



Next Steps for Urban Street Standards

Board of Supervisors
Transportation Committee

September 17, 2013



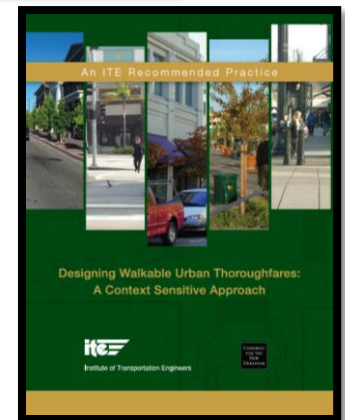
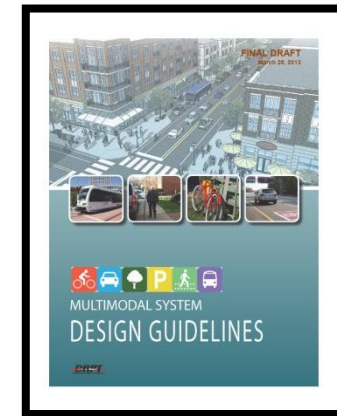
Purpose

- The purpose is to develop a set of urban transportation design standards that can be utilized within the County's urban activity centers and revitalization areas.
- The new standards are based on a context-sensitive design approach that establishes a walkable low-speed urban roadway environment.
- The new standards will create a flexible platform that will allow for implementation of the County's comprehensive plan.
- The new standards will focus on urban design elements that effectively accommodate all modes of transportation, and reduce the number of design waivers and exceptions ordinarily required from VDOT.



Primary Reference Sources

- Fairfax County Comprehensive Plan.
- Institute of Transportation Engineers (ITE) recommended practice: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 2010.
- American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2004; low speed urban street design.
- Road Design Manual (RDM), VDOT.
- Access Management Design Standards for Entrances and Intersections, VDOT.
- Multi-modal System Design Guidelines, Department of Rail and Public Transportation (DRPT).





Background

- In April 2010, the General Assembly of Virginia enacted HB 222 (Watts), “Design standards for state secondary highway system components,” which required VDOT and the Department of Rail and Public Transportation (DRPT), to work in conjunction with Fairfax County to develop new context sensitive, urban design standards for the county.
- On September 13, 2011, the Board adopted Transportation Design Standards and a Memorandum of Agreement with VDOT (MOA), for the Tysons Corner Urban Center.
- On May 25, 2012, County Staff presented to the Board an 18-month approach to developing Transportation Design Standards for the remaining urban activity centers and revitalization areas in Fairfax County.



Background – Continued

- In March, 2013, the DRPT released the Final Draft of the State's Multimodal System Design Guidelines.
- VDOT subsequently requested that Fairfax County work with them and DRPT to develop urban standards and an implementation approach that can be used statewide.
- The County, VDOT and DRPT have been working cooperatively since to develop the urban standards and implementation approach.





The Current Process

- VDOT is creating a new appendix to its Road Design Manual that will establish state-wide urban design criteria for urban and mixed-use activity centers and revitalization areas.
- Fairfax County is developing a GIS based multimodal system map that includes functional classifications, modes of transportation, and urban center classifications (P1-P6).
- Fairfax County will develop, based on multimodal system map, the recommended urban roadway cross sections for each roadway within the urban activity centers, and for the through corridors connecting the activity centers.
- County staff are in continued negotiation with VDOT to further develop and refine the Draft VDOT Road Design Manual urban streets standards, so that the County's comprehensive plan can be implemented with the fewest number of design exceptions and waivers.

