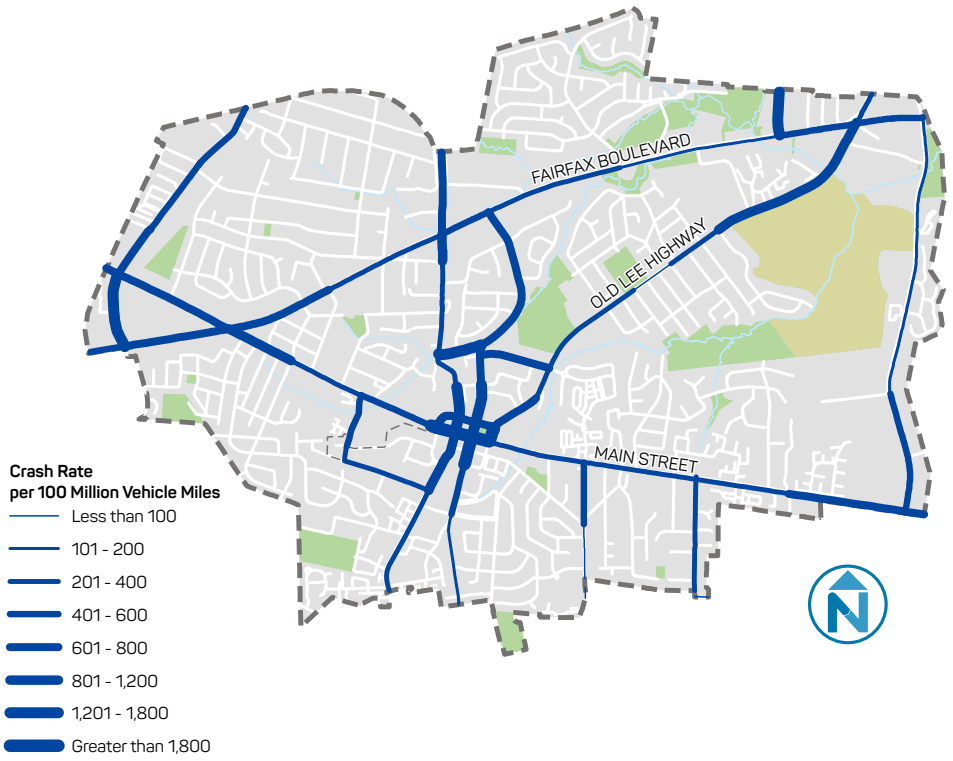
Traffic congestion is significant along most of the major corridors in the City of Fairfax and concentrated where arterials intersect. These areas also experience a high annual rate of vehicle crashes. The highest rates are concentrated at major intersections and high-density retail areas that feature significant bicycle and pedestrian travel, such as Old Town.

FIGURE 3 2015 VEHICLE CRASHES BY LOCATION



SOURCE: City of Fairfax, 2015

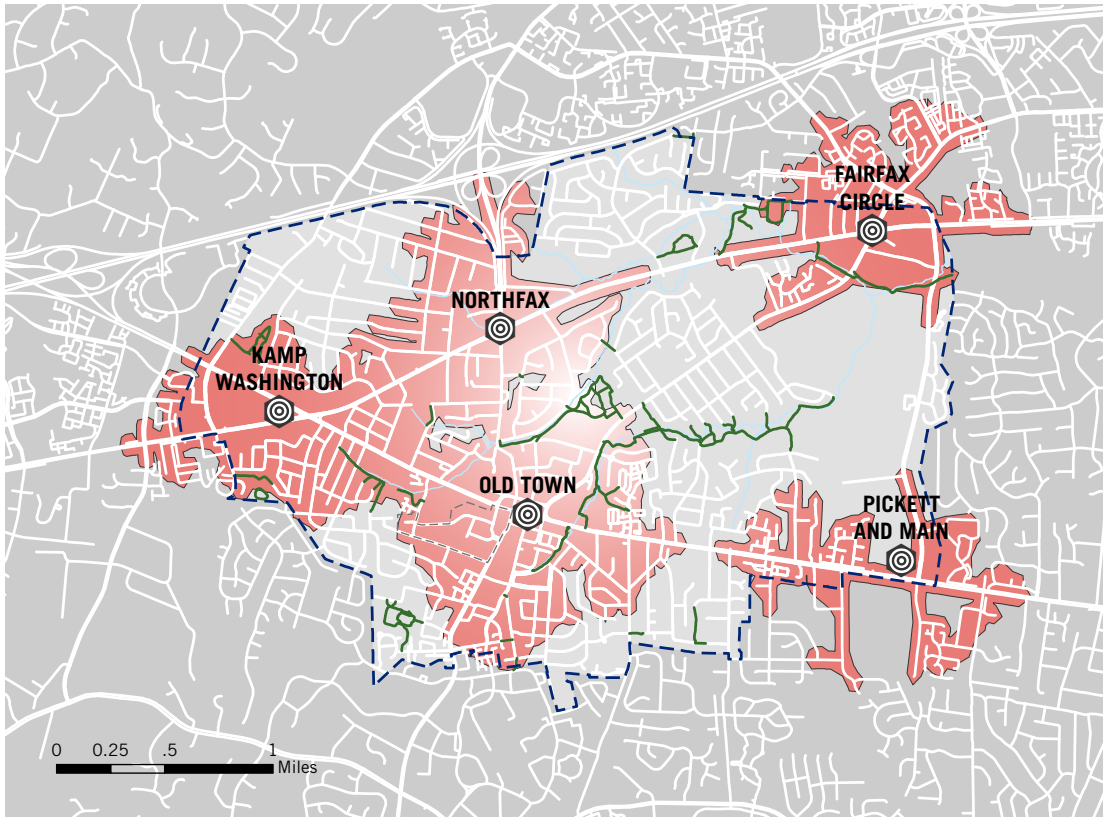
FIGURE 4 2015 VEHICLE CRASH RATES



Within the City of Fairfax, several gaps exist in the pedestrian and bicycle network. While many of the traditional neighborhoods within the city feature relatively complete sidewalk networks, many neighborhoods lack designated pedestrian facilities. While the city has a number of bicycle and pedestrian trails, the trail network is not well connected, trail surfaces vary widely, and not all are completely accessible for travel by all users. Bicycle facilities are limited, but continue to grow in number and length as the city expands the network.

Forty-four percent of City of Fairfax homes are within a 20-minute walk of the basic amenities a household requires–shopping, dining, groceries, open space, schools, and other community facilities. The city's five local activity centers largely provide these essential amenities. Except for Old Town, these local centers are generally separated from adjacent residential communities by larger block sizes, busy roadways, and missing or discontinuous pedestrian networks. High-trafficked local roadways are often difficult and dangerous for pedestrians to navigate, and complicate access to local amenities.

FIGURE 5 ACTIVITY CENTER WALKSHEDS (15 MINUTES)



SOURCE: Census Data Set H1, 2010

Fairfax facts

The City of Fairfax is centrally located

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

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

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

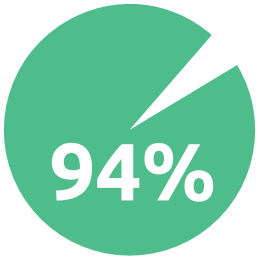
36% Of households include at least **one senior**

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 an hour**

1/3 of all household trips

are less than one mile in distance

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

Relationship to Other Plans

The Multimodal Transportation Plan is a component of the city's larger Comprehensive Plan and was prepared in concert with the 2035 Comprehensive Plan. The multimodal transportation component is designed to support the land use, open space, housing, and economic development goals and outcomes articulated by the larger plan. The transportation component provides a network and policies that respond to the needs of the present while anticipating potential future changes and opportunities.

This plan also builds on many preceding and active planning efforts, which have been reevaluated and incorporated in the Comprehensive Plan. This plan also incorporates a number of capital improvement projects approved and/or underway at the time of plan development. These include:

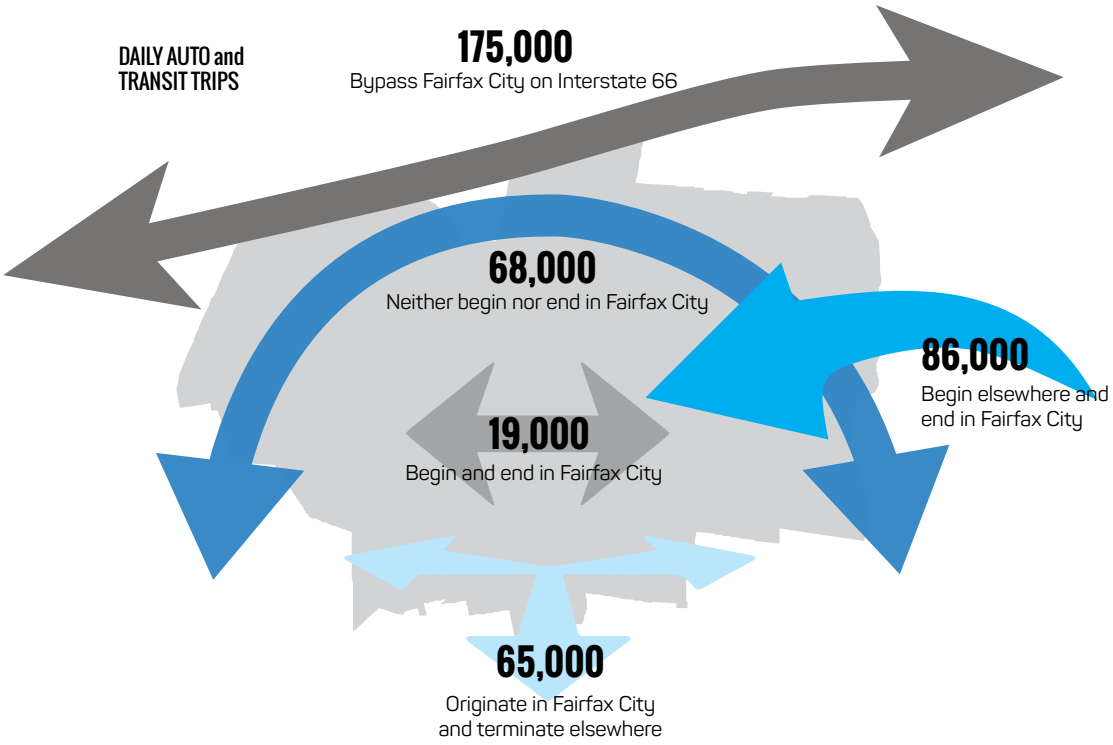
- *The Old Lee Highway Transportation Study* (2005) and *Old Lee Highway "Great Street" Conceptual Plan* (2015) examined opportunities for improvements to vehicle, bicycle, and pedestrian circulation and safety and modifications to improve the distinct character and history of the street.
- *The Fairfax Boulevard Master Plan* (2007) envisioned the redevelopment and growth of Fairfax Boulevard to create a great walkable street and foster a supporting mix of uses and destinations, while concurrently enhancing safety and traffic operations. Transportation-specific strategies recommended that a specific urban design vision–that of a multi-way boulevard–be identified. Additionally, adjoining streets would be made walkable while improving special intersections at the three unique centers along the corridor–Fairfax Circle, Northfax, and Kamp Washington.
- *The Old Town Fairfax Circulation Analysis* (2014) evaluated the performance of the two- way operation of Main Street and North Street in Old Town Fairfax following their 2006 conversion from one-way operations. The analysis found that the two-way conversion was generally favorable and positively served the objectives of increased safety and satisfactory operations.
- *The Mason to Metro Bicycle Plan* (2012) was a coordinated effort between George Mason University and the City to establish a bicycle route that links the Vienna Metro Station to the GMU campus. The plan outlines alternative routes and bicycle infrastructure improvements required to make these connections safer and more accessible for bicyclists.
- The three-day Vision Fairfax-Mason Charrette (2014) examined connectivity, livability, and sustainability between Old Town and George Mason University and recommended immediate, short, and long term connectivity improvements between the two areas.
- Northern Virginia Transportation Authority's *TransAction Update* (2017) builds on the vision and goals developed for previous TransAction plans to develop a comprehensive long-range transportation plan that reduces congestion and improves the quality of life in Northern Virginia.
- The *VTrans Multimodal Transportation Plan* is the long-range, statewide multimodal policy plan that lays out the overarching vision and goals for transportation in the Commonwealth.
- *Momentum*, the Washington Metropolitan Area Transit Authority's Long Range Plan, outlines Metro's vision for the future. The plan builds on the work underway to rebuild the system and lays out near-term goals for 2025 along with the steps that Metro must take to prepare for future growth.

