County of Fairfax, Virginia
Planning Commission Meeting
March 18, 2026
Planning Commission Action

PLAN AMENDMENT 2025-CW-T1 (PA-2025-00001) – ACTIVE FAIRFAX TRANSPORTATION PLAN STUDY
(Countywide)

PLANNING COMMISSION RECOMMENDATIONS:
On March 18, 2026, the Planning Commission voted 10-0 (Commissioners Batchelor-Causey and Thomas were absent from the meeting) to recommend to the Board of Supervisors adoption of the staff recommendations for Plan Amendment 2025-CW-T1, as described on pages 18 and 19, and in Attachments 1 through 3, of the Staff Report dated February 18, 2026, with additional Planning Commission modifications contained in the Planning Commission Alternative Attachment, dated March 18, 2026. The Active Transportation Toolkit, found in Attachment 4 of the Staff Report, is to be a separate document incorporated by reference into the Plan.

The Planning Commission also voted 10-0 (Commissioners Batchelor-Causey and Thomas were absent from the meeting) to recommend to the Board of Supervisors the following follow-on motions:

- Direct Fairfax County Department of Transportation (FCDOT) staff to work with Land Development Services and other agencies to evaluate the provisions in the Public Facilities Manual (PFM) with respect to the Active Transportation and Trails Plan (ATTP), to identify necessary updates to 1) reference the ATTP, 2) require sidewalks on both sides of all streets, where appropriate, and 3) update the sidewalk and trail standards for width and materials to align with the ATTP and VDOT's standards for acceptance; and

- Direct FCDOT staff work with the Department of Planning and Development Zoning Administration and other agencies to evaluate the Zoning Ordinance with respect to the Active Transportation and Trails Plan (ATTP), to identify necessary updates to 1) reference the ATTP, and 2) update the sidewalk and trail standards to align with the ATTP and VDOT's standards for acceptance.

ATTACHED DOCUMENTS:
Pages 18-19 and Attachments 1-3 of the Staff Report dated February 18, 2026
Planning Commission Alternative Attachment dated March 18, 2026

MJ

Since this Plan amendment was authorized towards the end of Phase I of the Policy Plan update: Plan Forward, staff coordinated closely on updates to the new active transportation objectives and policies, as adopted December 9, 2025. The Policy Plan establishes countywide goals, objectives, and policies that guide long-range land use, transportation, and infrastructure decision-making. Staff proposes additional edits to the adopted active transportation policies to further refine such guidance. The remainder of the Comprehensive Plan was also reviewed to ensure consistency with the proposed Plan amendment and appropriate edits are proposed. Revisions to the Zoning Ordinance (ZO) and the Public Facilities Manual (PFM) may also be necessary to facilitate the proposed ATTP. Staff recommends the Board authorize a follow-on motion to revise these supporting documents as needed.

CONCLUSION

The proposed Active Transportation and Trails Plan (ATTP) amendments represent a critical update to Fairfax County's planning framework to ensure that active transportation (e.g., walking, bicycling) facilities are fully addressed in the Comprehensive Plan. By consolidating and updating prior plans into a unified framework, the proposed ATTP Map and associated amendments will guide future development review, capital project prioritization, and interagency coordination, while ensuring that Fairfax County remains aligned with regional, state, and national best practices for active transportation.

The proposed amendments have been developed through extensive coordination and outreach efforts, as detailed elsewhere in this report. They represent the culmination of collaborative work involving county agencies, the strategic vision of the Board, input from the Planning Commission, and feedback from the community members of Fairfax County.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Comprehensive Plan Maps, Active Transportation and Trails Plan Map (**Attachment I**).

DELETE: Fairfax County Comprehensive Plan, 2017 Edition, Comprehensive Plan Maps, Fairfax County Bicycle Master Plan Maps, amended through 2021.

DELETE: Fairfax County Comprehensive Plan, 2017 Edition, Comprehensive Plan Maps, Countywide Trails Plan Map, amended through 2018.

Adopted Comprehensive Plan Maps can be found on the following web page.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Transportation Element, amended through December 9, 2025.

See Attachment II for full markup of the Transportation Element.

- *Amendment to Objective 3 policies regarding active transportation*
- *Replace adopted Appendix 3: Bicycle and Trail Classification and Definitions with new proposed Appendix 3: Active Transportation and Trails Plan*
- *Minor edits to adopted Appendix 4: Roadway Right-of-Way Requirements*
- *Delete adopted Appendix 5: Fairfax County Bicycle Master Plan*

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, [multiple sections of the Policy Plan and Area Plans]

See Attachment III for a full listing of proposed editorial amendments to various elements of the Policy Plan and Area Plans.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

ATTACHMENTS

I. Active Transportation and Trails Plan Map
II. Transportation Element of the Policy Plan (strikethrough)
III. Comprehensive Plan Text (listed changes with strikethrough)
IV. Active Transportation Toolkit

ACTIVE TRANSPORTATION AND TRAILS PLAN

DRAFT (LATER TO BE CHANGED TO: AS ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS, DATE, YEAR)

The Active Transportation and Trail Plan Map (Map) is part of the Fairfax County Comprehensive Plan. It shows the approximate location, type, and extent of the Countywide Trail Network and key active transportation routes, regardless of funding status or completion. Area Plans may include additional location-specific recommendations, which take priority over the Map, if there is a discrepancy.

Facility recommendations along roads are guided by planned land use classification and road type. Reference Map Notes and Table 1-3, as follows.

- Table 1: *Main Active Transportation Facility Recommendations* (Table 1)
- Table 2: *Alternative Active Transportation Facility Recommendations* (Table 2)
- Table 3: *Minimum Crossing Recommendations* (Table 3)

Technical details on facility elements are available in the Active Transportation Toolkit (Toolkit) on the Fairfax County website.

Note: Final facility decisions are made in consultation with the Fairfax County Department of Transportation (FCDOT).

LEGEND

COUNTYWIDE TRAIL NETWORK*

- Bridge or Tunnel
- Trails Along Road in Special Planning Area
- Trail(s) Along Other Road
- Trail through Open Space**
- Stream Valley Trail**

** Line thickness indicates network function; regional and local trail routes are indicated by bolded and non-bolded line thickness respectively. Regional hard-surface multi-use facilities are part of the Capital Trails Network.*

***Locations are approximate; feasibility, facility type, alignment, width and surface type are to be determined.*

OTHER KEY ACTIVE TRANSPORTATION ROUTES

- Neighborhood Connectors

TRAIL ACRONYMS

ECG = East Coast Greenway
GCCCT = Gerry Connolly Cross County Trail
PHNST = Potomac Heritage National Scenic Trail
TCC = Tysons Community Circuit
W&OD = Washington & Old Dominion Trail
WRRRNHT = Washington-Rochambeau Revolutionary Route National Heritage Trail

BASE FEATURES

- College or University
- VRE Station
- Metrorail Station
- Future Metrorail Station
- Future Bus Rapid Transit (BRT)
- Schools
- Park Trails
- Park Entrances
- All Other Roads
- Supervisor Districts
- Tax Map Grid
- Park land maintained by Fairfax County Park Authority*
- Park land maintained by National Park Service*
- Park land maintained by other agency (Commonwealth of Virginia, local municipality or NOVA Parks)*
- Water

**See park-specific master plan for more details.*

LAND USE

- Urban Center, Transit Station Area*
- Community Business Center, Suburban Center, Large Institutional Area*, Industrial Area *
- Suburban Neighborhood
- Low Density Residential Areas*
- Other Jurisdictions

**See applicable Special Area plan for detailed recommendations.*

MAP NOTES

New and upgraded existing facilities should serve users of all ages and abilities. Where space allows or pedestrian use is moderate to high, provide enhanced facilities (e.g., wider trails, cycletracks) to maintain a high level of comfort.

1) Countywide Trail Network Along Roads

The Countywide Trail Network Along Roads has two categories: trails in Special Planning Areas (including Activity Centers and Revitalization Areas) and trails along all other roads. Special Planning Areas often have Area Plans guidance with detailed facility and amenity recommendations. If no specific Area Plan guidance exists, use the following recommended facilities.

Trails Along Road in Special Area (orange)

Follow Special Planning Area guidance for facility and amenity recommendations. Enhance facilities as needed using the Table.

Primary Recommended Facilities:

- 12+ ft Urban Trails on both sides (Urban Centers and Transit Station Areas)
- 10+ ft Urban Trails on both sides (Suburban Centers, Community Business Centers, Large Institutional Areas, and Industrial Areas)

See Tables 1-3 for recommended amenities, alternative facility options, and crossing improvements.

Trails Along Other Road (purple)

Primary Recommended Facility:

- 10+ ft Paved Multi-Use Trail(s) (on both sides if 4+ travel lanes)

See Tables 1-3 for recommended amenities, alternative facility options, and crossing improvements.

2) Countywide Trail Network through Open Space

The Map shows trail routes that are not next to a road. Locations are approximate. County staff will determine feasibility, viability, the exact alignment, trail type, surface, width, crossings, and connections based on trail use, safety, maintenance, site conditions, environmental and historic resources, and adjacent development.

Trails Through Open Space (green)

Open space trails can be located on (non-Park Authority) public or private lands, or along utility corridors.

Facility Options:

- 3+ ft Natural Surface Trail
- 6 ft Paved Pedestrian Trail
- 8+ ft Paved Multi-Use Trail
- 6+ ft Paved Pedestrian Trail with parallel 8+ft Paved Multi-Use Trail (Dual Trail)
- 6+ ft Boardwalk (limited application)

Stream Valley Trails (brown)

See Parks and Recreation Element in the Policy Plan for further guidance and/or contact Fairfax County Park Authority at (703) 324-8741.

3) Other Key Active Transportation Routes

The Map shows key active transportation routes through neighborhoods that connect trails and local destinations. Residential streets can be improved with a variety of treatments (e.g., speed management designs, enhanced streetscaping, pedestrian lighting, wayfinding signage). Evaluate lowering the posted speed limit, removing existing centerline and/or diverting traffic.

Neighborhood Connector (blue)

Primary Recommended Facilities:

- 15 MPH Speed limit (2 Lanes, No Centerline): Pedestrian-First Street
- 20 - 25 MPH Speed limit (2 Lanes, No Centerline): Neighborhood Greenway with 6ft Sidewalks (Suburban Neighborhood)/ 6 ft Paved Pedestrian Trails (Low Density Residential)
- 20 - 25 MPH Speed limit (2 Lanes, with Centerline): 5 ft Bike Lanes (with 3 ft Buffer if next to Parking Lane) with 6 ft Sidewalks (Suburban Neighborhood)/ 6 ft Paved Pedestrian Trails (Low Density Residential)
- Above 25 MPH Speed limit: 8+ft Paved Multi-Use Trail

See Tables 1-3 for recommended amenities, alternative facility options, and crossing improvements.

4) All Other Roads

Accommodate pedestrians, bicyclists and micromobility users of all ages and abilities; see Tables 1-3 for recommended facilities, amenities and crossing improvements.

5) Sidewalks

Provide sidewalks as per Table; new sidewalks are recommended at 6+ ft wide. Plan does not identify location of planned or constructed sidewalks.

6) On-Street Bicycle Lanes

Though the Map does not identify the location of on-street bicycle facilities, bicycle lanes should be provided per Table 1 and/or where space within the existing roadway can be utilized for this interim improvement. Exceptions include, but are not limited to, roads with no markings, roadways with cycletracks, and interstates/ limited access highways.

7) Crossings

Though this Map does not identify the specific location of at-grade road crossings, provide marked crossings as recommended in Table 3. Crossings should be completed in consultation with VDOT using applicable guidelines and standards.

8) Disclaimers

Map uses land use context based on the Concept for Future Development Map; use latest version to guide facilities and amenities selection. Contact the Department of Planning and Development at (703) 324-1380 for more information.

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

Map Label	Special Planning Area	Map Label	Special Planning Area
1	Tysons Urban Center	19	Springfield CBC
2	Centreville Suburban Center	20	Woodlawn CBC
3	Dulles (Route 28 Corridor) Suburban Center	21	Dunn Loring TSA
4	Fairfax Center Suburban Center	22	Franconia-Springfield TSA
5	Flint Hill Suburban Center	23	Herndon TSA
6	Lorton-South Route 1 Suburban Center	24	Huntington TSA
7	Merrifield Suburban Center	25	Innovation Center TSA
8	Annandale CBC	26	Reston Town Center TSA
9	Baileys Crossroads CBC	27	Van Dorn TSA
10	Beacon/Groveton CBC	28	Vienna TSA
11	Hybla Valley / Gum Springs CBC	29	West Falls Church TSA
12	Kingstowne CBC	30	Wiehle-Reston East TSA
13	Lincolnia CBC	31	Beltway South Industrial Area
14	McLean CBC	32	I-95 Corridor Industrial Area
15	North Gateway CBC	33	Ravensworth Industrial Area
16	Penn Daw CBC	34	Fort Belvoir (Main Post and North Area)
17	Seven Corners CBC	35	George Mason University
18	South County Center CBC	36	Washington Dulles International Airport

Table Acronyms

AADT = Annual Average Daily Traffic
BL = Bike Lane
CT = Cycletrack
DS = Detectable Surface
DVE = Deflective Vertical Element
ESW = Enhanced Sidewalk
GS = Grade Separated
LAP = Landscape and Amenity Panel
NA = Not Applicable
NG = Neighborhood Greenway
OWCT = One Way Cycle Track
PFS = Pedestrian First Street
PHB = Pedestrian Hybrid Beacon
PL = Parking Lane
PMUT = Paved Multi-Use Trail (Asphalt Shared Use Path)
PPT = Paved Pedestrian Trail
ROW = Right of Way
RRFB = Rectangular Rapid-Flashing Beacon
SW = Sidewalk
TL = Travel Lane
TWCT = Two Way Cycletrack
UT = Urban Trail (Saw-Cut Concrete or Paver Shared Use Path)

TABLE 1: MAIN ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS

Context Type	Roadway				Land Use							
Context Factors	Posted Speed	Number of Lanes[b,c]	Traffic Volume (AADT)	Other Features	Low Density Residential		Suburban Neighborhood		Suburban Center, Community Business Center, Large Institutional Area, Industrial Area		Urban Center, Transit Station Area	
Active Transportation Cross Section Component					Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)	Side 1 (Primary)	Side 2 (Secondary)
Planned Roadway Characteristics	40+mph[d]	Any	Any		10' PMUT	10' PMUT 8' PMUT 6' PPT	10' PMUT	10' PMUT 6' SW	10'+UT	10'+UT 8' ESW	12'+UT	12'+UT 8' ESW
	25mph - 35mph	6 Lanes	Any									
		4 Lanes	≥12k									
			<12k									
		2 Lanes	≥12k									
			<12k									
	<25mph[f]	2 Lanes	<3k[d]	Centerline	5' BL[a] +6' PPT[a]	5' BL[a] +6' PPT	5' BL[a] +6' SW[a]	5' BL[a] +6' SW	5' BL[a] +6' ESW[a]	5' BL[a] +6' ESW	5' BL[a] +8' ESW[a]	5' BL[a] +8' ESW
				No centerline	NG +6' PPT[a]	NG +6' PPT	NG +6' SW[a]	NG +6' SW	NG +6' ESW[a]	NG +6' ESW	NG +8' ESW[a]	NG +8' ESW
LAP Width	8+ft						8+ft		8+ft		8+ft	
LAP Enhancements and Amenities	Street Trees, Grass or Natural Landscaping, Occasional Benches, Pedestrian Scale Lighting along Regional Trails, at Intersections, Transit Stops and at Trail Crossings.						Street Trees, Grass or Formal Landscaping, Pedestrian Scale Lighting, Occasional Benches.		See Special Planning Area Design Standards and/or Guidelines.		See Special Planning Area Design Standards and/or Guidelines.	