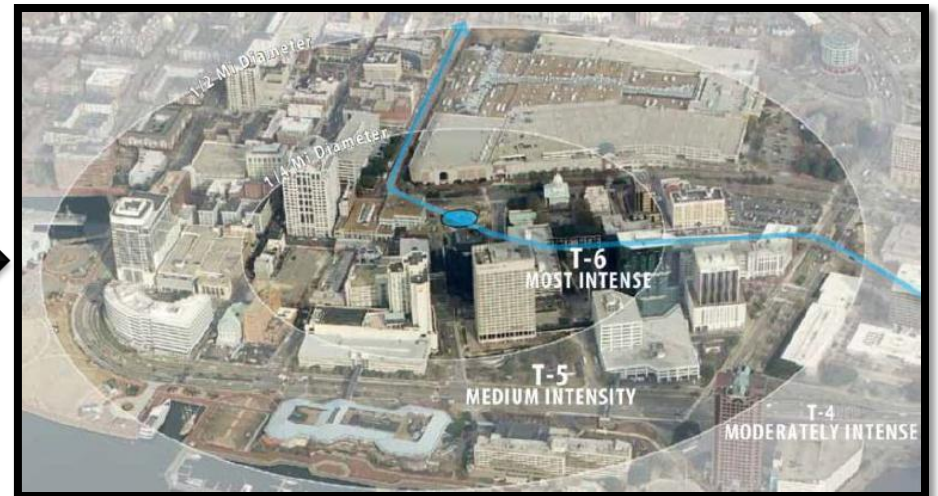


Activity Centers Designations

P-6	•Urban Core
P-5	•Urban Center
P-4	•Large Town or Suburban center
P-3	•Medium Town or Suburban Center
P-2	•Small Town or Suburban center
P-1	•Rural or Village Center
SP	•Special Center



Activity Centers Designations





Revitalization and Urban Activity Districts

1. Tysons Corner
2. Centerville
3. Dulles (Route 28)
4. Fairfax Center
5. Flint Hill
6. Lorton (So. Route 1)
7. Merrifield
8. Reston-Herndon
9. Annandale
10. Baileys Crossroads
11. Beacon-Groveton
12. Hybla Valley-Gum Springs
13. Kingstowne
14. McLean
15. North Gateway
16. Penn Daw
17. Seven Corners
18. South County Center
19. Springfield
20. Woodlawn
21. Dunn Loring
22. Franconia-Springfield
23. Herndon-Monroe
24. Huntington
25. Reston Parkway
26. Route 28-CIT
27. Van Dorn
28. Vienna
29. West Falls Church
30. Wiehle Avenue



Revitalization and Urban Activity Districts

FAIRFAX COUNTY URBAN AND MIXED-USE CENTERS MAP

LOCATIONS OF MIXED-USE CENTERS *

Urban Center

1. Tysons Corner

Suburban Centers

2. Centreville
3. Dulles (Route 28 Corridor)
4. Fairfax Center
5. Flint Hill
6. Lorton-South Route 1
7. Merrifield
8. Reston-Herndon

Community Business Centers

9. Annandale
10. Baileys Crossroads⁺
11. Beacon/Groveton^{**}
12. Hybla Valley/Gum Springs^{**}
13. Kingstowne
14. McLean
15. North Gateway^{**}
16. Penn Daw^{**}
17. Seven Corners⁺
18. South County Center^{**}
19. Springfield
20. Woodlawn^{**}

Transit Station Areas

21. Dunn Loring
22. Franconia/Springfield
23. Herndon-Monroe
24. Huntington
25. Reston Parkway
26. Route 28/CIT
27. Van Dorn
28. Vienna
29. West Falls Church
30. Wiehle Avenue

