

Vision

The Town of Vienna envisions a safe, efficient, and sustainable transportation system that supports residents, employees, and visitors by ensuring broad access to streets, sidewalks, trails, and transit options. A multimodal approach promotes livability, supports local businesses, protects neighborhood character, and prepares for future mobility needs.

Goals

1. Ensure efficient and reliable movement for locally managed transportation modes.
2. Prioritize safety for all users of the transportation system.
3. Encourage walking, biking, and micro-mobility.
4. Reduce traffic congestion and support environmental sustainability.
5. Coordinate with regional agencies to manage the impacts of growth and improve connectivity.
6. Encourage public input and transparency on transportation decisions.
7. Support the transition to zero- and low-emission vehicles and fleets.
8. Improve parking and curbside management.

Introduction

This chapter provides a framework for planning and managing Vienna's transportation system to meet current and future needs. It reflects the community's priorities, including maintaining a small-town feel, supporting walkability, improving safety, and offering more ways to get around town and to connect with nearby locations.

The transportation network in Vienna includes streets, sidewalks, trails, transit, and facilities for bikes and pedestrians. It also plays a broader role in how the town grows, connects to the region, and supports daily life. As the town changes and regional pressure continues, it is important to plan for a system that supports residents of all ages and abilities, improves access, and aligns with land use and environmental goals.

The plan encourages investment in a well-connected, multimodal network that provides safe and reliable options—whether driving, walking, biking, or taking transit. It also supports regional coordination with Fairfax County, VDOT, NVTA, NOVA Parks, and other partners to ensure that Vienna's system works as part of the larger Northern Virginia network.

The vision, goals, policies, and strategies in this chapter are intended to help guide decision-making around transportation infrastructure, programs, and policy.

Organization of this Chapter

The Transportation Plan describes the existing conditions, usage, and trends of each part of Vienna's transportation system. This chapter is organized by topic area, with each section

describing current conditions, needs, and policies for the following components of the transportation system in Vienna

- Streets
- Pedestrian and Bicycle Mobility
- Transit
- Parking and Curbside Management
- Demand and System Management
- Regional Context and Future Mobility Trends

Streets

Streets are essential infrastructure for all modes of transportation, including personal vehicles, public transit, rideshare services, freight and deliveries, bicycles, and walking. In Vienna, the public space within the right-of-way serves not only as a transportation corridor but also shapes the community's character and daily life. Streets support civic pride, provide space for parades and special events, contribute to a unified streetscape, and accommodate green infrastructure and stormwater management.

Vienna's transportation network includes major arterials like Maple Avenue and Nutley Street, minor arterials, a grid of local and neighborhood streets, transit access, local and regional trails, and a network of sidewalks. As travel behavior and transportation demand evolve, the Town must meet the needs of aging residents, remote workers, commuters, and young families using a growing variety of modes—including electric scooters, personal e-bikes, and walking. In addition, continued development in Tysons and the nearby region will influence travel patterns, congestion, and infrastructure needs in Vienna.

This section provides a framework for balancing the many demands placed on the street network. It addresses street classification, traffic congestion, traffic safety, and traffic calming, while supporting a multimodal and context-sensitive approach to street design and management.

Street Typology

The Virginia Department of Transportation (VDOT) has a classification system based on the function of the road. The classification names relevant to Vienna include Interstate, Principal Arterial, Minor Arterial, Collector, and Local. In addition, the Town has developed a street typology that accounts for land use context and multimodal design, as follows:

Arterial Streets

- *Retail/Mixed-Use Arterials:* Prioritize transit access, pedestrian-scale design, bicycle infrastructure, and public amenities.
- *Residential Arterials:* Balance vehicle movement with pedestrian and bicycle safety near neighborhoods and institutions.

Neighborhood Streets (Non-Arterial)

- *Neighborhood Retail/Mixed Use Streets:* Smaller-scale commercial corridors with loading access and pedestrian-friendly streetscapes.

- *Neighborhood Principal Streets*: Local travel streets with on-street parking, sidewalks, and transit access.
- *Neighborhood Minor Streets*: Narrow, low-speed residential streets prioritizing pedestrian safety.
- *Pedestrian and Bicycle Priority Streets*: Shared-use, low-speed streets with traffic calming where pedestrians and cyclists are prioritized.
- *Windover Heights Streets*: Historic district streets with context-sensitive preservation standards.
- *Private Streets*: Maintained privately but open to public use; should match public street design.

These typologies guide the design, maintenance, and investment strategies to support Complete Streets principles. The Town should consider implementing a Complete Streets policy, which would direct Town staff to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.

Challenges

Managing increased traffic on neighborhood streets remains a key concern for many residents. As regional growth continues and navigation technology directs drivers away from main corridors, many vehicles without a local origin or destination are using Vienna's residential streets. At the same time, walking and biking activity is growing throughout Town, raising safety concerns and increasing calls for traffic calming.

While many residents are concerned about increasing traffic, there is also a strong desire to maintain convenient access for drivers, particularly in and around commercial areas. Businesses rely on reliable customer access, and residents expect reasonable travel times.

Moving forward, the Town must strike a careful balance: preserving neighborhood safety and character while ensuring that commercial corridors remain accessible. Achieving this balance will require context-sensitive solutions that manage volumes and speeds in residential areas without creating unintended barriers to mobility elsewhere. These concerns underscore the importance of prioritizing safety improvements throughout the Town's street network.

Street Design and Safety

Traffic volumes, travel speeds, and safety continue to be concerns throughout Town—particularly along Vienna's principal arterial corridors. Safety challenges affect drivers, pedestrians, bicyclists, and transit users alike. Maple Avenue, in particular, experiences a high percentage of crashes and remains a top priority for safety improvements. The Town will continue to use a combination of engineering, enforcement, and education strategies to reduce crashes and enhance safety across all modes.

Fairfax County's transportation strategy identifies high-injury networks and promotes a Safe Systems Approach. Vienna can adapt this model locally by targeting safety interventions on corridors with the highest crash rates, implementing lower speed zones, and coordinating

enforcement with design improvements. Coordination with the County and VDOT can also help expand data sharing on crash patterns and systemic risks.

Safe and efficient mobility begins with well-designed streets. Context-sensitive design helps manage speeds, increase visibility, and reduce conflicts between users. The Town prioritizes multimodal design features that support pedestrians, cyclists, transit users, and motorists. Key strategies include narrowing travel lanes, improving crosswalk visibility, adjusting curb radii, and incorporating raised crossings or pedestrian refuge islands where appropriate.

Fairfax County's emphasis on Vision Zero principles and human-centered design supports Vienna's efforts to reduce crashes, especially on arterials like Maple Avenue, by using narrower lanes, better visibility at crossings, and slower target speeds.

