



County of Fairfax, Virginia

30+ Miles of Bike Lanes in Three Years

RESURFACING AND DESIGN
FLEXIBILITY TO IMPLEMENT A BIKE
MASTER PLAN

ADAM LIND, BICYCLE PROGRAM COORDINATOR, FAIRFAX COUNTY, VA





Overview

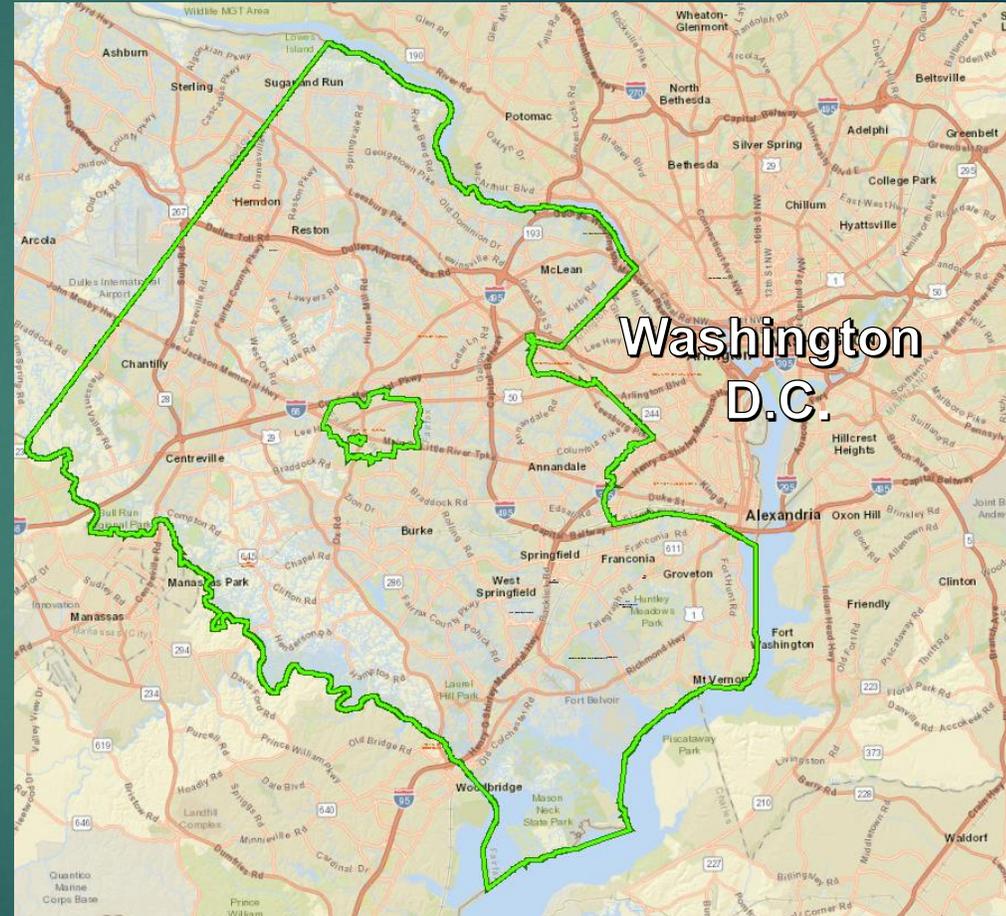
- ▶ Fairfax County, VA
- ▶ Partnerships
- ▶ Perfect Storm
- ▶ Pushing the limit
- ▶ Moving forward





Fairfax County, VA

- Located outside of Washington DC
- 400 sq. mi, over 1 million people
- Variety of land uses from rural to urban
- Several dense residential and employment centers in the County





Fairfax County, VA

- Multiple heavy rail lines serve the County
- New Silver line Metro service to Tysons and Reston
- Virginia Rail Express Service from outer areas of the County to DC
- Opportunities to tie bicycling and transit together
- Large trail/side path network





Partnerships

- All roads in Fairfax County owned and maintained by the Virginia Department of Transportation (VDOT)
- VDOT decides when and where to repave roads, and County can recommend adding bike facilities
- 2007-first lane diet in Fairfax County
- 2009-first road diet in Fairfax County



From: FHWA Road Diet Brochure



Lawyers Road, before and after a 2009 Road Diet
Source: Randy Dittbemer, Virginia DOT



Partnerships

- 1) VDOT provides the County with a list of roads to be repaved the following year in the Fall
- 2) County does field work to take measurements and recommend list of projects
- 3) County/VDOT work together on traffic analysis for road diets
- 4) County leads public engagement process for all proposed projects