Challenges and Opportunities

Regional traffic challenges local quality of life.

Every day, 68,000 regional travelers, most of them motorists, travel through the City of Fairfax without making a stop in the city. As traffic congestion continues to worsen on major regional corridors such as I-66 and Braddock Road this "cut through" traffic threatens to increase.

FIGURE 6 DAILY TRIPS TO, FROM, AND THROUGH THE CITY OF FAIRFAX

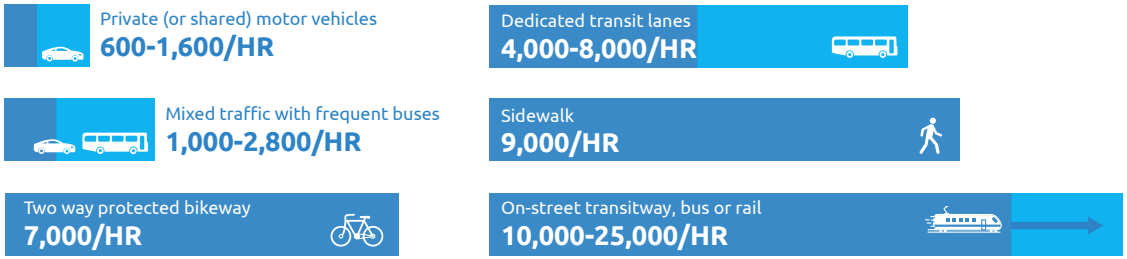


SOURCE: MWCOG 2.3 v57a Model, 2015

The City of Fairfax's roadway network is largely built out.

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 7 PEOPLE MOVING CAPABILITY OF VARIOUS TRANSPORTATION MODES



Limited connectivity reduces mobility.

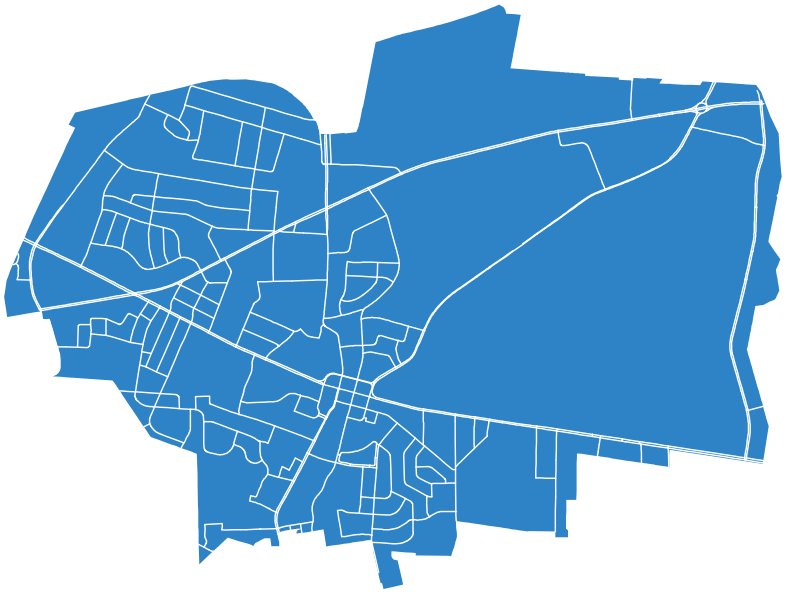
The city has 104 centerline miles of streets. However, only 61% of them connect to neighborhoods or major corridors. While limited connectivity discourages cut-through traffic on local streets, it also constrains resident access in and out of their neighborhood. Oftentimes non-motorized access (bicycle and pedestrian) is equally constrained, placing all users–bicycles, pedestrians, transit vehicles, and private motorists–at the same location causing further conflict, congestion, and potential safety concerns among travelers.

FIGURE 8 TOTAL AND FUNCTIONAL VEHICULAR NETWORKS

TOTAL STREET GRID

A comparison of the entire City of Fairfax 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 the city center and areas immediately northwest, southwest, and south of city boundaries.

The City of Fairfax boasts a number of valuable transportation assets.

Residents desire additional choices in travel. Among plan participants responding to an early survey, of the nearly three-quarters of residents who currently drive alone to work, more than two-thirds expressed a desire to have the option to travel by some other means. Current constraints to non-auto travel includes 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 an enviable trail network on which to build to provide safe, attractive and convenient non-motorized access while concurrently promoting both physical and mental health and well-being.

CUE

The CUE bus system is well respected and generally well used. Buses operate at a good span of service–generally over 16 hours a day most days of the week. Frequency of service is, however, limited. Real-time bus tracking and arrival information helps ease rider anxiety and frustration. Combining transit applications with multimodal trip planning services provides the rider with greater choice and convenience to weigh their travel decisions depending on time, cost, or other considerations.

ECONOMY

The strong Northern Virginia economy continues to make the City of Fairfax an attractive place to live and invest. A number of large land parcels in the city, and particularly around the local activity centers, provide opportunities for compact infill development. Such development can actually 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 access the needs of daily life without ever getting in a car. Those who must drive may take just one vehicle trip and accomplish a number of other errands on foot within the same area. Compact infill development is better able to support transit service and thus may enable more frequent transit service benefiting travelers across the area.

Shared mobility options continue to grow nationally and in the Washington region.

Shared travel options such as carpooling, Uber ride hailing, or Capital Bikeshare offer an opportunity to meet local travel needs conveniently and cost effectively while reducing single occupant vehicle travel. New mobility options are popping up in cities and towns across the United States. While not all are appropriate for the City of Fairfax, some may be important components of a sustainable mobility ecosystem in the city.

Best Practices/Future Trends

BIKE SHARE

The central jurisdictions of the region (Washington, D.C. and Arlington County) launched Capital Bikeshare (CaBi) in 2010 with 400 bikes and 50 stations. Since that time the system has expanded to 2,500 bikes at over 400 stations across a number of additional jurisdictions in the region, including Fairfax County. City of Fairfax stakeholders and partners expressed an interest in bringing bike share to the city, either expanding CaBi or establishing an independent system serving local travel needs.

CAR SHARING

Car sharing has been operational in the region for over a decade. Zipcar and Enterprise Carshare are the largest operators in the region at the present time. Both offer round-trip as well as point to point or one-way rental options. Round-trip car sharing requires that the user return the vehicle to the same designated spot when finished with their rental period.

One-way car share allows a user to take the car from one point within a service area and leave it at a different legal parking space within the area. Car2go operates within the District of Columbia and Arlington County offering one-way service. The fee for round-trip car share is typically on an hourly or daily basis while the cost for a one-way car share trip is typically calculated on a minute and distance basis.

Peer to peer car sharing closely mimics the round-trip car share service provided by car share companies but is instead provided by individual auto owners listing their personal car available for use to other "members" via an electronic platform.

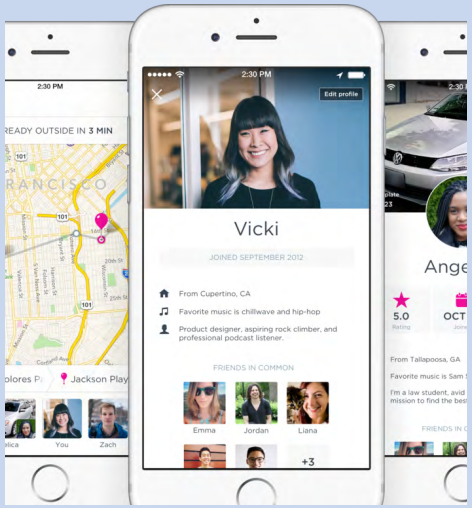
Best Practices/Future Trends

RIDE-SOURCING

Taxis are a traditional form of ridesourcing where a passenger calls into a central dispatch or hails a clearly branded vehicle to provide them with a one-way ride. Smartphones and app based services have enabled the rise of Transportation Network Companies (TNCs) such as Uber and Lyft. TNCs use an online mobile platform to connect passengers to drivers, who use their own personal vehicles. With less oversight and regulation the cost of a TNC ride at the present time is generally lower than a taxi trip.

