

A Feasibility Study of Phase I of the

NoVi Trail Network

www.fairfaxcounty.gov/huntermill/novitrail.html



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NoVi Trail Network Phase I Feasibility Study

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FEASIBILITY OF PHASE I OF THE NOVI TRAIL NETWORK

Executive Summary

The Problem

Residents in the Hunter Mill District have long been concerned regarding the inability to walk throughout the neighborhood in Vienna, Virginia, especially to the local amenities such as Wolf Trap National Park, the Barns at Wolf Trap, Meadowlark Botanical Gardens Regional Park, Wolftrap Elementary and the Enterprise School, as well as to the Town of Vienna and the Tysons Corner area.

Fairfax County's Countywide Trails Plan had long envisioned connecting various sidewalks and trails in the area. Due to interest by local residents, a citizens group was appointed by Fairfax County Hunter Mill District Supervisor Catherine Hudgins to determine the feasibility of completing Phase I of the NoVi Trail Network, on the alignment designated by the Countywide Trails Plan. The citizens group, the NoVi Trail Advisory Committee (NTAC), compiled this feasibility report after obtaining community input via surveys of the local neighborhoods and landowners along the trail, open community meetings, an assessment of safety concerns, evaluation of current right-of-way (ROW) along the major roads, and evaluation of various other issues. Extensive opinion polling has indicated overwhelming support within the general community and limited support among property owners living on the trail alignment.

Recommendations

The feasibility study strongly supports a Minor Paved pedestrian trail throughout the study area, which is 5 feet to 7 feet 11 inches wide, instead of the Major Paved Trail, 8 feet wide or wider, that the Countywide Trails Plan envisioned along most of Beulah Road. The Minor Paved trail is more in keeping with the neighborhood character and community responses on how the trail will be used. In addition, a narrower width with a more limited use will allow more mature trees and vegetation to remain in place than will a wider, flatter, multi-purpose trail system. By constructing a Minor Paved trail, the project will enjoy more citizen support, cost taxpayers less, and be more compatible with the existing trails/sidewalks that already exist.

Given these considerations, higher-speed performance cyclists should be accommodated on the existing roadway; however, another feasibility study will need to be undertaken to evaluate the option of widening the shoulders of the roadways if the community is interested in promoting that use, as this study was limited to the trail.

The trail segments are:

Segment A: Beulah Road from end of sidewalk near Abbotsford Road to Clarks Crossing Road, including crosswalk

Segment B: Clarks Crossing Road from Brookside Lane to the Beulah/Trap/Old Courthouse Roads (Four Corners) intersection, including crosswalk

Segment C: Beulah Road from Beulah/Trap/Old Courthouse (Four Corners) intersection to Coral Ridge Subdivision trail

Segment D: Beulah Road from end of Coral Ridge subdivision trail to Meadowlark Gardens/Enterprise School, including crosswalks

Designing the Trail System

For the most part, there are few impediments to constructing the segments to connect the existing sidewalks/trails so that the trail system is unified. However, there are some issues that will need to be resolved in order to do so.

Primary consideration is the need to acquire right-of-way (RoW) from five landowners.¹ One of these, at the intersection of Beulah and Clarks Crossing, owns property to the edge of the pavement. Several trees on the property, which are located close to the roadway, are used to string lights in the shape of 40-foot holiday star which has become a neighborhood landmark. Another property requiring RoW or an easement has several large historic trees that will need special attention and a fence which the owners fear will be abused by trail users. Right-of-way acquisition issues exist in Segments A and B only.

There have also been concerns expressed by other homeowners along the trail alignment where adequate RoW exists; specifically regarding safety and water drainage at the Four Corners intersection, and removal of vegetation along their properties. Consideration of these concerns should be addressed in the final design of the trail system.

The following strategies are recommended for consideration in planning and design for connecting the segments of trail along Beulah Road:

- A Minor Paved trail width of 6 feet plus a buffer between the trail and roadway
- Engineering studies of the two intersections at Beulah/Clarks Crossing and Beulah/Trap/Old Courthouse to improve vehicular and pedestrian safety
- Reconsideration of current speed limits in light of increased pedestrian presence
- Marked crosswalks with warning signs and/or warning lights as necessary for pedestrian crossings
- Signs to warn motorists to “share the road” with cyclists
- Signs to identify on-road or alternative bike routes
- Signs to protect property and provide information about trail usage
- Education of local residents about safe use of the street and trail
- Planning for future bicycle accommodations
- Development of a comprehensive Safe Routes to School program for the area surrounding Wolftrap Elementary School, as well as a plan for safe access to the Enterprise School and Learning Tree Preschool

¹ There were six properties originally, but one is currently under development and will be required to provide a pathway as a part of the rezoning.

- County staff meetings with individual property owners to ascertain and address concerns in cases where right-of-way acquisition may be necessary
- Consideration of environmentally friendly and flexible paving materials including recycled rubber products and those made from resin-based soil or aggregate stabilization especially in those areas where preserving mature trees is necessary
- Forming a “Friends of the Trail” advocacy group to monitor trail usage and conditions

Additional Considerations

- Providing a direct trail connection between the Cross County Trail and the NoVi Trail Network via Meadowlark Botanical Gardens Regional Park, and direct trail access from Meadowlark Gardens to the W&OD Railroad Regional Park
- Adding a pedestrian bridge crossing over the Dulles Toll Road at Meadowlark Gardens on Beulah Road with continuous trail connections in both directions
- Providing continuous trail connections in both directions to the pedestrian crossing over the Dulles Toll Road along Trap Road at Wolf Trap National Park
- Providing safe trail connections between Fairfax County parks located on opposite sides of Old Courthouse Road, with continuous connections to existing sidewalks in both directions on Old Courthouse Road
- Creating a Vienna Trail of History between Lahey Lost Valley Park and Meadowlark Gardens Regional Park, and providing pedestrian access to Lahey Lost Valley Park

This report was funded by the Transportation Enhancements Program, VDOT Project EN02-029-133, PE101.

1. INTRODUCTION

If you try to walk along Beulah Road just outside the town line, in Vienna, Virginia, you won't get very far. Besides a few short stretches of sidewalk or asphalt trail, there is no safe place to travel by foot. Beulah is an old, winding two-lane road with no shoulders and poor sight lines. Yet, thousands of people live in the area and there are wonderful places to visit. The desire to walk to one of those places lies at the heart of this report.

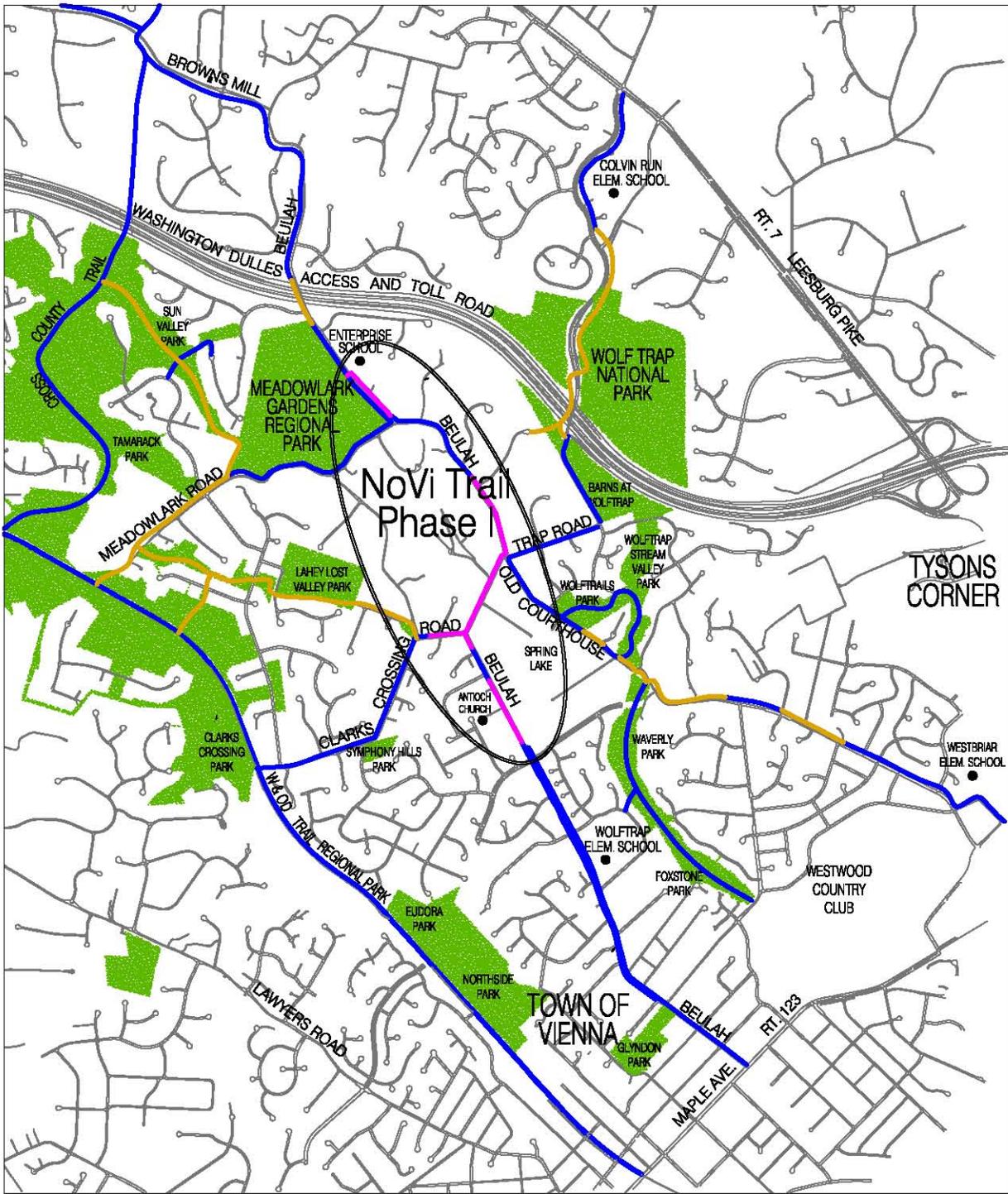
It was back in 2000 when a local resident set off on a walk with her young son to enjoy the beauty of nearby Meadowlark Botanical Gardens. On the way, they were forced to trespass onto private property in order to avoid being close to traffic on a treacherous curve in the roadway. As they rounded the bend, they were dismayed to encounter the detritus of a horrible accident which had happened the night before. Medical tubing, broken glass and a rear view mirror were strewn in the grass. An eighteen year old college freshman, about to return for her second semester, had been hit head-on by a truck. She, too, had been traveling in the direction of Meadowlark, and the impact drove her car off the road. She was flown by Medevac helicopter to Fairfax Hospital's trauma center. She did not return to college that semester.

That encounter was the impetus for finding safer ways for non-motorized travelers to move throughout the area, and perhaps in the process, to make it safer for drivers, too. After bringing their vision for a network of trails to the attention of the Hunter Mill District Supervisor, interested residents garnered support from their neighbors and local stakeholders, such as the Northern Virginia Regional Park Authority. They then obtained a federal Transportation Enhancements grant to pay for the expenses to study the feasibility of constructing the first phase of a system of pathways which has become known as "the Northern Vienna (NoVi*) Trail Network."

**pronounced noe-vee*



Scene of August 2006 accident, near site of 2000 head-on collision



Proposed NoVi Trail Network Vienna, Virginia

- Map Legend:
- Existing Trail/Sidewalk
 - Proposed Phase I Trail
 - Possible Future Trail



1.1 Goals, Purpose and Guiding Principles

The goal of the NoVi Trail Network is to provide safe, non-motorized access to the neighborhood, recreational, entertainment, cultural and educational amenities of Vienna. Vienna is an unincorporated area of Fairfax County, Virginia, located about 12.5 miles from Washington, DC. The NoVi Trail Network covers 2.8 square miles and is home to about 5,000 people. Fairfax County is the largest in the Commonwealth and has a population of 1.2 million.

Amenities within the NoVi Trail Network include:

- Wolf Trap National Park for the Performing Arts
- The Barns at Wolf Trap and Center for Education
- Meadowlark Botanical Gardens Regional Park
- The W&OD Railroad Regional Park
- Fairfax County Cross County Trail
- Fairfax County Parks:
 - ◆ Clarks Crossing
 - ◆ Difficult Run Stream Valley
 - ◆ Eudora
 - ◆ Foxstone
 - ◆ Lahey Lost Valley
 - ◆ Symphony Hills
 - ◆ Tamarack
 - ◆ Waverly
 - ◆ Wolf Trails
 - ◆ Wolftrap Stream Valley
- Antioch Christian Church
- Wolftrap Elementary School
- The Enterprise School
- Learning Tree Preschool
- Town of Vienna
- Tysons Corner Area



Meadowlark Gardens Regional Park

Other Trail Objectives

In addition to providing links to local amenities, objectives of the NoVi Trail Network include enhancing safety, encouraging healthier lifestyles, lightening traffic by providing opportunities for non-motorized transportation, strengthening the local economy, protecting the environment, encouraging community interaction, and preserving cultural and historical resources.

Enhanced Safety

According to comments at community meetings and the questionnaires distributed as part of this feasibility study, safety is the top concern of residents throughout the study area. Approximately 79% of respondents indicated that a trail system would have a positive effect on pedestrian and bicycle safety. 64% of respondents said the presence of a continuous trail would also improve driver safety.



Tyson's Corner auto dealership demo car damaged in Aug. 2006 accident

Healthier Lifestyles

Aerobic exercise such as walking, biking and running have been proven to reduce stress, promote sound sleep, reduce the risk of heart disease, diabetes, stroke, obesity, hypertension, mood disorders, and cancer; as well as reducing overall mortality. At least 30 minutes of exercise is recommended at least 4 days a week. According to the Robert Wood Johnson Foundation in association with the American Association of Retired Persons, 26% of adult Virginians get no regular exercise of any kind.



Phase I No Vi Trail Network Feasibility Study
SECTION 1: INTRODUCTION

The *American Journal of Health Promotion* reports that people with access to recreational facilities are twice as likely to achieve recommended levels of physical activity. (*AJHP*, 17, 249-258, 2003) This fact is borne out in a study of a trail in southeastern Missouri, where 55% of trail users report they are exercising more now than before they had access to a trail. (Source: Saint Louis University School of Public Health)

The latest Virginia Outdoors Foundation survey finds that walking is the most popular physical activity among residents of Virginia. In addition, the Washington-based Conservation Fund notes that greenways including trails attract more users per capita than any other physical activity infrastructure, including private clubs, public pools and golf courses.

Responses to the Phase I Study Area Community Questionnaires indicate that 842 households (87% of respondents) will use the trail system to get exercise. 824 want to walk, 588 are interested in family biking and 444 households want to jog.

Walking or biking to school allows children to expend energy so they tend to be calmer in the classroom and more ready to learn. A report in the September 25, 2005 edition of *The New York Times* quotes environmental psychologists who say children are happier when they have nature in or around their homes and that natural surroundings are a boon to creativity.

In 1969, 90% of school children who lived within a mile of the school walked to get there. By 1999, this number had been reduced to 31% who walked to school. The Centers for Disease Control recommends that children should get 60 minutes of exercise a day, and 20 minutes of vigorous exercise three times a week. Providing more ways to access school and parks will provide children the ability to get more exercise.

Reduced Traffic

*Morning rush hour at
Beulah/Trap/Old Courthouse
intersection ▼*

According to the Rails-to-Trails Conservancy, Americans will use alternatives to single-occupant vehicles if given safe and convenient choices. Trails, on-road bike lanes, and well-marked bike routes offer safety and convenience to non-motorized travelers.

4 out of 5 households responding to the Community Questionnaire (768 total) believe that having ways to travel without using a car will have a positive effect on the community. 64% (620 respondents) said an opportunity to walk to school is beneficial. More than half the respondents (493 households) want to walk or bike to work. The NoVi Trail Network could provide a non-motorized route to work for some of the 1,230 people who work in places of employment within the Phase I Study area. Employees and shoppers could also use the trail system to reach Tysons Corner, the largest suburban employment



center in the Washington metropolitan area. There are more than 5,900 businesses in the Tysons area, employing 115,000 people.

Vienna residents also show a strong interest in reaching local recreational destinations by trail. In almost equal numbers, Questionnaire respondents are interested in reaching the W&OD Trail (70% of respondents), Meadowlark Botanical Gardens (68%), Wolf Trap National Park (66%) and the Town of Vienna (65%).

At present, residents in the Washington Metropolitan area have the second-longest commuting time in the nation. According to a Gallup Poll released in January 2006, Washington-area residents now rank traffic congestion, along with affordable housing, as their top quality-of-life concerns. For the last five years in a row, the Washington Metropolitan area has ranked third worst in the nation for traffic congestion (Source: Texas Traffic Institute, 2005). The average U.S. driver is stuck in traffic an average of 47 hours a year, wasting more than 2 billion gallons of gas. For the Washington driver, the number is closer to 70 hours spent each year caught in traffic.



Economic Advantages

Among the economic advantages associated with creating corridors for non-motorized transportation are:

Reduced driving costs: A person walking or riding a bike to a job one mile away instead of driving, saves \$619.84 per year in costs such as fuel and maintenance. (www.commutesolutions.org/calc.htm). Savings are similar for eliminating daily tasks such as driving a child one mile to school.

Fewer tax demands: Every student who walks to school instead of taking a bus will save Fairfax County taxpayers \$981 per year. Each day 110,000 students ride the bus to school in Fairfax County at a cost of \$108 million in the FY 2007 School Transportation Budget. (Sources: <http://www.fcps.edu/statis.htm>, <http://www.fcps.edu/fs/budget/documents/proposed/2007/program/progbud.pdf>)



Lower healthcare costs: The impact of walking or biking instead of using a car translates to a savings of about 4 cents per mile in reduced damage to health and environment. A trail allows users to get exercise and/or commute cheaply and easily, which could result in greater health and reduced doctor and hospital visits, as well as fewer school and work absences.

Boon to local business: A current parking crunch is having a dampening effect on small businesses in the town of Vienna. Shoppers who ride a bike to shop instead of driving can help improve the local economic health. The NoVi Trail Network will also provide non-motorized access to Tysons Corner's 6 million square feet of retail space.

Environmental Impact

If one Vienna resident walked or biked to a job one mile away instead of using a car, over a year's time he or she would prevent 0.18 tons (360 pounds) of carbon dioxide from entering the atmosphere. (<http://carbonfund.org/site/pages/calculator/>) Automobile emissions are the single largest source of greenhouse gasses on earth. According to the National Academy of Sciences, excess greenhouse gasses such as carbon dioxide are direct contributors to global climate change.



Nationally, Americans represent 5 percent of the world's population, but generate 45 percent of the world's emissions of carbon dioxide. According to figures published by the nonprofit group Environmental Defense, Americans own 30 percent of the world's vehicles, drive further each year and burn more fuel per mile than the global average.

(http://www.environmentaldefense.org/documents/5301_Globalwarmingontheroad.pdf). This is exacerbated by the popular use of gas-guzzling sport utility vehicles.

According to 2006 figures from the Environmental Protection Agency, Washington suffers from the fourth worst air quality in the nation. The Council of Governments of the Washington, DC area reports that the region is a non-attainment area for ground-level ozone and fine particulate matter, facing a potential loss of transportation funds unless it meets air quality goals. Overuse of motor vehicles is the principle reason for poor air quality in the region.

(<http://www.mwcog.org/environment/air/>).

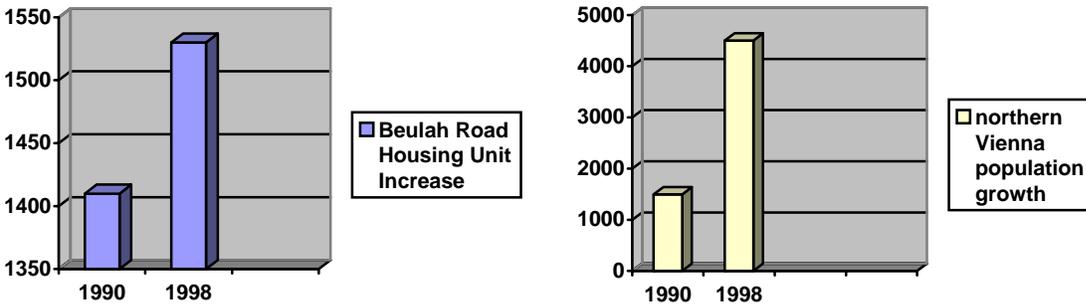
By providing continuous non-motorized transportation facilities, the NoVi Trail Network would decrease dependency on constant car usage and lighten the load of pollution in the environment.

Community Interaction

In numerous Community Questionnaire comments, respondents wrote that "visiting friends' houses" and "riding to a neighbor's" are the main reasons they would like a local continuous trail system. 63% (609 respondents) say that increasing community interaction will have a positive effect on the vicinity.



The area of Vienna within Phase I is a growing suburb of Washington, DC. Housing units and population have more than tripled in the last 25 years.



Despite the area’s popularity, many new and existing neighborhoods are virtually isolated due to the lack of sidewalks or trails. The NoVi Trail Network would meld the community by allowing residents to travel safely between neighborhoods.

Preserving and Promoting Historical Identity: The Vienna Trail of History (potential Phase II of the NoVi Trail Network)

Log Cabin at Meadowlark Gardens ▼

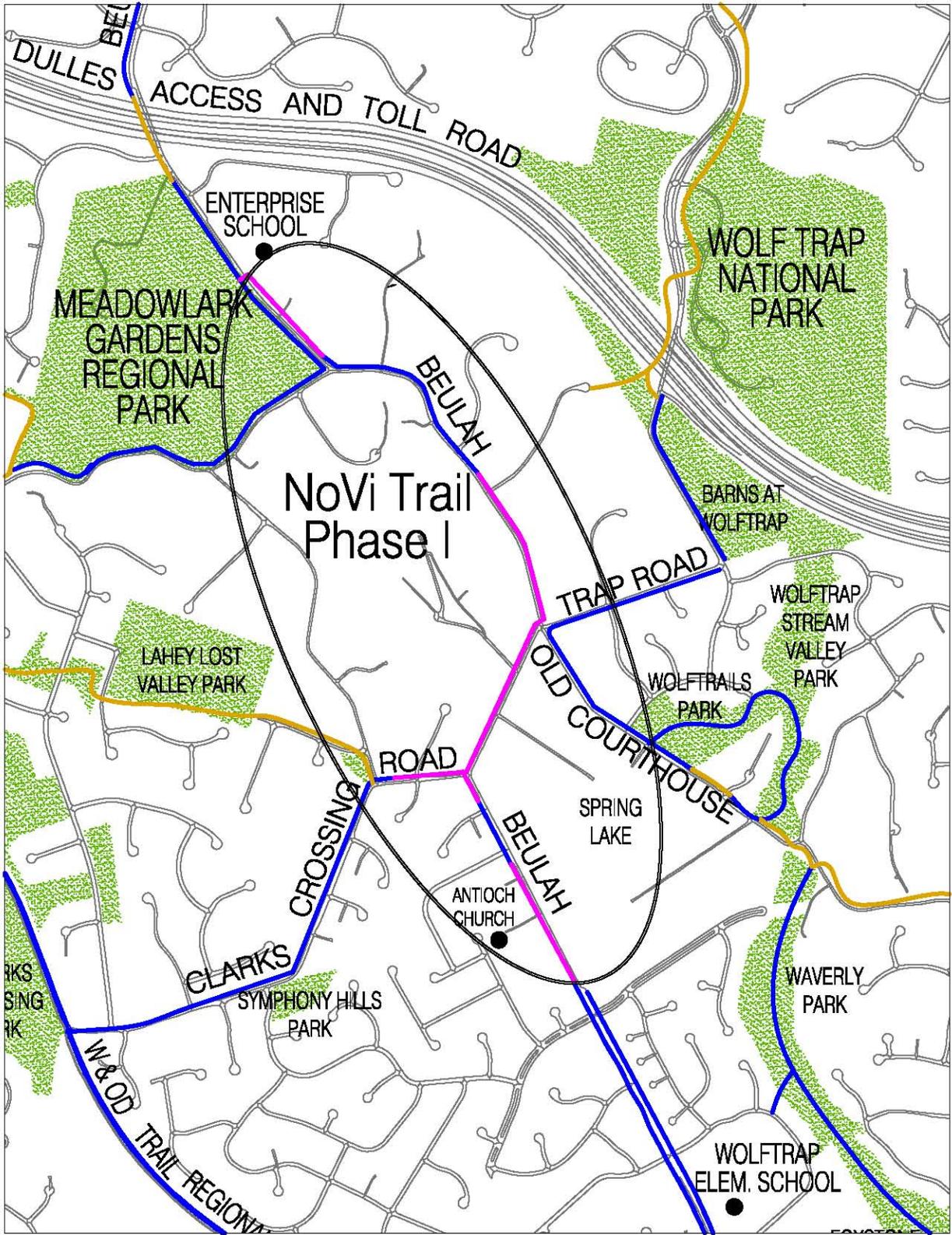


Two parks in the NoVi Trail Network have a joint history and provide an opportunity for local residents to connect with the past. Meadowlark Botanical Gardens contains a lovingly-restored log cabin dating back to the 1700s. There, in classes and workshops, children and adults learn about life in bygone Virginia. Nearby Lahey Lost Valley Park was recently deeded to Fairfax County Park Authority for the express purpose of preserving the local cultural and historical heritage. The park includes one of the oldest structures in the county and numerous archaeological and artistic resources, along with an entire home of 18th and 19th century artifacts.

Looking at the plentiful existing public park land and trail connections, a “Vienna Trail of History” could be created to connect these neighboring historical facilities. NoVi Trail Network Phase II could provide a fascinating new cultural experience for local residents and visitors alike. The Vienna Trail of History could be accessed from a number of existing corridors including the W&OD Trail and the Cross County Trail.



◀ *Eighteenth century preservation at Lahey Lost Valley Park*



NoVi Trail Phase I Map

- Map Legend:
- Existing Trail/Sidewalk —
 - Proposed Phase I Trail —
 - Possible Future Trail —



1.2 Feasibility Study Scope

The purpose of this study is to determine Phase I trail construction feasibility by assessing community support, evaluating existing conditions, and identifying trail easements or other rights-of-way. It is not within the purview of this study to evaluate the need for improvements to streets or utilities that may be required to implement a trail system.

Phase I of the NoVi Trail Network

Phase I of the NoVi Trail Network is a segment of Beulah Road (including an intersecting spur of Clarks Crossing Road) extending from near the Vienna town line on Abbotsford Road and extending northward approximately 1 ½ miles to Meadowlark Botanical Gardens Regional Park. This stretch of roadway was selected for first consideration because it is the nexus of the proposed trail network. Also, a continuous trail along the narrow, non-conforming roadway would address serious safety concerns. Because Beulah Road predates the Revolutionary War, it is non-conforming and does not meet current safety standards. The narrow two-lane paved street has sharp curves and no shoulder in many places. This makes driving difficult, bicycling extremely hazardous for even the most experienced cyclist, and pedestrian use virtually impossible.

