

## DRAFT Safe Streets for All Program Plan

This document provides a framework for a Fairfax County Safe Streets for All Program designed to address systemic transportation safety issues with a focus on vulnerable road users and equity. The framework includes proposed education, policy, planning, programmatic and design strategies that can be implemented in a phased approach. Some of the strategies could be implemented as a pilot, others require close coordination and support from stakeholder agencies, or will need one time or recurring funding. The recommendations are presented as a list of bullet points for easy reading, but will be integrated into a report with a narrative.

Action items are presented within the following framework:

- **Proposed Program Recommendations** – A list of potential short-, medium-, and long-term strategies that would help advance traffic safety in Fairfax County.
- **Stakeholders** – Key stakeholders that FCDOT will need to coordinate with to implement the recommendation.
  - Glossary of Abbreviations:
    - BOS – Board of Supervisors
    - CTB – Commonwealth Transportation Board
    - DEI – Department of Economic Initiatives
    - DPD – Department of Planning and Development
    - DPWES – Department of Public Works and Environmental Services
    - CEX – Office of the County Executive
    - FCPA – Park Authority
    - FCPD – Police Department
    - FCPS – Public Schools
    - HD – Health Department
    - LDS – Land Development Services
    - NCS -Neighborhood Community Services
    - NPS – National Park Service
    - OPA – Office of Public Affairs
    - VDOT – Virginia Department of Transportation
- **Implementation Timeframe** – Recommendations are assigned a likely implementation timeframe depending on complexity, funding needs and stakeholder buy-in. *The timeframe does not yet reflect priority or impact of a recommendation, or if the recommendation requires a single action or an ongoing commitment.*

## Principles of a Safe Streets for All Approach

- Traffic deaths and serious injuries are avoidable and should not be accepted.
- Protecting human life is the highest priority.
- The people who design, build, and manage roads have a shared responsibility to prevent crashes that result in serious injury or death.
- Users also have a shared responsibility to prevent crashes that result in serious injury or death.
- A proactive approach should be taken to making the transportation system safe for all users including pedestrians, cyclists and people traveling in vehicles, rather than waiting for events to occur and reacting.
- Lack of safety should not be a trade-off for faster mobility. Pedestrians and cyclists are particularly vulnerable, and speed is a fundamental predictor of crash survival. Rather, the transportation system should be both safe and efficient.

## Funding + Capacity Building

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Establish a Safe Streets for All Program focused on the implementation of the proposed recommendations below.	FCDOT; BOS; CEX; DEI	Short
Establish an interdisciplinary Task Force to provide oversight of the Safe Streets for All Program.	Various agencies and community organizations	Short
Create at least one staff position to run the Safe Streets for All Program and monitor performance. Grow staff capacity as needed.	FCDOT; BOS	Short
Ensure adequate maintenance of safety related equipment, marking and signage such as Rapid Flashing Beacons, Pedestrian Hybrid Beacons, crosswalk markings, Yield to Pedestrian signage, etc.	FCDOT; VDOT; DPWES; BOS	Short
Require every transportation-related project (studies, capital projects, comprehensive plan amendments; etc.) to include an active transportation expert on the consultant team.	FCDOT; VDOT	Short
Prioritize maintenance and active transportation capital improvements along high-risk pedestrian and bicycle corridors.	FCDOT; DPWES; BOS; VDOT	Medium
Provide dedicated funding for the Safe Streets for All Program for implementation of pilot projects, studies, and other safety-related non-capital efforts such as educational campaigns.	FCDOT; BOS	Medium
Develop a locally funded Safe Routes to School program in partnership with FCPS. Create at least one staff position to run the Safe Routes to School Program serving students K-12 and provide dedicated funding for programming and studies. Scale up staff capacity as needed.	FCDOT; FCPS; BOS; NCS; HD	Medium
Develop a Safe Routes to Parks & Trails program in partnership with FCPA, NOVA Parks and NPS.	FCDOT; FCPA; NOVA Parks; NPS; BOS; NCS; HD	Medium
Establish dedicated funding for the Active Transportation Program for safety-related spot improvements and programming and expand staff capacity to expedite implementation.	FCDOT; BOS; VDOT	Medium
Provide adequate funding, staffing and equipment to clear sidewalks, bikeways and transportation trails of hazards, debris, and obstructions.	FCDOT; VDOT; BOS; DPWES; FCPA; NOVA Parks; FCPD; General Assembly, CTB	Long
Provide adequate funding for sidewalks, bikeways, and transportation trails for resurfacing, restriping and reconstruction.	FCDOT; BOS; DPWES; FCPA; NOVA Parks; NPS; VDOT; General Assembly, CTB	Long

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Provide adequate funding to expedite building out the active transportation network.	FCDOT; BOS; FCPA; NOVA Parks; NPS	Long