Traffic Control and Enforcement

Traffic control devices—including signage, pavement markings, and signals—are essential for informing and guiding all roadway users. These tools alone are not substitutes for traffic calming (discussed below) but are most effective when paired with community education and targeted enforcement. The Town of Vienna Police Department plays a critical role by monitoring traffic behavior, enforcing speed limits, and analyzing crash and violation data to support safety priorities. Their efforts focus particularly on high-volume corridors and intersections during peak periods.

The Town is also implementing adaptive signal control technology along Maple Avenue and Nutley Street. This \$2.1 million upgrade, funded through a VDOT SmartScale grant and proffers, includes real-time signal monitoring and control using Autoscope Vision video cameras and McCain Transparency software. Once fully operational in 2025, the system will allow staff to optimize signal timing remotely, improve traffic flow, and reduce delays—particularly during peak hours.

Traffic Calming

In 2002, the Transportation Safety Commission (TSC) released *The Citizen's Guide to Traffic Calming in Vienna*, which was updated in 2011 and formally replaced by the *Town of Vienna Guide to Improving Street Safety* in 2022. The current guide outlines the Town's process for reviewing and implementing traffic calming measures, such as speed cushions, mini-roundabouts, curb extensions, and signage. The guide emphasizes engineering thresholds (such as the 85th percentile speed and vehicle volumes) and includes a formal petition-based process for community input. The TSC reviews recommendations and provides comments to the Town Council, which makes the final decisions.

In commercial areas, traffic management focuses on improving circulation, safety, and keeping intersections clear. Strategies include signal retiming, appropriate use of rumble strips, and increased police presence.

Traffic Congestion

Vienna's location in the large and busy Washington D.C. metropolitan area and near such regional employment centers as Tysons contribute to significant commuter traffic within Vienna, especially along Maple Avenue and Nutley Street. These corridors serve as key links for drivers accessing I-66, the Vienna-Fairfax-GMU Metrorail Station, and the broader Dulles

technology corridor. Residents have consistently expressed concern over the volume and pace of traffic, particularly during peak periods.

Despite these challenges, the community continues to value reasonable automobile access—particularly to and through commercial areas. Maple Avenue functions as both a regional corridor and a local main street, which creates ongoing tension between mobility and livability. Congestion on Maple Avenue and Nutley Street can lead to long backups on cross streets, such as Tapawingo Road SW and Marshall Road SW, where multiple signal cycles may be needed to make left turns or cross traffic.

Key intersections with recurring rush hour congestion include:

- Courthouse/Lawyers Rd at Maple Ave W
- Park St at Maple Ave E
- East St at Maple Ave E
- Beulah Road at Maple Ave E

When congestion builds, drivers often use residential streets as alternative routes, creating safety and livability concerns in neighborhoods not designed to handle high traffic volumes. The Town has responded with targeted traffic calming measures and intersection redesigns—including mini-roundabouts and curb extensions—to reduce speeds and improve safety.

The Town does not support major road expansions that would alter the character of Vienna or divert traffic through established residential neighborhoods. Instead, congestion management will focus on system and demand management strategies, such as adaptive signals, pedestrian enhancements, and better coordination with regional partners.

As noted earlier in this chapter, a traffic signal study has been completed along Maple Avenue. Recommended timing adjustments are being implemented, and the use of automated signal performance metrics may offer additional gains in traffic flow and system efficiency.

Maple Avenue Alternatives

Maple Avenue is Vienna's primary commercial corridor and a key connector through the region (State Route 123). It accommodates a high volume of vehicle traffic, supports access to hundreds of local businesses, and also serves pedestrians, bicyclists, and transit riders. To improve mobility, safety, and placemaking along this corridor, the Town continues to evaluate potential alternatives to its current configuration.

In 2019, the Town completed the *Maple Avenue Corridor Multimodal Transportation and Land Use Study*. The study assessed travel conditions along Maple Avenue between James Madison Drive and Follin Lane; as well as portions of Church Street, Courthouse Road, and Locust Street. Through extensive public engagement, the study identified key challenges and recommended a set of near- and mid-term improvements aimed at enhancing the corridor for all users.

Recommendations included:

- Redesigning W&OD Trail crossings
- Implementing leading pedestrian intervals at traffic signals
- Filling sidewalk gaps
- Developing a streetscape master plan and design guidelines
- Enhancing the bicycle network and bus stops
- Exploring a local circulator or microtransit system
- Improving intersection safety, particularly at Church Street and Lawyers Road

Progress has been made on some of these recommendations, but others remain unaddressed while still being relevant in that they align with the community's desire for a safer, more walkable, and vibrant Maple Avenue.

Moving forward, the Town should continue studying and testing potential roadway configurations and design strategies that balance traffic flow with multimodal access and placemaking. Concepts for future consideration include:

- **Advanced Traffic Control Technologies:** Adaptive signals, transit signal priority, and pedestrian/bike-responsive phases should continue to be explored in coordination with VDOT and regional efforts such as the Northern Virginia East-West Integrated Corridor Management Study.
- **Landscaped Medians:** Raised, planted medians can improve safety by separating traffic, providing pedestrian refuge, and supporting stormwater management. However, they may reduce mid-block turning access and should be evaluated carefully based on parcel access needs.
- **Reversible Center Lanes:** These have been used in other urban corridors to accommodate peak-direction volumes but introduce design, safety, and operational trade-offs—especially for turning movements and pedestrian visibility.

As Vienna explores options for Maple Avenue, future projects should be guided by the principles in the *Town of Vienna Guide to Improving Street Safety*, the 2019 corridor study, and other relevant plans (or any updated versions). Any modifications to Maple Avenue should support a complete street approach—prioritizing safety, efficiency, and a high-quality experience for all users.

The Town's strategies for Maple Avenue should also align with regional plans for integrated corridor management and travel demand reduction. Collaboration with Fairfax County and VDOT on multimodal solutions—including microtransit, curb management, and multimodal signal prioritization—can help Vienna balance local quality of life with regional travel needs.

Pedestrian and Bicycle Mobility

Walking and biking are fundamental modes of transportation that directly support the Town of Vienna's goals for health, sustainability, safety, and community connectivity. In a

compact, walkable town like Vienna, active transportation reduces traffic congestion, fosters a vibrant public realm, encourages recreation and environmental stewardship, and strengthens the local economy.

Sidewalks, shared-use paths, trails, and safe street crossings form the backbone of the Town's pedestrian and bicycle network. These facilities allow people to walk or bike to school, transit, parks, businesses, and other everyday destinations. When infrastructure is missing or unsafe, residents may be forced to drive short distances or take risks navigating busy streets—diminishing quality of life and increasing vehicular demand.

Cycling continues to grow in popularity across Vienna as a healthy, economical, and environmentally friendly travel option. The Town's relatively small footprint, interconnected street grid, low speed limits, and generally low-volume residential streets create a favorable environment for everyday biking. The Town's Pedestrian Master Plan and related studies identify Vienna as well-positioned to expand its active transportation network through strategic investments and cross-agency coordination.