6-8 month
Process

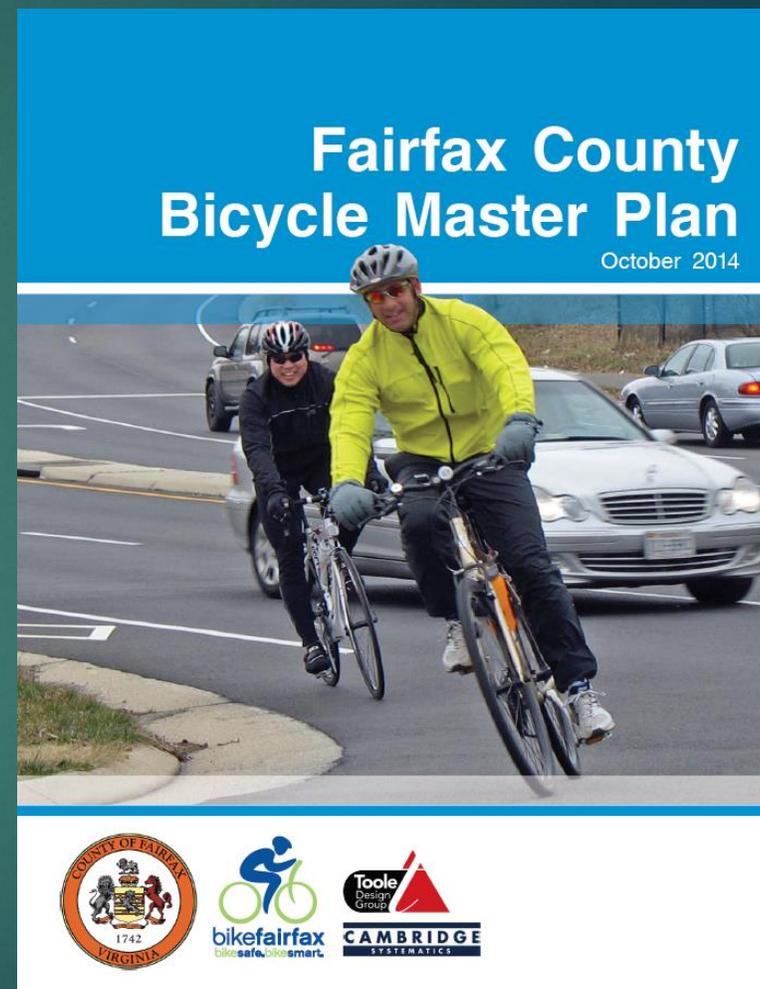


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Perfect Storm

- **October 28, 2014** Fairfax County adopts first Bicycle Master Plan
- Previously, some guidance for on-road bike lanes based on 2002 Trails Plan
- **In 2013, Virginia General Assembly adopts HB2313** – creates dedicated funding for transportation, incl. maintenance
- Maintenance funding increased 4x+ from previous years

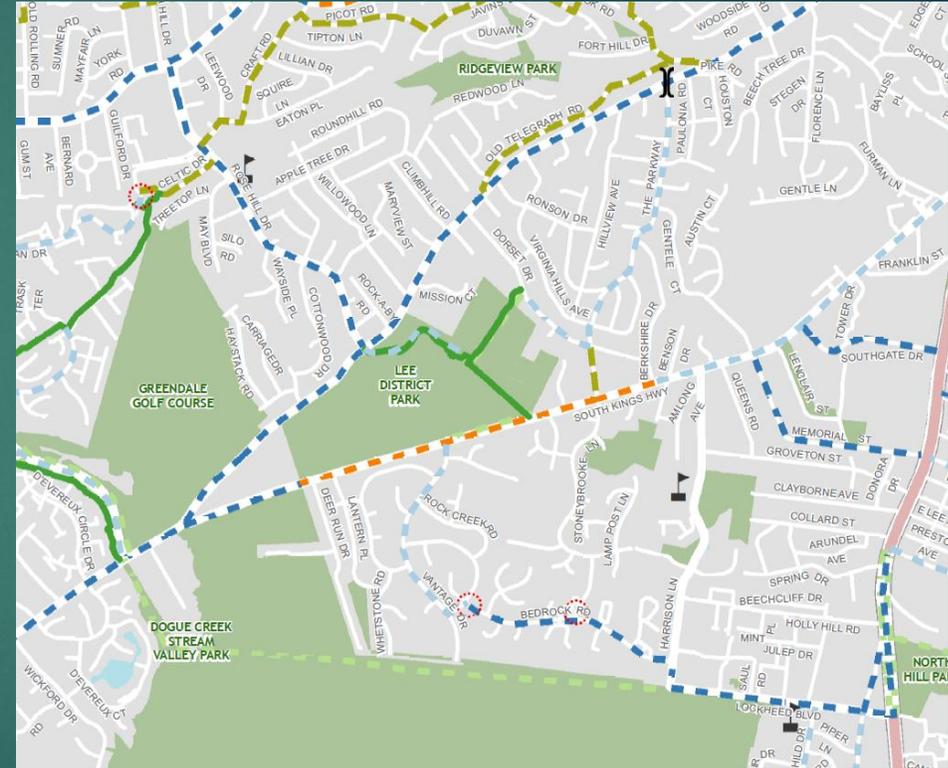
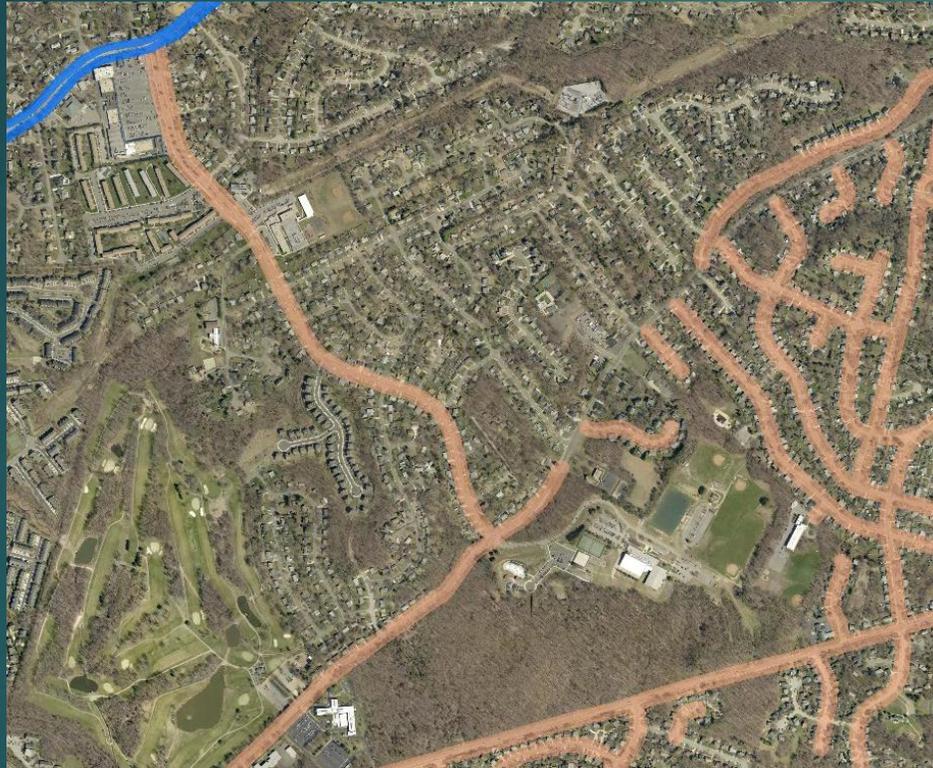




