



FAIRFAX CITY
MULTIMODAL TRANSPORTATION
PLAN
TRANSPORTATION, MOBILITY AND CONNECTIVITY
PLANNING COMMISSION (OCTOBER 24, 2016)

**Chapter 3: Transportation, Mobility and
Connectivity**

Livable Fairfax City

Giving voice to the community's vision for the future



2035 Comprehensive Plan

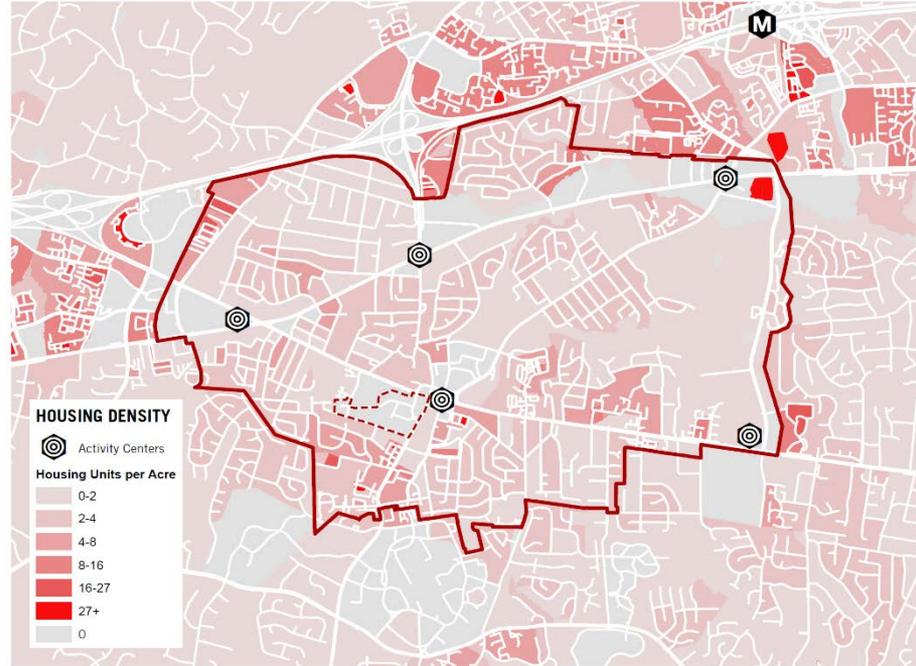
In 2035, Fairfax is a city with options for residents to easily, safely, and efficiently move within ~~about the city~~ and between neighborhoods either by walking, bicycling, taking public transportation or driving.

A photograph of a street scene. On the left, a brick sidewalk runs alongside a row of mature trees with green foliage. A brick wall is partially visible in the foreground. In the middle ground, a line of cars is parked or moving along the road, including a red car, a silver minivan, and a white car. A black street lamp with a glass lantern is positioned on the sidewalk. In the background, a multi-story brick building with white window frames is visible under a blue sky with scattered white clouds.

BACKGROUND
EXISTING CONDITIONS

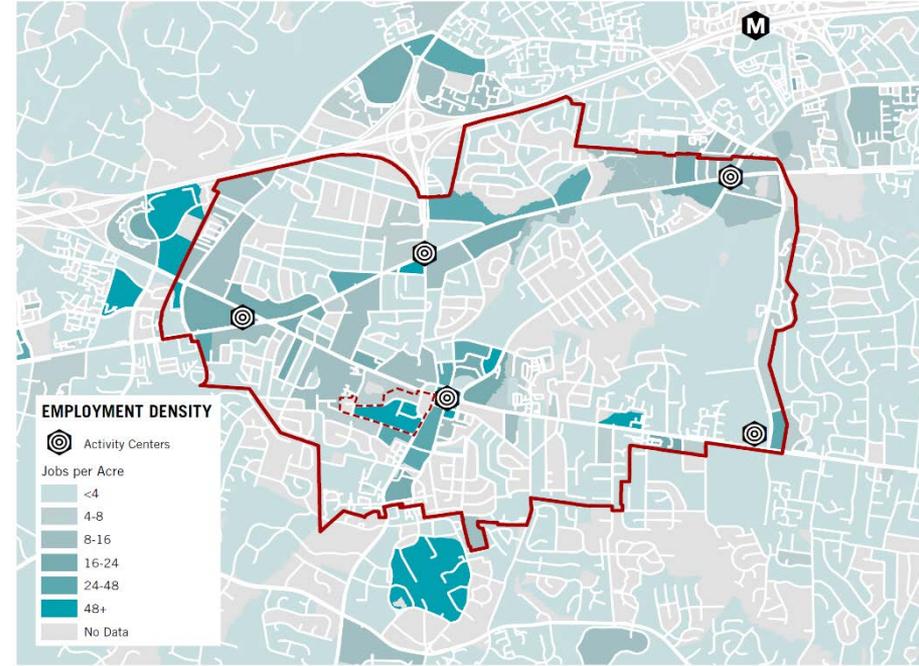
HOUSING AND EMPLOYMENT DENSITY

HOUSING DENSITY



SOURCE: Census Dataset HL 2010

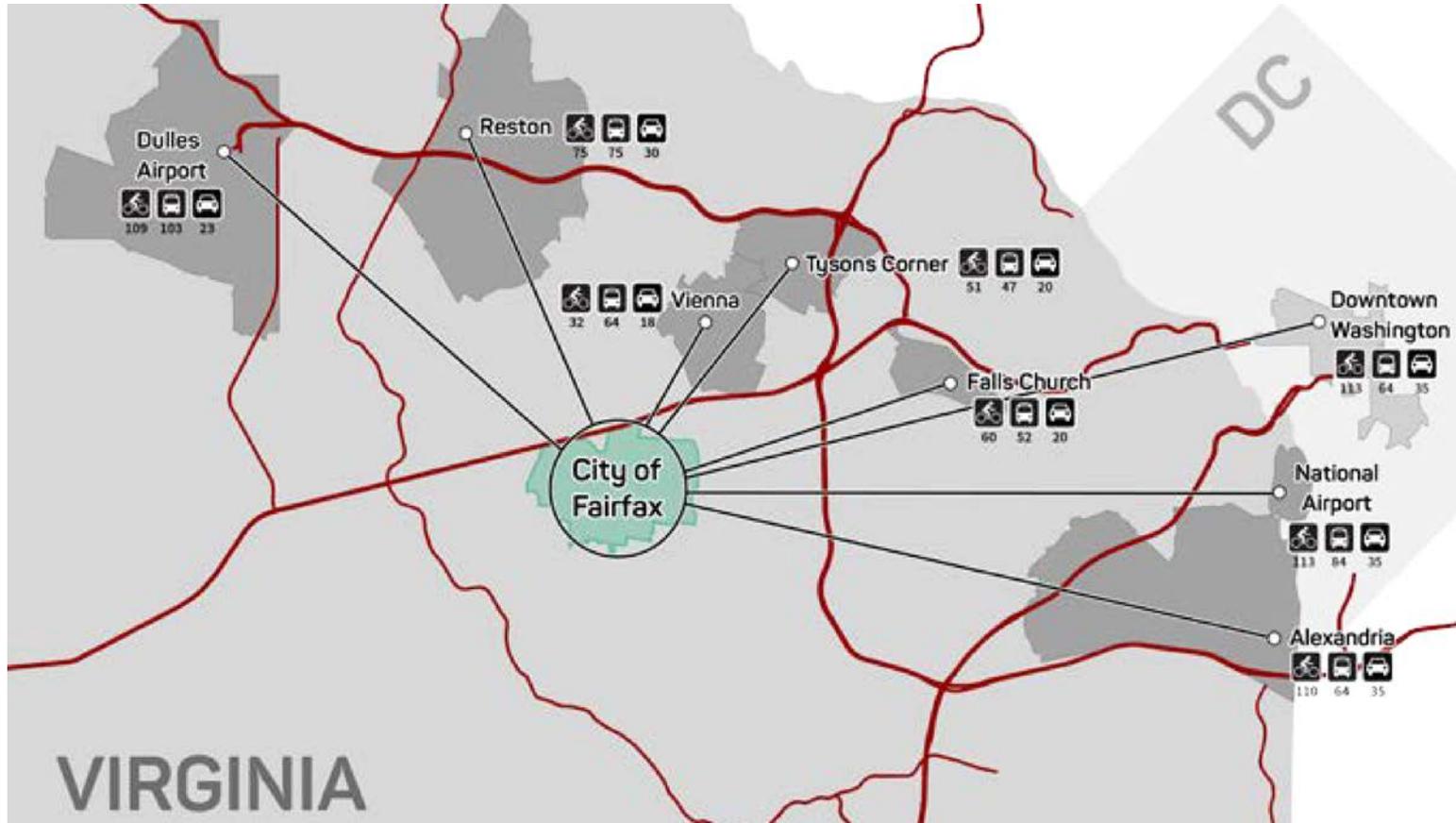
EMPLOYMENT DENSITY



SOURCE: Longitudinal Employer-Household Dynamics Workplace Area Characteristics, 2014