A confounding factor is the growing role of Beulah Road as a cut-through route between two major thoroughfares: Route 7 to the north and Route 123 to the south. According to 2004 statistics from the Fairfax County Economic Development Authority, 72,000 vehicles per day use Route 7 in the Vienna area and 32,000 per day use Route 123 (http://www.fairfaxcountyeda.org/re_tysons.htm). A 2005 traffic analysis by McLean Police (at the request of this study) shows that the average traffic count on Beulah Road is 3,757 vehicles per day. [See Appendix D, Speed Reports]

1.3 Project Participants

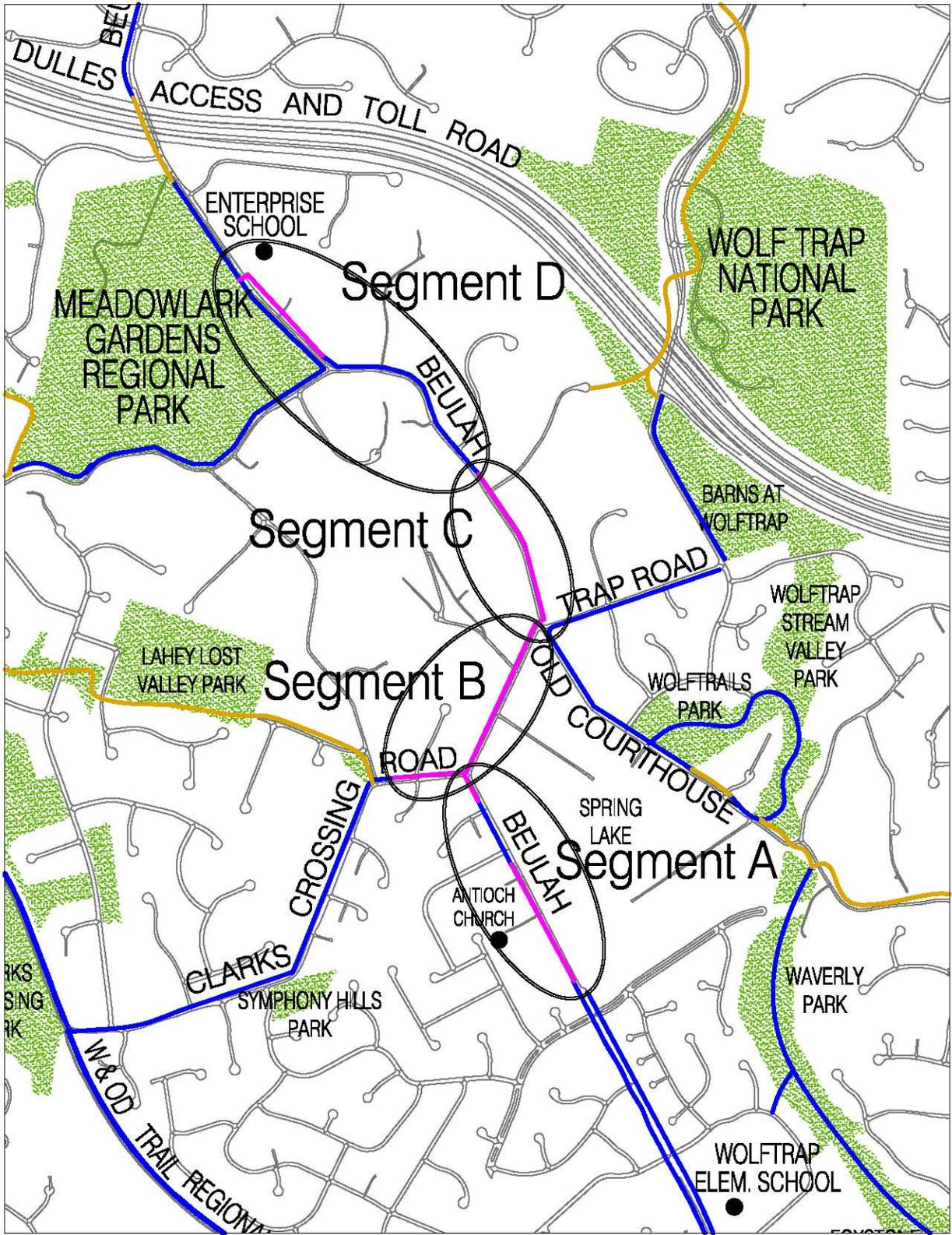
The Phase I feasibility study (VDOT Project EN02-029-133, PE101) is funded by a grant from the federal Transportation Equity Act for the 21st Century (TEA-21). Congress created the program in 1991 to address growing concerns about air quality, open space, and traffic congestion. The Transportation Enhancements (TE) Program fosters the quality of life in American communities by encouraging more choices for non-motorized surface travel by providing funding for sidewalks, bike lanes, and the conversion of abandoned railroad corridors into trails.

In 2002, the Commonwealth Transportation Board awarded a \$100,000 Transportation Enhancements grant for a feasibility study of Phase I including preliminary engineering activities only. A second \$100,000 grant was awarded in 2003, but its specific function has not been determined.

Project Applicant: Fairfax County Dept. of Public Works and Environmental Services

Project Manager: Ahmed Rayyan, Chief, Planning Support Branch, Planning and Design Division, Department of Public Works and Environmental Services, Fairfax County

Project Sponsor: Catherine Hudgins, Supervisor of the Fairfax County Hunter Mill District



NoVi Trail Phase I Segment Map

Map Legend:

- Existing Trail/Sidewalk —
- Proposed Phase I Trail —
- Possible Future Trail —



2 METHODOLOGY

2.1 Phase I Trail System Overview

The Phase I trail alignment is divided into four segments (A-D), each of which will be studied for its relative merits and detriments regarding existing conditions, right-of-way issues and community support. The four segments are divided so that each can stand alone and still provide connectivity if built independently. Each segment has a logical terminus at either a park or existing trail or walk and is continuous if completed as planned.

Users of the NoVi Trail Network include pedestrians and cyclists who live locally or may be visiting from elsewhere, as well as drivers parking in local lots and walking or bicycling from there.

Trails constructed within the proposed NoVi Trail Network, including Phase I, will be maintained by Fairfax County. Under Virginia Code §29.1-509, landowners who allow the use of a portion of their property for a trail assume no liability or responsibility for the trail or its users.

2.2 Design Considerations & Standards

The existing Fairfax County Countywide Trails Plan is the basis for the location and alignment of the proposed trail. The Plan indicates that the trail is a combination of *Major Paved* multi-purpose (at least 8' wide) and *Minor Paved* mainly pedestrian (4' to 7' 11") trails.

Federal funds are being used for this feasibility study. If federal funds are also used for construction, the trail design must adhere to federal guidelines. That is, any trail designated as "multi-purpose" must be at least 10 feet wide, per American Association of State Highway and Transportation Officials (AASHTO) guidelines. All facilities also must meet requirements of the Americans with Disabilities Act (ADA). The ADA minimum width for a sidewalk is 5 feet with a solid, stable surface.



A multi-purpose trail is designed to accommodate all user groups. It is a lane which is physically separated from motorized vehicular traffic by an open space, barrier or buffer. Typical trail users are pedestrians (along with their pets or strollers), joggers, all types of bicyclists, skaters, wheelchair users, and other non-motorized users. Multi-purpose trails are suitable for urban, suburban and rural environments. The federal standard minimum width for a shared-use (multi-purpose) facility is 10 feet.

There is a discrepancy between the federally-required width for a multi-purpose trail (10' minimum) and the Fairfax County standard minimum of 8 feet. In the case of the county, even when a multi-purpose trail is designated on the Trails Plan, in cases the county is funding a project, standards have been modified based on community input and needs.

(<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/maps/trailsplanmap.pdf>)

For example, even though it was designated Major Paved on the Trails Plan, a Minor Paved trail has been installed on Clarks Crossing Road, along with some shoulder improvements. In fact, all new trail segments in the Phase I area installed in the past 10 years have been Minor Paved trails, although most were designated Major Paved on the Countywide Trail Plan.

Recent shoulder improvement on Clarks Crossing Road. ▼



▲ 6-foot Minor Paved Trail along Clarks Crossing Road



Widened road shoulder ▲

2.3 Public/Agency Participation Process

County Wide Trails Plan Review

The Countywide Trails Plan Map provides guidance for the construction of a countywide system of trails. The system, which now consists of 1,400 miles of paved trails and sidewalks, is planned to link residential, commercial, employment and recreational areas and provide numerous transportation and recreational benefits. The Trails Plan was first adopted in 1976 and revised in 1990. The last major update, in 2002, was intended to bring the Trails Plan Map up to date and reflective of current realities, planning requirements, and trends such as on-road bike routes. Changes to the plan require Planning Commission and Board of Supervisor Public Hearings.

The Hunter Mill (HM) District representative to the Countywide Trails Committee developed the recommended plan changes for the HM district. The proposed changes were sent to several interest groups for review prior to Planning Commission hearings, including the Town of Vienna, the Hunter Mill District Council, the Friends of the W&OD Trail, and the Reston Bike Club. Their comments were then included in a second round of suggested changes. The Planning Commission also negotiated a number of changes to the Plan after the public hearings. The current Countywide Trails Plan was approved by the Fairfax County Board of Supervisors on June 17, 2002.

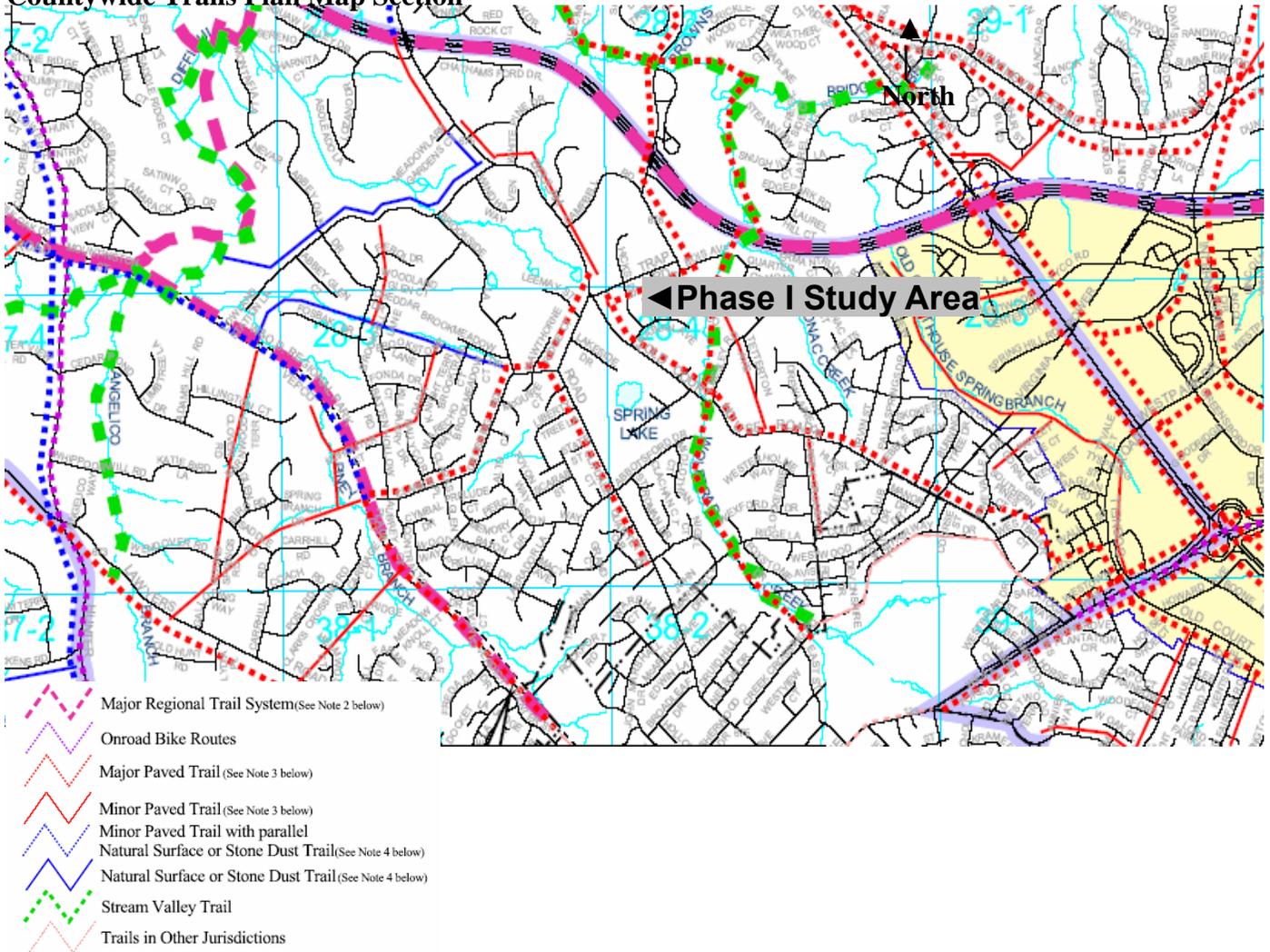
The Countywide Trails Plan guides trail construction associated with new development by designating trail surface, width and location. In the 2002 revision to the Countywide Trails Plan (Comprehensive List of Trails Plan Map Amendment S99-CW-2TR adopted by the County Board on June 17, 2002), the designation of a portion of the route within Phase I was changed from stone dust to Minor Paved. The Minor Paved trail designation was also moved from the west side of

Phase I No Vi Trail Network Feasibility Study
SECTION 2: METHODOLOGY

Beulah Rd to the east side between the entrance to Meadowlark Gardens Park and Meadowlark Rd. A Minor Paved trail is planned along the west side of Beulah Road from to the Dulles Toll Road to Meadowlark Gardens Park entrance, then a natural surface/stone dust trail is planned on the same side from the park entrance to Meadowlark Road.

The designation on the Trails Plan on the east side of Beulah Road from Trap Road to Meadowlark Road was not modified in 2002 and remains a Major Paved trail, although a printing error depicts the alignment as Minor Paved.

Countywide Trails Plan Map Section



Agency Involvement

The Fairfax County Hunter Mill District was the first agency to be contacted with the idea for a potential northern Vienna trail system that is fully connected. Supervisor Catherine Hudgins held a community Open House at Wolftrap Elementary in early 2000, shortly after she took office. At that time, a local resident provided facts and statistics about the unsafe nature of Beulah Road for pedestrians and expressed a vision for a potential trail system with a map displaying local parks and amenities. The Supervisor voiced initial support for the idea but advised that more community support was needed and that local stakeholders such as the National Park Service should be consulted.

Citizen Involvement

The proposed project was originated and supported by community members who actively secured funding for this study and compiled this report.

On November 13, 2001, a meeting attended by 21 people representing at least seven homeowners associations was held at Meadowlark Botanical Gardens. The meeting had been called informally so most of those present were those who had previously voiced informal support for the concept. However, some adjacent property owners attended who were concerned that the perimeter trail would be extended to fully surround Meadowlark Park. After the concept for a trail system was explained, with the assurance that the perimeter trail would stay as is, attendees were asked whether they believed the concept was sound and should be explored further. By a show of hands, the majority agreed and a number of attendees volunteered to assist in the areas of support, funding, publicity and website development.

At a large Town of Vienna community event in spring 2002 known as “Viva Vienna”, trail project supporters standing near the W&OD Trail in Centennial Park collected scores of signatures from people in and around the area supporting the idea of making better trail connections in the vicinity.

The concept of the NoVi Trail Network was eagerly accepted and backed the Coral Ridge Homeowners Association mainly because of grave safety concerns and a desire to be more connected to the community. The Coral Ridge subdivision was built in 1996 on the site of the historic Hoag farm and consists of 18 single-family homes. At that time, it was typical of many local neighborhoods without sidewalks in that it was isolated from other neighbors and facilities. In accordance with the alignment on Countywide Trails Plan Map, an asphalt trail was constructed on the neighborhood’s frontage with Beulah Road. However, the trail is 7 feet wide, as opposed to the 8 feet trail stipulated on the Trails Plan Map.

To secure the feasibility study grant, the Trails Committee representative of the Coral Ridge HOA obtained the support of local legislators, the National Park Service, the Northern Virginia Regional Park Authority, the Town of Vienna and other stakeholders.

Phase I No Vi Trail Network Feasibility Study
SECTION 2: METHODOLOGY

Letters of support were acquired from agencies and organizations including:

- Coral Ridge Homeowners Association (October 2000)
- The Wolf Trap Foundation for the Performing Arts (January 2001)
- National Park Service (January 2001)
- Northern Virginia Regional Park Authority (January 2001)
- Virginia State Delegate Jeannemarie Devolites (January 2001)
- Vienna Town Council and Mayor Jane Seeman (January 2001)
- Friends of the W&OD Trail (January 2001)
- Congressman Tom Davis (January 2002)
- Congressman James Moran (January 2002)
- Vienna-Tysons Regional Chamber of Commerce (January 2002)

[See APPENDIX A, Letters of Support]

Consequently, the Coral Ridge HOA Trails Committee representative contacted Fairfax County officials and, in association with Hunter Mill District Supervisor Catherine Hudgins, acquired a TEA-21 federal grant which would pay costsof a feasibility study of Phase I of the NoVi Trail Network. Supervisor Hudgins provided the critical match money necessary to acquire the grant. The Commonwealth Transportation Board approved the distribution of funds from Virginia's Transportation Enhancement Program in July 2002. A second \$80,000 adjunct transportation enhancement grant was sought in a similar way and awarded in 2003.

Work on the 2002 grant began after a formal Project Agreement was approved by VDOT and Fairfax County in October, 2004.

The NoVi Trail Advisory Committee

On December 14, 2004, Supervisor Hudgins held a community Open House to introduce and explain the feasibility study. Trail advocates presented a specifics of the trail vision and merits and purpose of the study. In discussions among the more than 60 attendees, safety was an overwhelming concern. Some claimed that Beulah Road was "too dangerous" for pedestrians and bicyclists. Some property owners were alarmed that their trees or fences might be lost in the construction process. There was general agreement that property owners and nearby residents must be kept informed of the feasibility process. Main findings from the Open House were:

- Safety should be a paramount consideration
- The character of the neighborhood should be preserved
- The study process must be responsive to the concerns of property owners and the community

At the meeting, Supervisor Hudgins made a request for volunteers to serve on an advisory committee to guide the feasibility study process, known as The NoVi Trail Advisory Committee (NTAC). NTAC is comprised of fourteen local residents living on or near the proposed trail alignment.

Phase I No Vi Trail Network Feasibility Study
SECTION 2: METHODOLOGY

The first NTAC meeting was held at Meadowlark Botanical Gardens on April 27, 2005. The meeting was facilitated by a professional land planner who has no affiliation with the neighborhood.

After some discussion, the main goal of NTAC was agreed to be:

“Assessing the advantages, disadvantages and feasibility of constructing a trail.”

The purpose of NTAC was determined to be to:

- Obtain community opinion about a potential trail system
- Assess current and future pedestrian and bicycle usage
- Create public awareness
- Guide and develop the feasibility study.

Three subcommittees were formed: Outreach/Communications, Technical and Usage.

To promote the open sharing of information, a web page was created on the Hunter Mill’s District website. (<http://www.fairfaxcounty.gov/huntermill/novitrail.html>).

NoVi Trail Network Community Outreach Timeline

November 13, 2001	Community meeting to discuss trail concept
May 2002	Signatures collected at “Viva Vienna”
December 14, 2004	Community meeting introducing feasibility study concept
April 27, 2005	First meeting of NoVi Trail Advisory Committee (NTAC)
May 22, 2005	NTAC subcommittees develop community outreach plan
June 6, 2005	NTAC approves outreach plan
July 7, 2005	NTAC community questionnaire developed
July 11, 2005	NTAC approves questionnaire and mailing procedure
September 13, 2005	NTAC develops property owner outreach packet
September 20, 2005	Community questionnaires sent
January 11, 2006	NTAC questionnaire results discussed
February 16, 2006	NTAC approves final property owner packets
Feb. 24, 2006	Property Owner Packets sent
March 29, 2006	NTAC review of study data
September 13, 2006	NTAC approves draft of feasibility report and recommendations

3. EXISTING/PROPOSED RESOURCES & LAND USE/TRANSPORTATION

3.1 Cultural, Recreational and Natural Resource Description & Maps

Project Location

Fairfax County

Fairfax County comprises 395 square miles of the Commonwealth of Virginia. The county is the largest jurisdiction in both Virginia and the Washington metropolitan area, and has a population of 1,019,000, exceeding that of seven states. According to 2000 Census figures, there are an average of 2,455 persons per square mile of Fairfax County, compared with 179 per square mile elsewhere in the state. Median family income is \$90,194, approximately 50% more than the median income elsewhere in Virginia.

According to the Virginia Employment Commission, Tysons Corner is the largest suburban employment center in the Washington metropolitan area.



(http://www.fairfaxcountyeda.org/re_tysons.htm)

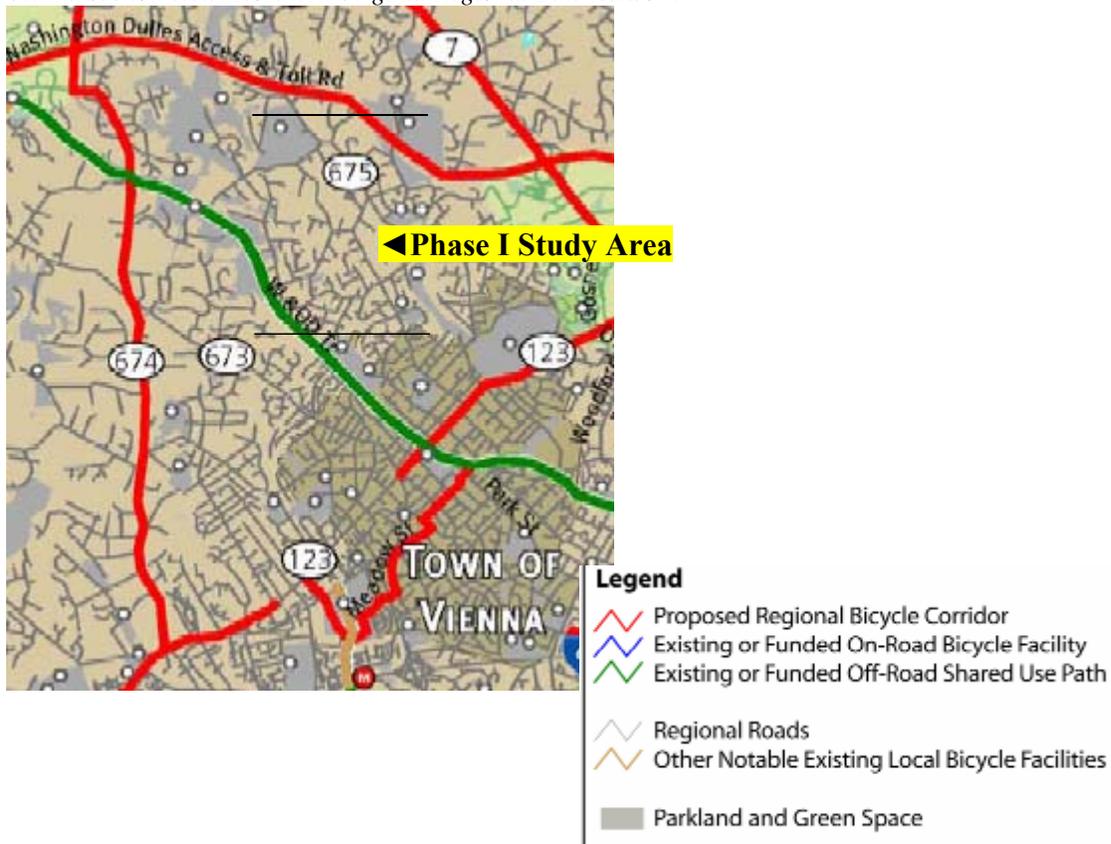
Phase I No Vi Trail Network Feasibility Study
SECTION 3: EXISTING/PROPOSED RESOURCES & LAND USE/TRANSPORTATION

The Phase I Study Area is contained within the Hunter Mill District, one of the nine magisterial districts within Fairfax County. Hunter Mill extends from the Dulles International Airport boundary in the west to Tysons Corner in the east, including Reston and the Town of Vienna. The Hunter Mill District encompasses almost 31 square miles and in 2004 had a population of 127,425. That number is expected to grow to 150,000 by the year 2025.

Hunter Mill District is bisected by the W&OD Railroad Regional Park, a major multi-use recreational trail and non-motorized transportation corridor used yearly by approximately 1.7 million pedestrians, hikers, cyclists and equestrians. Phase I of the NoVi Trail Network provides a direct link to the W&OD, which in turn connects to the Fairfax County Cross County Trail and, ultimately, the Potomac Heritage National Scenic Trail.

Northern Virginia Regional Bike Network

Vienna section view: Northern Virginia Regional Bike Network



The NoVi Trail Network could also serve as a connecting corridor within the Northern Virginia Regional Bike Network (NVRBN), a planned regional transportation system for bicycling in Northern Virginia. Some of the NVRBN already exists, but much is yet to be constructed.

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In addition to creating a seamless regional bike network, the NVRBN seeks to establish a system of high-quality commuter corridors that connect outlying areas directly to core urban areas. A number of key corridors cross jurisdictional boundaries and are considered high priority because they provide viable bicycle connections through areas that are not currently served. Two trunk routes are already in place: the W&OD Trail/Custis Trail connection and the Mt. Vernon Trail from the south.

A further goal of the NVRBN is to establish a route signage system that is easily and quickly understood by bicyclists. A signage system is being developed to identify the regional bikeway network in Northern Virginia. Signs are being enhanced to show bikeway route numbers or names. Additional signage should also be installed to show a pictorial of the bikeway with destination and interest points. Signage created for cyclists using the NoVi Trail Network could be coordinated with NVRBN directional markings.
(<http://www.fairfaxcounty.gov/nmtc/nvabikestudyexecsumm.html>)

NoVi Trail Network

The NoVi Trail Network was envisioned to connect all the parkland and other amenities which exist in Vienna in the area of Fairfax County north of the Vienna town line. The network would enhance non-motorized transportation in a number of important ways, by:

Creating two pedestrian bridges over the Dulles Toll Road: one connecting to Wolf Trap National Park via Trap Road and the other via Beulah Road to Meadowlark Botanical Gardens Northern Virginia Regional Park

Connecting users of the W&OD Railroad Regional Park to Wolf Trap National Park

Connecting two major regional parks: Meadowlark Botanical Gardens and the W&OD Railroad Regional Park

Continuing the route, benefits and access provided by a Town of Vienna sidewalk improvement project

Providing a link between Meadowlark Gardens and the Cross County trail

Providing access to rapid transit via a planned future Metrorail in Tysons Corner

Internally connecting neighborhoods to three schools, one church and ten County parks

The Study Area: Phase I of the NoVi Trail Network

The Phase I Study Area surroundings the Beulah Road/Clarks Crossing alignment which forms the backbone of the NoVi Trail Network. It is bounded roughly by the Dulles Toll Road to the north and east, the W&OD Trail to the west, and the Vienna town line to the south and east. The area contains approximately 1,800 residences, with a population estimated to be approximately 5,000.