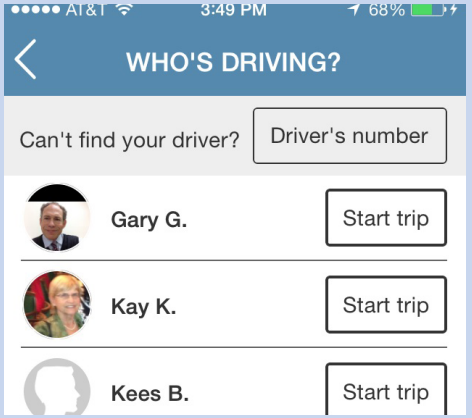
AGGREGATED RIDE-SOURCING

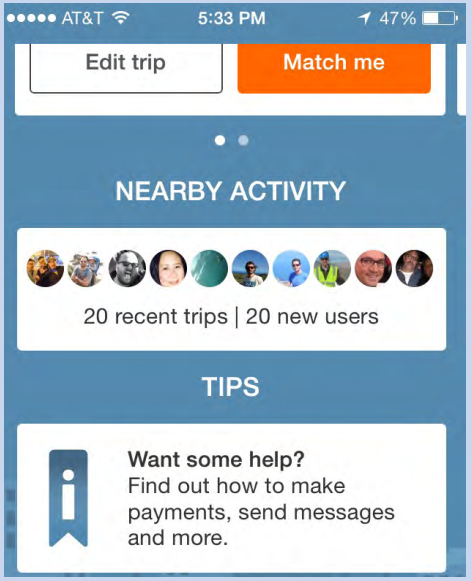
The platforms used for ridesourcing have become progressively more sophisticated. Several TNCs now offer riders the option of sharing a ride with others traveling along their general line of travel to even further lower trip costs, concurrently increasing travel efficiency with higher vehicle occupancy within the same roadway space. Uber offers "Uber Pool" while Lyft supports "Lyft Line." These aggregated ride-sourcing options pool riders, lowering operating cost and thus lowering overall travel costs.



PRE-ARRANGED OR DYNAMIC CARPOOLING

Multiple web or smartphone based applications now exist that facilitate carpooling both on a regular basis (pre-arranged) or sporadically. Apps like Zimride and Ride Amigos match drivers with passengers along a pre-determined route and planned time of day. Somewhat akin to online dating, if desired, some applications permit drivers and riders to be matched across complimentary characteristics such as employment or student status, gender, age, and even music preferences. Dynamic carpooling is the electronic equivalent of the traditional Washington region practice of "slugging" where drivers can spontaneously be matched with a rider in real time along their intended route. Under both models, drivers and passengers share costs and take advantage of the benefit of high occupancy lanes by capitalizing on existing excess capacity (e.g. empty seats) in the existing system.

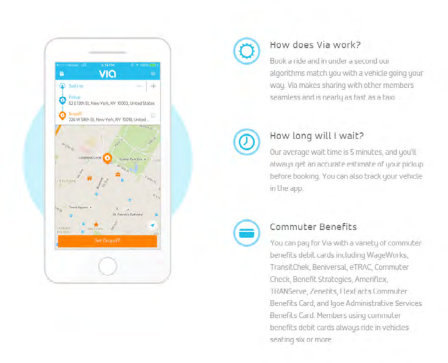


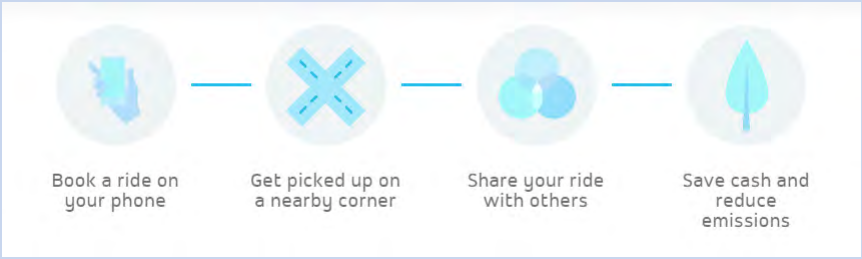


Best Practices/Future Trends

MICROTRANSIT

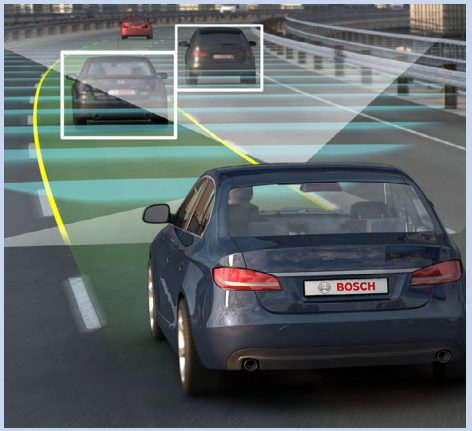
Microtransit follows the same principle as aggregated ride sourcing, but generally with even more added efficiency. It uses online services to dynamically generate on-demand routes along an efficient travel path. Rather than picking each passenger up at the door of their origin, passengers may need to walk a short distance to a collector road and arrive at the designated location shortly before the vehicle arrives. By reducing the amount of circling and the dwell time waiting for passengers, microtransit reduces travel time and delay, increases vehicle efficiency, and reduces individual travel costs.





CONNECTED + AUTONOMOUS VEHICLES

Vehicular technology continues to progress at a rapid rate, and the time is soon coming when a human driver may no longer be needed to operate passenger vehicles. Connected vehicles have the ability to communicate with one another and with the surrounding infrastructure, provided the infrastructure has "smart" capabilities. Autonomous Vehicles (AVs) can operate independently by observing cues in the built environment, much the way a human operates. Emerging vehicles will likely utilize the capabilities of both connected and autonomous technologies. Such vehicles are generally significantly safer than human operators and have the ability to dramatically increase the efficiency and capacity of existing roadway facilities and decrease the need to operate and store (e.g. park) private vehicles. Thus, autonomous vehicles, with the right policy guidance, have the ability to reduce vehicle ownership, reduce the need for long-term parking, and increase accessibility and mobility across the economic spectrum in both urban, suburban, and small-city contexts like the City of Fairfax.



Smart Infrastructure + Real-Time Information

Improved technology in both Intelligent Transportation Systems (ITS) and better information for users also provides great promise for more efficiency in mobility systems and greater predictability and control for users. The following system elements have been implemented elsewhere in the greater Washington D.C. area. Some elements may be appropriate for managing traffic and improving trip making in the City of Fairfax.

SMART SIGNALS

These signals are connected to a central control center and may be adjusted either according to a programmed algorithm or adjusted by central control. Smart signals can adjust to changing demands in the roadway network and may be used to facilitate the advancement of transit vehicles (transit signal priority or TSP), passively detect pedestrians and people on bicycles, and/or meter traffic volumes to even out the flow of traffic and mitigate congestion, improving the operation and efficiency of multiple modes.

DYNAMIC SIGNAGE

Dynamic signage includes variable message boards and variable speed signs such as those found along I-66, and also includes urban signage indicating the location and availability of parking spaces. These signs provide real-time information to motorists without requiring the use of a smartphone or app. Dynamic signage at transit stops can indicate to riders the next bus anticipated to arrive and the time of arrival. Dynamic signage can help to better distribute traffic loads, minimize unnecessary circling of vehicles searching for parking, and increase user confidence with regard to transit. Commonly, dynamic signage can reduce traffic volumes by 10% to 30%, particularly in central business areas.

DEMAND-RESPONSIVE PRICING

Applying basic economic principles to encourage more efficient use of the transportation system, demand-responsive pricing uses real time and/or historical information on parking or travel demand to optimize supply and demand. When demand is high and available supply (or capacity) is low, mobility services are priced higher. During periods of low demand, the cost of travel or parking is correspondingly low. Such strategies reduce congestion, increase efficiency in the system, and ensure the availability of reliable capacity (for a price) for essential trips. When coupled with lower cost, higher capacity travel options such as transit, ridesharing/ride sourcing, and safe non-motorized options, demand-responsive pricing can appropriately meet travel needs without necessarily resulting in higher overall transportation costs to users.

TRAVEL PLANNING APPS

The best travel planning apps integrate a number of different travel options including driving (in a personal vehicle or ride-hail vehicle), transit, bicycle, walking and/or a combination of multiple modes. These apps provide users with real time information on both travel time and travel cost, including the probability of unexpected travel delay, while some also provide information on personal and environmental health benefits or impacts of various choices. Smart applications link directly to appropriate other applications to help the traveler arrange the mode of travel they selected, such as hailing an Uber or reserving a car share vehicle. Travel apps and mobility service payment systems are evolving such that in the near future, travelers will also be able to pay for their transit trip, bike share use, or high-occupancy tolls all from a single point of transaction. This should help to even the playing field of awareness and convenience across all travel options.

Goals

The plan is designed to achieve four critical goals. Each goal serves several of the community values discussed on Page 5. Values supported by each goal are identified via color code on the following pages.

Goals are aimed to achieve a number of outcomes accomplished through key recommended actions.

1 CONNECT with the region

2 Provide viable and attractive mobility CHOICES

3 Integrate transportation with LAND USE

4 Adopt POLICIES AND PROCEDURES for strategic transportation decision making

Multimodal Goal 1

Connect with the Region

VALUES

The City of Fairfax 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. 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 the overarching community values of safety, connection, and robust choices in travel options.

LEGEND

- SAFE + SECURE
- CONNECTED
- INTER-GENERATIONAL
- VIBRANT
- GREEN
- ROBUST

MM OUTCOME 1.1:	Corridors for regional travel and connections to regional networks and destinations are enhanced and improved
MM ACTION 1.1.1	Continue to participate in regional planning efforts to increase connectivity in the regional road, transit, and trail networks.
MM ACTION 1.1.2	Collaborate with WMATA and regional partners to ensure that any western extension of Metro's Orange Line includes a station location accessible to and benefiting City of Fairfax stakeholders.
MM ACTION 1.1.3	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail Station including:
1.1.3.1	Improving pedestrian connections from the Fairfax Circle area to the Metro station area.
1.1.3.2	Improving bicycle facility connections and crossings across Fairfax Boulevard from the City of Fairfax to the Metro station.
1.1.3.3	Continuing collaboration with George Mason University to enhance bicycle and transit connections between the university and the metrorail system.
MM ACTION 1.1.4	Expand trail and bicycle networks to connect to regional facilities and destinations, including:
1.1.4.1	Improving connections and logical links to the Cross-County Trail and beyond to the Washington and Old Dominion (W&OD) trail.
1.1.4.2	Improving trail connections south along Route 123 to connect to the Braddock Road Sidepath and on to Lorton, VA.
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.
MM ACTION 1.1.5	Improve the Blake Lane-Jermantown Road corridor. Specifically, the city will:
1.1.5.1	Complete a transportation study to determine necessary facility improvements and operational plan.
1.1.5.2	Coordinate with Fairfax County and VDOT on the widening of the Jermantown Road bridge over I-66.
1.1.5.3	Pursue a connection from Jermantown Road to Waples Mill Road north of Fairfax Boulevard.

