



Sully District Council
Land Use and Transportation Committee
April 27, 2011

Secondary Streets and Competing Functions

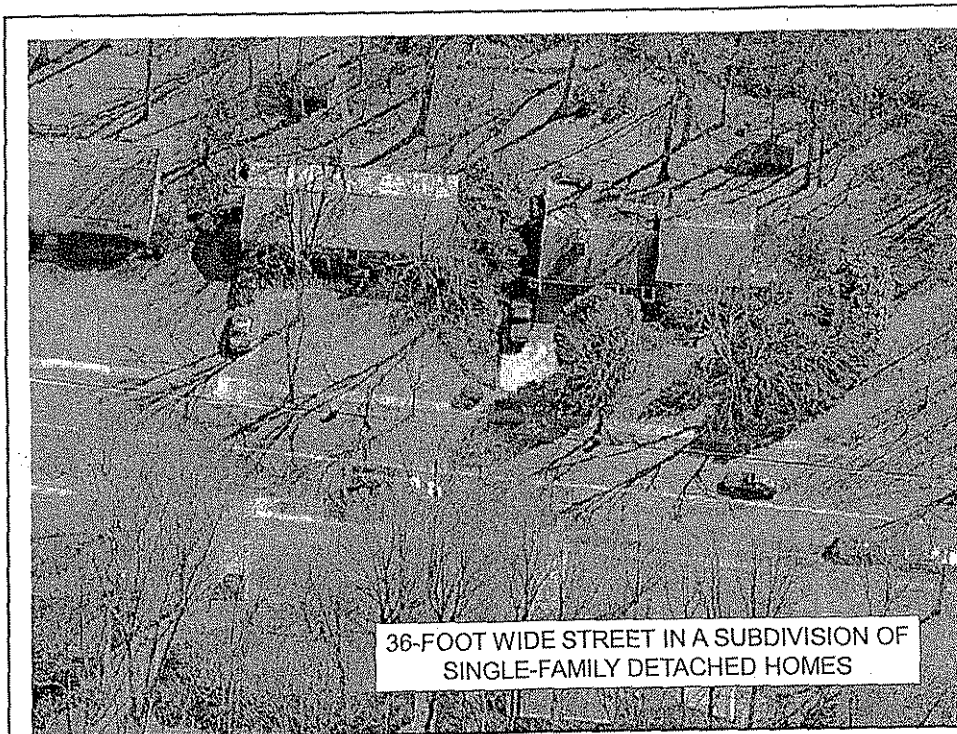


Functions of Secondary Streets

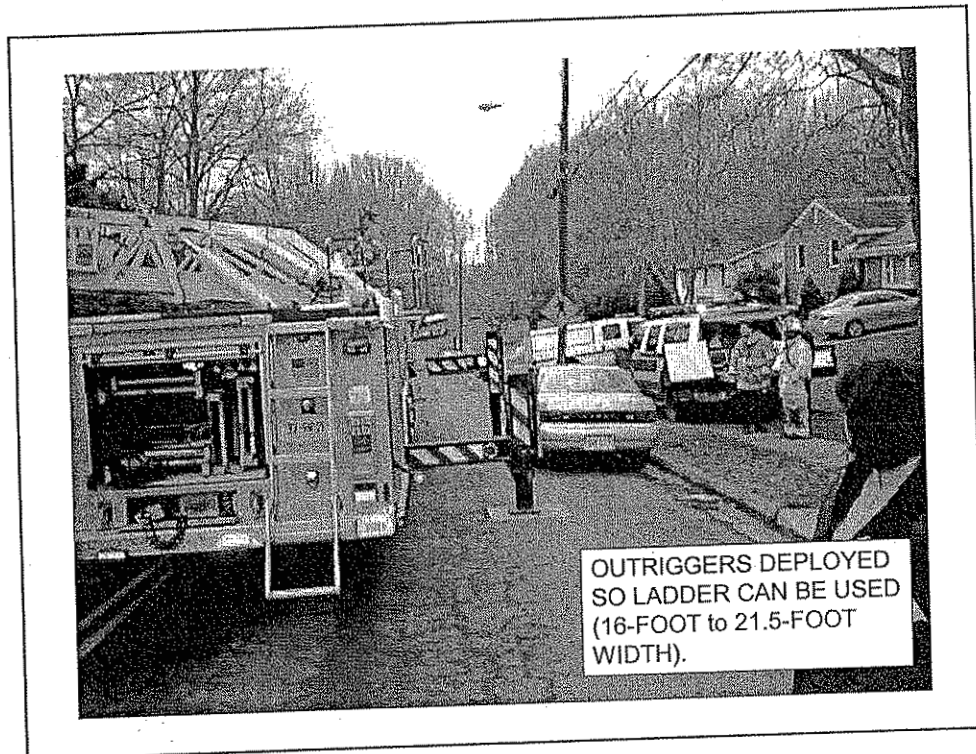
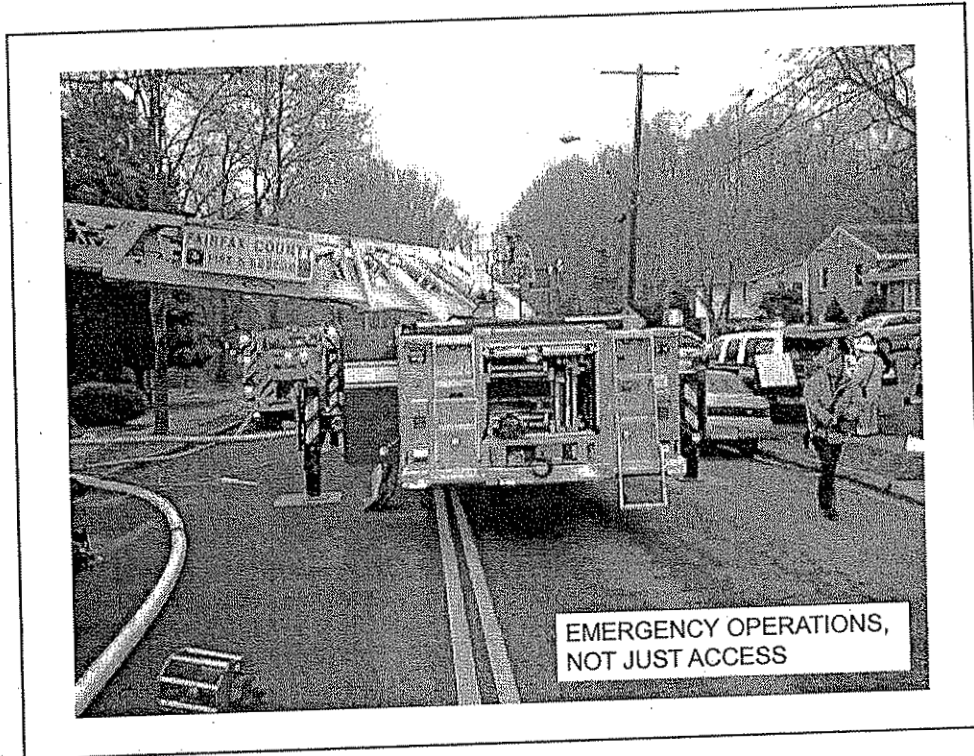
- Emergency access and operations
- Safe vehicular movement to and from residences
- Safe pedestrian movement
- Parking
- Providing the above functions while minimizing the environmental impact (impervious surface, stormwater runoff) and encouraging a sense of community

Emergency Response

- Response to a single-family detached house fire on Tuesday, January 26, 2010, at approximately 6:35 a.m.
- Springfield area.
- A second alarm and an EMS Task Force were requested, bringing over 60 firefighters to the scene.
- Two deceased.
- Crews fought the gas-fed fire from the inside of the house until conditions severely deteriorated and the floor collapsed, narrowly missing firefighters below.
- One firefighter injured.
- The home is a total loss.