The Study Area is currently accessible via four roads only by car with the exception of those who have access to the W&OD Trail. Both Beulah and Trap Roads cross over the Dulles Toll on the



northern boundary of the site, however neither overpass has space for pedestrian facilities. Old Courthouse Road to the west also lacks a continuous sidewalk or trail. Beulah Road to the south has a sidewalk that ends at the southernmost point in the Study Area. (See Phase I Trail Phase I Map, Sec. 2)

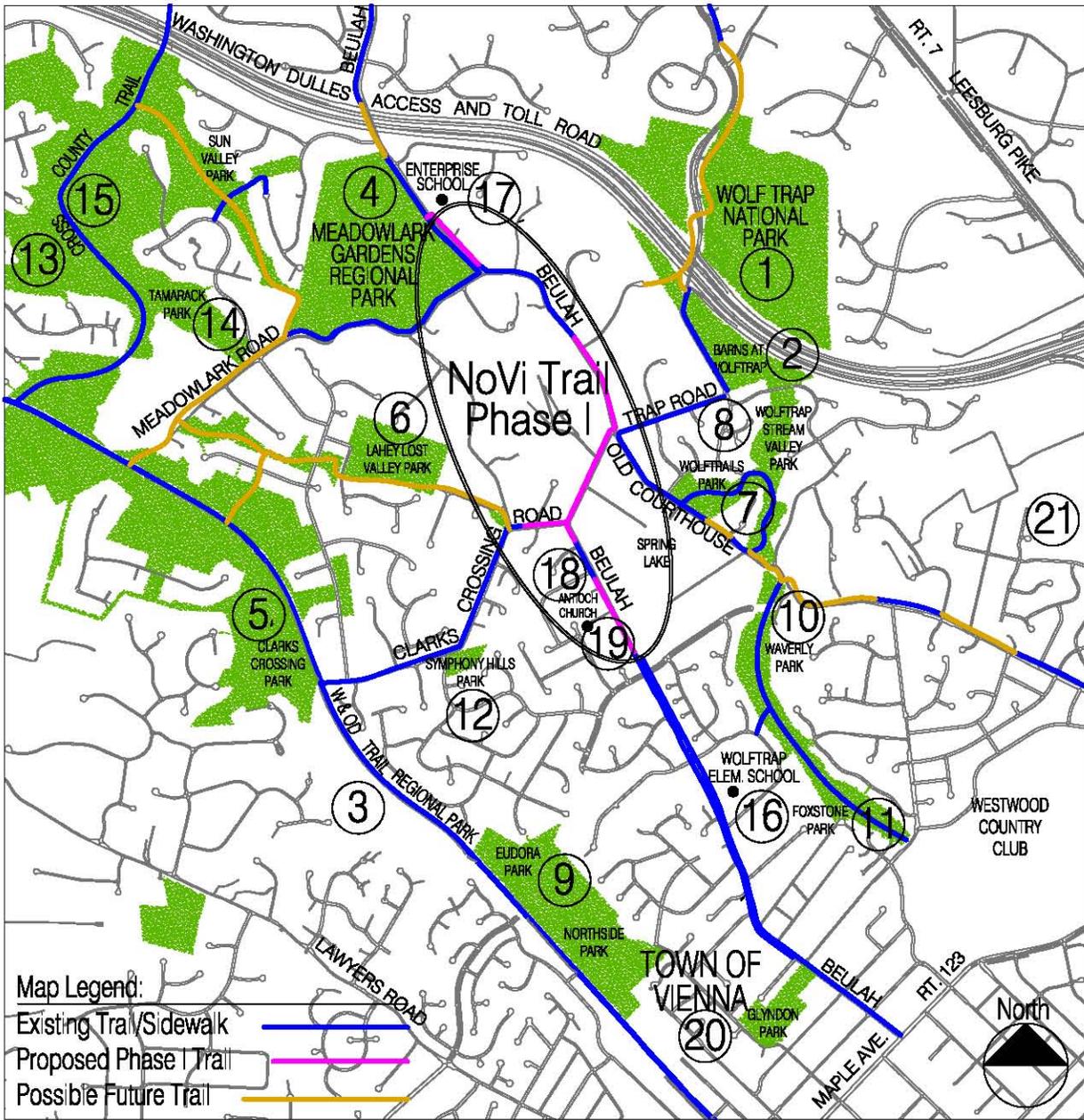
←southern terminus of Phase I Study Area

Virginia Outdoors Plan

The NoVi Trail Network is included in the 2002 Virginia Outdoors Plan (p.222, <http://www.state.va.us/dcr/prr/docs/vop2002.pdf>) ►

Trails and greenways

The Department of Conservation and Recreation recommends that each locality include a trail and greenway component within its comprehensive plan. Efforts should be made to integrate existing and proposed trails and greenways into a regional network designed to provide access to area resources while conserving and maximizing open space opportunities. The Fairfax County Park Authority has identified a countywide system of greenways, incorporating and connecting major stream valleys. While some sections of this system may include trails, others will be preserved as valuable habitat and important passive recreation areas, providing relief from urban surroundings. In developing trails as transportation alternatives, it is necessary that localities work with developers to promote connections not just loops within neighborhoods. The north Vienna trails network, proposed by a citizen group, is an example of a trail designed to provide significant connections for local residents. The three-mile trail, one-third of which is already completed, will provide links to Wolf Trap Farm Park for the Performing Arts, a property of the National Park Service, Meadowlark Gardens and W&OD regional parks, Wolf Trails Park, Fairfax County Cross-County Trail, Wolf Trap Elementary School and the Town of Vienna. Walking for pleasure was identified in the 2000 *Virginia Outdoors Survey* as the overall favorite outdoor activity of all Virginians. With the implementation of transportation alternatives identified as a regional goal, and the inclusion of convenient outdoor exercise opportunities in community designs advocated by health specialists, the development of trails such as this one meets a number of recognized needs.



Parks & Facilities Map - NoVi Trail Network Vienna, Virginia

Park & Facilities Key:

- | | |
|--|---|
| 1. Wolf Trap National Park for the Performing Arts (NPS) | 12. Symphony Hills Park (FCPA) |
| 2. Center for Education & Barns at Wolf Trap (Wolftrap Foundation) | 13. Difficult Run Stream Valley Park (FCPA) |
| 3. W&OD Railroad Regional Park (NVRPA) | 14. Tamarack Park (FCPA) |
| 4. Meadowlark Botanical Gardens (NVRPA) | 15. Cross County Trail (FCPA) |
| 5. Clarks Crossing Park (FCPA) | 16. Wolftrap Elementary School |
| 6. Lahey Lost Valley Park (FCPA) | 17. The Enterprise School |
| 7. Wolf Trails Park (FCPA) | 18. Learning Tree Preschool |
| 8. Wolf Trap Stream Valley Park (FCPA) | 19. Antioch Christian Church |
| 9. Eudora Park (FCPA) | 20. The Town of Vienna |
| 10. Waverly Park (FCPA) | 21. Tysons Corner Area |
| 11. Foxstone Park (FCPA) | |

Parks, Authorities and Entities

National Park Service

- [1] Wolf Trap National Park for the Performing Arts (National Park Service)**
- [2] Center for Education and the Barns at Wolf Trap (Wolf Trap Foundation)**

Wolf Trap is one of the top desired destinations of future users of the NoVi Trail Network. In a Community Questionnaire distributed in September, 2005, 66% of households they were interested in reaching Wolf Trap National Park by foot or on a bike.



Known as “America's National Park for the Performing Arts”, Wolf Trap provides nationally-renowned entertainment. The late Catherine Filene Shouse founded Wolf Trap through a donation of 100 acres of her Vienna farmland to the U.S. Government plus enough money to construct a 6,800 seat indoor/outdoor theater. The Filene Center opened in 1971 as a public/private partnership between the Wolf Trap Foundation and the U.S. Department

of the Interior’s National Park Service. In 1981, Mrs. Shouse donated the land and funds for an indoor theater constructed of two adjacent 18th century barns. The 382-seat indoor venue operates from October to May with an average of 90 performances a year.

The Center for Education at Wolf Trap, operated by the Wolf Trap Foundation and opened in 2003, is a non-profit, national educational resource center for children, parents, educators and performing artists. The Center also houses the Wolf Trap Opera Company and Wolf Trap Foundation administrative staff.



About 1,100 people each year work as full-time or temporary employees at Wolf Trap National Park and the Wolf Trap Foundation.

The Filene Center and the Barns at Wolf Trap are located on opposite sides the Dulles Toll Road. Trap Road connects the Filene Center and The Barns via a narrow two-lane overpass. There are parking lots at each facility designed to amply accommodate visitors. But after particularly crowded events at the national park, patrons sometimes park on the Barns side and walk over the overpass, despite the lack of walkways and lighting. In 2005, VDOT conducted a pedestrian foot traffic study during two sold-out concerts at the National Park and found that more than 50 patrons crossed the bridge from the Barns side to the Filene Center. [See APPENDIX C, VDOT Wolf Trap Foot Traffic Report]

Traffic arriving at Wolf Trap from the Dulles Toll Road exits via short on-ramps with poor sight lines. The situation at present is very hazardous for pedestrians and bicyclists. ▼



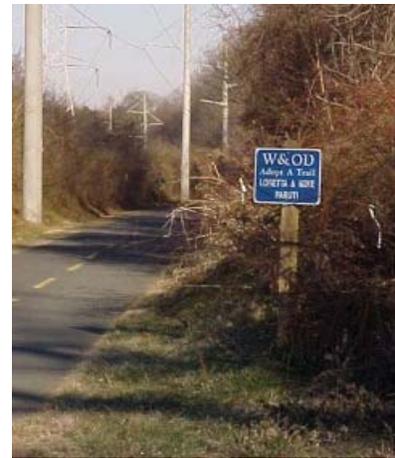
Dulles Toll Road Overpass at Wolf Trap National Park and Barns

(See additional information, page 3-25)

Northern Virginia Regional Park Authority

[3] W & OD Railroad Regional Park

The 100-foot wide Washington and Old Dominion Railroad Regional Park (W&OD) is the narrowest and longest park in Virginia. The 45-mile W&OD takes its name from the railroad whose trains ran along the right-of-way from 1859 until 1968. Soon after it was built, the railroad was all but destroyed during the Civil War. During its heyday, the train provided service three times daily from Alexandria to Falls Church, Leesburg and Purcellville, with stops at such hamlets as Dunn Loring, Hunter Station and Paeonian Springs.



When the W&OD ceased operations, Virginia Electric and Power Company (now Virginia Power) bought the train right-of-way for its electric power transmission lines. In 1977, the Northern Virginia Regional Park Authority purchased the right-of-way and began building a multi-purpose trail in stages until it was completed in 1988. In 1987, the W&OD was designated a National Recreation Trail by the U.S. Department of the Interior. (<http://wodfriends.org/trail.html>)

A small parking lot provides access to the W&OD in Clarks Crossing Park at the terminus of Clarks Crossing Road. Access to the Cross County Trail is about one-half mile north up the W&OD from the parking lot.

Short segments of sidewalk lead into nearby neighborhoods. A six-foot asphalt trail extends upward on Clarks Crossing, but the trail ends abruptly as it nears busy Beulah Road. ►



[4] Meadowlark Botanical Gardens



Meadowlark Botanical Gardens is located at 9750 Meadowlark Gardens and is a desired destination within the NoVi Trail Network. About 150,000 people a year visit the 100-acre complex. Meadowlark is comprised of large ornamental display gardens and unique native plant collections. Walking trails, lakes, and a wide array of foliage and fauna abound. Displays on conservation and plant diversity are available to guests in the Visitor Center. The park's Atrium building contains an indoor tropical garden and is in great demand for meetings, receptions, weddings and workshops. Interpretive displays accompany a restored

18th-century cabin. An outside picnic area is also available. Those visiting the Gardens are generally 35 years and older with higher than average incomes. According to the Gardens manager, almost all park visitors arrive by car. An entrance fee is charged to visitors to the park. The park also rents its Atrium facility for weddings, receptions and other gatherings.

Approximately 60 people are employed at Meadowlark Botanical Gardens, 11 full-time, 15 part-time, and 35 are volunteer gardeners.





◀ A stone dust “perimeter trail” extends along the park frontage on Beulah Road and along Meadowlark Road on the park’s south side. However, there is no connection between this and the Northern Virginia Regional Park Authority’s nearby W&OD Trail. Likewise, although the Cross County Trail is located very nearby in Fairfax County’s adjacent Difficult Run Stream Valley Park, there is no trail connection to Meadowlark Gardens. Meadowlark is also close to three other County parks—Clarks Crossing, Lahey Lost Valley and Tamarack—but there are no trails to

connect them.

In 2006, Meadowlark Botanical Gardens began preparation of a new Master Plan as a template for development over the next 10 to 15 years. Park officials are expected to improve the public experience with increased plantings and interpretation. No major new buildings are planned (with the exception of a possible butterfly conservatory) so that open space will be conserved. According to the Gardens manager, the planning process will also seek to increase “any and all” pedestrian access. Gardens officials will hold public meetings as part of the Master Plan development.

Meadowlark Gardens is an important partner in developing this report because it has provided its Atrium and Visitor Center free of charge for community and NTAC meetings.

Fairfax County Park Authority

The Fairfax County Park Authority owns and maintains 10 parks comprising 1153.5 total acres which could be accessed by connections made via the NoVi Trail Network. (See Map, p.3-7). <http://www.fairfaxcounty.gov/gisapps/myneighborhood/default.aspx>). The parks are a mix of recreational facilities, historic places and neighborhood playgrounds. The parks contain the following facilities for active recreation:

- 3 soccer/football fields
- 2 basketball courts
- 2 tennis courts
- tennis practice facility
- 60- ft. diamond field
- 3 playgrounds
- 3 tot lots
- Miles of hiking, biking, walking and equestrian trails

FCPA Parks

[5] **Clarks Crossing**, 9850 Clarks Crossing Rd... 144 acres with two unlit soccer/football fields; natural, open and historic parkland; biking, equestrian and hiking trails; one parking lot. Access to W&OD Trail.

[6] **Lahey Lost Valley**, 9750 Brookmeadow Drive. 23 acre heritage park with historic structures. (See Sec. 3.5) ►



[7] **Wolf Trails**, 9328 Old Courthouse Road. 11 acres of biking and hiking trails, an open area with handicap-accessible playground and tot lot, 1 unlit soccer/football field, 1 basketball court, 2 unlit tennis courts, 1 tennis practice facility and 1 parking lot.

[8] **Wolf Trap Stream Valley**, Old Courthouse and Besley Roads. 41 acres of hiking trails, natural and historic areas.

[9] **Eudora**, 2027 Labrador La., Vienna, VA 22182. 14 acre natural area.

[10] **Waverly**, Abbotsford Drive. 17 acres with 1 unlit basketball court, hiking trails, natural open area and a playground/tot lot. Access to Foxstone Park.

[11] **Foxstone Park**, 14 acres contiguous to Waverly park with hiking and nature trails, playground and tot lot. Access to Town of Vienna and Wolftrap Elementary.

[12] **Symphony Hills**, 9675 Clarks Crossing Rd. 3 acres open area.

[13] **Difficult Run Stream Valley**, near Meadowlark Botanical Gardens Park. 865 acres of natural open and historic areas with one parking lot, biking, equestrian, hiking trails. Access to W&OD Trail, Cross County Trail and potentially Meadowlark Botanical Gardens.

[14] **Tamarack**, near Meadowlark Botanical Gardens. 21 acres of natural open areas with 60 ft. diamond field, biking, equestrian, hiking and nature trails. Access to W&OD Trail and Cross County Trail.

FCPA Trails

[15] **The Cross County Trail**, 40-mile mixed surface trail which spans Fairfax County. Within the NoVi Trail Network the CCT follows the Difficult Run stream valley through Difficult Run Stream Valley Park close to Meadowlark Botanical Gardens, then traverses Tamarack Park and onto the W&OD Trail for a short distance.

Schools

[16] Wolftrap Elementary School, Fairfax County Public Schools



Wolftrap Elementary is located at 1903 Beulah Road, just inside the southernmost boundary of the Phase I Study Area. The school, which opened 35 years ago, is in Cluster 2 of the Fairfax County School District in the Madison High School Pyramid. In 2005, 597 students registered at Wolftrap. The school is remarkably stable. While mobility within the division in 2004-2005 was 15.77%, it was only 4.85% at Wolftrap Elementary. Although some students are able to walk to school, many others do not have the opportunity

because existing sidewalks along Beulah Road end 0.3 miles north of the school. Because of that, students living within the one mile walking zone must ride buses to school instead of walk.

64 people are employed at Wolftrap Elementary as either full-time or itinerant staff.

[17] The Enterprise School, affiliated with Fairfax County Public Schools

The Enterprise School is located across Beulah Road from Meadowlark Botanical Gardens at 1629 Beulah Road. Enterprise is an alternative private high school affiliated with the Fairfax County Public School System, which provides staff members, materials, and program direction.



Alternative schools offer an education program for at-risk youth who have not been successful in traditional school settings. The Enterprise School is the only Fairfax County alternative high school with a therapeutic aspect, providing counseling and drug testing, along with educational services. Up to 40 students ages 14 through 18 attend Enterprise. Unlike other schools in Fairfax County, students must interview to be accepted and tuition is charged. Blending with the surrounding neighborhood, the school is housed in a building which resembles a large, brick home.

About 60% of Enterprise students live in the Madison and Marshall school pyramids. A number of students live within walking distance and others ride their bikes. But the school secretary reports that this worries school staff concerned about students' safety on the road.

Ten people are employed full-time at The Enterprise School.

[18] Learning Tree Preschool

Located at 1860 Beulah Road and housed in the Antioch Christian Church, Learning Tree serves approximately 40 children, ages 2 ½ to 5. About half the student population lives within walking distance, but only two or three families reportedly feel safe enough to walk to school. 5 full-time staff members are employed at Learning Tree Preschool.

Churches

[19] Antioch Christian Church



Antioch Christian Church, at 1860 Beulah Road, is located directly on the proposed Phase I trail alignment. The church was established in 1903 and serves about 90 members. Attendance at Sunday services is approximately 40-45. The church also provides space for three girl scout troops, each comprised of 12-20 girls, based at Wolftrap Elementary. The church is close enough that, if trails were available, the girls would have the ability to walk to meetings. The church is also the site for Greek language lessons for Vienna members of St. Sophia Greek Orthodox Church.

One full-time staff member is employed at the church.

Although the pastor of Antioch Christian Church lives literally right around the corner at the parsonage on perpendicular State Street, he drives to work because he says it is too hazardous to walk from State Street along Beulah Road to the church. ▼

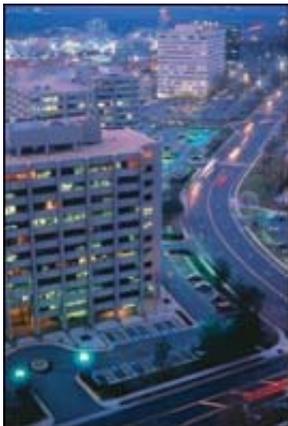


[20] Town of Vienna

The town of Vienna is located twelve miles outside Washington, DC. Vienna maintains a small town feel and is home to numerous shops, restaurants, family-run businesses and stores. The town's population of 14,453 comprises 5,331 mainly single-family households. The vaunted W&OD Trail extends through the heart of Vienna, carrying users past the bustling Vienna Community Center as well as important landmarks such as the historic Freeman House and Museum and Centennial Park. The town of Vienna is served by WMATA bus service and one Metrorail station.



[21] Tysons Corner Area



Tysons Corner is considered Fairfax County's "downtown" and central business district, with 31 million square feet of office space, 3500 hotel rooms and 6 million square feet of retail space. There are more than 5900 businesses in Tysons Corner, employing more than 115,000 people. The largest employers include AT&T, Bearing Point, Boeing, Booz Allen Hamilton, Capital One, Deloitte & Touche, Ernst & Young, FINCen, Freddie Mac, Gannett Company (USA Today), IBM, McGuire Woods, MicroStrategy, Mitre Corp., the National Automobile Dealers Association, Northrop Grumman, PriceWaterhouseCoopers, SAIC, Sun Microsystems and Sunrise Senior Living.

(http://www.fairfaxcountypeda.org/publications/map_tysons.pdf)

3.2 Land Ownership/Zoning/Description

Existing Land Use

Currently there are approximately 1,800 households within the 1,825-acre Study Area. Land is zoned residential and is made up of primarily single family residences. The south half of the project area, from the Town of Vienna to Clarks Crossing and Trap Roads is zoned R2 with small areas of R3. The northern half of the area as well as the properties around Spring Lake are Zoned R1. In addition to the residences are 13 public parks which include one National Park, two Northern Virginia Regional parks and 10 Fairfax County parks described above. The area also includes two public schools, a private preschool and 1 small church.

Development



The great majority of the Study Area has been developed since the late 1960s. The opening of Wolftrap Elementary School in 1968 spurred construction in the area of the R2 zoning north of Vienna and south of Clarks Crossing and Trap Road. These large subdivisions, which included Eudora, The Trails and Waverly subdivisions, comprising hundreds of homes, were constructed between 1969 and 1971 almost completely building out this area as it is today. Development continued at a slower pace through the 1970s as homes were constructed on the lots of the R1 zoning

along the westerly portion of the study area in the Clarks Crossing neighborhood. Development of the subdivisions in the R2 zoning typically include sidewalks, however, the sidewalks were within the developments and did not typically connect to adjacent sidewalks or trail systems.

North of Clarks Crossing and Trap Road, the majority of the Study Area is zoned R1 has been developed since the late 1970s. Comparing the Fairfax County Property map from 1978 with the current property map shows approximately half this area has been subdivided since 1978. The 1978 map shows over half of this R1 zoned area consisting of only 70 properties. The current Property

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map shows these same 70 properties having been subdivided into over 500 properties. While the subdivision development in the southern R2 portions of the Study Area included sidewalks, the R1 zoned developments did not. Trails were constructed along Clarks Crossing and Beulah Roads only where required by the Fairfax County Countywide Trails Plan. The resulting sidewalk/trails system consists of isolated communities with sidewalks and discontinuous segments of trail which do not connect and do not serve the entire community.

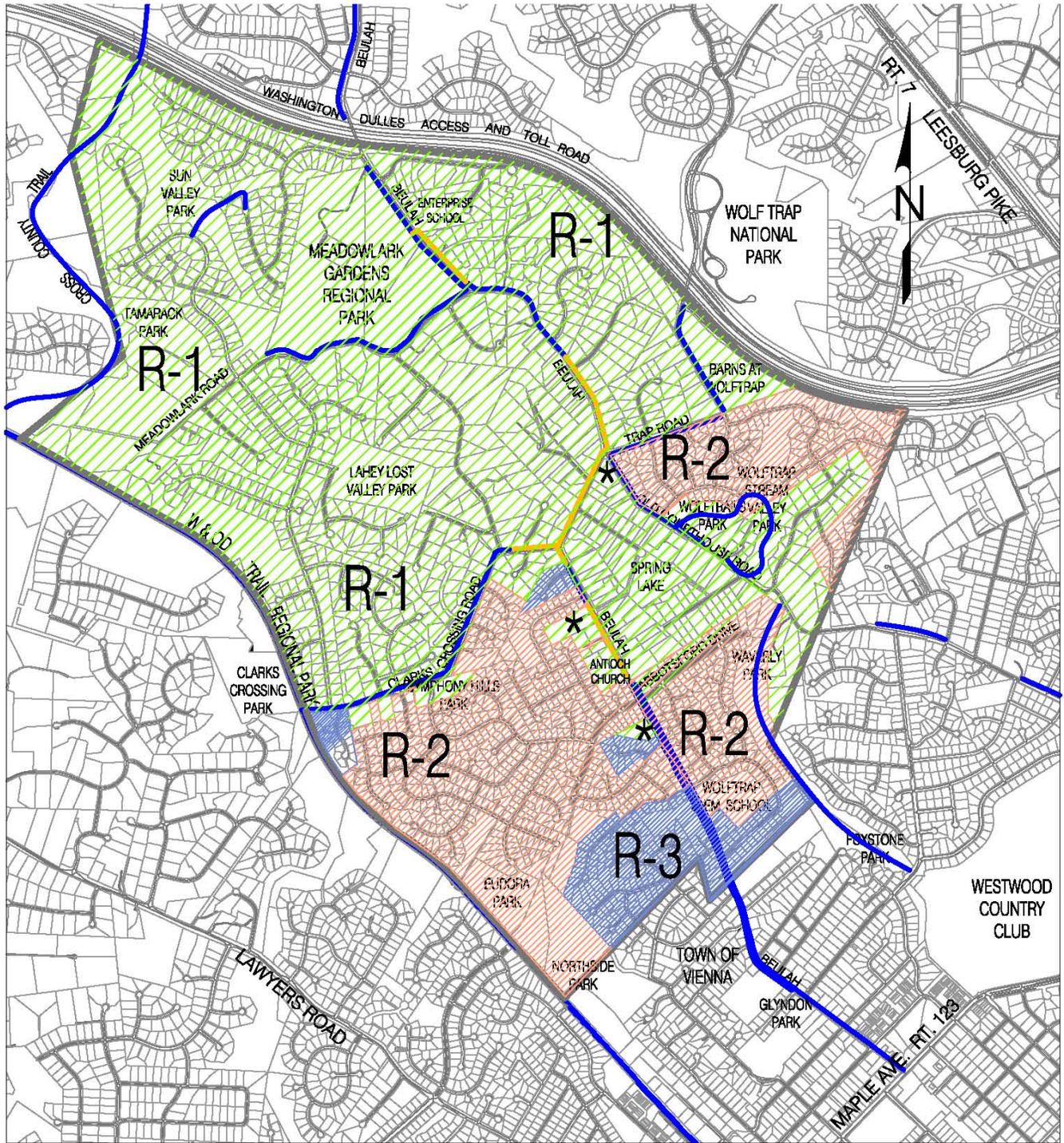
Seeing the encroaching development and wishing to leave a legacy, the Means family donated 100 acres to The Northern Regional Park Authority in 1980 thereby creating Meadowlark Botanical Gardens. In 1981, the National Park Service opened The Barns at Wolf Trap. Ten years later, in 1990, the Lahey family donated 22 acres to Fairfax County for the Lahey Lost Valley Park. The dedication of these few remaining large parcels of land to public parks has primarily completed the development of the area.

Future Development

The vast majority of the Study Area has been subdivided as much as current zoning will allow or is dedicated to public use. The few remaining properties large enough to develop are being subdivided and/or rezoned. A two-acre parcel at 1884 Beulah Road, just south of the proposed trail's southern terminus, was approved in July 2006 to be rezoned from R1 to R3 to allow for two dwellings instead of one. Another 4-acre R1 parcel at 1838 Beulah Road, along the proposed trail alignment, is currently being surveyed for subdivision and rezoning. Subdivision of this property will include a trail as required by the Countywide Trails Plan. If the trend continues, projected land use will become denser as property owners of larger R1 zoned parcels, particularly in the northern half of the Study Area, continue to seek higher zonings and subdivide.

Unfortunately, the majority of the properties along the unbuilt segments of the trail alignment are typically not large enough to subdivide and subdivision of properties is the only way trails have been constructed in this area to date. Without the ability to have the trail system completed by developers, design and construction of the remaining unbuilt segments of trail system will have to be accomplished by other means.

3.3 Land Use & Zoning Description Map



Existing Zoning Map-Phase I-NoVi Trail Network

Map Legend:

- | | | | |
|------------------------|---|---|--|
| Questionnaire Boundary | — | | R-1 Zoned One Dwelling Unit Per Acre. |
| Proposed Trail | | | R-2 Zoned Two Dwelling Units Per Acre. |
| Existing Trail | | | R-3 Zoned Three Dwelling Units Per Acre. |
| Not To Scale | | * | Properties Currently Being Subdivided & Rezoned. |

3.4 Transportation Existing/Proposed

Highways

Access to the Vienna-Tysons area is provided by Highways I-66, I-495 (Capital Beltway), U.S. 29, VA 7, VA 237, VA 243, and VA 123 (Maple Ave). VA 267, also known as the Dulles Toll Road, serves Dulles International Airport.

The Toll Road, with its 400 foot right-of-way and concrete sound attenuation barriers, is the northern boundary of the Study Area.

Streets & Roads

Within the 2.8 square mile Study Area are three main arterial roads which are defined by Fairfax County as main roads that connect the neighborhoods to the adjacent highways. Beulah Road is considered a “Minor Arterial” from Route 7 to the Vienna Town Limits. Trap Road is a Minor Arterial from Towlston Road to Beulah Road. Old Courthouse Road is a Minor Arterial between Beulah Road and Gallows Road. Type B arterials are somewhat shorter in length, traverse a less densely developed area, or are located in more mature areas and consequently were built to a somewhat older design standard. They can generally be constructed within a 122-foot right-of-way, although in less developed areas or where additional lanes are needed, additional right-of-way may be necessary.

Clarks Crossing Road is termed a “Collector street” as it provides access to abutting land uses (subdivisions), routing traffic to the arterial street system. Generally, these roadways are not used for through trips. According to Fairfax County, “sidewalks and/or trails should be provided on both sides of the road” on Collector streets.

Smaller streets within the Study Area are considered "Local streets" as they provide access to properties abutting the roadway and the immediate vicinity. On local streets, traffic speed and volume should be low. Parking should be accommodates and sidewalks and/or trails should be provided.

Public Transit

Vienna-Tysons is served by the Washington Metropolitan Area Transit Authority (WMATA) which operates an interconnected rail and bus service known as "Metro." Currently, the Metrorail system extends 103 miles with 83 stations. Metrobus has 96 routes within Fairfax County with 2,300 bus stops.



Metro bus lines 2T and 15K run along Route 123 in Vienna, which is located at the southern terminus of Beulah Road. To the north, Fairfax Connector Bus 574 links Tysons Corner via Route 7 to the Reston Town Center.

There are currently two Metrorail stations in the Vienna – Tysons area: Merrifield/Dunn Loring and Vienna/Fairfax/GMU, both on the Orange line.

Airports serving the Washington Metropolitan area are Dulles International, Ronald Regan Washington National, and Baltimore/Washington International Airports. There is a Metrorail stop at National Airport and one near BWI.

Proposed Metrorail Extension

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, Town of Herndon and the Metropolitan Washington Airports Authority (MWAA), is planning to construct a 23.1-mile transit system in the rapidly growing Dulles Corridor traversing Fairfax and Loudoun counties. The Silver line is scheduled to open in 2011 and will add 4 new Metrorail stations at Tysons Corner and 3 more stations between Tysons and Dulles Airport, including stops on Leesburg Pike and Wiehle Avenue, with a possible future seasonal station planned at Wolf Trap National Park. The Silver line is planned to provide a rail connection to Dulles Airport beginning in 2011. (<http://www.dullesmetro.com/>)

Phase I of the Metrorail extension will create the Silver Line which will extend from the Orange Line from East Falls Church Station through Tysons Corner to Wiehle Avenue in Reston (11.6 miles, 5 stations). Dulles Corridor trains would also provide service along the Orange Line to the Stadium-Armory station in Washington, DC. Phase 2 would extend the Silver Line further from Wiehle Avenue through Reston, Herndon, Washington Dulles International Airport and Route 772 in eastern Loudoun County (11.5 miles, 6 stations). Total projected cost of the Metrorail extension is \$3.5 billion (50% Federal, 25% State and 25% Local). Depending on federal approvals and funding availability, rail service is scheduled to begin in 2011 for Phase 1 and in 2015 for Phase 2. Construction could begin as early as 2007. Estimated rider ship is 91,200 daily trips by 2025.

