



County of Fairfax, Virginia

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# Bicycle Program Summary

## Presentation to EQAC

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# Overview

- Getting around by bicycle: planning and implementation
- What to do with your bike when you get there: bike parking 101
- Major Initiatives: I-66 Trail, Capital Bikeshare, New Transit Facilities
- Fun Stuff: Education and Outreach
- The Future: Next steps for bicycling in Fairfax County

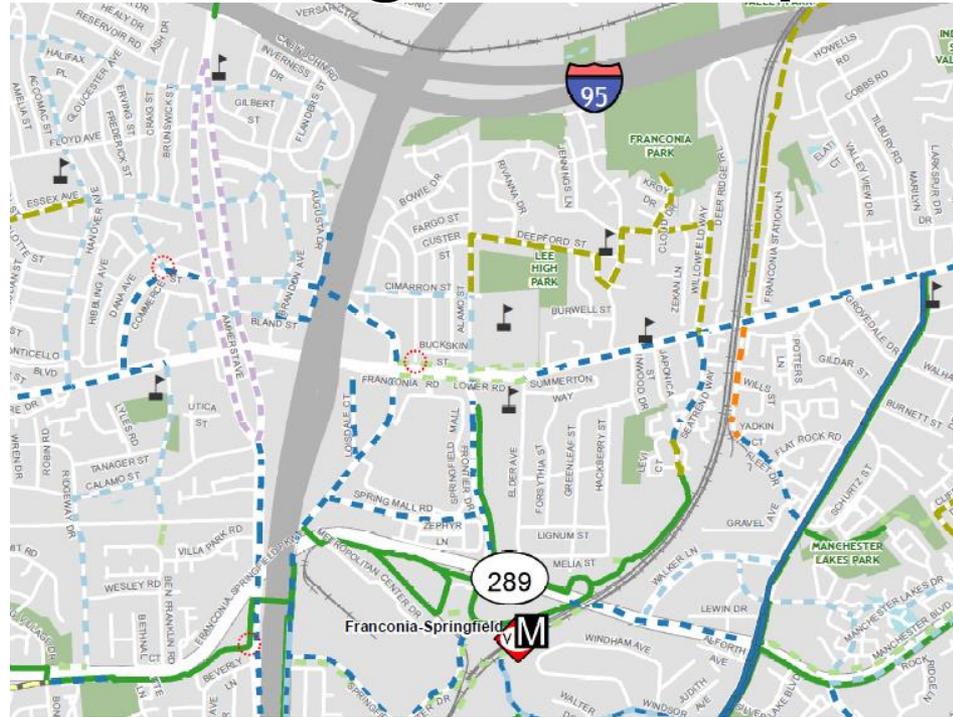


# Bicycle Planning and Implementation

- Prior to 2014, Fairfax County Trails plan guided all bicycle facility decisions
  - Various types of trails and one category of on-road bike lanes
- 2009-2014 Fairfax County Bicycle Master Plan
  - Phase I: Tysons Corner
  - Phase II: Fairfax County as a whole
  - Includes on-road and off-road recommendations
  - Many new classes of bicycle facilities
  - Includes policy recommendations including encouragement, safety, education, school transportation, law enforcement, maintenance, funding, and performance measures



# Bicycle Planning and Implementation



Recommended Facilities		Existing Facilities	
Bike Lane	Shared Use Path	Bike Lane	Metro Station
Buffered Bike Lane	Cycletrack	Existing Off Street Trail	VRE Station
Sharrow	Policy Roads		Parks
Climbing Lane	Bike Access Links		Public Schools
Striped Shoulder	Road Crossing		Railroads
Shared Roadway	Stream Crossing		
Shared Roadway w/ Safety Treatment			



# Bicycle Planning and Implementation

- Implementation Strategies
  - Bicycle Specific Capital Projects: Bike lanes and trails
  - FCDOT/VDOT Roadway/Spot Projects
  - VDOT Summer Repaving
  - Development and public improvements



