

HERNDON | RESTON | STERLING OPEN HOUSE

OCTOBER 20, 2011

MEETING SUMMARY

Approximately 40 people participated in the open house, held at Sunrise Valley Elementary School. In attendance were residents, local cycling advocates, members of the Master Plan Bicycle Advisory Committee including representatives from Supervisors Hudgen's and Foust's office. FCDOT Bicycle Program staff, Charlie Strunk, and project consultants from Toole Design Group, Dan Goodman and Carrie Rainey, facilitated the meeting. The following narrative summarizes the discussion and includes the comments, questions and requests made by participants.

OVERVIEW

At the outset of the meeting attendees were given the opportunity to review maps and other material in an open house format. The project team then provided an overview of the project, recent work, and desired outcomes for the public comment section of the meeting. After the presentation, there were a series of small group discussions, followed by a report back toward the end of the meeting. Extensive feedback was provided on the hard copy maps, which has been digitized in GIS and will be used in the planning/analysis process moving forward.

GENERAL COMMENTS AND DISCUSSION

- Question: What if someone cannot attend a sub-area public meeting? Answer: The paper survey provided at this meeting will be available online for those who could not attend tonight. In addition, while each public meeting focuses on a specific sub-area, all of Fairfax County is open for discussion at every meeting.
- Question: Is the boundary of the sub-area (Herndon/Reston) shown on the map? Answer: The map locator on the maps provided for the meeting shows the sub-area boundaries. However, the maps themselves do not show boundaries, because the boundaries are arbitrary and we do not want to limit the discussion.
- Comment: You show different on-street facilities, but in the interim, there are a lot of small changes (such as signs) that can be done. It was noted that a link to the bike map is provided on the website. Response: Absolutely, another reason to have a look at proposed redevelopment

projects is so that we can tie into the projects and, for example, ask developers to pay for improvements.

- Question: How will you capture comments? Answer: Please write on the maps and fill out the survey sheets. We will report back on what is documented.
- Access to Metro is a critical issue in the area.
- There is a need to coordinate with the Reston Master plan process.
- VDOT's 6-year planning process was discussed.
- There is a need for better regulation of construction zones.
- Route 7 (Reston Avenue to Tysons) is a key corridor.
- There is a desire to extend the Lawyers Road bike lanes.
- Sunrise Valley and Wiehle Avenue are real challenges, but some facility or improvement is needed.
- Regional trail improvements are needed and are noted on the maps.
- Programs should focus on all road users, not just bike riders.
- There is a need to distinguish bicycling for transportation versus recreation needs.
- There is a desire to ask police to better enforce existing laws regarding pedestrians and bicyclists.
- A desire for biking mode share goals was expressed.
- A desire for dedicated funding for bicycling improvements was expressed.
- Wayfinding is needed in the area.
- Culverts should be explored to provide access under existing roads.
- Buffered bike lanes should be considered for Fairfax Parkway.
- Maintenance is a major issue that needs to be addressed.

WORK SESSION COMMENTS

- Question: What is the law in Virginia for stopping at crosswalks (for motorists)? Answer: The current law is to **yield** to pedestrians and cyclists in the crosswalk, though the desire to change it to **stop** has been expressed.
- Comment: I would suggest providing refreshments at night meetings.
- Comment: Wiehle Avenue to the Town Center would be a good connection.
- Comment: There is Federal funding available until February (2012) for BikeShare installations.
- Comment: There are not enough street lights in Reston. There is an ordinance, but the plan is to focus on lighting paths and not the road.
- Comment: The W&OD Trail is technically closed after dark.
- Comment: There is a pump in Arlington near a fire house for cyclists to use. It would be nice to have water, pumps, and bathroom facilities at major intersections.
- Comment: Wiehle Avenue is a challenge; there are almost no connections across the green space (SCM in the interim).
- Comment: A low cost solution to some connection issues is to connect cul-de-sacs and dead-end roads (in residential communities) to increase the number of alternative routes to major roads.

- Comment: There is an existing bike lane of Park Avenue, but there is a gap near Wiehle Avenue.
- Comment: Monroe Street is flagged as a possible bike lane to Aspen Drive, there is a lot of space available, and it is an important linear connection.
- Comment: A cycle track is planned by the planned Metro station, but we need to do additional research.
- Comment: There are connectivity issues; trail extensions (such as Folly and Sugarland Trails) are needed.
- Comment: The Herndon Town Council public hearing on the Monroe Station project is Tuesday if anyone is interested in attending.
- Comments: Bus ramp from Park and Ride at Metro stations could be a way to move pedestrians and cyclists through the station area.
- Comment: Distinguish between transportation and recreational cycling; we need to think about how to accommodate transportation cyclists.
- Question: Is there a goal for a transportation mode percentage for cycling in the area?
- Comment: Reston is an honorary bike-friendly community, which is a good motivation and message (for other areas).
- Question: What funding is proposed for this project? Answer: We haven't ventured that far in the process, we are working with VDOT and BAC, but most things need to be integrated into other funding opportunities.
- Comment: There is a study done at the Vienna Metro Station that looked at license plates and found that 40% of patrons parking at the station live within a mile of the station.