Multimodal Goal 1

MM ACTION 1.1.6	Support Fairfax County in pursuing improvements to Braddock Road to facilitate its operation as a critical regional corridor.
MM ACTION 1.1.7	Complete the Government Center Parkway.
MM ACTION 1.1.8	Improve safety and ensure continued efficiency of Pickett Road as a regional north-south corridor and important truck route.
MM OUTCOME 1.2:	Safety and operations in the regional network are improved
MM ACTION 1.2.1	Conduct a detailed study of Fairfax Circle to improve safety and operations, potentially including geometric changes to the existing circle configuration.
MM ACTION 1.2.2	Complete improvements to Kamp Washington intersection (Main Street and Fairfax Boulevard).
MM ACTION 1.2.3	Complete improvements to the Northfax intersection of Fairfax Boulevard and Chain Bridge Road.
MM ACTION 1.2.4	Simplify multi-leg and offset intersections, such as the intersection of McLean Avenue, Warwick Avenue, and Fairfax Boulevard.
MM ACTION 1.2.5	Address safety and operational deficiencies at major intersections, such as the intersection of Eaton Place and Chain Bridge Rd.
MM ACTION 1.2.6	Continue city participation on regional transportation boards.
MM ACTION 1.2.7	Promote a regional approach to public transportation planning.
MM ACTION 1.2.8	Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.

Multimodal Goal 2

Provide viable and attractive mobility choices

VALUES

Many residents envision the City of Fairfax as a walkable place where neighbors can meet each other in Old Town Square or stroll down one of the many trails. They describe bicycling neighborhood streets with friends and visiting nearby shops during their youth.

Today's reality, however, is that the city is heavily dominated by cars and vehicle traffic. Walking or bicycling on busy major streets is 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 cars.

Achieving residents' desired mobility requires providing a balanced system where people can choose the best mode for them depending on their needs.

MM OUTCOME 2.1:	Pedestrian safety is improved
MM ACTION 2.1.1	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.
MM ACTION 2.1.2	Ensure the pedestrian network is accessible to all and meets the requirements of the Americans with Disabilities Act (ADA).
MM ACTION 2.1.3	Enhance safe routes to school, safe routes to transit, and safe routes to community facilities, completing specific planning efforts as required.
MM ACTION 2.1.4	Improve pedestrian crosswalks. Crosswalks should be provided across all legs of all intersections.
MM ACTION 2.1.5	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.
MM ACTION 2.1.6	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail Station including:
2.1.6.1	Improving pedestrian connections from the Fairfax Circle area to the Metro station area.
MM ACTION 2.1.7	Expand safety education efforts to educate all road users on pedestrian awareness and safety. Educate residents on proper pedestrian procedures and available pedestrian facilities to increase comfort and safety and encourage more walking.

LEGEND

- SAFE + SECURE
- CONNECTED
- INTER-GENERATIONAL
- VIBRANT
- GREEN
- ROBUST

Multimodal Goal 2

MM OUTCOME 2.2:	The "Green ribbon," the city's existing parks and trail network, is connected and expanded
MM ACTION 2.2.1	Fill gaps in the trail network. Complete connections to existing segments, implement projects proposed by the Parks and Recreation Master Plan, and pursue new trail connections as needed.
MM ACTION 2.2.2	Connect the George Snyder Trail to the planned I-66 trail facility.
MM ACTION 2.2.3	Improve trail crossings across arterial streets, including Fairfax Boulevard at Pickett Road and Main Street at Main Street Square and Railroad Avenue.
MM ACTION 2.2.4	Provide wayfinding, trail blazing and traffic calming/safety, and non-motorized facility improvements to provide connections between parks and trails.
MM ACTION 2.2.5	Increase resident awareness of trail networks and connections.
MM OUTCOME 2.3	Bicycle network, facilities, and programs are improved
MM ACTION 2.3.1	Develop and adopt a bicycle network plan linking major destinations including George Mason University, Old Town, Metrorail, and the regional trail system.
MM ACTION 2.3.2	Review bicycle facility design standards to ensure best practices in design and delivery of facilities.
MM ACTION 2.3.3	Expand the provision of bicycle racks for short term bicycle parking.
MM ACTION 2.3.4	Adopt bicycle-supportive policies for development projects where applicable, including expanded provision of short- and long-term bicycle parking, showers, and changing facilities.
MM ACTION 2.3.5	Complete a bike share 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.
MM ACTION 2.3.6	Provide initial support to establish bike share in the City of Fairfax.
MM ACTION 2.3.7	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.
MM ACTION 2.3.8	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.

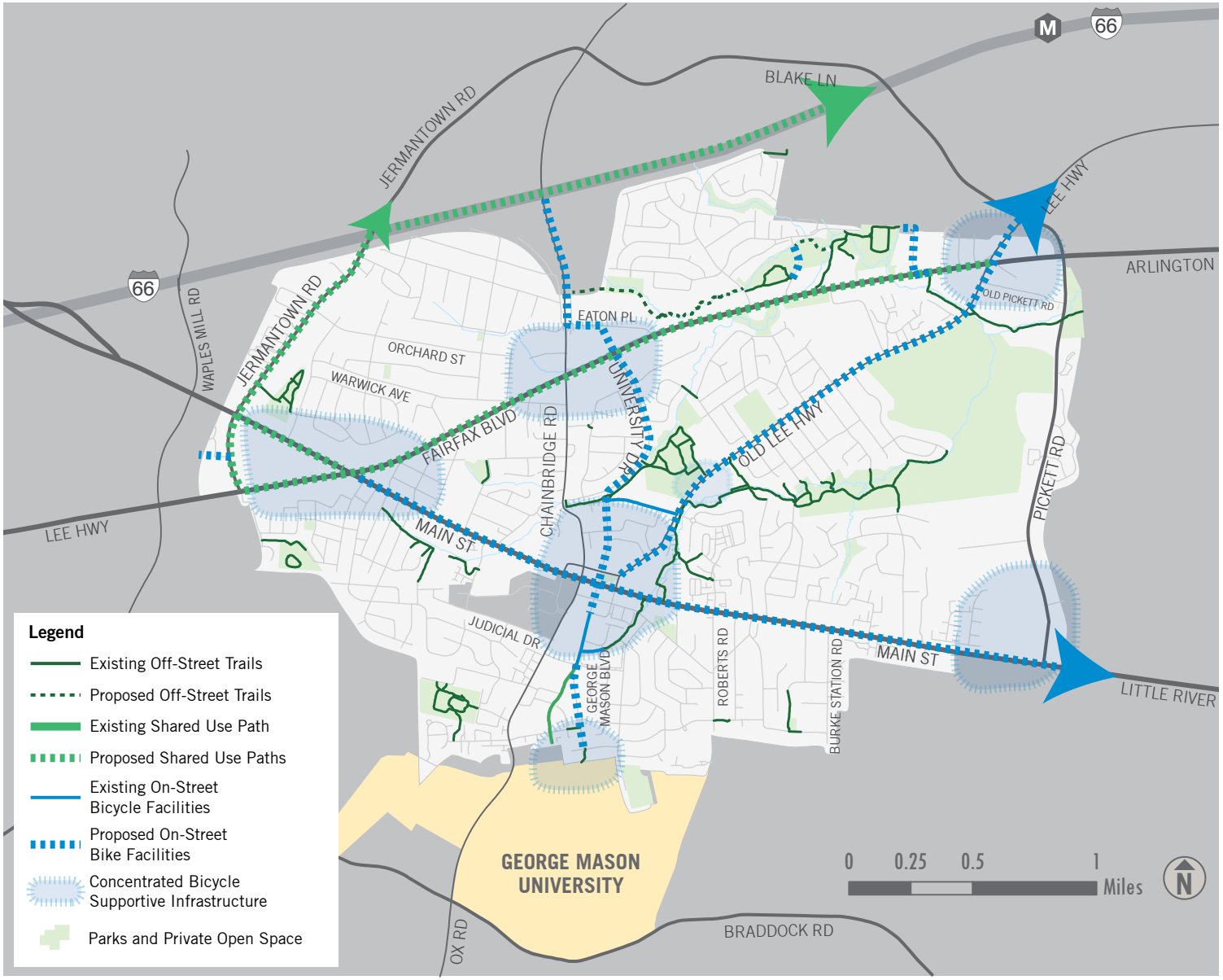
Multimodal Goal 2

MM OUTCOME 2.4	Transit continues to be an effective non-driving alternative
MM ACTION 2.4.1	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 improve 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 transit system.
2.4.1.5	Improve connections to other transit routes and facilities through enhancements at significant transfer locations.
2.4.1.6	Promote transit-friendly design features in new development and redevelopment projects.
2.4.1.7	Expand ADA-accessible sidewalks and crosswalks serving bus stops.
MM OUTCOME 2.5:	Vehicular travel & facilities are effectively managed and maintained
MM ACTION 2.5.1	Design all new facilities and upgrade existing facilities to comply with all federal, state, and local safety standards.
MM ACTION 2.5.2	Pursue new technologies that would improve safety on City streets.
MM ACTION 2.5.3	Ensure the safety of City streets by incorporating traffic calming measures as needed.