# Bicycle Planning and Implementation

- Bicycle Specific Capital Projects: Bike lanes and trails
  - As part of County Transportation Funding specific bicycle projects are funded
  - Includes a variety of shared use path and on-road bike lane projects
  - Examples include Bike Lanes on Sunrise Valley Drive, Paving CCT in Wakefield Park, Arlington Boulevard Walkways



# Bicycle Planning and Implementation

- FCDOT/VDOT Roadway/Spot Projects
  - County policy to include bicycle and pedestrian accommodations on all road projects
  - Each project evaluated for combination of bike lanes, shared use paths, and sidewalks
  - Examples include Shared Use Paths on both sides of Route 7 widening west of Tysons, On-Road bike lanes on Lorton Road widening, working on protected bike lanes as part of Route 1 cross section



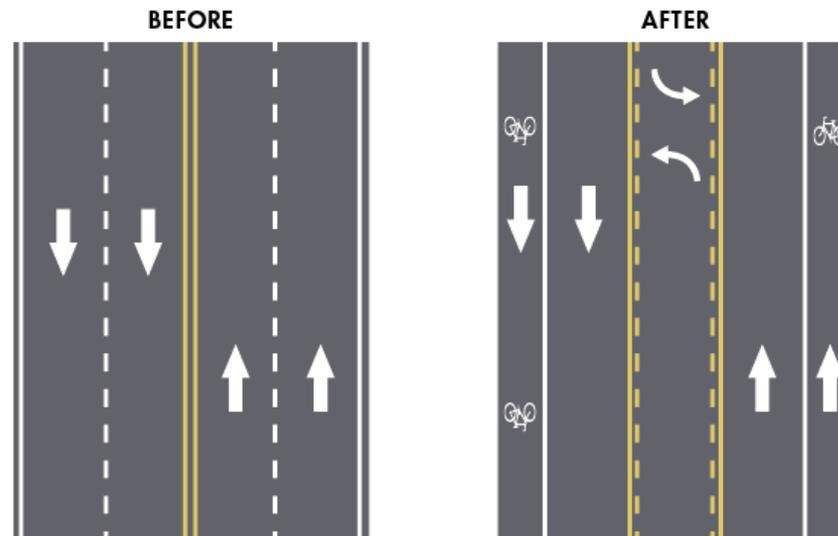
# Bicycle Planning and Implementation

- VDOT Summer Repaving
  - County’s most efficient, quickest, inexpensive way to implement bicycle master plan and on-road facilities
  - Every year VDOT repaves streets and this provides an opportunity to look at redesigning through restriping
  - Strategies of “road diets” and “lane diets” to improve safety for all modes and create dedicated space for bicyclists, reduce crossing distances for pedestrians, narrowing lanes to help reduce speeding