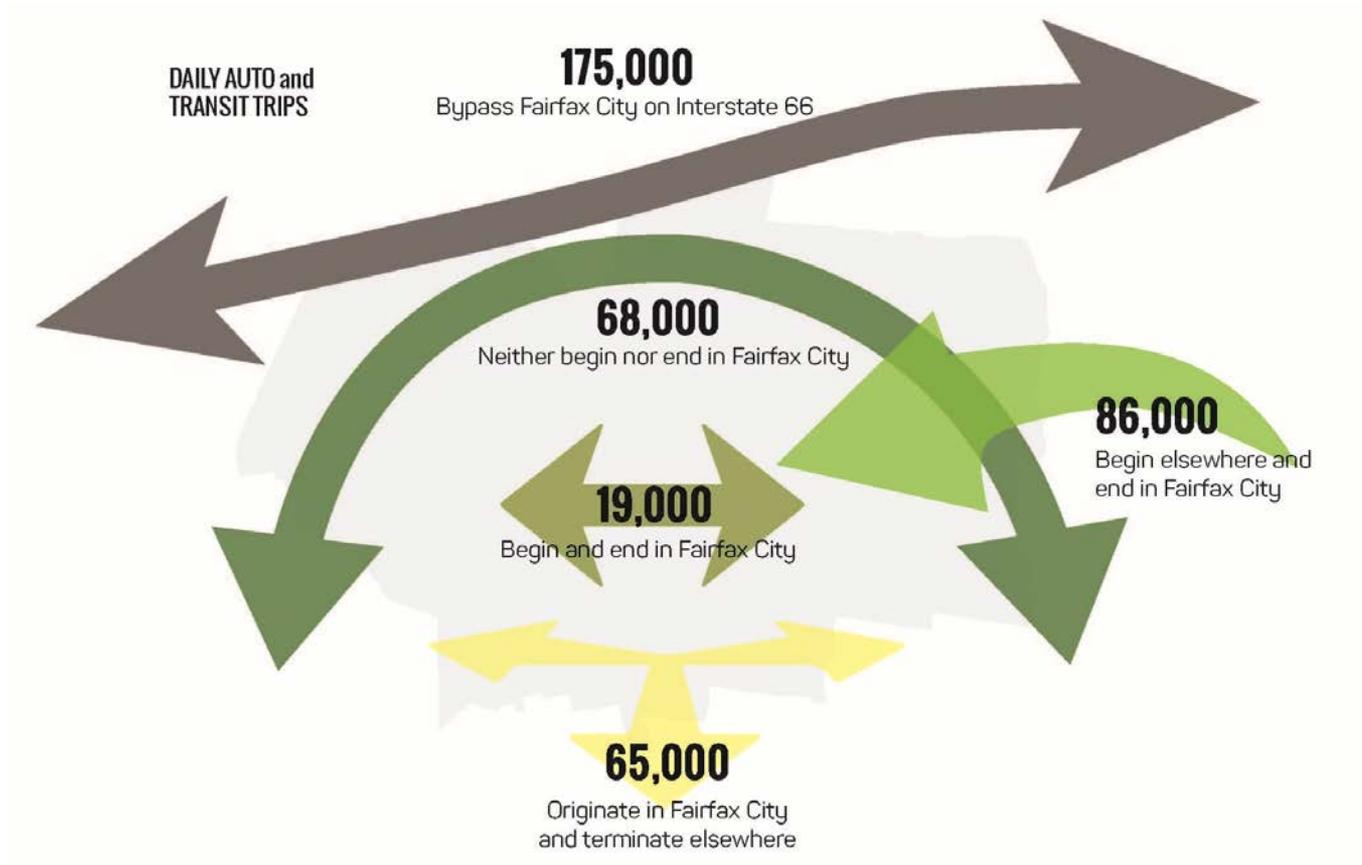
CONTEXT IN THE REGION

Fairfax City



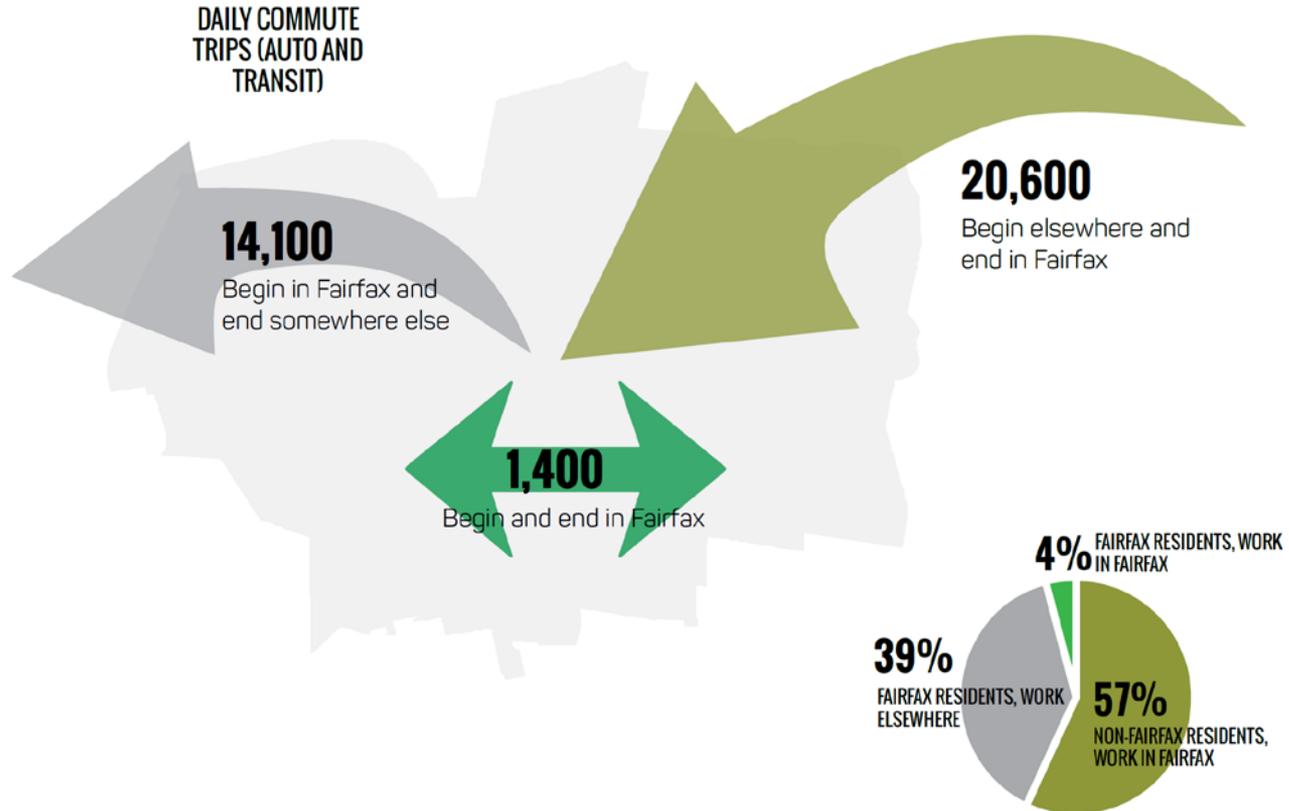
TRIP MAKING PATTERNS

Daily Trips – Auto and Transit (all purposes)



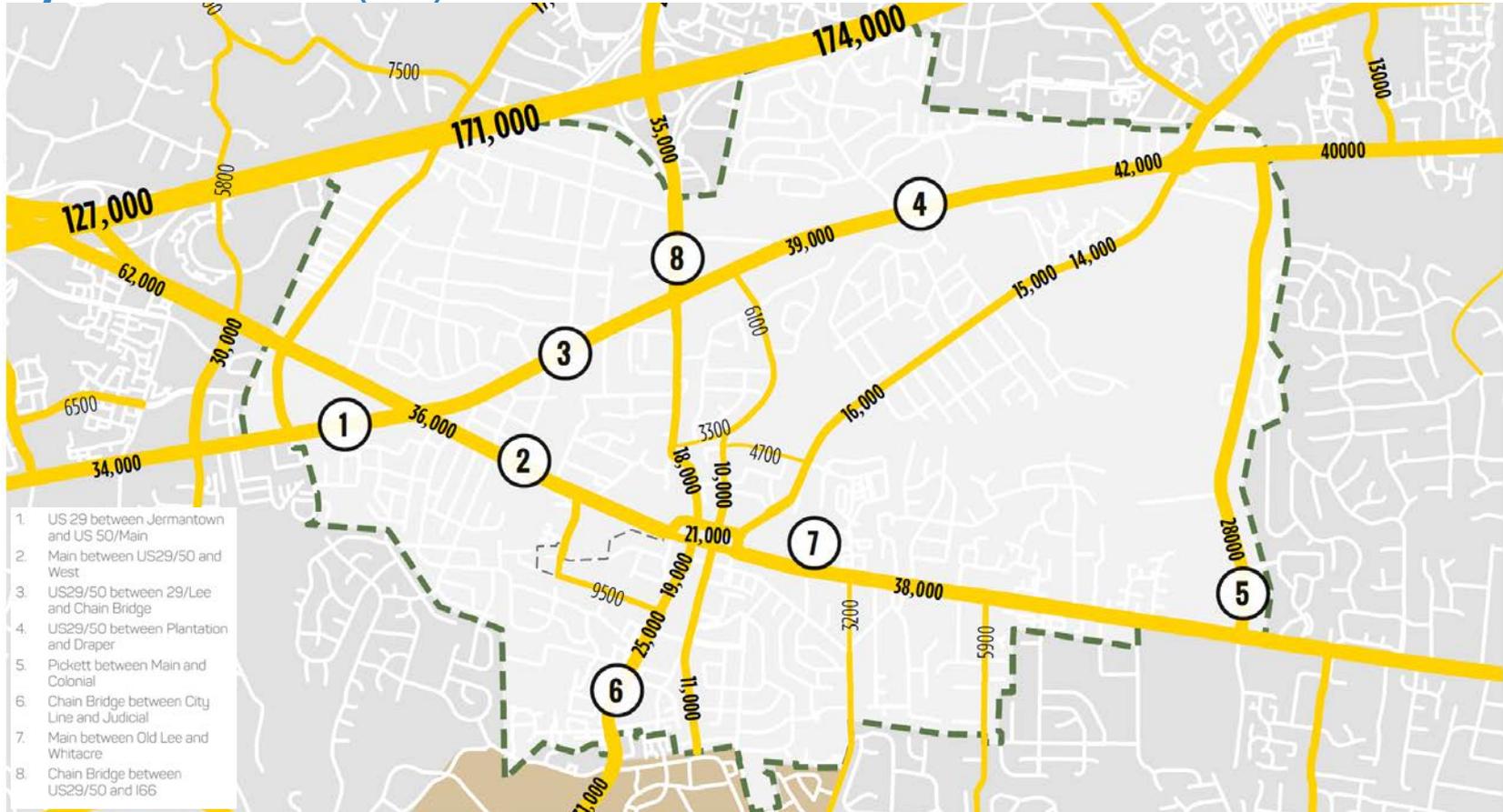
TRIP MAKING PATTERNS

Daily Trips – Auto and Transit (commute only)