FIGURE 9 PROPOSED GREEN RIBBON OF RECREATIONAL TRAILS AND ENVISIONED CONNECTIONS

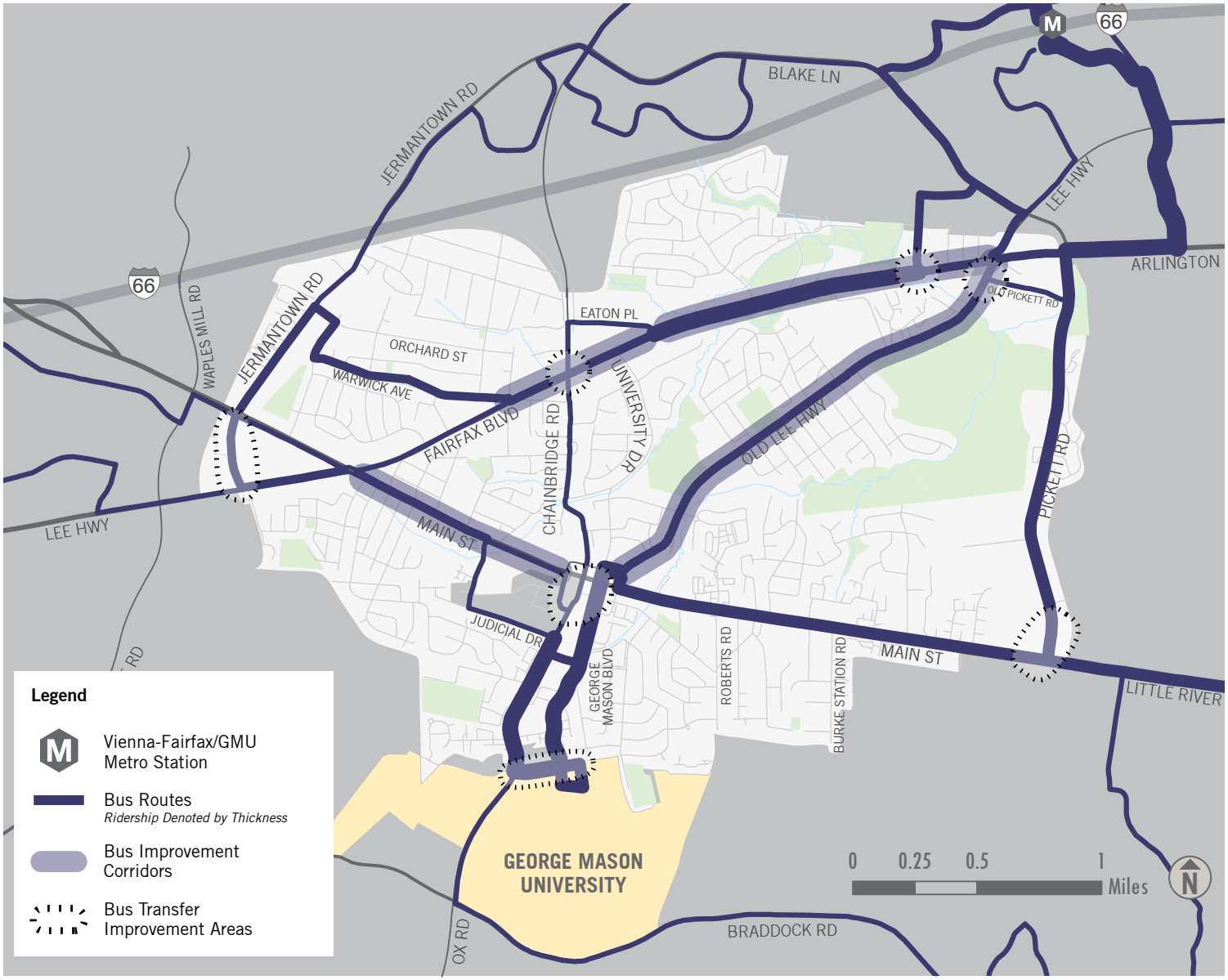
(See Outcome 2.2 on page 26)

FIGURE 10 PROPOSED NETWORK FOR BICYCLE TRAVEL



(See Outcome 2.3 on page 26)

FIGURE 11 PROPOSED TRANSIT NETWORK ENHANCEMENTS



(See Outcome 2.4 on page 27)

Multimodal Goal 3

Integrate Transportation with Land Use

VALUES

Often times the best transportation plan is a good land use plan. "Mobility" is really just a tool for accessing the things we need in daily life, connecting homes to shops, work, schools, and friends. When these things are too far apart, we are forced to travel in vehicles; whether by car, bus, or train.

Land use and transportation are inextricably linked and must be planned and designed concurrently. Mixing uses–building housing close to schools and parks; employment close to shops and dining; and in a compact, walkable area–can reduce the need for multiple separate vehicle trips that clog roadways and erode public health. Designing connected street networks increase the accessibility of these areas to surrounding areas. Managing parking and encouraging and accommodating the use of alternate modes can further reduce the growth of traffic while permitting expanded growth.

MM OUTCOME 3.1:	On- and off-street parking and curbside uses are effectively managed
MM ACTION 3.1.1	Effectively manage city-controlled parking facilities for availability rather than turn-over.
MM ACTION 3.1.2	Enhance wayfinding and information for users, with an initial focus on the established Old Town area.
MM ACTION 3.1.3	Explore parking pricing and other parking management strategies for public parking spaces and facilities throughout the city.
MM ACTION 3.1.4	Explore the creation of parking management districts in Old Town and other major local activity centers to maximize parking resources while minimizing excess parking supply.
MM ACTION 3.1.5	Consider policy measures to allow developers to fund public parking or other forms of access infrastructure in lieu of meeting parking demand on site.
MM ACTION 3.1.6	Integrate the City's new parking requirements with travel marketing options to reduce the demand for long-term commuter/ employee parking in the City.
MM OUTCOME 3.2:	Walkability to and within local activity centers and between neighborhoods is increased
MM ACTION 3.2.1	Whenever possible, increase connections–particularly non-motorized connections–between neighborhoods, community facilities, and local activity centers.
MM ACTION 3.2.2	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.

LEGEND

- SAFE + SECURE
- CONNECTED
- INTER-GENERATIONAL
- VIBRANT
- GREEN
- ROBUST

Multimodal Goal 3

MM ACTION 3.2.3	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 local activity centers. An exception exists in the case where the implementation of a crosswalk would result in operational failure of the corridor.
MM ACTION 3.2.4	Improve the overall pedestrian environment, including pedestrian crossings, street trees and furnishing zone, buffering sidewalk from vehicle travel lanes, improved pedestrian scale lighting, and active ground floor uses along primary street edges.
MM OUTCOME 3.3:	Streets are designed to accommodate context and function
MM ACTION 3.3.1	Develop and adopt a "Link+Place" street typology to guide street design and management.
MM ACTION 3.3.2	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.
MM ACTION 3.3.3	Ensure quality street design in both the pedestrian zone and travel zone of the street.
MM ACTION 3.3.4	Improve access, circulation, walkability, and transportation management in local activity centers.

FIGURE 12 PROPOSED LOCAL ACTIVITY CENTER ENHANCEMENTS

(See Outcome 3.2 on page 31)

The City of Fairfax can improve street design and better guide street management decisions through adoption of a "Link+Place" street typology appropriate to the unique context of the city and city streets. The typology provides 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. Recommended street types for the City of Fairfax are Limited Connection Residential, Neighborhood Circulators, Active Streets, Avenues, Boulevards, and Commercial Mains.

(See Outcome 3.3 on page 32)

FIGURE 13 PROPOSED STREET TYPOLOGY DESIGNATIONS

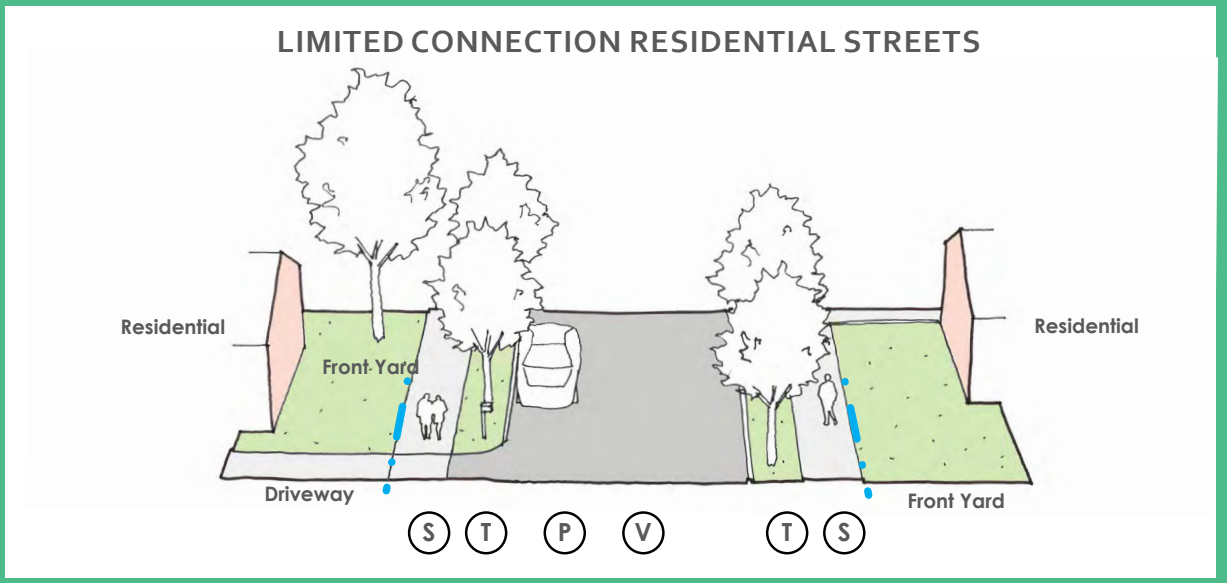
VDOT Classification	Link + Place Street Type
Local	Limited Connection Residential
Minor Collector	Neighborhood Circulators
Major Collector	Active Streets
Minor + Major Arterial	Avenues, Boulevards
Minor + Major Arterial	Commercial Mains

LIMITED CONNECTION RESIDENTIAL STREETS

These are interior neighborhood residential streets that generally do not connect to other streets in the network. These streets are very green in nature, lined with broad 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 autos
- Very low traffic speeds



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

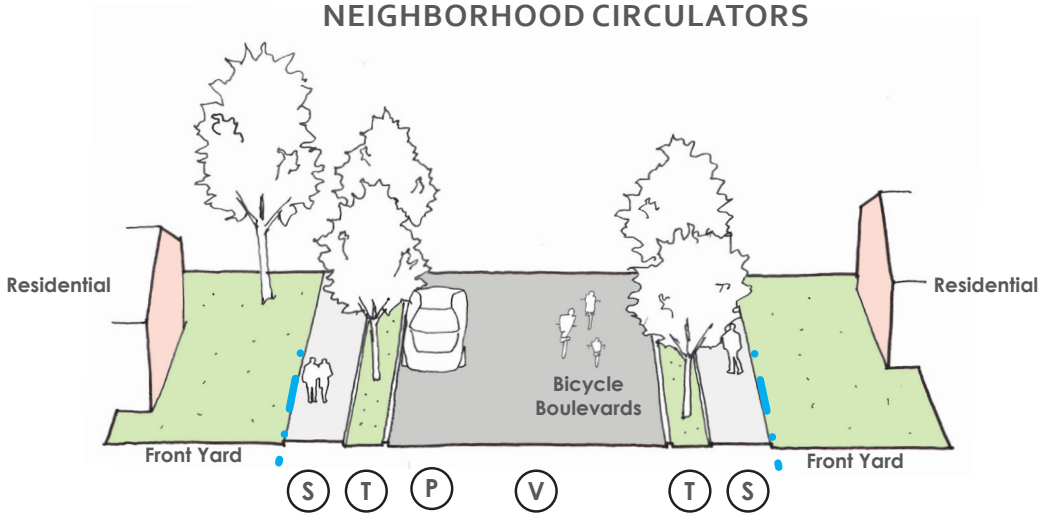
- (V) Travel Lanes -10' to 11' Each
- (P) On-Street Parking
- (T) Street Tree Zone - 5'
- (S) Sidewalks - 5'
- *i* City Right-of-Way

NEIGHBORHOOD CIRCULATORS

Neighborhood Circulators are residential streets that contribute to community connectivity through the presence of parks, community centers, schools, or houses of worship. Neighborhood Circulators are also very green with 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 may share the street with autos; marked facilities recommended
- Vehicle speeds should be low; speed management may be required