# Bicycle Planning and Implementation

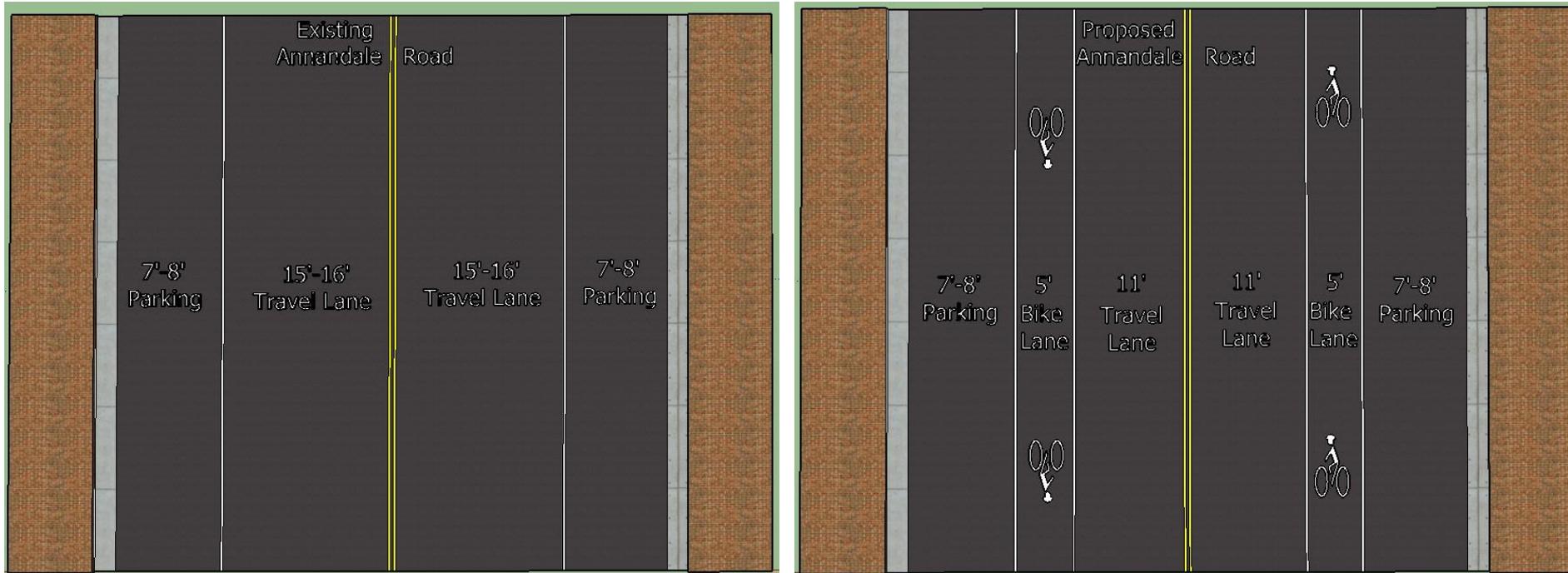
- VDOT Summer Repaving
  - Road diets involve reducing the number of lanes and using that space for something else





# Bicycle Planning and Implementation

- VDOT Summer Repaving
  - Lane diets involve reducing the width of lanes and using that space for something else





# Bicycle Planning and Implementation

- VDOT Summer Repaving
  - Road Diets: Lawyers Road, Soapstone Drive, Beacon Hill Road, Kingstowne Village Parkway, John Marr Drive, Greensboro Drive, Westbranch Drive....
  - Lane Diets: Quander Road, Annandale Road, Sherwood Hall Ln, Belle View Blvd, Heritage Drive, Ravensworth Rd, Westpark Dr....
  - More opportunities arise each year



# Bicycle Planning and Implementation

- Development and public improvements
  - Work with developers during rezonings to implement public improvements as shown on the comprehensive plan (Bike Master Plan and Trails Plan)