Perfect Storm

2017 VDOT Repaving

Fairfax County Bicycle Master Plan

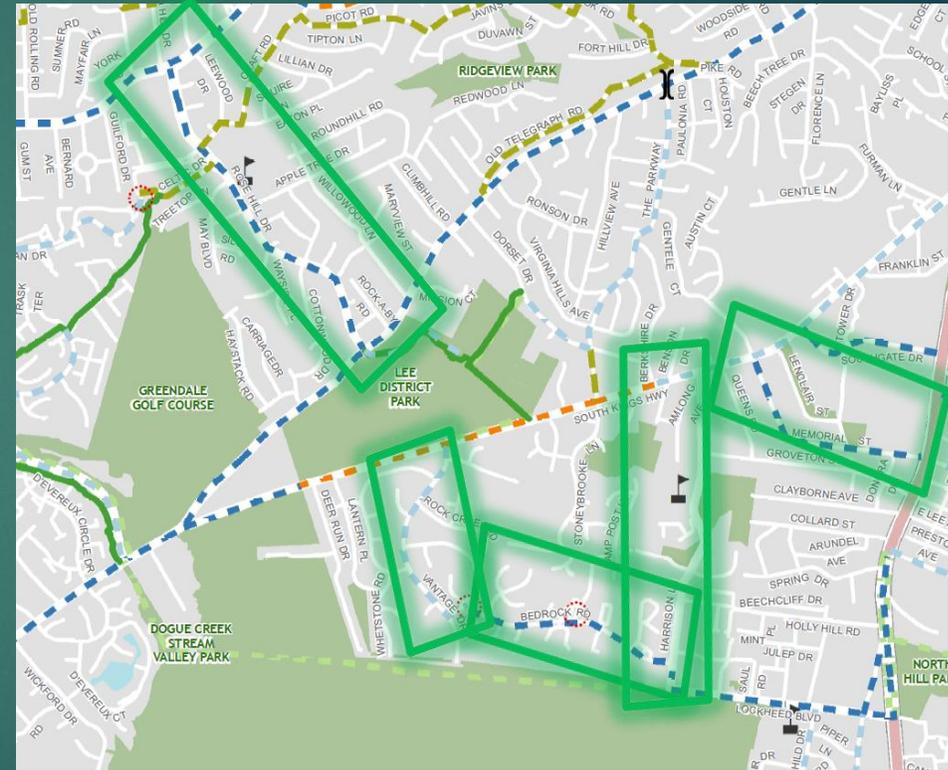
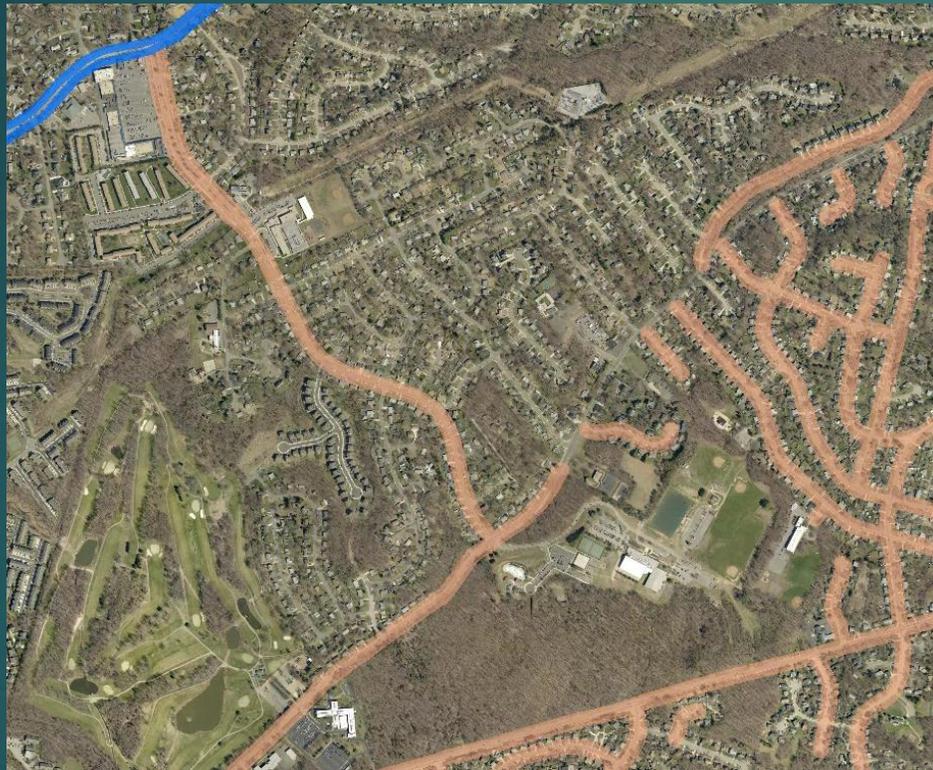