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 (BIKE RIDING IS SAFELY ACCOMMODATED IN TRAVEL LANES)
- 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

ACTIVE STREETS

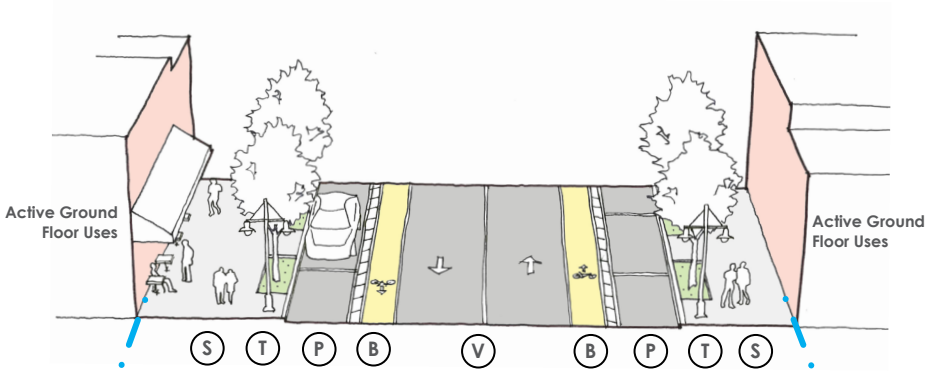
Active Streets connect multiple destinations within a neighborhood and are more mixed-use or commercial in nature than residential street typologies. They are generally the street type for new streets within activity centers and are the primary location for property access. Active Streets should be designed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

Typical Transportation Uses

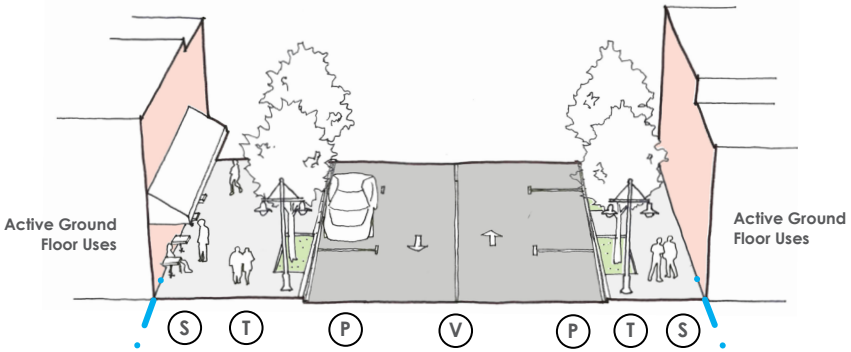
- Mostly local traffic accessing destinations, but may include some pass-through traffic connecting to other destinations
- Some may have transit service
- High concentrations of pedestrians both traveling and lingering
- Bicycles in-street only, preferably in dedicated facilities
- Loading and delivery vehicles
- Traffic speeds should be low

ACTIVE STREETS

Option 1



Option 2



TYPICAL ELEMENTS MAY INCLUDE:

- SKINNY STREETS (TYPICALLY TWO LANES)
- ACTIVE GROUND FLOORS THAT ADDRESS THE STREET - COMMERCIAL AND RESIDENTIAL USES
- ON-STREET PARKING
- SIDEWALKS
- BICYCLE BOULEVARDS
- STREET LIGHTING

DIAGRAM KEY

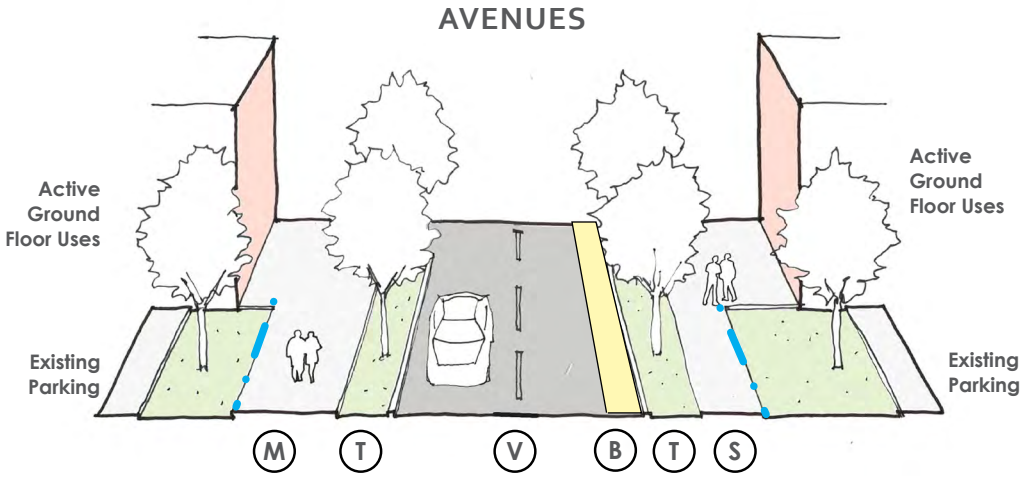
- (V) Travel Lanes -11' to 12' Each
- (P) On-Street Parking - 8'
- (T) Street Tree Zone - Min. 5'
- (S) Sidewalks - Varies 6' to 12'
- (B) Bicycle Lanes - Min. 5'
- City Right-of-Way

AVENUES

Avenues carry moderate volumes of traffic using one travel lane in each direction. As a result, these corridors are more comfortable for active transportation users. They include sections of arterial corridors between certain local 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 more 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 significant volumes of traffic. Most vehicles are passing through to other local or area destinations
- Transit service is likely
- Moderate concentrations of pedestrians traveling
- Bicycles accommodated in protected or off street facilities such as shared use paths
- Traffic speeds lower, limited by volume



TYPICAL ELEMENTS MAY INCLUDE:

- LOWER CAPACITY THAN BOULEVARDS (TYPICALLY TWO LANES)
- COMMERCIAL USES / ACTIVE GROUND FLOORS THAT ADDRESS THE STREET
- LIMITED OR NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES AND/OR SHARED USE PATHS
- VEGETATED BUFFERS

DIAGRAM KEY

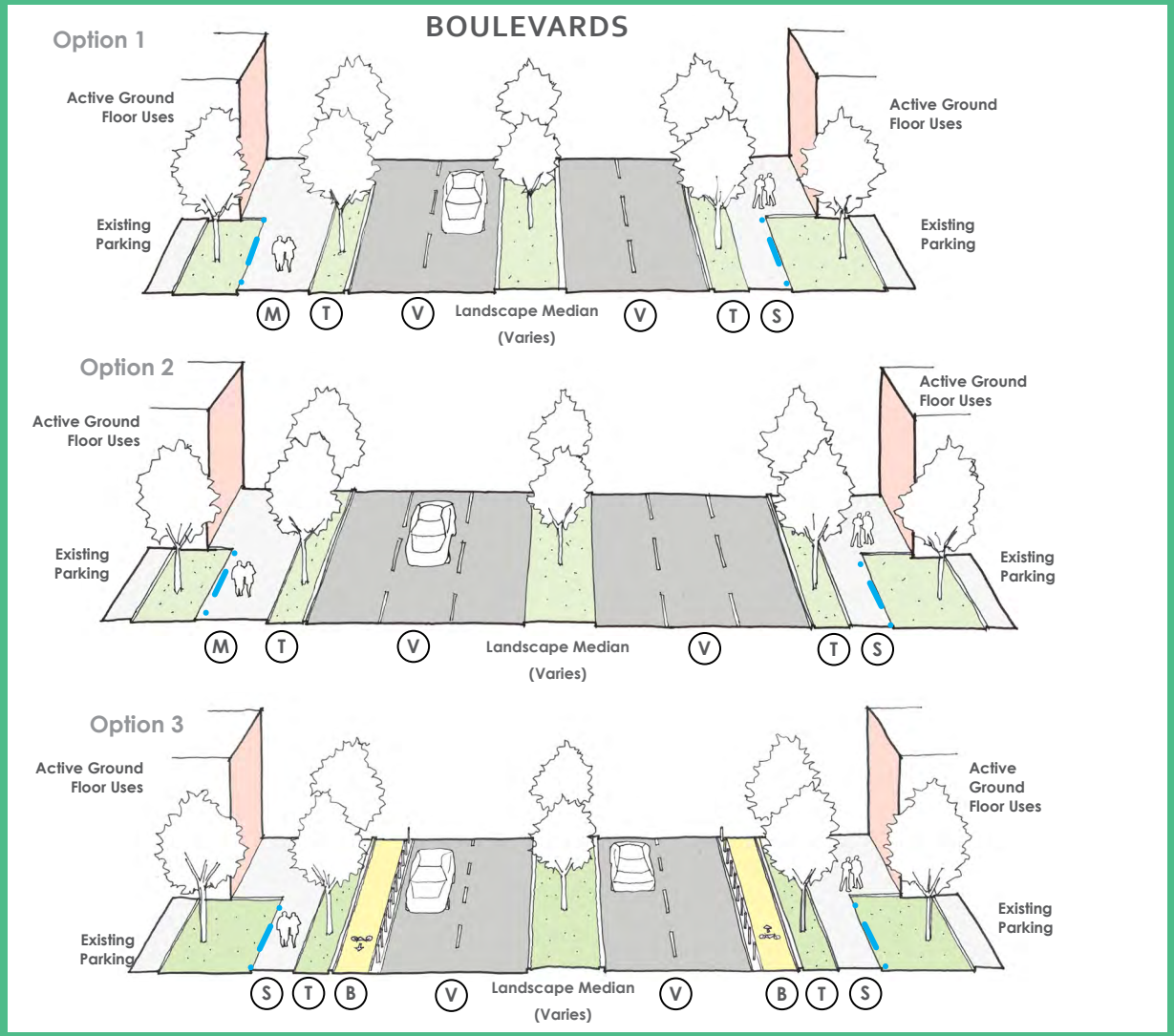
- (V) Travel Lanes -11' to 12' Each
- (T) Street Tree Zone - Min. 5'
- (S) Sidewalks - Varies 6' to 12'
- (M) Multi-Use Paths - Min. 10'
- (B) Bicycle Lanes - Min. 5'
- *i* City Right-of-Way

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 local 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 are 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 traveling
- Bicycles accommodated in 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)
- COMMERCIAL USES / ACTIVE GROUND FLOORS THAT ADDRESS THE STREET
- NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES OR SHARED USE PATHS
- VEGETATED BUFFERS