# Bicycle Planning and Implementation

## Westbranch Drive





# Bicycle Planning and Implementation

## Greensboro Drive





# Bicycle Planning and Implementation

## Annandale Road





# Bicycle Planning and Implementation

## Lawyers Road





# Bicycle Planning and Implementation

## Franconia Road





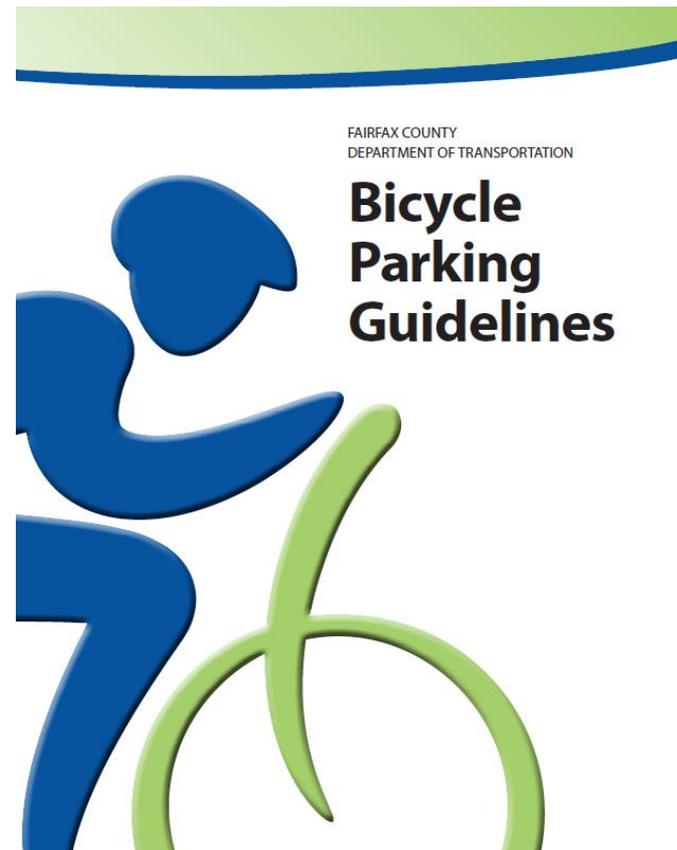
# Bike Parking 101

- Just as important as bike lanes and trails is providing end of trip solutions
- Need to provide safe, accessible, secure bike parking
- Regular bike racks, covered bike parking, secure bike rooms
- Depends on land use, volume, location, etc...



# Bike Parking 101

- FCDOT has completed draft bike parking guidelines
- Provide information for new and existing developments and buildings
- Types of bike racks, bike parking rates, location, etc.





# Bike Parking 101

- Different bike parking rates based on type of development, location (near Metro/revitalization area)
- Recommendations for short and long term perking (visitor vs employee/resident)

Figure A Typical Rack Spacing: Curb/Sidewalk I



**General Design Notes:**

- Minimum spacing between racks = 3 ft
- Minimum distance between rows of racks = 10 ft (measured from centerline of rack)
- Minimum distance from rack to back of curb (rack is perpendicular to curb) = 2 ft
- Minimum distance from rack to back of curb (rack is parallel to curb) = 3 ft
- Minimum distance from rack to curb (diagonal installation) = 2 ft





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# Bike Parking 101



**Post and Ring Style Rack**

Source: DERO Bike Racks

## Good Bike Parking



**Inverted "U" or Hoop Rack, Chantilly Library, Fairfax, VA**

## Bad Bike Parking



**Wheel Block Racks**



**Swerve Rack**

Source: DERO Bike Racks



**Wave (Undulating) Rack**



# Bike Parking 101

- Secure bike rooms provide the best parking
  - Sheltered from the elements
  - Secured through FOB access and/or video cameras
  - Large spaces
  - Can be left for long periods of time
- Fairfax County's first secure bike room at Wiehle-Reston East Metro Station
  - Opened up facility at Stringfellow Park and Ride: June 2016
  - Design underway at Herndon-Monroe, Innovation Station, and Springfield CBC Garages



# Bike Parking 101





# Major Initiatives

- I-66 Trail
  - Providing a dedicated bicycle facility along the I-66 corridor, that is on par with the Custis and W&OD Trails
- Capital Bikeshare
  - Launching Capital Bikeshare in Reston and Tysons in Fall 2016
- Mass Transit Networks
  - Providing bicycle infrastructure to compliment investment in high quality transit
    - Metro and BRT