LEGEND

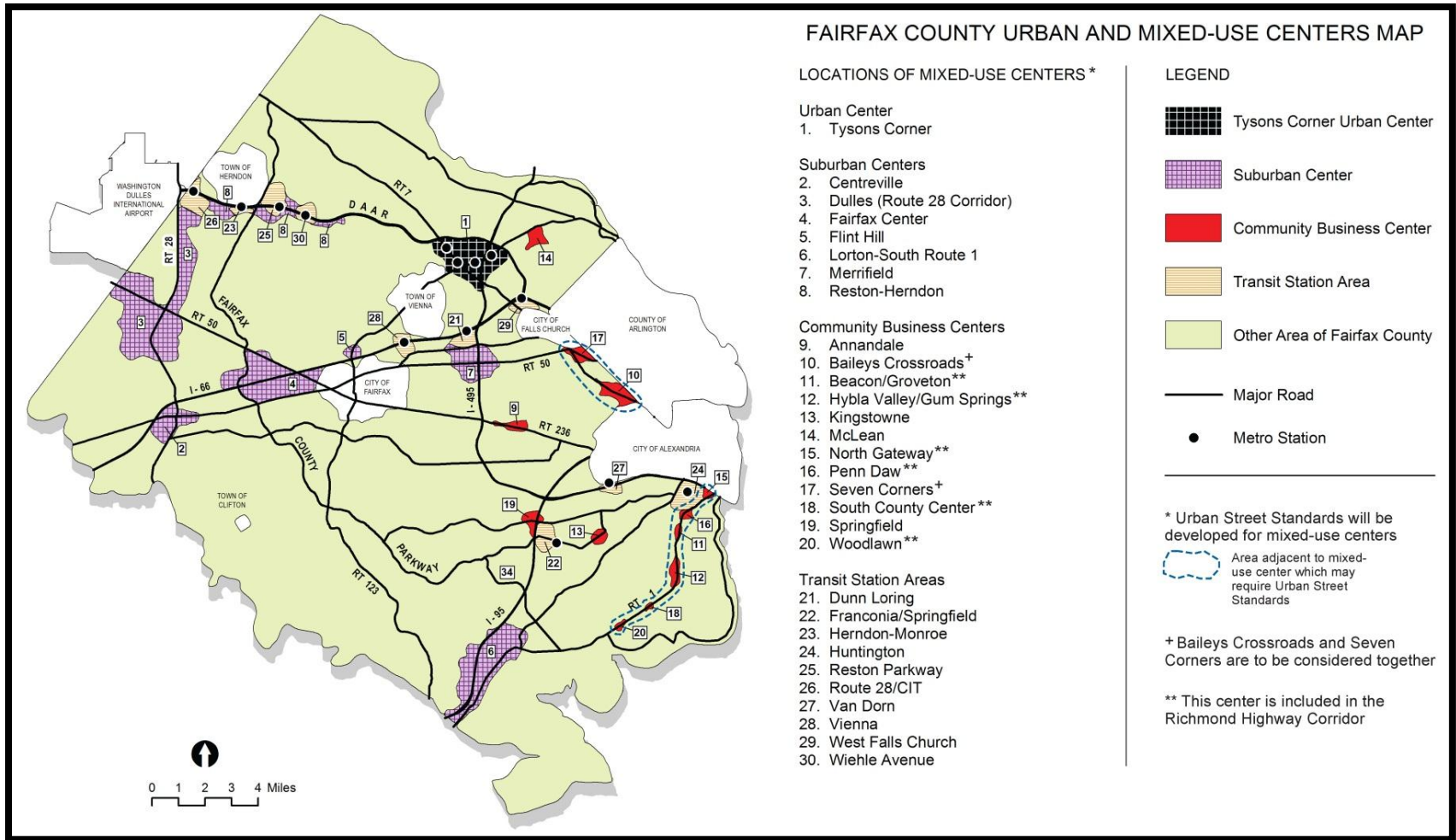
- Tysons Corner Urban Center
- Suburban Center
- Community Business Center
- Transit Station Area
- Other Area of Fairfax County
- Major Road
- Metro Station