[a]Provide a Hard-Surface Multi-Use Trail for Countywide Trail Network Along Roads (see Map Note 1)
[b]Number of travel lanes used should be the higher of either planned or current, as included in the Transportation Plan Map.
[c]Consider converting underutilized travel lanes or turn lanes to accommodate active transportation facilities and improve crosswalk safety (subject to VDOT guidelines and approval).
[d]Pedestrian First Street may be appropriate in limited circumstances where design speeds are 15mph or less, AADT is less than 1k
[e]Add 3'+buffer where space allows
[f]Posted speeds below 25 mph are subject to VDOT guidelines and approval.
[g]Including interstates and limited access highways.

TABLE 2: ALTERNATIVE ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS (CORRIDOR-WIDE IMPLEMENTATION PREFERRED)[a]

Context Type	Roadway			Land Use							
Context Factors	Posted Speed	Number of Lanes[a,b]	Traffic Volume (AADT)	Low Density Residential		Suburban Neighborhood		Suburban Center, Community Business Center, Large Institutional Area, Industrial Area		Urban Center, Transit Station Area	
Active Transportation Cross Section Component				Side 1 (Primary)	Side 2 (Secondary)[b]	Side 1 (Primary)	Side 2 (Secondary)[b]	Side 1 (Primary)	Side 2 (Secondary)[b]	Side 1 (Primary)	Side 2 (Secondary)[b]
Roadway Features	40+mph	(any)	(any)	**Alt 1:** 8' 2-way CT[c] (+6' PPT)	**Alt 1a:** 8' 2-way CT[c] (+6' PPT); **Alt 1b:** 10' PMUT;	**Alt 1:** 8' 2-way CT[c] (+6' SW);	**Alt 1a:** 8' 2-way CT[c] (+6' SW; **Alt 1b:** 10' PMUT;	**Alt 1:** 11' 2-way CT[c] (+6'+ESW);	**Alt 1a:** 11' 2-way CT[c] (+6'+ESW; Alt 1.b: 10' UT;	**Alt 1:** 11' 2-way CT[c] (+6'+ESW);	**Alt 1a:** 11' 2-way CT[c] (+6'+ESW; **Alt 1.b:** 12' UT;
	20mph[c] - 35mph	6 Lanes	(any)	**Alt 1:** 8' 2-way CT (+6' PPT)	**Alt 1a:** 8' 2-way CT (+6' PPT); **Alt 1b:** 10' PMUT;	**Alt 1:** 8' 2-way CT (+6' SW);	**Alt 1a:** 8' 2-way CT (+6' SW; **Alt 1b:** 10' PMUT;	**Alt 1:** 8' 2-way CT (+6'+ESW);	**Alt 1a:** 8' 2-way CT (+6'+ESW); **Alt 1b:** 10' UT;	**Alt 1:** 8' 2-way CT (+8'+ESW);	**Alt 1a:** 8' 2-way CT (+8'+ESW; **Alt 2.b:** 12' UT;
		4 Lanes	≥12k								
			<12k	**Alt 1:** 8' 2-way CT (+6' PPT); **Alt 2:** 6.5' 1-way CT (+8' PMUT);	**Alt 1a:** 8' 2-way CT (+6' PPT); **Alt 1.b:** 6.5' 1-way CT (+8' PMUT); Alt 1.c: 8' PMUT; **Alt 2.a:** 6.5' 1-way CT (+8' PMUT); Alt 2.b: 8' PMUT;	**Alt 1:** 8' 2-way CT (+6' SW); **Alt 2:** 6.5' 1-way CT (+8' PMUT);	**Alt 1a:** 8' 2-way CT (+6' SW; **Alt 1.b:** 6.5' 1-way CT (+8' PMUT); **Alt 1.c:** 10' PMUT; Alt 2.a: 6.5' 1-way CT (+8' PMUT); **Alt 2.b:** 10' PMUT;	**Alt 1:** 8' 2-way CT (+6'+ESW); **Alt 2:** 6.5' 1-way CT (+8' UT);	**Alt 1a:** 8' 2-way CT (+6'+ESW); **Alt 1.b:** 6.5' 1-way CT (+8'+UT); **Alt 1.c:** 10' UT; **Alt 2.a:** 6.5' 1-way CT (+8'+UT); **Alt 2.b:** 10' UT;	**Alt 1:** 8' 2-way CT (+8'+ESW); **Alt 2:** 6.5' 1-way CT (+10' UT);	**Alt 1a:** 8' 2-way CT (+8'+ESW); **Alt 1.c:** 12' UT; **Alt 2.a:** 6.5' 1-way CT (+10'+UT); **Alt 2.b:** 12' UT;
		2 Lanes[e]	≥12k								
			<12k	**Alt 1:** 8' 2-way CT (+6' PPT); **Alt 2:** 6.5' 1-way CT (+6' PPT);	**Alt 1a:** 8' 2-way CT (+6' PPT); **Alt 1.b:** 6.5' 1-way CT (+6' PPT); **Alt 1.c:** 6' PPT; **Alt 2.a:** 6.5' 1-way CT (+6' PPT); **Alt 2.b:** 10' PMUT;	**Alt 1:** 8' 2-way CT (+6' SW); **Alt 2:** 6.5' 1-way CT (+6' SW);	**Alt 1a:** 8' 2-way CT (+6' SW; **Alt 1.b:** 6.5' 1-way CT (+6' SW); **Alt 1.c:** 6' SW; **Alt 2.a:** 6.5' 1-way CT (+6' SW); **Alt 2.b:** 10' PMUT;	**Alt 1:** 8' 2-way CT (+6' ESW); **Alt 2:** 6.5' 1-way CT (+6' ESW);	**Alt 1a:** 8' 2-way CT (+6' ESW); **Alt 1.b:** 6.5' 1-way CT (+6' ESW); **Alt 1.c:** 8' ESW; **Alt 2.a:** 6.5' 1-way CT (+6' ESW); **Alt 2.b:** 10' UT;	**Alt 2:** 8' 2-way CT (+8' ESW); **Alt 3:** 6.5' 1-way CT (+8' ESW);	**Alt 1.a:** 8' 2-way CT (+8' ESW); **Alt 1.b:** 6.5' 1-way CT (+8' ESW); **Alt 1.c:** 8' ESW; **Alt 2.a:** 6.5' 1-way CT (+8' ESW); **Alt 2.b:** 12' UT;
	15 mph[f]	2 Lanes +No Centerline	<1k	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street	Pedestrian First Street
Buffer and LAP Widths[d]				**2-way CT:** 8ft LAP between TL and CT +1- 4ft DS between CT and ESW; **2-way CT:** 4ft Buffer with DVE between TL and CT +8ft LAP between CT and ESW **or** 8ft LAP between TL and CT +1- 4ft DS between CT and ESW; **1-way CT:** 4 ft Buffer with DVE between TL and CT +8ft LAP between CT and ESW **or** 8ft LAP between TL and CT +1ft to 4ft DS between CT and ESW; **Pedestrian First Street:** N/A - Landscaping and Amenities are provided as part of the street; **Other:** 8ft;							

[a]Active transportation accommodations may differ on each side of the road to serve the greatest variety of users, needs and preferences while minimizing property and/or environmental impacts. These are identified for example for Alt 1 (Side 1) as Alt 1a, 1b, etc (Side 2), for Alt 2 (Side 1) as Alt 2a, 2b, etc (Side 2). Which side a recommended facility should be located on depends on the location and types of existing facilities, adjacent land uses, network function, demand for two-way bicycle traffic on each side, and other site-specific factors. Reference Toolkit for further guidance.
[b]Secondary alternatives are listed first by the option providing a symmetric cross-section; then by facilities offering higher expected bicycle speeds.
[c]Off-Street only
[d]See Table 1 for LAP Enhancements and Amenities
[e]Consider interim treatments including advisory bike lanes or shoulders in constrained conditions (subject to VDOT approval).
[f]Posted speeds below 25 mph are subject to VDOT guidelines and approval.
[g]Number of travel lanes used should be the higher of either planned or current, as included in the Transportation Plan Map.
[h]Consider converting underutilized travel lanes or turn lanes to accommodate active transportation facilities and improve crosswalk safety (subject to VDOT guidelines and approval).

TABLE 3: MINIMUM CROSSING SPACING[a]

Context Type	Roadway			Land Use			
Context Factors	Posted Speed	Number of Lanes[c]	Traffic Volume (AADT)	Low Density Residential	Suburban Neighborhood	Suburban Center, Community Business Center, Large Institutional Area, Industrial Area	Urban Center, Transit Station Area
Roadway Features	Interstates/Limited Access Highways			0.5 miles (Grade Separated)			
	40+mph	Any	Any	2,000 feet or less[b]	1,200 feet or less[b]		750 feet or less
	20mph - 35mph	6 Lanes	Any	1,200 feet or less[b]			
		4 Lanes	≥12k				
			1.5k to 12k	Every Intersection	1,000 feet or less[b]	600 feet or less[b]	
		2 Lanes	≥12k				
			1.5k to12k	Every Intersection	600 feet or less		
	15 mph	2 Lanes	<1k	N/A			

[a]High-Visibility Marked Crosswalks at all signalized intersections. All Stream Valley Trail or Trail Through Open Space roadway crossings are to be grade separated or have high-visibility markings, refuge island and supported by PHB or RRFB devices (as approved by VDOT). Crosswalks across uncontrolled intersection approaches are to be high-visibility and supported by refuge island. Protected Intersections are to be provided where CT and/or BL are present.
[b]If intersection spacing is greater than minimum crossing spacing, then mark crosswalks at every intersection.
[c]Consider converting underutilized travel lanes or turn lanes to accommodate active transportation facilities and improve crosswalk safety (subject to VDOT guidelines and approval).

Fairfax County Department of Transportation (FCDOT) ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). To request this information in an alternate format, contact FCDOT at 703-877-5600, TTY 711. November 2025.

TRANSPORTATION

INTRODUCTION

Fairfax County is served by an extensive transportation system comprised of streets, sidewalks, trails, bicycle routes, and public transportation. The county's multimodal system supports hundreds of thousands of daily trips made by people using all these different modes. The county's transportation system fulfills the mobility demands of a growing and changing population, both within the County and from neighboring jurisdictions.

Transportation plays a role in shaping land use and providing mobility choices and connectivity throughout the county. The county is committed to providing safe, efficient, and equitable mobility options by expanding multimodal opportunities including transit, demand-response transit, microtransit, paratransit, and active transportation infrastructure, and by integrating transportation planning with land use decisions. Through continued planning, collaboration with the community and regional partners, and strategic investment, Fairfax County aims to implement innovative and sustainable transportation solutions to reduce vehicular congestion, provide and enhance equitable transportation access, and support the county's long-term vision.

The following objectives and policies emphasize the importance of providing efficient, safe, and equitable mobility choices. These objectives and policies prioritize expanding transit options, enhancing pedestrian and bicycle infrastructure, and integrating transportation planning with land use decisions. The Transportation element, with accompanying appendices, provides the county's objectives and policy recommendations for a comprehensive multimodal transportation network and is implemented in coordination with other county policies, strategies, and programs, in addition to other documents, studies, and maps maintained by the Fairfax County Department of Transportation.

COUNTYWIDE OBJECTIVES AND POLICIES

Objective 1: Develop a multimodal transportation system to facilitate the efficient movement of people and goods, and encourage alternative travel options.

Policy a. Accommodate local, through, and regional travel on the Interstate and Primary Highway Systems, with public transportation, high-occupancy-vehicle (HOV), and high-occupancy-toll (HOT) facilities, reducing single occupancy vehicle (SOV) use.

Policy b. Establish a network of multimodal transportation corridors to facilitate travel options.

Policy c. Coordinate with neighboring jurisdictions in developing a planned multimodal transportation network to increase regional connectivity and provide enhanced transportation options.

Policy d. Plan, design, and operate the roadway system consistent with Appendix 1: Roadway System Functional Classification. Design streets with consideration for modal priority.

Policy e. Provide facilities that meet the standards in the Fairfax County Public Facilities Manual.

Policy f. Use metrics in the Comprehensive Transportation Analysis (CTA) process to balance active transportation, public transit, safety, and vehicle usage.

Policy g. Implement roadway improvements to repurpose excess right-of-way for expanding multimodal opportunities.

Policy h. Optimize the use of curb space (e.g., parking facilities, loading, sidewalk extensions), while ensuring accessibility.

Policy i. Implement transportation improvements in communities where limited access to transportation and facilities exist (e.g., infrastructure, public transit and microtransit, micromobility).

Policy j. Connect public transportation facilities (e.g., transit stops and shelters) with adjacent land uses (e.g., libraries, parks, shopping centers) via active transportation facilities.

Objective 2: Align land use and transportation to create a complementary system.

Policy a. Emphasize transportation improvements that support the county's land use goals and objectives, particularly in activity centers.

Policy b. Enhance accessibility and multimodal connectivity between a variety of land uses throughout the county (e.g. homes, parks, shopping centers, public facilities, and community gathering areas).

