



# Multimodal Design

## A County Point of View

### Fairfax County, Virginia



Questions?

What lies ahead...

**Franconia Springfield Area:**  
 Plans were approved in July 2016. However, we have not made any progress on Phase 1. We are awaiting feedback from the Springfield Department of Public Works regarding the proposed transit station location and potential transit station location.

**Reston, Herndon, Innovation Transit Station Area:**  
 While the Reston and Herndon areas were approved in 2015, the Innovation Transit Station Area was not approved until 2016. The Reston and Herndon areas are currently in the process of being approved by the Board of Supervisors. The Innovation Transit Station Area is currently in the process of being approved by the Board of Supervisors.

**Richmond Highway (Dinwiddie):**  
 Long-term transit planning options for the Route 1 corridor.

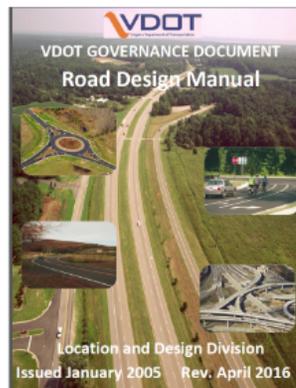


# Last time we were here....



## Purpose & Intent:

- Develop urban design standards to be used in activity centers & revitalization areas
- Create a flexible platform to implement the Comp Plan vision
- Accommodate all modes of transportation



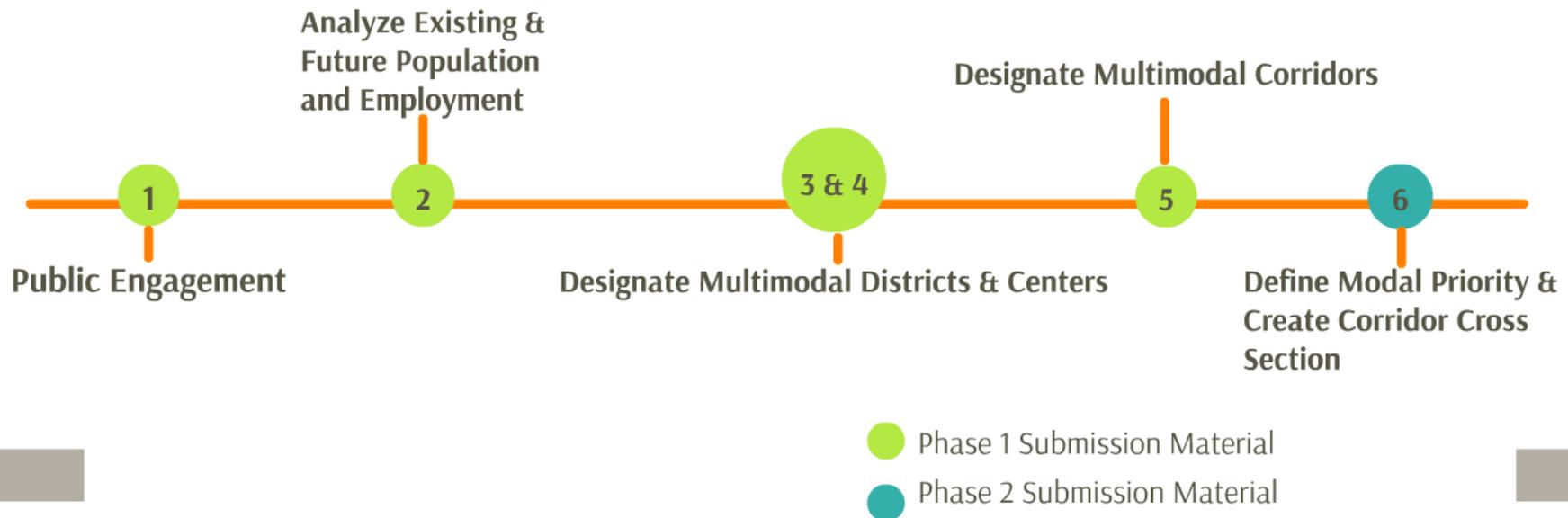
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MIXED-USE DESIGN STANDARDS FOR MIXED-USE URBAN CENTERS

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# Definition of a Methodology....

