

ActiveFairfax Transportation Plan

MWCOG Bicycle and Pedestrian Subcommittee
March 18, 2025

Presenter: Nicole Wynands, Fairfax County Department of Transportation



Agenda

- Project Background and Status
- Update of the Planned Active Transportation and Trail Network
- Active Transportation Toolkit
- Q&A



Project Background and Status



Active Transportation: Definition

Active Transportation includes all forms of non-motorized travel for recreational purposes or to get from A to B.

The definition includes electric micromobility vehicles such as electric scooters, bikes and skateboards.



Key Project Goals

01

Current Comprehensive Plan guidance provides conflicting recommendations

02

There are gaps in the planned network and potential impacts on natural or cultural resources that need to be minimized

03

Facility types and design recommendations should be updated to reflect current best practices, national and state standards

Key Deliverables

Project Start: 2020

Completed Tasks:

- ✓ Existing Conditions Review (2020)
 - AT Needs Analysis
 - AT Demand Analysis
 - AT Safety Analysis
- ✓ Initial Community Engagement (2021)
- ✓ Vision, Goals and Objectives (2021)
- ✓ Safe Streets for All Program Recommendations (2022)
- ✓ Updated Bicycle Parking Guidelines (2024)

Our Vision and Goals



Access and connectivity



User safety and comfort



Community livability
and health



Equity and social justice



Sustainability
and conservation

Key Deliverables

Outstanding Tasks:

- ☐ Update of the Planned Active Transportation and Trails Network (Underway)
- ☐ Active Transportation Toolkit (Underway)
- ☐ Program Recommendations (Underway)
- ☐ Policy Recommendations (Underway)
- ☐ Implementation Recommendations (Underway)
- ☐ Final Report (Underway)

Project End: Fall 2025



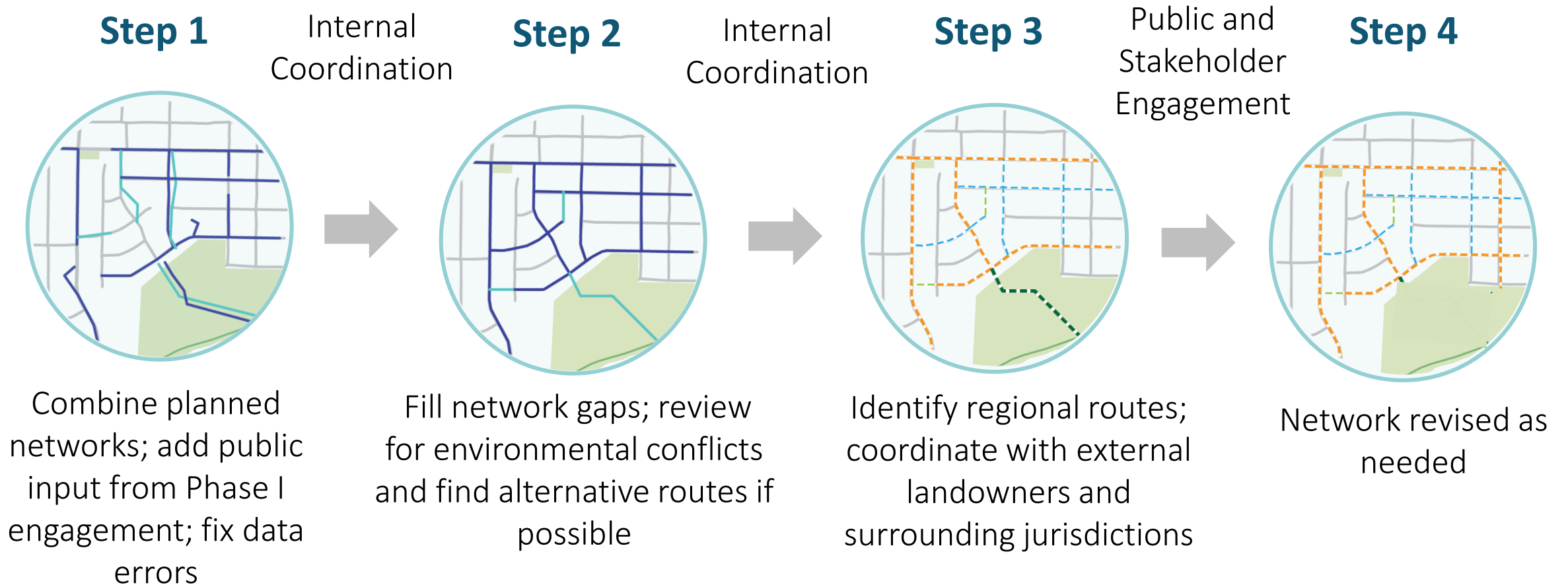
2021 Public Engagement: Community Priorities