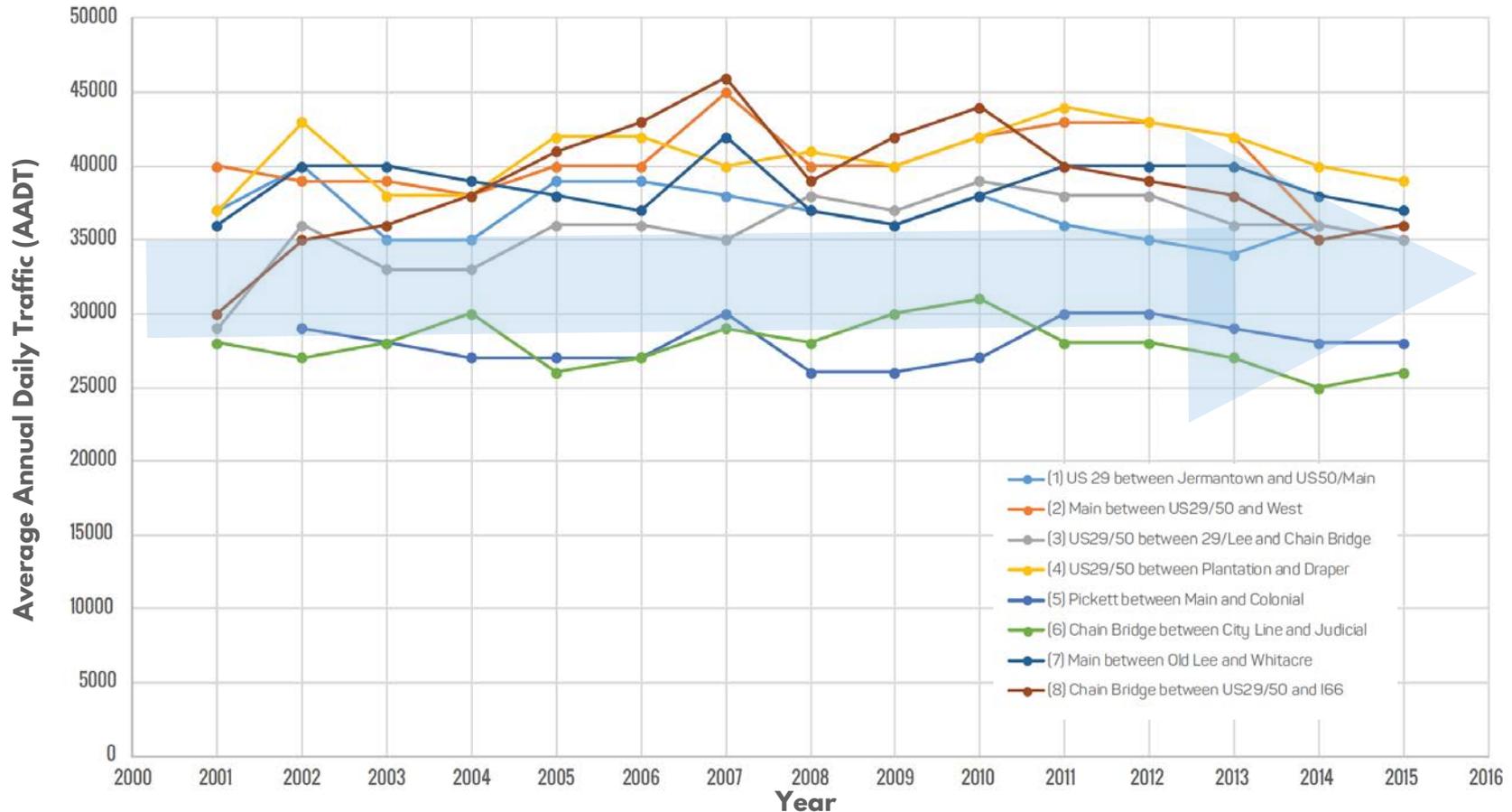
DAILY VEHICLE VOLUMES

Major and Minor Arterials (2015)



AVERAGE ANNUAL DAILY TRAFFIC (AADT)

2001 - 2015



TRANSIT SERVICES

Frequency and Span

WEEKDAY START AND STOP TIMES



AVERAGE TIME BETWEEN BUSES



MAX FREQUENCY
64 MINUTES



MAX FREQUENCY
70 MINUTES



MAX FREQUENCY
45 MINUTES



MAX FREQUENCY
62 MINUTES



MAX FREQUENCY
120 MINUTES



MAX FREQUENCY
69 MINUTES



MAX FREQUENCY
65 MINUTES



MAX FREQUENCY
68 MINUTES



MAX FREQUENCY
60 MINUTES



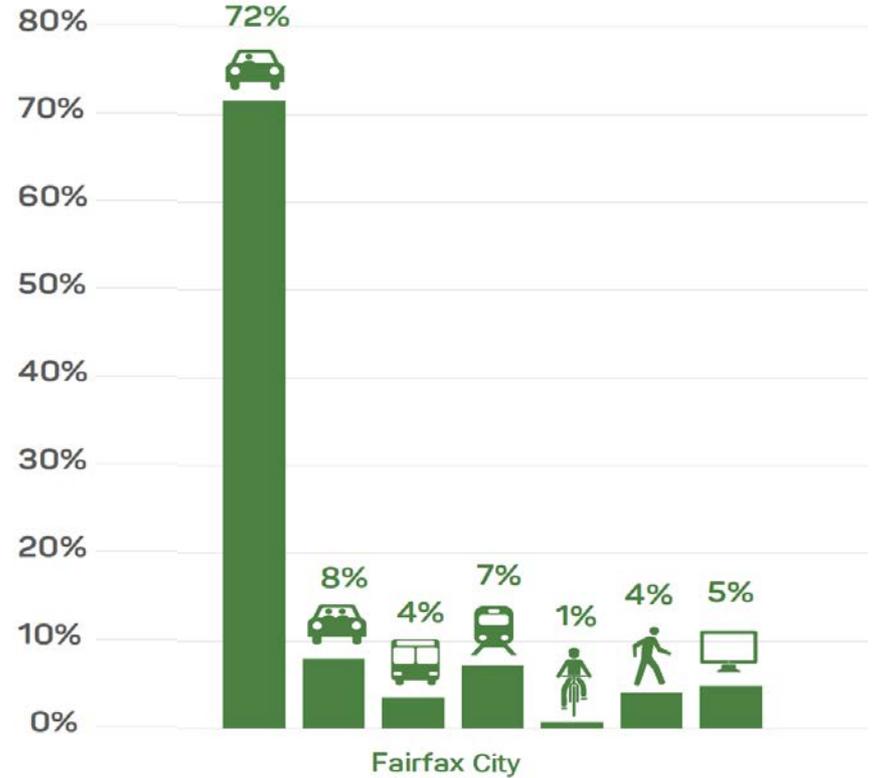
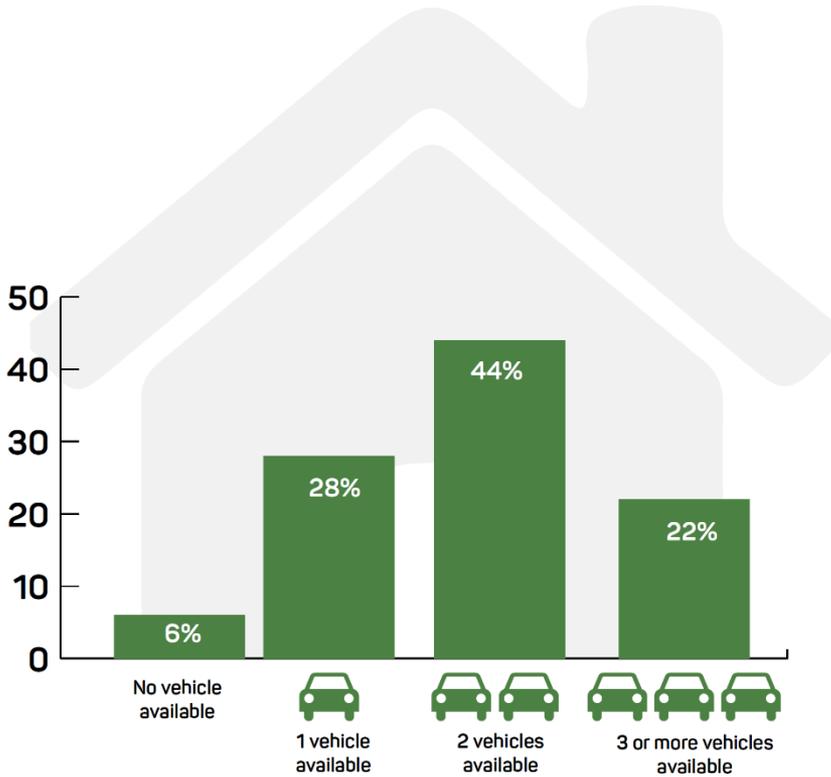
MAX FREQUENCY
73 MINUTES



MAX FREQUENCY
70 MINUTES

AUTOMOBILE AVAILABILITY AND COMMUTE MODE

SHARE Fairfax City (2010)



