

# Herndon – Reston Public Meeting



## FAIRFAX COUNTY BICYCLE MASTER PLAN



October 20, 2011



# AGENDA

1. Welcome and Introductions
2. Project Overview
3. Tonight



# PROJECT OVERVIEW



## Master Plan

- **June 2011 – June 2012**
- **Identify a Bicycle Network**
  - On-Road Facilities
  - Transportation Trails
- **Recommendations**
  - Policy
  - Education
  - Encouragement
  - Enforcement
- **Board of Supervisor Approval**



# PROJECT OVERVIEW



## Public Involvement

- Master Plan Advisory Committee
- Thematic Focus Groups
- Geographic Study Areas (8)
  - Public Workshops
- Countywide Public Meetings
- Commission Briefings & Hearings
- Website
- Online Survey

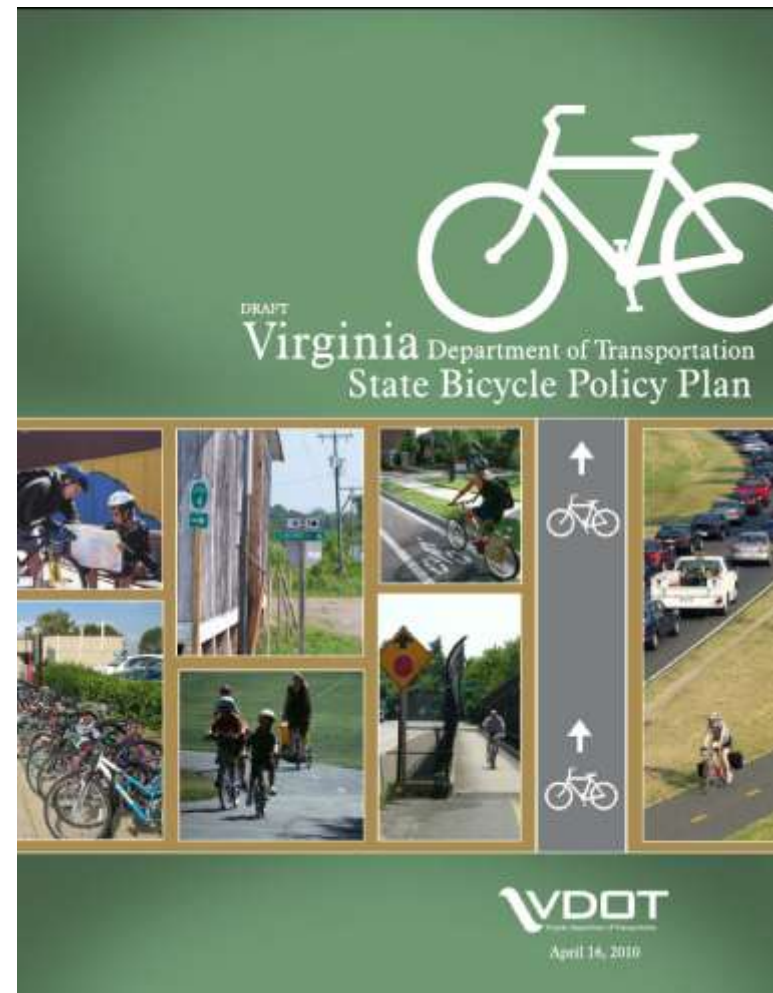




# SCOPE & SCHEDULE

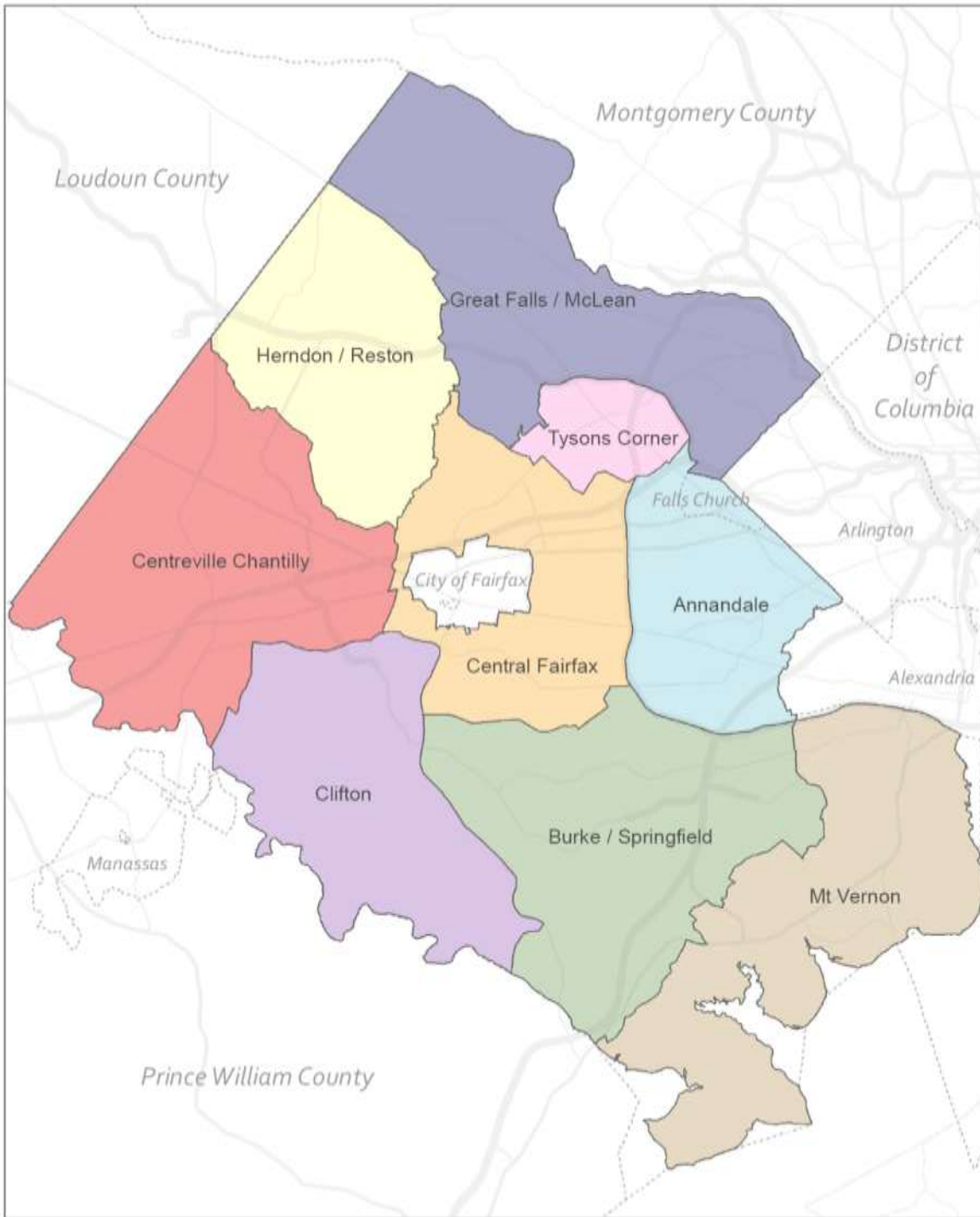
## Policy and Program Recommendations

- Implementing the VDOT Bicycle Policy Plan
- Safe Routes to School
- Proffer System
- Program Recommendations





# Public Outreach Subareas





# THEMATIC MEETINGS

- **Convened to engage specific groupings of interested stakeholders:**
  - Public Health