Perfect Storm

2017 VDOT Repaving

Fairfax County Bicycle Master Plan





Perfect Storm

Bike Lane Mileage

<2014	2014	2015	2016	2017
31.2	1.7	12.9*	8.3**	19.0***

***10.3 Miles completed during repaving**

****8.3 Miles completed during repaving**

*****13.1 Miles completed during repaving**

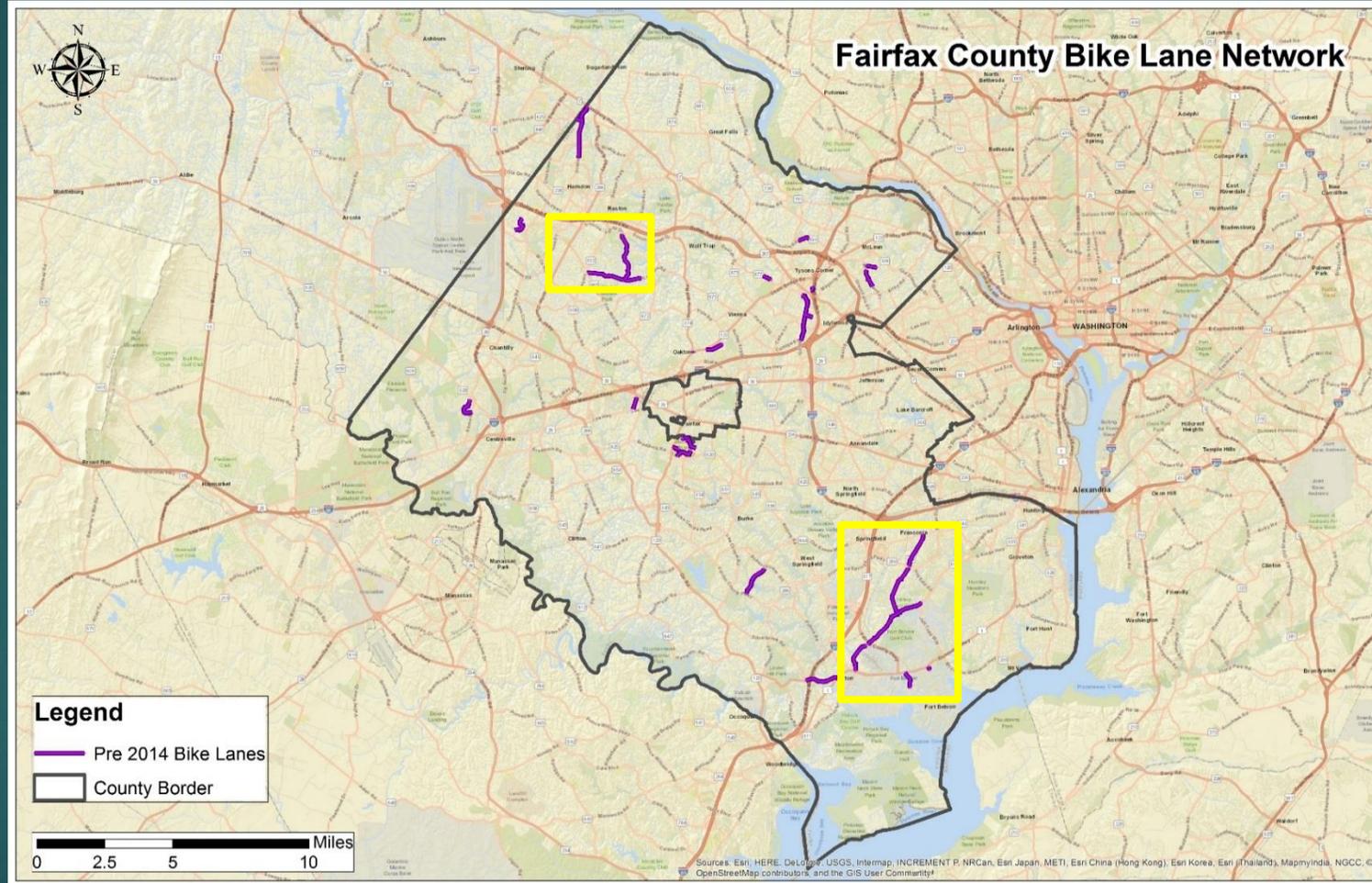
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73+ miles of bike lanes now!!!