According to the 2023 National Community Survey, community support for walking and biking remains strong. Sixty-nine percent of respondents rated the ease of bicycle travel in Vienna as excellent or good, and an impressive 83 percent reported that they had walked or biked instead of driving at least once in the past year—well above national benchmarks. These results demonstrate both the demand and community support for additional investment in active transportation, reinforcing recommendations from the 2017 W&OD study and the 2019 Maple Avenue Multimodal Corridor Study.

The COVID-19 pandemic brought about major shifts in transportation behavior beginning in 2020. While vehicle traffic has largely returned to pre-pandemic levels, the increase in walking and biking—especially for recreation and local errands—has persisted. With more residents now working remotely or commuting less frequently, there is heightened demand for high-quality infrastructure that supports short local trips and improves neighborhood access.

To meet this demand, the Town of Vienna must continue building a more connected and accessible pedestrian and bicycle network. Closing sidewalk and trail gaps, improving crossings, adding bicycle lanes and wayfinding, and enhancing safe connections between neighborhoods, schools, parks, and commercial areas are all high-priority actions identified in the Town's planning documents.

In particular, expanding bicycle access between the Vienna-Fairfax-GMU and Spring Hill Metrorail Stations, the Washington & Old Dominion Trail, and the Maple Avenue corridor remains a top priority. Strengthening these multimodal connections will enhance both local and regional mobility and reinforce the Town's commitment to equitable, healthy, and sustainable transportation choices.

A map of existing and proposed bike routes is provided on page ____.

Existing Facilities and Usage

Vienna's pedestrian network includes approximately 85 miles of walkways, not including trails such as the W&OD Trail. "Walkways" include both concrete and asphalt sidewalks. The Town Code requires developers to construct sidewalks and curb and gutter along frontages

of new residential subdivisions. Infill development is also required to match adjacent sidewalk conditions to maintain connectivity.

The Town's compact size (4.2 square miles), semi-grid street layout, low speed limits, and relatively low traffic volumes create a supportive environment for bicycling. As regional interest in cycling continues to grow, Vienna has seen increased demand for improved bicycle infrastructure and safer routes to destinations like the Vienna-Fairfax-GMU and Spring Hill Metrorail Stations, and the W&OD Trail. Interest in walking and biking surged during the COVID-19 pandemic and remains elevated even as traffic volumes return to pre-pandemic levels.

Maps of existing walkways and bike routes can be found on pages __ and __.

Bikeshare and Micromobility

The Town of Vienna is preparing to join the Capital Bikeshare network, further expanding regional access to sustainable, short-trip mobility options. Bikeshare enhances transportation flexibility by providing a convenient option for short-distance travel, first/last-mile transit connections, and recreational use—particularly for residents and visitors who do not own bicycles or prefer not to take them to every destination.

Following a 2019 regional feasibility study conducted in partnership with Fairfax City, Fairfax County, and George Mason University, Vienna identified more than 30 potential bikeshare station locations based on demand, land use patterns, and proximity to destinations like the W&OD Trail and Maple Avenue commercial corridor. Initial implementation was delayed due to the need for inter-agency coordination and state-level funding requirements.

In 2021, the Town secured a VDOT grant to support construction of five Capital Bikeshare stations, with planning and design completed in 2024. Installation of concrete pads is anticipated by the end of summer 2025, with full installation of the docking stations by early 2026. The first stations will be located at:

- Vienna Community Center (120 Cherry St SE)
- Town Hall parking lot (127 Center St S)
- Navy Federal Credit Union headquarters (801 Follin Ln SE)
- W&OD Trail at Ayr Hill Ave NE (in place of the originally proposed Town Green site)
- 444 Maple Avenue W (as part of an approved mixed-use development)

These stations will link Vienna to the growing regional bikeshare network, which already includes installations in Tysons, Merrifield, Fairfax City, and the Vienna-Fairfax-GMU Metro station. As implementation progresses, the Town should explore additional locations based on usage data, connectivity gaps, and equity considerations.

The introduction of Capital Bikeshare in Vienna reflects the community's commitment to multimodal transportation and its continued investment in safe, active, and environmentally friendly alternatives to driving. The Town should monitor the performance of these initial stations and assess opportunities for future expansion, including potential integration with e-bike and e-scooter fleets to accommodate a range of micromobility options.

Shared Mobility Devices (SMDs) and E-Scooters

Since 2021, the Town of Vienna has participated in a Shared Mobility Device (SMD) pilot program, allowing e-scooters to operate locally as part of a regional shift toward more flexible, low-emission mobility options. Operated by Bird Global, Inc., the pilot generated over 5,000 trips and 9,000 miles traveled between 2022 and 2023, with strong seasonal ridership and consistent use for short, local trips under 1.5 miles. Peak usage occurred in the afternoon and evening hours, especially along corridors such as the W&OD Trail, Church Street, and near the Vienna Metro Station. This pattern indicates that many riders used e-scooters as first/last-mile connections to transit and commercial destinations.

A key finding of the program was its productivity: Vienna outperformed peer programs on trips per day per 1,000 residents, even with a relatively small fleet size. Riders showed strong preference for downtown Vienna, the Town Green, and the Metro station as trip origins and destinations. These trends highlight e-scooters' potential to expand local mobility and reduce short car trips—especially for younger and transit-dependent residents.

As the Town considers adopting a permanent SMD ordinance, staff should pursue strategies such as:

- Requiring fleet data sharing to inform future planning and oversight.
- Aligning fleet size and deployment patterns with seasonal and geographic demand.
- Exploring idle-time restrictions in residential areas to reduce visual clutter and complaints.
- Identifying designated SMD parking zones in high-use areas like the Town Green and nearby Metro Stations to maintain sidewalk access and safety.

SMDs are a promising addition to Vienna's transportation ecosystem and align with community goals for sustainability, congestion reduction, and transportation equity.

Washington & Old Dominion Trail (W&OD)

The Washington & Old Dominion Railroad Regional Park, commonly known as the W&OD Trail, is a defining feature of Vienna's active transportation network. Owned and operated by NOVA Parks, the 45-mile rail-trail spans from Arlington to Purcellville and serves as a key recreational and transportation corridor through the heart of Town. Within Vienna, the trail crosses Maple Avenue East, Park Street SE, Church Street NE, and Ayr Hill Avenue NE—providing vital connections for pedestrians, cyclists, and other non-motorized users.

The W&OD Trail is more than a recreational amenity—it plays a critical role in regional mobility, local commerce, and community identity. Its popularity, however, presents safety challenges, particularly at high-volume intersections like Maple Avenue. A user-activated signal was installed at this crossing in 1996, and upcoming adaptive signal upgrades are expected to further improve safety and traffic flow for all users.

A 2017 Technical Assistance Panel (TAP) organized by the Urban Land Institute (ULI) provided recommendations for long-term improvements along the W&OD corridor within Vienna. The TAP evaluated the two-mile segment of the W&OD Trail within Vienna and proposed a vision to transform it into a fully integrated linear park. Their recommendations

included creating separate lanes for pedestrians and cyclists, improving signage and wayfinding, upgrading crossing safety at key intersections, and enhancing the trail with public art, interpretive displays, and environmental features. The panel also recommended zoning and parking strategies to support trail-oriented development and encouraged use of nearby commercial areas while minimizing conflicts with industrial and legacy land uses.

