



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Fairfax County Trails, Sidewalks and Bikeways Committee

June 14, 2023, 7:00 p.m.

Room 8, Fairfax County Government Center

12000 Government Center Pkwy

Fairfax, VA 22035

Website: <https://www.fairfaxcounty.gov/transportation/trails>

Note Taker: Beth Iannetta (Secretary)

Members Present:

Ken Comer (At Large/Chair), Bob Cosgriff (Braddock District/Vice-Chair), James Albright (Mason District), Jim Klein (Mount Vernon District), Erin Parlan (Franconia District), Beth Iannetta (Fairfax County Park Authority), Shawn Newman (Fairfax Alliance for Better Bicycling), Howard Albers (Washington Area Bicyclists Association)

Members Absent:

Alex Rough (Hunter Mill District), Brooks Stephens (Providence District), Lydia Lawrence (Dranesville District), Tyler Schiefelbein (Springfield), Karen Ampeh (Sully District), Kathryn McDaniel (Clifton Horse Society), Mark Tipton (Fairfax County Federation of Citizens Association), Soledad Portilla (Northern Virginia Builder's Industry Association), Diane Monnig (Fairfax Area Disability Services Board), Mike DePue (Northern Virginia Regional Park Authority),

Others in Attendance: Nicole Wynands (FCDOT), Tad Borkowski, FCDOT, Dan Stephens, FCDOT, Andrew Beacher, VDOT, Calvin Britt, VDOT, Phil Lohr, VDOT Consultant, Gil Chiworski, VDOT

Call to Order: Ken Comer, Chair, called the meeting to order at 7:05 p.m.

Approval of the Minutes: Ms. Iannetta requested to defer approval of the May 2023 minutes till next month.

Presentation: The FCDOT and VDOT project team members were in attendance to give an overview of the Braddock Road Multimodal Improvement Project. The presentation included staff introductions, the location and background information, an overview of the project goals and objectives, details on the proposed cross sections of the shared use path along Braddock Road, crosswalks, and preliminary stormwater management pond designs. Staff clarified that the transit center option is no longer included in the project scope however a pedestrian bridge at Burke Lake Road is included in Phase II which is currently unfunded.

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Following the presentation there was a lengthy Q&A session related to the design plans including the location of bus stops closer to the intersections, the proposed HAWK signal on Burke Lake Road that was not shown on the design plan, the functionality of the proposed triple left from Burke Lake Road to Braddock Road especially if right on red is allowed at the intersection, the Kings Park Drive reconfiguration, the consolidation/relocated bus stops throughout the corridor, Glen Park Drive roadway improvements to accommodate the increase in traffic due to closer of the Braddock Road median break, the sight distance/safety issue at the pedestrian crossing at the I-495 off-ramp to westbound Braddock Road, the posted speed of Braddock Road and efforts the project will take to reduce high operating speeds along Braddock Road, and if Phase II would be considered for SmartScale funding through the CTB. Of the many issues raised the main topics pertain to the following:

- The site distance and safety concerns for the proposed pedestrian crossing at the I-495 off-ramp to westbound Braddock Road.
- A HAWK signal across Burke Lake Road at Grantham Street.
- The pedestrian crossing at Burke Lake Road and Braddock Road and the proposed functionality of the signal to allow right on red which could be detrimental to pedestrian safety.
- The signalized u-turn at Stonehaven and the proposed elimination of the bus stop.

Mr. Calvin Britt, VDOT Project Manager, stated a third public information meeting is tentatively planned for July 26th. One of the main topics to be discussed in the proposed tree loss and steps the team has taken to reduce those calculations. Mr. Comer stated that with every pedestrian/bicycle project some tree loss is expected, and he felt the project team has taken steps to mitigate that impact.

Citizen Inputs/Comments: At 8:30pm, Mr. Comer paused the discussion to allow for members of the public to address the committee.

- Mr. Jim Owendoff inquired if the Braddock Road project team considered the volume of Northern Virginia Community College traffic utilizing the Wakefield Chapel Road intersection outside of typical peak traffic hours especially for evening classes. He and other community members are advocating for a conventional intersection design versus the project's preferred design.

Staff Report: Ms. Wynands gave the committee an update on a number of topics including to following:

- FCDOT staff had received a request for information from Mr. Albers regarding the new law requiring drivers to stop when pedestrians are crossing the street. To better understand the impacts of the new law in advance of planned public commentary at a June 27th BOS hearing, he inquired about the following (staff responses provided after each question):

- What will the cost of installing “Stop for Pedestrians” signs in the county at crossing points where speed limits are less than 35mph? FCDOT currently maintains approximately 2,000 “Yield to Pedestrians” signs that could be changed to “Stop for Pedestrians” but do not have to be changed- this would need to be approved and funded by the BOS. FCDOT can only change to “Stop for...” at unsignalized crossings, including unsignalized channelized right turn lanes at signalized intersections, approximately 1/3 of existing locations in the county.
- What is the cost of maintaining “Stop for Pedestrian” signs? FCDOT does not have exact numbers on maintenance costs, but would estimate it is in the order-of-magnitude of \$100K per year including staff time.
- Does the fine only apply if a “Stop for Pedestrian” sign is installed? FCDOT would need to County Attorney to opine on this.
- Are there plans to install “Stop for Pedestrians” signs throughout the county, promoting the law change and enforcing the law? The cost to install new signs is approximately \$1,000 - \$1,500 per intersection plus staff time. This would need to be approved and funded by the BOS
- Could FY2023 carryover funds be used for installing “stop for Pedestrian” signs? See answer above.
- FCDOT is promoting a “Bike & Walk to Worship” Week from August 7-13, 2023. More information can be found at [Bike & Walk to Worship Week 2023 | Transportation \(fairfaxcounty.gov\)](https://www.fairfaxcounty.gov/transportation/bike-walk-to-worship-week-2023)
- The ActiveFairfax project is in the Network Development Review Phase 2 stage and the project team is developing a Facility Toolkit. Bicycle parking guidelines are being circulated to staff, but they have been changed/updated a bit since the last draft was circulated to this committee.

Other Business:

- Mr. Stephans mentioned the Parking Reimagined project and noted there would be a workshop hosted by the project team in June. The committee discussed how it to provide input on the proposals in advance of the public hearings scheduled for this summer.

Adjourn: The meeting adjourned at 9:35 p.m.