Policy c. Provide the full planned section and right-of-way requirements, as outlined in Appendix 4: Roadway Right-of-Way Requirements, where planned roadway improvements have not yet been designed.

Objective 3: Develop and enhance active transportation facilities and services for all users and abilities.

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Policy a. Provide a well-connected active transportation system that offers sustainable mobility options and recreational opportunities in keeping with the Active Transportation and Trails Plan.

Policy ~~a~~b. Provide comfortable and safe active transportation facilities (e.g., sidewalks, buffered bike lanes, shared use paths, trails) on both sides of the street and crosswalks at each leg of an intersection.

Policy c. Promote walkable and bikeable communities to enhance quality of life~~,~~ and public health~~, and the environment~~ by providing convenient sidewalks, bikeways and trails to encourage frequent usage for daily trips and recreation.

Policy d. Provide an accessible and inclusive active transportation system that adequately addresses the mobility and recreational needs of vulnerable users.

Policy e. Integrate amenities and services by incorporating pedestrian-scale lighting, wayfinding signage, benches, shared micromobility options (e.g., bikeshare) and by adding and/or maintaining vegetation and/or shade trees.

Policy f. Provide educational and encouragement programs to increase awareness and safe usage of the active transportation system.

Policy ~~b~~g. Connect adjacent active transportation routes to other transportation facilities such as transit stations and park-and-ride lots, and provide end-of-trip amenities (e.g., bicycle and scooter parking, ~~micromobility share stations,~~ bike racks, lockers) and services (e.g., shared micromobility).

Objective 4: Increase the use of public transportation and improve facilities and services.

Policy a. Coordinate with regional partners to support the enhancement and expansion of the Metrorail system, bus and bus rapid transit (BRT) routes, and additional transit stations.

Policy b. Provide accessible transportation services and facilities that increase transit coverage and accommodate the travel needs for all ages and abilities.

Policy c. Integrate public transportation services seamlessly into the broader public transportation network, improving first- and last- mile connectivity, with attention to underserved areas (e.g., microtransit).

Policy d. Provide and support public transportation vehicles, equipment, and support facilities and services.

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Policy e. Develop a connected network of feeder, local, and circulator bus services to transit stations, park-and-ride lots and garages, and transit-oriented development (TOD) and mixed-use centers.

Policy f. Facilitate ease of transfers between modes at transit stations, park-and-ride lots and garages, and transit stops.

Policy g. Improve and expand park-and-ride facilities (e.g., vehicle parking, bus bays, covered waiting areas, charging stations) for transit buses. Enhance the rider's experience and comfort (e.g. restrooms, water fountains).

Policy h. Develop parking management strategies which include reduced parking rates for ride-share, carpooling, holidays and weekends.

Policy i. Collaborate with Fairfax County Public Schools (FCPS) and human service agencies to provide education and training for safe ridership and awareness for all public transportation riders.

Objective 5: Prioritize safety for people who use transportation facilities and services.

Policy a. Minimize travel mode, facilities and services conflicts, and prioritize the protection of vulnerable users.

Policy b. Upgrade existing roadways to improve safety conditions where road segments do not meet current standards.

Policy c. Maintain access and safety for pedestrian and bicycle facilities, for all users and abilities, during construction of improvements and facilities (e.g., land development).

Policy d. Install wayfinding signage across roadways, pedestrian and bicycle paths, and public transportation hubs to clearly indicate routes and pathways.

Policy e. Coordinate with local and regional public safety and transportation agencies for emergency operations and transportation incident management.

Objective 6: Promote and implement Transportation Demand Management (TDM) strategies to optimize the transportation network and reduce single occupancy vehicle (SOV) use.

Policy a. Planning studies and developments should exceed baseline TDM goals.

Policy b. Promote flexible working arrangements (e.g., remote work, remote learning,

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alternative work schedules, flexible work hours).

Policy c. Work with employers to establish alternative commute programs that reduce vehicle congestion.

Policy d. Promote and market public transportation, ridesharing, shuttle services, and transit station amenities to increase awareness of multimodal options.

Policy e. Coordinate with Fairfax County Public Schools (FCPS), private schools, area colleges, and the Safe Routes to School (SRTS) program to develop and use programs that encourage walking, bicycling, rideshare, carpooling and transit.

Objective 7: Advance technology and infrastructure innovations to improve the operational efficiency for all modes.

Policy a. Assess alternative roadway configurations (e.g., road diets) with innovative and/or low-cost strategies to maximize multimodal capability within available right-of-way.

Policy b. Use advanced transit technologies to provide service information and optimize system operations. Evaluate and implement innovative services and strategies to increase transit ridership.

Policy c. Develop an integrated HOV system on freeways and major arterials with direct connections between park-and-ride lots, bus and rail transit stations, TODs, mixed-use centers, and other modal transfer facilities.

Policy d. Consider providing HOT lanes on limited access roadways to enhance traveler throughput and encourage buses and HOVs to have and utilize free access to HOT lanes.

Policy e. Use advanced data collection tools to analyze trends and multimodal connectivity.

Policy f. Advance autonomous vehicles pilot programs and infrastructure by partnering with public and private agencies, and higher education partners (e.g., to establish safety standards, protocols, operational guidelines).

Objective 8: Implement transportation solutions that minimize adverse community and environmental impacts.

Policy a. Adopt strategies to meet federal and state guidance and standards, and county climate goals (e.g., carbon reduction, greenhouse gas emissions, climate resilience).

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Policy b. Plan and design multimodal transportation facilities and services to avoid to the extent possible or minimize adverse impacts on environmentally sensitive areas and resources.

Policy c. Promote sustainable transportation options in communities through environmental stewardship in all new and revitalized development projects.

Policy d. Minimize impacts of stormwater runoff from transportation infrastructure, facilities, and services by using innovative techniques, technologies, and low impact development (LIDs).

Policy e. Evaluate and invest in infrastructure improvements to reduce the urban heat island effect (e.g., add vegetation and/or trees, minimize pavement).

Objective 9: Facilitate equitable, inclusive, and collaborative engagement with community members and stakeholders in multimodal planning, initiatives, and projects.

Policy a. Integrate feedback from community engagement efforts throughout a study and/or project when proposing designs, initiatives, and transportation improvements to reinforce equity in public engagement.

Policy b. Collect and analyze community input through surveys, focus groups, and interactive tools to identify priority transportation needs.

Policy c. Engage with the community on streetscape design that incorporates placemaking, public art, street furniture, pedestrian-scale lighting, landscaping with native or adaptive vegetation, and permeable surfaces.

Policy d. Create a sense of community awareness and cultural continuity by enhancing, preserving, and actively maintaining the unique characteristics of public spaces, neighborhoods, and transportation corridors.

Objective 10: Identify and secure funding to support the implementation of the Fairfax County multimodal transportation system.

Policy a. Maintain and implement a financial plan that pursues a variety of funding sources (e.g., local, regional, state, federal, and private).

Policy b. Pursue and negotiate public-private partnerships to complement transportation studies, design, program implementation, and infrastructure development.

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Policy c. Consider direct and indirect costs, including operations and maintenance, when making programming decisions.

Policy d. Pursue funding new and emerging technologies (e.g., autonomous vehicle pilot programs, electric vehicles, charging stations, microtransit).

Maps are located on the Comprehensive Plan Maps webpage, and as follows.

Figure 1: Transportation Plan Map

Figure 2: ~~Countywide Trails Plan Map I.~~ Active Transportation and Trails Plan Map

~~Figure 3: Bicycle Master Plan Map~~

Figure 34: Roadway Functional Classification Map

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APPENDIX 1

ROADWAY SYSTEM FUNCTIONAL CLASSIFICATION

Roadway functional classification is the process by which streets and highways are grouped into classes according to the type of service any given facility provides. It defines the role of any road or street in serving the flow of trips through the roadway network. Functional classification is very useful in considering the dual role of the transportation network in providing both travel mobility and access to property. Although access is a fixed requirement which is necessary at both ends of a trip, mobility can be provided at varying levels incorporating a wide range of elements.

The development of an effective circulation plan for any area should rely on the delineation of a basic roadway functional classification system of that area. In developing such a system, consideration is given to the magnitude and distribution of projected travel demand, and types and spatial distribution of activities within the county. Because the effectiveness of any one type of transportation facility is dependent upon the adequacy of other types, it is necessary to determine the purpose and function of facilities and services prior to making recommendations.

The county's roadway functional classification is based on the Federal Highway Administration's (FHWA) functional classifications for arterial, collector and local roads. The FHWA further classifies the roadway system into interstates, other freeways and expressways, other principal arterials, minor arterials, major and minor collectors, and local roads. Given the local characteristics and variation within the county's road network, these are the following classifications for use in Fairfax County, as shown in Figure 4. Refer to Appendix 4 Roadway Right-of-Way Requirements for dimensions of typical sections and features of the right-of-way.

Freeways and expressways are controlled access facilities providing for high-volume travel. Servicing abutting land is subordinate to accommodating the through movement of vehicles. It is desirable that medians, shoulders, acceleration and deceleration lanes, and grade separated interchanges be included in the design. Parking and pedestrian travel should not be permitted along the traveled portion of the roadway.

Other principal arterials also serve as main travel corridors. Some access is provided to abutting land, but the primary function of the roadway, particularly during peak periods, is to carry through traffic. Intersections with expressways and other principal arterials (see following description under Minor Arterials) should generally be grade separated. Where many turning movements could occur over a relatively short roadway section, service drives are desirable. Medians, shoulders, and acceleration and deceleration lanes are also desirable. Where shoulders cannot be provided, bus storage bays are desirable. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design. Parking should not be permitted along the traveled position of the roadway. These facilities should include four to six travel lanes.

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Minor arterials usually carry an even mix of local and through traffic. They link collectors, and sometimes local streets, with principal (major) arterials. Minor arterials are lower service level roadways with partial control of access. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design.

A wide disparity exists in the characteristics of minor arterials found in the county. At one end, Braddock Road, with segments of six lanes, represents a very high design standard. Conversely, Fox Mill Road, a two-lane rural road, is also a minor arterial because it carries a significant volume of through traffic over a relatively long distance. In recognizing and accommodating these differences, minor arterials are divided into two categories in this Plan.

Type A minor arterials are those which perform a particularly significant function in the transportation network due to their length and/or their design. These facilities closely approach principal arterials in terms of their traffic characteristics and role in the network. They include Braddock Road, Old Keene Mill Road, Franconia Road, Centreville Road, and several other roads. They should be multi-lane divided facilities. Parking should not be permitted along the traveled portion of the roadway. Interchanges should be provided at intersections with freeways. Interchanges at other locations should only be provided where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Type B minor arterials represent the remaining minor arterials which are somewhat shorter in length, traverse a less densely developed area, or are in more mature areas and consequently were built to a somewhat older design standard. Examples include Backlick Road, Annandale Road, and Sherwood Hall Lane. Refer to Table 1 in Appendix 4 for ROW requirements. In less developed areas or where additional lanes are needed, additional right-of-way may be necessary. Parking may be permitted, although it should generally be discouraged along the traveled portion of the roadway due to the arterial nature of the road. Interchanges should only be provided with freeways, and then only at selected locations, or where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Collector streets provide direct service to and from local areas, routing traffic to the arterial street system. Generally, these roadways are not used for through trips. Collector streets are very important for the collection and distribution functions of transit service. As such, they should be designed in conjunction with the arterial system to permit safe boarding and alighting, and allow buses to safely enter, exit, and turn around if necessary. Medians, access control, and turning lanes are desirable only where the traffic volume is expected to exceed about 5,500 vehicles per day. Parking is optional and can generally be safely accommodated in most sections. Active transportation facilities should be provided on both sides of the road. Collector streets should generally allow for two travel lanes with sufficient pavement width to permit safe bus operations. Where traffic volumes are

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anticipated to be high due to relatively intense use of the area served, four travel lanes should be provided. Many unimproved rural roads in lower-density areas of the county serve a collector function. They are characterized by narrow pavement, poor horizontal and/or vertical alignment, and a lack of shoulder. These roads should be improved for safety reasons to minimum geometric standards.

Local streets provide access to properties abutting the roadway and within the immediate vicinity. Traffic speed and volume should be low. Parking should be accommodated, and active transportation facilities should be provided. Right-of-way widths should be in conformance with standards for safe operation and proper maintenance.

The above functional classification system is used to help develop recommendations to facilitate the flow of trips generated in or traveling through the county. Facilities intended to serve a certain type and magnitude of travel will require improvements consistent with such a function. The plan has been developed with heavy emphasis on separating local and non-local facilities by functional classification and maintaining the integrity of local streets by recommending improvements on higher type facilities. The highest three classification categories of the roadway system functional classification are depicted on Figure 4. The following lists the freeway and arterials in the county.