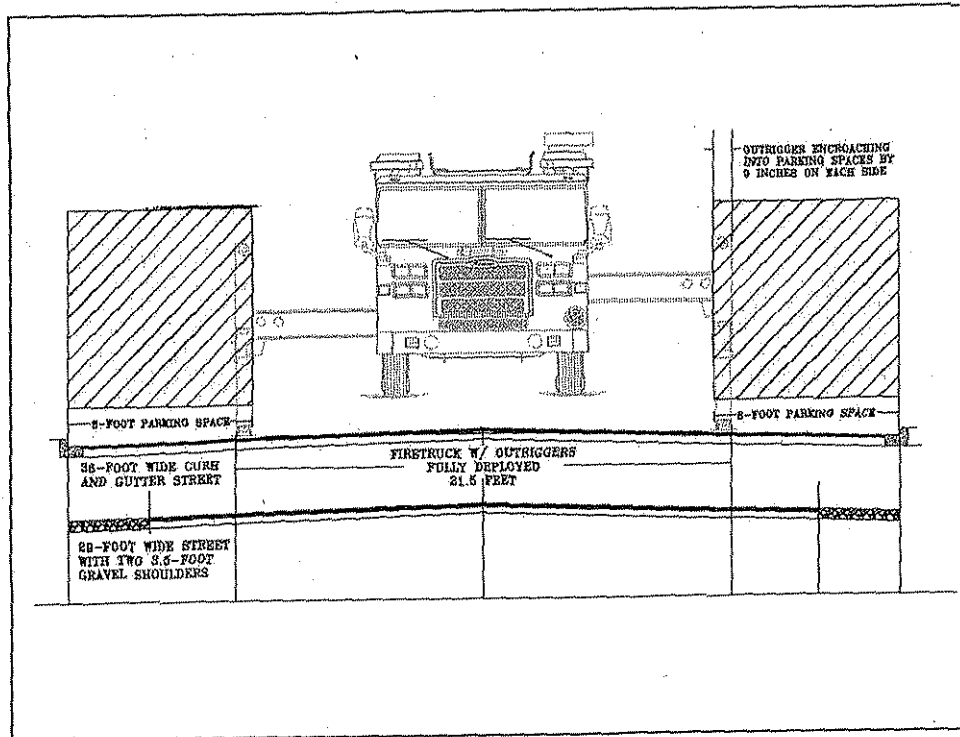
36-FOOT WIDE STREET IN A SUBDIVISION OF SINGLE-FAMILY DETACHED HOMES





Emergency Access and Operations

- Minimum street width of 36 feet.
 - 8-foot wide parking both sides
 - Unobstructed 20-foot width (state fire code)
- Different from current county standards and new VDOT standards.



New VDOT Standards in Relation to Emergency Access/Operations

New standards	Effect on functions
More connections	<ul style="list-style-type: none"> •Better emergency access •Better pedestrian access •Better vehicular access
Narrower streets	<ul style="list-style-type: none"> •Limits emergency access and operations •Safer pedestrian and vehicular access (encourages slower vehicular speeds) •Less impervious surface
Parking (provides standards for streets with no parking, parking on one side, and parking on both sides of the street)	<ul style="list-style-type: none"> •Limits emergency access and operations if parking cannot be enforced. •Requires additional police staff time to enforce. •No parking may be too restrictive for some neighborhoods (guest accommodations, extra cars in the household).

Proposed PFM Amendment

- Align with Secondary Street Acceptance Requirements and VDOT Road Design Manual as much as possible
- 36 foot minimum width (accommodating emergency access and operations, and parking on both sides of the street).
- Provided for parking restrictions and/or narrower streets only if approved by the Board through a zoning action.
- Provided for different geometric standards through a memorandum of understanding executed between VDOT and the county (e.g. Urban Design Standards for Tysons Corner)

Ditch-Section Streets

ADT	Current County PFM Requirements (assumes no parking)			New VDOT Standards (parking both sides, narrower widths allowed if parking restricted)			Proposed County PFM Requirements (parking on both sides)		
	Pvmt. Width	Gravel Shoulder	Total Width	Pvmt. Width	Gravel Shoulder	Total Width	Pvmt. Width	Gravel Shoulder	Total Width
One-way ≤400	18'	2'-4'	22'-26'	29'	2'	33'	29'	3.5'	36'
Two-way ≤400	18'	2'-4'	22'-26'	29'	3.5'	36'	29'	3.5'	36'
401-2000*	20'-22'	5'-6'	30'-34'	29'	3.5'	36'-40'	29'	3.5'	36'-40'
2001-4000	24'	8'	40'	36'**	2'	38'-40'	36'***	2'	38'-40'
4001-5500	24'	8'-10'	40'-44'	40'	8'-11'	56'-62'	40'	8'-11'	56'-62'

*Street must meet standards for 2001-4000 ADT if only one point of access (New VDOT standards and proposed PFM requirements).

**Minimum streets can be reduced by 2 feet if approved by VDOT (for both ditch-section and curb and gutter streets in the new VDOT standards, but only for the ditch-section streets in the proposed PFM requirements).

Curb and Gutter Streets

ADT	Current County PFM Requirements (assumes parking on both sides)	New VDOT Standards (parking both sides, narrower widths allowed if parking restricted)	Proposed County PFM Requirements (parking on both sides)
One-way ≤400	22'	29'	36'
Two-way ≤400	26'-28'	29'	36'
401-2000*	36'	29'	36'
2001-4000	36'-40'	36'***	36'
4001-5500	40'	40'	40'

Widths are curb face to curb face.

*Street must meet standards for 2001-4000 ADT if only one point of access (New VDOT standards and proposed PFM requirements).

**Minimum streets can be reduced by 2 feet if approved by VDOT (for both ditch-section and curb and gutter streets in the new VDOT standards, but *only for the ditch-section streets in the proposed PFM requirements*).

Current Status

- Engineering Standards Review Committee did not recommend approval (concerns about wider streets).
- Received authorization to advertise the amendment from the Board on March 29, 2011.
- Board requested that staff conduct additional outreach regarding the amendment.
- Briefed several committee and commissions.
- Staff report available at
http://www.fairfaxcounty.gov/dpwes/publications/pfm/streets_sidewalks.pdf

Questions/Discussion

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