* Urban Street Standards will be developed for mixed-use centers

Area adjacent to mixed-use center which may require Urban Street Standards

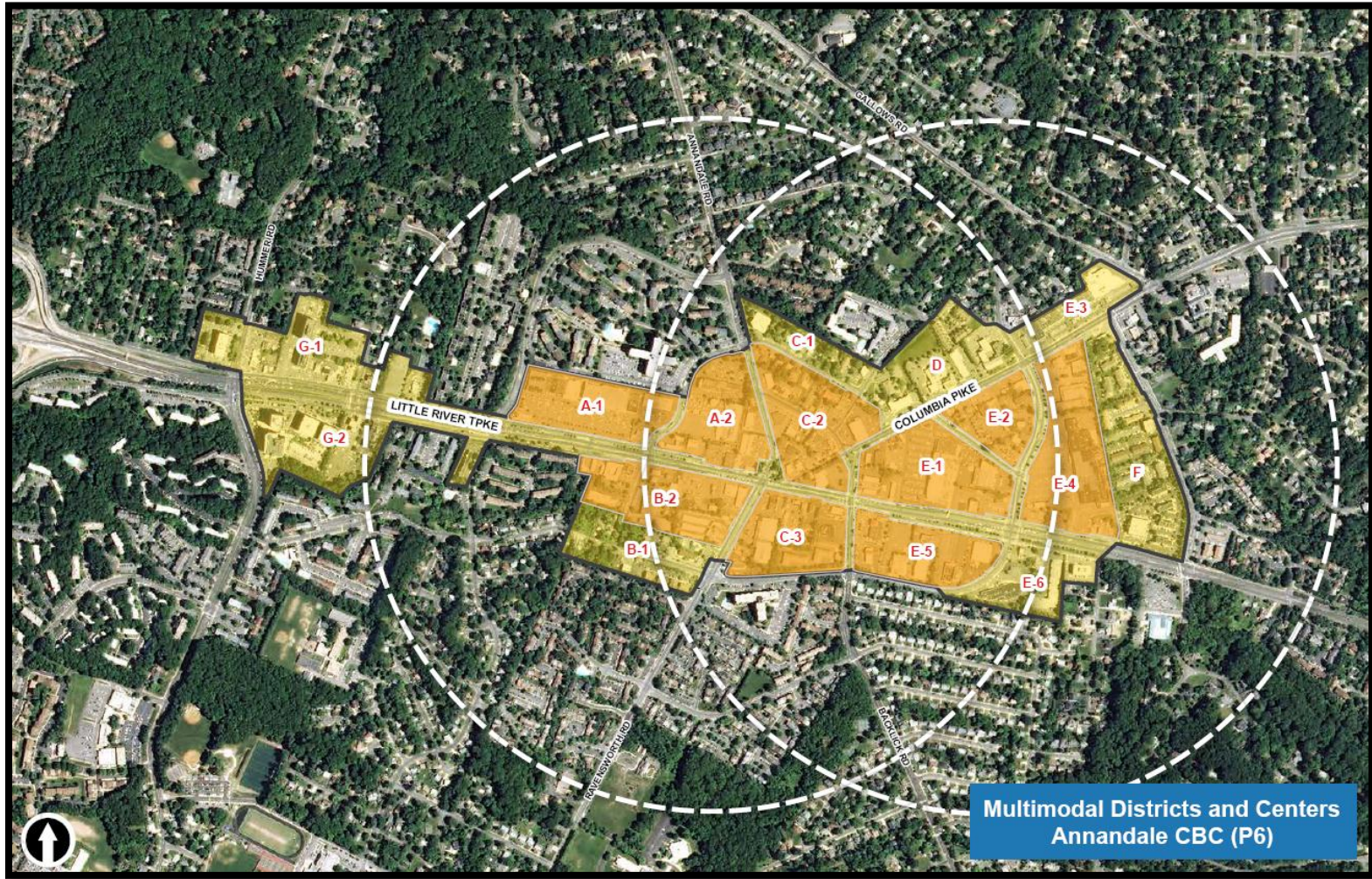
⁺ Baileys Crossroads and Seven Corners are to be considered together

