

## **Town of Vienna, Virginia Pedestrian Master Plan**

The Town of Vienna strives to be a safe, healthy, and attractive community providing a variety of opportunities to our citizens, businesses, and visitors. A fundamental form of transportation is walking, which is integral to the safety, health, and livability of our community. A successful pedestrian network of accessible and usable sidewalks is more than just a route for getting from Point A to Point B; it also provides for exercise and recreation, walking for health benefits, commuting, socializing, shopping, and participating in neighborhood life. In particular, use of sidewalks is an essential mode of transportation for children, the elderly, and persons with disabilities. The vision of the Town's Pedestrian Master Plan is to create a pedestrian network to meet all the pedestrian needs of the Town's citizens.

Streets without sidewalks can cause an array of problems and safety concerns. On streets with significant traffic volume or speeds, crossing the street can be dangerous. Streets lacking sidewalks on one or both sides can require one or more mid-block crossings to travel a short distance. Pedestrians with disabilities or frailties that require mobility assistance devices or persons with strollers may be required to travel in the street to reach a sidewalk. All of these potential threats to pedestrian safety are addressed through implementation of a master pedestrian plan.

In Northern Virginia, Vienna is in the position of influencing citizens' decisions not to travel by automobile by providing a network of public sidewalks, trails, and access to public transportation. Sidewalks allow our citizens to make local trips and patronize our local merchants without using a car. Vienna is served by WMATA and the Fairfax Connector bus systems and has three Metrorail stations within a mile proximity of the Town border. Completing sidewalks will give Vienna commuters more mass transit options for commuting, shopping, and leisure activities.

The goal of Town's Pedestrian Master Plan is to achieve equal access to the pedestrian network by completing sidewalks on both sides of the street for all residential, commercial, and industrial zones within the Town. The master plan intends to achieve this goal through implementation of three phases outlined below.

### **Project Planning Priorities**

#### **Priority One**

Both sides of every street:

- Principal arterials<sup>1</sup>
- Minor arterials<sup>2</sup>
- Within ¼ mile of the Community Center and adjacent public fields and government buildings.<sup>3</sup>
- Within ¼ mile of other major attractors near the center of town – Freeman Store / Town Green.
- Within ¼ mile of a Town park
- Within ¼ mile of a bus stop<sup>4</sup>

---

<sup>1</sup> *Principal Arterial Streets: Principal arterial streets carry the majority of the traffic entering and leaving a community. Maple Avenue is Vienna's only principal arterial street as determined by the VDOT criteria (Town of Vienna Comprehensive Plan).*

<sup>2</sup> *Minor Arterial Streets: Minor arterial streets link collector and local streets with principal arterial streets and typically carry a mix of local and through traffic (Town of Vienna Comprehensive Plan).*

<sup>3</sup> *Areas impacted within this area include: Caffi Field, Waters Field, Vienna police and fire stations, Patrick Henry Library.*

- Any street with traffic volumes exceeding 300 vehicles in any one hour period or 2,000 vehicles per day.
- Any new subdivision, Town Code §17-67

At least one side of every street:

- Within ¼ mile of Maple Avenue and Church Street commercial corridors
- Within the walking boundaries of any elementary school
- As part of any single lot redevelopment with an adjacent sidewalk, Town Code §17-67.1

### **Priority Two**

Complete sidewalks on both sides of all streets in Priority One and close gaps in otherwise continuous sidewalks. Closing small gaps can be just as beneficial and sometimes more beneficial than building longer blocks.

### **Priority Three**

Complete sidewalks on both sides of all remaining streets in Town.

Furthermore, any sidewalk project undertaken as part of the three priority phases may be adjusted by Town Council based upon practical considerations and recommendations received by the Town of Vienna's Transportation Safety Commission and other Town departments and commissions. Examples of practical considerations include: the need to add sidewalks to drainage projects or other town projects, coordination with projects by other local and state governments, coordination with developers' projects, citizen petitions, closing gaps in otherwise continuous sidewalks, and grant opportunities.

### *References:*

- Planning Commission TOD (Transit-Oriented Development) Committee – Walking Distance Research, Fairfax County. Available at: [http://www.fairfaxcounty.gov/planning/tod\\_docs/walking\\_distance\\_abstracts.pdf](http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf). Supporting distances pedestrians are willing to travel to bus stops.
- *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, American Association of State Highway and Transportation Officials, July 2004.
- *Town of Vienna Comprehensive Plan -2010*. Available at: <http://www.viennava.gov/DocumentCenter/Home/View/182>

---

<sup>4</sup> See Fairfax County Planning Commission document on pedestrian walking distances at [http://www.fairfaxcounty.gov/planning/tod\\_docs/walking\\_distance\\_abstracts.pdf](http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf) which supports distances pedestrians are willing to travel to bus stops.