LISTING OF ROADWAYS BY FUNCTIONAL CLASSIFICATION
(Exclusive of Collectors and Local Streets)

	Freeways/Expressways	**From**	**To**
1.	Beltway (I-495)	American Legion Memorial Bridge	Alexandria City Line
2.	Dulles Airport Access Road (DAAR) and Dulles Toll Road (DTR)	Loudoun County	I-66
3.	Fairfax County Parkway	Braddock Road	Route 50
4.	Franconia-Springfield Parkway	Fairfax County Parkway	Beulah Street
5.	George Washington Memorial Pkwy	I-495	Arlington County Line
6.	I-66	Prince William County Line	Arlington County Line

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7.	Shirley Highway (I-95 & I-395)	Prince William County Line	Alexandria City Line
8.	Route 28	Route 29	Loudoun County Line
	Other Principal Arterials	**From**	**To**
1.	Arlington Boulevard (Route 50)	Fairfax City Line	Arlington County Line
2.	Route 28	Route 29	Prince William County Line
3.	Route 123	Fairfax City Line	I-495
4.	Route 123	George Washington Parkway	Arlington County Line
5.	Columbia Pike	Little River Turnpike	Arlington County Line
6.	Route 123	I-495	George Washington Parkway
7.	Fairfax County Parkway	Route 50	Route 7
8.	Fairfax County Parkway	Braddock Road	Route 1
9.	Route 29	Fairfax City Line	Falls Church City Line
10.	Route 29	Prince William County Line	Fairfax City Line
11.	Route 50	Loudoun County Line	Fairfax City Line
12.	Route 7	Loudoun County Line	Falls Church City Line
13.	Route 7	Falls Church City Line	Alexandria City Line
14.	Little River Turnpike	Fairfax City Line	Alexandria City Line
15.	Route 123	Fairfax City line	Prince William County Line
16.	Route 1	Prince William County Line	Alexandria City Line
17.	Manassas National Battlefield Bypass	Route 29	Prince William County Line
18.	Tri-County Parkway	Prince William County Line	Loudoun County Line

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	Minor Arterials (Type A)	**From**	**To**
1.	Baron Cameron Avenue	Herndon Town Line	Route 7
2.	Beulah Street	Franconia Road	Telegraph Road
3.	Blake Lane	Jermantown Road	Fairfax City Line
4.	Braddock Road	Backlick Road	Union Mill Road
5.	Burke Lake Road	Fairfax County Parkway	Braddock Road
6.	Centreville Road	Herndon Town Line	Route 50
7.	Franconia Road	Backlick Road	Telegraph Road
8.	Gallows Road	Route 7	I-495
9.	George Washington Memorial Parkway	Mount Vernon Highway	Alexandria City Line
10.	Holly Knoll Drive	Route 7	Loudon County Line
11.	International Drive	Route 7	Spring Hill Road
12.	Jeff Todd Way	Route 1	Telegraph Road
13.	Kingstowne Boulevard	Kingstowne Village Parkway	South Van Dorn Street
14.	Lawyers Road	Fox Mill Road	West Ox Road
15.	Lorton Road	Route 1	Route 123
16.	Manchester Boulevard	Beulah Street	Kingstowne Village Parkway
17.	McLearen Road	Route 28	Reston Parkway
18.	New Braddock Road	Union Mill Road	Route 29
19.	Old Keene Mill Road	Backlick Road	Fairfax County Parkway

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20.	Reston Parkway	Route 7	Lawyers Road
21.	Shirley Gate Road	Route 29	Fairfax County Parkway
22.	South Van Dorn Street	Alexandria City Line	Telegraph Road
23.	Stone Road	Route 29	Braddock Road
24.	Telegraph Road	Alexandria City Line	Route 1
25.	Walney Road	Route 50	Westfields Boulevard
26.	Waples Mill Road	Route 50	Route 29
27.	West Ox Road	Route 29	Lawyers Road
28.	Westfields Boulevard	Walney Road	Braddock Road
29.	Old Mill Road	Telegraph Road	Route 1
	Minor Arterials (Type B)	**From**	**To**
1.	Alban Road	Backlick Road	Rolling Road
2.	Anderson Road	Route 123	Magarity Road
3.	Annandale Road	Little River Turnpike	Falls Church City Limit
4.	Amherst Avenue	Calamo Street	Highland Street
5.	Armisted Road	Lorton Road	Route 1
6.	Backlick Road	Little River Turnpike	Fairfax County Parkway
7.	Beacon Hill Road	Route 1	Fort Hunt Road
8.	Belle View Boulevard	Fort Hunt Road	George Washington Parkway
9.	Beauregard Street	Little River Turnpike	Alexandria City Line
10.	Beulah Road	Route 7	Vienna Town Limits
11.	Braddock Road	Backlick Road	Columbia Pike

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12.	Braddock Road	Pleasant Valley Road	Stone Road
13.	Browns Mill Road	Crowell Road	Beulah Road
14.	Burke Center Parkway	Burke Lake Road	Fairfax County Parkway
15.	Burke Lake Road	Fairfax County Parkway	Route 123
16.	Carlyn Springs Road	Seminary Road	Arlington County Line
17.	Cedar Lane	Gallows Road	Route 50
18.	Chain Bridge Road	Anderson Road	Route 123
19.	Clifton Road	Route 29	Route 123
20.	Colvin Run Road	Walker Road	Route 7 East
21.	Commerce Street	Old Keene Mill Road	Franconia Road
22.	Compton Road	Ordway Road	Clifton Road
23.	Crowell Road	Hunter Mill Road	Browns Mill Road
24.	Dranesville Road	Route 7	Herndon Town Limits
25.	Fair Lakes Parkway	West Ox Road	Stringfellow Road
26.	Edsall Road	Backlick Road	Alexandria City Limits
27.	Fort Hunt Road	Route 1	Vernon View Drive
28.	Fox Mill Road	Monroe Street	Reston Parkway
29.	Frying Pan Road	Route 28	Monroe Street
30.	Fullerton Road	Backlick Road	Fairfax County Parkway
31.	Furnace Road	Route 123	Route 1
32.	Gallows Road	I-495	Hummer Road/ Annandale Road
33.	Gallows Road	Annandale Road/	Columbia Pike

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		Hummer Road	
34.	Georgetown Pike	Route 7	Route 123
35.	Glen Carlyn Road	Route 7	Arlington County Line
36.	Gosnell Road	Route 7	Old Courthouse Road
37.	Graham Road	Annandale Road	Route 29
38.	Great Falls Street	Route 123	Falls Church City Line
39.	Guinea Road	Little River Turnpike	Route 123
40.	Haycock Road	Route 7	Westmoreland Street
41.	Hayfield Road	Manchester Boulevard	Telegraph Road
42.	Henderson Road	Old Yates Ford Road	Clifton Road
43.	Hooes Road	Fairfax County Parkway	Route 123
44.	Hummer Road	Little River Turnpike	Gallows Road
45.	Hunter Mill Road	Baron Cameron Avenue	Blake Lane
46.	Huntington Avenue	Fort Hunt Road	Telegraph Road
47.	Idylwood Road	Cedar Lane	Great Falls Street
48.	Lee Road	Route 50	Stonecroft Boulevard
49.	Jermantown Road	Fairfax City Line	Blake Lane
50.	John Marr Drive	Ravensworth Road	Columbia Pike
51.	Kirby Road	Great Falls Street	Route 123
52.	Lawyers Road	Fox Mill Road	Vienna Town Line
53.	Lee Chapel Road	Burke Lake Road	Route 123
54.	Lewinsville Road	Route 7	Route 123

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55.	Lincolnia Road	Columbia Pike	Beauregard Street
56.	Loisdale Road	Franconia Road	Newington Road
57.	Magarity Road	Lisle Avenue	Great Falls Street
58.	Monroe Street	West Ox Road	Herndon Town Line
59.	Mount Vernon Highway	Route 1	Mount Vernon Memorial Highway
60.	Mount Vernon Memorial Highway	Route 1	Mount Vernon Highway
61.	Newington Road	Loidale Road	Fairfax County Parkway
62.	North Kings Highway	Route 1	Telegraph Road
63.	Nutley Street	Vienna Town Line	Route 50
64.	Old Courthouse Road	Beulah Road	Gallows Road
65.	Old Dominion Drive	Georgetown Pike	Arlington County Line
66.	Old Yates Ford Road	Prince William County Line	Henderson Road
67.	Ordway Road	Prince William County Line	Compton Road
68.	Park Street	Vienna Town Line	Cedar Lane
69.	Patrick Henry Drive	Route 7	Route 50
70.	Pleasant Valley Road	Route 29	Route 50
71.	Pohick Road	Fairfax County Parkway	Route 1
72.	Poplar Tree Road	Stringfellow Road	Westfields Boulevard
73.	Prosperity Avenue	Little River Turnpike	Gallows Road
74.	Ravensworth Road	Little River Turnpike	Braddock Road
75.	Roberts Parkway	Fairfax County Parkway	New Guinea Road

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76.	Rolling Road	Braddock Road	Franconia-Springfield Parkway
77.	Rolling Road	Fairfax County Parkway	Pohick Road
78.	Seminary Road	Carlyn Springs Road	Alexandria City Limits
79.	Sherwood Hall Lane	Route 1	Fort Hunt Road
80.	Shreve Road	Route 29	Route 7
81.	Silverbrook Road	Route 123	Lorton Road
82.	Sleepy Hollow Road	Columbia Pike	Route 7
83.	South George Mason Drive	Seminary Road	Arlington County Line
84.	South Kings Highway	Telegraph Road	Route 1
85.	Spring Hill Road	Route 7	Georgetown Pike
86.	Springvale Road	Georgetown Pike	Route 7
87.	Stonecroft Boulevard	Route 50	Westfields Boulevard
88.	Stringfellow Road	Route 50	Route 29
89.	Sunrise Valley Drive	Centreville Road	Hunter Mill Road
90.	Sunset Hills Road	Herndon Town Line	Hunter Mill Road
91.	Swinks Mill Road	Georgetown Pike	Lewinsville Road
92.	Sydenstricker Road	Old Keene Mill Road	Fairfax County Parkway
93.	Towlston Road	Old Dominion Drive	Trap Road
94.	Trap Road	Towlston Road	Beulah Road
95.	Twinbrook Road	Braddock Road	Guinea Road
96.	Vale Road	West Ox Road	Vienna Town Line
97.	Vernon View Drive	Fort Hunt Road	George Washington Parkway

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98.	Wakefield Chapel Road	Little River Turnpike	Braddock Road
99.	Walker Road	Georgetown Pike	Colvin Run Road
100.	Waples Mill Road	Route 50	West Ox Road
101.	West Ox Road	Centreville Road	Lawyers Road
102.	West Street	Route 29	Falls Church City Limit
103.	Westmoreland Street	Chain Bridge Road	Arlington County Line
104.	Westpark Drive	International Drive	Route 7
105.	Wiehle Avenue	Crestview Drive	Sunrise Valley Drive
106.	Willard Road	Stonecroft Road	Walney Road
107.	Wilson Boulevard	Route 7	Arlington County Line

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APPENDIX 2

TYPES OF TRANSIT SERVICES AND FACILITIES

The Countywide Transportation Plan map identifies improvements and designates several Enhanced Public Transportation Corridors (EPTC) and facility types. The EPTC notes where major transit services will be provided in corridors that carry higher volumes of local and regional vehicular traffic. This map provides approximate locations for supporting facilities of the existing and planned transit services for the purpose of reserving right-of-way required by the facility development. Final locations of component facilities are subject to completion of area plans or appropriate studies. This appendix outlines the types of transit services and facilities based on comprehensive consideration of transit modes, technologies, rights-of-way, capacities, and service and operational characteristics.

Transit Services

Public transportation services can be generally categorized into three major types: rail transit, bus transit and paratransit.

Rail Transit is a mass transit service using rail technology and occupying a separate right-of-way. Heavy rail, commuter rail and light rail are the common rail transit services.

Heavy rail transit (HRT) is an electric railway with the capacity for carrying a heavy volume of urban passenger traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating in multi-car trains on fixed rails, separate rights-of-way from which all other vehicular, foot and bicycle traffic are excluded, and high platform loading. Most passengers access heavy rail services by walking, bicycle, riding feeder bus services, ride-share services, or using park-and-ride facilities near suburban stations. The heavy rail transit service in the Washington DC region is referred to as Metrorail.

Commuter rail (CR) is a type of passenger train service that utilizes diesel-electric or electrically propelled trains and operate over existing railway track on the same rights-of-way used by intercity railway freight and passenger trains. Services are operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. The Virginia Railway Express (VRE) is a commuter rail service that provides service between Virginia suburbs, including outlying counties, and downtown Washington DC.

Light rail transit (LRT) is essentially an improved and modernized version of the old streetcars and electric interurban railways that were common in the United States from the 1890s through World War II. It utilizes electrically propelled passenger cars operating on fixed rails in rights-of-way that may or may not be separated from other

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traffic for much of the way. Light rail vehicles typically operate at surface level with power drawn from overhead electric lines via trolley pole. Light rail serves passenger trips within the densely developed urban and suburban areas. A modern streetcar is a form of light rail that has less capacity.

Automated guideway transit (AGT) or people mover, is an electric railway of guided transit vehicles, operating singly or in multi-car trains, without an onboard crew. AGT systems provide short-distance collection and distribution service, usually in major activity centers. Service may be on a fixed schedule or in response to a passenger activated button. AGT systems are located in several U.S. cities but are more commonly found in downtown areas and at airports and amusement parks.

Monorail is a form of guided transit where the vehicles are supported by or suspended from a guideway formed by a single beam, rail or tube, usually elevated. If the trains do not have an onboard crew, they are considered automated guideways.

Bus Transit utilizes rubber-tired vehicles operating on fixed routes with fixed schedules on roadways. Bus transit can be further classified in the following types.

Local bus service is the most common type of bus service. Buses may stop every block or two along a route several miles long and serve a destination end or traffic generator, for example, a shopping mall or a hospital, for example.

When limited to a small geographic area or to short-distance trips, local service is often called feeder, circulator, or shuttle service. Such routes may operate in a loop and connect, often at a transit station, or rail station, to major routes for travel to more destinations. Most Fairfax Connector bus routes are categorized as local bus service.

Express service is a high-speed limited-stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Examples include services accessing freeways, and services on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to activity centers. Reverse commute is a type of express service transporting passengers from residential locations in urban core areas to employment centers in the outlying areas. It is operated in the opposite direction of the peak direction of travel.

Bus rapid transit (BRT) is a flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

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- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;
- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;
- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability.

Demand-Response Transit (DRT) is a flexible shared, demand-responsive transportation service that supports inclusive and equitable mobility for individuals who may not be fully served by the fixed route system, including community members facing barriers related to geography, income, language, or limited transportation options. Examples of DRT include microtransit, paratransit, taxis, carpool, vanpool, mini-buses, jitney buses, dial-a-ride services or other non-fixed route services.

Microtransit is a flexible, on demand, dynamic service that operates similarly to traditional public transit but with more adaptability to individual needs using smaller vehicles including, but not limited to, vans, shuttles, or minibuses. This service often bridges the gap between existing transit options and SOV use, providing a viable alternative where the transportation network is inadequate.

Paratransit is a shared ride transportation service without a fixed route, for people with disabilities who are unable to use public transportation, bus or transit, due to their disability, including older adults, individuals with physical disabilities and/or mobility challenges.

Other paratransit services can transport individuals to a destination ("many to one") or to several destinations ("many to many"). There are several forms including shared-ride taxi, general public dial-a-ride (typically used in areas of low transit demand), Fastran specialized transportation, and ridesharing including vanpools. Vanpools, comprised of vans operating as a ridesharing arrangement, provide service to a group of individuals traveling directly between their homes and a regular destination within the same geographical area.

Transit Facilities

Transit facilities provide access and modal transfer for users of public transportation services.

Bus stop is where one or multiple bus routes pick up passengers. A bus stop should have minimum amenities such as schedule and route information displays, accessible via active

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transportation, benches and/or shelters. The provision of benches and shelters should take into consideration daily passenger boarding levels and adjacent land use characteristics.