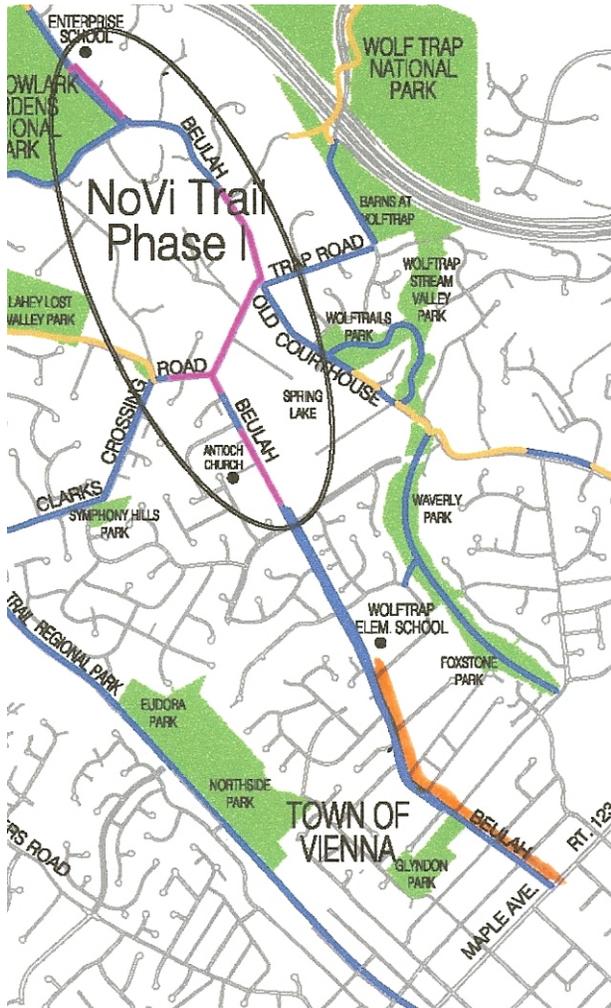
There are 5 planned Silver Line Metro Stop locations in Tysons Corner/Reston area:

- **Tysons East Station:** on Route 123 at Scotts Crossing Road/Colshire Drive with 2 station entrances on each side of Route 123 and a pedestrian bridge between, bus dropoff/pickup and Kiss & Ride. No parking planned.
- **Tysons Central 123:** on Route 123 at Tysons Boulevard with 2 station entrances on each side of Route 123 and a pedestrian bridge between, bus dropoff/pickup. No parking planned.
- **Tysons Central 7:** on Route 7 just northwest of Route 123, 2 station entrances (each side of Route 7). No parking planned.
- **Tysons West:** on Route 7 at Spring Hill Road with 2 station entrances on each side of Route 7 and a pedestrian bridge between crossing Route 7, Bus dropoff/pickup and Kiss & Ride. No parking planned.

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- **Wiehle Avenue:** Ground level station in the median of the Dulles Toll Road, just west of the intersection with Wiehle Avenue. 2 entrances on either side of the Dulles Toll Road, pedestrian bridge crossing toll road and airport highway, bus dropoff/pickup (both entrances), Kiss & Ride (north side only), parking for 2,300 cars (north side).

Town of Vienna Beulah Road Sidewalk and Road Improvement Project



◀ Town of Vienna Project (shown in orange)
Note: sidewalk to be repaired/reconstructed on east side of Beulah Road only

Beulah Road, both within and outside the town of Vienna, is a two-lane Minor Arterial road with major commuter usage. The existing roadway has little or no shoulder. Deep ditches are sometimes directly adjacent to the pavement. Within the Vienna town limits, concrete or narrow asphalt sidewalks exist on both sides of the street. Just outside the town limits, the sidewalks become spotty or nonexistent.

In 2006, the Town of Vienna initiated a sidewalk and street improvement project within the town limits. The existing two lane roadway will be improved from Maple Avenue to Valley Drive by reconstructing the pavement from Maple Avenue to Locust Street, resurfacing the pavement from Locust Street to Valley Drive and providing new drainage, curb and gutter, and

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a 5-foot concrete sidewalk on the east side of the .42 mile alignment. The VDOT budget is \$1.5 million for the project with completion expected by December 2007. (<http://www.virginiadot.org/projects/const-project.asp?ID=316>)

Phase I of the NoVi Trail Network will complement and extend the Vienna project by providing a way to continue safely northward toward all the public facilities beyond the town line.

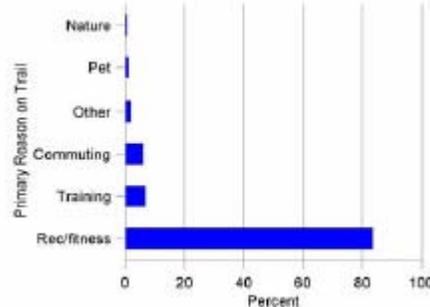
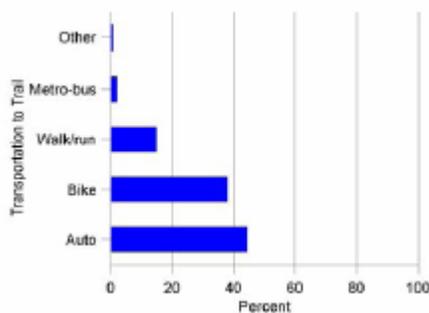
Trails

Washington & Old Dominion Trail (W & OD Railroad Regional Park)



The Washington & Old Dominion Trail (W&OD) is designated as a Major Regional Trail System on the Countywide Trails Plan Map and forms the western boundary of the Study Area. Completed in 1988, the typically 12 foot wide asphalt trail runs 45 miles in length, and is often paralleled by a stone dust equestrian trail. Beginning in Shirlington, Virginia, near the Potomac River and National Airport, the trail runs west through Vienna, Reston, Herndon and Leesburg to end in Purcellville. This trail also connects with other major trails such as the Cross County Trail. According to a 2004 report by the Virginia Department of Conservation and Recreation, nearly 1.7 million people use the W&OD Trail each year, 95% of whom are local recreational users and commuters. The average trip was 10 miles from home or work to use the W&OD, with an average reported travel time of 14 minutes.

One in four local residents live directly on the trail and have no travel time to get there. Walking to the trail accounted for 15% of users. 44% arrived by auto and 38% of users arrived by bicycle. Recreation and fitness were cited as the major reason for using the W&OD (84%), while commuting accounted for 6 %, or approximately 102,000 commuter trips per year.



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Table TU-1. Benefits of the W&OD

Benefits	High (4)	Med (3)	Low (2)	None (1)	Mean	Rank
Health (n=1355)	92.54	7.01	0.30	0.15	3.91	1
Nature (n=1340)	60.22	34.70	4.70	0.30	3.55	3
Safety (n=1339)	73.34	25.09	1.34	0.22	3.71	2
Commute alternative (n=1272)	25.86	14.94	20.20	39.00	2.27	6
Pets (n=1233)	22.71	12.98	12.33	51.99	2.06	7
Community (n=1313)	47.14	32.22	12.49	8.15	3.18	4
Training (n=1288)	54.19	20.42	7.61	17.78	3.05	5

Figures from “The Washington and Old Dominion Trail, An Assessment of User Demographics, Preferences and Economics”, VA DCR, December 2004.

The W&OD trail is a multi-purpose trail designed to accommodate walking, hiking, jogging, running, cycling, and inline skating. A gravel equestrian path parallels the asphalt W&OD Trail for 32.5 miles, from west of Vienna to Purcellville. The trail is intended for recreation as well as an alternate commuter route. By connecting the numerous residential populations through which the trail runs with commercial centers such as Vienna, Reston and Herndon, the W&OD provides an alternative to commuting by automobile.

While the trail provides an opportunity for an alternate means of transportation, getting to the trail is often difficult. Minor trails and sidewalks feeding into the W&OD, particularly in the Study Area, often connect only a small percentage of the area’s potential users. Parking areas, such as the one at Clarks Crossing Park, provide access for those who otherwise cannot reach the W&OD. A comprehensive and coherent system of feeder trails serving the communities around the W&OD would enable the trail to reach its full potential for recreation as well as commuting.

In the vicinity of the Study Area, the W&OD runs in a northwesterly direction. Because no roads or streets cross the W&OD in this vicinity, the 100 foot wide park separates the residential developments, thus creating a barrier. For this reason, the W&OD Trail was thus used as the westerly boundary of the Study Area for this Feasibility Study.

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Cross County Trail



The 40-mile Cross County Trail (CCT) opened in 2005, becoming Fairfax County’s primary multi-use north/south trail, passing through the woodlands and open space of all nine County magisterial districts. The trail surface is a combination of paved, stonedust and natural surface. The trail crosses several streams and many of the county’s main east-west roads. Where no off-road route is possible, the trail follows roadside trails or sidewalks. Other trails are connected to the CCT or will be in the future. The CCT now links to the Fairfax County Parkway trail. Links to the Route 1 Bikeway Trail and the Potomac Heritage National Scenic Trail are also anticipated. Within the NoVi Trail Network, the Cross County Trail follows the streambed of Difficult Run Stream Valley Park, briefly joining the W&OD Trail, then returning to the stream valley in Tamarack Park. Providing a new trail via Difficult Run would provide CCT users a direct connection with Meadowlark Botanical Gardens as well at the remainder of the NoVi Trail Network.

Wolf Trap National Park Pedestrian Bridge Project

In 2006, the Federal Highways Administration began design of a pedestrian bridge spanning the Dulles Airport Access and Toll Road, a four-lane highway which divides Wolf Trap National Park for the Performing Arts and the Wolf Trap Foundation facility. In 2004, Congressman James Moran obtained \$950,000 from the 2004 Public Lands Highways Discretionary Program which has been used for a feasibility study, environmental study, preliminary design and engineering.



◀ The pedestrian crossing will address an extremely unsafe situation for pedestrians and cyclists and better connect the two major entertainment facilities. At present, the short, narrow two-lane overpass bridge contains on- and off-ramps and has no shoulder.

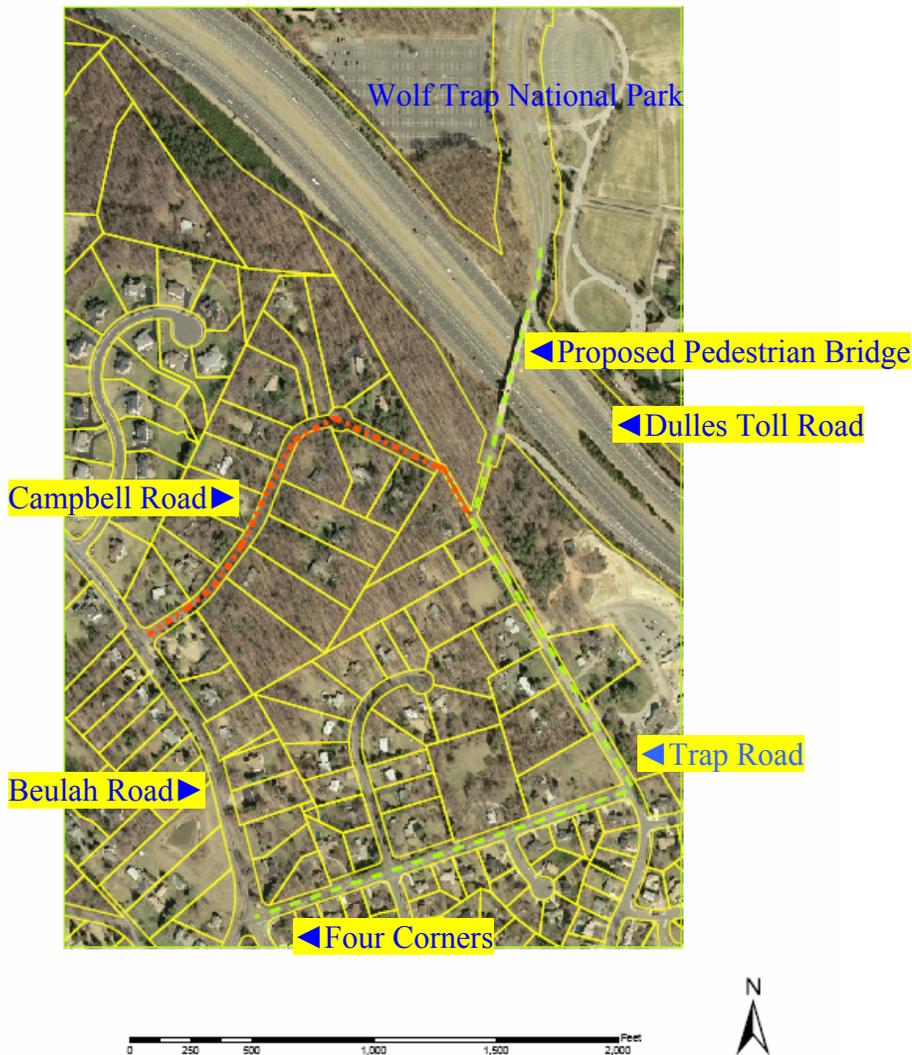
Vehicles exit the short Toll Road ramps at high rates of speed and there is no lighting, making a non-motorized crossing very dangerous especially when car and pedestrian traffic is increased during performances at the National Park. The unsafe situation has been exacerbated by the recent construction of a multi-purpose trail on Trap Road on the Wolf Trap Foundation property which literally leads users to the bridge in the direction of the Toll Road on-ramp. ▶



Phase I No Vi Trail Network Feasibility Study
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The scope of the pedestrian bridge project includes trail extensions from the bridge, then crossing Wolf Trap Foundation property, and on an on-road route along Campbell Road to its intersection with Beulah Road. The scope also extends from the bridge, along Trap Road to the four corners intersection of Trap/Beulah/Old Courthouse Roads.

**Pedestrian Access over the Dulles Access and Toll Road
PROJECT SCOPE**



To date, VDOT has surveyed the area leading up to the bridge including exact property lines, deed research and topography. A new crosswalk will be necessary at the entrance to the Barns in order for pedestrians to pass safely to the west side Trap Road to avoid the bridge exit ramps. VDOT estimates the pedestrian bridge crossing project will cost \$2.25 million. No acquisition of rights-of-way on private property will be required for the project completion.

3.5 Cultural Resource Survey/Environmental Impact

The Vienna Planning District contains both known and potential heritage resources. According to the County Comprehensive Plan, the area in and around Wolf Trap contains significant prehistoric archaeological sites which could date back as many as 11,500 years.

(<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/vienna.pdf>) A consultant has been hired by Fairfax County to complete an environmental study of the Phase I Study Area as part of the feasibility study process.

Beulah Road

Beulah Road itself is rich in history. According to *Meadowlark Gardens Regional Park 1730-1988: The Land and Its Owners*, a book by Vienna historian Mary Kate Black, Beulah Road has been in continuous use since at least the early 1700s. Tobacco farms flourished along the corridor. The area enjoyed unprecedented prominence with the arrival of the Alexandria, Loudoun and Hampshire Railroad (later renamed the Washington & Old Dominion) in the mid-1850s. Soon after, the Civil War pitted neighbor against neighbor and the land was besieged and plundered by Federal forces.



In the mid-nineteenth century, roads leading to grain mills were used as significant landmarks. One important mill was called Walter's Mill and the road leading to the mill was so named. The curves of such historical roads are commonly seen on current maps, despite their name changes.

According to Black, lifelong resident Elizabeth Brown saw the evolution in the names. Her great-grandfather was William Walters of Walter's Mill. Her father, William Everett Brown, bought the old Wolf Trap Mill, probably the Walter's Mill, and renamed it Brown's Mill. Brown does not remember who started calling the road Brown's Mill Road, as it was referred to around the turn of the century, but it is now called Beulah Road.

Though Beulah Road has been improved since the horse-and-buggy days, there are several locations along its length where property lines extend all the way into the roadway and there is no right-of-way for a trail. Attempting to obtain the easements for a continuous alignment will require engineers and designers to work closely, cooperatively and creatively with property owners.

Antioch Christian Church, located at 1860 Beulah Road (in Phase I Segment A), was built in 1903 and is on the Fairfax County Inventory of Historic Sites (028-3 ((1)) 20).

Wolf Trap National Park for the Performing Arts and the Wolf Trap Foundation

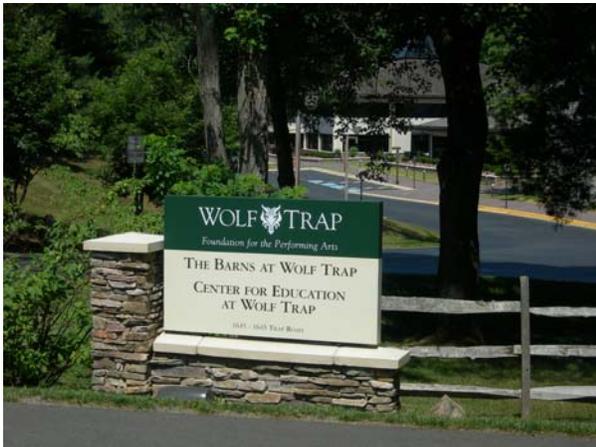
The land that is now occupied by Wolf Trap National Park for the Performing Arts and the Barns at Wolf Trap also has a rich and storied history. According to the Wolf Trap Foundation, from as early as 1632, records indicate that wolves caused much damage in the region. The General Assembly offered bounties of tobacco to those who constructed pits or traps to capture and deliver wolf heads. A smaller reward was given to those who used a gun or some other means to kill the animals. In an official land survey dated August 17, 1739 the name "wolf trap" appeared as a branch of Difficult Run. Because of the kill-off and the arrival of more and more human neighbors, wolves were eventually eradicated from the area.



In 1833, Thomas Fairfax and his wife divided Towlston Grange, their 5568-acre tract located in the south central section of the Providence Magisterial District. One son received a 1152 acre portion called Ash Grove which included the part of Wolf Trap Farm on the east side of Wolf Trap Run. The second 2458 acres, in the division of Towlston went to their second son and was located on the west side of Wolf Trap Run.

The land was owned and divided in a number of ways until 1930 when Catherine Shouse purchased a 53-acre plot for \$5,300 and called it Wolf Trap Farm. She continued to purchase additional parcels of land until 1956, totaling 168 acres. Several years later the government secured 40 acres for the construction of the Dulles Toll Road, leaving the Shouse farm at 128 acres.

In 1966, Mrs. Shouse donated 100 acres of her farm for the purpose of becoming the only national park for the performing arts. Wolf Trap, which now contains 130 acres, opened in 1971 in order



that others may enjoy musical and cultural performances in a scenic, natural setting. The creation of trail connections along Beulah Road would also have a direct educational impact by providing better access to the wide range of programs offered by the Wolf Trap Foundation. Its primary education arm, the Wolf Trap Institute for Early Learning Through the Arts, is located in the newly-opened Education Center adjacent to The Barns at Wolf Trap. The 54,408-square-foot facility has an education hall, a hundred-seat lecture hall, a multi-media learning center, practice rooms, and administrative offices for the Wolf Trap Foundation and the Wolf Trap Opera Company.

Improvements to the Barns at Wolf Trap property included the construction of a segment of multi-use asphalt trail parallel to Trap Road along the expanse of the Barns at Wolf Trap property. ►



A plantation house, located at 1627 Trap Road, was built in 1895, is owned by the Wolf Trap Foundation and is listed in Fairfax County's Inventory of Historic Sites. (028-2 ((1)) 32C).

Meadowlark Botanical Gardens Regional Park

In 1980, Caroline Ware and Gardiner C. Means gave 53 acres of land as a scenic gift to the Northern Virginia Regional Park Authority. The tract was originally part of a 966-acre land grant to William Gunnell made in 1730 (which also included the future Lahey Lost Valley Park.)

Historian Black writes that Ware and Means,

“envisioned a permanence in the land, a way by which the farm could remain a haven for trees, shrubs and flowers to envelop the centuries-old streams and border the ancient roads. The land saw political changes when the country began and when the country divided; it saw social changes when women were repressed and when women were championed. This land will continue for future generations as they look back to the men and women who lived here and who forged its destiny.”



In 2003, Meadowlark Gardens unveiled the restoration of its original log cabin which dates to the mid-1700s. The cabin sits in a garden of plants once found the Virginia Piedmont homesteads of the 18th century. The cabin was painstakingly dismantled, restored and reassembled. It serves as the locus of educational programs covering the time of colonial expansion and detailing the period's building materials and architectural styles.

Lahey Lost Valley Park

Lahey Lost Valley Park is an historic site designated as a Fairfax County Cultural Resource Park.



The park reflects the architectural and agrarian history in Fairfax County in the 18th, 19th and 20th centuries and is intended to preserve and protect its significant historic, natural and cultural resources. The Fairfax County Park Authority (FCPA) approved establishment of the park in October 1999. It was in 1990 that Carlotta Lahey expressed her desire to donate her 22-acre parcel, house and antiques to the FCPA so they could be maintained in an historic park area. The property formally transferred to FCPA in February 1999 upon Ms. Lahey's death.

According to the Fairfax County Inventory of Historic Sites, the property includes one of the oldest surviving house structures in the county. Its pre-Revolutionary design is a classic example of mid-18th century Virginia vernacular architecture. In 1730, The Lahey property was in the center of the 966-acre William Gunnell land grant. Other park structures include a 19th century artist's cottage, two burial grounds, a spring site, large walnut trees plus the remains of Mrs. Lahey's prolific gardens. Archaeological resources, which continue to be discovered, include barns, outbuildings, slave quarters and old road beds. The park can provide the setting for educating visitors about architectural and agrarian history, the evolution of Fairfax County from colony to New Nation, as well as the movement of artists to the county during the early part of the 20th century.

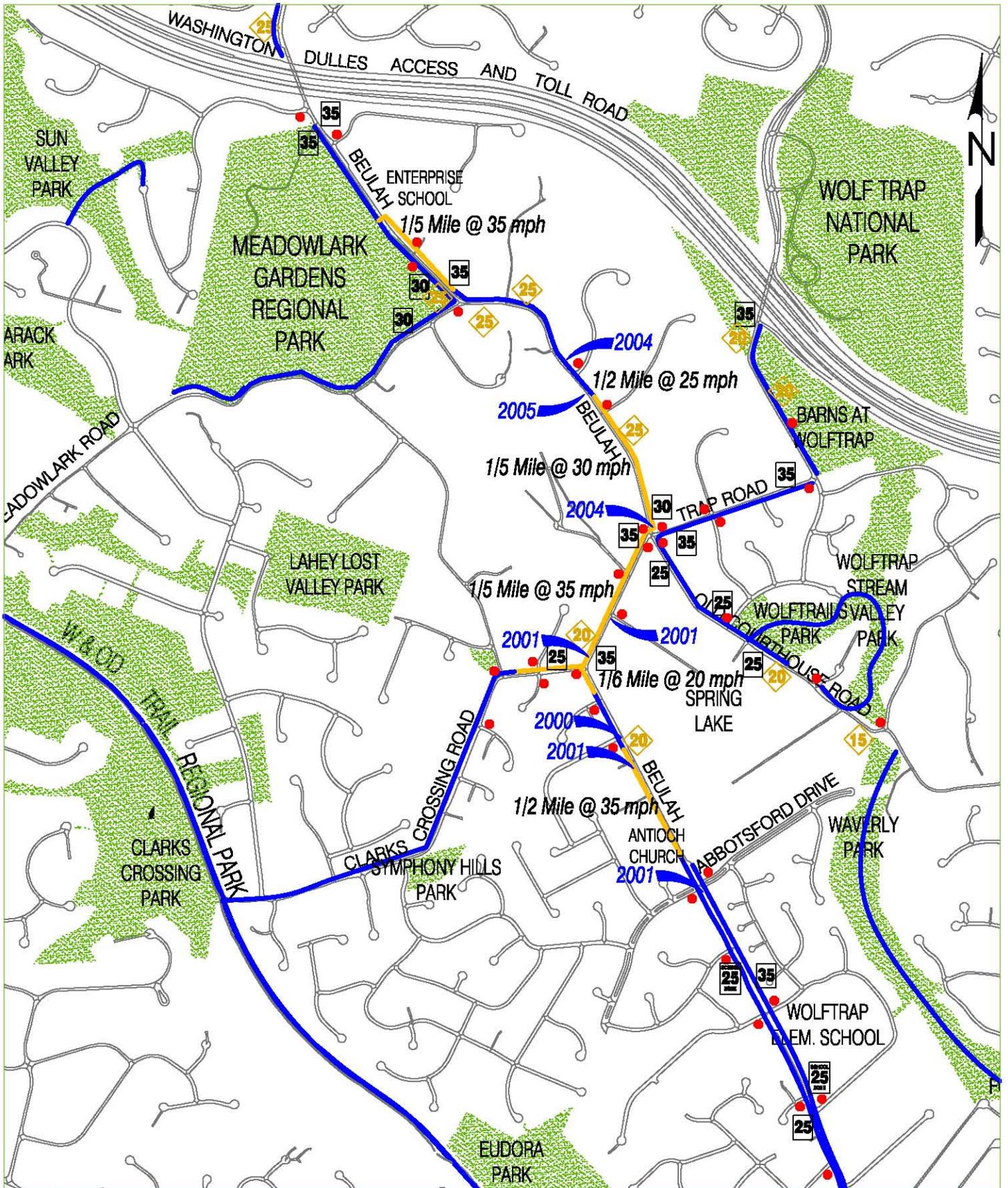
When the park is fully developed, the main property entrance at the end of Brookmeadow Drive



Historic home at Lahey Lost Valley Park

will be for vehicular and pedestrian traffic and will lead to trails within the Resource Protection Zones. Access will also be from the southeastern part of the site by a trail connection to the community trail located along the park's southern property line. It will connect to the entrance road. The Northern Virginia Regional Park Authority's W&OD Railroad Regional Park is located only 3600 feet to the southwest, yet there are no trails to connect the thousands of W&OD users, nor is there a trail connection with Fairfax County Park Authority's nearby Clarks Crossing Park.

Phase I No Vi Trail Network Feasibility Study
SECTION 3: EXISTING/PROPOSED RESOURCES & LAND USE/TRANSPORTATION



Speed Limit Data - Phase I- NoVi Trail Network

Map Legend:

- Questionnaire Boundary
- Proposed Trail
- Existing Trail
- Not To Scale

- Stop Sign
- 35 Posted Speed Limit
- 25 Posted Safe Speed

Recent Traffic Studies

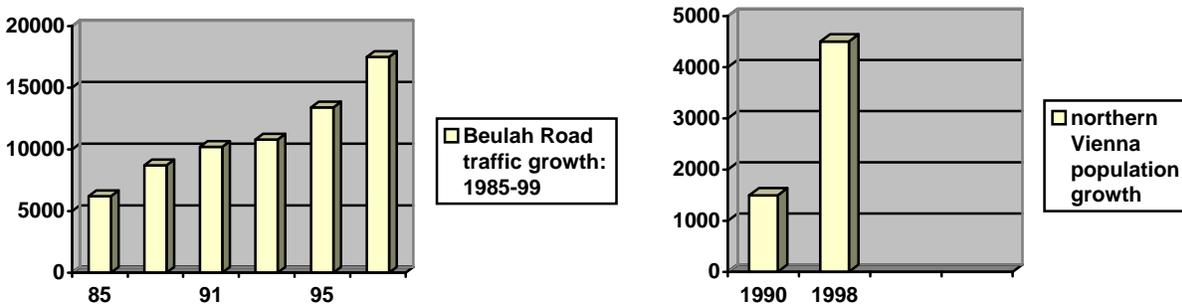
- 2000 "Smart" Traffic Survey
- 2001 Spot Speed Study
- 2004 LADAR Speed Study
- 2005 Stealth Pad Traffic Count

4 SITE ANALYSIS

4.1 Existing Beulah Road – Safety & Speed

Safety -- of pedestrians, cyclists and drivers -- is the predominant concern within Phase I, as shown in written and spoken comments.

Increasing traffic mirrors a growth in the local population.