STREET NETWORK AND CONNECTIVITY

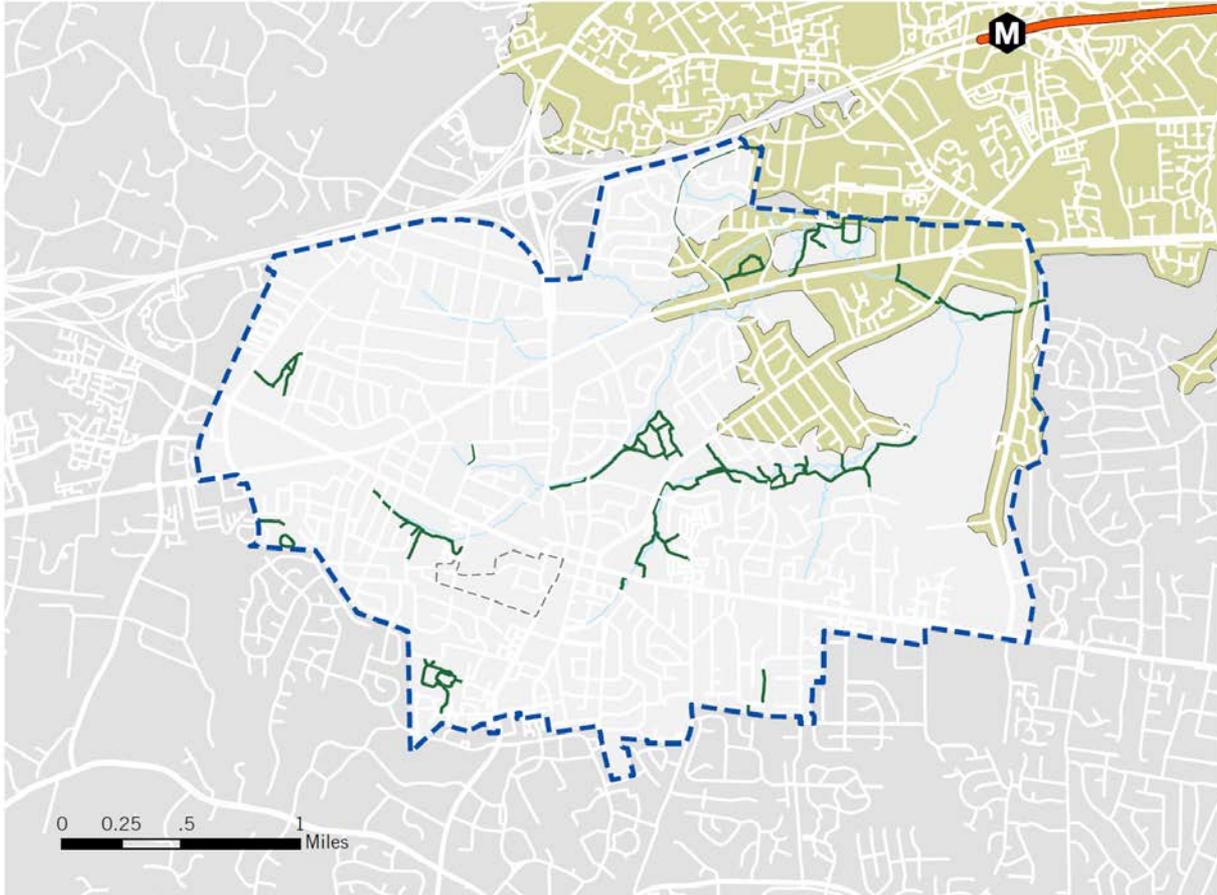
TOTAL STREETS



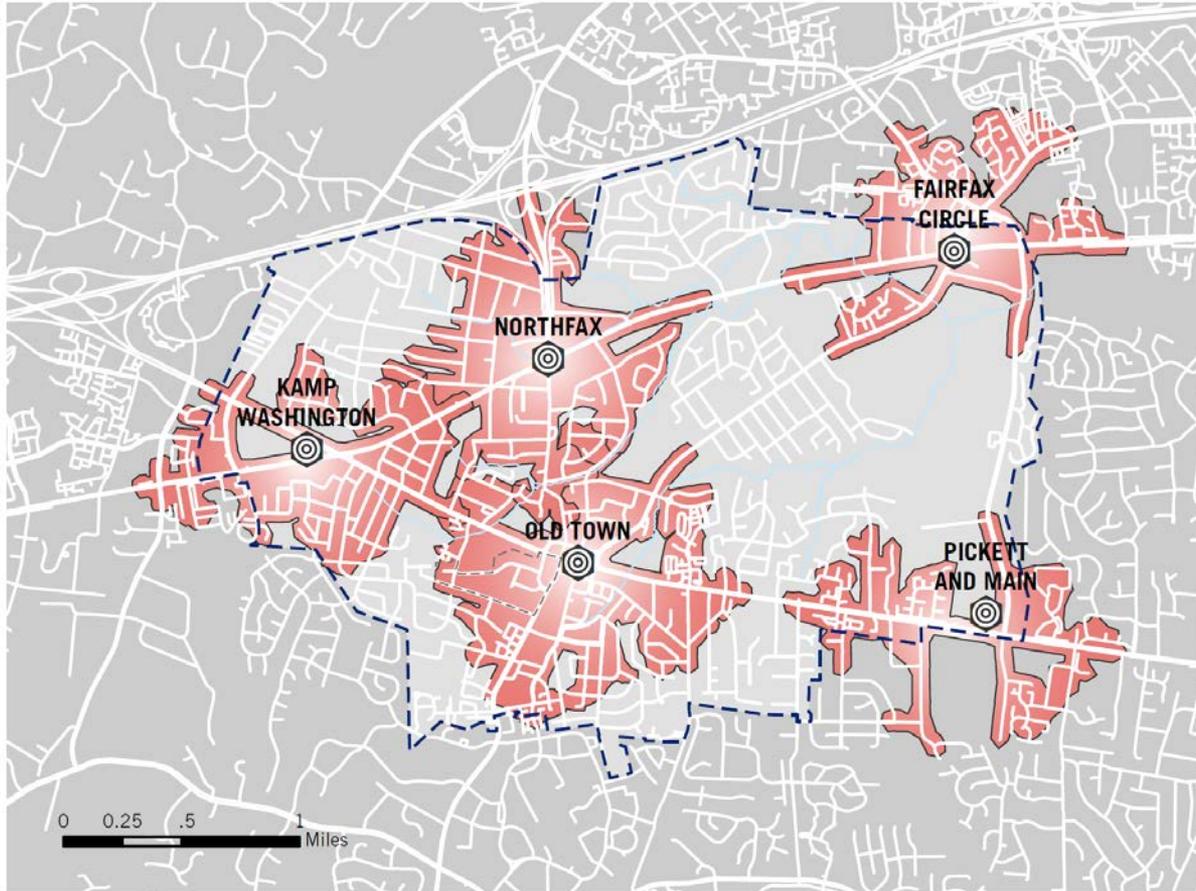
CONNECTED STREETS



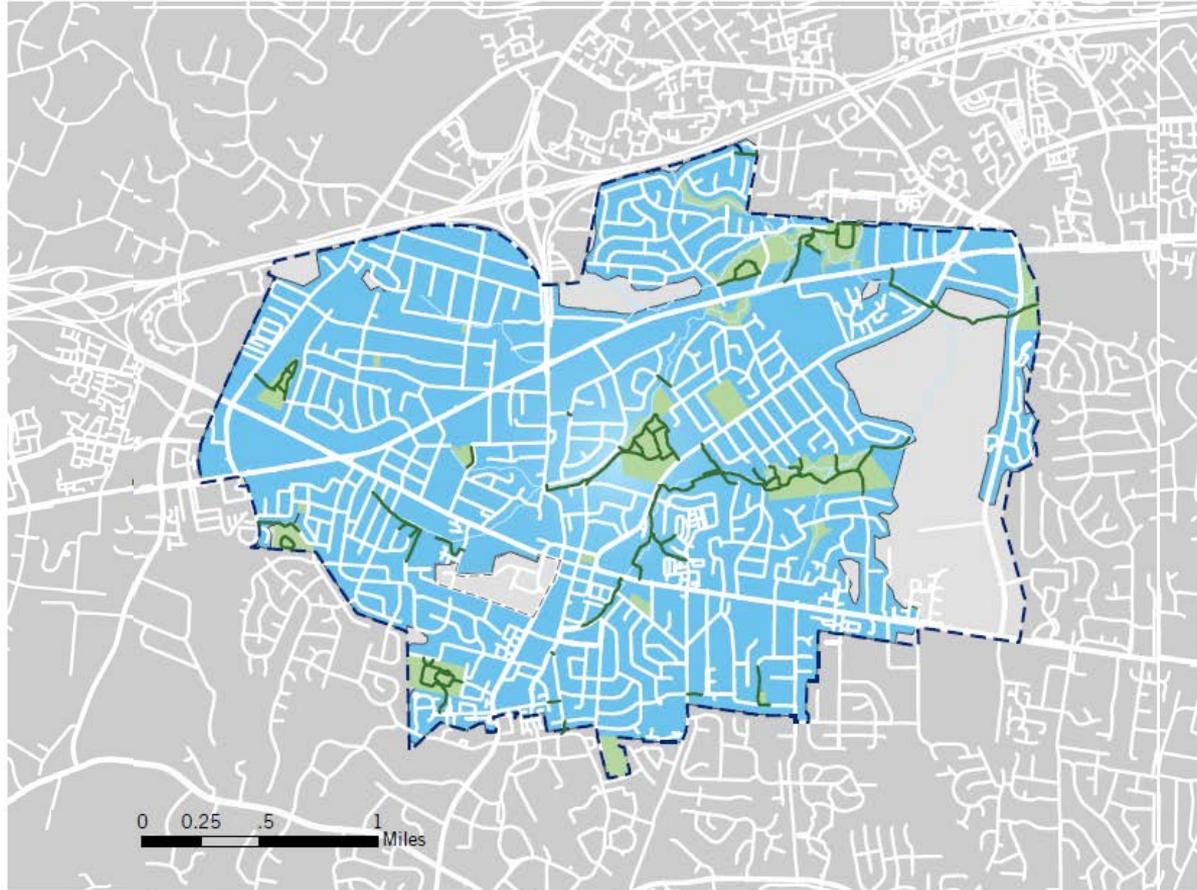
15-MINUTE BIKESHED TO METRO

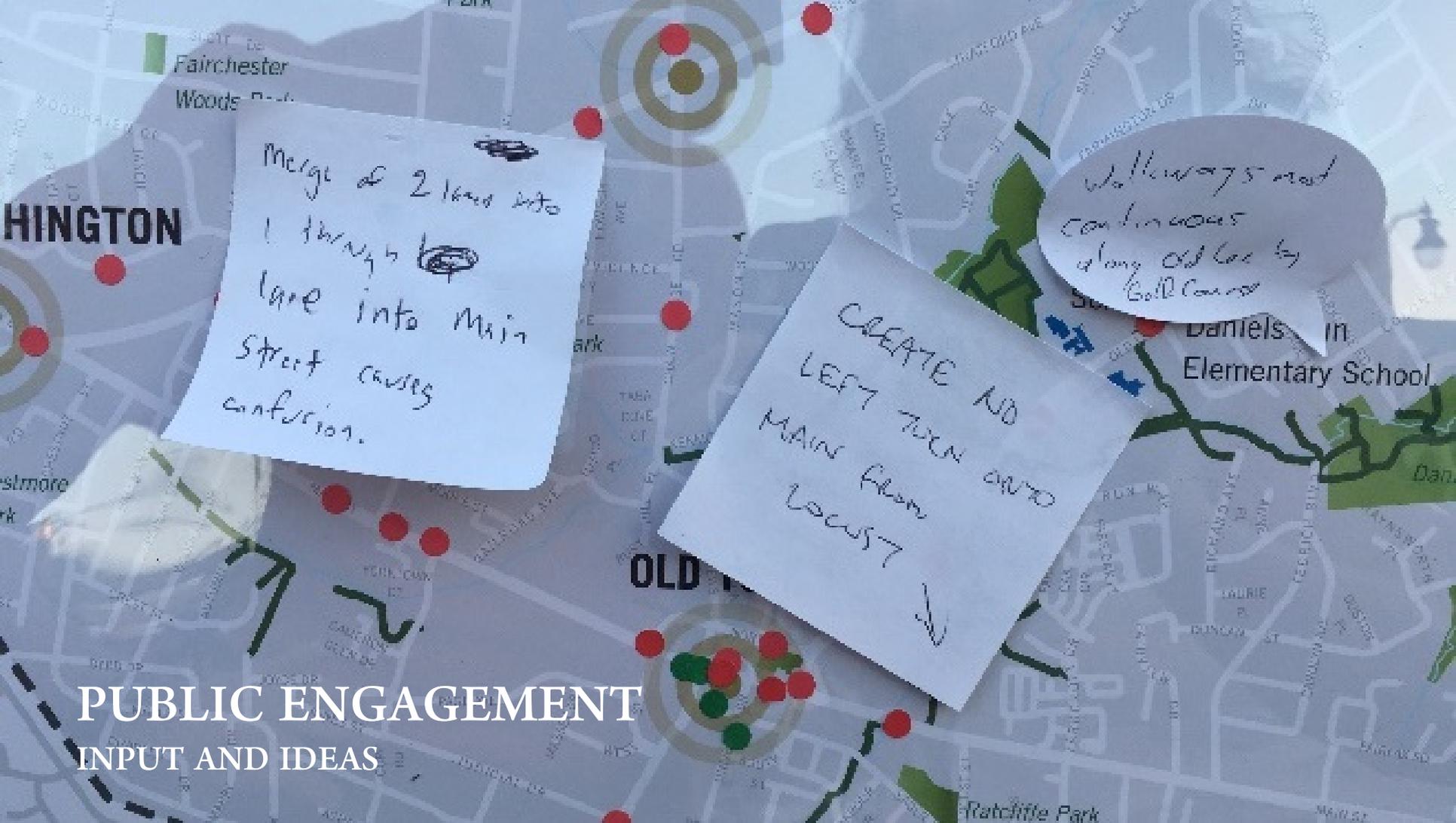


15-MINUTE WALKSHED TO RETAIL



15-MINUTE WALKSHED TO OPEN SPACE





Merge of 2 lanes into
1 through ~~lane~~
lane into main
street causes
confusion.

CREATE RD
LEFT TURN ONTO
MAIN FROM
LOCUST

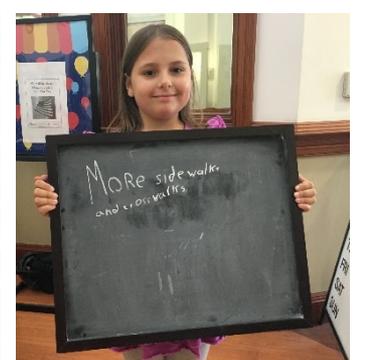
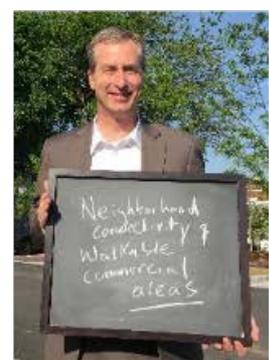
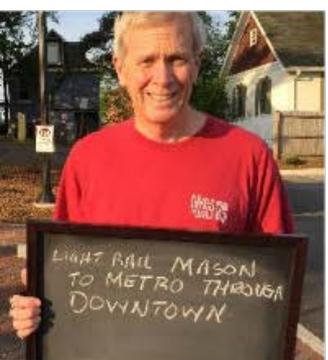
Walkways and
continuous
along Old Loc by
Gold Course

PUBLIC ENGAGEMENT INPUT AND IDEAS

PUBLIC ENGAGEMENT

Pop-Up Meetings





Public Engagement Project Website

FAIRFAX CITY MULTIMODAL PLAN



[HOME](#) [CONTACT](#)



The multimodal transportation plan will set a vision for transportation in Fairfax City and will identify improvements to safety and mobility that will sustain the city as one of the region's most vibrant and livable places.