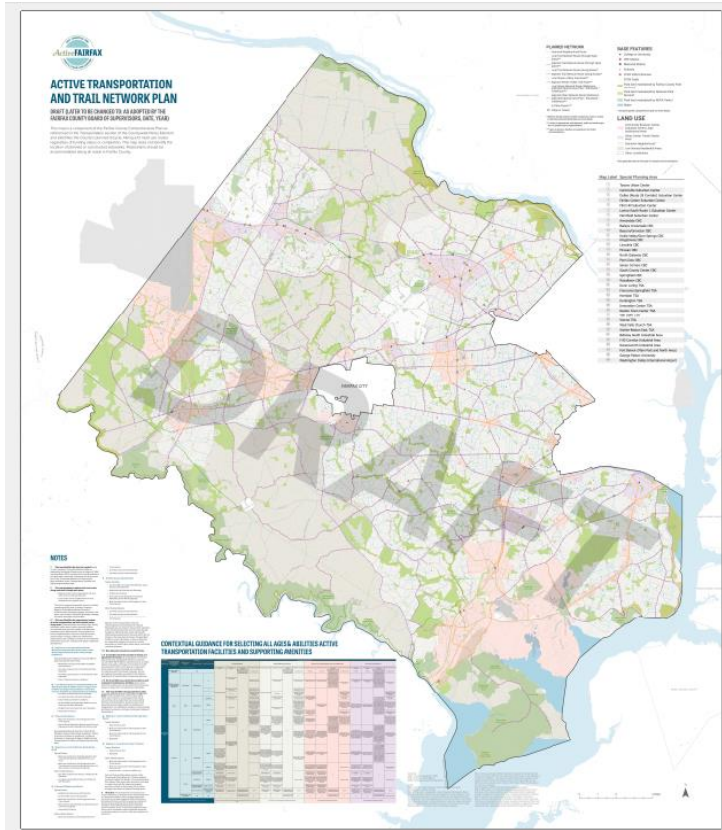
Update of the Planned Active Transportation and Trail Network



Network Planning Process



Continuation of Current Network Planning Methodology (with minor updates)















































































- Comprehensive Countywide Trail Network
 - For Transportation and Recreation
- Stream Valley Trail Network
 - To protect riparian corridors
- Designated Active Transportation Routes along Neighborhood Streets
 - First Mile/Last Mile to transit
 - Access to schools and parks

ActiveFairfax Transportation Plan

What is New?

- All Ages and Abilities Design User
- Safe Systems Approach
- Transportation - Land Use Connection
- Facility Selection Guidance
- AT recommendations for all roads
- Pedestrian Recommendations
- Complete Streets Recommendations
- Innovative Facility Types
- Equity Lens
- Better connectivity to schools and parks

ROADWAY TYPE			COMMUNITY CHARACTER			
Average Daily Traffic	Speed Limit	Number of Travel Lanes	Low-Density or Rural Residential Area	Suburban Neighborhood	Commercial Area in Residential or Suburban Neighborhood	Urban Center, Transit Station
Recommended Facility Types						
15k+	All	2-6+			 or 	 or 
6k - 15k	All	2-6+			 or 	 or 
3k - 6k	All	2-4	 and  (Optional)	 and  (Optional)	 or 	 or 
1k - 3k	25 mph >	4	 or  and 	 or  and 	 or 	 or 
	25 mph and below	2	 and 	 and 	 and 	 and 
<1k	25mph >	2	 or  and 	 or  and 	 and 	 and 
	25 mph	2	 and 	 and 	 and 	 and 
	15 mph or less	2	 or  and 	 or  and 	 or  and 	 or  and 
Pedestrian Zone (Vehicles Prohibited)						
Interstate						
Landscaping and Amenities			Street Trees, Grass or Natural Landscaping, Occasional Benches, Pedestrian Scale Lighting along Regional Trails, at Intersections and at Trail Crossings.	Street Trees, Grass or Formal Landscaping, Pedestrian Scale Lighting, Occasional Benches.	Refer to <i>Special Planning Area Street Design Standards</i> and/or Guidelines.	Refer to <i>Special Planning Area Street Design Standards</i> and/or Guidelines.