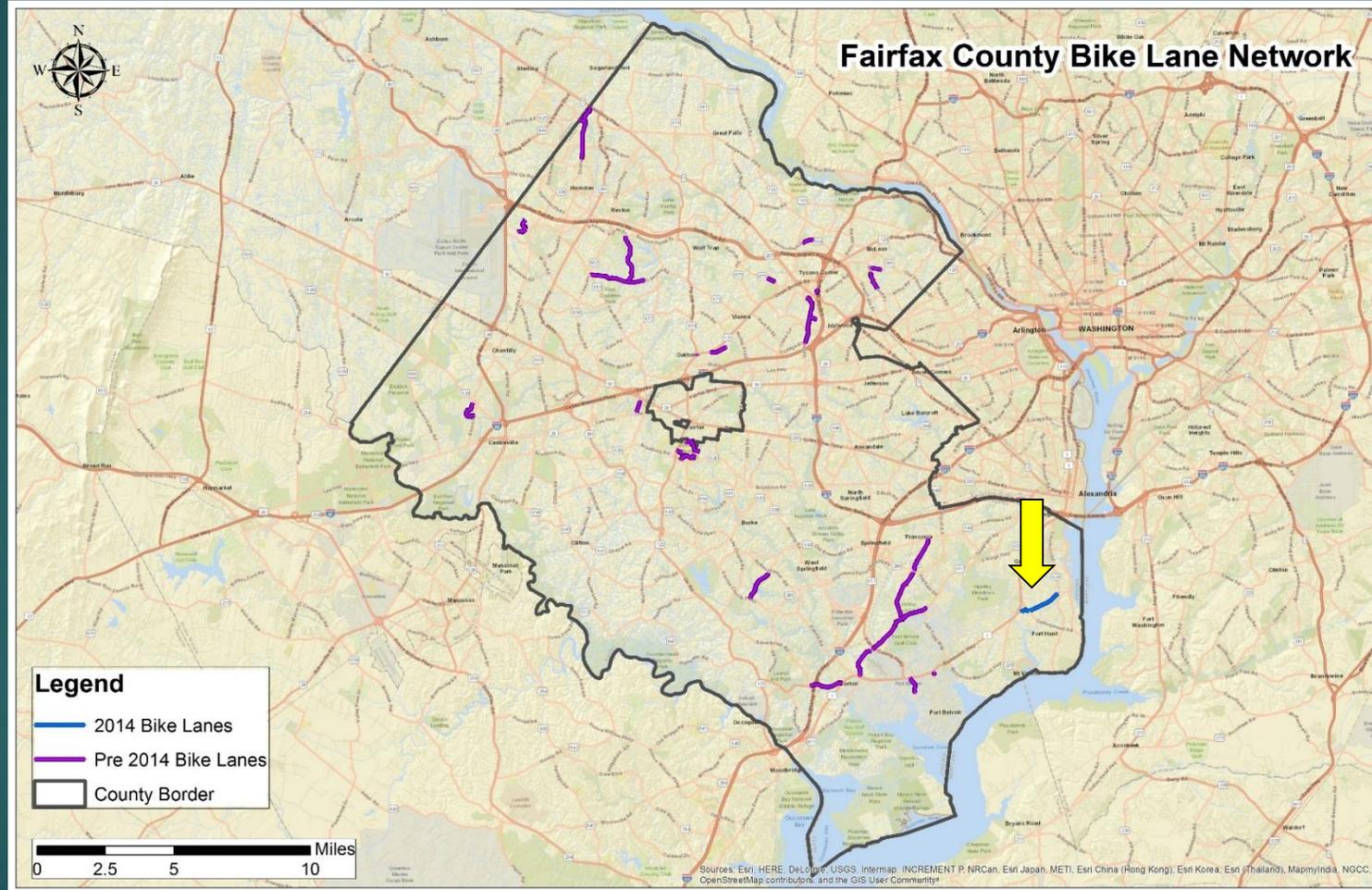


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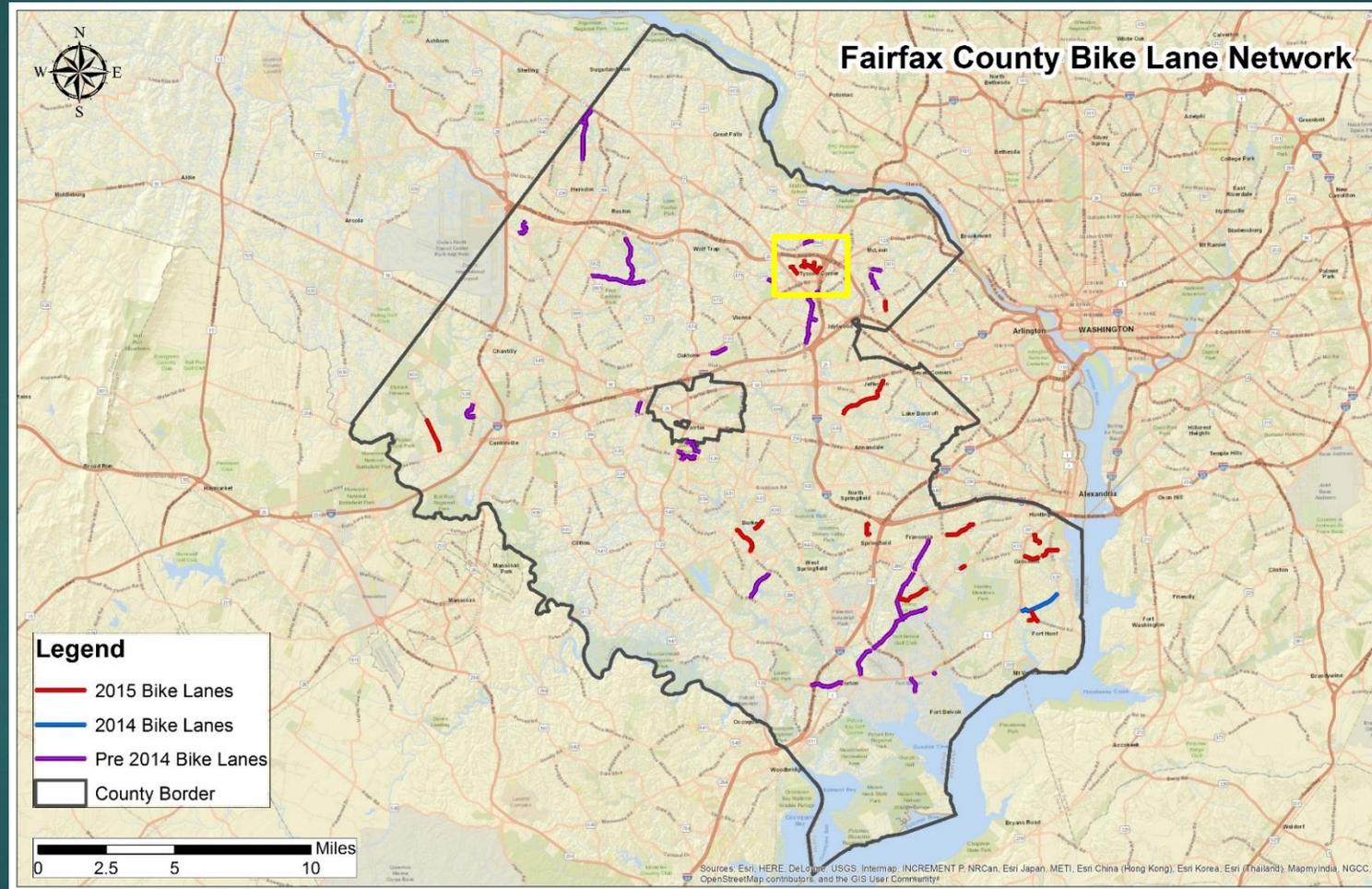