Transit station (T) is a passenger loading and waiting area where bus routes and/or other transportation modes converge. A transit station should have good access to nearby arterials and/or freeways in order to minimize transit travel times. It could be a free-standing individual facility or could easily be integrated with the design of a building. A transit station typically has significant infrastructure such as a waiting room, areas with seating, restrooms, sales outlet, ticketing or pass vending machines, convenient fare collection areas, and/or other services. In some instances, a timed-transfer system is used and buses converge on the transit station at a specific time to exchange passengers. Parking typically is not provided at these locations, although the transit station could be co-located with a rail station parking facility or park-and-ride lot.

Rail Station (R) is defined as a location where a rail rapid transit service picks up and drops off passengers. A rail station typically has a bus transit waiting area, kiss-and-ride, bicycle parking and other amenities listed under transit station. It may or may not be accompanied by vehicle parking areas, depending on the nature of the station area.

Commuter Rail Station (C) is defined as a location where commuter rail service is provided. It has passenger amenities similar to those provided for a rail station.

Park-and-Ride (P) is a parking garage and/or surface lot used for parking passengers' vehicles, either free or for a fee, while they use public transportation facilities or vanpools. Park-and-ride facilities are generally established as collector sites for multiple bus routes, rail service, and high-occupancy-vehicle (HOV) lane access, and may also serve as collector sites for vanpools, carpools, shared ride services and bike share stations. They may have amenities similar to transit stations.

Kiss-and-Ride is a location where passengers in non-transit vehicles are dropped off to board public transportation vehicles. Kiss-and-Ride areas could be located at transit stations, rail stations, commuter rail stations, and park-and-ride facilities.

Operations, Maintenance and Administrative Facilities are combined transit facilities housing administrative functions, such as executive management, accounting, safety, and scheduling, as well as private vehicle parking for administrative staff and vehicle operators. These facilities also include dedicated areas for vehicle maintenance, where mechanics, machinists, and maintenance personnel conduct preventive maintenance, daily inspections, and corrective maintenance to keep revenue vehicles operational. Typical features include maintenance bays with in-ground or portable lifts, bus and chassis wash systems, parts storage, fuel tanks and pumps, and depot electric plug-in charging stations. Revenue vehicles may also be stored at these facilities overnight or between periods of service.

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On-route chargers are infrastructure systems co-located with bus stops, providing charging for electric buses outside of Operating and Maintenance Facilities. These chargers are important for longer bus blocks, which may sometimes require more energy than an electric bus battery can store. They are typically installed at busy stops or clusters of stops where multiple bus routes have layovers.

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APPENDIX 3

ACTIVE TRANSPORTATION AND TRAILS PLAN

Active transportation includes mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. The Active Transportation and Trails Plan (ATTP) was developed to guide the planning, development, and implementation of an integrated active transportation system with the following vision:

> *Fairfax County streets, sidewalks, bikeways and trails are welcome places where people of diverse races, cultures, incomes, ages and abilities feel comfortable using active transportation to safely and conveniently access the widest range of destinations and to exercise, relax, or spend time outdoors.*

To advance this vision, the ATTP establishes a comprehensive framework for creating an active transportation and trail network supported by coordinated services, facilities, and amenities. The plan is intended for use in area planning, development review, and capital facility planning to guide implementation of active transportation facilities. The plan should be responsive to current and future community needs, balancing effectiveness and cost efficiency while accommodating community preferences, and engineering and environmental constraints.

Achieving the vision will require facility improvements, network expansion, and the provision of amenities and services along with educational and encouragement programs that focus on increasing active transportation safety, comfort and convenience, and use of existing facilities.

Active Transportation and Trails Plan Map and Recommended Facilities

The Active Transportation and Trails Plan (ATTP) Map indicates the approximate planned location and type of designated active transportation and trail routes. Final location and specifications of active transportation facilities may be subject to completion of area plans or further studies. The Countywide trail network's routes are color-coded based on location (e.g., Trail through Open Space, Trails Along Other Road). Regional routes are indicated by bold lines and consist of trails and/or bikeways that connect destination hubs with each other and to surrounding jurisdictions. Local routes are indicated by non-bold lines and connect neighborhoods to local destinations. The development of any facilities on land that is owned and maintained by the Fairfax County Park Authority, Northern Virginia Regional Park Authority, or National Park Service will follow the individual organization's decision-making and established park planning processes.

The ATTP Map Notes and facility selection tables included on the ATTP Map provide guidance on how to select active transportation facilities for routes that parallel a roadway based on several context factors, grouped into either **Roadway Context** or **Land Use Context**.

Roadway Context Factors

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Various roadway contexts may require different active transportation design specifications to achieve comfortable and convenient active mobility options for all users.

Three (3) key **Roadway Context Factors** are considered in the ATTP Map Tables:

(1) **Posted Speed Limit** provides information on speed limits that are posted on state-maintained roadways in Virginia. Speed limits exist for all roads; field verification may be needed to determine speed limit. The default limit is 55 mph on rural highways and 25 mph in business or residential areas.

(2) **Number of Travel Lanes** are depicted in the Fairfax County Comprehensive Plan Transportation Plan Map and the Planned Transportation Improvements maps located in the Area Plans. Use current or planned number of travel lanes, whichever is higher. Where no change in the number of travel lanes is recommended, the number of existing travel lanes may be determined by visiting the location, or by viewing publicly available satellite imagery or interactive panoramas of the roadway.

(3) **Average Daily Traffic Volume (AADT)** provides the most current estimate and/or approximate volume for all roads. This information can be found by contacting FCDOT.

Land Use Context Factors

Land use character and the intensity of development also impact how Fairfax County residents and visitors travel, the frequency and total number of trips made, and the number and type of users that will benefit from safe and convenient multi-modal transportation options. The design and function of the transportation system for all types of users, in turn, affects the character and identity of a neighborhood, corridor, or activity center.

The Comprehensive Plan's Concept for Future Development Map depicts the desired future character for each area of the county based on eight land classification categories. The Tables on the Active Transportation and Trails Plan Map group the land use classification categories into four **Land Use Context Factors**, based on planned land use character and intensity:

(1) Low Density Residential Areas,

(2) Suburban Neighborhoods

(3) Suburban Centers, Community Business Centers, Industrial Areas, Large Institutional Areas

(4) Urban Center, Transit Station Areas

The basemap of the *Active Transportation and Trail Plan Map* reflects the above land use factors

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for easy reference. More information on land use policies and regulations can be found at the Fairfax County Department of Planning and Development website.

The ATTP Map Notes and Tables determine main and alternative planned active transportation facility types, as well as minimum crossing recommendations. *Table 1: Main Active Transportation Facility Recommendations* specifies the main facilities for the Countywide Trail Network and/or Neighborhood Connectors. *Table 2: Alternative Active Transportation Facility Recommendations* provides alternative and interim facility options that may be considered. Any recommended interim facility is intended to increase active transportation mobility and safety prior to funding availability. *Table 3: Minimum Crossing Recommendations* provides recommendations on where crosswalks should be marked. The recommendations in Tables 1-3 are contextual and vary with land use, expected traffic volumes, speed limit, number of lanes and whether the facility is located at street or sidewalk level. Tables 1-2 differentiate between primary and secondary facilities on each side of a street to aid prioritization at implementation.

The following facility types are described on the ATTP Map and Toolkit:

Bike Lane (BL) is a portion of the roadway designated for preferential or exclusive use by bicycles and micromobility vehicles, typically marked by striping, pavement markings, and signage.

Cycletrack (CT) is a bicycle facility that is physically separated from motor vehicle lanes and sidewalks, providing an exclusive space for cyclists and micromobility vehicles. One-Way Cycle Tracks (OWCT) accommodate travel in the direction of traffic flow. Two-Way Cycle Tracks (TWCT) provide comfortable travel in both directions on one or both sides of the roadway.

Dual Trail consists of two parallel paths, typically Paved Multi-Use Trail (PMUT) and a separate Paved Pedestrian Trail (PPT), designed to increase comfort in areas with high activity levels by separating active transportation users traveling at different speeds.

Enhanced Sidewalk (ESW) is a widened concrete or brick paver pedestrian facility that incorporates comfort amenities, landscaping and formal streetscaping.

Hard Surface Multi-Use Trail is a hard-surface multi-use trail is constructed of asphalt or concrete and provides an all-weather facility suitable for a high volume of users, including cyclists and people using mobility devices.

Natural Surface Trail is a natural surface multi-use trail that uses compacted earth, offering a low impact and low cost surface for walking, running, or cycling.

Paved Multi-Use Trail (PMUT) is an asphalt shared use path separated from vehicles, designed to accommodate a variety of active transportation users.

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Paved Pedestrian Trail (PPT) is an asphalt path primarily designed for pedestrian use; bicycles and faster users are accommodated separately on an adjacent or parallel facility.

Sidewalk (SW) is concrete surface pedestrian facility located alongside a roadway, providing safe and accessible space for walking.

Slow Street is a low speed (20 mph or less), low volume roadway designed for comfortable shared use through the provision of diversion features to maintain low vehicle volumes and/or vehicle speed management treatments, as well as active transportation amenities.

Neighborhood Greenway (NG) is a low volume residential street designed to enhance bicycle and other micromobility users' experience in the roadway, while maintaining sidewalks for pedestrians.

Pedestrian First Street is a shared public space designed to enhance the pedestrian experience; other active transportation users and vehicles can access at very slow speeds (15 mph or less). It includes placemaking elements within the roadway (e.g., chicanes, planters, branded signage, street furniture).

Stream Valley Trail is an environmentally sensitive corridor that follows natural stream valleys, protecting open space and environmental resources while providing opportunities for walking and biking, where appropriate and feasible.

Urban Trail (UT) is a saw-cut concrete or paver shared use path in an urban setting designed to accommodate multiple types of active transportation users and separated from vehicles. It is supported by comfort amenities, landscaping and formal streetscaping.

The **Landscape and Amenity Panel (LAP)** is a supporting amenity that is a buffer area between a roadway and active transportation facilities that may include landscaping, trees, pedestrian lighting, benches and other features that improve aesthetics, comfort and safety.

The ATTP is supplemented by the **Active Transportation Toolkit**, which provides additional details, in-depth guidance, and definitions to support active transportation planning efforts.

~~**APPENDIX 3**~~

~~**BICYCLE AND TRAIL CLASSIFICATION AND DEFINITIONS**~~

~~**COUNTYWIDE TRAILS PLAN MAP**~~

~~**Major Regional Trail:** Includes the US Bicycle Route 1, Gerry Connolly Cross County Trail, and trails along I-495, I-66, Dulles Airport Access Road, Fairfax County Parkway,~~

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~~Franconia-Springfield Parkway, Norfolk Southern Railway, George Washington Memorial Parkway, Washington and Old Dominion Regional Park, Bull Run, Occoquan River and Potomac River. Most of the trails designated in this category are paved trails, 8 feet or more in width. However, surface materials vary from paved, natural surfaces and stone dust for the US Bicycle Route 1, South County East-West trail, Gerry Connolly Cross County Trail and those trails along the Bull Run, Occoquan River, and Potomac River.~~

~~**Major Paved Trail:** Concrete or asphalt trail, 8 feet or more in width.~~

~~**Minor Paved Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width.~~

~~**Minor Paved Trail with Parallel Natural Surface or Stone Dust Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width adjacent to, and in the same easement with a stone dust or natural surface trail typically 6-8 feet in width.~~

~~**Natural Surface or Stone Dust Trail:** Stone dust or natural surface trail typically 6-8 feet in width.~~

~~**Stream Valley Trail:** Trails along streamways as determined by Fairfax County Park Authority Staff.~~

~~**Trails in Other Jurisdiction**: Trails to be reviewed by and located in the Towns of Herndon, Vienna and Clifton and the Cities of Fairfax and Falls Church.~~

~~COUNTYWIDE BICYCLE NETWORK MAP(S)~~

~~The Bicycle Master Plan recommends a network of various types of on and off-road bikeways. As noted, bikeway design may include pavement markings, signage, signals, improved surfaces, and geometric features. The recommendations reflect the desire to provide a high level of bicyclist comfort and mobility, while also balancing each travel mode's need for a share of the public right-of-way. The recommendations are intended to be cost-effective, and on-street recommendations generally involve retrofitting the existing roadway using pavement markings, signs and modest amounts of additional pavement. The following define the types of facilities incorporated in the Plan:~~

- ~~**Active Transportation**: is mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. The micromobility vehicles typically include bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, electric or motorized scooters, motorized skateboards, roller blades, roller skates, skateboards, or wheelchair or wheelchair conveyance, and other similar devices.~~

- ~~**Shared Roadway:** consists of a low volume, low speed street that is compatible with bicycling without any striping, marking or geometric change to the roadway. Bike route~~

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signs may or may not be needed depending on the street's role in the larger Bikeway Network.

- **Shared Roadways with Safety Treatment:** is a recommendation for generally narrow, hilly, and winding two-lane roads. Improvements can include: signs such as "BIKES MAY USE FULL LANE" additional shoulder pavement, and/or pavement markings.

- **Shared Lane Markings:** (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The shared lane marking helps position bicyclists in the most appropriate location to ride, while also providing a visual cue to motorists that bicyclists have a right to use the street. Refer to the Virginia Department of Transportation (VDOT) policy for guidance on the proper use of Shared Lane Markings.

- **Striped Shoulder:** provides space for bicycle travel to the right of the travel lanes. Paved shoulders serve a variety of transportation purposes in addition to providing a benefit for cyclists, including serving as a breakdown lane, contributing to overall pavement integrity, and providing a place for pedestrian travel where there are no sidewalks. A shoulder designated for bicycles should be no less than four feet in width.

- **Bike Lane:** is an area of roadway pavement designated for the preferential or exclusive use by bicycles. The lane is normally 4 – 6 feet in width and marked with a longitudinal white line and bicycle symbols. Refer to the VDOT Bicycle Design Standards for guidance on bike lanes and bicycle pavement markings.

- **Climbing Lane:** when insufficient width exists to accommodate bike lanes in both directions and the roadway features a vertical grade, a climbing lane is considered. A bike lane (climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds closer to motor vehicle speeds.

- **Buffered Bike Lanes:** created by striping a buffer zone (three feet in width or greater) between a bike lane and the adjacent travel lane.

- **Cycletrack:** is a bicycle facility for cyclists only that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks can be provided in either one way or two-way configurations.