In 2025, NOVA Parks and the Town of Vienna announced a partnership to explore the creation of a new W&OD Trail Visitor Center in Vienna—recognized as the geographic center of the trail. The proposed center, part of NOVA Parks' long-term strategic vision, would serve as a welcoming hub for trail users and a platform to share the trail's history and regional significance. The goal is to create a sense of identity for the W&OD, offer amenities for visitors, and encourage more people to explore Vienna's historic and commercial districts. A parallel vision includes implementing the “dual trails” design—separate pedestrian and cycling lanes—through Vienna, building on the model recently implemented in Falls Church City and the Town of Herndon. This approach would improve safety and create a more accessible, multimodal experience through Town.

The Town should continue to work closely with NOVA Parks to implement these improvements and explore opportunities for grant funding, federal support, and public engagement. As part of the County's updated trail network priorities, Vienna should advocate for regional trail integration, funding coordination, and safety improvements, especially at high-volume crossings. Enhanced signage and lighting can maximize the W&OD Trail's utility and align with broader countywide greenway goals. With thoughtful design and strategic investment, the W&OD Trail will remain a central part of Vienna's identity—supporting active transportation, economic vitality, recreation opportunities, and a high quality of life.

Planning and Policy Framework

Pedestrian and bicycle infrastructure planning is guided by the Town of Vienna Pedestrian Master Plan and the Guide to Improving Street Safety (adopted in 2022, replacing the Citizen's Guide to Traffic Calming). These documents outline strategies for filling sidewalk and trail gaps, improving crossing safety, and calming traffic in areas where pedestrians and cyclists are vulnerable.

Pedestrian issues are also reviewed by the Pedestrian Advisory Committee, which provides input to the Transportation Safety Commission (TSC). Similarly, the Bicycle Advisory Committee (BAC) advises the TSC on bicycle policy, infrastructure, and safety improvements. The Town should continue to update these plans and support the work of both advisory bodies.

Infrastructure Needs and Priorities

While Vienna has a strong foundation of active transportation infrastructure, opportunities remain to improve safety, connectivity, and comfort. Key priorities include:

- Filling sidewalk and trail gaps, especially in areas near schools, parks, and transit
- Providing secure bicycle parking at commercial areas, schools, public buildings, and transit stops

- Linking the W&OD Trail and commercial areas to nearby Metrorail stations via safe, continuous bike routes
- Upgrading major crossings like Maple Avenue at the W&OD Trail with enhanced signal timing and design treatments
- Increasing access to micro-mobility options like personal e-bikes and scooters through supportive infrastructure and regulation

The Town should continue investing in walking and biking infrastructure through dedicated capital funding for sidewalks, trails, signage, and public education.

Community Support and Education

Community participation, education, and outreach are essential to fostering a culture of safe and enjoyable walking and biking in the Town of Vienna. While infrastructure plays a foundational role, it is also important to cultivate public awareness, encourage behavior change, and generate enthusiasm for active transportation.

The Town supports a variety of successful programs and events that promote pedestrian and bicycle safety and engagement. These include Safe Routes to School, Bike to Work Day, community bike rides, bike rodeos, school bike trains, and Walk-Bike-Shop Vienna. These initiatives engage a broad cross-section of residents—from young children and families to commuters and local businesses—and help build confidence among new riders while reinforcing the benefits of walking and biking as viable transportation choices.

Education is a critical complement to these events. The Town should continue offering and promoting training opportunities for new and prospective cyclists; and it should expand outreach through Town newsletters, social media, public schools, and partnerships with local businesses. Regular communication about safety tips—for both drivers and cyclists—can reinforce Vienna's commitment to safe streets for all users.

The Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) play important roles in supporting these efforts. As advisory bodies to the Transportation Safety Commission (TSC), the PAC and BAC provide citizen input and help guide pedestrian and bicycle planning and infrastructure improvements. Continued support for the PAC's and BAC's work is vital in sustaining momentum and building a more connected, pedestrian and bike-friendly community.

Together, these programs, events, and advisory efforts help foster a safer, more informed, and engaged public—and are essential components of Vienna's broader goals for mobility, health, and sustainability.

Transit

Vienna is served by several regional transit providers, including Metrorail, Metrobus, and Fairfax Connector. While the Town does not operate its own transit system, frequent bus service in Vienna and access to rail stations just outside of Town connect residents to jobs, schools, and destinations throughout the region (see map on page ____).

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) operates the Metrorail system serving the greater Washington, D.C. region. The Vienna-Fairfax-GMU Metrorail Station, located just southwest of the Town boundary, is the western terminus of the Orange Line and a major commuter hub with extensive park-and-ride capacity. This station also serves as a key transfer point for local and regional bus routes.

The Silver Line extension enhances regional connectivity, offering Vienna residents convenient transit options to key employment and travel destinations, with the Tysons and Spring Hill Metrorail Stations providing access to Tysons, Reston, and Dulles International Airport. Additional stations along both the Orange and Silver Lines offer transit options within a short drive, bus ride, or bike ride from Town.

Bus Service

The Town of Vienna is currently served by Fairfax Connector, which is a public bus service operated by Fairfax County. Prior to July 2021, Metrobus routes 2T and 15M provided transit service through Vienna. Route 2T connected Tysons and Dunn Loring via central Vienna and Maple Avenue East, while Route 15M linked Tysons, Vienna Metro, downtown Fairfax City, and George Mason University along Maple Avenue. Both routes were discontinued as part of a service transition that replaced several Metrobus lines in Fairfax County with Fairfax Connector routes.

Currently, Fairfax Connector operates several routes through Vienna, providing essential links to nearby Metrorail stations, employment centers, and key destinations. These include:

- Route 432: Operates during weekday rush hours, connecting the Spring Hill Metro Station to the Farm Credit Administration via Old Courthouse Road and Beulah Road.
- Route 461: Provides weekday service connecting the Vienna Metro Station to the Flint Hill area, serving Tapawingo Road and Park Street.
- Route 462: Offers rush hour service between Dunn Loring and Tysons, with stops including Park Street and the Navy Federal Credit Union headquarters.
- Route 463: Runs throughout the day along Maple Avenue, linking the Vienna Metro Station to Tysons Corner Metro Station.
- Route 467: Provides weekday midday and Saturday service between Dunn Loring and Tysons, with stops at the Vienna Community Center and Town Hall.

These routes enhance local and regional connectivity, offering residents and visitors alternatives to personal vehicle use, particularly during peak commuting periods. The Town should continue to support efforts to increase service frequency and reliability, especially during off-peak hours, to further improve accessibility and support local businesses.