[Project Overview](#)



[Participate](#)



[Document Library](#)



[Livable Fairfax](#)



[Input](#)



[Contact Us](#)

Public Engagement Wikimapping

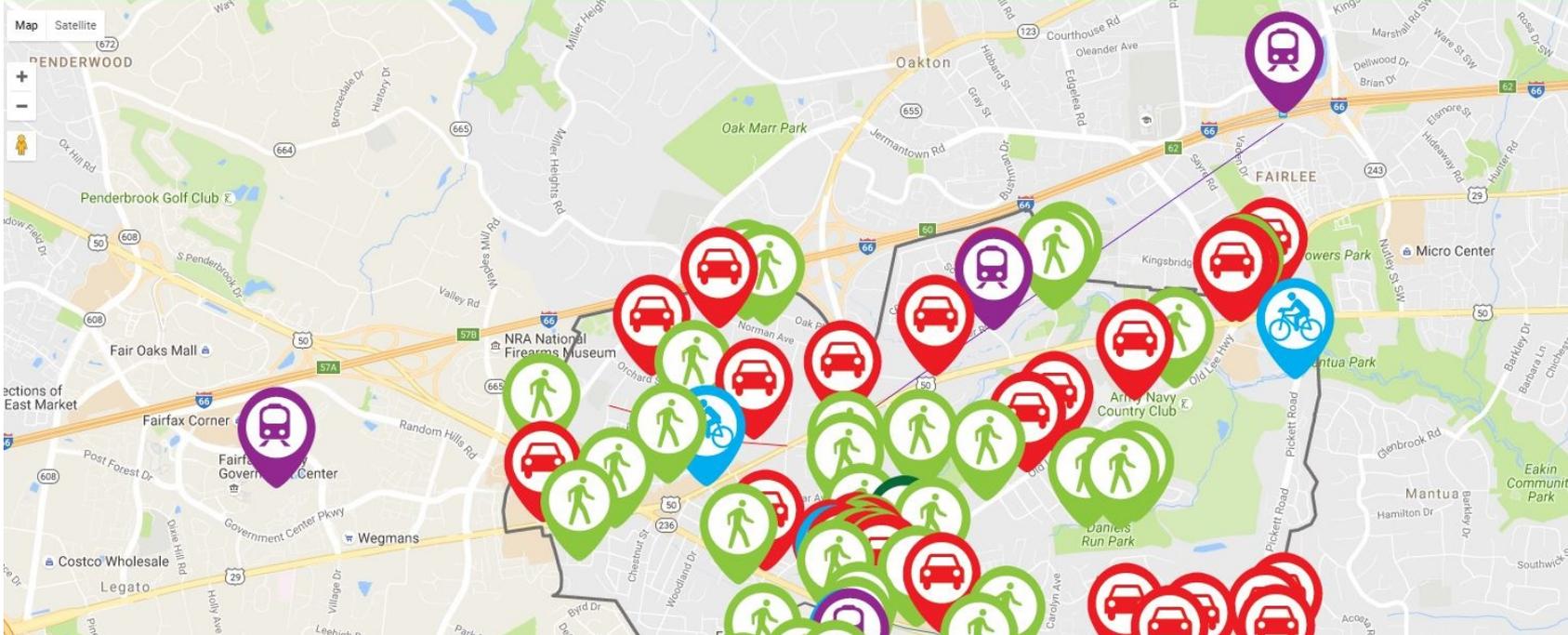
FAIRFAX CITY MULTIMODAL PLAN



ISSUES

- Pedestrian
- Bike
- Transit
- Vehicle
- Pedestrian improvements
- Bicycle improvements
- Transit improvements
- Vehicle improvements (e.g. congestion, turning, movement, safety)
- Landscape/ green space improvements
- Parking improvements

Fairfax City Multimodal [About & Help](#) [Select a route](#) [Select an issue](#)



Public Engagement Twitter + Instagram

CardsAgainstUrbanity and 7 others follow



Lauren Cardoni @cardonilauren · Aug 27

Lots of great input so far at the farmers market! We're here until 1pm - come visit us! #FairfaxMultimodal #Fairfax