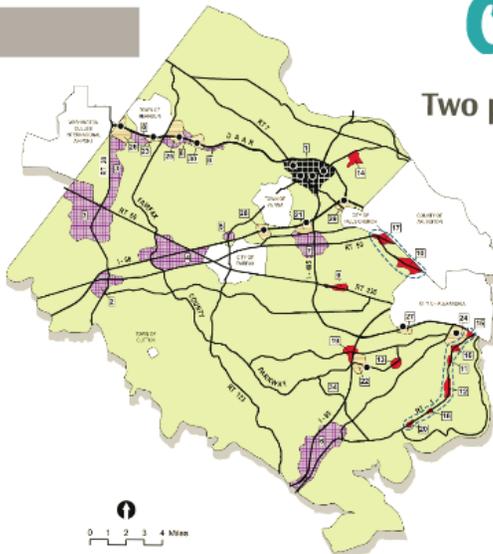
Guideline  Standard

A multimodal system plan is "an integrated land use and multimodal transportation plan that shows the key Multimodal Districts, Centers, and Multimodal Corridors in a region and ensures that there is a connected circulation network for all travel modes. Such a plan can be either done 'from scratch' or, more often, by assembling all of the existing land use and transportation plans into a unified whole."



# Creating the Document....

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



Mixed Use Centers in Fairfax County

## Phase 1: Define a Multimodal System Plan using the following:

- County's Comprehensive Plan Language
- District Map (boundaries, center, land bays/transect zones)
- Maps that identify both existing and future networks for:
  - Transportation Plan Map
  - Transit Development Plan
  - Bicycle Master Plan
  - Trails/Pedestrian Plan
- Activity Density Chart to calculate Population & Employment
- A Multimodal System Map that identifies which modes are emphasized to demonstrate connectivity.
- Functional Classification & Modal Emphasis Chart



Table 2: Functional Classification and Modal Emphasis

ROUTE	NAME	TYPE	ST	LOCAL CLASSIFICATION	LOCAL FUNCTIONAL CLASSIFICATION	LOCAL CLASSIFICATION	MODE EMPHASIS
WRL-001	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-002	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-003	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-004	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-005	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-006	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-007	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-008	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-009	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-010	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-011	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-012	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-013	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-014	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-015	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-016	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-017	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-018	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-019	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian
WRL-020	WIEHLE RESTON EAST	Arterial	555	Arterial	Arterial	Arterial	Auto, Transit, Bicycle, Pedestrian

# Creating the Document....

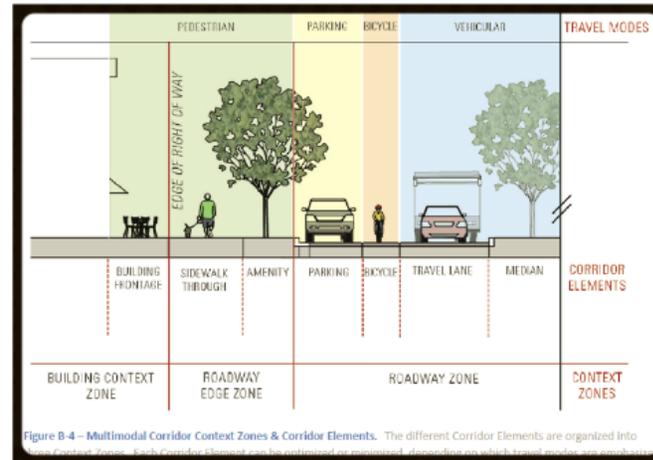
## Phase 2: Define the modal priority and create roadway cross sections within the district.

Once the steps in Phase 1 have been compiled, submitted, reviewed and approved by VDOT and DRPT, cross sections can be created.