^{**} This center is included in the Richmond Highway Corridor



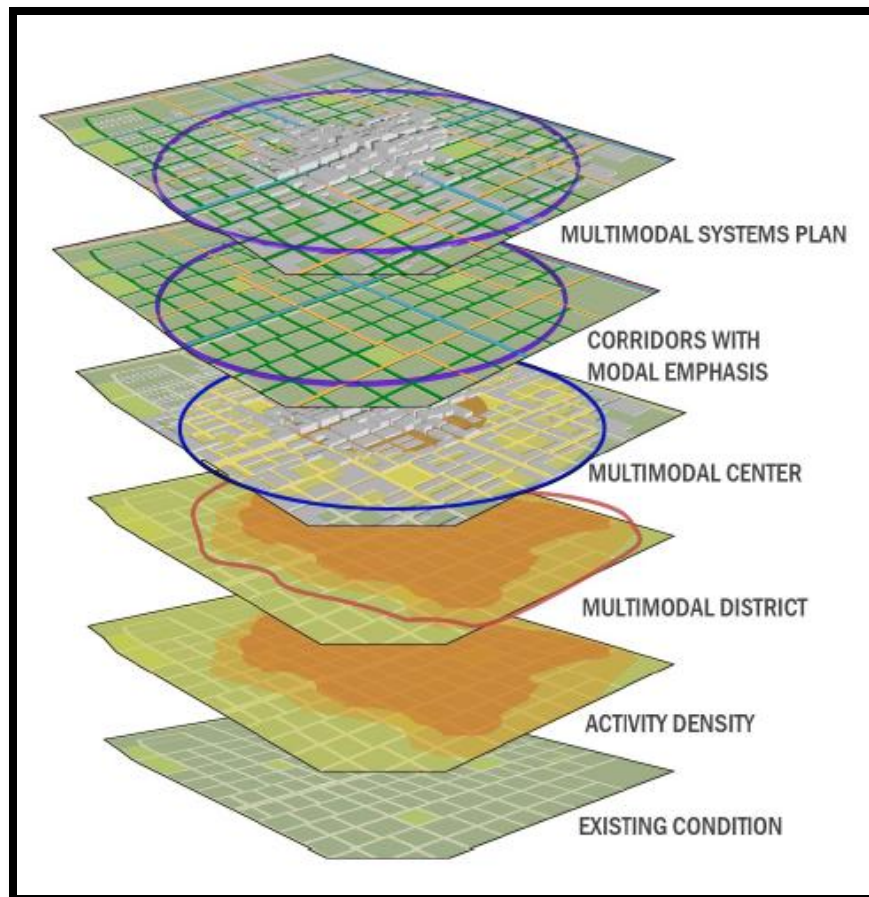


Activity Centers Designations





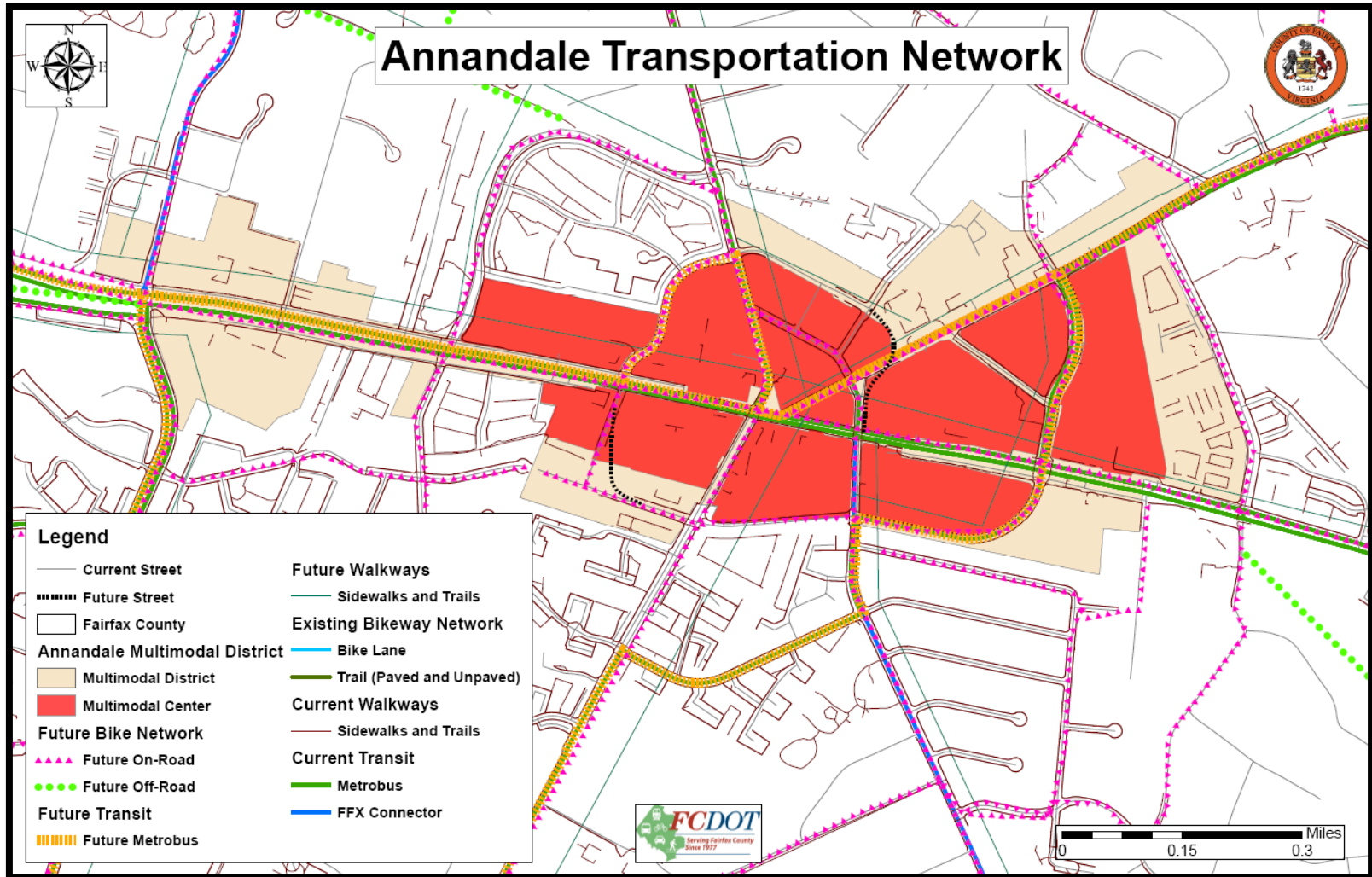
Multi-modal System Map



MODAL EMPHASIS		
	MODE (1)	TYPICAL CORRIDOR ELEMENTS EMPHASIZED (2)
	Auto	• Travel Lane Element (3)
	Pedestrian	• Building Frontage Element • Sidewalk Through Element • Amenity Element
	Bicycle	• Bicycle Element
	Transit (4)	• Amenity Element • Travel Lane Element
	Green (5)	• Amenity Element • Median Element
	Parking	• Parking Element