Comparison of 1978 Property Maps with the current 2006 Property Maps show more than a 25% increase in the number of households in the immediate vicinity of the Phase I Study Area. Current density in this area is approximately 1 housing unit per acre. Increases in the density are expected as existing larger parcels are subdivided and rezoned.

Speed

Speed Limits

Posted speeds within the NoVi Trail Network range between 15 and 35 miles per hour. Within the 1 1/2 mile alignment of the proposed trail, the speed limit on Beulah Road changes 5 times, varying from 20 to 35 mph.

Beulah Road

Because of the roadway's winding nature, numerous "T" intersections (also known as a "Side Roads"), and intersections located on curves, the posted speeds change often. Starting at Wolftrap Elementary School, the speed limit is 25 mph in the "School Zone". Going north on Beulah Road, the posted speed limit changes to 35 mph for a distance of 1/2 mile. Near the curve and intersection with Clarks Crossing Road are warning signs "Right Curve/Side Road" reducing the safe speed to 20 mph for 1/6 of a mile. After the curve, speed along Beulah resumes to 35 mph for 1/5 of a mile to the 4-way stop at Old Court House Road and Trap Road. After the 4-Way stop, 30 mph is the speed limit along Beulah for 1/5 of a mile. As Beulah winds from Campbell Road to past Meadowlark Road, warning signs-- "Side Road" and "Sharp Right Turn"--reduce the safe speed to 25 mph for 1/2 a mile. Finally, Beulah's speed resumes to 35 mph along the straight portion of roadway in front of Meadowlark Botanical Gardens.

Trap Road

The speed limit on Trap Road is 35 mph. The curve in Trap Road just before it crosses over the Dulles Toll road has a “Sharp Turn” warning sign with a speed limit sign of 25 mph.

Old Courthouse Road

Old Court House Road is posted at 25 mph at the 4 way stop but is quickly reduced to 20 mph with a “Winding Road” warning sign. The speed is quickly reduced again to 15 mph with a “Sharp Right and Left Turn” warning at the tight curves near Besley Road where the road frequently floods.

Meadowlark Road

On Meadowlark Road, the posted speed limit is 30 mph.

Clarks Crossing and other Side Roads

Speed limit on all side roads is typically 25 mph.

Stop Signs

Beulah, Trap & Old Court House Roads are through streets with the exception of the 4-way stop sign where they intersect. Trap Road also has a stop sign where it turns left toward Wolf Trap. All side roads that intersect Beulah, Old Courthouse, Trap, Clarks Crossing and Meadowlark have stop signs.

Speed Studies

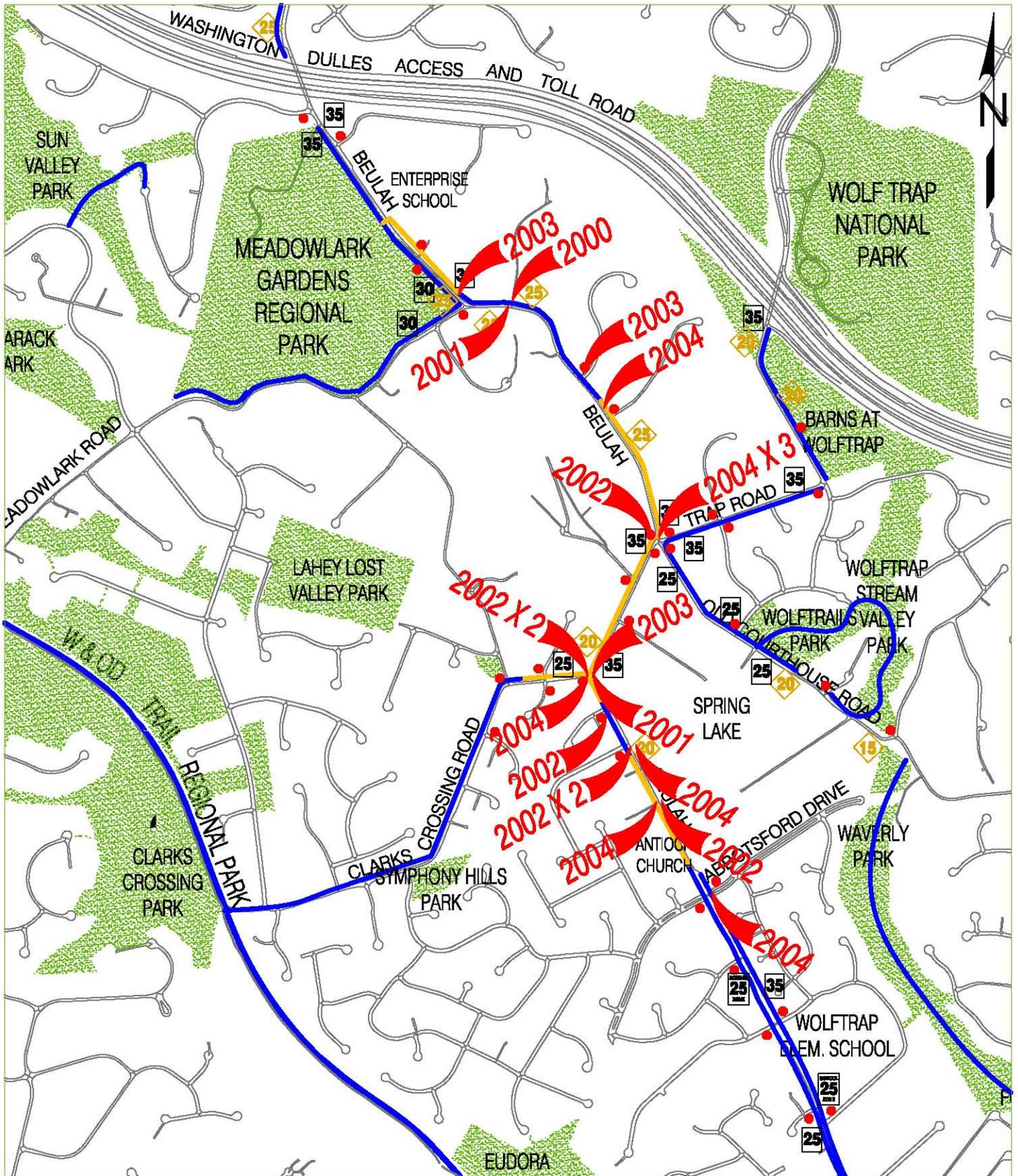
A number of speed studies have been performed recently in the Study Area:

2000: At the request of a property owner living near the Beulah Road/Clarks Crossing intersection, Mclean District Police performed two radar (SMART) Traffic Survey Reports. In a cover memo dated September 29, 2000, Lieutenant Jim Word concludes: “Almost every vehicle is operating at an acceptable speed. 20 cars are out of a volume of 8435 vehicles.”

2001: At the request of the same property owner, who requested that Hunter Mill District lower the speed limit and install a Watch for Children sign, another Police study was performed on Beulah Road near the intersection with Clarks Crossing Road. In a letter dated September 24, 2001, Jo Anne Sorenson, District Engineer for Planning and Development from VDOT, reported that “the study showed that 85% of motorists are driving between 33mph and 39mph.” She concludes that lowering the speed limit to 25 mph (as it is within the Vienna town limits) is not justified and that adding the sign is not supported for Beulah Road. However, in an email dated October 4, 2001, the requesting property owner pointed out to the Hunter Mill District that, since the speed study was performed shortly after the tragedies on the morning of September 11, 2001, normal traffic patterns may have been disrupted and were indicative of normal patterns.

2004: Concerned about possible excessive speed in the area of Beulah Road north of the Beulah/Trap/Old Courthouse intersection, the Coral Ridge Homeowners Association requested a speed survey. In November 2004, three officers from the McLean District Police Department used LIDAR radar to measure traffic speed on three different days in morning and evening hours near Coral Crest Lane, where the HOA is located. A total of three warning tickets were issued for vehicles not meeting the threshold of ten miles an hour over the speed limit, the minimum allowed when using radar. The survey showed some speeding during rush hours, but according to the speed report, this segment of Beulah Road does not warrant additional enforcement. An officer was also assigned to monitor stop signs at the intersection of Beulah/Trap/Old Courthouse Roads on two consecutive evening rush hours, but did not observe any violations and concluded that drivers generally behave in a safe manner.

[See APPENDIX D, Speed Reports]



Accident Data - Phase I- NoVi Trail Network

Reported automobile crashes along Beulah Rd., from Abbotsford Dr. to Meadowlark Rd., 2000 to 2004, Source FCPD.

Map Legend:

- Questionnaire Boundary
- Proposed Trail
- Existing Trail
- Stop Sign
- 35 Posted Speed Limit
- 25 Posted Safe Speed

Date indicates the year times (X) the number of accidents reported near that intersection. (Total accidents for each year are listed below.)

2000-1 2001-2 2002-7 2003-3 2004-8

Safety

The 2000 McLean Police radar speed reports show that between 7000 and 8500 vehicles travel on Beulah Road daily. As part of the 2004 Mclean District traffic study, officers placed STEALTH pads on Beulah Road near Coral Crest Lane in order to get an accurate traffic count. The average amount of traffic traveling on Beulah Road was measured at 3,757 vehicles per day.

Sergeant Robert A. Greissinger, Sergeant of the Mclean District Station, obtained accident statistics for the year 2004. His research showed there were four accidents in the general area, all minor in nature, although the chart below indicates there were eight. None of the four identified by Sergeant Greissinger involved reckless driving, speed or posed any danger to the local residents. The Sergeant concluded in his report, “It is my opinion based on my experience that this is an average or less than average number of accidents for a heavily traveled road such as Beulah Road.”

Other evidence suggests that certain intersections warrant special consideration. The following chart pertaining to the Phase I Study Area was prepared for the Community Open House in 2004. The greatest concentration of accidents are at the intersections of Beulah Road and Clarks Crossing Road and at the intersection of Beulah/Trap/Old Courthouse Roads, also known as Four Corners.

**Reportable Crashes along Beulah Rd, from Abbotsford Dr to Meadowlark Rd
2000 to 2004:**

At or Near Intersection with:	Year					Total
	2000	2001	2002	2003	2004	
Abbotsford	0	0	0	0	1	1
Campbell	0	0	0	0	1	1
Chestnut Farm	0	0	1	0	0	1
Clarks Crossing	0	1	2	1	1	5
Coral Crest	0	0	0	1	0	1
Liberty Tree	0	0	2	0	1	3
Meadowlark	0	0	0	1	0	1
State	0	0	1	0	1	2
Trap	0	0	1	0	3	4
White Pine	1	1	0	0	0	2
Total	1	2	7	3	8	21

Source: FCPD Accident Table

12/9/2004 ECYH/CAU/OSB/FCPD

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

Concerned residents living near Four Corners have called for “much stronger safety measures” before more cyclists and pedestrians begin to pass through the vicinity. A member of the NoVi Trail Advisory Committee (NTAC) who owns property adjacent to the intersection cites five traffic accidents in the 1 ½ years that the Committee has been active. These ranged from drivers running into the fence, U-turns tearing up the front lawn, and an accident on June 17, 2006, resulting in injuries to both drivers and property damage including two large sections of fence. She writes:

“There is no way anyone can say this is not a dangerous intersection, 5 incidents since December 2004 is proof enough. The only way any type of bike or pedestrian access can be encouraged is after the road conditions are addressed.”

Photos of June 17, 2006 accident at the intersection of Beulah, Trap and Old Courthouse Roads. (McLean Police Accident Report 06168001031). ▼



A factor which may have contributed to the collision is a fence along Beulah Road in the public right-of-way. The wood fence is constructed within a few feet of the edge of pavement, more than 20 feet away from the property line. The fence is also covered with dense vines close to the intersection, impeding sight lines.

It should be noted that one of the vehicles involved in the June 17 accident was a demo car from a Tysons Corner dealership. In August 2006, a two-car accident occurred on Beulah Road near Coral Crest Lane, when one car collided with another rounding a curve. As in the June 17 accident, one of the vehicles was a demo car from a Tysons Corner dealership. ►



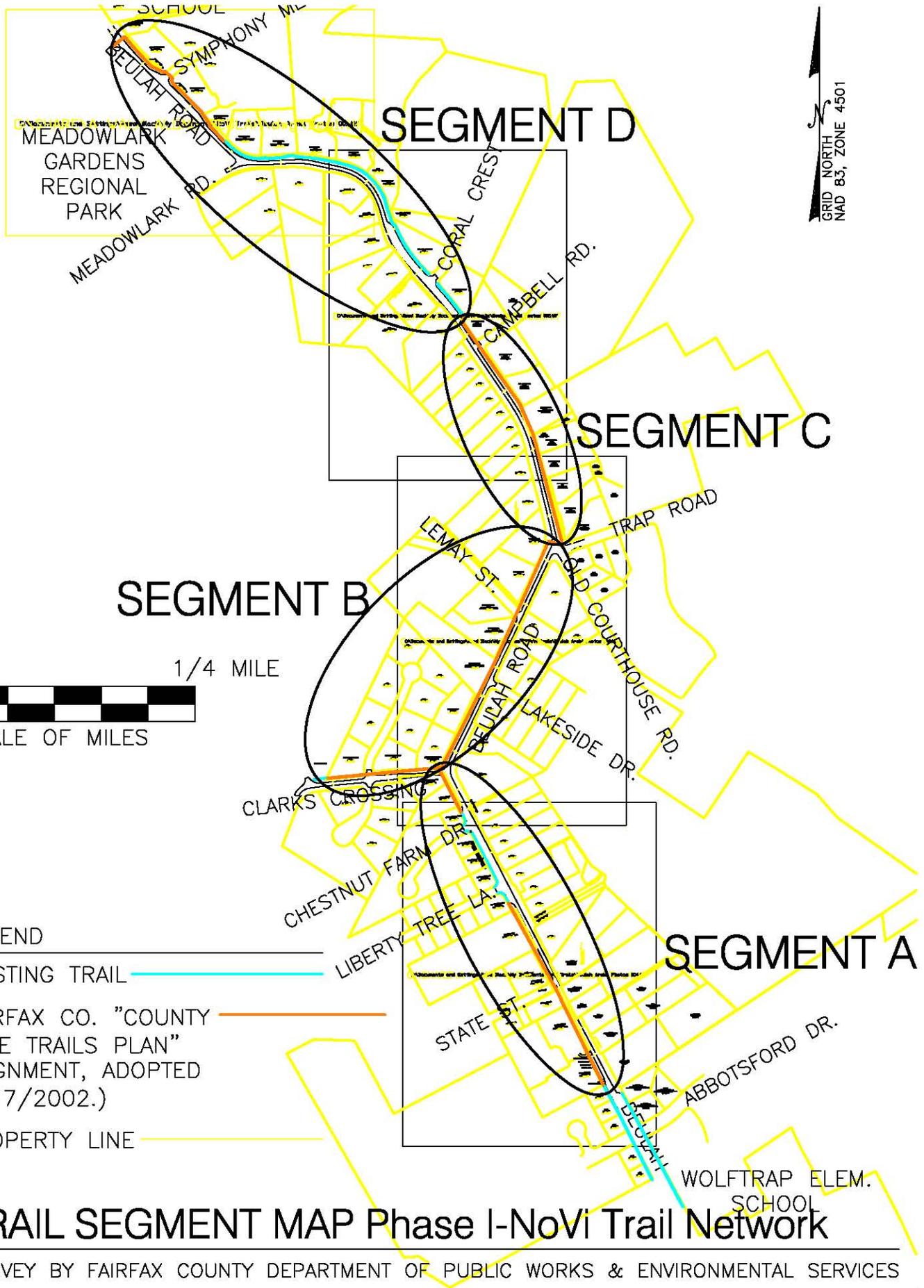
Also in the 2006 timeframe, a number of other minor unreported incidents have occurred. Motor vehicles ran off the road knocking down road signs near the intersection of Beulah and Meadowlark Roads and near the intersection of Clarks Crossing Road and Elgin Drive. VDOT replaced the broken wood signage posts with new steel posts. Vehicles moving south on Beulah cut through the grass buffer between the street and perimeter trail making the turn off Beulah onto Meadowlark Road. Here, only tire marks in the grass lawn indicate the infraction. All of these unreported incidents occurred without injury and close to existing trails.

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

Regarding the main routes of the NoVi Trail Network, according to VDOT data, in the past 5 years there have been 56 reported accidents, (averaging approximately 11 per year) none of which involved pedestrians:

Beulah Rd between Abbotsford Rd.and Days Farm Dr/ Cinnamon Dr	23
Old Court House Rd between Creek Crossing Rd and Trap Rd	16
Clarks Crossing Rd between Beulah Rd and Brookside	3
Trap Road from the Toll Road interchange to Beulah	14

Additional study into the nature of traffic accidents is not within the scope of this trail study. However, a review of numerous road issues such as speed limits, sight lines and existing conditions such as lack of shoulder due to the encroachments into the right-of-way is indicated and will be necessary for safe trail design.



GRID NORTH
NAD 83, ZONE 4501



LEGEND

- EXISTING TRAIL —
- FAIRFAX CO. "COUNTY WIDE TRAILS PLAN" ALIGNMENT, ADOPTED 6/17/2002.) —
- PROPERTY LINE —

TRAIL SEGMENT MAP Phase I-NoVi Trail Network

SURVEY BY FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS & ENVIRONMENTAL SERVICES

Alignment Analysis

Analysis of the proposed trail alignment corridor included a property survey, field observations, and review of available records to identify existing utilities. A boundary survey of the properties on both sides of Beulah Road was performed by Fairfax County Department of Public Works and Environmental Services. This survey determined the relationship of the existing edge of roadway pavement to the property lines and identified existing easements and rights-of-way. Field observation of the proposed trail alignment was performed and existing conditions recorded to identify features that would impact the design or construction of the trail. Existing utilities were determined through field observation and by reviewing the available utility information provided by Fairfax County.

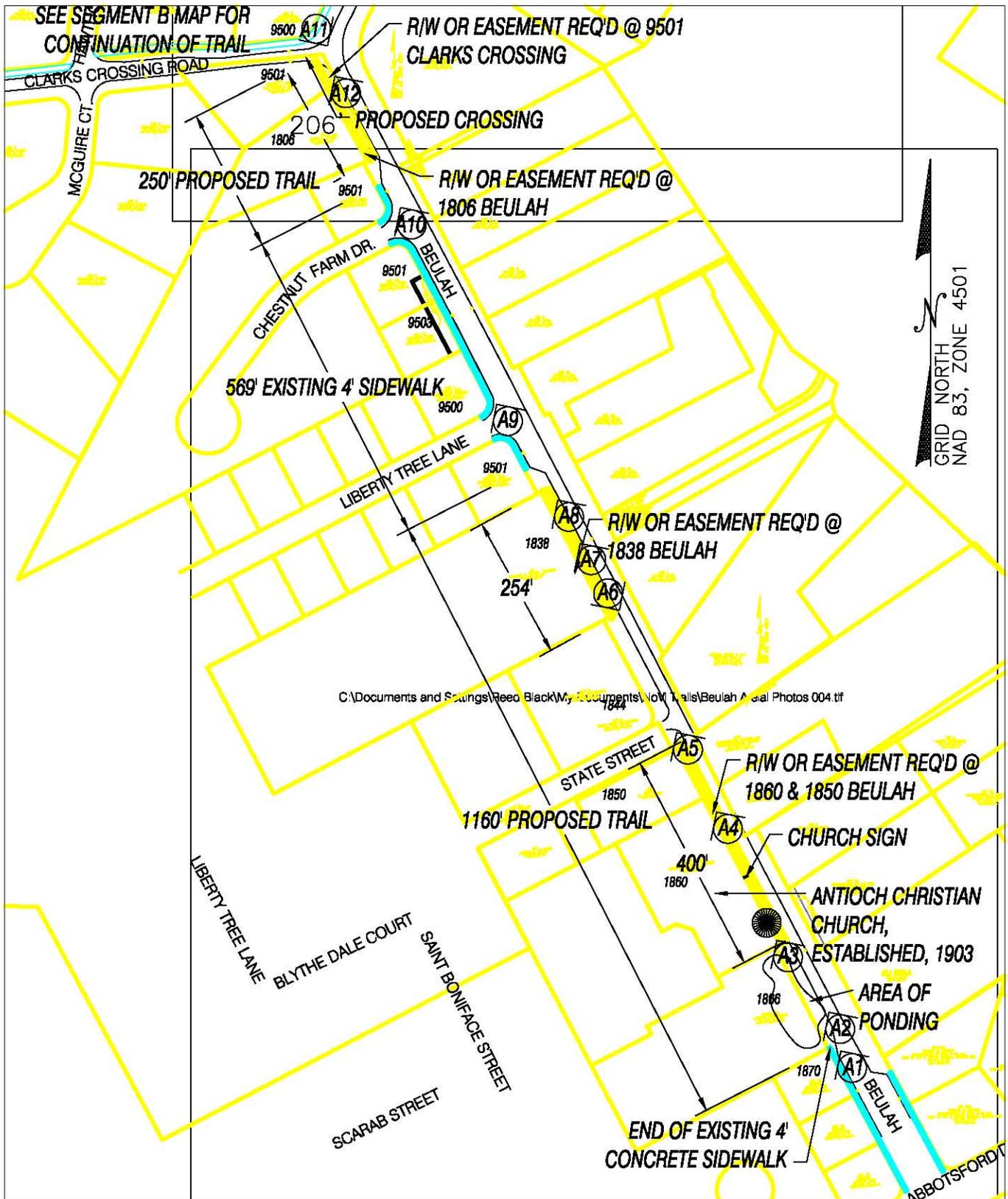
The proposed Trail is divided into four segments; A, B, C & D, to allow analysis of the unique characteristics of each individual segment. Segmenting the alignment also aids in the possible phased implementation based on property ownership issues and available funding. Each segment is divided so that both ends terminate logically at an existing trail/walk or park. Trail segments are intended to be constructed in their entirety, without gaps or unbuilt sections.

Segment A (Beulah Road from end of sidewalk near Abbotsford Road to Clarks Crossing Road, including crosswalk): Begins on Beulah Road, just north of Abbotsford Drive, where an existing sidewalk ends and proceeds on Beulah, crossing Clarks Crossing Road. This segment connects the existing sidewalk in the Town of Vienna to an existing trail that leads to the W&OD Trail.

Segment B (Clarks Crossing Road from Brookside Lane to Beulah/Trap/Old Courthouse (Four Corners) intersection, including crosswalk): Begins on Clarks Crossing Road, just east of Brookside Lane at the end of the existing asphalt trail to the W&OD Trail. It continues east along Clarks Crossing and then turns north to run along Beulah Road to the intersection of Trap and Old Court House Road. This Segment connects the W&OD Trail to the sidewalks of The Trails subdivision and ultimately the Barns at Wolftrap.

Segment C (Beulah Road from Beulah/Trap/Old Courthouse (Four Corners) intersection to Coral Ridge Subdivision trail): Begins at the Four Corners intersection of Beulah, Trap and Old Court House Roads and runs north along Beulah Road to terminate at the existing trail located just north of Campbell Road thus connecting The Trails subdivision with Coral Ridge and Symphony Meadows subdivisions.

Segment D (Beulah Road from end of Coral Ridge subdivision trail to Meadowlark Gardens/Enterprise School, including crosswalks): Begins just north of Campbell Road and runs along Beulah, terminating in front of the entrance to Meadowlark Gardens Regional Park and the driveway of the Enterprise School.



Phase I-NoVi Trail Network Segment A - Existing Conditions



- A2 Existing Condition Photo Location
- Existing Trail/Sidewalk
- Property Line
- 1800 Property Address
- ROW or Easement May Be Required

Trail Segment A: Beulah near Abbotsford to Clarks Crossing Road



◀ Trail Segment A begins on Beulah Road just north of Abbotsford Road at the end of an existing 4' concrete sidewalk. This existing sidewalk runs continuously along the west side of Beulah Road to the Town of Vienna.

Segment A continues north along Beulah Road and crosses Clarks Crossing Road to connect with Segment B. ▶



The Countywide Trails Plan alignment designates Segment A on the west side of Beulah Road, on the left as seen in the photos above. The alignment of the trail on the west side of Beulah Road incorporates the existing section of concrete sidewalk between Liberty Tree Lane and Chestnut Farm Drive. It also allows connection to the Segment B trail by crossing Clarks Crossing Road. Alignment on the opposite side of Beulah would require crossing Beulah at the curve near Clarks Crossing Road, incorporates no existing walks or trails and would have to contend with existing utility poles.

Segment A: Property/Roadway Survey & Description

Beulah Road along Segment A is a straight two-lane road on slightly rolling terrain. The pavement widens at Liberty Tree Lane and Chestnut Farm Drive to accommodate turning lanes. Speed limit along this section of roadway is 35 mph until the curve at Clarks Crossing Road where a "Right Curve/Side Road" warning sign indicates a safe speed of 20 mph. Except for the short section of sidewalk at Liberty Tree Lane and Chestnut Farm drive, lack of shoulders along the roadway and several areas of dense vegetation and steep embankments adjacent to the pavement make it currently very difficult to walk or bicycle along this section of road.

Segment A is approximately 2000 feet long including a section of existing sidewalk. The first 1160 feet of the proposed trail runs from the end of the existing sidewalk north of Abbotsford Drive to the end of the existing sidewalk south of Liberty Tree Lane. The next 569 feet of the alignment has an existing 4 foot wide concrete sidewalk which ends just north of Chestnut Farm Drive. The alignment continues for another 250 feet to the edge of Clarks Crossing Road. This trail segment then crosses Clarks Crossing Road to connect to Segment B.

Survey of the properties along Segment A show five properties where there is insufficient right-of-way between the edge of pavement and property line for a trail. A 400 foot long section at 1850 and 1860 Beulah Road shows the property line less than a foot from the edge of pavement. At 1838 Beulah Road the distance between the property line and the edge of pavement is approximately 5 feet. This 4 acre parcel is currently being rezoned and subdivided and thus the right-of-way most likely will be widened and a trail constructed by the developer. At the north end of Segment A are

two properties, 1806 Beulah and 9501 Clarks Crossing Road, where the distance between the property line and the edge of pavement is less than 5 feet. The property line of 9501 Clarks Crossing is near the centerline of Clarks Crossing Road. The Right of Way between the edge of pavement and property lines of the remaining properties is typically 20 feet or more.

Segment A: Existing Conditions Observations:

While there are several properties where the lack of sufficient right-of-way or easements is an issue, there are few physical obstacles to the construction of a trail. See the “Segment A – Existing Conditions” Map for the locations of the existing conditions photographs.

A1 Beulah Road, just north of the Abbotsford Drive intersection looking north. Beulah road narrows down to a 20 foot wide two-lane road and the existing 4 foot wide concrete sidewalks on both sides of the road end. Dense vegetation covers the end of the sidewalk forcing pedestrians to stop and turn around or walk in the roadway.



A2 Beulah looking north at 1866 Beulah Road. This large, level, undeveloped lot with large trees has an area of ponding adjacent to the road. Ponding typically occurs only after periods of heavy precipitation and quickly percolates into the ground. The distance between the edge of pavement and the property line is approximately 25 feet, ample for a trail or walkway.

A3 Beulah looking north at 1860 Beulah Road, the historic, circa 1903 Antioch Christian Church. There is less than 1 foot between the edge of pavement and the property line providing no room for a trail or walk. The site slopes up with a concrete rubble retaining wall creating a small planting bed. In front of the building is a brick sign which was built in 1990. A carefully planned walk could possibly avoid the sign given an acquisition of easement or additional right-of-way. Note: pastor of church is particularly concerned about the church sign and drainage issues.



Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS



A4 Beulah looking north at 1850 Beulah Road. In the foreground is the Church’s asphalt driveway, beyond is 1850 Beulah where there is less than 1 foot between the edge of pavement and property line. The lot is level and has no significant trees or structures within 20 feet of the edge of pavement.

A5 Beulah looking north with State Street in the foreground and 1844 Beulah Road beyond. State Street is a privately owned gravel road and the structure located at 1844 Beulah is a circa 1910 wood frame “four square” house. There is approximately 27 feet between the edge of pavement and the property lines of both properties (The person is standing at the property line.) While there is sufficient area for a trail or walk, a large forsythia hedge exists in the center of the available right-of-way at 1844.



A6 Beulah looking south at 1844 Beulah. Existing mature trees are typically located with sufficient space for a trail, however, there is an area of dense brush and a small embankment on the shoulder at the north end of the site that currently prevent pedestrians from walking on the shoulder, forcing them into the roadway.

