Last time we were here....

Urban Street Standards for Mixed-Use Centers
Fairfax County Department of Transportation
Capital Projects and Traffic Engineering Division
April 2, 2014

Purpose & Intent:
- Develop urban design standards to be used in activity centers & revitalization areas
- Create a flexible platform to implement the Comp Plan vision
- Accommodate all modes of transportation
A multimodal system plan is "an integrated land use and multimodal transportation plan that shows the key Multimodal Districts, Centers, and Multimodal Corridors in a region and ensures that there is a connected circulation network for all travel modes. Such a plan can be either done 'from scratch' or, more often, by assembling all of the existing land use and transportation plans into a unified whole."
Creating the Document.....

Two phase approach to define a Multimodal System Plan in order to create an urban street standard

Phase 1: Define a Multimodal System Plan using the following:
- County’s Comprehensive Plan Language
- District Map (boundaries, center, land bays/transect zones)
- Maps that identify both existing and future networks for:
  - Transportation Plan Map
  - Transit Development Plan
  - Bicycle Master Plan
  - Trails/Pedestrian Plan
- Activity Density Chart to calculate Population & Employment
- A Multimodal System Map that identifies which modes are emphasized to demonstrate connectivity.
- Functional Classification & Modal Emphasis Chart
Phase 2: Define the modal priority and create roadway cross sections within the district.
Once the steps in Phase 1 have been compiled, submitted, reviewed and approved by VDOT and DRPT, cross sections can be created.

Prioritazation of the Corridor Elements:
- Primary
- Secondary
- Contributing
- Non-Contributing

Multimodal Corridor Context Zones:
The External Factors....

- Areas within Fairfax County are very diverse which makes creating a "one size fits all" standard difficult to apply.

- Comprehensive Plan and associated documents are fluid in nature—therefore the standard will need to adjust as the Plan and maps are amended.

- Mapping Issues

- Public versus Private Streets
What lies ahead....

**Franconia-Springfield Area:**
Phase 1 was approved July 2014, however we have not made much progress on Phase 2. We are awaiting feedback from the Springfield Supervisor on whether to proceed with the Comp Plan recommendations or pursue a more constrained cross section.

**Reston, Herndon, Innovation Transit Station Areas:**
Wiehle-Reston East TSA Phase 1 approval was approved in 2015, but a clean up version was resubmitted. Our Phase 1 approval was reaffirmed in June 2016. We are in the process of completing the Reston Master Plan follow-on motions which will complete an analysis of the future roadway grid in order to move forward on Phase 2.

**Richmond Highway (Embark)**
Uongoing a master planning process for the Route 1 Corridor
Franconia-Springfield Area:
Phase 1 was approved in 2010, however we have not made much progress on Phase 2. We are seeking feedback from the Springfield Supervisor on whether to proceed with the Comp Plan recommendations or pursue a more constrained next section.

Reston, Herndon, Innovation Transit Station Areas:
Reston Master Plan (Phase I) approval was approved in 2010, but a closer look version was resubmitted. Our Phase II approval was reconfirmed in June 2016. We are in the process of completing the Reston Master Plan following modernization which will complete an analysis of the future roadway grid in order to move forward on Phase 2.

Richmond Highway (Embark):
Undergoing Master planning process for the Richmond Highway Embark.