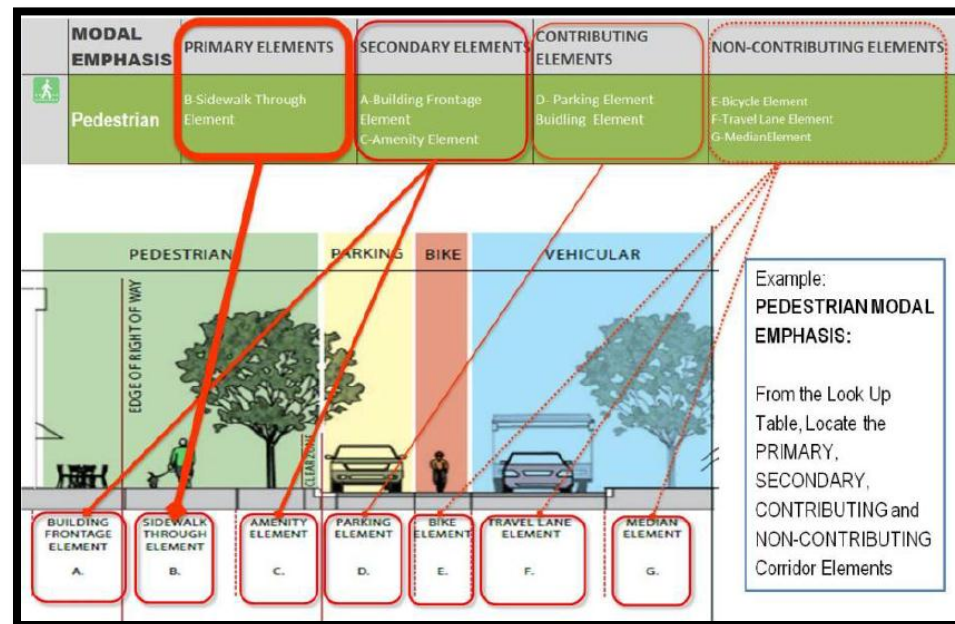
Multi-modal System Map





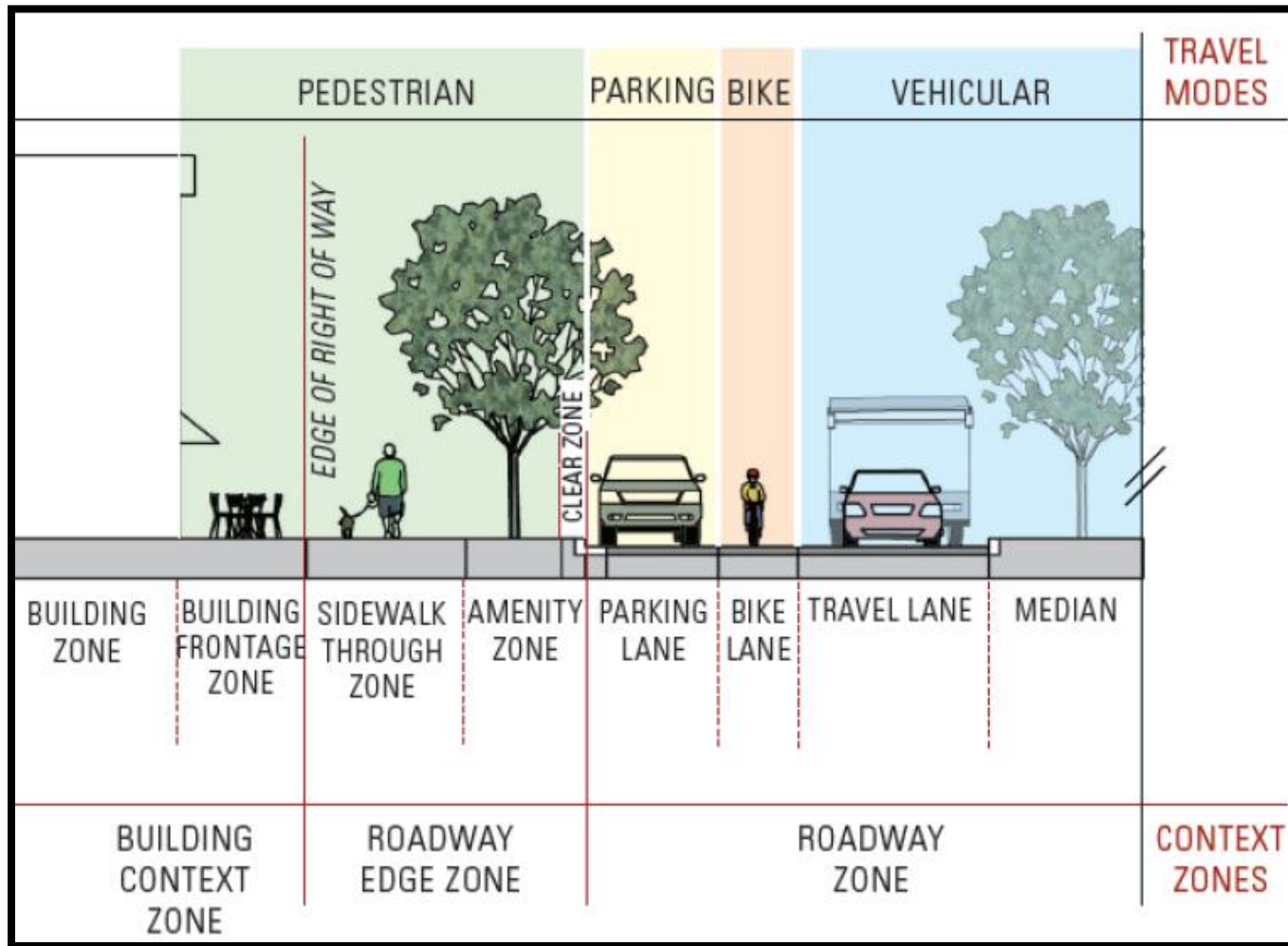
Modal Emphasis/Priority

HOW TO CHOOSE DESIGN STANDARDS BASED ON TYPE OF ELEMENT					
		PRIMARY ELEMENTS	SECONDARY ELEMENTS	CONTRIBUTING ELEMENTS	NON-CONTRIBUTING ELEMENTS
Which Standard to Choose		Use Optimum Standard in all cases	Use Optimum Standard whenever ROW width allows	Use Optimum if ROW allows - May use Minimum if ROW is constrained	May use Minimum Standard





Recommended Road Sections





Expected Timeframe and Remaining Tasks

- There are multiple remaining tasks:
 - VDOT expects to adopt the Urban Design Standards Appendix by October or November 2013.
 - Fairfax County will be submitting multimodal system maps to VDOT and DRPT for review by November 2013. Eleven of the 22 activity centers that are compatible with the multimodal system design guidelines will be submitted:
 - Annandale CBC
 - Bailey's Crossroads CBC
 - Dulles Suburban Center
 - Fairfax Center
 - Mclean CBC
 - Merrifield/Dunn Loring TSA
 - Route 28/CIT TSA
 - Seven Corners CBC
 - Springfield
 - Vienna Metro Station TSA
 - West Falls Church TSA



Expected Timeframe and Remaining Tasks

- The remaining centers, such as Route 1 and Reston which have pending studies or comprehensive plan amendments will be submitted at a later date.
- After VDOT and DRPT review of the multimodal system maps, County staff will bring the maps to the Board for approval in January or February 2014.
- Once approved by the Board, Fairfax County will develop the road cross sections. This may require about 6 to 12 months, and could include field survey data collection, GIS aerial map review, public outreach, and minor County comprehensive plan amendment.
- County staff will also complete the adoption of the County-wide Bicycle Master Plan into the county's comprehensive plan.



Expected Timeframe and Remaining Tasks

- Once the cross sections are completed and the comprehensive plan amended, County staff will bring the cross sections to the Board for approval, and to VDOT for final approval.
- Fairfax County is also discussing a possible MOA with VDOT that may be required in order to resolve maintenance responsibilities within the County's Urban Activity Centers.



Questions?