  - Law Enforcement
  - Bicycling Industry in Fairfax
  - Safe Routes to School
  - Contributions from Developers
  - Economic Activity
  - Special Communities
- **Build broad support for the plan; enlarge and diversify the community of bicyclists.**
- **Develop programmatic recommendations supporting thematic interests and build opportunity for new partnerships**

# Bike Lanes



## Bicycle Facility and Accommodation Toolbox

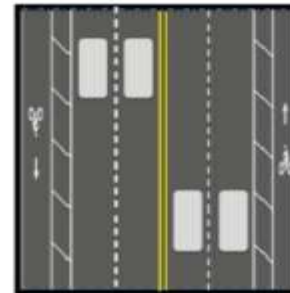
### Bike Lane



A bike lane is a pavement marking that designates a portion of a roadway for the preferential or exclusive use of bicycles. Bike lane markings are dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are recommended on two-way arterial and collector streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane.

*Sample Locations: Jones Branch Drive, Spring Hill Road, Old Courthouse Road*

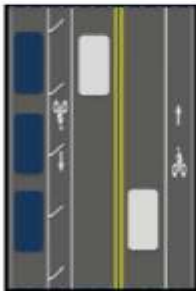
### Buffered Bike Lane



Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Buffered bicycle lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds are above 35 mph.