A7 Beulah Road looking north at 1838 Beulah Road. This large level open lot is currently being subdivided and developed. Development will include construction of a trail per the Countywide Trails Plan. The distance between the edge of pavement and the existing property line is approximately 5 feet.



Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS



A8 Beulah looking north at 1838 Beulah Road. An existing 4 foot wide concrete sidewalk begins just north of 1838 Beulah. There are several mature trees and sufficient room for a trail or walk just beyond.

A9 Beulah looking north at 9501 Liberty Tree Lane. An existing 4 foot wide concrete sidewalk begins here and continues north along Beulah Road, past Liberty Tree Lane and Chestnut Farm Drive. Beulah Road also widens here with curb and gutter to provide turning lanes for these streets.



A10 Beulah Road looking north at 9500 Chestnut Farm Drive with 1806 Beulah Road (beyond the fence). The existing sidewalk ends shortly after the intersection of Chestnut Farm Drive and Beulah Road. Beulah Road also narrows and the curb and gutter ends. The right-of-way also narrows leaving approximately 4 feet between the edge of pavement and the property line of 1806 Beulah. 1806 Beulah is a large level lot with no trees or vegetation near the road.

A11 Beulah Road looking south at Clarks Crossing Road and 9501 Clarks Crossing Road. There is approximately 4 feet between the edge of pavement and the property line, insufficient space for a trail or walk. (The person is standing on the property line) There is an embankment and mature trees adjacent to the roadway complicating the construction of a trail and the necessary crossing at Clarks Crossing Road.
NOTE: The owner of this property strings a 40-foot high holiday star made of twinkle lights between mature trees which can be easily seen from the roadway. Owner is opposed to providing right-of-way in part because of concern that the trees and associated custom may be disturbed.





A12 Beulah road looking north with Clarks Crossing Road to the left and Beulah Road to the right of the photo. While there is little right of way on the south side of Clarks Crossing Road at the potential trail crossing, there is approximately 21 feet between the edge of pavement and property line on the north side of the crossing. Again, mature trees and a small embankment impact trail design and construction at the proposed crossing.

Segment A: Utilities

Utility information was provided by Fairfax County Department of Public Works and Environmental Services. The information provided indicated few utilities on the proposed trail alignment. There is an underground gas line marked on the center of 1866 Beulah. Utility poles with overhead wires are located along the east side of Beulah road, opposite the alignment. Water and sewer lines are shown to be buried under, and following, the roadway.

Segment A: Accident Data

According to the table in Sec. 4.1 above, there were 13 accidents in Segment A between 2000 and 2004. The Clarks Crossing intersection with Beulah Road has the highest concentration of reported accidents in the Phase I Study Area. In written comments, nearby property owners also indicate that many more accidents have occurred than have been reported to authorities. The nature and number of these accidents was not confirmed.

VDOT data indicates that, on Clark Crossing Rd between Beulah Road and Brookside Lane, there have been a total of 3 crashes in the past 5 years, none of which have involved pedestrians. (See Sec. 4.1.2)

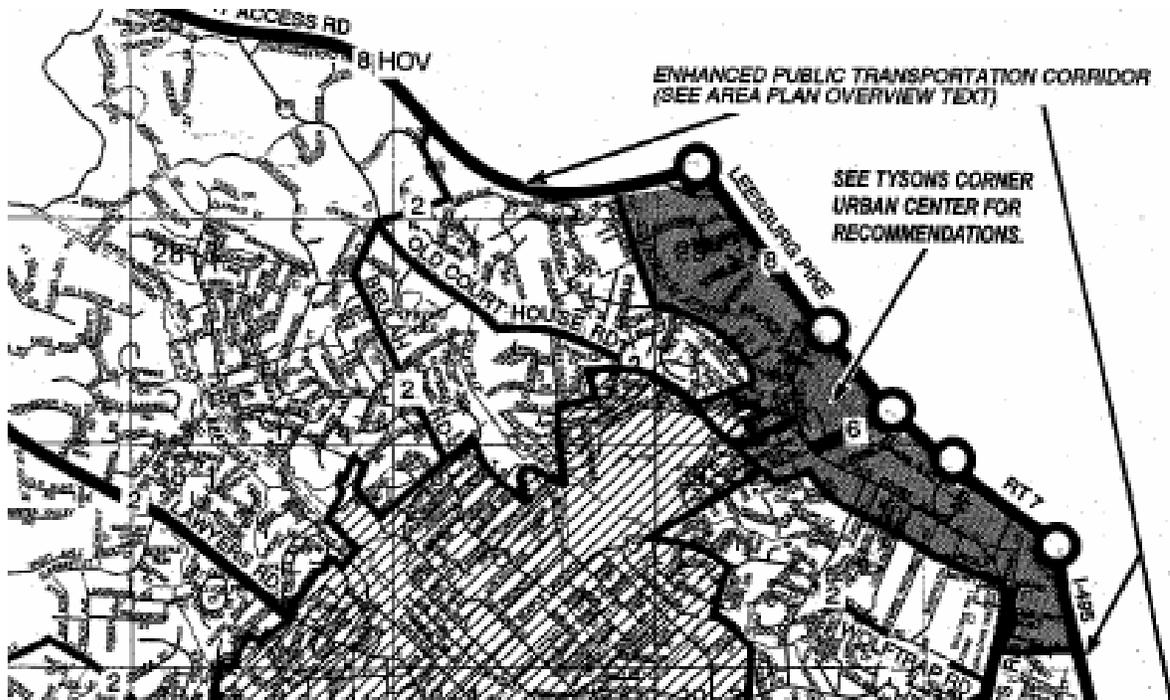
Segment A: Proposed Crossings

Within Phase I, a crosswalk would be necessary at Beulah and Clarks Crossing Roads so that trail users could safely reach Segment B and areas beyond such as the W&OD Trail, Meadowlark Gardens and Wolf Trap National Park.

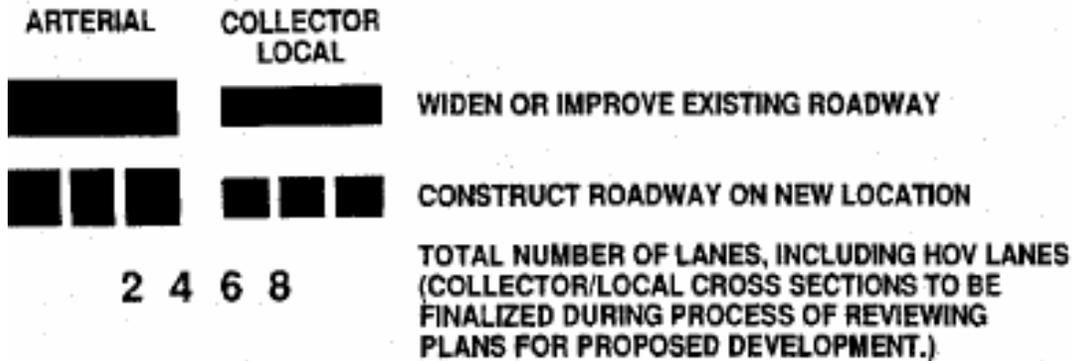
Segment A: Current VDOT plans for Roadway Improvement

Segment A is included in a plan to improve Beulah Road which appears in the 2003 Fairfax County Comprehensive Plan for the Vienna Planning District (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/vienna.pdf>).

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS



● **ROAD AND HIGHWAY FACILITIES**



NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

Since the improvement is designated as “2 lane” on the Comp Plan, future improvements would likely address safety or traffic. As in other recently improved sections of Beulah Road, these would most likely include installation of turning or deceleration lanes, curb and gutter, etc. However, unless a need emerges, any improvements are not forthcoming.

In an email dated March 15, 2006, Leonard Wolfenstein, Chief, Planning Section, Transportation Division, Fairfax County Transportation Department writes: *“The Beulah Road improvement has been on the Comprehensive Plan for improvement for a number of years. As it is on the Plan as a 2-lane road, these can be considered primarily safety improvements. There is no active project and thus no timetable. Unless funding breaks loose, it is likely to remain as just a planned improvement for some time to come.”*

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

Segment A: Public/Owner Sentiment:

Safety is the overriding concern of residents living in or near Segment A. Residents also expressed a frustration at their inability to walk and/or ride a bicycle to school and recreation.

The following is a representative sample of comments from the Community Questionnaire regarding the Segment A corridor. [See all comments in APPENDIX E, Community Questionnaire Comment Table]

Community Questionnaire Comments: Segment A Corridor

The stretch between Liberty Tree and Abbotsford Drive is very dangerous for pedestrians.
We strongly support expanding sidewalk access down Beulah Road so we can get to the WOD bike trail and the town of Vienna safely by walking or bicycle.
When it is dark it is extremely dangerous to drive on Beulah Road while there are joggers, bicycle riders and walkers in the areas where there are no sidewalks.
The short stretch between Chestnut Farm Drive and Clark's Crossing is unbelievably dangerous!! The corner is somewhat blind to drivers and the shoulder is steep and uneven for walkers. A few years ago a homeowner on Beulah extended a chain link fence (probably illegally) so that walkers cannot even use the right-of-way in that yard to walk safely. PLEASE make a path to get from the west side of Beulah on to Clarks Crossing.
It's about time you considered adding sidewalks for us to reach trails and Wolfrap ES – it's a shame that we live so close to parks and schools and yet have to get in the car for such a short drive b/c it's too dangerous to walk on the road. We really hope this project will be approved very, very soon.
We would love to be able to walk to parks/school that are currently not safe to walk to.
Not especially useful for recreational biking - because it is mostly sidewalk, but is excellent for walking and reaching sites near me.
I long for the day when my children can safely walk to school on real sidewalks/trails!
Need sidewalks ASAP
While the current proposed plan is good, we need more trails to connect (bike) to the WOD. For example, from Talisman Dr. from Rockport, etc. I live on Talisman. Why is there no trail(bike) through Eudora Park to the WOD?
Walkability (trails and sidewalks) attracted us to this area but the inability to safely walk or bike north of Beulah Rd has been a great frustration, and two household members have found it hazardous to attempt. I would support a bond issue or special local levy if needed to expand trails and sidewalks.
We are always looking for a safe path to ride to Wolf Trails for sports practices.
I presently walk in areas proposed for trails. I am especially concerned about the safety of walkers, joggers, bikers on Beulah Road where there are no sidewalks. I'm delighted to hear of this proposal.
I strongly support & use trail system. It is an important feature in deciding where to live.
Beulah is a busy, narrow road. I think the trail should be wide (two lanes) to accommodate bikers and walkers. I also think there should be a cement divider between the trail and the road- or a grass strip at the very least for the safety for the trail users.

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

The following responses are taken from the Property Owner Feedback Forms sent to Segment A property owners living directly on or across the street from the proposed trail alignment. [See all comments in APPENDIX F, Property Owner Feedback Form Comment Table]

Property Owner Feedback : Segment A

Comment	On Alignment
Proposed road will come very near to the front of Antioch's sanctuary entrance, as well as take the church's sign and an old oak tree landmark. (1). How will the proposed improvements impact (a) the existing asphalt driveway;(b)the existing sign;(c)the landmark tree? (2) Parcel 21 floods with runoff from gutters and ditches. What will be done to provide drainage under Beulah Road to relieve this flooding? (3). Will there be compensation paid to replace damaged/lost items?	Yes No RoW
I am not against the proposed trail but have some concern. How much front will be taken from the trail? Will there be a need for a wall on my property (in front)? I am not a walker, jogger or runner so would not object to the trail. (Signed Feb. 26 2006).	Yes No RoW
The sidewalk already exists on our side. Therefore, we're not as concerned. We hope this does not change our property. We do know that we will use the trails since we already walk and bike in the area. Biggest concern: changing existing properties.	Yes Existing sidewalk
Our corner is very dangerous. We have cars running into our property all the time. Many are not even police reports because they get unstuck and drive away. We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.	Yes No RoW
Trail would be a wonderful addition to community. Biggest concerns: Excessive unmonitored speeding on Beulah Road; if people will be walking/using this trail, the speed limit needs to be reduced to 25 and enforced.; you wouldn't want a walking trail along a highway; that's exactly what our stretch of Beulah has become.	No
Would like to be able to access parks in area without having to drive a car	No
Biggest concern: Safety of those walking and on bicycles. Opposed for two reasons: safety and money. Even with trails and sidewalks, car speed is too high to ensure safety of walkers or bikers. Not worth the taxpayer dollars. Please put money into better speed enforcement. (see full comment table)	No
Biggest concerns: Intersection crossings: per example Crossing/Beulah Rd. In Favor. (1.) Bicycle access to Vienna, (2.) Bicycle pedestrian safety, (3.) Recreation possibilities.	No

Segment A: Transportation Enhancement Considerations

Safe Walk to Schools and Recreation

A continuous trail/walkway in Segment A would serve the large Eudora subdivision which contains many local residences indicating they would walk to Wolfrap Elementary School, Learning Tree Preschool and local parks such as Wolf Trails and Clarks Crossing if it were possible. This would consequently save Fairfax County taxpayers money by allowing nearby students who now use Fairfax County School busses to walk to school instead.

Antioch Christian Church

Currently, as stated in many comments, a crest in the road and the lack of shoulder make it extremely dangerous for joggers and cyclists to use Beulah Road to get past Antioch Christian Church and onward toward Wolftrap Elementary and the town of Vienna. The pastor himself has stated that he could walk from his home to the church if a sidewalk existed, but he doesn't feel safe to walk under the existing conditions. Nearby parents of the Learning Tree preschool use church parking lots on weekdays to drop off and pick up their children. A number of the owners of the 30 – 35 cars arrive which arrive for weekly services live nearby. The church also hosts weekly meetings of three scout troops of girls who go to school at nearby Wolf Trap Elementary, which is walking distance. If a sidewalk were extended through Segment A, Antioch Christian Church would become a potential walking destination for local residents and countless short car trips could be eliminated.

Clarks Crossing Intersection

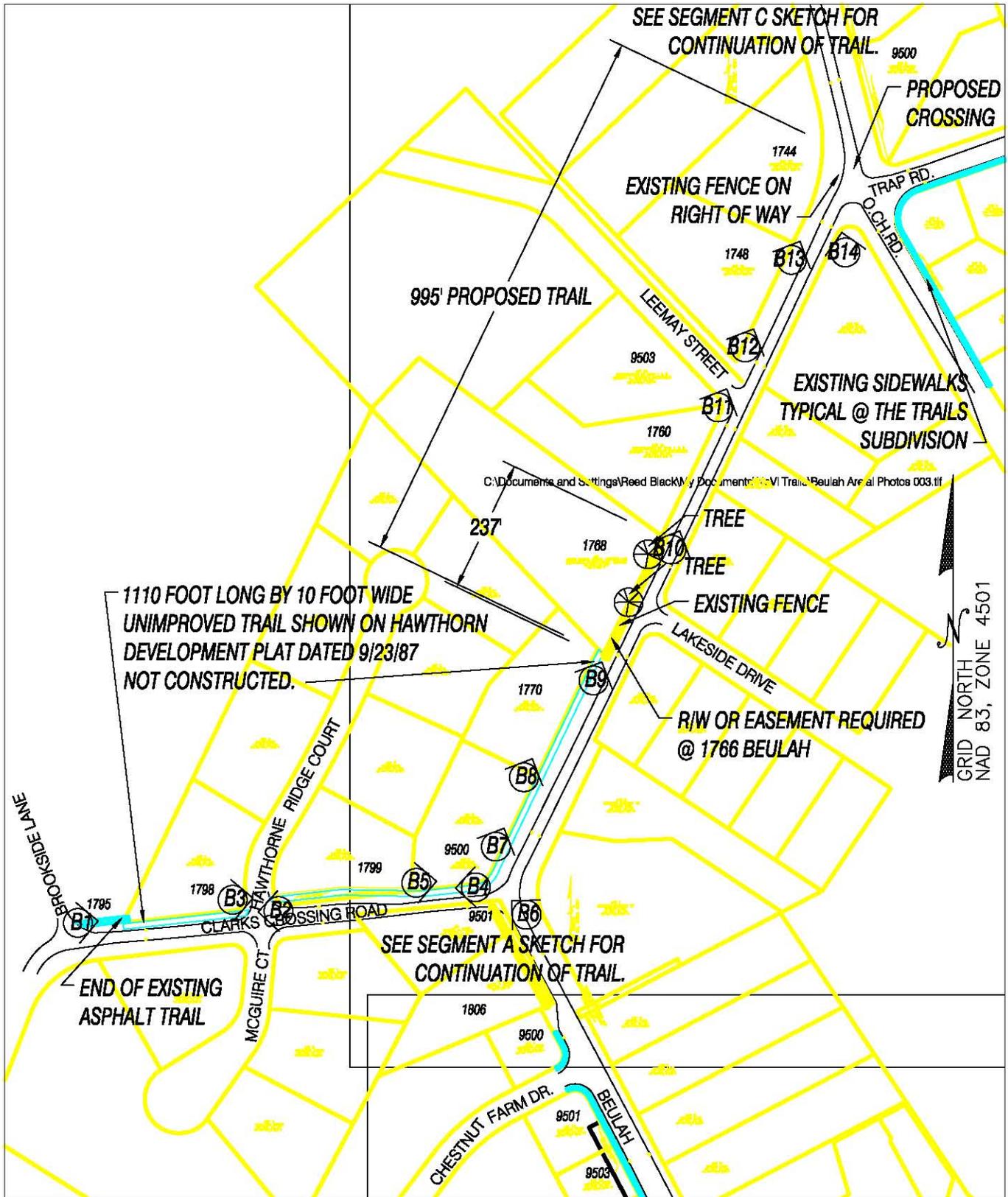
Site lines are poor because of a hump in the roadway, the volume of traffic, and curve in Beulah Road. There are no existing sidewalks approaching the intersection from either side and there are numerous impediments such as small embankments, mature trees, fences and insufficient right-of-way. Though this crossing is difficult, people continue to walk or jog thru the crossing and across the adjacent properties on a daily basis.

Segment A - Land Acquisition Issues

There are 5 properties within Segment A which do not have adequate right-of-way for a Major Paved trail. On a 400-foot-long section at 1850 and 1860 Beulah Road, the property line is less than a foot from the edge of pavement. At 1838 Beulah Road, the distance between the property line and the edge of pavement is approximately 5 feet. This 4-acre parcel is currently being rezoned and subdivided and thus the right-of-way most likely will be widened and a trail constructed by the developer. At the north end of Segment A are two properties, 1806 Beulah and 9501 Clarks Crossing Road, where the distance between the property line and the edge of pavement is less than 5 feet. The property line of 9501 Clarks Crossing is near the centerline of Clarks Crossing. The right-of-way between the edge of pavement and property lines of the remaining properties is typically 20 feet or more.

Segment A: Conclusion

Currently, sections of dense vegetation along Beulah Road block the shoulder, causing pedestrians to walk, jog and bike in the roadway. The community supports the construction of a trail to link the existing segments of sidewalk and provide access to school, church and parks. Existing sections of walks along this roadway are safe, and completion of this trail segment would improve safety by removing pedestrians from the roadway in those sections without a sidewalk. Utilities appear to not significantly impact trail design or construction and existing conditions along the alignment will not impede a trail. The 5 properties where right-of-way or easements are necessary are the biggest obstacle to completing this segment. Safety is a special consideration where this trail segment crosses Clarks Crossing Road.

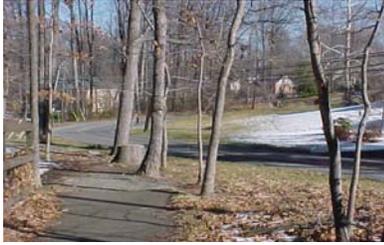


Phase I-NoVi Trail Network Segment B - Existing Conditions



- Existing Condition Photo Location
- Existing Trail/Sidewalk
- Property Line
- 1800 Property Address
- ROW or Easement May Be Required

Trail Segment B: Clarks Crossing Road at Brookside to Four Corners



Trail Segment B provides a direct connection between the busy W&OD Railroad Regional Park (W&OD Trail), and existing sidewalks leading to Wolf Trap National Park for the Performing Arts, the Barns at Wolf Trap and Wolf Trails Park. The proposed trail alignment begins on Clarks Crossing road, just east of Brookside Lane at the end of the existing asphalt trail leading to the W&OD Trail. The proposed trail runs along the north side of Clarks Crossing Road to Beulah Road where it turns north to follow the west side of Beulah Road, ending at the intersection of Trap Road and Old Courthouse Road (Four Corners).

The Countywide Trails Plan designates this alignment as a Major Paved trail. The alignment on the north side on Clarks Crossing Road connects to the existing trail. Continuing on the west side of Beulah eliminates the potentially difficult crossing where Clarks Crossing ends at a curve in Beulah Road. Utility poles and overhead wires are also located on the east side of Beulah.

Segment B: Property/Roadway Survey & Description

Clarks Crossing Road along Segment B has only two intersecting cul-de-sacs, Hawthorne Ridge Court to the north and McGuire Court to the south. The 2-lane road is generally winding, however, at the section along the proposed trail it is straight and narrow (20 feet wide). It widens with a turning lane at Hawthorne Ridge Court. Clarks Crossing Road hits a low point at Brookside Lane and slopes up to crest immediately before it ends at Beulah Road. The road is posted with a speed of 25 mph. Clarks Crossing ends with a “Stop” sign where Beulah Road makes a sharp bend. This bend in Beulah is posted with warning signs and a safe speed of 20 mph. Segment B as it continues along Beulah Road also only has two intersecting cul-de-sacs, Lakeside Drive to the east and Leemay Street to the west. Beulah is straight for this segment with a posted speed limit of 35 mph for 1/5 of a mile to the intersection of Trap Road and Old Courthouse Road. This corner is known as Four Corners.

Segment B is approximately 2105 feet long. The proposed trail alignment runs along Clarks Crossing Road for a distance of approximately 650 feet then travels along Beulah road for a distance of approximately 1455 feet. There is no existing trail or walk on this Segment.

Survey of the properties along Segment B shows that there is only one property where there is insufficient right-of-way between the edge of pavement and property line for a trail. The lot, located at 1766 Beulah Road, directly across from Leemay Street has less than 10 feet between the edge of pavement and the property line. The right-of-way between the edge of pavement and the property lines of the remaining properties in Segment B ranges from 15 feet to 35 feet.

While there are no existing trails along Segment B, a trail was planned on a portion of the alignment, but never built by the developer. The Hawthorne subdivision on the northwest corner at the intersection of Clarks Crossing Road and Beulah Road was to have a trail as part of the development. Plans filed with Fairfax County in August of 1988 show a “10’ wide Unimproved Trail (Hawthorne Ridge Development Grading Plan, dated Oct. 1985, revised 8/11/88. TX3 – Type

Segment B: Existing Conditions Observations

With the exception of the one property with less than 10 feet of space between the edge of pavement and property line, there are few physical obstacles to the construction of a trail or walk. See the “Segment B – Existing Conditions” Map for the locations of the existing conditions photographs below.

B1 Clarks Crossing Road looking east at 1798 Hawthorne Ridge Court. Clarks Crossing Road is a narrow two-lane road posted at 25 mph. In the foreground is the end of the existing asphalt trail leading to the W&OD Trail. Beyond, at 1798, there is between 15 feet and 18.5 feet between the edge of pavement and the property line. A 10 foot wide Unimproved Trail was to be constructed with the development of this lot, but was not built. The line of cedar trees appear to have been planted in the right-of-way, centered approximately 12 feet from the edge of pavement.



▲ *Terminus of existing asphalt trail on Clarks Crossing Road adjacent to beginning of proposed Segment B*



B2 Clarks Crossing looking west at the Hawthorne Ridge Court intersection. Clarks Crossing Road is to the left and the turning lane for Hawthorne Ridge Court is to the right. Beyond, the person standing at the Stop sign, indicates the approximate property line of 1798 beyond.

B3 Clarks Crossing Road looking east at 1799 Hawthorne Ridge Court. A trail easement adjacent to the turning lane for Hawthorne Ridge Court provides approximately 29 feet between the edge of pavement and the easement line. A 10 foot wide Unimproved Trail was planned on this easement with the development of this lot, but was not built. The person in the center of the photo indicates the approximate location of the easement line. Several large mature trees are located on the easement as well as a row of small pine trees located just inside the easement line. A row of small cedar trees grow on the right-of-way just outside the property line. NOTE: The owners of this property are particularly concerned about trees on and adjacent to the public right-of-way.





B4 Clarks Crossing Road looking west at 9500 Clarks Crossing Road. The property line, indicated by the person standing, is 21 feet from the edge of pavement. A 10 foot wide Unimproved trail was planned with the development of this lot, but was not built.

B5 Clarks Crossing Road looking east at 9500 Clarks Crossing Road (driveway is in the foreground, road is to the right of the photo). There is approximately 21 feet between the edge of pavement and the property line indicated by the person in the photograph. A 10 foot wide Unimproved trail was planned with the development of this lot, but was not built. A few mature trees stand near the roadway.



B6 Intersection of Clarks Crossing Road and Beulah Road looking north.

B7 Beulah Road looking north at 9500 Clarks Crossing Road. There is approximately 32 feet between the edge of pavement and the property line indicated by the person in the photograph. A line of mature trees stand near the roadway and the property line leaving space for a trail between.

B7 Beulah Road looking north at 9500 Clarks Crossing Road. There is approximately 32 feet between the edge of pavement and the property line indicated by the person in the photograph. A line of mature trees stand near the roadway and the property line leaving space for a trail between.



B8 Beulah Road looking north at 1770 Beulah Road. There is approximately 35 feet between the edge of pavement and the property line indicated by the person. There is a wide open space for a trail or walk in the right-of-way.

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B9 Beulah road looking north at 1766 Beulah Road. There is approximately 9 ½ feet between the edge of pavement and the property line indicated by the person. Two large cedar trees and 2 large deciduous trees also mark the approximate location of the property line. The existing wood fence is approximately 18 feet from the edge of pavement. The drainage swale adjacent to the road and the mature trees do not provide enough space for a trail in the current right-of-way. NOTE: Homeowner is particularly concerned about trees and fence maintenance and prefers a narrow trail.



B10 Beulah Road looking north at 1760 Beulah Road. There is approximately 19 feet between the edge of pavement and the property line. A row of pine trees are planted approximately 20 feet from the edge of pavement, their branches overhanging the right-of-way. There is sufficient room for a trail or walk in the right-of-way.

B11 Intersection of Leemay Street and Beulah Road looking north. Leemay street is a narrow asphalt paved road with sufficient space (19 feet to the south and 31 feet on the north side) for a trail or walk crossing. The person standing indicates the location of the property line on the north side of Leemay Street.



B12 Beulah Road looking north at 1748 Beulah Road. There is approximately 31 feet between the edge of pavement and property line. The space is level with little vegetation, suitable for a trail or walk.

B13 Beulah Road looking north at 1744 Beulah Road. There is approximately 28 feet between the edge of pavement and the property line indicated by the person. The area is level with no vegetation, suitable for a trail or walk. The wood rail fence beyond is approximately 8 feet from the edge of pavement, encroaching into the right-of-way 20 feet and leaving no room for a trail or walk. The fence does help define the bucolic character of Beulah Road, but its location and the fact that it is overgrown with vines should be studied in relation to the right-of-way and whether it may pose a hazard to motorists and pedestrians.



Segment B: Utilities

Utility information was provided by Fairfax County Department of Public Works and Environmental Services. Utilities typically consists of overhead wires on the side of the roadways opposite the alignment and underground utilities on the proposed trail alignment.

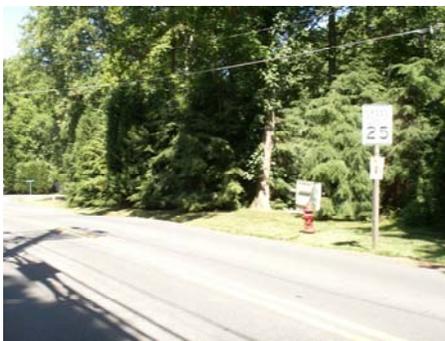
Electric: Electrical utilities consists of utility poles with overhead wires on the south side of Clarks Crossing Road and east side of Beulah, opposite the trail alignment. Service serving the residences along the alignment are typically underground. Overhead wires cross the proposed trail alignment in a few locations to serve the properties on the alignment side of the roads.

Gas: Gas service piping runs along Clarks Crossing Road to serve the properties of Hawthorne Ridge Court. Service does not continue up Beulah. Utilities on the trail alignment consist typically of underground utilities, located near the intersection of Clarks Crossing.