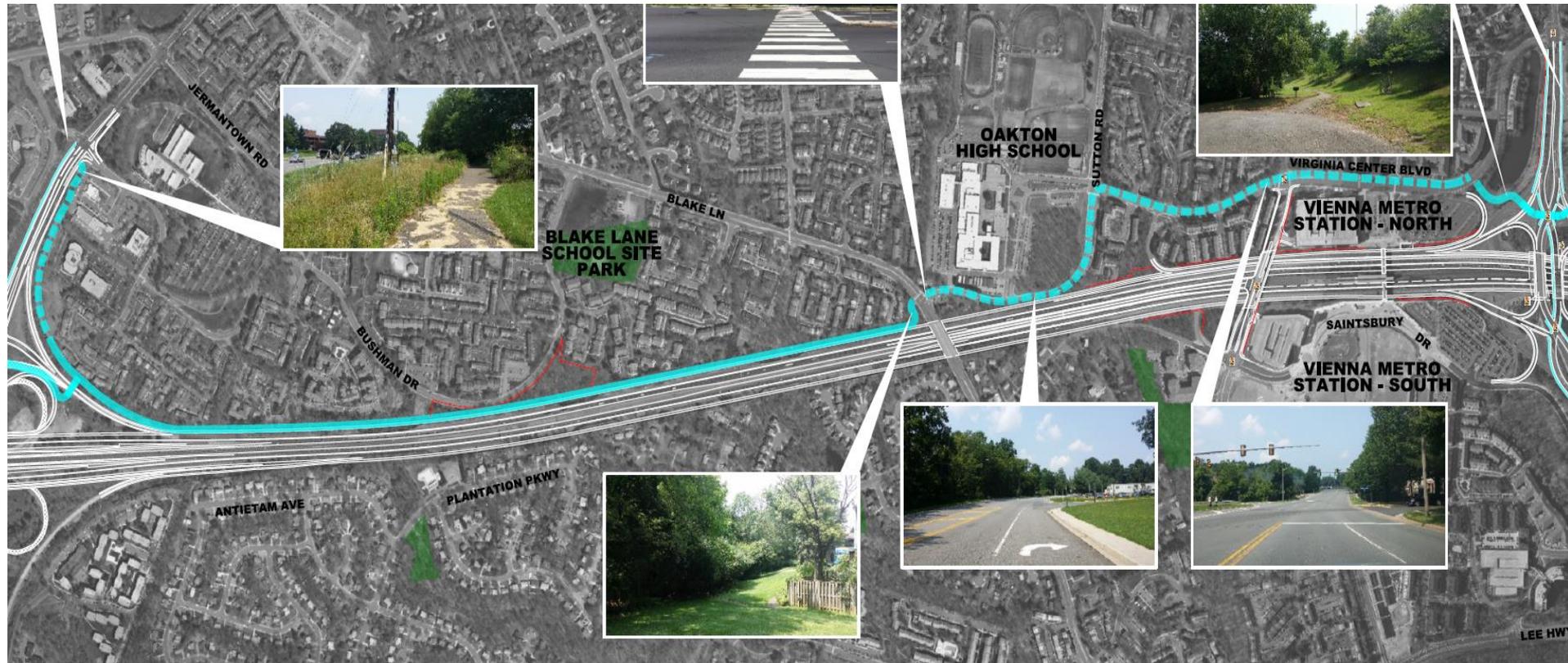
# Major Initiatives

- I-66 Trail
  - Part of the Transform66 Project
  - Started as a combination of separate trails and several on road routes, routed around interchanges
  - Progressed to a trail system that is mainly within the 66 ROW, provides connections to neighborhoods and street crossings, grade separated through most interchanges



# Major Initiatives

- I-66 Trail





# Major Initiatives

- I-66 Trail
  - Shows trail along I-66 along with expanded ped/bike facilities on Gallows Road and the connection to the I-66 Trail along Stenhouse Place and under the Gallows Bridge





# Major Initiatives

- I-66 Trail





# Major Initiatives

- Capital Bikeshare
  - 2014 MWCOG TLC Grant: Reston Bikeshare Feasibility Study
  - Starting with 15 stations and 130 bikes in Reston
  - Federal Funding also available for future expansion in Reston in short term and additional funding available for expansion along with Silver Line Phase II
  - Opportunity to partner with Tysons Partnership to start Capital Bikeshare in Tysons in similar time frame
  - Tysons starting with 14 stations and 90 bikes