BICYCLE PROGRAM IDEAS

1. Education:
 - a. Foster empathetic travelling
 - b. Traffic calming
 - c. Mandatory share the road education for professional drivers (County staff, taxis, bus drivers, transit drivers, delivery drivers)
 - d. Bike ambassador program
 - e. Online (easily accessible) materials and at library

Educational Programs	Existing?	Vote to implement	Comments
Adult and university student safety classes/ League of American Bicyclists course and certifications		1	Offer frequently (monthly)
Youth bicycle safety education program/bicycle rodeos		1	Bike rodeo
County provided website and materials:			
a) Rights/responsibilities		1	
b) Resources- downloadable, multilingual tip sheets/brochures		1	
c) Calendar of bicycling clinics, classes, meetings, and events		1	
d) Downloadable maps showing existing facilities, routes, and trails		1	Printed Maps
e) Link to local Visitors Bureau-good places to ride		1	

2. Encouragement:

- a. Public pumps/maintenance tools
- b. Bikeshare
 - i. Ie: Whieler/Reston Town Center
- c. Encourage more businesses to promote cycling – Bicycle Friendly Business program designation
- d. Encourage more universities to promote cycling – Bicycle Friendly University program designation
- e. Make trails open at all hours to bicycles with lights. Theoretically the W&OD is closed at night
- f. Reach out to underserved communities – earn a bike program
- g. Bike co-ops for youth
- h. Bike station for town center (end-of-trip facilities)

- i. League Cycling Instructor seminar → more LCI’s needed
- j. Street lights at major arterials
- k. Add way-finding signage

Encouragement Programs	Existing?	Vote to implement	Comments
Links to Health/recreation and park programs		1	<ul style="list-style-type: none"> - Family-friendly events, ie: Bike to the Arts, Halloween rides, 4th of July bike parade et - Bike valets at events - Bike Month - Countywide commuter challenge - Bike train - Discourage parents from driving kids to school - Meet national standards - Do economic impact studies - Expand to universities and businesses
FCDOT- employee bicycle commuting incentive programs		1	
Cycling tours/clubs/trail rides		1	
Bike to Work Day/Bike to School Day		1	
Bike parking installation program		1	
Market towns and areas as an “Active Vacation Destination” as amenities increase		1	
School incentive programs/mile counters/reflective bracelets and key chains		1	

3. Enforcement:

- a. Helmets and lights giveaways
- b. Ticketing for all road users (cyclists and motorists) breaking the law
- c. Smart cycling education for officers
- d. All should know the laws
- e. Expand bike section in motorist manual
- f. No right turns on red allowed on main intersections

Encouragement Programs	Existing?	Vote to implement	Comments
Bicycle education for law enforcement officers		1	More officers on bikes on paths and roads
Progressive/education ticketing		1	Diversion program for cyclists and motorists → sent to bike education/ share the road courses
Crossing stings		2	Enforcement at crosswalks is minimal now
Speed cameras		2	-Red light cameras (right turn lanes) - Speed cameras would really help
Paces car programs		1	
Distracted driving campaigns		1	And Laws!
No idling/safe school zone campaigns		1	

INDIVIDUAL COMMENTS

The following comment forms were collected from open house participants:

- Focus on making areas around schools safer to allow all children to bike to school.
 - Focus on education materials to share the road signs, sharrows.
 - Focus on making multi-use path crossings more visible throughout Reston.
 - Ensure that there is dedicated funding for the implementation of the plan.
 - Work with schools to create Safe Routes to School program.
 - Accommodate cyclists at intersections: time traffic lights for bicycle speeds, add loop detector markings, bike boxes, bike signal leads and video detection.
 - Make sure bike parking facilities meet/succeed standards.
 - Please make sure that all bike facilities meet NACTO standards.
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- Barriers – interconnected neighborhood streets, there are several fine 25 mph that “almost” connect to the next neighborhood often a 100 ft trail/walkway between

houses would interconnect these streets and make a good/great bike route alternative to the major artery road network.

- Good, safe, connections North & South over the toll road.
 - The bicycle and pedestrian network seems more focused on the recreation that transportation. The paths and facilities are nice but aren't direct routes to get to the store or do errands.
 - LIGHTING – to use the facilities for transportation better lighting would be helpful.
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- Please focus on educating decision makers! As one member suggested tonight, pick a metric to hit in 5, 10, 20 years; 3 % of trips, 5 %, 10 % etc. Make it visible, advertise it, and report progress on it. In addition to encouraging trips by bike, focus on discouraging trips by car. Sounds harsh but it will work.