Current & Future Needs

Many Town residents rely on public transit to access employment and shopping, both locally and within the region. As such, it remains important for the Town to increase frequency and reliability of transit service. This includes both bus and rail. Further, transit provides an opportunity to reduce automobile travel, reducing the number of vehicles on Town streets and improving traffic on major corridors.

The Silver Line extension of the Metrorail system provides access to Tysons, Reston and ultimately Dulles International Airport. The existing Orange Line serves as a major commuter line to downtown Washington, D.C. The Town should continue to promote enhanced bus service to the surrounding Metrorail stations, during rush hour, as well as during the day. Enhanced daytime service can provide an opportunity for local businesses to attract patronage from Tysons and Dunn Loring/Merrifield, for their employees. Enhanced service can also help increase mobility for seniors and those with disabilities.

The 2019 *Multimodal Study* identified transit access gaps along the Maple Avenue corridor, particularly during off-peak hours and weekends. It recommends improving first- and last-mile connectivity between Fairfax Connector routes, pedestrian infrastructure, and key destinations. These improvements could be supported through coordinated transit service expansions, sidewalk enhancements, and shared bike and scooter facilities to extend access to nearby Metrorail stations and employment centers.

Finally, the Town should continue to evaluate plans for transit service on the I-66 corridor. Any plans for expansion or reconfiguration of I-66 should promote transit to reduce the number of single-occupancy trips.

Parking and Curb Space Management

The Town of Vienna faces several challenges in managing both public and private parking within its commercial corridors and adjacent neighborhoods. These challenges include mismatches in supply and demand, inefficient site layouts, event-related spikes in demand, and the absence of modern curb space policies for emerging mobility trends. As Vienna grows and parking behavior shifts with technology and travel preferences, it is important to manage parking supply efficiently while supporting vibrant commercial activity.

Key issues include:

- Some businesses along Maple Avenue and Church Street experience localized and time-dependent parking imbalances, especially near successful dining establishments and retail clusters.
- Customers expect convenient and flexible parking and would value the ability to “park once” and visit multiple destinations without concern for towing or time limits. Business owners, in turn, want sufficient parking to attract and retain patrons.
- The Town's growing calendar of special events and festivals places have added pressure on available parking in specific locations.
- Residential neighborhoods near commercial centers and schools experience overflow parking from businesses, schools, and multifamily buildings, leading to safety and livability concerns.
- Large, vacant surface parking lots—especially those fronting Maple Avenue—create gaps in the pedestrian experience and detract from the corridor's character.
- The lack of safe, secure, and convenient bicycle parking discourages residents and visitors from cycling to local destinations.

Private Facilities and Shared Parking

The majority of private parking in Vienna consists of surface parking lots. Many of these lots are separated from each other by either strips of landscaping or concrete curbs, with few lots having inter-parcel connections, shared parking or shared entrances.

In 2024, the Town completed the *Commercial Corridors Parking Study*, which revealed that although over 5,000 off-street parking spaces exist townwide, most are privately owned and not available to the public. Only 60 spaces are publicly owned and accessible. The study found that supply is not evenly distributed and identified several high-demand “hot spots,” including Mill Street, Church Street, and Maple Avenue.

Key recommendations included:

- Establishing shared parking agreements with private property owners;
- Enhancing public wayfinding signage and visibility of public parking;
- Creating “park once” zones that encourage walking between multiple destinations;
- Evaluating zoning code to right-size parking requirements; and
- Conducting ongoing monitoring to assess evolving parking needs before investing in additional structures.

As the Vienna-Carter Library garage is opened to the public and the Town evaluates future public-private partnerships, these recommendations will guide efforts to expand parking access without overbuilding underutilized infrastructure.

Fairfax County’s shift toward “right-sizing” parking in new development presents an opportunity for Vienna to modernize its zoning standards and reduce minimum parking requirements where walkability and shared mobility options are strong. This approach can reduce impervious surfaces and better match actual parking demand.

In addition to recommendations from the 2024 *Commercial Corridors Parking Study*, the 2019 *Maple Avenue Multimodal Transportation and Land Use Study* emphasizes the importance of coordinated site design and walkability to support shared parking. Reducing physical and ownership barriers between parcels allows visitors to park once and access multiple destinations, helping to balance demand and reduce the perception of parking shortages. Shared access and walkable streetscapes work in tandem with shared parking agreements to increase overall parking efficiency, especially during special events or peak business hours.

Inter-Parcel Connections and Shared Entrances

The 2019 Multimodal Study of the Maple Avenue Corridor documented over 111 commercial entrances along the corridor— each presenting a potential conflict point for vehicles, pedestrians, and cyclists. The study recommends reducing curb cuts through inter-parcel connections and shared driveways to improve safety, circulation, and walkability.

Shared entrances, where adjacent properties utilize a single access point, play a crucial role in this strategy. By consolidating access points, shared entrances minimize turning conflicts, reduce crash risks, and support more predictable traffic flow. Additionally, they

can facilitate improved access to signalized intersections, enhancing navigation and safety for all road users.

Promoting inter-parcel access and shared entrances not only reduces pressure on main corridors like Maple Avenue but also enables a more connected and pedestrian-friendly commercial environment. These strategies align with the Town's goals of improving site design, reducing vehicle conflicts, and encouraging compact, walkable redevelopment. Where feasible, the Town should require or incentivize inter-parcel connections and shared entrances as part of the development review process.

Shared Parking

The 2024 *Commercial Corridors Parking Study* found that most off-street parking in Vienna is privately owned and underutilized, with peak occupancy often below 50%. Some privately owned lots are insufficient to cover the activity at that location. To address this mismatch, the Town could pursue both business-to-business and public-private shared parking strategies. Shared parking allows different users to occupy the same spaces at different times of day, reducing the need for each site to provide all parking independently. The study recommends that the Town facilitate shared parking agreements through staff outreach, signage, and potential liability support. These strategies are viewed as more cost-effective and sustainable than building new garages, and the Town may offer zoning incentives, such as reduced parking minimums, when shared arrangements are implemented. Shared parking aligns with the Town's vision for a walkable, vibrant commercial core while managing demand more efficiently. This plan supports Town efforts in this regard.

Public Parking

Currently, the Town of Vienna has limited publicly accessible parking, relying primarily on on-street spaces and surface parking lots at public facilities. The Town also has shared-use agreements with select private businesses and Fairfax County Public Schools to allow residents and visitors to use parking lots during off-hours. In addition, some businesses in the Mill District lease parking spaces from NOVA Parks, alongside of the W&OD Trail. However, these arrangements are not permanent and are limited in capacity, and many potential users remain unaware of these options.

In 2025 Fairfax County will break ground on the first structured public parking facility in Vienna. The parking garage is part of a joint project between the Town and the County to redevelop the Vienna-Carter (formerly Patrick Henry) Library. The approved design includes a 209-space, four-level garage that will offer 125 spaces for library users and 84 spaces for general public use. Located at the prominent intersection of Maple Avenue and Center Street, this project addresses both the need for additional library parking and the longstanding demand for downtown public parking. This garage will serve as a vital amenity for commuters, visitors to the nearby commercial corridors, businesses, and special events. It is expected to open in 2027.