DIAGRAM KEY

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

COMMERCIAL MAINS

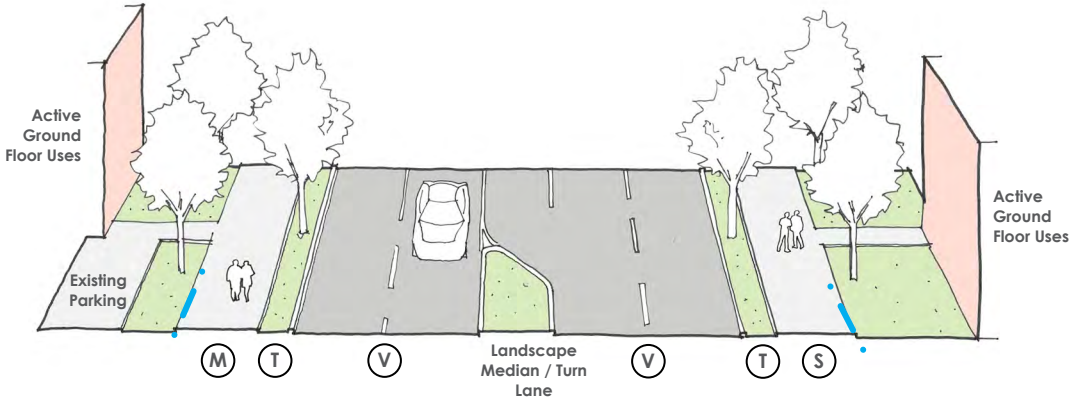
Commercial Mains are where commercial activity is concentrated, such as Fairfax Boulevard through the Northfax area or Main Street around Kamp Washington. Commercial Mains feature high volumes of vehicle traffic that mixes with bicycles, transit vehicles, and pedestrian crossings. Streets should be designed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

Typical Transportation Uses

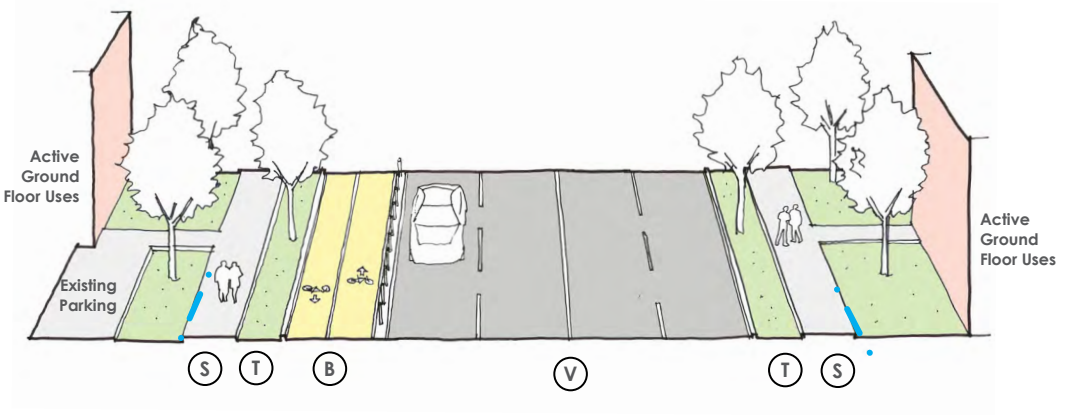
- Can be high volumes of traffic. Many vehicles are passing through to other local or regional destinations
- Transit service is likely
- High concentrations of pedestrians traveling
- Bicycles accommodated in dedicated facilities either in-street or in well-designed shared use paths
- Traffic speeds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

COMMERCIAL MAINS

Option 1



Option 2



TYPICAL ELEMENTS MAY INCLUDE:

- LARGE MULTI-LANE STREETS (TYPICALLY FOUR TO SIX LANES)
- COMMERCIAL USES / ACTIVE GROUND FLOORS THAT ADDRESS THE STREET
- NO ON-STREET PARKING
- SIDEWALKS OR SHARED USE PATHS
- BICYCLE LANES OR SHARED USE PATHS
- VEGETATED BUFFERS

DIAGRAM KEY

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

Goal 4

Adopt policies and procedures for strategic transportation decision making

VALUES

Predictable and consistent decision making is important for all stakeholders using and managing the public rights of way. Clear policies and procedures provide this predictability.

The City of Fairfax will work with civic leaders, community members, and other stakeholders to develop and adopt polices and processes that are based on the fundamental values of the community 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 cherished characteristics that make the City of Fairfax unique and special.

Transportation Demand Management

Cities have traditionally approached transportation from the supply side of the equation, and this is a critical role for cities to play. Cities have significant control over how much vehicle capacity, bicycle accommodation, or parking is provided in their communities. But economists would advise cities that they must also consider, and manage the demand side of the equation as well. Managing demand requires a more nuanced approach but is, in many ways, much more effective than supply-side management alone.

Transportation Demand Management (TDM) provides information and incentives to allow travelers to make the best choices for themselves. It is also a way for cities and jurisdictions to make the most of the transportation systems they have already built and optimize the investments they have made by encouraging the use of existing excess capacity before adding additional capacity. Excess capacity exists in the system in the form of empty seats on buses or passenger seats in cars. It exists on sidewalks, trails, and bike lanes. It exists in the 20 hours of the day outside of the peak hours of traffic congestion or parking demand. And it exists in the parking spaces that remain empty when the vehicle they are intended for is at another destination.

TDM serves cities, but it also brings great benefit to users as well–often saving them money on transportation costs, improving reliability and predictability in their travel, giving them greater freedom of choice, lowering stress, and perhaps even improving personal health.

LEGEND

- SAFE + SECURE
- CONNECTED
- INTER-GENERATIONAL
- VIBRANT
- GREEN
- ROBUST

Multimodal Goal 4

MM OUTCOME 4.1:	The city's sidewalk policy is updated
MM ACTION 4.1.1	Adopt a formal sidewalk policy requiring sidewalks on all new, reconstructed, or substantially rehabilitated streets that respond to local needs and community context.
MM OUTCOME 4.2:	A Complete Streets policy is adopted and implemented
MM ACTION 4.2.1	Develop and adopt a Complete Streets policy.
4.2.1.1	Convene an interdisciplinary working group to develop an appropriate policy for the City of Fairfax 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.
MM ACTION 4.2.2	Implement Complete Streets improvements on major corridors including Fairfax Boulevard, Chain Bridge Road and University Drive, Old Lee Highway, and Main Street.
MM OUTCOME 4.3:	A TDM Program is adopted and implemented
MM ACTION 4.3.1	Based on best practices, establish a citywide Transportation Demand Management policy and program framework that can be utilized by the City and adapted by businesses and developers.
MM ACTION 4.3.2	Require transportation demand management plans for all large development projects. Require bi-annual monitoring to assess resident/employee travel patterns.
MM ACTION 4.3.3	Create a City of Fairfax TDM brand and website to centralize all available travel option information including transit schedules, bicycle maps, ridesharing opportunities, and education tools.
MM ACTION 4.3.4	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.
MM ACTION 4.3.5	Evaluate a linked TDM fund for the in-lieu developer fees related to parking requirements to enhance the transit system and citywide TDM programs.

Multimodal Goal 4

MM ACTION 4.3.6	Improve access to ride-sourcing programs through enhanced coordination with Fairfax County RideSource, Commuter Connections, or initiate a City based program.
MM ACTION 4.3.7	Explore opportunities for car share services within the City to address "last mile" connections.
MM ACTION 4.3.8	Partner with employer-sponsored wellness programs to highlight and market travel options and associated costs.
MM OUTCOME 4.4:	Emerging technology is considered in transportation policies and projects
MM ACTION 4.4.1	Provide real-time information through both apps and visual displays for transit arrivals, parking availability, and shared bicycles and vehicles.
MM ACTION 4.4.2	Promote multimodal travel planning applications and services.
MM ACTION 4.4.3	Pursue Intelligent Transportation Systems (ITS) such as transit or emergency vehicle priority, dynamic signal timing, and other strategies.
MM ACTION 4.4.4	Participate with the state and regional partners to ensure autonomous vehicle policies protect vulnerable street users and reduce overall vehicle miles traveled.
MM ACTION 4.4.5	Prepare to eventually adapt curbside policies and street design to manage curbside car sharing/ride-sourcing activities while preserving the safe and efficient flow of travel.
MM OUTCOME 4.5:	A short-term prioritized transportation project list is developed
MM ACTION 4.5.1	Develop a two-year project list that reflects council and community priorities.
MM ACTION 4.5.2	Provide opportunities for public input on transportation improvements.
MM ACTION 4.5.3	Use all available media to provide transportation information to the public.

Pedestrian Accessibility Policy

Best Practice

The best pedestrian-supportive infrastructure policies are applicable to the entire community and focus on safety and connectivity. Policies are flexible to context-specific applications and permit different types of facilities on different street types. Policies are compliant with all applicable state and federal regulations, including the Americans with Disabilities Act (ADA) and establish a methodology for prioritization and performance evaluation.

The following are potential policies to improve pedestrian supportive infrastructure.

- Prioritize walking connections to transit stops, schools, and parks. Implement first-last mile walking connection to transit and prioritize access to transit stops.
- Support projects that improve pedestrian connectivity.
- Improve pedestrian access to destination areas in the City.
- Improve pedestrian routes that connect students to schools.
- Maintain a sidewalk inventory.
- Establish a methodology for project prioritization and performance evaluation.
- Improve pedestrian access across major roadways that create barriers to connecting the network. Comply with all state and federal regulations including the Americans with Disabilities Act (ADA).
- Adopt a Complete Streets policy.

Policy Recommendation

The following is a draft recommended policy for the City of Fairfax.

In order to promote safety and provide for the most vulnerable users in the transportation system–children, seniors, and persons with disabilities–it is the policy objective of the City of Fairfax that all streets have at least one sidewalk on both new and existing streets of all street types.

- All new streets should provide sidewalks on both sides of the street irrespective of anticipated traffic volumes, unless explicitly designed as a shared street.
- Sidewalks should be considered with every major maintenance, restoration, or street reconstruction project. Sidewalks may be constructed independent of other street projects.
- Streets with moderate to high vehicle volumes (5,000 or more vehicles per day) should have sidewalks on both sides of the street. Moderate volume streets should have a continuous sidewalk at least along one side; local streets (less than 5,000 vehicles per day) should have a sidewalk on at least one side of the street, unless specifically redesigned or actively managed as a shared street.
- Sidewalks should be a minimum of five feet wide.
- The sidewalk network should be continuous and connected. Curb ramps must be provided at street crossings.

Complete Streets Policy

Best Practice

A Complete Streets policy should be inclusive of a community's vision for transportation, account for the many types of uses and community needs, and allow for flexible implementation. Generating policies that require Complete Streets principles to be included in all transportation improvements and projects that impact the right-of-way are key components of implementation.