## Policy + Comprehensive Planning

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Adopt and implement a Safe Streets for All Policy that prioritizes the protection of human life over all else in the planning, design, and operation of Fairfax County's transportation network. Set short-, medium- and long-term targets.	FCDOT; VDOT; FCPD; HD; BOS	Short
Adopt and implement a context sensitive Complete Streets Policy (transportation - land use connection)	FCDOT; VDOT; DPD; BOS	Short
Prioritize active transportation safety in planning and funding efforts using data, targets, and metrics.	FCDOT; VDOT; DPD; BOS	Short
Determine maintenance responsibility for all sidewalk and trail segments.	FCDOT; VDOT; BOS; DPWES; FCPA; NOVA Parks; NPS	Short
Encourage public and private sector employers to provide safe and convenient access for bicyclists, and pedestrians, and transit riders to their main building entrance from the public street, sidewalk, or trail, as well as secure bike parking.	FCDOT; DEI; Employers	Short
Update the Comprehensive Plan Transportation Plan Map and the Transportation Policy Plan Transportation Element to reflect a Safe Streets for All approach and a reduction of vehicle miles travelled.	FCDOT; VDOT; DPD; BOS	Medium
Adopt a sidewalk and transportation trail maintenance and snow/ice removal policy that directs property owners to keep sidewalks and trails along roads in front of their property free of debris, vegetation, snow, and ice. Provide a needs-based waiver system and develop a plan to do the maintenance work at these locations.	FCDOT; VDOT; DPWES; FCPA; NOVA Parks; NPS; NCS; OCA; BOS	Medium
Develop and implement a countywide street, sidewalk, and trail lighting plan, with areas identified for implementation based on equity and safety factors.	FCDOT; VDOT; DPWES; FCPA; NOVA Parks; NPS; BOS	Medium
Reduce the speed limit on local streets in residential and business districts to 15 mph.	FCDOT; BOS; General Assembly; CTB	Medium
Develop a Safe Routes to School Plan for each public school, prioritizing high risk/high traffic areas.	FCDOT; FCPS; NCS; HD	Long

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Develop a Safe Routes to Park Plan for each public park, prioritizing high risk high traffic areas.	FCDOT; FCPA; NOVA Parks; NPS; NCS; HD	Long
Seek authority to adopt a policy prohibiting the storage of snow removed from the road or private properties on public sidewalks, bikeways, and trails, including curb ramps.	FCDOT; BOS; VDOT; General Assembly, CTB	Long
Build a coalition to monitor and revise Virginia state laws and policies related to traffic safety including policies addressing distracted driving, 15mph speed limit in school zones, and reduction of vehicle miles traveled.	FCDOT; VDOT; DPD; DEI; OCA; BOS; Advocates; General Assembly; CTB	Long
Develop an inclusive Slow Streets Program to supplement the Traffic Calming Program and provide dedicated funding.	FCDOT; VDOT; BOS	Long

## Street Design + Traffic Engineering

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Prioritize design solutions that simplify and narrow intersections, reduce conflicts for all users, and prioritize the safety of vulnerable road users.	FCDOT; DPD; DEI; VDOT	Short
Consistently implement planned active transportation facilities and any streetscaping requirements as part of development projects. Encourage developers to provide safe access to their property for active transportation users beyond their property boundaries. Ensure that streetscaping does not conflict with active transportation requirements in the short and long term.	FCDOT; VDOT; DPD; LDS; DEI; Development Community; BOS	Short
Design new active transportation facilities prioritizing safety, comfort, and convenience for facility users, using an outside-in street design approach (narrow medians, travel lanes and/or reduce number of travel/turn lanes before reducing planned active transportation facility).	FCDOT; DPD; VDOT; BOS	Short
Design new and improve existing public facilities such as schools, parks, and community services to prioritize safety, comfort and convenience for people accessing the facility using active transportation. If applicable, provide access from several directions.	FCDOT; DPWES; FCPS; FCPA; LDS; NCS; NOVA Parks; VDOT	Short
Seek ways to reduce posted speed limits and operational vehicle speeds on roadways that provide direct access to residential, commercial, institutional, recreational, or civic land uses and transit stations, and along bus transit and high-risk corridors.	FCDOT; VDOT	Medium