*Sample Locations: Dolly Madison Boulevard, Great Falls Street*

### Bike Lane with Door Zone Markings



Diagonal lines within the bicycle lane may be utilized to guide bicyclists away from the space where the doors of parked vehicles may open, which is also known as the "door zone." In dense urban areas with narrow streets, the potential of being "doored" is one of the cyclist's greatest concerns. This treatment may be important to use on the avenue and collector streets with on-street parking.

*Sample Locations: Boone Boulevard, new streets in the downtown grid*

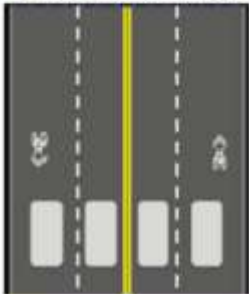




# Shared Roadways (Bikes and M. Vehicles)

## Bicycle Facility and Accommodation Toolbox

### Shared Lane Markings- 4 Lane Street



Shared lane markings (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The sharrow helps position bicyclists in the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists have a right to use the street. On a four lane street, sharrows should be placed in the outside lane. If the outside travel lane is too narrow for a motorist to comfortably pass a cyclist while staying within the travel lane (generally less than 13 feet) the sharrow marking may be centered in the lane. This encourages cyclists to "take the lane," and encourages motorists to use the left lane to pass. In a 12-14 foot lane, the marking may be offset from the curb by 4 feet. For 10-12 foot lanes, the BIKES MAY USE FULL LANE SIGN is recommended in Tyson's, because drivers are not used to sharing the road with cyclists and may not provide comfortable clearance when passing. Sharrows are not appropriate on streets with speed limits greater than 35 mph.

*Sample Location: Tyco Road*

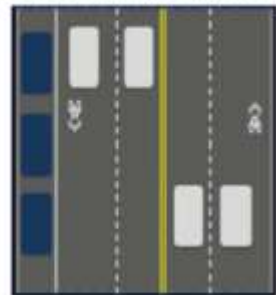
### Shared Lane Markings- Residential



Shared lane markings (sharrows) may also be used on residential streets to designate bicycle facilities where there is not sufficient width for bike lanes. Studies have shown that sharrows direct bicyclists away from the "door zone" of parked cars, alert motorists of appropriate bicyclist positioning and encourage safe passing of bicyclists by motorists.

*Sample Locations: Lisle Avenue, Oak Street*

### Shared Lane Markings- Wide Outside Lane

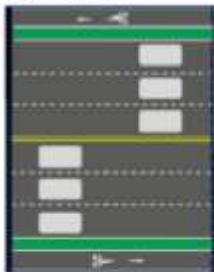


Wide outside travel lanes are typically designed to be 13-15 feet wide. This width allows most motor vehicles to pass cyclists within the travel lane. Shared lane markings (sharrows) should be provided within the wide outside lane, offset 11 feet from the curb when parking is present, and 4 feet from the curb when parking is not present. Sharrows in wide outside lanes can be used to connect gaps between other bicycle facilities, such as a narrow section of roadway between road segments with bicycle lanes.

*Sample Locations: Gallows Road, Idylwood Road Bridge*

# Paths and Routes

## Cycletrack



A cycletrack is a bicycle facility that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks separate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn) or other methods. Cycletracks designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, as well as a different surface treatment to delineate the bicycle from the pedestrian space. Cycletracks can be one way for bicycles on each side of a two-way road, or two-way, and installed on one or both sides of the road. Cycletracks provide cyclists with a higher level of comfort relative to motor vehicle traffic, and are typically used on large multi-lane arterials where higher vehicle speeds exist. They may also be appropriate on high-volume but low-speed streets such as in a commercial downtown.

Sample Locations: Route 7, International Boulevard

## Trail or Shared Use Path



A trail or shared-use path is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically trails are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are used by other non-motorized users including pedestrians, skaters, wheelchair users, joggers, and sometimes equestrians.

Sample Location: WO&D Trail

## Signed Bike Route



Signed bike routes provide distance and directional information as a wayfinding aid for bicyclists. Signed routes may be established on streets, trails or any combination of facility types that offer a continuous bicycling environment. Signs offer cyclists information about alternative routes and accessible destinations from their current location. They also can be used to suggest the types of conditions cyclists can expect on a route by referencing trails or roadways by name. Signed routes provide new cyclists greater confidence when they are exploring utilitarian cycling for the first time or when they are in unfamiliar territory. Signed routes can also prevent cyclists from getting lost in residential areas with curvilinear street layouts and few through streets.

