

# Northern Virginia Regional Bikeway and Trail Network Study Public Information Meeting

July 31, 2001  
Meeting Summary

## 1. Introduction

Heather Wallenstrom of VDOT opened the meeting with a general introduction to the Study and an introduction of Working Group members

## 2. Project Description/Objectives

Jennifer Toole and Charles Denney of Sprinkle Consulting introduced the consultant team and gave an overview of the Study including the tasks involved and timeline.

## 3. Questions/Comments

VDOT representatives and the consultant team fielded questions about the study that are summarized below.

- Will there be bicycle and pedestrian accommodations on Wilson Bridge?
- Are VDOT and SCI getting input from local bicycle groups?
- Will all individual questions written to the web site be answered and posted publicly for everyone to see?
- Will you encourage having off-road bike trails at intersections or on-road facilities at intersections (some consider the latter to be safer)?
- Why hasn't VDOT included shoulders on secondary roads?
- VDOT will not add bike lanes or paved shoulders unless they are designated in a local plan
- What is the status of the Fairfax County bike plan?
- An existing bikeway was basically cut in half when the Fairfax County Parkway was constructed, which has created a very dangerous situation (somewhere near Franklin Farm Road). An underpass should have been added at the time of construction, but that was overlooked – please include something in the plan that prevents this type of situation from ever happening again.
- Are you gathering input from and promoting the plan to the administration and students/staff of George Mason University? It has huge potential for bicycle commuting. A connection should be developed between the W+OD to GMU.
- Why isn't there a regional map of bikeways and trails available? Doesn't GIS make it easy to link the data from all the individual municipalities together?
- Speeding is a big problem – police don't ticket until drivers are 10 to 15 m.p.h. over the posted limit.

- The government should give a tax credit to employers who provide bicycle lockers and showers
- It will be very important for the plan to focus on connections to mass transit
- Where is the money coming from for the study and for implementing the bicycle facility improvements?
- How do the models that SCI will use include the concept of continuity throughout the trail system? How will they help determine appropriate ways to prioritize funding?
- Will comments be posted on the website?

Meeting participants were also asked to state their broad goals for the Study. The following project goals were offered:

- Get across major highways on foot and bicycle
- Access to schools, parks and major activity centers
- More sidewalks for multi-use, especially children
- Bike access over bridges
- Consistent crossing standards and treatments
- Traffic signals that respond to bikes
- Inspire leaders to act on the recommendations of the plan
- Identify locations that are already good for riding
- Safe bicycle facilities, personal security and safe designs
- Education- rights of all users are clearly understood. Bicycle/Pedestrian education in schools
- Change the culture to be more accepting of bicycling
- Education effort reaching out to immigrant communities

#### **4. Break-Out Groups/Mapping Exercise**

Meeting participants divided into nine groups, based on jurisdiction. Each group was asked to identify the three highest priority connections/routes within the jurisdiction and the three highest priority connections/routes to adjacent jurisdictions (regional connections).

#### **5. Group Reports**

The reports for each group are summarized below.

##### ***NE Fairfax #1***

###### *Within Jurisdiction*

- Rt. 236 at Beauregard and I-395
- Rt. 50 from beyond the beltway to Seven Corners
- US 1 from Alexandria to Fairfax Co.

###### *Regional Connections*

- Crossing I-495 at Tyson's Corner

- Beltway at Annandale
- Old Dominion Dr. 123 to Great Falls Park

### ***NE Fairfax #2***

#### *Within Jurisdiction*

- Rt. 236
- Rt. 50
- Rt. 7 from the Beltway at Tyson's Corner to Alexandria
- Columbia Pike to Homes Run Trail
- Braddock Rd. from Columbia Pike to the west
- Backlick Run to Alexandria Metro

#### *Regional Connections*

- Rt. 50 through Seven Corners to DC
- Rt. 7 from Alexandria continuing west through region
- Columbia Pike to DC

### ***SW Fairfax #1***

#### *Within Jurisdiction*

- Striping and signage on Old Courthouse Rd. and Tapawingo connecting to the W&OD
- Connect Mason Neck to Accotink Bay
- US 1 to Accotink Bay
- Gallows Rd. from Springfield through Annandale to Tyson's Corner

#### *Regional Connections*

- Bailey's Cross roads to the W&OD
- Columbia Pike/Rt. 236 to the Pentagon
- Access to Dulles access road from Reston
- Pedestrian and Bike access from downtown Herndon to the Herndon/Monroe Park and Ride

### ***SW Fairfax #2***

#### *General*

- Bicycle trails on major arterials (Rt. 28, Rt. 29, and Rt. 50 from DC to Loudoun and Fairfax County Parkway)
- Cross-connections between arterials (RT 28 and Fairfax County Pkwy via Stringfellow Rd)
- Connections to major employment and transit centers (Tyson's Corner, Rt. 123, Rt. 234, Lake Braddock, Alexandria and Springfield Transit Centers)

### ***Prince William County***

#### *Within Jurisdiction*

- Reroute US Bike Route 1 off Minneville Rd to Old Bridge, Prince William County Pkwy and Hoadly Roads

- Rt. 123 from Occoquan Br. to US 1
- Access to the Prince William Forest from the North Side (i.e. Nokesville Rd)
- Move away from focus on multi-use paths to on-road facilities
- Make US 1 bike-friendly

*Regional Connections*

- Improve access roads at Occoquan/Bull Run
- Improve crossings of I-66

***Loudoun County #1***

*Within Jurisdiction*

- Leesburg to White's Ferry
- US 15 to Oatlands Rd. and Harper's Ferry
- Oatlands Rd. to Sneekersville Rd. to Rt. 748 to Middleburg
- Bridge across Potomac to MD and C+O Trail
- W+OD security

*Regional Connections*

- Algonquin Parkway to Rt. 50
- Provide connection between W+OD Trail and Dulles Airport
- Rt. 28 to Rt. 50

***Loudoun County #2***

*Within Jurisdiction*

- Rt. 659 from Rt. 7 to Braddock or PW Co. (it's dangerous now)
- Rt. 621 from Leesburg to I-66
- Rt. 15 from Leesburg to White's Ferry

*Regional Connections*

- Trail Head to Harpers Ferry
- US 15 into Maryland
- W+OD from Herndon to Dulles Airport

***Arlington/Alexandria/Falls Church #1***

*Within Jurisdiction*

- Ensure that all Metro stations have connections to bike routes
- Connect W+OD under I-395
- Access to Memorial Bridge from park path along the Potomac
- W+OD crossing at US 29

*Regional Connections*

- Wilson Bridge should include bike facilities
- Crossing beltway south of Alexandria
- Develop continuous trail from Alexandria to the west in the Barcroft greenway corridor

- Key Bridge

### ***Arlington/Alexandria/Falls Church #2***

#### *Within Jurisdiction*

- Improve both sides of bridges to and from DC
- Improve GW Parkway North of Key Bridge
- Rt. 50 into Fairfax County

#### *Regional Connections*

- Rt. 50 within all city areas
- W+OD from Alexandria to Mount Vernon Trail
- Connections through Potomac Yard before it is built out
- Connection to Bethesda+DC over the Key Bridge

### **6. Closing Remarks**

Heather Wallenstrom wrapped up the meeting by reiterating the next steps for the project and inviting everyone present to continue their involvement in the Study.