Lauren Cardoni @cardonilauren · Aug 27

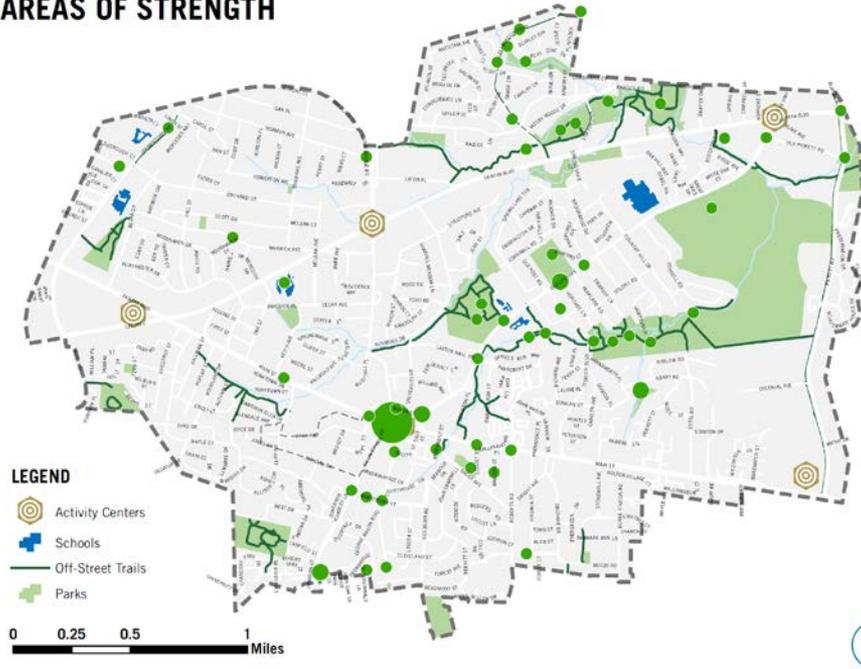
We're at the Fairfax City farmers market today to hear your thoughts on transportation! #FairfaxMultimodal #Fairfax



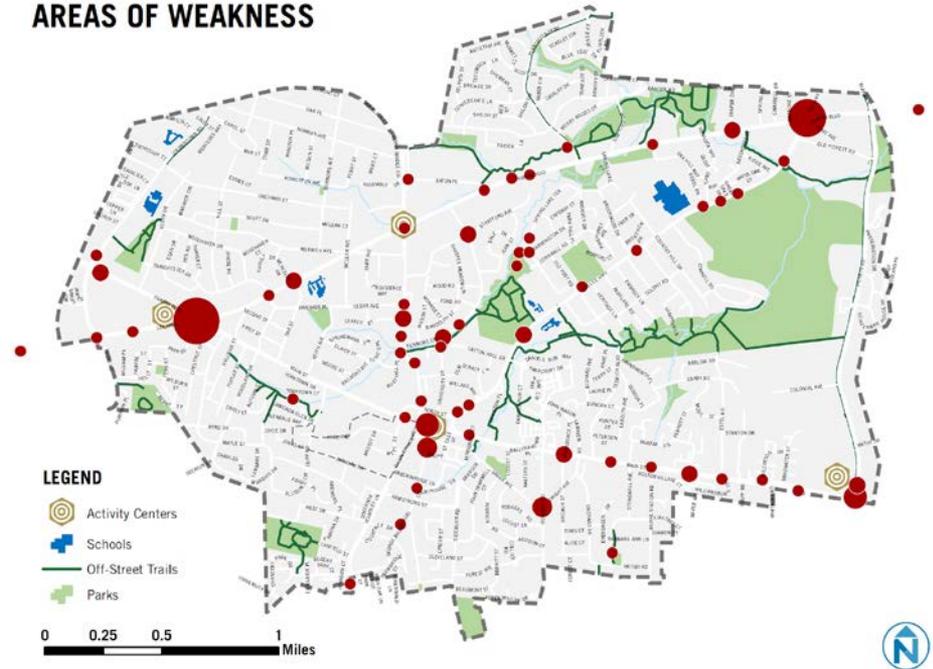


Strengths, Weaknesses, Opportunities and Threats

AREAS OF STRENGTH



AREAS OF WEAKNESS

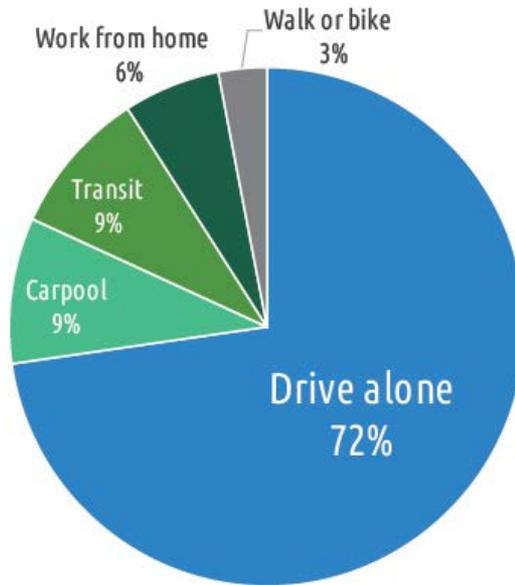


PUBLIC INPUT

Travel Preferences

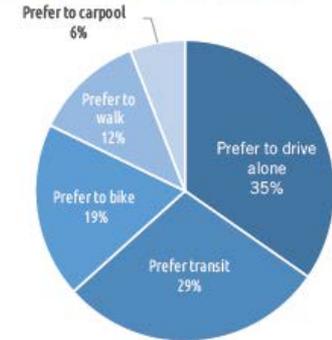
- Nearly 200 Fairfax City stakeholders participated in pop-up meetings
- 109 provided information on how they currently travel to work
- 157 provided information on travel preferences for non-work trips

HOW FAIRFAX CITY RESIDENTS TRAVEL TO WORK

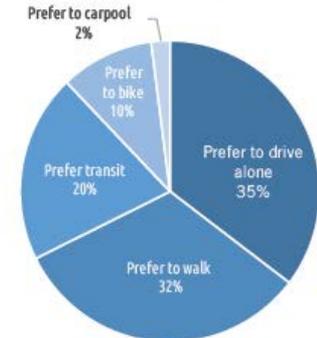


HOW DRIVERS WOULD PREFER TO TRAVEL

for WORK TRIPS



for NON-WORK TRIPS



GUIDING PRINCIPLE

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

GOALS

- **Connect to the region.**
- **Provide a balanced network that expands travel choices.**
- **Strategically improve major corridors.**
- **Strengthen local activity centers.**
- **Adopt policies for predictable and sustainable development.**

Proposed Performance Metrics (overall plan)

100%
20 minute
neighborhood



Reduce speeding



The 85th percentile speed on any street will be within 5 mph of the posted speed limit.

100%
of residents



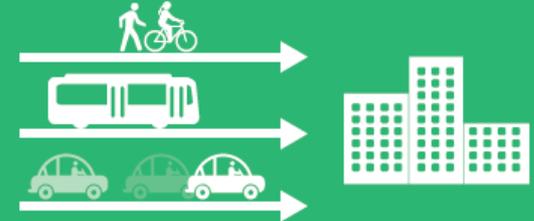
50%
of residents



40%
Non-auto mode share



Provide a balanced system



Fairfax City will be connected to the core of the metropolitan region via transit, trails, and reliable, high-capacity vehicular facilities.



RECOMMENDATIONS

1. Connect to the region.

Connect to the region



Vehicle travel
through the City

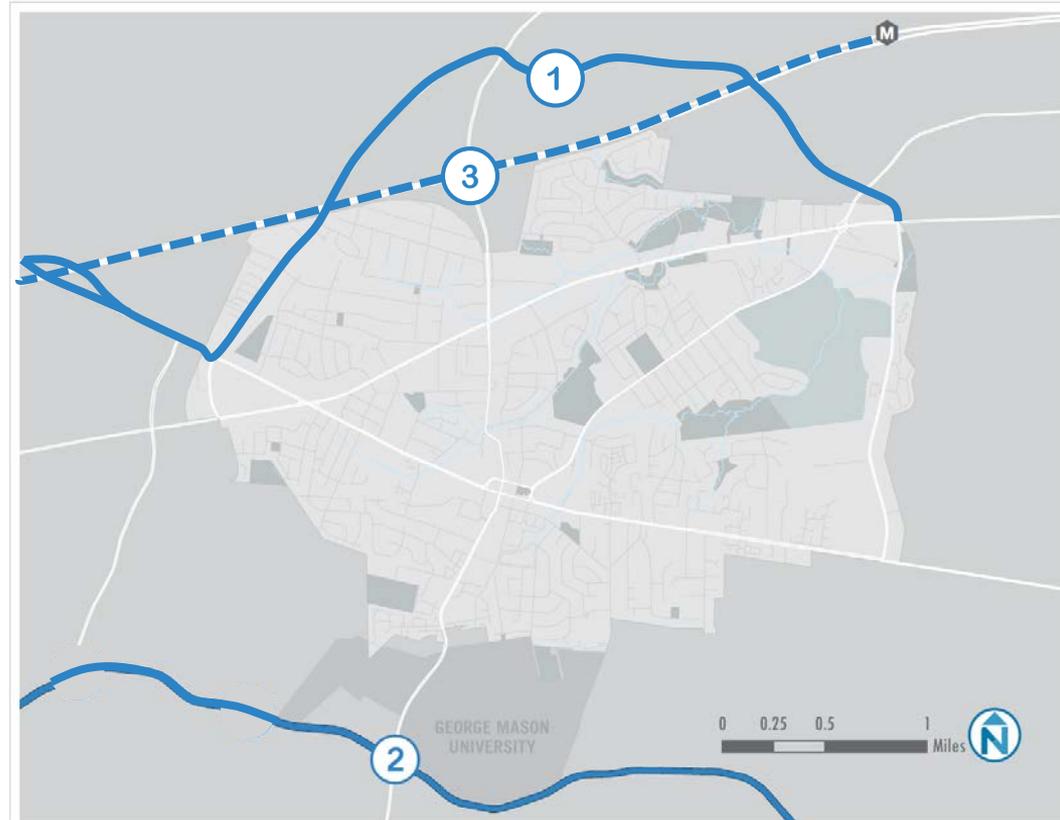


Transit mode share by City
residents + employees

1. CONNECT TO THE REGION

Blake Bypass, Braddock Road and Metro Extension

1. **Work with regional partners to complete the Blake/ Jermantown bypass**
2. **Work to enhance operation of Braddock Road for regional traffic.**
3. **Provide clear guidance on city preferences regarding any extension of Metro.**



2. Provide a balanced network that expands travel choices.

Provide a balanced system



Miles of sidewalk



Miles of bike facilities



Pedestrian and bicycle volumes on City trails



Non-auto mode share

2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE



Provide a safe and accessible pedestrian network.