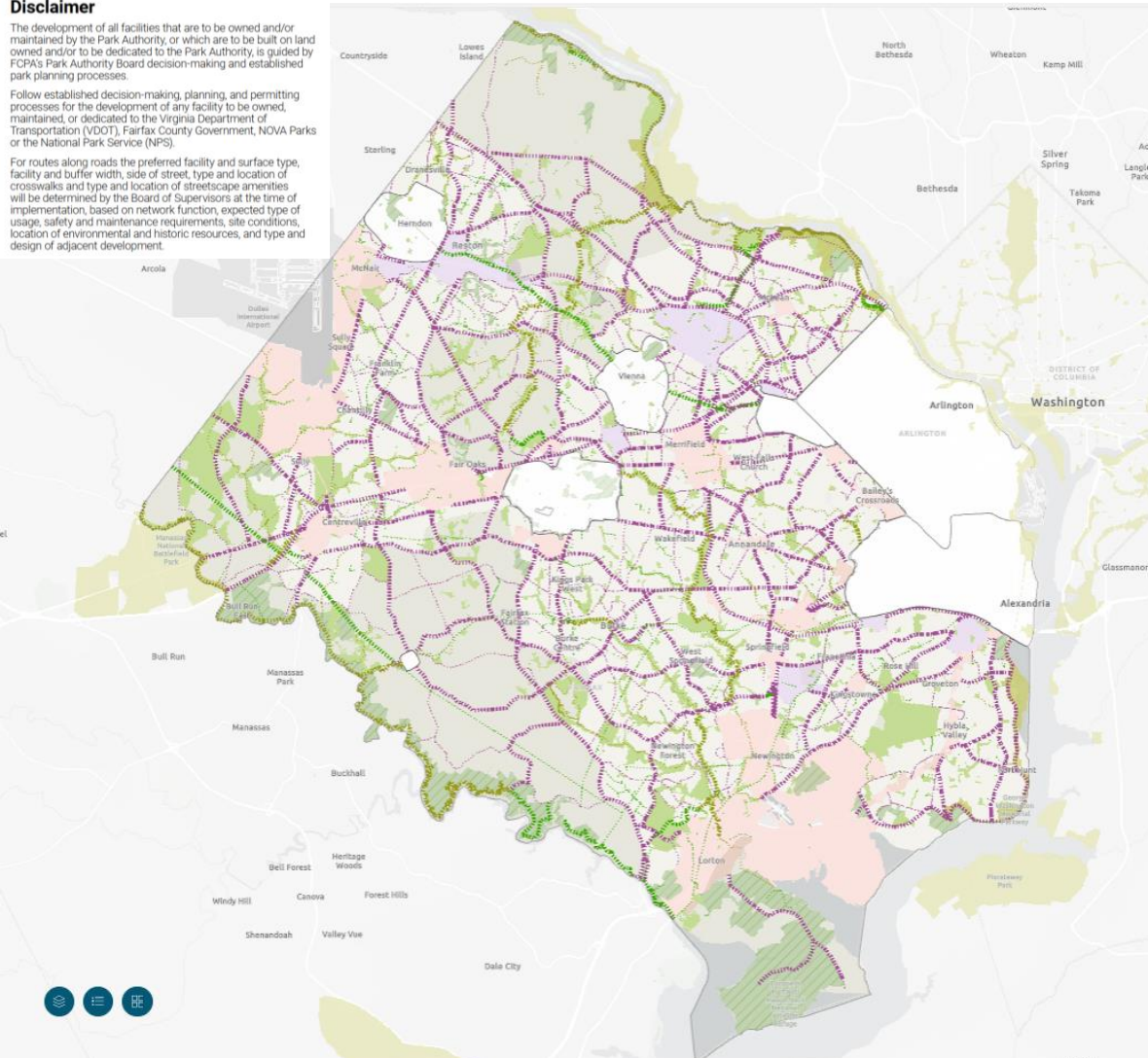
Regional and Local Trail Network

Disclaimer

The development of all facilities that are to be owned and/or maintained by the Park Authority, or which are to be built on land owned and/or to be dedicated to the Park Authority, is guided by FCPA's Park Authority Board decision-making and established park planning processes.