The following are potential policies to implement Complete Streets principles:

- Approach every planned transportation improvement as an opportunity to apply the Complete Streets principles.
- Apply Complete Streets policies to all public and private projects and developments that impact the right-of-way.
- Allow Complete Streets elements to be phased over time.
- Actively identify regional, state, and federal funding for Complete Streets improvements.
- Collaborate and coordinate between other departments and transportation agencies to efficiently utilize funds.
- Identify quantifiable performance measures and report progress annually.
- Maintain an inventory of bicycle and pedestrian infrastructure to identify gaps.
- Identify and prioritize projects based on infrastructure needs.
- Train staff and decision makers on the technical content and best practices of Complete Streets principles.

Policy Recommendation

The City of Fairfax will approach all planned transportation improvements and all planned development projects within the right-of-way as an opportunity to advance the value and objective of safety and Complete Streets. It shall be the policy of the city that:

- Every street safely accommodate all users.
- Any street subject to major maintenance, rehabilitation, or reconstruction will provide safe accommodation for all users, of all abilities.
- The means of accommodation will be appropriate to the street context and developed in consultation with local community stakeholders.
- The city will actively pursue regional, state, and federal funding opportunities to support Complete Streets improvements.
- City agencies and departments will collaborate and coordinate with one another and adjacent jurisdictions to apply Complete Streets principles and provide continuous networks.
- Progress on Complete Streets will be measured in concert with the adopted measures of the City of Fairfax Multimodal Transportation Plan.

Recommended Transportation Policies And Projects

The plan's goals are achieved through the accomplishment of the key recommended actions and the major projects highlighted in Figure 14. In addition, in accordance with State of Virginia code relating to Comprehensive Plans, the map is accompanied by cost estimates for the major projects as shown in Figure 15. This 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 14 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 accomodate 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 feasibilty
6. Add Pickett Road 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 Road
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

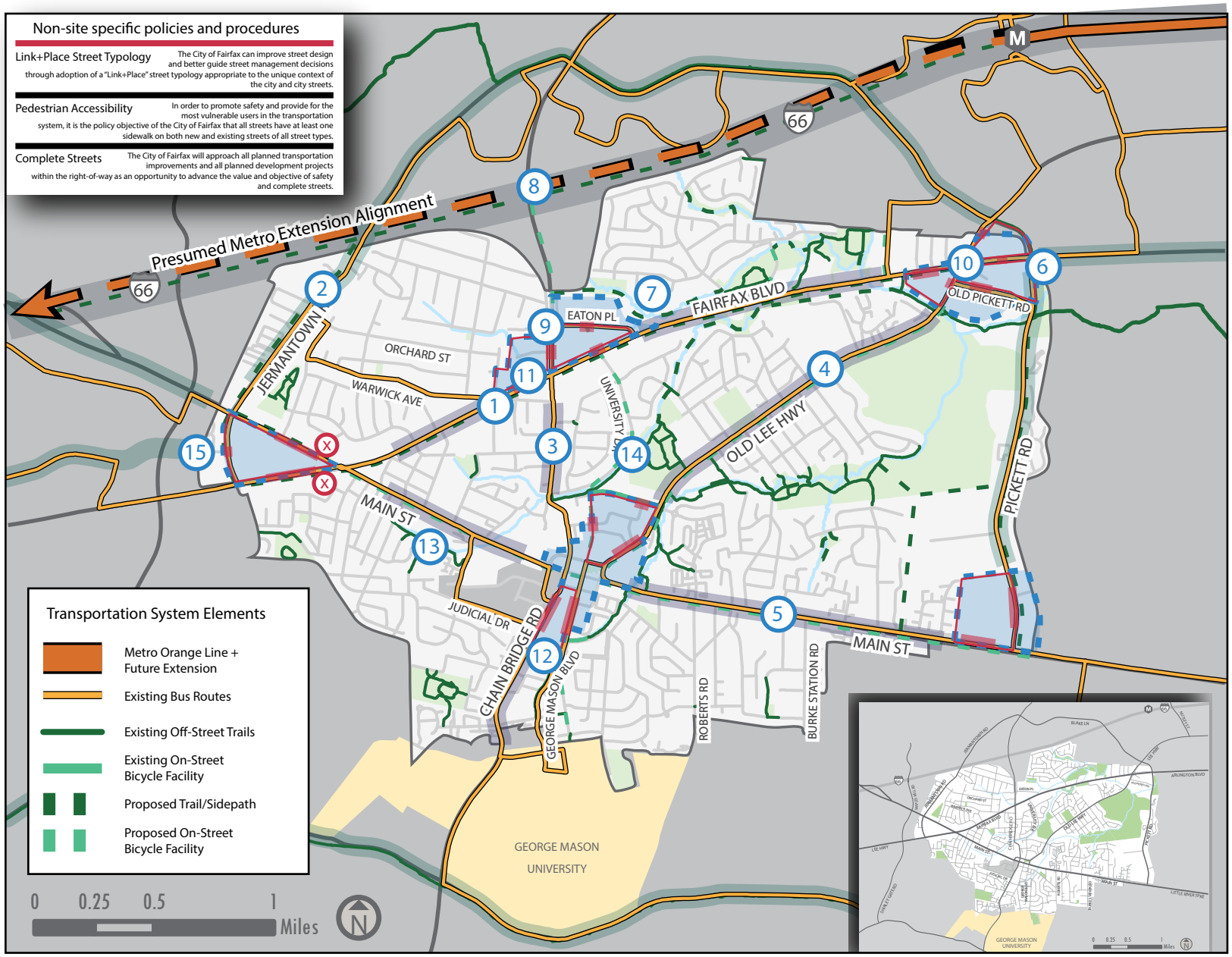


FIGURE 15 CITY OF FAIRFAX MULTIMODAL TRANSPORTATION PLAN – COST ESTIMATE

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 feasibilty	$ 11,200,000
6	Extend trail along Pickett from Fairfax Blvd to the Cross County Trail	$ 3,500,000
7	Complete the George T. 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 Road	$ 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 city wide	$ 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

Performance Metrics

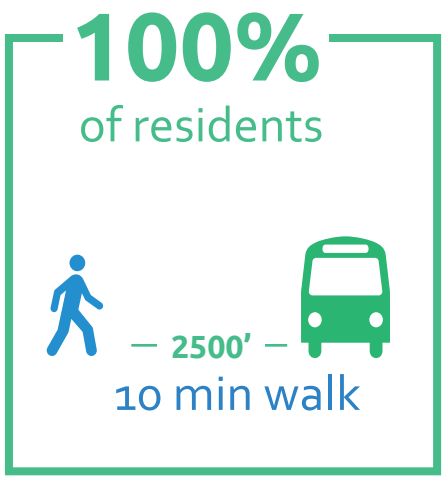
The Fairfax Multimodal Transportation Plan seeks to provide the framework for a system that serves the values of the community and achieves the key goals of the plan. Attainment of the overall vision will be measured against four key targets to be achieved by 2035:

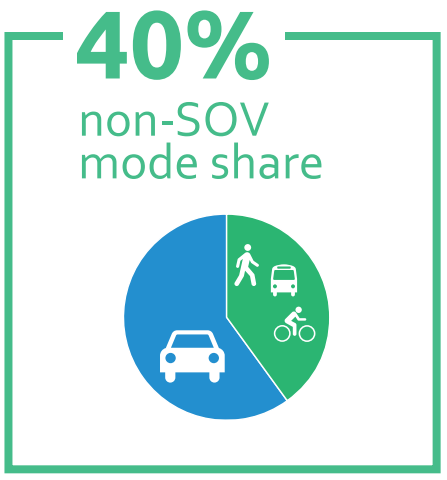
Create a city of **"15-minute neighborhoods"** – ensure that 100% of residents can access a local activity center via a safe 15-minute walk from home (currently 44%).

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%).





GOAL	METRIC	TARGET	CURRENT BENCHMARK (DATA SOURCE)
PLAN OVERALL	15-minute neighborhood (Within 4,000 feet of mixed-use district via street or trail network)	100% of residential units	44% (GIS Analysis)
	15-minute walk to nature (Within 4,000 feet of park or trail via street network)	100% of residential units	88% (GIS analysis)
	10-minute walk to transit (Within 2,500 feet of a transit stop via street or trail network)	100% of residential units	79% (GIS analysis)
	Non-drive alone mode share (commute mode choice, percent of working residents)	40%	28% (American Community Survey)
CONNECT TO THE REGION	Traffic on city arterials with neither origin nor destination in the city	Reduce	68,000 (MWCOG Model)
	Transit commute mode share	Increase	11% (American Community Survey)
PROVIDE A BALANCED SYSTEM	Miles of sidewalk (excluding trails)	Increase	126 miles (City of Fairfax)
	Miles of bicycle facilities (dedicated on-street facilities + trails)	Increase	10.6 miles (City of Fairfax)
	Pedestrian and bicyclist volumes on city trails	Increase	TBD (annual manual counts)
	Non-drive alone mode share by residents and workers	Decrease	28% (MWCOG model)
IMPROVE MAJOR CORRIDORS	Crashes on major and minor arterials involving pedestrians and bicycles	Decrease	--
	Crashes of all types on major and minor arterials	Decrease	837 (Virginia Police)
	CUE transit travel time reliability – on-time performance	90%	86% (avg of all routes) (CUE)
STRENGTHEN LOCAL ACTIVITY CENTERS	Pedestrian counts at key crossing locations	Increase	Reference 2012 movement counts at specific locations

Conclusion

The City of Fairfax is a growing and vital city within a robust region. Residential and commercial growth is essential to economic strength, but this growth has also resulted in rising traffic congestion and vehicular impacts that compromise local quality of life.

Conscious and careful design and direction of growth in and around the City of Fairfax can preserve the high quality of life in the city, enhance resident access to goods and opportunities, and improve public and environmental health.

This comprehensive Multimodal Transportation Plan provides a roadmap for action over time that builds from the city's many existing mobility assets. These assets served the city in its early history and will support the city in its future.

The transportation future of the City of Fairfax will include physical investments, service and operational improvements, and enhanced policies to promote sustainable development. The city must progress on multiple fronts at once: expanding multimodal travel networks, improving safety, and enhancing transit services. The city will continue to work with property owners and developers to increase connectivity, designing streets that support local objectives and needs. And the city will work closely with state and regional partners to influence the development and travel patterns of the city as well as the surrounding region.

End Notes

1 City of Fairfax and Metropolitan Washington Council of Governments

2 Fairfax County Department of Neighborhood and Community Services

3 2009 National Household Travel Survey, U.S. Census Bureau