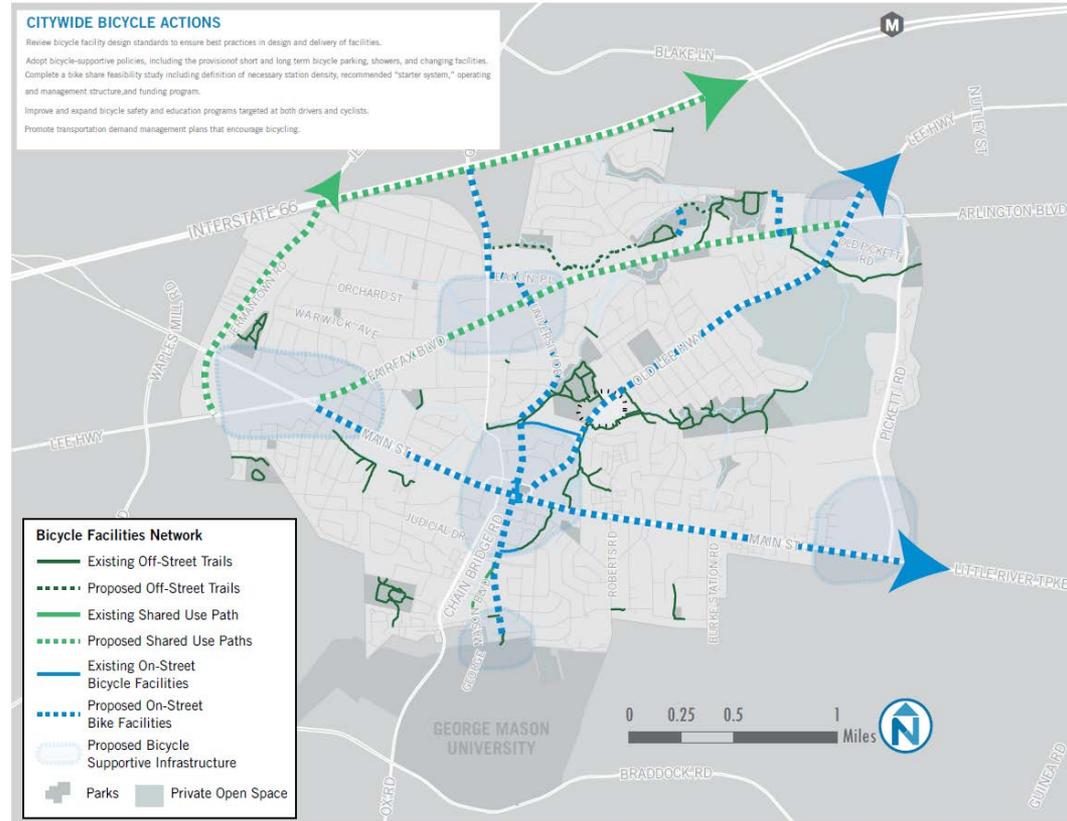
2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE

Connect the Green Ribbon of recreational trails and low-traffic community streets.



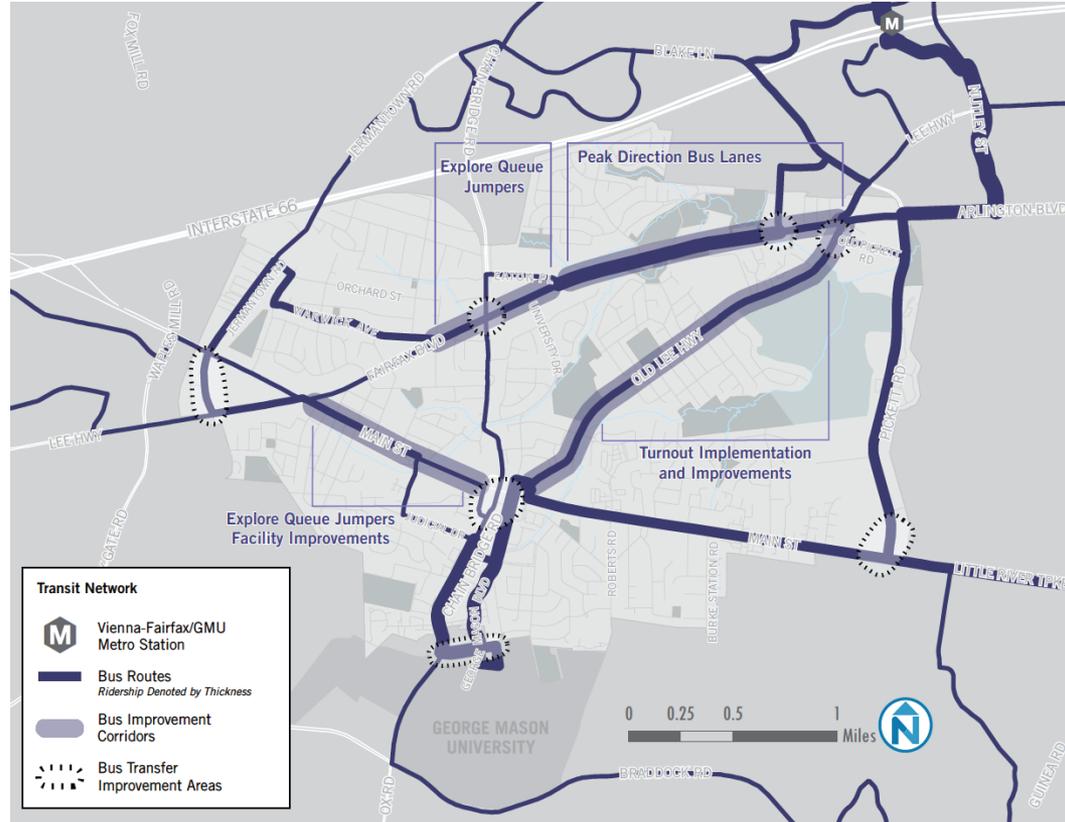
2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE

Provide a robust network for bicycle travel.



2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE

Provide effective transit services and information.



2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE

Provide for the efficient flow of freight movement and private vehicles.



— Roadways where vehicle operations will be protected

2. PROVIDE A BALANCED NETWORK; EXPAND CHOICE

Improve context sensitive street design.



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



3. Strategically improve major corridors

Improve major corridors



Vehicular crashes



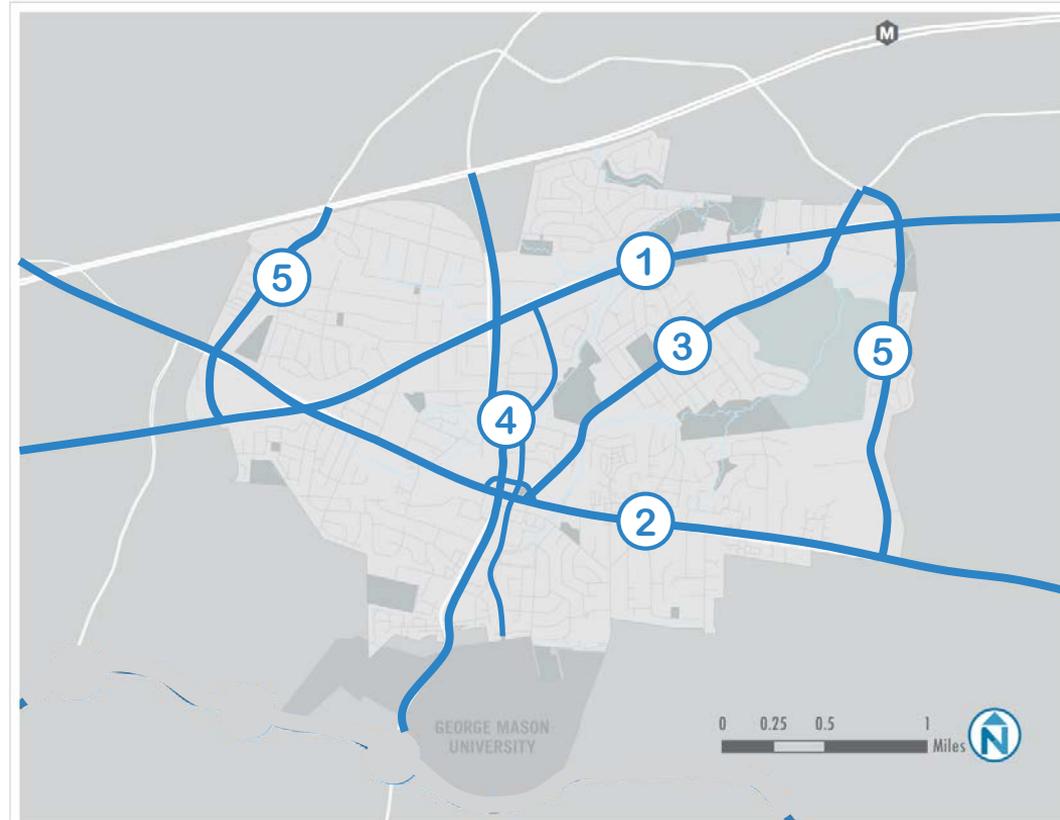
Crashes involving pedestrians and bicyclists