Prior to the library project, the Town pursued a major structured parking opportunity through a public-private partnership at 223 Mill Street NE. The proposal called for Vienna to purchase 43,000 square feet within a privately constructed mixed-use building to serve as a second-floor public parking garage. The facility was expected to provide 127 public parking

spaces, with a portion allocated for Metro commuters and bike/pedestrian access via the nearby W&OD Trail. After significant discussion and planning, the private partner withdrew in 2019. This plan recognizes the continued need to address parking challenges in the Mill District.

Residential On-Street Parking

In general, the Town's default policy is to allow open parking in residential single-unit detached neighborhoods, without a residential permit system. However, the community also recognizes that these neighborhoods can be adversely affected by overflow on-street parking from such higher-intensity nearby uses as schools businesses, and multifamily developments—particularly in areas where on-site parking is insufficient to meet demand. This overflow leads to streets in single-unit neighborhoods being used by non-residents for long-term or daily parking, creating concerns about safety, access, and neighborhood character.

To address these issues, the Town of Vienna has established a framework for implementing residential permit parking in a neighborhood where there is demonstrated need. When these conditions are met, the Town Council may designate the street or nearby streets as permit-required zones. See map of current approved parking restricted areas on page __ of __.

This program is designed to protect neighborhood streets from becoming default overflow lots for adjacent land uses and temporary situations such as nearby large-scale construction. As land use patterns evolve and infill development continues, the Town will continue to monitor residential parking pressure and adjust permit zone designations as needed—based on data, public input, and community impact.

Curb Space Management

The 2019 *Maple Avenue Multimodal Study* calls for enhanced curb space management, recommending clearer lane delineation, curb extensions, and pedestrian-focused designs at key intersections. In coordination with signal timing updates and pedestrian safety measures, the study supports creating a more predictable and user-friendly curb environment for all modes of travel. These strategies should guide future right-of-way improvements, particularly in areas with high turnover or conflicting demands from deliveries, buses, bikes, and passenger drop-offs.

Demand and System Management

In a land-constrained community like Vienna—especially one situated within a growing metropolitan region—transportation planning must look beyond physical expansion to include strategies that manage demand and improve system efficiency. This section addresses how the Town can optimize existing infrastructure while meeting mobility, sustainability, and access goals.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to strategies that influence how and when people travel, with the goal of shifting trips to non-driving modes, off-peak hours, or

eliminating unnecessary travel altogether. TDM can reduce traffic congestion, cut greenhouse gas emissions, and make transportation more equitable and resilient.

While the regional Commuter Connections program, coordinated by the Metropolitan Washington Council of Governments (MWCOC), has been available to residents, the Town is relatively new to the concept of TDM. The now-repealed Maple Avenue Commercial (MAC) zone incorporated some TDM strategies as an incentive and a means to reduce the minimum number of off-street parking spaces required for non-residential or mixed-use development.

In 2024, the *Commercial Corridors Parking Study* recommended that Vienna develop a formal TDM program to mitigate parking demand, promote shared mobility, and support employee commuting alternatives. Key elements proposed include:

- Requiring TDM plans as part of new development, infill, or major renovation applications;
- Establishing a Transportation Management Association (TMA) to coordinate programs and services for local employers and property owners;
- Promoting commuter incentives such as subsidized transit passes, rideshare matching, and guaranteed ride home programs;
- Unbundling parking from leases to allow tenants to opt out of paying for parking;
- Partnering with Fairfax County's TDM initiatives where appropriate.

Vienna should explore partnerships with large employers, institutions, and event organizers to support travel behavior change. Incentivizing carpooling, flexible commuting, and bike/transit options will support congestion and emissions reduction goals. By integrating these strategies and encouraging ongoing monitoring, Vienna can minimize overbuilt parking, support economic development, and improve travel choices for residents, visitors, and employees.

Transportation System Management (TSM)

Transportation System Management (TSM) refers to operational strategies that improve the efficiency, reliability, and safety of existing transportation systems without major roadway expansion. These measures aim to maximize the use of current infrastructure by optimizing traffic flow, reducing delays, and enhancing multimodal access.

TSM strategies in the Town of Vienna include:

- Facility design treatments (e.g., lane striping, signage)
- Access management
- Incident response protocols
- Targeted traffic enforcement
- Deployment of intelligent transportation systems (ITS)
- Smart Traffic Signal Enhancements: Maple & Nutley Streets

The Town of Vienna is actively advancing its TSM capabilities through a comprehensive Maple and Nutley Street Signal Improvements Project, a \$2.1 million, three-phase initiative scheduled for completion in 2025. This project will modernize the Town's traffic signal

infrastructure to improve real-time traffic management, particularly along key corridors experiencing high congestion volumes.

Key components include:

- Upgrading traffic signal controllers and cabinets to support adaptive signal timing.
- Installing the McCain Transparency™ Traffic Management System, enabling centralized, remote monitoring and coordination of Vienna's signal network.
- Deploying Autoscope Vision video cameras to capture real-time traffic conditions and enhance data-driven decision-making.

These improvements will allow staff to dynamically adjust signal timings based on traffic volume, reduce vehicle delays, and better accommodate pedestrians and cyclists. The project is funded through a combination of a VDOT SmartScale grant and local development contributions.

This effort builds on regional best practices recommended by FHWA and VDOT and positions Vienna to respond more nimbly to changing traffic patterns—especially those related to seasonal demand, construction, or special events.

Regional Context and Future Mobility Trends

Vienna is situated within a dynamic and rapidly evolving region, shaped by major transportation corridors and regional development patterns. While the Town prides itself on its small-town character and strong local identity, its transportation system is increasingly affected by external forces—including infrastructure projects, demographic shifts, and the growth of nearby activity centers such as Tysons. Vienna's transportation decisions are shaped by its place within the larger Northern Virginia transportation system.

Changing Demographics and Regional Transportation Dynamics

Transportation planning in Vienna is shaped by both local conditions and the Town's position within the growing Northern Virginia region. Traditionally, planning focused heavily on automobile access; but shifting demographics, commuter behavior, and regional development are driving a transition toward a more multimodal transportation network. Residents increasingly seek flexible, efficient, and sustainable ways to travel—whether by foot, bicycle, transit, or telework.

Vienna's population reflects this evolution. Many residents — particularly older adults and those with mobility limitations — require alternatives to driving for daily needs. At the same time, families, remote workers, and younger residents value the ability to walk or bike to local destinations, avoid congestion, and reduce environmental impact. Vienna's compact size, interconnected street grid, and general approach for lower speed limits position it well to support these needs.

Regionally, major infrastructure investments have reshaped the commuting landscape. The completion of the *Transform 66 Outside the Beltway* project in 2023 added express lanes, park-and-ride lots, and 11 miles of shared-use paths along I-66. These enhancements, along

with the extension of the Metrorail Silver Line and improvements to Route 7, have expanded access and multimodal connectivity for Vienna residents.