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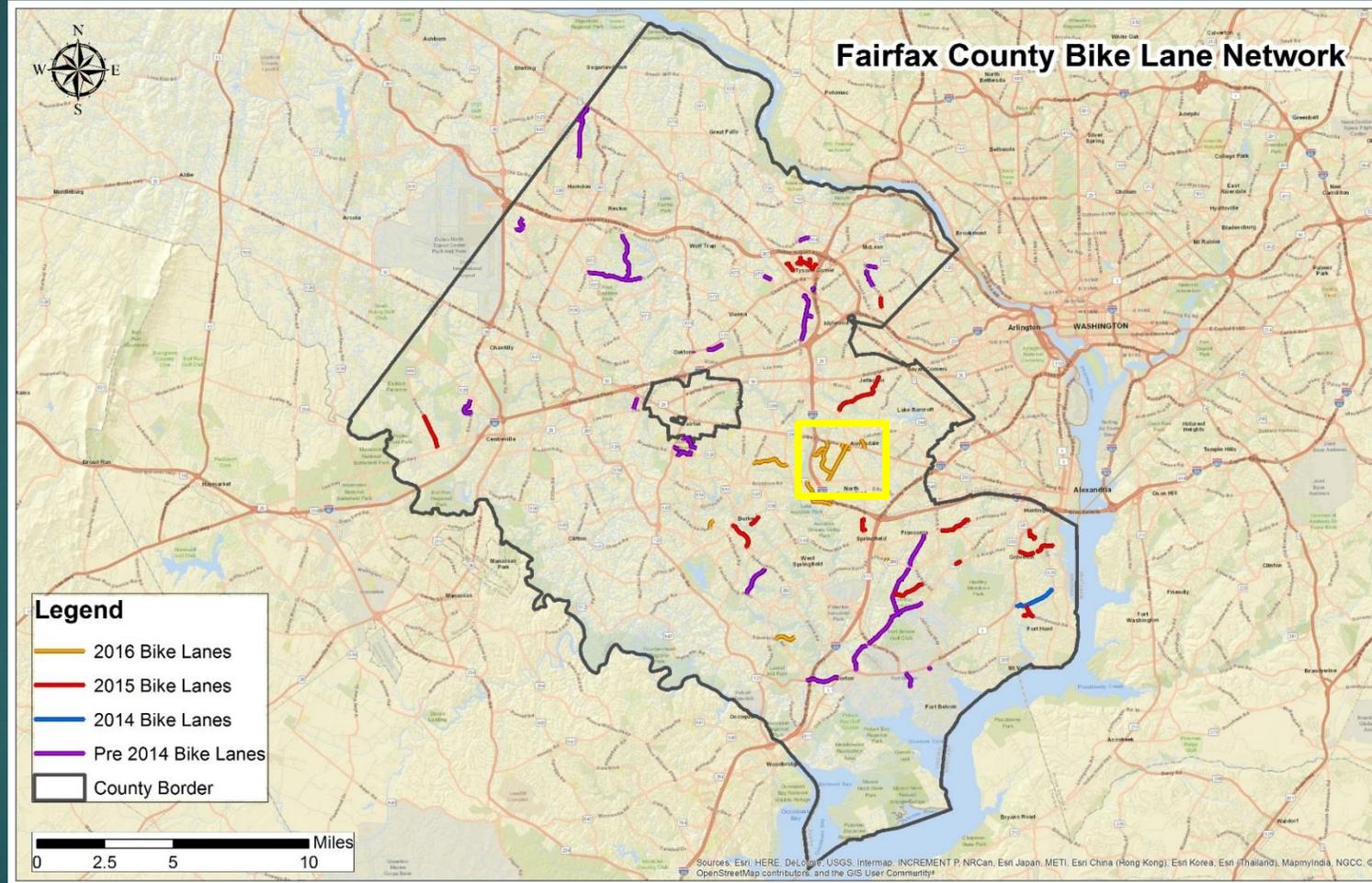