- **Shared-Use Path (trail):** is an off-street multi-use facility that is physically separated from motor vehicle traffic. Trails are often located in independent right-of-way (e.g. a park, stream valley greenway, a utility corridor, or an abandoned railroad corridor) or located adjacent to the roadway within roadway rights of way. It is intended for use by bicyclists and pedestrians and normally is designed to accommodate two-way traffic

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- **Policy Roads:** are multi-lane highways (functionally classified as principal arterials) that carry large volumes of traffic and/or have relatively high posted speeds (40mph or greater). These roads traverse a wide variety of land uses. Specific bicycle facility recommendations must be made in conjunction with other transportation and land use planning efforts.

- **Micromobility**: provides low-speed transportation options designed for short distances including, but not limited to bicycles, e-bikes, scooters, and e-scooters. They are often shared, electric, and designed for quick, convenient trips. This service is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destinations and is often only used for trips that are less than five miles.

The bicycle network maps also define recommended spot improvements:

- **Bicycle Access Links and Crossings** indicate locations where there are opportunities to improve neighborhood connectivity, for example by connecting cul-de-sacs, enhancing mid-block and trail/shared-use path crossings and by improving access to existing trails.

- **Interchange Improvements** represent locations where free-flowing entrance and exit ramps create difficult conditions for bicyclists traveling along the road.

- **Transit Station Improvements** signify locations where existing and planned transit stations (bus rapid transit, Metro and VRE) create especially high demand for bicycle travel and need for bicycle accommodations. Appropriate accommodations may include bicycle racks, covered bicycle parking, high security parking, facilities on station access roads, curb ramps, crossing improvements or paths that provide safe and convenient station access.
- **Stream Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of streams. These bridge crossings will be designed for bicycle and pedestrian transportation.

- **Road Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of major highways. These crossings can be standalone bicycle and pedestrian bridges or bike lanes and shared use paths as part of a bridge that also serves motor vehicles.

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APPENDIX 4

ROADWAY RIGHT-OF-WAY REQUIREMENTS

Fairfax County preserves land for roadway improvements, to decrease delays in land acquisition, and to obtain land before land values increase with developed properties. The guidelines are described by the right-of-way requirements for roadways shown on the transportation plan.

The rights-of-way specified should be obtained through the development approval process (e.g. rezoning, special exception, site plan, etc.) as applications are submitted to the county. This will allow for future road improvements to be constructed with adequate ancillary features such as turning lanes, sidewalks, trails, bicycle facilities, and buffering, while minimizing impacts on properties which are subsequently developed.

Ultimate roadway designs will recognize available right-of-way to the extent possible; the intent of these requirements is not to impose rigid standards through areas or mature neighborhoods, but rather to secure additional right-of-way needed for road improvements as development or redevelopment occurs.

Freeways/Expressways

Right-of-way needs along freeway facilities can be variable and extensive. The right-of-way may need to accommodate HOV/HOT lanes, rail transit, adjacent protected shared use paths, and roadway configurations with interchanges, ramps, and collector-distributor lanes. The rights-of-way for freeway facilities should be based on studies for each facility. These could include detailed corridor analyses, feasibility studies, interchange modification reports, location and design studies and/or environment impact studies.

Arterials

Right-of-way requirements for arterials should be similar throughout the county. Table 1 summarizes the right-of-way requirements for arterial roadways based upon the number of lanes and the type of edge treatment: 'curb and gutter' or 'shoulder'. The number of lanes refers to the designation on the transportation plan. The edge treatment will vary by location within the county as follows:

(1). In the low density residential areas of the county, right-of-way should be provided as described for a 'shoulder' edge treatment. The provision of sufficient right-of-way to accommodate shoulders will allow for the ultimate typical section to be determined at the time detailed design is initiated. It is anticipated that this decision will be made based on several factors, including cost, clearing and grading requirements, the presence of storm sewer lines in the area, aesthetics, and other concerns. However, it is recognized that in all other areas of the county, curb-and-gutter treatments having less right-of-way requirements will normally be appropriate.

(2). The 'shoulder' edge treatment is optional in suburban neighborhoods.

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(3). Additional right-of-way requirements for items such as turn lanes, service drives, parking lanes and on-road bike lanes are noted on Table 1.

When highway projects have approved designs or are in active stages of design, the strict application of these right-of-way requirements, shown in Table 1, could result in inconsistencies with such plans. To avoid this situation, approved or active designs should be utilized to determine right-of-way requirements on those projects where no change is envisioned in the Plan designation for number of lanes. However, where the new Plan recommendation provides for more lanes than were previously shown on the Plan, or where there are no design plans, right-of-way should be provided in accordance with Table 1.

The cross-section illustrations in Figure 5 and Figure 6 correspond to the measurements provided in Table 1. These cross-sections represent the typical right-of-way needed and can serve as guidelines in the development of roadway plans.

Other Considerations

Additional right-of-way might be required to support traffic operations, bus rapid transit (BRT), and facilitate active and micromobility transportation. Table 1 includes the required rights-of-way for turn lanes, parking and on-road bike lanes, etc. Provision of such facilities should be determined on a case-by-case basis, taking into consideration community development characteristics, land use types and density, traffic volume and turning movements, transit service, and active transportation and supporting facilities.

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TABLE 1

Minimum Right-of-Way Requirements for Roads
Shown on Transportation Plan Map Where No Plans Exist
Does Not Include Street Trees Space in Landscape Buffer*
(Measurement in Feet for the Entire Cross Section)

	Typical Curb and Gutter Section [1,3]	Typical Shoulder Section [2,3]
Lanes	Feet	Feet
2-lane	48	92
4-lane	92	134
6-lane	114	156
8-lane	136	178

Add XX feet of right-of-way for each of the following special circumstances:

	Feet
Dual Left Turn Lanes at Major [3] Intersections on All Legs	12
Right Turn Lanes at Major [3] Intersections on All Approaches	12
Improved Median Treatments [4]	4
Service Drives [5]	92
Parking Lanes	8
On-Road Bike Route [6]	5

Add 15 feet in ancillary easements. Add supplemental right-of-way with transitions to avoid special features (e.g., historic properties, parks, cemeteries, wetlands, landfills, sewage and water treatment facilities, existing buildings, etc.) and/or to improve horizontal alignment. Add 40 feet radius at intersections dedicated to the chord of the radius curve.

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1 Minimum section with 2-lanes includes through lanes, curb and gutter, landscape buffer*, sidewalk, and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, curb and gutter, landscape buffer*, sidewalk and maintenance strip. Landscape buffer width may increase if street trees are included.

2 Minimum section with 2-lanes includes through lanes, shoulder, ditch, landscape buffer*, sidewalk and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, landscape buffer*, sidewalk, and maintenance strip. Landscape buffer width may increase if street trees are included.

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3 Where design plans consistent with the Comprehensive Plan and providing all anticipated future turn-lane requirements are developed to a sufficient level of detail and approval, right-of-way and easement dedication requirements should be based upon them.

4 Commercial revitalization areas or other special areas where pedestrian refuge, landscaping or special design features are desired within the median. The additional median width allows for landscaping, trees and/or special paving.

5 Primary Highways, dimension includes both sides of the road, except where waived.

6 The preferred bicycle route is an off-road bicycle facility, such as a shared-use path.

Figure 5: Cross Section Illustration of a Typical Curb and Gutter Section Minimums (Measured in Feet)
Not to Scale

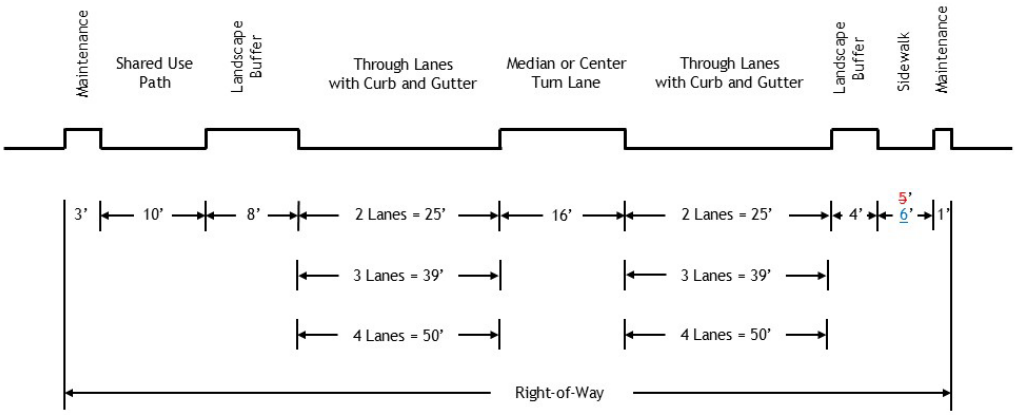


Figure 6: Cross Section Illustration of a Typical Shoulder Section Minimums (Measured in Feet)
Not to Scale

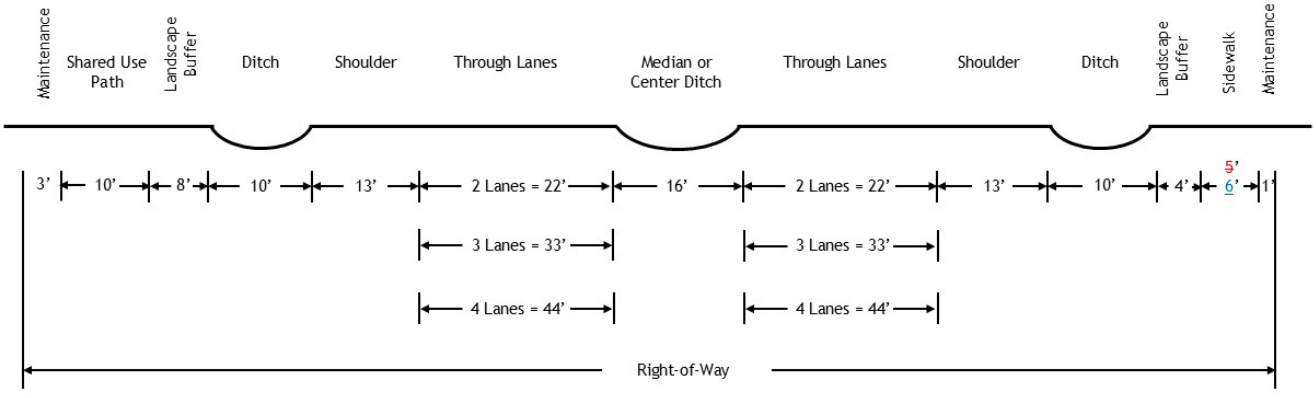


Figure 5: Cross Section Illustration of a Typical Curb and Gutter Section Minimums (Measured in Feet)
Not to Scale

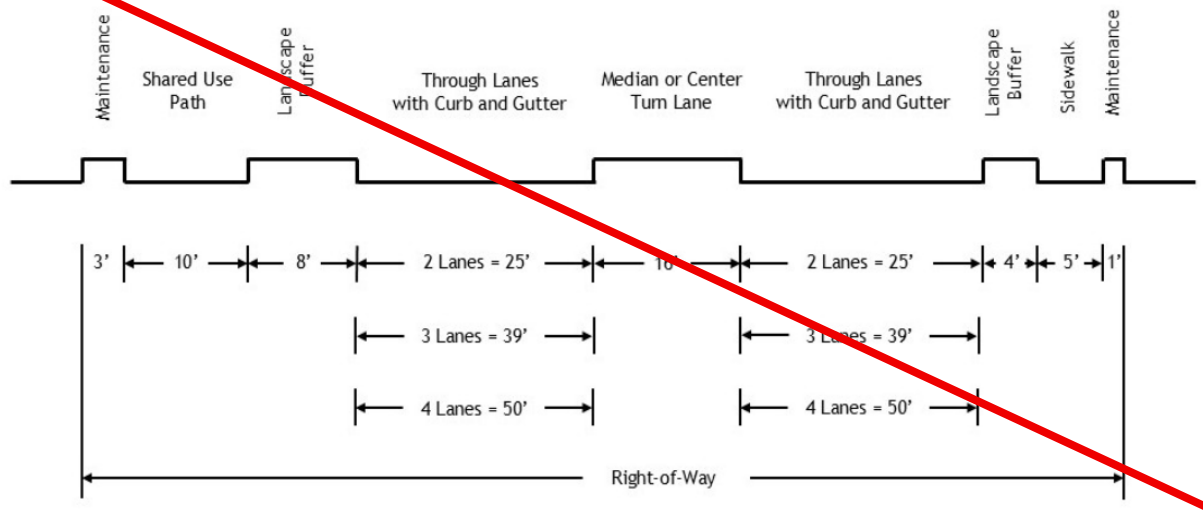
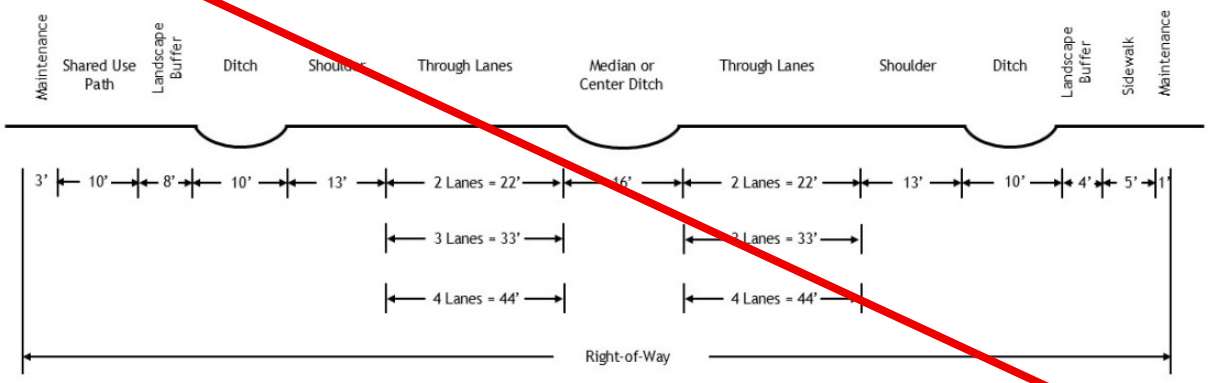


Figure 6: Cross Section Illustration of a Typical Shoulder Section Minimums (Measured in Feet)
Not to Scale



Roads in Revitalization Areas

The right-of-way requirements are generally applicable for improvements in a typical suburban setting, as shown in Figure 5 and Figure 6. The county is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more active transportation and transit and microtransit services. This Policy Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all multimodal transportation uses.