Sample Location: Northbound on Gallows Road at Kidwell Drive



03/18/2010 08:57



PUBLIC  
PARKING  
**\$5.00**  
(0-3 HOURS)  
PAID BY METER

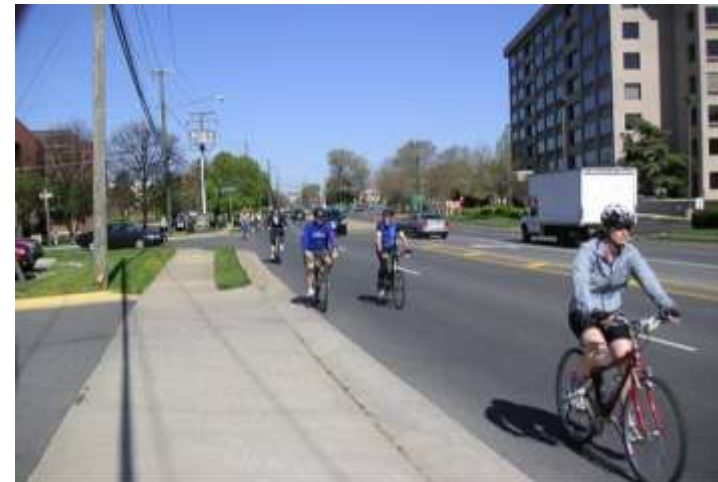




# TONIGHT

## What you can do?

- **Fill out a Survey**
- **Fill out a Comment Sheet**
- **Participate in a Breakout Group**





# TONIGHT

## Breakout Groups

- **Fairfax Countywide Bike Map**
- **Sidepaths and Trails: Countywide Trails Plan**
- **Education, Encouragement, Enforcement, School Transportation**
- **Herndon Improvements (2 groups)**
- **Reston Improvements (2 groups)**
- **Reston Master Plan Special Study Task Force**





# TONIGHT

## Countywide Routes & Bike Map Updates

- What should be done to improve routes to other parts of the county.
- What should be done to link to Loudoun County.
- How should the existing Bike Map be updated.



## Countywide Trails Plan

- How should the Bicycle Master Plan dovetail with the existing Trails Master Plan.



# TONIGHT

## Education, Encouragement, Enforcement, School Transportation

- Tell us about existing programs you know about.
- Tell us what you would like to see happen.
- What would be most effective.
- Who should be involved.





# TONIGHT

## Herndon and Reston Breakout Groups

- What streets should have bicycle lanes, cycle tracks.
- What intersections need bicycle safety improvements.
- Where are the important existing connector trails.
- Where are connector trails needed.
- Where are their gaps in the system.
- What are the important destinations to serve.
- What are the major barriers that need to be addressed.
- What are the good routes you use today.

## Herndon and Reston Breakout Groups

**Comment on already planned and proposed facilities VDOT 6-Year Plan (partial set of projects).**

- **Potential Lane Diet (TDG)**
- **Potential Road Diet (TDG)**
- **2011 VDOT Repaving Projects**
- **FABB Priority Facility Proposals**





# TONIGHT

## Legend for Herndon / Reston Breakout Groups

-  Gaps – **RED**
-  On-Street Facilities Needed – **BLUE**
-  **CT**  
Cycletrack Needed – **BLUE**
-  Trails Needed (off-road) - **GREEN**
-  Difficult Intersection
-  Key Destination To Serve
-  Development/Re-development is Expected

# Countywide Bicycle Transportation Plan for Fairfax County, VA



HOME

PROJECT DESCRIPTION

GET INVOLVED

PUBLIC MEETINGS

MATERIALS & RESOURCES

CONTACT



## Welcome

Welcome to the project website for the Countywide Bicycle Transportation Plan for Fairfax County, VA.

Please visit this site often to learn about upcoming public events, to stay up-to-date on the planning process, to view drafts of the plan and to share your ideas!

[READ MORE >](#)

## Announcements

### Next Public Meeting: Herndon/Reston

The second in a series of eight public subarea meetings is scheduled for Thursday October 20, at Sunrise Valley Elementary School. Visit the [Meeting Schedule](#) page for more details and directions.



# QUESTIONS

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