

Trails, Sidewalks and Bikeways Committee

June 10, 2020 Electronic Meeting

Pedestrian Safety Along Major Arterials

Background: The sharp uptick in pedestrian deaths in the county in 2020 needs to be addressed very promptly and decisively by our local and state government leaders. Building on previous TSB plans to send a pedestrian safety letter to the BOS, and in concert with any updated information FCDOT has developed in response to Supervisor Lusk’s and Supervisor Alcorn’s January 28th Board Matter (such as statistical data, policy guidance, and BMPs) this meeting should result in a working document containing specific short-term pedestrian safety action items for further development and consideration by FCDOT, the BOS, VDOT, FCPD, and the Northern Virginia State Delegation in the General Assembly.

Problem Definition Statement: Fairfax County has experienced a sharp increase in pedestrian injuries and fatalities in 2020 in various traffic corridors, especially along the Richmond Highway (Route 1) corridor. There is no single cause attributable to these incidents. With increased use of sidewalks during the coronavirus pandemic, and as the county continues to grow in population, there is a strong likelihood of continued vehicle/pedestrian (and cyclist) incidents, resulting in an unacceptable human toll ranging from permanent severe physical injury with concomitant reduction in quality of life and loss of livelihood, to death. Additionally, such incidents impose an additional burden on medical and law enforcement first responders and medical treatment facilities.

As a means of guiding the discussion and to follow up from our March TSB meeting discussion, I have attached a proposed matrix of the eight safety measures identified in the letter (plus “other” as identified during the meeting) and potential follow up actions for discussion, so that we can better track what is needed implement the measures identified.

	Improvements needed	Specific Steps	Resp. agency (list all)	Timeframe (near/mid/long)	Priority (L/M/H)
Reduce speed limit limits					
Increase the number of high visibility crosswalks at each signalized intersection (crosswalks on all four segments).					
Remove (close) all service roads that intersect with intersections					
Develop a maintenance plan to repaint crosswalks more frequently					
Eliminate right turn on red at signalized intersections					

Program pedestrian signals and establish as the default setting for “Ped Recall” and/or “rest-in-walk”					
Program pedestrian signals at major commercial intersections (existing and planned) for “leading pedestrian interval”					
Designate pedestrian safety corridors to increase signage, enforcement, penalties and illumination levels throughout					
Other (for follow-up consideration)					

We can use this to talk through specific corridors, starting with Route 1. We probably won’t get through all the corridors, but at least we could tackle those with the highest number of incidents, since they will indicate possible solutions. The last column is for the committee to develop a preliminary priority for each improvement for further discussion with supervisors or organizations represented on the committee, with emphasis on identifying where improvements could be made in the near-term (i.e., ‘low-hanging fruit’).