Follow established decision-making, planning, and permitting processes for the development of any facility to be owned, maintained, or dedicated to the Virginia Department of Transportation (VDOT), Fairfax County Government, NOVA Parks or the National Park Service (NPS).

For routes along roads the preferred facility and surface type, facility and buffer width, side of street, type and location of crosswalks and type and location of streetscape amenities will be determined by the Board of Supervisors at the time of implementation, based on network function, expected type of usage, safety and maintenance requirements, site conditions, location of environmental and historic resources, and type and design of adjacent development.



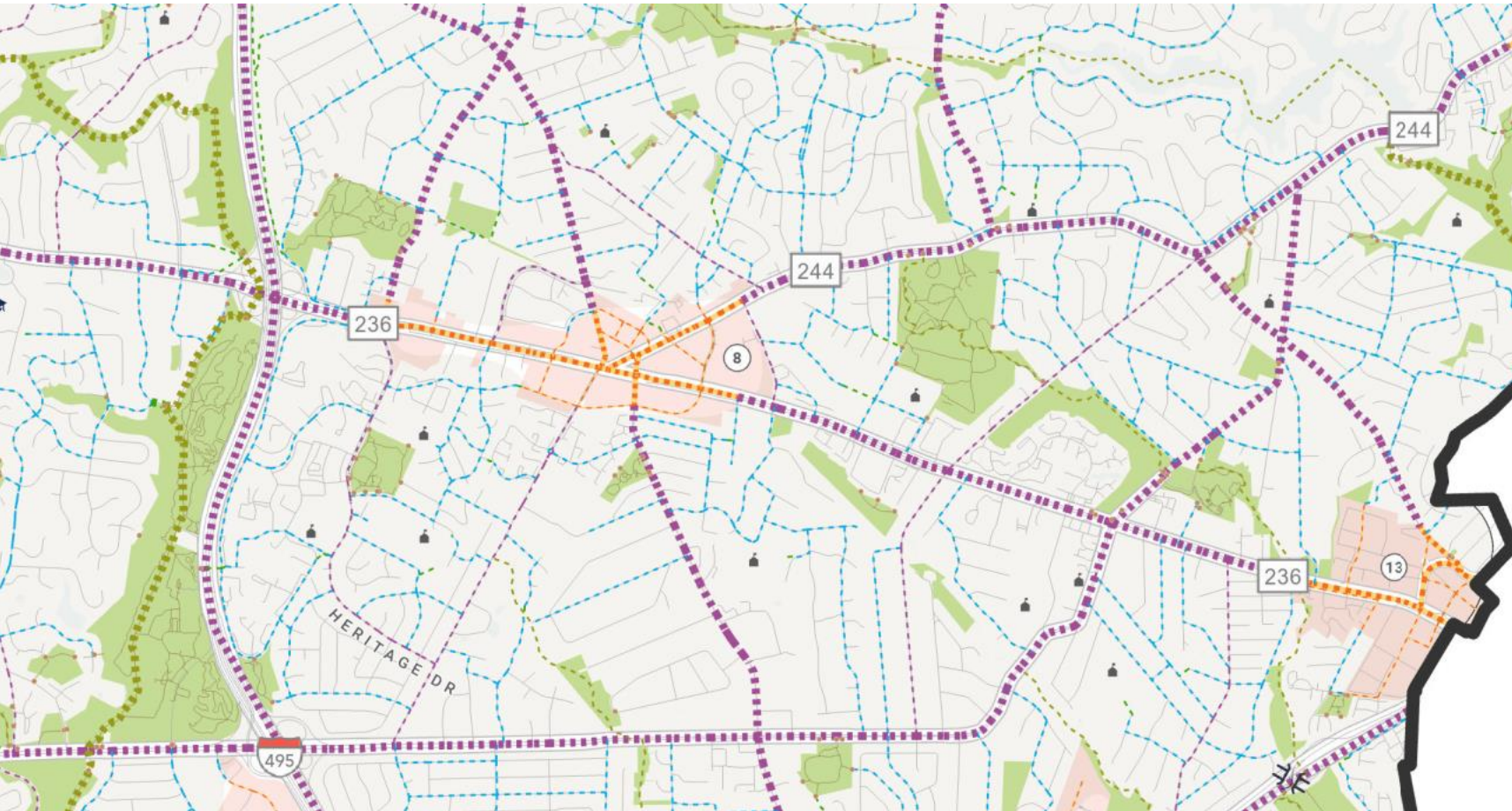
Regional Trails:

- Longer trails that connect destination hubs with each other and surrounding jurisdictions
- Include named regional trails such as the Potomac Heritage National Scenic Trail and the CCT, as well as the Capital Trail Network.

Local Trails:

- Connect neighborhoods to local destinations and the Regional Trail Network
- Connect Regional Trail users to local designations

Network Symbolology



PRIMARY ACTIVE TRANSPORTATION FACILITIES

- Special Area Plan Trails***
- Trails along Roads*
- Neighborhood Connectors
- All Other Roads
- Trails through Open Space****
- Stream Valley Trails****

*Reference Map notes to determine primary facility types, and the Table for optional, alternative facility types.

** Regional and Local routes are indicated by bolded and non-bolded line thickness respectively. Regional routes consist of longer trails and bikeways that connect destination hubs with each other and to surrounding jurisdictions. Local Routes connect neighborhoods to local destinations.

***Refer to specific guidance regarding streetscaping and trail requirements in the Area Plans.

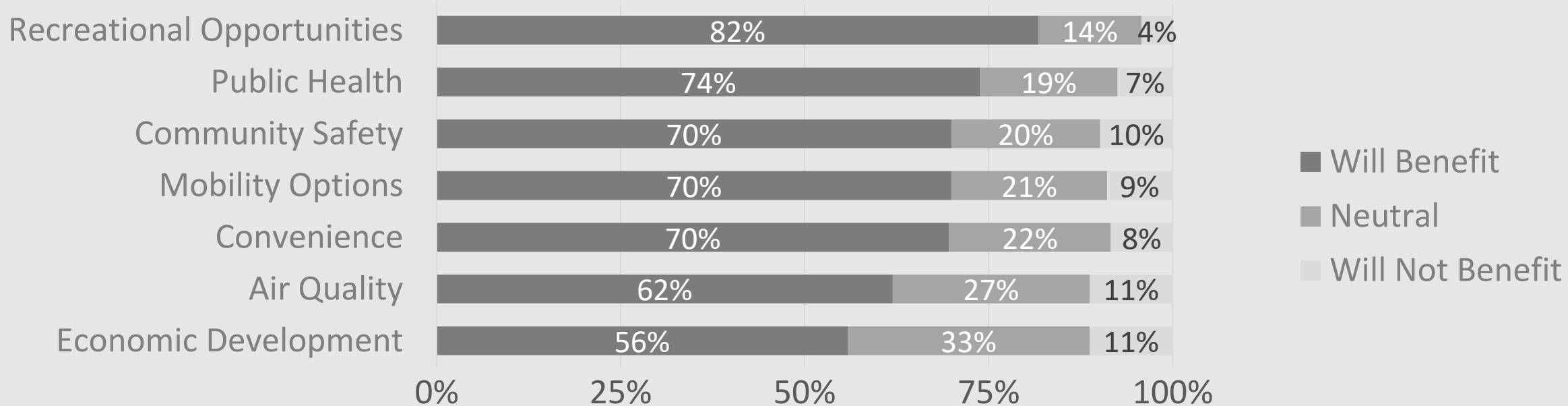
****Location is approximate, feasibility, facility type, alignment, width and surface type are to be determined at implementation.