Transit travel time reliability

3. STRATEGICALLY IMPROVE MAJOR CORRIDORS

1. **Improve Fairfax Boulevard as a quality transit corridor with vibrant nodes of activity (*vehicles + transit emphasis*).**
2. **Provide safe bicycle travel and efficient vehicle flow on Main Street (*vehicles + bicycle emphasis*).**
3. **Implement the Old Lee Highway plan (*bicycles + transit emphasis*).**
4. **Balance mobility on Chain Bridge Road and University Drive (*complete street*).**
5. **Enhance operations on Pickett Road and Jermantown Road (*vehicle emphasis*).**



4. Strengthen local activity centers

Strengthen local activity centers



Change in retail rents
in local activity centers

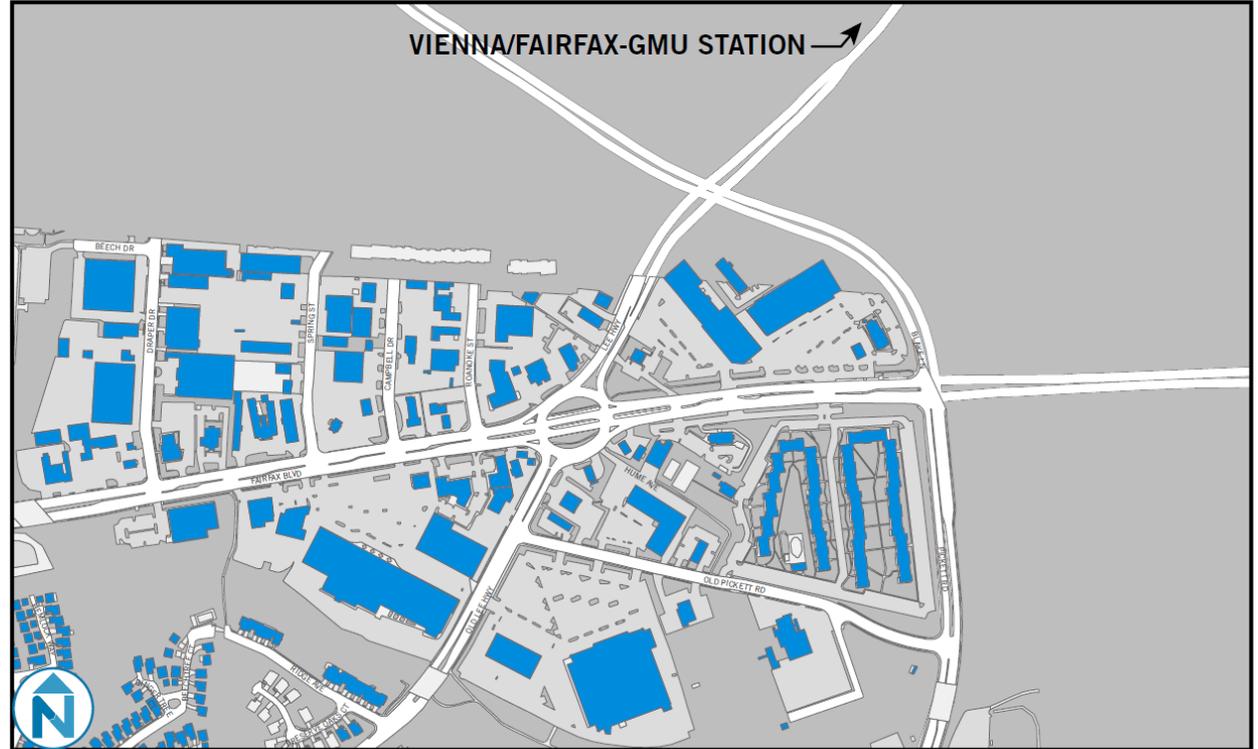


Pedestrian counts
at key crossings



Fairfax Circle

- Improve operations of Fairfax Circle to reduce confusion and improve mobility
- Improve pedestrian crossings across Fairfax Boulevard
- Provide additional non-motorized facilities and connections
- Introduce additional street grid for connectivity





Kamp Washington

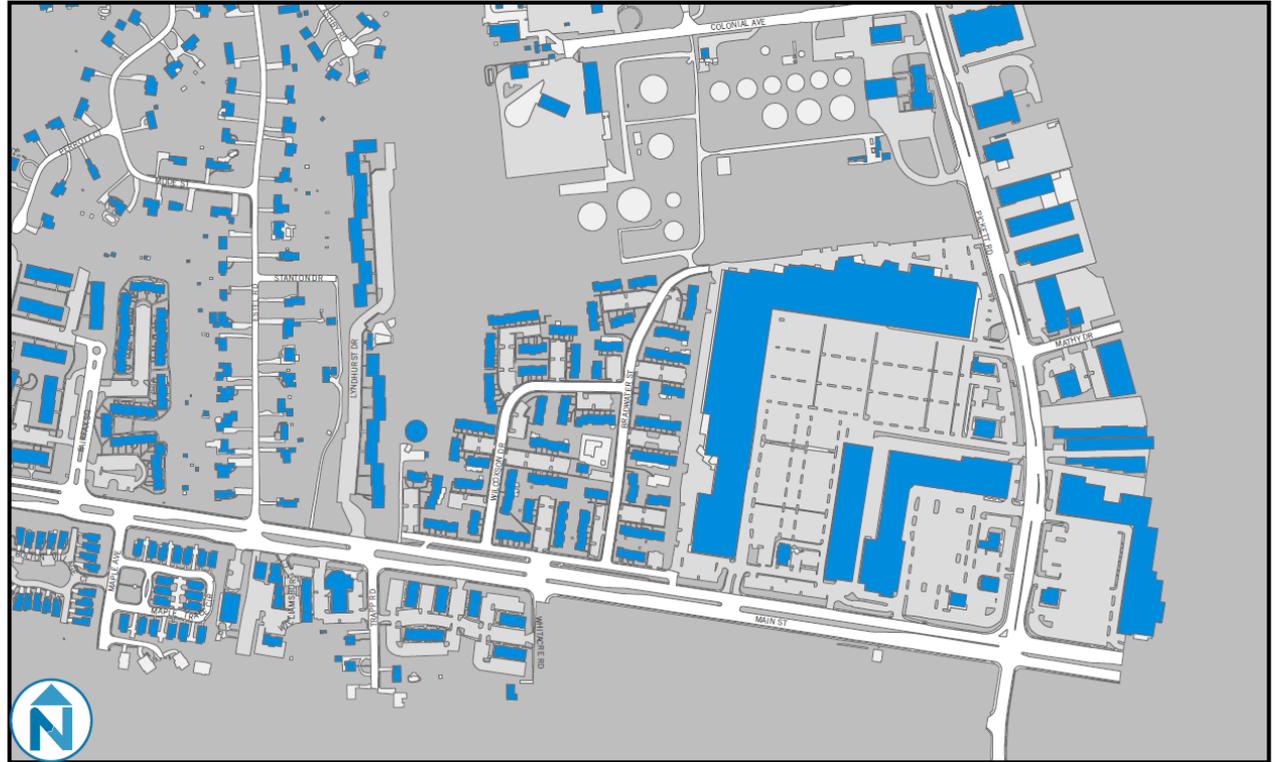
- Formalize slow street (frontage road)
- Improved pedestrian crossings
- More connectivity to nearby neighborhoods
- Introduce additional street grid for connectivity





Pickett and Main

- Improved pedestrian crossings
- Formalize informal existing grid
- Trail connections



5. Adopt policies for predictable and sustainable development

PROVIDE COMPLETE STREETS

Adopt a complete streets policy

- Every street should safely accommodate all users.
- Implement with major maintenance, rehabilitation, or reconstruction projects.
- Means of accommodation should be appropriate to the street context and local community.
- Pursue regional, state, and federal funding opportunities.
- Collaborate and coordinate across departments and jurisdictional boundaries.



ENSURE PEDESTRIAN ACCESSIBILITY

- **Ensure a safe and complete pedestrian network.**
- **All new streets should provide sidewalks on both sides of the street.**
- **Sidewalks should be considered with every major maintenance, restoration or street reconstruction project.**
- **Sidewalks on existing residential streets are installed upon request.**
- **Streets with moderate to high vehicle volumes (5,000 or more vehicles per day) should have sidewalks on both sides. Other streets should have a continuous sidewalk on at least one side.**



ENACT BICYCLE-SUPPORTIVE POLICIES

- **Increase awareness of bicycle and trail facilities.**
- **Expand the provision of bicycle racks for short term bicycle parking.**
- **Install long term bicycle parking in public parking facilities and private developments.**
- **Develop a TDM program that incentivizes and rewards bicycle commuting.**
- **Complete a bike share feasibility study.**



IMPROVE PARKING STANDARDS AND MANAGEMENT

- **Allow parking requirements to be met through an In Lieu Fee, or comparable alternative.**
- **Allow developers to fund public parking or other forms of access infrastructure, in lieu of meeting parking demand on site.**
- **Allow developers to pay a fee, similar to the In Lieu Fee, to provide excess parking that is not shared.**
- **Explore revision to parking policies and fees in Old Town and emerging nodes.**



MANAGE TRANSPORTATION DEMAND

- **Integrate TDM and Parking Management in new and existing developments.**
- **Expand employer outreach TDM program.**
- **Coordinate TDM programs with local and regional partners.**



Next Steps:

City Council Work Session

November 1st

Public Open Houses

Sat Nov 5th, 9am – 11am, Old Town Hall (2nd Floor)

Thurs Nov 10th, 11am – 1pm, Green Acres (Room 116)

Thurs Nov 17th, 7pm – 9pm, Lanier Middle School
(Library)

City Council/Planning Commission Work Session

December 6th