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Develop a countywide Complete Streets Design Guide that reflects best practices in Safe Streets for All design, context sensitive design (transportation-land use connection) and placemaking principles. Establish street design standards and recommended cross-sections for each road type category, with particular attention to safety for vulnerable users. Incorporate the countywide trail network and quick-build interim implementation strategies.	FCDOT; VDOT; DPD; DEI; HD	Medium
Review the location of all bus stops and ensure that they can be safely accessed from both sides of the street. Construct sidewalks or trails to bus stops from surrounding neighborhoods. Continue to add amenities such as lighting, shelters, benches, trash cans, and bike racks to high ridership bus stops.	FCDOT; VDOT; WMATA	Medium
Identify a pilot high-risk corridor to implement a safety study that analyzes crashes, engages stakeholders and residents, identifies appropriate countermeasures, and implements quick-build strategies. This pilot can serve as a guide to refine the project delivery process and test the durability of quick-build solutions.	FCDOT; VDOT	Medium
Design new roads with design speeds not to exceed posted speeds.	FCDOT; VDOT	Medium
Apply design techniques to control speeds on collectors and arterials.	FCDOT; VDOT	Medium
Provide grade separated or signalized crossings for trails crossing uncontrolled interchange ramps.	FCDOT; VDOT	Long
Review VDOT Road Design Manual for opportunities to improve design standards to better meet active transportation needs and Safe Streets for All principles, and make updates as needed.	FCDOT; VDOT	Long
Use a countywide Safe Streets for All approach to reduce statutory speed limits on arterial and collector streets, especially along transit corridors.	FCDOT; VDOT; BOS	Long

## Equity + Social Justice

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Collect race, ethnicity, and disability data of pedestrian and bicycle crash victims and analyze data for disparities.	FCDOT; FCPD; DMV	Short
Prioritize maintenance and capital improvements in equity need areas in close partnership with the affected community, especially the most at-risk populations.	FCDOT; VDOT; FCPS; FCPA; NOVA Parks; NCS; HD; DPWES	Short

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Prioritize engagement of people experiencing vulnerabilities and groups disproportionately impacted by bicycle and pedestrian crashes in community engagement efforts, including studies and capital projects. Develop measures to assess impact.	FCDOT; VDOT; FCPS; NCS; HD	Short
Conduct walk audits with communities, especially the most at-risk populations, to determine community-identified safety concerns and develop solutions. Provide funding to implement recommendations.	FCDOT; VDOT; FCPS; NCS; HD; FCPA	Medium

## Education + Traffic Safety Culture

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Provide staff training on planning and design approach to Safe Streets for All and active transportation best practices, including active transportation accommodations through work zones.	FCDOT; VDOT; LDS; DPWES	Short
Create regular and targeted campaigns in multiple languages using culturally appropriate strategies to educate the public about traffic safety and safe travel behaviors, especially as related to the highest collision factors.	FCDOT; WMATA; COG; FCPS; NCS; FCPA; NPS; NOVA Parks; OPA; HD; DEI	Short
Encourage private and public sector employers to provide road safety education to all employees.	FCDOT; DEI; Employers	Short
Provide multi-modal traffic safety education to students K-12 (as part of the curriculum or through special events).	FCDOT; FCPS; Private Schools	Medium
Provide multi-modal traffic safety education to adults through subsidized classes. Evaluate multi-modal safety education in Drivers Ed courses and Driving Schools, provide additional guidance if necessary, and monitor implementation.	FCDOT; FCPA; NCS; DMV; Community Partners	Medium
Create a webpage on the Fairfax County website that serves as a "clearinghouse" for road safety information.	FCDOT; OPA	Medium
Provide engaging public outreach experiences, through temporary street and intersection redesigns that develop community awareness of the benefits of road safety interventions.	FCDOT; Community Groups; FCPS; VDOT	Medium
Implement speed feedback signage at high collision locations, along high-risk corridors, and in school zones.	FCDOT; VDOT; FCPD	Medium

## Monitoring + Evaluation

Proposed Program Recommendations	Stakeholders	Implementation Timeframe
Create and track multi-modal road safety performance measures and set short, medium and long term targets.	FCDOT; VDOT	Short
Identify the most common factors (i.e. alcohol, time of day, speeding, turning, distracted drivers, land use, type of available infrastructure, etc.) related to pedestrian, bicycle crashes and vehicular crashes and the most affected populations (i.e. age, race, etc.)	FCDOT; FCPD; VDOT; HD	Short
Collect and review multi-modal near-miss and minor crash data to identify potential crash locations.	FCDOT; Community Organizations	Short
Provide an interactive digital map on the County website to systematically collect transportation safety concerns from residents.	FCDOT; FCPA; NOVA Parks; NPS; NCS; HD; DIT	Short
Develop and apply active transportation performance measures on the countywide and project specific scale (safety, comfort, convenience).	FCDOT; HD; DPD;	Short
Publish an Annual Safe Streets for All Report Card.	FCDOT	Short
Regularly conduct manual spot counts of active transportation users at a defined set of locations to identify and track gender gaps over time.	FCDOT	Short
Evaluate the effectiveness of transportation safety improvements before and after implementation.	FCDOT; VDOT; FCPD; DPWES; HD	Medium
Analyze safety conditions at key mid-block crossings, including trail crossings and bus stop access, and apply countermeasures. Where possible, consider removal or relocation of midblock bus stops to signalized intersections.	FCDOT; VDOT	Medium