The county has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design

measures. Road improvements that are within the Revitalization Districts and Areas should be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Additionally, it is important to recognize that land use, and right-of-way for multimodal transportation and for travel patterns differ among these areas.

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~~APPENDIX 5~~

~~FAIRFAX COUNTY BICYCLE MASTER PLAN~~

~~Appendix 5 was comprised of Chapters 1 through 4 of the *Bicycle Master Plan.* Chapter 5, Bicycle Program Recommendations and Chapter 6, Implementation, were adopted by reference only, and can be viewed by contacting the Fairfax County Department of Transportation.~~

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ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

Proposed Editorial Amendments to the Area Plan Volumes					
#	**Volume**	**Planning District/Area**	**Amended Through**	**Sub-Section**	**Proposed Amendment**
1	Areas I, II, III & IV	Area Plan Overview [Four separate documents, one for each Area Plan]	10/16/2018	Introduction, General Planning Area Recommendations, Trails	"Active Transportation and Trails Fairfax County has planned a comprehensive countywide Active Transportation and T~~t~~rails (ATTP) ~~system~~ network, as depicted on the ATTP Map, which supports pedestrian~~,~~ and bicycle ~~and equestrian~~ usage and provides both transportation and recreational benefits. The ~~overall trails system~~ network is planned to ultimately connect major activity centers and key destination points to establish desirable recreational corridors. ~~The countywide trails plan map is published at the scale of 1 inch to 4,000 feet (1":4000') and is depicted on Figure 2 in the Transportation component of the Policy Plan.~~ The ~~trails system~~ ATTP network is being constructed primarily through site plan requirements associated with development activity, as part of new road improvement projects, or with county funds. Th~~is~~ese processes dictate~~s~~ that the ultimate network be constructed segment-by-segment and that the public be aware of trail requirements and planned routes. The ~~1":4000' Trails Plan~~ ATTP Map ~~is available from the Department of Planning and Development Zoning and~~ should be consulted for specific recommendations on trail location and type."
2	Area I	Annandale Planning District	9/10/2024	[Planning Sectors: A3, A4, A5, A6, A7, A8, A9, A10], Trails and Bicycle Facilities	~~"Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.~~ ~~Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.~~ The planned network of trails and active transportation facilities within this sector is outlined in the Active Transportation and Trails Plan, which is incorporated by reference as Figure 2 in the Transportation Element of the Policy Plan and available from the Department of Transportation. This Plan provides a comprehensive framework for the development of active transportation and trail infrastructure throughout the county. *(continued on next page)*
3	Area I	Baileys Planning District	11/21/2023	[Planning Sectors: B1, B2, B3, B4, B5], Trails and Bicycle Facilities	
4	Area I	Jefferson Planning District	8/26/2025	[Planning Sectors: J1, J2, J3, J4, J7, J8, J9, J10], Trails and Bicycle Facilities	
5	Area I	Lincolnia Planning District	2/23/2021	[Planning Sectors: L1 , L2, L3], Trails and Bicycle Facilities	
6	Area II	Fairfax Planning District	3/18/2025	[Planning Sectors: F1, F2, F3, F4, F7], Trails and Bicycle Facilities	
7	Area II	McLean Planning District	10/14/2025	[Planning Sectors: M2, M3, M4, M5, M6, M7], Trails and Bicycle Facilities	
8	Area II	Vienna Planning District	5/13/2025	[Planning Sectors: V1, V2, V3, V4, V5], Trails and Bicycle Facilities	
9	Area III	Bull Run Planning District	3/21/2023	[Planning Sectors BR1, BR2, BR3, BR4, BR5, BR6, BR7], Trails and Bicycle Facilities	
10	Area III	Fairfax Center Area	9/10/2024	Fairfax Center Area,Wide Recommendations, Trails and Bicycle Facilities	

ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

#	Volume	Planning District/Area	Amended Through	Sub-Section	
11	Area III	Pohick Planning District	5/13/2025	[Planning Sectors: P1, P2, P3, P5, P6, P7], Trails and Bicycle Facilities	*(continued)* Trails and active transportation facilities in this sector are considered integral components of the countywide and regional transportation and trail systems, intended to support non-motorized travel, improve local and regional connectivity, and promote safe, accessible, and sustainable transportation and recreation options. While several segments within the sector have already been constructed, the Active Transportation and Trails Plan reflect the long-term vision for a fully connected network.”
12	Area III	Upper Potomac Planning District Overview	3/18/2025	[Planning Sectors: UP1, UP2, UP3, UP4, UP5, UP7, UP8], Trails and Bicycle Facilities	
13	Area IV	Lower Potomac Planning District	3/21/2023	[Planning Sectors: LP2, LP3, LP4], Trails and Bicycle Facilities	
14	Area IV	Mount Vernon Planning District	9/10/2024	[Planning Sectors: MV1, MV2, MV3, MV4, MV5, MV6, MV7, MV8], Trails and Bicycle Facilities	
15	Area IV	Rose Hill Planning District	1/23/2024	[Planning Sectors: RH1, RH2, RH3, RH4, RH5, RH6, RH7], Trails and Bicycle Facilities	
16	Area IV	Springfield Planning District	5/13/2025	[Planning Sectors: S1, S2, S3, S4, S5, S6, S7, S8, S9], Trails and Bicycle Facilities	
17	Area I	Annandale Planning District	9/10/2024	Annandale Community Business Center, Transportation, Bicycle Facilities	~~"A Bicycle Master Plan for the county has been initiated. Once completed, bicycle routes in, around, and through the revitalization area will be specified, and the general guidance provided here will be updated with these specifics. Bicycle Parking Standards for the county are also currently being developed. In the interim, until finalization and adoption of these standards, a~~Assistance with the calculation and placement of bicycle parking provisions is available from staff of the Fairfax County Department of Transportation Bicycle Program during the development process."
18	Area I	Baileys Planning District	9/10/2024	Baileys Crossroads Community Business Center, Area-wide Recommendations, Transportation, Road Network and Circulation, Principal Arterials (Boulevards)	~~"These two roadways are classified on the bicycle master plan as Policy Roads and will require further study in order to determine what type facility best addresses bicycle travel.~~ Reference the Active Transportation and Trails PlanMap for recommended bicycle facilities."
19	Area I	Baileys Planning District	9/10/2024	Seven Corners Community Business Center, Transportation, Bicycle Parking	"Specific guidelines for bicycle parking are addressed in ~~Bicycle Master Plan,~~ the Fairfax County Policy and Guidelines for Bicycle Parking~~,~~ and in the Urban Street Network section."
20	Area I	Merrifield Suburban Center	1/14/2025	Area-Wide Recommendations, Boulevard and Ring Road [2 edits]	"Refer to the ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map to determine which streets are planned to include a bicycle facility"
21	Area I	Merrifield Suburban Center	1/14/2025	Area-Wide Recommendations, Pedestrian and Bicycle Circulation	"See the ~~Bicycle Master~~ Active Transportation and Trails Plan Map for specific recommendations including shared pedestrian and bicycle crossings over I-495 and I-66."
22	Area I	Merrifield Suburban Center	1/14/2025	Land Unit Recommendations, Sub Unit I1, Transportation	"New development is expected to accommodate the construction of the planned I-495 pedestrian and bicycle crossing, which should be publicly accessible and located south of Lee Highway and north of Arlington Boulevard, as depicted ~~i~~on the ~~county Bike Master~~ Active Transportation and Trails Plan Map

ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

#	Volume	Planning District/Area	Amended Through	Sub-Section	Proposed Amendment
23	Area I	Merrifield Suburban Center	1/14/2025	Land Unit Recommendations, Land Unit J, Transportation	"Development on Tax Map Parcel 49-4((1)) 71 is expected to follow the transportation recommendations for Sub-Unit I1, and should accommodate and provide a fair share commitment towards the construction of a publicly accessible I-495 pedestrian and bicycle crossing in coordination with the development of Land Unit K, located immediately across I495 from the land unit, and as depicted ~~i~~on the ~~county Bike Master~~ Active Transportation and Trails Plan Map
24	Area II	McLean Planning District	10/14/2025	West Falls Church Transit Station Area, Recommendations, Transportation, West Falls Church Active Transportation	- - "Active transportation recommendations for the West Falls Church area should be integrated with the ~~Countywide~~ Active~~Fairfax~~ Transportation and Trails Plan Map."
25	Area II	Tysons Urban Center - Areawide Recommendations	9/10/2024	Areawide Recommendations: Transportation, Bicycle Network	"The ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map~~, adopted by the Fairfax County Board of Supervisors in 2014,~~ provides more detailed recommendations for specific locations within Tysons."
26	Area II	Tysons Urban Center - Areawide Recommendations	9/10/2024	Areawide Recommendations: Transportation, Bicycle Parking	"Specific guidelines for bicycle parking are addressed in these documents: ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map, Fairfax County Policy and Guidelines for Bicycle Parking, and Tysons Urban Design Guidelines."
27	Area III	Dulles Suburban Center	9/9/2025	Area-Wide Recommendations, Design Guidelines for Land Units A-K, Transportation, Multimodal Transportation	"Specific recommendations on bicycle facilities are included ~~i~~on the ~~Bicycle Master Plan and Countywide Trails Master~~Active Transportation and Trails Plan Map."
28	Area III	Dulles Suburban Center	9/9/2025	Area-Wide Recommendations, Design Guidelines for Land Units A-K, Transportation, Pedestrian Mobility	"New developments should implement the recommendations ~~i~~on the ~~Countywide Trails Master~~Active Transportation and Trails Plan Map, and create direct connections to existing trails to enhance pedestrian mobility in the Dulles Suburban Center."
29	Area III	Dulles Suburban Center	9/9/2025	Area-Wide Recommendations, Design Guidelines for Land Units A-K, Trails	"Trails planned for the Dulles Suburban Center are delineated on~~,~~ the ~~Countywide~~Active Transportation and Trails Plan Map. While some of the segments have already been constructed, the map portrays the ultimate generalized system for the area.~~ The map classifies trails into seven different trail types asshown on the map legend and defined in Appendix 3 of the Transportation Section in the Policy Plan Element of the Comprehensive Plan.~~"
30	Area III	Dulles Suburban Center	9/9/2025	Land Unit Recommendations, Trails/ Connectivity [Multiple Land Units:B, C, D-1 , D-2, D-3, D-4, D-5, E-1, E-2, E-3, E-4, F-1, F-2, G, H, I, J, K]	"Trails planned for this land unit are delineated on the ~~Countywide~~Active Transportation and Trails Plan Map and are an integral part of the overall county system."
31	Area III	Dulles Suburban Center	9/9/2025	Land Unit Recommendations, Land Unit D-1, Eastern and Western Portions of Land Unit [2 edits]	"In addition, all trails shown on the Active Transportation and Trails Plan Map should be constructed in consultation with county staff."

ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

#	Volume	Planning District/Area	Amended Through	Sub-Section	Proposed Amendment
32	Area III	Dulles Suburban Center	9/9/2025	Land Unit Recommendations, Land Unit L, Rail Transit Option for Land Units L-1, L-2 and L-3	"Link future development to the provision of appropriate multi-modal transportation improvements for all land units in this area and as indicated in the Plan text and as shown on Figures 22 through 25 in the Upper Potomac Planning District section of the Comprehensive Plan and on the Active Transportation and Trails Plan Map, ~~the Bicycle Network Plan Map,~~ or as stated in the Herndon Metrorail Station Access Management Study (HMSAMS)."
33	Area III	Fairfax Center Area	9/10/2024	Land Use Plan Recommendations – Suburban Center Non-Core Areas, Land Unit C, Transportation	"Pedestrian signals and crosswalks should be provided at the intersections of Route 50 and Fair Ridge Drive to enhance connectivity ~~in line with the Trails Plan Map~~."
34	Area III	Fairfax Center Area	9/10/2024	Land Use Plan Recommendations – Suburban Center Non-Core Areas, Sub unit J3	"~~Major p~~Paved trails along both Route 29 and Waples Mill Road, as called for on the ~~County~~ Active Transportation and Trails Plan Map, should be provided or improved to current standards, to the extent feasible, given the constraints of the site."
35	Area III	Reston	9/10/2024	Transportation, Active-Transportation: Pedestrian, Bicycle, and Trail Facilities, Bicycle Facilities	"~~See Figure 19~~"; *[also delete actual Figure 19 and renumber subsequent Reston Plan figures accordingly]*
36	Area III	Reston	9/10/2024	Transportation, Active-Transportation: Pedestrian, Bicycle, and Trail Facilities, Bicycle Facilities	"Bicycle facilities planned for Reston can be found ~~i~~on the ~~Countywide plan for a~~Active ~~t~~Transportation and Trails Plan Map."
37	Area III	Reston	9/10/2024	Transportation, Active-Transportation: Pedestrian, Bicycle, and Trail Facilities, Trail Facilities	"Planned trails can be found ~~i~~on the ~~Countywide plan for a~~Active ~~t~~Transportation and Trails Plan Map."
38	Area IV	Franconia-Springfield Area and Fort Belvoir North Area	11/19/2024	Franconia Springfield Area, Area-wide Recommendations, Transportation, Pedestrian and bicycle circulation	"The ~~Bicycle Master~~ Active Transportation and Trails Plan Map identifies both Backlick Road and Amherst Avenue as policy roads requiring further study."
39	Area IV	Franconia-Springfield Area and Fort Belvoir North Area	11/19/2024	Franconia Springfield Area, Land Unit Recommendations, Land Unit U, Transportation/ Access	"Support for high-quality and safe pedestrian connectivity to the Joe Alexander Transportation Center may include contribution(s) to maintain and improve sidewalks and landscaping along portions of Franconia-Springfield Parkway Trail that serve the subject property, as denoted ~~i~~on the ~~Fairfax County Countywide~~ Active Transportation and Trails Plan Map;"
40	Area IV	Franconia-Springfield Area and Fort Belvoir North Area	11/19/2024	Fort Belvoir North Area, Trails	"Trails planned for the Fort Belvoir North Area are delineated on the ~~1":4,000' Countywide~~ Active Transportation and Trails Plan Map, which is referenced as Figure 2 in the Transportation element of the Policy Plan~~,~~ and is available from the Department of Transportation."
41	Area IV	Franconia-Springfield Area and Fort Belvoir North Area	11/19/2024	Fort Belvoir North Area, Trails	"These ~~connections~~ trails will ~~be extension~~ provide connections to existing and planned regional trails such as the Franconia- Springfield Parkway trail, the Fairfax County Parkway trail, the Cross County Trail via the Accotink Stream Valley, the Lorton/Laurel Hill trails, the Potomac Heritage National Scenic Trail and the Route #1 National Bicycle Trail."

ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

#	Volume	Planning District/Area	Amended Through	Sub-Section	Proposed Amendment
42	Area IV	Lower Potomac Planning District	3/21/2023	LP1-Laurel Hill Community Planning Sector, Area-Wide Recommendations, Open Space/Pedestrian Systems, Recommendations and Guidelines	"trails on the ~~C~~countywide ~~T~~trail ~~S~~system such as Pohick Stream Valley, Lorton Road, Furnace Road, Ox Road, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as public park should be maintained by Fairfax County or the Commonwealth of Virginia."
43	Area IV	Lower Potomac Planning District	3/21/2023	LP2-Lorton-South Route 1 Community Planning Sector, Land Unit A, [Multiple Sub-units: A3 and A4 (3x)]	"Trails should be provided in accordance with the ~~Countywide~~ Active Transportation and Trails Map;"
44	Area IV	Lower Potomac Planning District	3/21/2023	LP4-Fort Belvoir Community Planning Sector, Recommendations, Figure 44	"Develop the Fort Belvoir trail system in concert with the ~~Fairfax County~~ Active Transportation and Ttrail Plan Map ~~system~~."
45	Area IV	Richmond Highway Corridor Area	9/10/2024	Corridor-wide Guidelines, Transportation, Pedestrian and Bicycle Facilities	"See the ~~Bicycle Master~~ Active Transportation and Trails Plan Map and CBC Multimodal Network Maps for more details on these facilities."
46	Area IV	Richmond Highway Corridor Area	9/10/2024	Community Business Centers, Overall Vision Elements and Strategies, Vision Element 3	"Refer to the ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map and the Urban Street Network Design (USND) section of the Plan for bicycle facility guidelines, street cross-sections, and road design characteristics, respectively."
47	Area IV	Richmond Highway Corridor Area	9/10/2024	Community Business Centers, [Multiple instances: North Gateway CBC, Penn Daw CBC, Hybla Valley/Gum Springs CBC, Woodlawn CBC], Multimodal Transportation Network	"Also, refer to the ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map for bicycle facility guidelines."
48	Area IV	Richmond Highway Corridor Area	9/10/2024	North Gateway CBC, Sub-unit A-3	"The proposed trail that appears on the ~~county~~ Active Transportation and Trails Plan Map should be constructed within the Linear Park. It is not necessary for the trail to be constructed directly along Cameron Run; this is particularly relevant should flood controls (e.g., a levee) impact the area shown on the ~~Trails M~~map."
49	Area IV	Richmond Highway Corridor Area	9/10/2024	Beacon/Groveton CBC, Multimodal Transportation Improvements	"For more information on the specific cross-sections and road design characteristics of the multimodal network, see the Urban Street Network Design (USND) section of this Plan, as well as the ~~Fairfax County Bicycle Master~~ Active Transportation and Trails Plan Map for bicycle facility guidelines."

ATTACHMENT III. Comprehensive Plan Text (listed changes with strikethrough)

Proposed Editorial Amendments to the Policy Plan				
#	**Element**	**Amended Through**	**Sub-Section**	**Proposed Amendment**
1	Comprehensive Plan Overview	12/9/2025	Purpose	"The Policy Plan is the first volume of the Comprehensive Plan, followed by the four Area Plans, the Comprehensive Land Use Plan Map, the Countywide Transportation Plan Map and the ~~Countywide~~ Active Transportation and Trails Plan Map."
2	Parks and Recreation	12/9/2025	Appendix 3, Park Facility Service Level Standards	"Consistent with Adopted ~~Countywide Trails~~ Active Transportation and Trails Plan and Goal to Link Trails to Park Facilities"
3	Chesapeake Bay Supplement	3/4/2014	Shoreline Considerations, Shoreline Access	"The ~~Countywide~~ Active Transportation and Trails Plan Map, which has been incorporated within the Comprehensive Plan, identifies a broad, interconnected network of trails (…) The ~~Countywide~~ Active Transportation and Trails Plan Map also identifies many Stream Valley Trails, trails and sidewalks along major highways, and other paved and natural surface or stone dust trails."
4	Glossary	12/9/2025	n/a	"**MICROMOBILITY:** Provides low-speed transportation options designed for short distances including, but not limited to, bicycles, e-bikes, scooters, and e-scooters. They are often shared, electric, and designed for quick, convenient trips. Micromobility ~~This service~~ is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destination and is often only used for trips that are less than five miles."

The Planning Commission recommends the following two amendments to the staff recommendations for PA 2025-CW-T1, as shown in the staff report dated February 18, 2026.

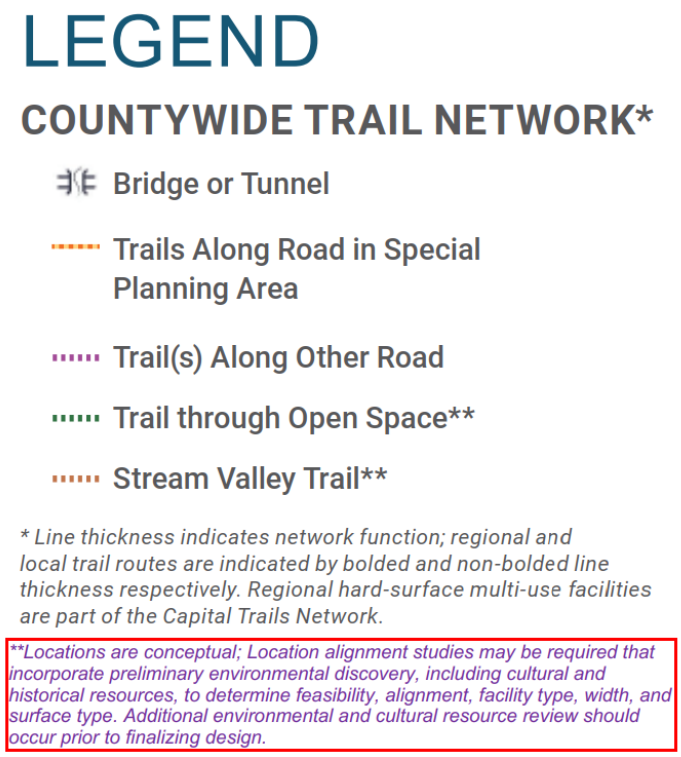
RECOMMENDATION 1:

The following map note contained on the Active Transportation and Trails Plan Map (Attachment I of the staff report) shall be replaced as shown. Text proposed to be deleted is shown with a ~~strikethrough~~ and replacement text is shown as underlined. The remainder of the map shall remain as in the staff report attachment.

Remove note: "~~**Locations are approximate; feasibility, facility type, alignment, width and surface type are to be determined~~."

Replace with note: "**Locations are conceptual: Location alignment studies may be required that incorporate preliminary environmental discovery, including cultural and historical resources to determine feasibility, alignment, facility type, width, and surface type. Additional environmental and cultural resource review should occur prior to finalizing design."

Map change would be shown on the map in the location as depicted below with the red box.



RECOMMENDATION 2:

The staff recommendations propose replacement of Appendix 3 of the Transportation Element of the Policy Plan, as shown in Attachment II of the staff report. The following additional modifications shall be included in staff's recommended text for Appendix 3. Text proposed to be deleted is shown with a ~~strikethrough~~ and replacement text is shown as underlined. The remainder of Attachment II of the staff report shall remain as recommended by staff.

"**APPENDIX 3**

ACTIVE TRANSPORTATION AND TRAILS PLAN

Active transportation includes mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. The Active Transportation and Trails Plan (ATTP) was developed to guide the planning, development, and implementation of an integrated active transportation system with the following vision:

> *Fairfax County streets, sidewalks, bikeways and trails are welcome places where people of diverse races, cultures, incomes, ages and abilities feel comfortable using active transportation to safely and conveniently access the widest range of destinations and to exercise, relax, or spend time outdoors.*

To advance this vision, the ATTP establishes a comprehensive framework for creating an active transportation and trail network supported by coordinated services, facilities, and amenities. The plan promotes an active transportation system that provides affordable, healthy, and sustainable mobility and recreational opportunities for people of all ages and abilities. The plan should be responsive to current and future community needs, balancing effectiveness and cost efficiency while accommodating community preferences, avoiding and/or mitigating environmental impacts, and engineering and environmental constraints. This collective approach supports an active transportation system that serves residents and visitors alike, strengthens environmental stewardship, and moves Fairfax County toward a more equitable and resilient future.

Achieving the vision will require facility improvements, network expansion, and the provision of amenities and services along with educational and encouragement programs that focus on increasing active transportation safety, comfort and convenience, and use of existing facilities.

Active Transportation and Trails Plan Map and Recommended Facilities

The Active Transportation and Trails Plan (ATTP) Map indicates the approximate planned location and type of designated active transportation and trail routes. Final location and specifications of active transportation facilities may be subject to completion of area plans or further studies. Primary planned facilities are color-coded based on location (e.g., Trail through Open Space, Trails Along Other Road). Regional routes are indicated by bold lines and consist of trails and/or bikeways that connect destination hubs with each other and to surrounding jurisdictions. Local routes are indicated by non-bold lines and connect neighborhoods to local destinations. Locations of Trail through Open Space and Stream Valley Trail are conceptual and location alignment studies may be required that incorporate preliminary environmental discovery,

including cultural and historical resources, to determine feasibility, alignment, facility type, width, and surface type. Additional environmental and cultural resource review should occur prior to finalizing design. The development of any facilities on land that is owned and maintained by the Fairfax County Park Authority, Northern Virginia Regional Park Authority, or National Park Service will follow the individual organization's decision-making and established park planning processes.

The ATTP Map Notes and facility selection Tables included on the ATTP Map provide guidance on how to select active transportation facilities for routes that parallel a roadway based on several context factors, grouped into either **Roadway Context** or **Land Use Context**.

Roadway Context Factors
Various roadway contexts may require different active transportation design specifications to achieve comfortable and convenient active mobility options for all users.

Three (3) key **Roadway Context Factors** are considered in the ATTP Map Tables:

(1) **Posted Speed Limit** provides information on speed limits that are posted on state-maintained roadways in Virginia. Speed limits exist for all roads; field verification may be needed to determine speed limit. The default limit is 55 mph on rural highways, 25 mph in business or residential areas, and 35 mph on unpaved roads.

(2) **Planned Number of Travel Lanes** are noted in the Fairfax County Comprehensive Plan Transportation Plan Map.

(3) **Average Daily Traffic Volume (AADT)** provides the most current estimate and/or approximate volume for all roads..

Land Use Context Factors
Land use character and the intensity of development also impact how Fairfax County residents and visitors travel, the frequency and total number of trips made, and the number and type of users that will benefit from safe and convenient multi-modal transportation options. The design and function of the transportation system for all types of users, in turn, affects the character and identity of a neighborhood, corridor, or activity center.

The Comprehensive Plan's Concept for Future Development Map depicts the desired future character for each area of the county based on eight land classification categories. The Tables on the Active Transportation and Trails Plan Map group the land use classification categories into four **Land Use Context Factors**, based on planned land use character and intensity:

(1) Low Density Residential areas,

(2) Suburban Neighborhoods

(3) Suburban Centers, Community Business Centers, Industrial Areas, Large Institutional Areas

(4) Urban Center, Transit Station Areas

The basemap of the *Active Transportation and Trail Plan Map* reflects the above land use tiers for easy reference. More information on land use policies and regulations can be found at the Fairfax County Department of Planning and Development website.

The ATTP Map Notes and Tables determine primary and alternative planned active transportation facility types, as well as minimum crossing recommendations for trails along road in special planning areas, trails along other roads, and neighborhood connectors. *Table 1: Main Active Transportation Facility Recommendations* specifies the primary facilities for the Countywide Trail Network and/or Neighborhood Connectors. *Table 2: Alternative Active Transportation Facility Recommendations* provides alternative and interim facility options that may be considered. Any recommended interim facility is intended to increase active transportation mobility and safety prior to funding availability. *Table 3: Minimum Crossing Recommendations* provides recommendations on where crosswalks should be marked. The recommendations in Tables 1-3 are contextual and vary with land use, expected traffic volumes, speed limit, number of lanes and whether the facility is located at street or sidewalk level. Tables 1-2 differentiate between primary and secondary facilities to aid prioritization at implementation. Tables 1-3 do not include main or alternative facility recommendations for trails through open space or stream valley trails. Location alignment studies that include preliminary environmental, cultural and historical resource discovery may consider facility options listed in Map Note 2.

The following facility types are designated on the ATTP Map:

Dual Trail consists of two parallel paths, typically Paved Multi-Use Trail (PMUT) and a separate Paved Pedestrian Trail (PPT), designed to increase comfort in areas with high activity levels by separating active transportation users traveling at different speeds.

Enhanced Sidewalk (ESW) is a widened concrete or brick paver pedestrian facility that incorporates comfort amenities, landscaping and formal streetscaping.

Paved Multi-Use Trail (PMUT) is an asphalt shared use path separated from vehicles, designed to accommodate a variety of active transportation users.

Paved Pedestrian Trail (PPT) is an asphalt path primarily designed for pedestrian use; bicycles and faster users are accommodated separately on an adjacent or parallel facility.

Slow Street is a low speed (20 mph or less), low volume roadway designed for comfortable shared use through the provision of diversion features to maintain low vehicle volumes and/or vehicle speed management treatments, as well as active transportation amenities.

Neighborhood Greenway (NG) is a low volume residential street designed to enhance bicycle and other micromobility users' experience in the roadway, while maintaining sidewalks for pedestrians.

Pedestrian First Street is a shared public space designed to enhance the pedestrian experience; other active transportation users and vehicles can access at very slow speeds (15 mph or less). It includes placemaking elements within the roadway (e.g., chicanes, planters, branded signage, street furniture).

Urban Trail (UT) is a saw-cut concrete or paver shared use path in an urban setting designed to accommodate multiple types of active transportation users and separated from vehicles. It is supported by comfort amenities, landscaping and formal streetscaping.

The **Landscape and Amenity Panel (LAP)** is a supporting amenity that is a buffer area between a roadway and active transportation facilities that may include landscaping, trees, pedestrian lighting, benches and other features that improve aesthetics, comfort and safety.

The **Active Transportation Toolkit** is a supplemental resource with in-depth guidance, further details, and definitions to support active transportation planning efforts in Fairfax County."