- Bicycle
- Vehicle
- Green
- Parking
- Pedestrian
- Transit

Modal Emphasis

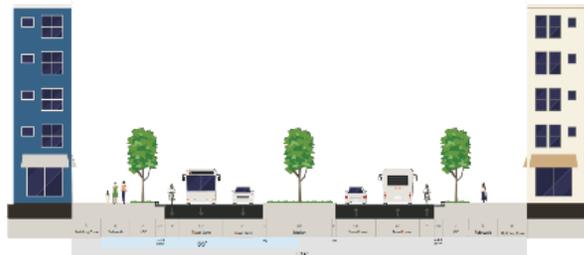


### Prioritization of the Corridor Elements:

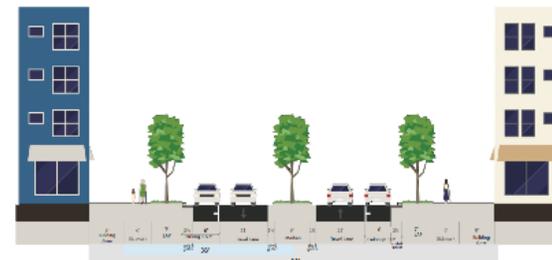
- Primary
- Secondary
- Contributing
- Non-Contributing

### Multimodal Corridor Context Zones:

Avenue: Bicycle, Pedestrian, Transit, Median



Local: Pedestrian, Parking, Median

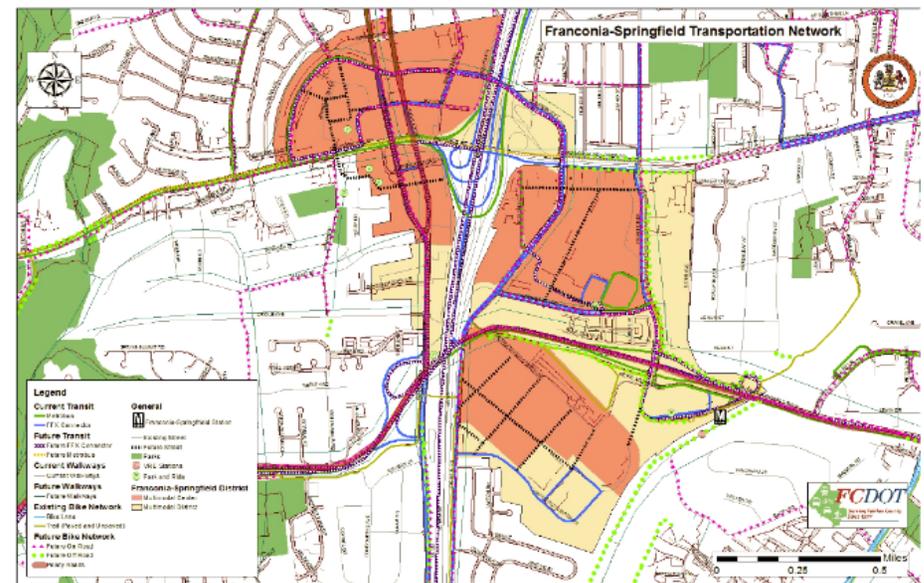


# The External Factors....

- Areas within Fairfax County are very diverse which makes creating a "one size fits all" standard difficult to apply
- Comprehensive Plan and associated documents are fluid in nature- therefore the standard will need to adjust as the Plan and maps are amended.

- Mapping Issues

- Public versus Private Streets





## What lies ahead....

### **Franconia-Springfield Area:**

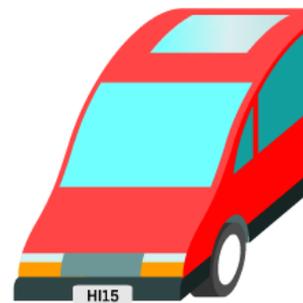
Phase 1 was approved July 2014, however we have not made much progress on Phase 2. We are awaiting feedback from the Springfield Supervisor on whether to proceed with the Comp Plan recommendations or pursue a more constrained cross section.

### **Reston, Herndon, Innovation Transit Station Areas:**

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

### **Richmond Highway (Embark)**

Ungoing a master planning process for the Route 1 Corridor





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