Water/Sewer: Water and sanitary sewer service runs under the roadway along Clarks Crossing Road. No service is provided up Beulah Road.

Storm Water: Storm water is accommodated in swales adjacent to the roadways. There is no subsurface stormwater management along the trail alignment.

Communications: An underground communications system crosses Beulah at Old Courthouse Road. An inground vault for the system is located at the end of Segment B.



Above-ground utilities along the proposed trail alignment on Clarks Crossing Road consist of the telephone and cable TV cabinets. Located at 1799 Hawthorne Ridge Court, these

cabinets are set over 27 feet from the edge of the pavement. Note the fire hydrant also in this location.

Above ground utilities along the proposed trail alignment on Beulah Road include two large telephone cabinets at 9500 Clarks Crossing Road. The faces of the cabinets are approximately 33 feet from the edge of the pavement, out of the right-of-way. There is a large asphalt paved area between the cabinets and road.



Segment B: Accident Data

According to the Fairfax County Police, there were 4 accidents between 2000 and 2004 at the intersection of Beulah/Trap/Old Courthouse Roads (Four Corners). This follows the Clarks Crossing intersection as the second most risky intersection within Phase I.

Homeowner comments also indicate that many more accidents occur at Four Corners than are reported to police.

Segment B: Proposed Crossings

A crosswalk would be necessary at the four-way stop sign intersection of Four Corners, across Beulah Road. This intersection has been repeatedly cited in resident comments as dangerous for pedestrians and cyclists due to poor sight lines, numerous reported and unreported driving accidents, and speeding traffic.

Segment B: Current VDOT plans for adjacent roadway improvement

As is the case in Segment A, Segment B is slated for improvement in the Fairfax County Comprehensive Plan, although there is no impetus or proposal within VDOT or elsewhere to make changes to the roadway. (See page 4-17)

Segment B: Public/Owner Sentiment:

Safety and a desire for a more walkable and connected community are the main concerns of

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residents living in or near Segment B. The following is a representative sample of comments from the Community Questionnaire regarding the Segment B corridor. [See all comments in APPENDIX E, Community Questionnaire Comment Table]

Community Questionnaire Comments: Segment B Corridor

Although we are only a mile from Wolftrap Elementary and the WOD Trail (and Wolf Trap Park) it's hazardous to walk, run or bike there due to lack of sidewalks or trails. This is something our community really needs!
The number of cyclists using Beulah Road is very large and creates dangerous conditions when drivers are not patient when traveling. We do not feel safe cycling with our children to Wolftrap and The Barns with the current path system or obtaining access to Wolftrails Park. An expanded trail system would be used by our family.
You will need to convince cyclists to use the paths and stay off the roadways. I have been hit by a cyclist on Beulah Rd who was trying to ride past me (on the right/passenger side) near the Trap Rd/Old Courthouse Rd intersection. He knocked my side mirror off but was not hurt.
The hill from W&OD to further in Clarks Crossing is too steep for us to use the proposed extensions. We would like a better sidewalk/bike path from W&OD to Beulah.
Great idea! We're pretty well able to get most places walking from our neighborhood but Beulah is impossible to walk on where there are no sidewalks so neighborhoods north of us will really benefit
Something like this is long overdue! Would love to be able to walk into Vienna - safely! Also access to Meadowlark Gardens and Wolftrap would be great!
We look forward to improved trail and more opportunity for using the existing trails. Let's do it!
Great idea! We completely support this.
(1.) Extend trail system to Lahey Lost Valley park.
Improving the trail system is a positive development for the neighborhood and community.
I strongly support the improvements outlined in this study.
These are very much needed!
I hope that guardrails will be put in place for those portions of the trail that are adjacent to dangerous road curves on Beulah Road and Clarks Crossing Road, which would protect pedestrians from motor vehicles
I would love to be able to add the Beulah Rd proposed trail extension to my daily dog walking. Right now it is PERILOUS to be in that area on foot. If there was a bike path on Beulah it would allow my son to access his job at Cardinal Hill via bike. Would love to be able to include subdivisions along the trail extension in our "neighborhood" gatherings; right now they seem very isolated. It would also encourage more walking to Wolftrap Nat'l Park to pick up tickets, etc., if I could do it walking the dog.
Beulah Road and Clarks Crossing--portions are <u>extremely dangerous</u> to walkers/runners and bicyclists. We currently feel trapped and unable to go anywhere safely, except by car.
Bikers frequently drive on Beulah & Trap Roads with great danger to themselves and others. While this map shows a trail/sidewalk on Trap Road – apparently bikers are unaware of it. Use needs to be enforced on these 2 lane roads. Widening and marking of bike lanes, as is done in other parts of the county would help.
I do not support this if it means making Beulah a 2 lane (4 lanes total) road in these areas.
1. A pedestrian bridge should be built over the Toll Road so people can walk SAFELY to Wolf Trap. 2. Sidewalks should be built on Beulah Rd. at the intersection of Trap-OldCourthouse-Beulah to connect with Clarks Crossing and give access to WOD. (SEnt in Mar. 06: I support anything that provides an opportunity to walk or bike. Does the trail connect to any Metro stop? How much does this cost?)

The following responses are taken from the Property Owner Feedback Forms sent to Segment A property owners living directly on or across the street from the proposed trail

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alignment. [See all comments in APPENDIX F, Property Owner Feedback Form Comment Table]

Property Owner Feedback : Segment B

Comment	On alignment
<p>Concerns: Safety;Privacy;Security;Nuisance;Liability...I would never want to see a 6 to 10' trail running across our front yard! Once the road is reconstructed so intersections are safe; sidewalks and gutter are a good possibility for creating a safe pedestrian environment. People seem to know and understand sidewalk protocol; therefore, the concern about trespassing would be reduced. After months of very careful consideration, I have major objections to the trail. <u>At this time the best trail along Beulah is no trail.</u> (See full comment sheet)</p>	<p>Yes Existing RoW</p>
<p>My family has owned property along Beulah Rd. as far back as 1942...road exists somewhat in original state...numerous accidents...hedge mowed down...drive through stop signs and run intersection...cars drive through our yards once a year...To add additional foot traffic much less bikes to this busy road without making the necessary improvements will be irresponsible and very possibly creating a litigious situation. At this stage, we do not endorse a walkway or bike trail and most definitely not a Bike trail under any circumstance!!!...Who is responsible for the trash and dog feces along the path?...have to fence in my property to keep my dog in...who will maintain the trail?...our privacy will be compromised...With all this said, we are not opposed to change...could greatly benefit from curb, gutter and sidewalks...let's make necessary road improvements. But also have a regard for the rights of homeowners and their property. Give us your assurances in writing that we will not have ANY added cost, liability or maintenance associated with this change.</p>	<p>Yes Existing RoW</p>
<p>This is a very parochial idea of spending taxpayer money for the proposed benefit of <u>very few</u> persons. In fact, there are just as many negative issues involved with this expensive project as proposed benefits. --Nobody will walk to work or school because of this proposed trail. --bikers do not use the trail, they use the road.--The <u>bike trail is already dangerous</u>, why not use the money to improve the existing bike path instead of adding additional trails to be not used.--It will just attract security risks into people yards, such as ours, that are not there now. We did not purchase our home with a trail system in the front, side and back yards, and will not let this to occur. -- Children will not use the trail because the parents will not allow them out of sight on foot anyway, that is today's reality.--So, in essence, very few people will actually walk this trail. They rarely walk the Beulah Street walkway into Vienna. NOTE: There have been three crashes (car) at the corner of Hawthorne Ridge Court within two weeks. (comments on questionnaire: too dangerous to get to any destinations. Negative effect "definitely" on sense of security and pedestrian safety.</p>	<p>Yes Existing RoW</p>

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(1) Pedestrian Safety-a narrow trail (which is the only configuration I would support) would invite accidents between performance bicycle riders and pedestrians due to limited visibility presented by vegetation. Pedestrian safety will also be a major issue at the high traffic intersections, i.e., Beulah Road/Clarks Crossing and Beulah/Trap/Old Courthouse.(2) A wide trail or wide cleared right-of-way would destroy the character of the neighborhood and doesn't appear feasible without major negative impact to existing trees. A small, narrow (3') wide trail with no cleared area on the sides and following existing grade (similar to other paved trail sections along Beulah Rd. near the Vienna town limits) would provide pedestrians access with minimum change to the neighborhood and minimum expense. I will vehemently oppose anything larger or more extensive. (3) A trail along Beulah Rd. will have a negative impact on property owners in the forms of litter, dog waste, damage to lawns and adjacent vegetation adjacent to the trail. I have problems with these things now- a trail will increase them. (4) The liability of property owners for personal injury resulting from using the trail isn't clear. Example: if a vehicle entering my driveway hits a bicyclist crossing the driveway on the trail, what is my liability? Also, what will my responsibility be for clearing the trail of ice/snow, and will I incur liability if someone slips and falls?	Yes Partial RoW
If there is no trail then bicyclists should be banned from riding on Beulah Rd. It has been a major safety concern to have bicyclists and cars on this portion of narrow road as a driver on Beulah Rd. I have never understood that biking has been allowed. PUT THE TRAIL!	No
Strongly support proposed trail	No
We strongly support trail and would use often.	No
The new sidewalk is a critical safety issue, first and foremost. I see people dodge cars in front of my house because there is no safe place to walk. This includes children. I also support it because it will connect us to the trails.	No

Segment B: Transportation Enhancement Considerations

Improved intersection at Beulah/Trap/Old Courthouse Roads

Efforts to create better trail connections within Segment B may necessitate some changes to the road alignment, thereby improving the safety of drivers, walkers and bicyclists.

Enhancement of the Northern Virginia Regional Bikeway and Trail Network

The Northern Virginia Regional Bikeway and Trail Network (NVRBN) proposed route is based on existing jurisdictional plans for bicycle and foot trails within Fairfax County, Loudoun County, Prince William County, Arlington County, and the cities of Alexandria, Falls Church and Fairfax. The NVRBN will include both on-road bicycle facilities such as paved shoulders and bike lanes, as well as off-road multi-use trails. The network plan is designed to serve the transportation needs of bicyclists and other trail users, with recreation and healthier lifestyles as ancillary benefits.

(<http://www.fhiplan.com/novabike/documents/ProposedBikeway-November03.pdf>) By providing a continuous trail along Beulah Road between Trap and Abbotsford Roads, Segment B would provide an important link within the Northern Virginia Regional Bikeway and Trail Network between Routes 7, the W&OD Trail and Route 123.

(See NVRBN Map, Section 3)

W&OD Regional Park to Wolf Trap National Park and Barns

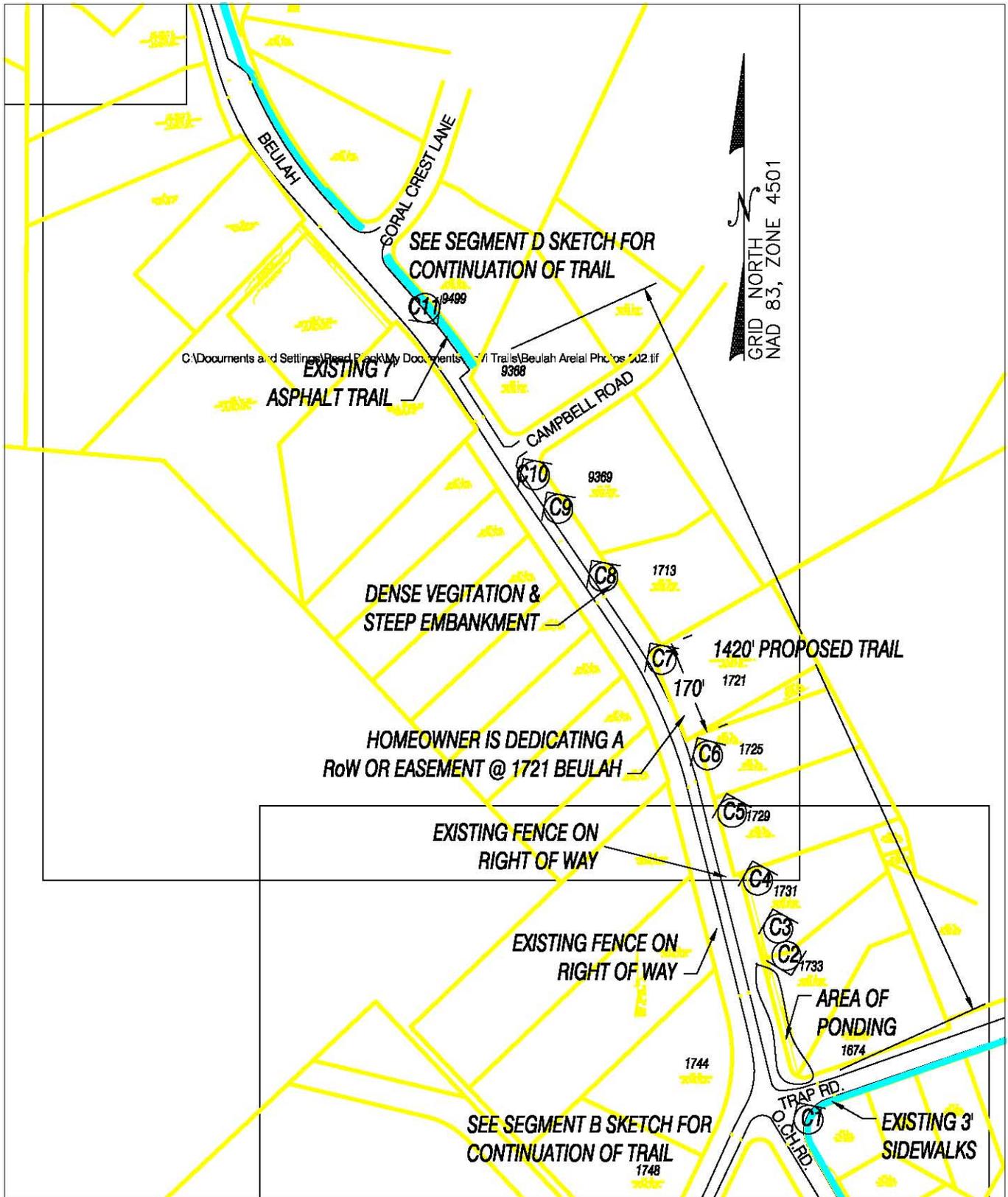
Among the important connections provided by Segment B is a safe bicycling link between the highly traveled W&OD Railroad Regional Park and performing arts destination of Wolf Trap National Park for the Performing Arts and The Barns at Wolf Trap and beyond toward Route 7 and Tysons Corner.

Segment B: Land Acquisition Issues

There is one property within Segment B which does not have adequate right-of-way for a Major Paved trail.

Segment B: Conclusions

Segment B incorporates a crosswalk at the Four Corners intersection of Beulah, Trap and Old Courthouse Roads. Completion of this segment connects the W&OD Trail with the Barns of Wolftrap and Wolf Trails Park. The existing conditions along this alignment are acceptable for a trail and there are few utility issues. The biggest impediment is the need for an easement or additional right-of-way from a property in the center of the proposed alignment. The community supports the trail, however they are concerned about safety at Four Corners.



Phase I-NoVi Trail Network Segment C - Existing Conditions



- Existing Condition Photo Location
- Existing Trail/Sidewalk
- Property Line
- 1800 Property Address
- ROW or Easement May Be Required

Trail Segment C: Four Corners to Coral Ridge Subdivision Trail



Trail Segment C connects the existing sidewalks that serve Wolf Trails Park and The Barns of Wolftrap with the existing trail which begins at the Coral Ridge development at Coral Crest Lane. This Segment begins at the northeast corner of the intersection of Beulah Road, Trap Road and Old Courthouse Road. The Fairfax Countywide Trails Plan Map designates a trail along the east side of Beulah Road (as seen on the right side of Beulah Road in the picture at left) where it terminates at the end of an existing seven foot wide asphalt trail near the corner of Beulah Road and Coral Crest Lane. This segment has no existing paved trails or walks and is a total of 1420 feet in length.

The alignment of the trail on the east allows connection to the existing asphalt trails to the north in Segment D. Connection to Segment B requires crossing Beulah Road at the four-way stop at the intersection with Trap and Old Courthouse. This trail alignment would also connect, via Campbell Road, a proposed Virginia Department of Transportation pedestrian bridge to be constructed over the Dulles Toll Road at Trap Road. This would connect Segment C and the trail system directly with Wolf Trap National Park and the Barns at Wolf Trap. There are also several trail easements along this side of the roadway. Alignment on the opposite side of Beulah would require crossing the middle of Beulah Road where curves and hills make crossing difficult. A crossing at the four-way intersection would also still be needed to serve The Trails at Wolf Trap subdivision.

Segment C: Property/Roadway Survey and Description

Beulah Road along Segment C is a narrow two-lane road on slightly rolling terrain. The section of road has a slight bend. The speed limit along this section of roadway is 30 mph until just before Campbell Road where a “Side Road” warning sign indicates a safe speed of 25 mph. Speeds on the roads leading to and from this Segment are 35 mph with the exception of Old Courthouse Road, which has a posted speed of 25 mph. Fences have been constructed adjacent to the roadway in several locations and there are several areas with steep embankments or ditches adjacent to the road. The lack of shoulders, fences next to the roadway and several areas of dense vegetation on steep embankments adjacent to the pavement make it currently impossible to safely walk or cycle along this section of Beulah Road.

Segment C is approximately 1420 feet long. A Fairfax County survey of the properties along Segment C shows two properties with trail easements and only one property where there is insufficient right-of-way between the edge of pavement and property line for a trail. The lot located at 1721 Beulah Road, at the bend in Beulah Road, has 3 feet or less between the edge of pavement and existing property line. The owner of this lot is currently dedicating a right-of-way to Fairfax County to align the property line with the lines of the adjacent properties, thus providing space for a continuous trail through the segment.

Two properties at the southern end of Segment C (1733 & 1731 Beulah Road) have existing trail easements along the right-of-way providing between 45 feet and 48 feet between the edge of pavement and easement line for a trail. The right-of-way between the edge of pavement and the property lines of the remaining properties in Segment C range from 18 feet to 35 feet.

Segment C: Existing Conditions Observations

There are few physical obstacles on the Segment C alignment and with between 18 and 45 feet of public right-of-way, there is sufficient space to construct a trail or walk. See the “Segment C – Existing Conditions” Map for the locations of the existing conditions photographs below.

C1 Beulah Road looking north across Trap Road at 1733 Beulah Road. There is a trail easement along Beulah Road at 1733 Beulah providing approximately 48 feet between the edge of pavement and the easement line. There is also a storm drainage easement in the same location. The lot is level with few mature trees. The property owner has installed a sump well and pump in the right-of-way that dewateres the site even in the most intense precipitation, yet remains very concerned about stormwater management on the property and is opposed to the installation of a trail.



C2 Beulah Road looking south at 1733 Beulah Road. A trail easement along Beulah Road at 1733 Beulah provides approximately 48 feet between the edge of pavement and the easement line.
NOTE: Homeowner is particularly concerned about drainage issues.

C3 Beulah Road looking north at 1731 Beulah Road. There is a trail easement along Beulah road that provides approximately 45 feet between the edge of pavement and the easement line. The person in the photo is in the approximately location of the easement line. In the background is a fence between 1731 & 1729 that extends into the right-of-way all the way to the roadway.



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C4 Beulah Road looking north at 1729 Beulah Road. There is 24 feet between the edge of pavement and the property line. The person is in the approximate location of the property line. The erosion control fence and trailer is in the right-of-way and is part of the house construction on the site.

C5 Beulah Road looking north at 1725 Beulah Road. There is approximately 22 feet between the edge of pavement and the property line. The face of the brick entrance post is approximately 20.5 feet from the edge of pavement.



C6 Beulah Road looking north at 1721 Beulah Road. The existing property line is within 2 feet of the edge of pavement, however, the property owner is dedicating a right-of-way that will provide approximately 20 feet of right-of-way. The person is standing at the location of the new property line. An embankment begins along the road at this lot.

C7 Beulah Road looking north at 1713 Beulah Road. There is approximately 34 feet between the edge of pavement and the property line indicated by the person standing. While there is an embankment adjacent to the road, there is a 25 foot wide level area suitable for a trail.

NOTE: This property owner is very concerned that dense foliage on the embankment in the right-of-way be retained for screening and reduction of street noise.





C8 Beulah Road looking north at 9369 Campbell Road. There is approximately 35 feet between the edge of pavement and the property line. The person is standing in the middle of the right-of-way. A steep embankment runs 10 feet from the edge of pavement leaving a 25 foot level area for a trail. There is an existing 6 foot wide natural surface path through the trees.

C9 Beulah Road looking north at 9369 Campbell Road. Campbell Road is in the background. There is approximately 35 feet between the edge of pavement and the property line. The embankment trails out and the Beulah Road becomes level with the adjacent grade.



C10 Intersection of Beulah Road and Campbell Road looking north at 9368 Campbell Road beyond. The person is standing in the approximate location of the property line which is approximately 18 feet from the edge of pavement. There are several mature trees along the right-of-way.

C11 Beulah Road looking south at the end of the existing 7 foot wide asphalt trail. The person is standing at the corner of 9368 Campbell Road. This is the north terminus of Segment C.



Segment C: Utilities

Utility information was provided by Fairfax County Department of Public Works and Environmental Services.

Electric: Electrical utilities consist of utility poles with overhead wires on both side of Beulah Road along the trail alignment.

Gas: none

Water/Sewer: none

Storm Water: Storm water is accommodated in swales adjacent to the roadways and culverts under the driveways and roadway. There is no subsurface stormwater management along the trail alignment.

Communications: An underground communications utility crosses Beulah at Old Courthouse Road and extends north on Beulah along the trail alignment. An inground vault for the system is located at the northeast corner of Beulah and Trap Roads and the south end of Segment C. Photo shows concrete vault cover. ►



Segment C: Accident Data

According to data from the Fairfax County Police Department, there were two reported traffic accidents in the Segment C corridor between 2000 and 2004.

Segment C: Proposed Crossings

Users of Segment C would need to cross Campbell Road.

Segment C: Current VDOT plans for adjacent roadway improvement

Unlike Segments A & B, Segment C is not slated for improvement in the Fairfax County Comprehensive Plan. However, VDOT is collaborating with the Federal Highway Agency on planning and design of a pedestrian bridge to cross over the Dulles Toll Road, which could involve this area because the scope of the bridge project designates that the project termini are at the Trap Road and Campbell Road intersections with Beulah Road.

Segment C: Public/Owner Sentiment

Residents living in the Phase I Study Area have expressed grave concerns about unsafe conditions for pedestrians and cyclists on Trap Road on the bridge crossing the Dulles Airport Access Road. The Community Questionnaire also shows that Wolf Trap National Park and the Barns are primary local recreation destinations.

An area of Old Courthouse Road near Besley Road between two Fairfax County parks emerged as a major area of safety concern among local residents.

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The following is a representative sample of comments on the community questionnaire from residences in the Segment C corridor. [See all comments in APPENDIX E, Community Questionnaire Comment Table]

Community Questionnaire Comments: Segment C Corridor

Better walkway needed for crossover to Wolf Trap Filene Center via Trap Rd. Right now no real walkway over Dulles Toll Road - makes the other new trails pointless for that purpose and that part stays unsafe. Would like to walk to school at Wolf Trap.
Would like a way to reach WOD Trail from Meadowlark Road. Put a daytime only stop light at Beulah/Trap/Old Courthouse intersection. Because of nature of vegetation, southbound Beulah drivers have restricted view of Trap Road traffic. Pave the Meadowlark Garden perimeter trail. Run the path on Clarks Crossing on the north side of the road. Cross it over at Percussion to the other side to that traffic turning left off Batton Hollow and right off Percussion will not come into contact with trail users.
Need to include access from Old Courthouse Road to Wolftrap Stream Valley Park. Very dangerous to access this park from Besley to Old Courthouse to park entrance (approx. 45 yards).
It is very difficult and dangerous to cross from Besley Rd across Old Courthouse to get to Foxstone Park. It would be really great to have a connection between the trail at Wolf Trap Trails Park across Old Courthouse to Foxstone Park Trail
The Wolf Trap exit would be very important to have exit going to Reston - north and south
I would like to see sidewalks on Old Courthouse Road from Creek Crossing to Besley and Old Courthouse up the hill to Arabian. Also on Besley from Old Courthouse to Bois.
I live in the Trails of Wolftrap, and the lack of a safe way to get to Wolftrap on foot is very frustrating. Being able to safely get down Beulah Rd would also be extremely helpful. Last, I would like to be able to get to areas eastbound on Old Courthouse safely on foot or bike.
I see the strong need for walkways on Old Courthouse Road, as well as Beulah Rd. Thank you very much for taking the first step on such a great need for the neighborhood. I guess flooding on Old Courthouse should be the next initiative.
I would also include Old Courthouse Rd to Wolftrap Stream Valley park (at Besley) and a sidewalk trail through Eudora Park to the W&OD. Also Clarks Crossing's sidewalks to the W&OD are dangerous (if even existent).
We've heard about a possible shortcut to Wolftrap Nat Park at the end of street - Campbell Road- we are definitely not interested in that shortcut.
We would really like to see a path across the Dulles Toll road along Trap Road and at Beulah Road. Crossing now is very dangerous
As an avid jogger, I would welcome the safety of a sidewalk. As a driver, I would welcome not putting pedestrians/bikers at risk, The sidewalks would be taken out of my yard, but I would think traffic would slow if there was a sidewalk, i.e., the possibility a pedestrian would be present.
We need alternative ways to travel besides cars. The recent surge in energy prices demonstrates this. I can see hundreds using this trail daily when the Wolf Trap Metro station opens, or using it to walk/bike locally.
WOW, This looks great! But there is a trail on your map that is missing, it's behind Wolftrap E.S. and runs from Vienna to Wolf Trails Park with a safe way of crossing Old Courthouse Rd Missing! It needs to be looked into before someone is killed crossing that road at the creek. Thanks for the map! Would like to get to Glyndon Park (live by Wolf Trap Park)
I would like to see the trail along Meadowlark Road extended down to the WOD Trail. This was planned once up a time when Meadowlark was constructed. This makes sense for anyone coming eastbound on the trail going to Meadowlark Gardens or Wolf Trap. Also, you cannot safely bike/walk to Wolf Trap over the overpass on Trap Road that crosses the Dulles Toll Road. especially for a concern. It's a suicide run.
Need to acquire bike/walk access from Barns of Wolf Trap across 267 to Wolf Trap . Also finish Foxstone Park Trail to Wolf Trail Park along Old Court House Road (Wolf Trap Stream Valley Park). Patronize town of Vienna stores
I've been in favor of a trail for about 15 years. I think many people would use it. It would help the county remain a livable place. Parking at Wolf Trap Filene Center - it would relieve it
We need safe walking paths across VA-267 at Beulah and Trap Roads - especially Trap Road -- to connect Wolf Trap Park and The Barns of Wolf Trap

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The following responses are taken from the Property Owner Feedback Forms sent to Segment A property owners living directly on or across the street from the proposed trail alignment. [See all comments in APPENDIX F, Property Owner Feedback Form Comment Table]

Property Owner Feedback : Segment C

Comment	On alignment
I do not support the trail. I will oppose the trail up to and including filing a law suit. The only way I would agree to a trail would be if a "curb and gutter" system was used.	Yes Existing RoW
Strongly support	No
In our opinion, a trail/walkway cannot be considered until major enhancements have been made to make a safe environment for people to bike or walk along. Our property adjoins Beulah Road very near the intersection of Beulah, Trap and Old Courthouse Roads. This is a very busy dangerous intersection. Pedestrian and bike traffic would only exacerbate the congestion at peak times of the day. The intersection of Beulah Road and Clarks Crossing Road is hazardous to enter and exit during the day, let alone at rush hour. Wolftrap Elementary School and Wolf Trap National Park have been operating since 1971 and now in 2006 a few people think a trail/walkway is needed to reach these locations NOT! We have enclosed just a few pictures of damage done to our fence over the years by vehicles traveling on Beulah Road thus once again showing the endangerment of those who might use said trail/walkway. "I (name deleted) wish I had more pictures to show you of the numerous accidents and damage to property I have witnessed over the last 41 years I have lived at this location." We feel that at this time a trail/walkway would be a mistake and would put peoples lives in jeopardy. We would hate to see an innocent child hurt or even killed for the sake of a few people wanting to reach a location by foot that is accessible by car.	No
Support trail system	No
Don't Support. (1) People using trail to walk animals to relieve themselves! (ugh!) (2) Increase in crime.(3) Trail assaults (as on other trails)	No
I think money and time could be better spent than this project. This is another example of government pork. Another selfish act for their own self-involvement. Perhaps you should spend your time keeping illicit water off of my property or keep people from killing wildlife on my property or destroying my property. You talk the talk of preserving property but you turn around and offer paving asphalt over grass. Typical government talking out of both sides of their mouth. Take us off of your stupid mailing list. I can read between the lines. Your minds are already made up to do this. So why drag this out.	No

Segment C: Transportation Enhancement Considerations/Emerging Issues

Access to Wolf Trap National Park and Wolf Trap Barns

Segments C (and B) would enable a direct connection to Wolf Trap National Park for the Performing Arts, the Barns at Wolf Trap, a possible future Metro Stop and onward toward Route 7, which is a main thoroughfare of future Northern Virginia Regional Bicycle and Trail Network.