Telework has been the most significant shift in recent years. According to the 2022 State of the Commute Survey by Commuter Connections, a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments (COG), nearly half of all commute trips in the region were replaced by teleworking—a fivefold increase since 2019. As the effects of the COVID-19 pandemic recede and return-to-work mandates have been given by the federal government and many private businesses, traffic has been returning towards previous levels. Nonetheless, many employers and employees have learned how to accommodate remote work and find it to be more efficient in some cases. Therefore, it is anticipated that a larger percentage of workers, in Vienna and elsewhere will continue to work remotely than did before 2020. This shift underscores the importance of Vienna's pedestrian and bicycle network and its integration with regional trails and transit hubs.

Alternative transportation modes are gaining traction. The SOC survey found that commuters who walk or bike report the highest satisfaction with their travel modes—citing benefits such as exercise, lower cost, and reduced stress. These findings reinforce Vienna's efforts to expand infrastructure for active transportation and position the Town as a regional model for livability and sustainability.

While Vienna benefits from regional assets like Metrorail, I-66, and trail systems, the Town also faces challenges related to commuter congestion and decision-making outside its jurisdiction. Regional growth—particularly in Tysons—continues to place pressure on Vienna's road network. Fairfax County's 2030 projections for Tysons anticipate up to 200,000 jobs and 100,000 residents, which will significantly impact traffic patterns and intersection performance in and around Town.

To remain resilient and responsive, Vienna must continue strengthening its regional partnerships, investing in multimodal infrastructure, and encouraging policies that align local goals with broader transportation trends. A focus on system efficiency, travel demand management, and neighborhood-scale improvements will help Vienna adapt to the changing needs of its residents while remaining well connected to the region.

Regional Transportation Infrastructure

Vienna is located within a growing region and is surrounded and served by substantial highway and transit infrastructure. This relationship provides opportunities and challenges. The Town is benefited by access to a multi-modal transportation network which links employment and activity centers. However, the Town has limited influence regarding land use and transportation decisions made outside its jurisdictional limits, although they may directly affect the Town. Maple Avenue is subject to significant commuter traffic, as well as service decision-making by several multi-jurisdiction transit agencies.

The Town of Vienna is strategically positioned within Northern Virginia's extensive transportation network and directly influenced by several major corridors and transit systems, including Interstate 66 (I-66), Interstate 495 (Capital Beltway), Dulles Toll Road (Route 267), Leesburg Pike (Route 7), and the Metrorail. Intersecting the southern tip of

Vienna, Interstate 66 (I-66) serves as a primary east-west artery connecting Northern Virginia to Washington, D.C. Completed in 2023, the Transform 66 Outside the Beltway Project has expanded this corridor to include two express lanes and three general-purpose lanes in each direction between I-495 and Gainesville. Enhancements also feature new park-and-ride facilities, improved interchanges, and 11 miles of shared-use paths, including the I-66 Parallel Trail, which offers new bicycle and pedestrian connections through Vienna.

Interstate 495, known as the Capital Beltway, is located approximately 1.25 miles east of Vienna. This major highway provides critical regional connectivity, linking the town to other parts of the Washington metropolitan area.

The Dulles Toll Road (VA Route 267) and Leesburg Pike (VA Route 7) are situated near Vienna's northern boundary and facilitate access to Dulles International Airport and the broader region. The Route 7 Corridor Improvements Project has widened the road from four to six lanes between Reston Avenue and Jarrett Valley Drive, incorporating shared-use paths on both sides to enhance bicycle and pedestrian mobility.

Vienna is uniquely positioned between the Orange and Silver Lines of the Washington Metropolitan Area Transit Authority (WMATA). The Vienna/Fairfax-GMU station on the Orange Line serves as a vital transit hub for residents, while proximity to the Silver Line expands access to Tysons, Reston, and Dulles International Airport.

Vienna actively collaborates with regional partners to improve transportation infrastructure. Notably, in 2018 the Town secured funding for the Nutley Street Shared-Use Trail project, aiming to enhance bicycle and pedestrian access between the Vienna Metrorail Station and the new I-66 trail, thereby strengthening multimodal connectivity.

These regional transportation developments underscore Vienna's commitment to integrating local planning with broader initiatives, ensuring that the town remains accessible, sustainable, and well-connected within the dynamic Northern Virginia region.

Impacts of Regional Development

Tysons is the closest high-intensity development area to Vienna, as it is located immediately northeast of Vienna, and is undergoing a major transformation. Fairfax County's long-range vision reimagines Tysons as a high-density, mixed-use urban center with up to 100,000 residents and 200,000 jobs by 2050. This scale of development will have far-reaching transportation impacts—both in and beyond Tysons.

Although the extension of the Silver Line supports transit-oriented development, most travel in and around Tysons still occurs by private vehicle. Improvements to the pedestrian and bicycle network are underway but will take time to fully implement. Fairfax County has studied potential impacts on surrounding communities and analyzed future traffic conditions at key intersections in Vienna. Results indicate increased congestion and degraded levels of service, especially during peak travel periods. While some mitigation strategies have been proposed, implementation remains challenging.

Vienna should continue monitoring regional land use and transportation decisions and advocating for mitigation strategies that protect neighborhood quality of life and maintain access and mobility for residents.

By coordinating closely with Fairfax County, NVTA, VDOT, and WMATA, the Town can ensure that regional capital projects, mode-shift goals, and land use planning efforts benefit Vienna residents. Aligning local planning with countywide initiatives—like the I-66 Parallel Trail, Tysons multimodal improvements, and transit-oriented development near Metro—will strengthen Vienna's resilience and regional relevance.

Goals, Policies, and Strategies

Goal 1. Ensure efficient and reliable movement for locally managed transportation modes.

Policy 1.1: Support a multimodal transportation network that accommodates all users.

Strategy 1.1.1: Design and operate streets that safely accommodate vehicles, transit, bicycles, and pedestrians.

Strategy 1.1.2: Prioritize infrastructure improvements that enhance connectivity, efficiency, and comfort for all users across modes.

Strategy 1.1.3: Use the Town's street typology system to guide context-sensitive design, balancing mobility with neighborhood character.

Strategy 1.1.4: Integrate shared mobility services (such as Capital Bikeshare and e-scooters) into the transportation system by ensuring safe access, clear operational rules, and designated parking zones.

Policy 1.2: Improve connectivity within and beyond Town borders.

Strategy 1.2.1: Improve local street and trail connections between neighborhoods, commercial districts, schools, and parks.

Strategy 1.2.2: Coordinate with VDOT, Fairfax County, and WMATA to improve access between Vienna and nearby destinations including Metro stations, Tysons, and the I-66 Parallel Trail.

Strategy 1.2.3: Identify and pursue opportunities to close sidewalk, trail, and bicycle facility gaps—particularly in regional connection areas like Nutley Street and the W&OD Trail.