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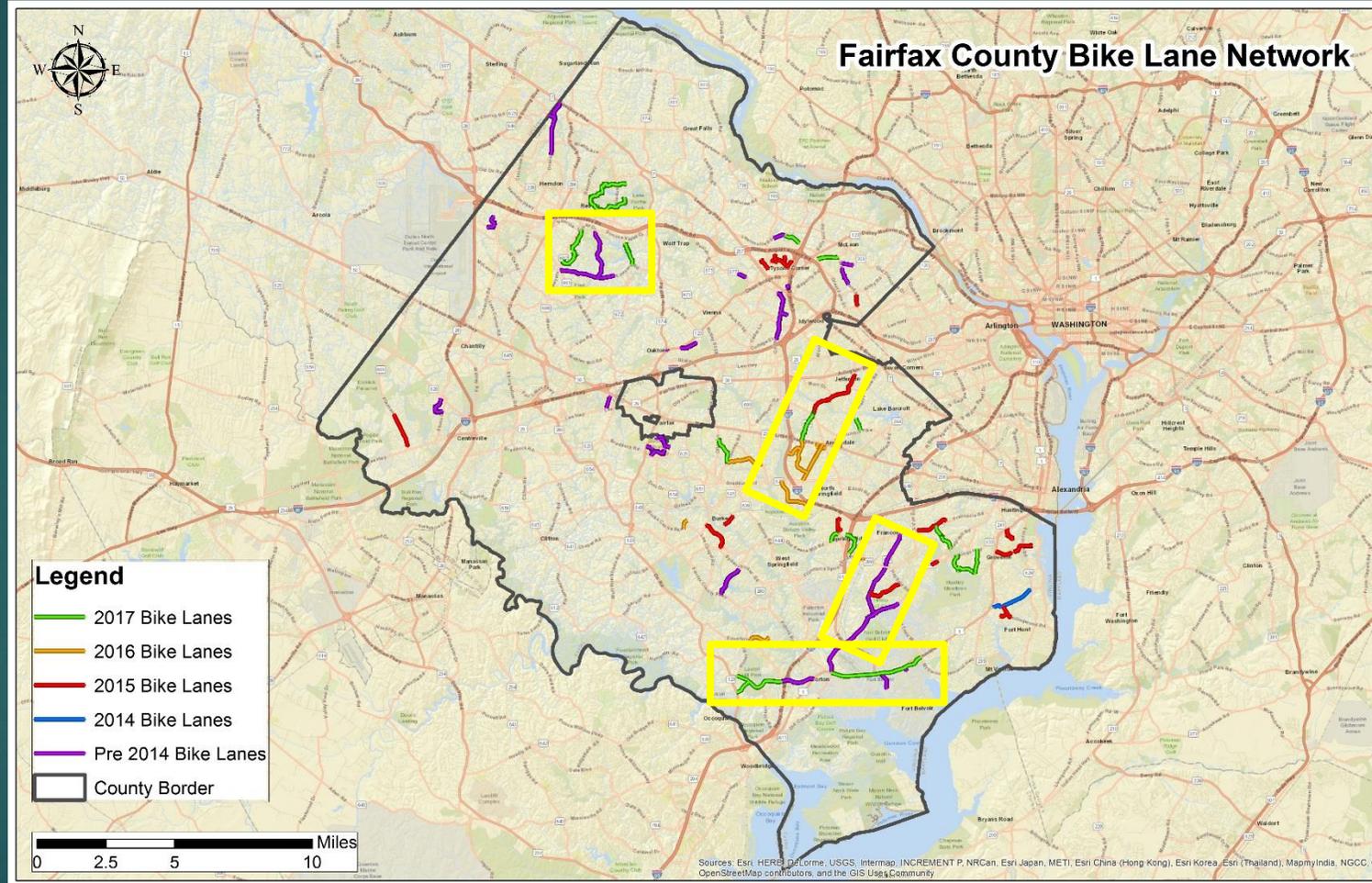