ActiveFairfax Transportation Plan

Community Feedback

- Very positive reception
- Preference for separated facilities that minimize interaction with traffic
- Concerns about environmental impacts, lack of funding and extended implementation timeframe

Perceived Benefits of ActiveFairfax Draft Network



Active Transportation Toolkit

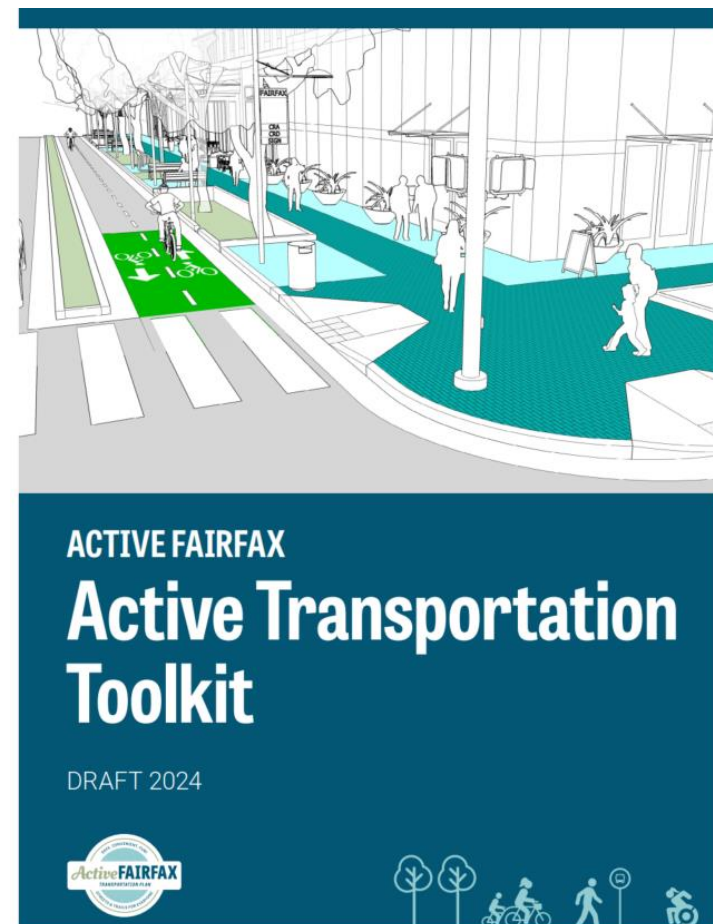


Draft Active Transportation Toolkit

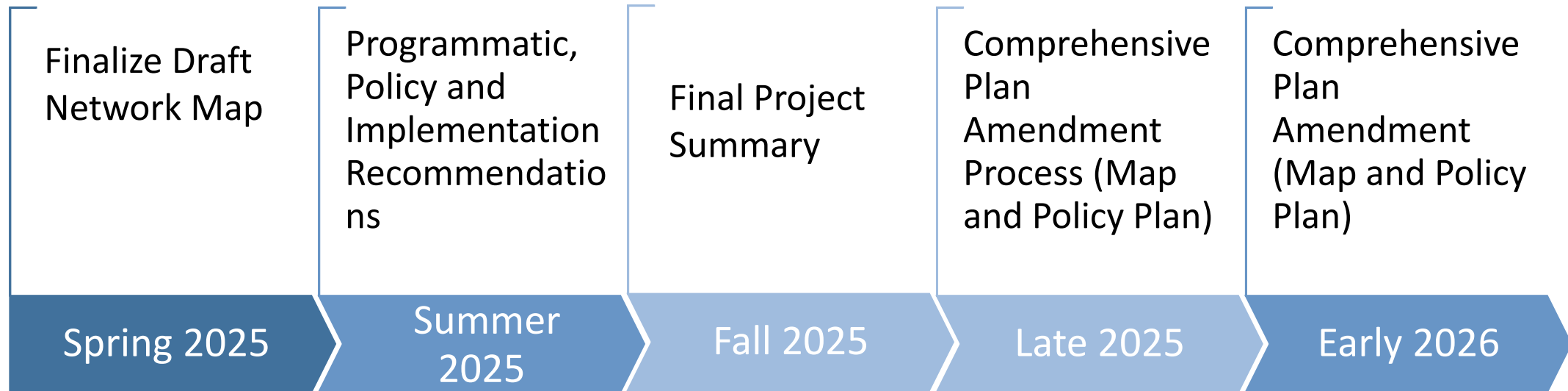
Purpose: To support public and private transportation planning efforts, as well as implementation of planned facilities

Content:

- Planning and implementation guidance on active transportation facility selection and design, and best practices
- A collection of relevant design and policy resources



Next Steps



Thank You! Questions?

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