Policy 1.3: Leverage smart technologies and data to improve transportation system performance.

Strategy 1.3.1: Use data from shared mobility operators to monitor usage trends, evaluate system performance, and inform infrastructure and enforcement strategies.

Strategy 1.3.2: Expand deployment of intelligent transportation systems (ITS), including adaptive traffic signals and centralized traffic management platforms.

Strategy 1.3.3: Monitor trends in autonomous vehicles, delivery drones, and other emerging technologies for potential regulatory or infrastructure needs.

Policy 1.4: Support efficient and safe management of freight and deliveries, particularly in commercial corridors.

Strategy 1.4.1: Designate delivery zones and loading spaces to reduce double-parking and conflicts with pedestrian or bicycle infrastructure.

Strategy 1.4.2: Explore off-peak delivery incentives or restrictions to reduce traffic conflicts during peak periods.

Policy 1.5: Promote access management and inter-parcel connectivity

Strategy 1.5.1: Reduce curb cuts along major corridors by requiring shared driveways and inter-parcel access in redevelopment projects.

Strategy 1.5.2: Work with VDOT and private property owners to retrofit parcels along Maple Avenue and Church Street for improved vehicle and pedestrian circulation.

Goal 2. Prioritize safety for all users of the transportation system.

Policy 2.1: Ensure transportation improvements prioritize user safety across all modes.

Strategy 2.1.1: Use data from crash reports, speed studies, and community feedback to guide traffic calming interventions.

Strategy 2.1.2: Implement recommendations from the Town of Vienna Guide to Improving Street Safety.

Strategy 2.1.3: Address crossing safety at high-volume locations, including the W&OD Trail at Maple Avenue.

Strategy 2.1.4: Regularly review and update traffic enforcement priorities using crash data, school safety needs, and community input.

Policy 2.2: Design streets to accommodate users of all ages and abilities.

Strategy 2.2.1: Implement context-sensitive solutions like mini-roundabouts, curb extensions, and pedestrian refuge islands.

Strategy 2.2.2: Adopt and implement a Complete Streets policy for all street projects.

Goal 3. Encourage walking, biking, and micro-mobility.

Policy 3.1: Expand and maintain safe, connected pedestrian and bicycle networks.

Strategy 3.1.1: Fill sidewalk gaps and improve ADA accessibility along major corridors.

Strategy 3.1.2: Implement recommendations from the 2017 ULI TAP for the W&OD Trail area, and the Vienna Pedestrian Master Plan.

Strategy 3.1.3: Develop a town-wide bicycle network plan linking schools, parks, W&OD Trail, and Metrorail stations.

Strategy 3.1.4: Evaluate demand and feasibility for expanding bicycle facilities on key corridors, informed by crash data and community input.

Policy 3.2: Promote supportive amenities, programs, and shared mobility services.

Strategy 3.2.1: Increase the number of bike racks and long-term bicycle parking throughout the commercial districts.

Strategy 3.2.2: Support Safe Routes to School, Walk-Bike-Shop Vienna, and Bike to Work Day.

Strategy 3.2.3: Partner with NOVA Parks in its project to convert the W&OD Trail in the center of Vienna to a facility that separates pedestrians and cyclists, and on other planning initiatives.

Strategy 3.2.4: Implement and maintain Capital Bikeshare stations in strategic locations such as Town Hall, the Community Center, Metro station areas, and trailheads; leveraging partnerships with the appropriate agencies for locations outside of Town limits.

Strategy 3.2.5: Adopt a permanent Shared Mobility Device (SMD) ordinance that governs fleet size, parking, safety, and data sharing, based on lessons learned from the Town's 2023 pilot program.

Strategy 3.2.6: Identify and implement designated parking areas for e-scooters and bikeshare docks to reduce sidewalk clutter and maintain pedestrian access.

Strategy 3.2.7: Provide user education and outreach for safe operation of bikes and SMDs, including helmet use and proper riding behavior.

Goal 4. Reduce congestion to support environmental sustainability.

Policy 4.1: Support alternatives to single-occupancy vehicle travel.

Strategy 4.1.1: Encourage telework and flexible commuting through educational outreach.

Strategy 4.1.2: Promote local circulator concepts and micro transit feasibility studies.

Strategy 4.1.3: Encourage first/last-mile travel by expanding access to shared micromobility services, including docked bikeshare and e-scooters, in areas near Metro, parks, and commercial centers; leveraging partnerships with the appropriate agencies for locations outside of Town limits.

Goal 5. Coordinate with regional agencies to manage the impacts of growth and improve connectivity.

Policy 5.1: Integrate regional transportation trends into local planning decisions.

Strategy 5.1.1: Monitor development in Tysons and evaluate impacts on Vienna's transportation network.

Strategy 5.1.2: Support implementation of the Nutley Street Shared-Use Trail connecting to I-66 Parallel Trail.

Policy 5.2: Coordinate with regional agencies on multimodal infrastructure.

Strategy 5.2.1: Participate in planning and funding partnerships with VDOT, NVTC, WMATA, and Fairfax County.

Strategy 5.2.2: Coordinate with Fairfax County, VDOT, and WMATA to align micromobility infrastructure and policies—especially in shared corridors like the W&OD Trail, Nutley Street, and around the Metro station.

Goal 6. Encourage public input and transparency on transportation decisions.

Policy 6.1: Promote inclusive and ongoing community engagement.

Strategy 6.1.1: Engage the Transportation Safety Commission, Bicycle Advisory Committee, and Pedestrian Advisory Committee in project development.

Strategy 6.1.2: Use online tools, surveys, and workshops to solicit community feedback.

Strategy 6.1.3: Develop plain-language project summaries and visuals to improve public understanding and participation in transportation projects.

Goal 7. Support the transition to zero- and low-emission vehicles and fleets.

Policy 7.1: Expand support for electric vehicle (EV) infrastructure and clean fleets.

Strategy 7.1.1: Require EV-ready infrastructure in new public facilities and redevelopment projects.

Strategy 7.1.2: Partner with regional agencies to install public EV charging stations in commercial districts and commuter parking areas.

Strategy 7.1.3: Create incentives or guidance for private developments to install EV charging infrastructure accessible to the public.

Goal 8. Improve parking and curbside management.

Policy 8.1: Optimize travel demand through parking and system management.

Strategy 8.1.1: Implement key TDM recommendations from the 2024 Commercial Corridors Parking Study.

Strategy 8.1.2: Promote shared parking agreements and enhance wayfinding for public lots.

Strategy 8.1.3: Expand “park once” areas and promote walking between destinations.

Strategy 8.1.4: Develop event-specific traffic and parking management plans to minimize disruption during festivals and major events.

Policy 8.2: Improve curb space management.

Strategy 8.2.1: Develop a curb management plan to allocate curbside zones for pickup/drop-off, delivery, bikeshare/SMDs, and short-term parking in commercial corridors.

Strategy 8.2.2: Implement clear signage and enforcement for loading zones, ADA access, and micromobility parking.