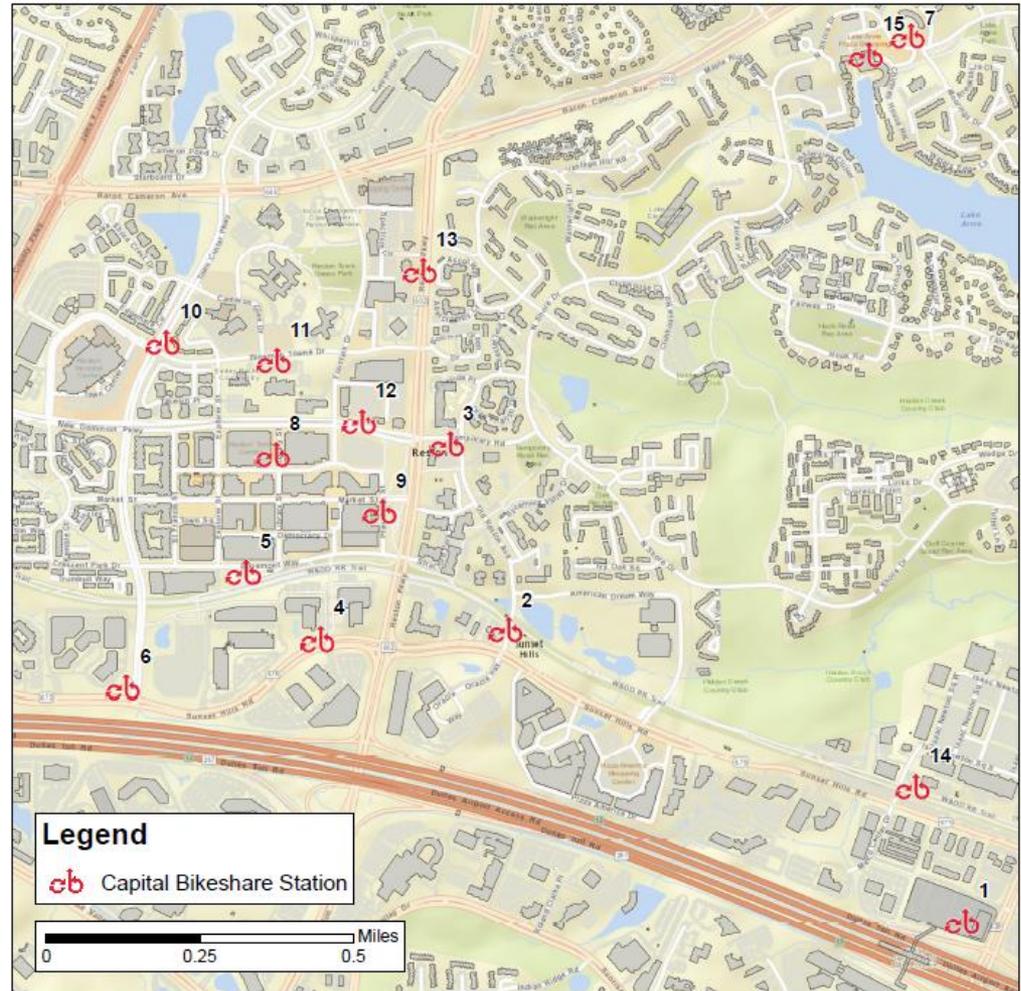
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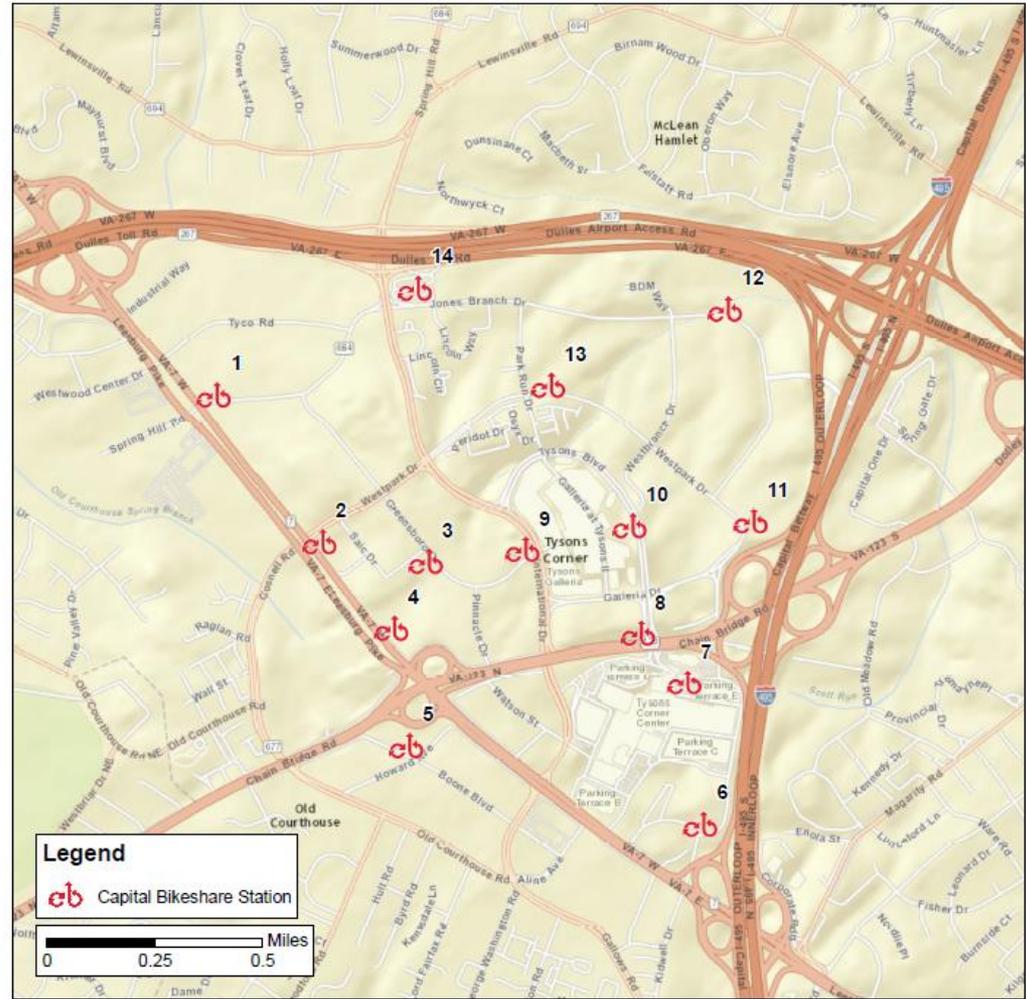
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  - Reston
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# Major Initiatives