Perfect Storm





Perfect Storm



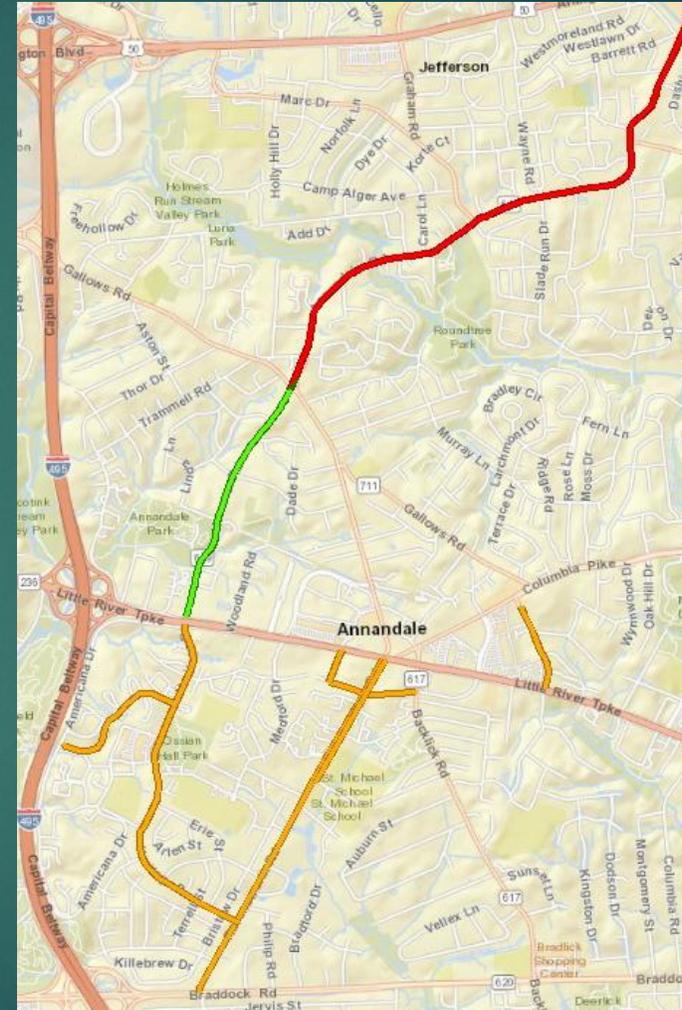


Perfect Storm

5.3 mile connected network in
3 years at \$0 cost to the county

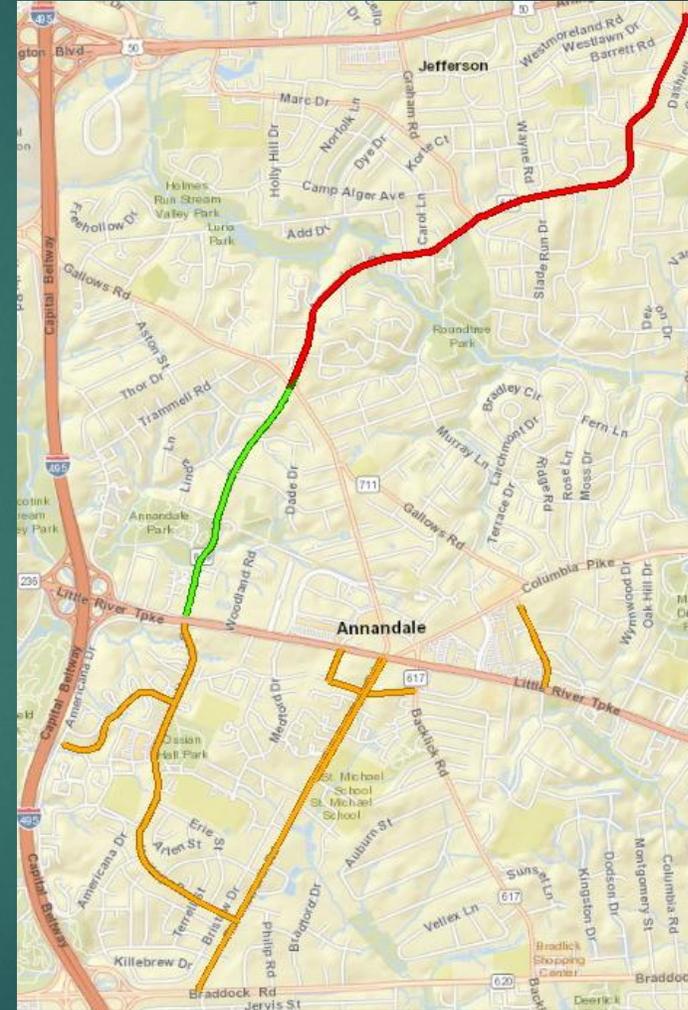
Connects over 30,000 residents
to parks, schools, activity centers,
transit, and a regional trail network

On road network, plus neighborhood
wayfinding grows the network to
more than 12 miles!





Perfect Storm





Pushing the Limit

- Push against the standards/norms of wide lanes, # of lanes, lanes “needed” at intersections
- Be creative with redesigning existing road space
- Progress with VDOT to go under 11' lanes in certain situations was the difference in bike lanes vs sharrows
- Evaluate every 4-lane undivided for a road diet
- Don't think an existing design exists for a reason
- Don't take no for an answer



Pushing the Limit

- No buffered bike lanes in the County prior to 2015
- Completed two 4-lane to 3-lane road diets
- 2015 implemented several projects with buffered bike lanes, including a 5-lane to 3-lane road diet





Pushing the Limit

- Tysons is big employment hub, known for traffic
- Major center of redevelopment in the County
- Implemented road diet on two streets in 2015
- Change mindset-not every street is pushing capacity





Pushing the Limit

- Old standard 12' lanes, 4' bike lane
- Repaving in 2016 created opportunity to improve design





Pushing the Limit

- Opportunity to upgrade bike lanes
- Old standard 12' lanes, new standard 11' lanes
- What to do with the extra 2'? Buffered bike lanes





Moving forward

- Continue to push and move towards narrower lanes to create safer streets, better bike lanes
- Connect gaps in the network with capital projects-on road bike lanes and off road trails
- Make buffered bike lanes the new standard: 8 – 80
- Protected bike lanes-next frontier for Fairfax County
 - Pilot project this year to add bike lanes to existing buffered bike lanes from 2015 repaving project

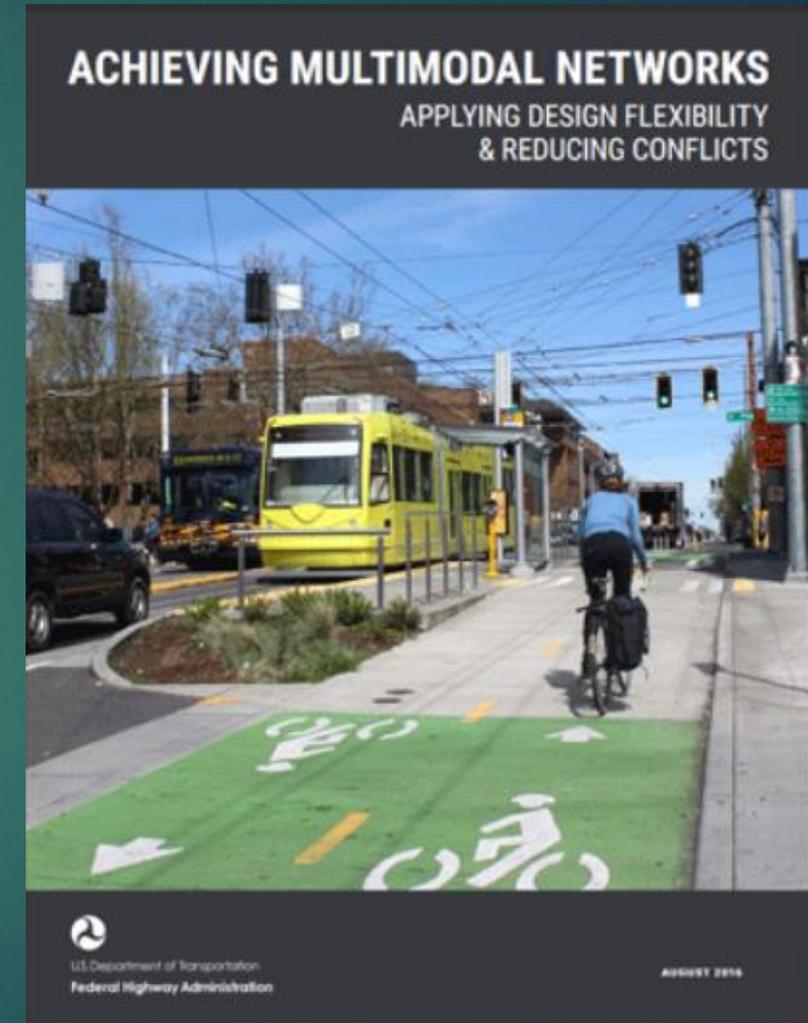


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Takeaways

- Need buy in at the highest levels of agencies involved in resurfacing
- Coordinate early and often with maintenance agency
- Do as much of the ground work as possible for new designs
- Push for designs needed to create safe bike network
- Don't take No-it might not make a difference this year, but the next year, and the next it will





Thank you

Questions/Comments?

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Department of Transportation

Fairfax County