- Capital Bikeshare
  - Tysons
  - 14 Stations, 90 bikes





# Major Initiatives

- New Transit Facilities
  - Multiple studies completed to support creating a walkable and bikeable environment near new metro stations
  - TMSAMS (Tysons Metro Station Access Management Study)
    - All 4 Silver Line Stations in Tysons
  - RMAG (Reston Metrorail Access Group)
    - Wiehle-Reston East and Reston Town Center Silver Line stations
  - HMSAMS (Herndon Metrorail Station Access Management Study)
    - Herndon Station and Innovation Center Station
  - Route 1 BRT Study



# The Future

- Expansion of Capital Bikeshare
  - Silver Line Phase II
  - Merrifield
  - Huntington
  - Franconia-Springfield
  - Vienna
  - Connections to Falls Church and Arlington



# The Future

- New Bike Facilities

- Continue the development of on-road bike lanes and off-road trails and shared use paths
- Protected bike lanes: Developing an 8-80 Bicycle Network
  - Comfort and protection of an off-road path
  - Predictability and understand of riding on-road
  - Physical separation between vehicles and bike lanes
  - Options for 1 way or 2 way
- Green Bike Lanes – provide more visibility for the bike lanes and cyclists
- Bicycle Signal Heads – assists with safe and legal crossings at intersections





# The Future

- New Bike Facilities





# The Future

- Fairfax County Environmental Improvement Program awarded FCDOT \$50,000 for protected bike lane pilot project
  - Funding will be used for design, construction, and maintenance of the protected bike lane (flexi-posts)
  - Project will track data on ridership, crashes, and maintenance costs
  - Goal is to prove usefulness of these facilities and to encourage VDOT to accept into regular maintenance



# The Future

- New Bike Facilities
  - Sunrise Valley Drive: Reston Parkway to South Lakes Drive





# Any Questions?



# Thank you