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As seen in comments above, residents within Phase I are particularly concerned about the unsafe conditions now existing between the two Wolf Trap facilities. According to VDOT accident data, there have been 14 crashes in the past 5 years on Trap Road between the Toll Road bridge area and Beulah Road, none of which involved pedestrians.

At a meeting of the Wolf Trails Homeowners Association on March 8, 2005, there was a briefing on the possibility making conditions safer on Trap Road by adding a pedestrian crossing over the Dulles Toll Road. Following the presentation, members of the association signed a petition in support of the pedestrian crossing. The petition was then forwarded to U.S. Representative James Moran who sponsored a feasibility study of constructing the pedestrian crossing.

In 2005, VDOT performed a foot traffic analysis at Trap Road bridge over the Dulles Toll Road which proved that many people do walk over the bridge from the Barns side to reach sold-out performances at the Filene Center of the National Park. This is despite the fact there is no place to walk due to the lack of shoulders or sidewalks on the bridge. This is exacerbated by vehicles exiting the Toll Road are often traveling at a high rate of speed. [See APPENDIX C, VDOT Wolf Trap Foot Traffic Report]

For these reasons, a pedestrian bridge is currently being designed by the Eastern Federal Lands Highways Division. At present, funding is available for preliminary engineering, but construction funding has not yet been located.

Access to Tysons Corner and Mass Transit

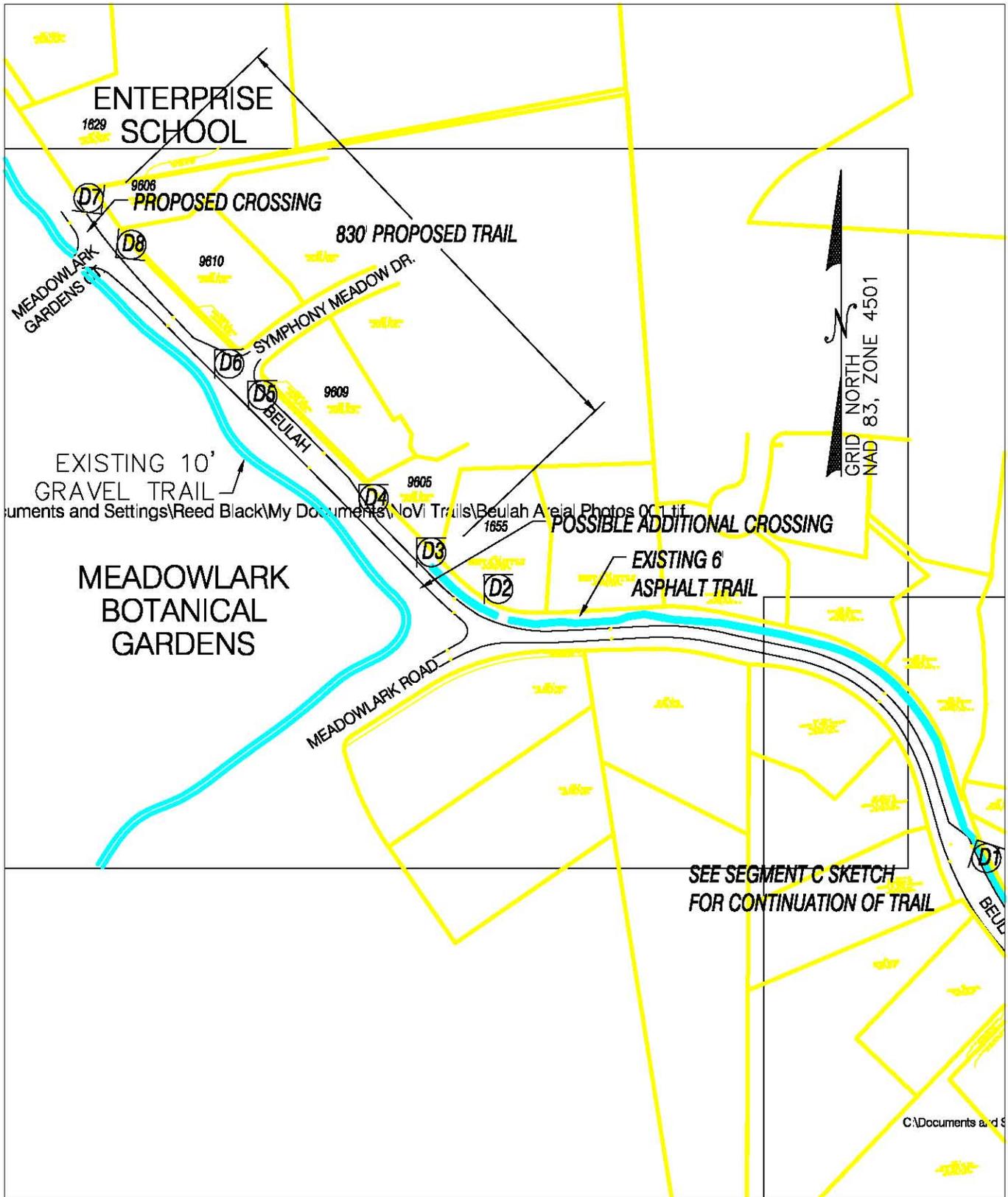
By providing a link to Tysons Corner, the NoVi Trail Network would provide an alternative to motorized vehicular access to the largest employment center in the Commonwealth of Virginia, the largest shopping mall in the Washington, DC area, and the residences of 15,000 people. (<http://www.fairfaxcountyleda.org/publications/tysons.pdf>)

Completing the NoVi Trail Network would also create a vital non-motorized connection with the Metro system and its destinations of Washington National Airport and a future stop at Dulles International Airport. To provide a complete link to transit from Phase I Segments B & C, existing sidewalks and trail segments would need to be made continuous on Old Courthouse Road from the intersection at Trap Road up to Creek Crossing Road.

Comments also indicate a need for better public transit to serve the Phase I area in the form of smaller busses which would shuttle throughout the Tysons area, serving the future Tysons Metro stops, Tysons Corner businesses and shops.

Segment C: Conclusion

This trail Segment is almost impossible to currently use to walk or bicycle. Obstructions include fences and dense vegetation on the ample right-of-way. Segment C connects the existing trails along Beulah with the existing sidewalks of The Trails at Wolf Trap subdivision, located at the southeast corner of the intersection of Trap and Old Courthouse Roads. There are few physical features that impede a trail and community supports exists and no land acquisition issues.



Phase I-NoVi Trail Network Segment D - Existing Conditions



- Existing Condition Photo Location
- Existing Trail/Sidewalk
- Property Line
- 1800 Property Address
- ROW or Easement May Be Required

Trail Segment D: Coral Ridge Subdivision Trail to Meadowlark Park/Enterprise School

Trail Segment D connects the existing trails and homes in the vicinity of Coral Crest Lane to Meadowlark Botanical Gardens and its 3 miles of paths. This segment also connects to the Garden's 10 foot wide gravel perimeter trail and possible future connections to the nearby Cross County Trail and a needed pedestrian bridge over the Dulles Toll Road along Trap Road.

Segment D begins at the existing asphalt trail that lies along Beulah Road, approximately 250 feet south of Coral Crest Lane.



The segment follows the curve of Beulah Road, terminating across the street from the Meadowlark Botanical Gardens entrance at Meadowlark Gardens Court, in the paved driveway of the Enterprise School.

◀ The first 1395 feet of the segment is paved with an existing seven foot wide asphalt trail. The next 462 feet of the segment is paved with an existing six foot wide asphalt trail. The remaining 830 feet of the segment has no trail. The total segment length is 2682 feet.

Segment D includes a pedestrian crossing of Beulah Road to allow trail users to safely cross from the proposed trail on the east side of Beulah to the Garden's entrance on the west side. Continuing a trail to the entrance of the Meadowlark Visitors Center will allow pedestrians and cyclists to travel into the park without having to compete with car traffic in the entrance driveway and parking lots. It is likely that a second crosswalk may also be necessary at the intersection of Beulah and Meadowlark Roads for those trail users who don't want to continue to the formal park entrance or may want to travel down Meadowlark Road.

The Countywide Trails Plan designates the unpaved section of Segment D as a Minor Paved trail, which is defined as 4 feet to 7'-11" in width. Recently-constructed trail sections in the segment such as the one shown above meet this dimension. Most of the existing trail is 7 feet wide. The section of trail at 1657 and 1655 Beulah Road was allowed by the County to be constructed at 6 feet wide to move the trail terminus to a safer crossing location. Alignment of the trail on the east side of Beulah incorporates the existing trail and serves the numerous residents of the Coral Crest Lane and Symphony Meadow Drive.

Segment D: Property/Roadway Survey and Description

Beulah Road along Segment D is a winding two-lane road on slightly rolling terrain. The roadway width changes to accommodate turning lanes and posted speed changes to accommodate curves in

the road. There are three streets that intersect, but do not cross Beulah Road in this segment; Coral Crest Lane, Meadowlark Road and Symphony Meadows Drive. Width of the road at both ends of Segment D is 40 feet to accommodate turning lanes for the side streets to newly constructed developments. The road in the middle of the segment is only 20 feet wide and winding, similar to most of the remainder of Beulah Road in the study area. The southern portion of the road is posted with a “Sharp Right Turn” warning sign and a safe speed of 25 mph, indicating the sharp bends in the road.

Although Segment D is 2682 feet long, much of it exists and there is only 830 feet of new trail to construct. Survey of the properties along Segment D shows two long narrow (4 foot wide) outlots parallel to the proposed trail alignment. The outlot adjacent to the turning lane to Symphony Meadows Drive reduces the distance between the edge of roadway and property line to 14 feet. These outlots, currently owned by the developer of the Symphony Meadows subdivision are being deeded to VDOT. This will provide 18 feet between the edge of roadway and the property line of the adjacent residence. The right-of-way between the edge of pavement and the property lines of the remaining properties in Segment C range from 32 feet to 36 feet.

Segment D: Existing Conditions Observations

There are few physical obstacles on the alignment and, with between 18 and 36 feet of right-of-way, there is sufficient space to construct a trail or walk. A solid wood fence with brick posts abuts the alignment the entire distance of the area where the proposed new trail section would be constructed. Street lights, a fire hydrant and a few small trees and brush which stand in the VDOT right-of-way are the only features on the proposed alignment. See the “Segment D – Existing Conditions” Map for the locations of the existing conditions photographs below.

D1 Beulah Road looking north, just north of the Coral Crest Lane intersection. This newly constructed section of 7 foot wide asphalt trail connects the Coral Crest subdivision with the intersection of Beulah and Meadowlark Roads. This trail follows the narrow winding and rolling two lane section of Beulah Road. Prior to the construction of this trail, no shoulder, steep embankments and dense vegetation along the roadway made safely walking along the road impossible.



D2 Beulah Road looking north at 1655 Beulah Road. The existing 6 foot wide asphalt trail ends at the property’s driveway. The property corner is located near the end of the existing wood fence between the two pine trees in the right hand side of the photo. The distance between the edge of pavement and property corner was measured at 31.5 feet.



Phase I No Vi Trail Network Feasibility Study
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D3 Beulah Road looking north at 9605 Symphony Meadow Road. The right-of-way between the edge of pavement and the existing wood fence measures 33 feet. The area is level and has brush and a few mature trees.



D4 Beulah Road looking north at 9609 Symphony Meadow Drive. Beulah road widens to over 49 feet to accommodate turning lanes for Symphony Meadow Drive. An additional 5.5 feet was paved beyond the edge of the roadway (adjacent to the turning lane). Distance between the edge of the roadway and the face of the brick fence posts measures 16.5 feet. Obstacles include two street lights and a fire hydrant.

D5 Beulah Road looking north at the intersection of Symphony Meadows Drive. The curb and gutter of Symphony Meadows terminate at Beulah Road. There is 37 feet between the edge of pavement and the face of the brick posts of the fence seen on the other side of the intersection.



D6 Beulah Road looking north at 9610 Symphony Meadow Drive. There is 37 feet measured between the edge of pavement and the face of the brick fence posts along the property line. Several rows of mature pine trees are planted along the fence, the closest row is 19 feet from the edge of pavement.

D7 Beulah Road looking south at 9606 Beulah Road standing at the Enterprise School driveway (in foreground). Beyond is approximately 33 feet between the edge of pavement and the property line. Rows of mature pines stand 19 feet from the road.





D8 Looking west across Beulah Road at Meadowlark Gardens Court, the entrance to Meadowlark Botanical Gardens. Beulah Road is 20 feet wide in this location.

Segment D Utilities

Utility information was provided by Fairfax County Department of Public Works and Environmental Services.

Electric: Electrical utilities consist of utility poles with overhead wires on the west side of Beulah road, opposite the trail alignment. Street lights are located along the alignment.

Gas: none

Water/Sewer: No service is provided up Beulah Road. A fire hydrant exists along the alignment.

Storm Water: Storm water is accommodated in swales adjacent to the roadways. There is no subsurface stormwater management along the trail alignment.

Communications: An underground communications utility runs along the trail alignment. Inground vaults for the system are located intermittently along the alignment.

Segment D: Accident Data

According to data from the Fairfax County Police Department accident report, there were 4 crashes within Segment D between 2000 and 2004.

In 2002, a 7-foot asphalt trail was added on the east side of Beulah Road extending from the Coral Ridge development at Coral Crest Lane up to just beyond the intersection with Meadowlark Road. The alignment was narrowed and extended beyond its initial northern terminus to address safety concerns by the Coral Ridge Homeowners Association. The change was made after an amicable compromise between the developer and the Hunter Mill District in order to improve sight lines where trail users would cross Beulah Road to get to

the stone dust perimeter trail at Meadowlark Gardens.

Shortly after the trail was installed, the Coral Ridge Homeowners Association requested that Hunter Mill District do a safety study to see whether a guardrail was needed along a steep embankment next to the trail along Beulah Road close to White Pine Drive. The following is an excerpt from the Mclean Police traffic safety report:

“First on our list was to investigate the request for the installation of a guardrail near the intersection of Beulah Road and Coral Crest Lane to protect a jogging path. The jogging path runs along Beulah Road near Coral Crest Lane. The area of concern is where Beulah curves to the left, leaving a short stretch of roadway that ends at the pathway. The roadway and pathway are separated by a wooden barricade. The community feels a guardrail would provide better protection for people on the path in the event a vehicle failed to negotiate the curve. This matter was turned over to Master Police Officer Bill Knost, the liaison officer for the Virginia Department of Transportation (VDOT). It was determined the area does not meet the criteria set forth by VDOT for the placement of a guardrail.”

Segment D: Proposed Crossings

A safe pedestrian crossing is needed from trail on the east side of Beulah Road to the entrance of Meadowlark Botanical Gardens. Marked crosswalks could also be installed where Beulah Road passes Campbell Road, Coral Crest Lane and Symphony Meadows Lane.

Segment D: Current VDOT plans for adjacent roadway improvement

Unlike Segments A and B, Segment D is not slated for improvement in the Fairfax County Comprehensive Plan.

Segment D: Public/Owner Sentiment

Residents expressed concerns about needing safe non-motorized pathways in and around the Meadowlark Gardens area. In addition, they saw the need to either better maintain the stone dust or pave Meadowlark’s Perimeter Trail. Respondents also were frustrated at the lack of connections between Meadowlark and other nearby parks including the W&OD Trail, Difficult Run Stream Valley Park and Wolf Trap National Park.

The Phase I Study Area’s northernmost border was located on the south side of the Beulah Road bridge over the Dulles Airport Access Road. Nevertheless, residents commented about the need to continue the trail over the bridge toward parks and neighborhoods to the north.

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

The following is a representative sample of comments on the community questionnaire from residences in the Segment C corridor. [See all comments in APPENDIX E, Community Questionnaire Comment Table]

Community Questionnaire Comments: Segment D Corridor

We find it very frustrating that we live so close to a National Park, a No. VA park & a County park and cannot walk safely to any of them. Also bikers on Beulah are a big safety & traffic hazard. The trail does not need to be 12-16' wide. Existing homes do not need a highway in their yards. We need this to walk to Wolf Trap for shows. We need a walkway over the 267 bridge!
Bike riding on Beulah Road to get from Clarks Crossing to Trap Road and to Meadowlark Gardens is extremely dangerous due to the narrow roads, amount of traffic, and winding roads that make visibility very low.
I often take my children by car with their bikes to Wolftrap School so then they could ride into town. The road from school to town at that point seems safer for a bike then Meadowlark Park to school does.
Only if path across Toll Road is added!! Bikes and pedestrians don't mix. This is a wonderful idea...but so is extending sound barrier walls in the study area (Toll Road related) with increased traffic and new metro this is critical to residents near roadway!!
The existing paths around Meadowlark Park are not bike-friendly. The biggest benefit I see to your proposal is having a pedestrian-safe way to navigate around a busy intersection and street (Beulah Road and Clarks Crossing) A sidewalk would be a huge improvement
I live near Meadowlark Park, so I use the fine trail already existing. I have no interest in going toward the Beulah/Old Courthouse Road intersection.
My neighborhood heavily uses the Meadowlark Trail. We wish it was better maintained. Parts of it are too muddy and rutted to use whenever it rains and it is dangerous for bikers
I'd much rather the county spend \$ fixing the swamp/flooded area "ice rink" mosquito-breeding area on Browns Mill Road. This is NOT an appropriate area to put a trail along Beulah Road to Meadowlark Park.
Do it!
These fat schoolchildren would have a place to walk - very important. When I was a kid, we walked all over and none of my friends were fat.
Something like this is long overdue! Would love to be able to walk into Vienna - safely! Also access to Meadowlark Gardens and Wolftrap would be great!
Would like to get to Browns Mill Road and connect Meadowlark to WOD.
The trail around Meadowlark Park should extend to Abbey Oak at a minimum.
Would like to get to Difficult Run Stream Valley Park; loop around Meadowlark Gardens.
We would also like to have access via Meadowlark Road to W&OD trail regional park by road, trail or other means.
Would like trail system beyond Meadowlark Gardens.
Meadowlark isn't exactly public when we pay taxes & have to pay to go in.
The issue of existing walkways on opposite side of street is a problem. Crossing is dangerous in many places. Need a walkway over Toll Road to access Wolf Trap. It is not safe to walk across.
Access to Wolf Trap National Park should be a top priority (Level 5).

Phase I No Vi Trail Network Feasibility Study
SECTION 4: SITE ANALYSIS

The following responses are taken from the Property Owner Feedback Forms sent to Segment A property owners living directly on or across the street from the proposed trail alignment. [See all comments in APPENDIX F, Property Owner Feedback Form Comment Table]

Property Owner Feedback : Segment D

Comment	On alignment
Strongly Support	Yes Existing RoW
I'd like to see more detailed plans as to "how" the trail will impact my side of the street. In general, it is a good concept. Biggest concern: If any part of my yard will be dug up.	Yes Existing RoW
We have a high level of support for the trail. We would use it to access the W&OD with our bikes. Biggest concerns: High volume of usage-noise, trespassing, crime	Yes Existing RoW
Very strongly supportive. For the safety of walkers, joggers and riders (bikes) please let's get sidewalks! My son would like sidewalks so he can get to Cardinal Hill on his bike.	Yes Existing RoW
We love the idea. We would use it a lot. It will promote community. It enhances safety for our children. We are 100% in favor with granting an easement on our property. Please proceed as rapidly as possible. We support use of county funds for this purpose. Thank you. Biggest concern: How long it will take to get done as we can't wait for it to be finished.	Yes Existing RoW
I want to express my strongest support for the trail. I fear that increasingly Northern Virginia is an area where increasingly our citizens do not enjoy living, because of the congestion and deteriorating quality of life. In opposition to this negative trend, the proposed trail is an important quality of life enhancement which will make living near Beulah Road safer and more enjoyable. Beulah Road is a residential thoroughfare that is already a major commuter route. I am certain that through-traffic will only increase as the planned upgrades to the Tyson's Corner area proceeds. It is important to take steps now to provide traffic calming, access for pedestrians and bicycle usage, and safety enhancements for all citizens of this area, not just those of us who live along Beulah Road. I would urge that the County not consider a trail width less than 10 feet. I have recently seen several bicyclists try to negotiate Beulah Road, and I have feared for their safety. When bicyclists move onto the future trail, a wider trail will provide a greater margin of safety for the pedestrians they will encounter.	No
The results of the survey appear to favor the project moving forward. It benefits the community in so many ways, but the most important effect will be that of safety for those who currently walk or bike in the community. Most important for children! Those who currently don't exercise outdoors may find that they too are drawn off the couch and out to explore their community. Those who reject the proposal are most likely those whose properties are directly affected by the trail. But in an ever growing community, a home on a busy road may eventually be encroached by road widening, etc. A better solution would be a sidewalk that prevents the road from being expanded onto their property. I suggest providing those most directly inconvenienced with additional landscaping to provide privacy. Biggest concern: That the project won't happen! Let's not wait until something happens to one of our children. Their safety depends on a connected sidewalk servicing our entire community. Access to Wolf Trap Park over Toll Road is dangerous.	No
The auto traffic along Beulah Rd. west of 4 corners makes walking or biking extremely dangerous. A path is the best way of reducing risks. Biggest concern: Safety/amelioration of danger to pedestrians and bikers.	No

Segment D: Transportation Enhancement Considerations

Park Connectivity/Access to Meadowlark Gardens Regional Park

Providing safe non-motorized access to Meadowlark Gardens Regional Park would bring about a whole host of potential new connections with parks within the Northern Virginia Regional Park Association(NVRPA) and the Fairfax County Park Authority(FCPA).

Visitors to Meadowlark Gardens would have the potential to access:

- **The Cross County Trail**

An entrance to NVRPA's Meadowlark Gardens could be made via parkland associated with the FCPA's Difficult Run Stream Valley Park which contains the nearby Cross County Trail. That would allow trail users to continue onward into Fairfax County via the CCT which spans 42 miles and all nine County magisterial districts.

- **The W&OD Trail**

The NVRPA's W&OD Railroad Regional Park is located very close to its Meadowlark Gardens Park at the terminus of Meadowlark Road, which forms the southeastern boundary of the park. 1.7 million people use the W&OD Trail each year. Many long to access adjoining trails to see different parts of the county.

- **Tamarack, Lahey Lost Valley Park, Clarks Crossing Parks**

More connectivity to Meadowlark Gardens would in turn allow better access to FCPA's Tamarack, Lahey Lost Valley and Clarks Crossing Parks which all lie on or nearby the NVRPA's W&OD Railroad Regional Park. Creating the connections could then become the basis for a cultural/historical walking tour between the parks.

Segment D: Land Acquisition Issues

No land acquisition is required to construct a Minor Paved Trail in Segment D.

Segment D: Conclusion

Segment D connects Meadowlark Botanical Gardens with the existing asphalt trails along Beulah Road. It also provides a safe crossing of Beulah Road to the Gardens entrance and to the Enterprise School alternative high school. This short section of proposed trail has widespread community support, no physical barriers and no land acquisition issues. This segment could lead trail users to a vital link to the 40-mile Cross County Trail via Meadowlark Gardens.

4.2 Emerging Issues: Phase II

Phase II of the NoVi Trail Network: Connecting the Parks

A NoVi Trail Network Phase II could include all the park connections that can be made from the Meadowlark Gardens area as outlined above plus a safe pedestrian crossing over the Dulles Toll Road and access to the Cross County Trail. That would allow Vienna residents and visitors from north of the Toll Road to access the entire Phase I area and beyond. Almost all of Phase II of the NoVi Trail Network, including the Vienna Trail of History, could be created on existing public park land.

STUDY AREA MAP

NoVi Trail Network Vienna, Virginia



LEGEND

-  QUESTIONNAIRE DISTRIBUTION BOUNDARY
-  PROPOSED TRAIL EXTENSION
-  EXISTING SIDEWALK/TRAIL

5. USAGE DEMAND, PUBLIC OUTREACH & OPINION

5.1 Methodology of Public Outreach

All strategies for obtaining public opinion and assessing community support were developed by the NoVi Trail Advisory Committee (NTAC). The primary goals, as defined at the first NTAC meeting on April 24, 2005, were to obtain community opinion, assess current and future trail usage, and create public awareness among local residents including affected property owners and potential trail users. Among NTAC objectives was that outreach materials be written in an objective manner which invites two-way communication.

NTAC members decided that the best tool for assessing general community sentiment was a simple one-page two-sided community questionnaire which would be sent to every residence within a proscribed Study Area. Those living on the proposed trail alignment would receive the community questionnaire plus a more detailed Homeowner Outreach packet. Additionally, NTAC committee members would perform direct observations of current trail usage. An idea to have opinion cards and opinion boxes at major trail destination points such as Meadowlark Gardens. Both the current trail use observations and opinion boxes were later dropped because of doubts about the reliability and usefulness of the data.

Study Area Boundaries

In an effort to assess a target population of potential local residents of interest, the Trail Advisory Committee determined the Phase I Study Area based on existing physical and governmental boundaries. The Study Area is bounded by the Dulles Toll Road to the east and north, the W&OD Trail to the west and the Vienna town line to the south. There are approximately 1800 residences in the Phase I Study area of approximately 2.8 square miles.

Community Questionnaire

The content of the Community Questionnaire was developed after reviewing similar feasibility studies from elsewhere in the United States such as the 2000 Cary Greenway Neighbor Study (Cary, North Carolina), the Pinellas Trail Community Impact Study (Pinellas County, Florida) and the 1998 North Carolina State comprehensive trail and greenway study of the North Carolina Division of Parks and Recreation. The NoVi Trail Advisory Committee created a Community Questionnaire to gauge the level of interest in a complete trail system, determine the nature of future trail use and which trail segment might be most desired by the community, and in the process alerting the community to the project and educating them about the reason for the effort. "Fairness" of the survey was said to be paramount so as not to stack the deck in favor or against the trail system. NTAC members and other citizen volunteers stuffed the questionnaire packets which were mailed in mid-September 2005.

The following questionnaire has been modified to reflect the responses received from the community:



Community Questionnaire RESULTS

966 residences returned questionnaires

Results are listed in BOLD

Feasibility of Additional Trails/Walkways

A study is underway to determine whether it is feasible to provide additional walkways and trails so nearby homeowners can better access local public places including Wolf Trap National Park, The Barns of Wolf Trap, The W&OD Trail, Meadowlark Botanical Gardens, Wolftrap Elementary School, and The Town of Vienna. Please take a moment to look at the enclosed map. As you will see, some sidewalks and other trail segments already exist. The proposed trail/walkway system is part of Fairfax County's Countywide Trails Plan.

Thank you for answering the survey and returning it in the enclosed envelope. Your opinion is very important.

1. Is a member of your household likely to use the proposed trail system?

Very unlikely		Don't know		Very likely
1	2	3	4	5
15% (144)	5% (46)	5% (53)	16% (151)	58% (560)

2. Please check the ways your household might use the trails.

Walking	85% (824)	Skating (rollerblade, roller-skate, skateboard)	12% (116)
Jogging/Running	46% (444)	Exercising a pet	34% (330)
Casual/family biking	61% (588)	Other	4% (41)
Performance biking	9% (91)	Would not use trail system	8% (80)

(Continued next page)

Phase I No Vi Trail Network Feasibility Study
SECTION5: USAGE DEMAND, PUBLIC OUTREACH & OPINION

3. Which destinations would your household be interested in reaching?

		Not interested	Neutral	Very interested
Wolf Trap National Park	66% (639)*	1	2	3 4 5
The Barns of Wolf Trap	58% (565)	1	2	3 4 5
W&OD Trail	70% (679)	1	2	3 4 5
Meadowlark Botan. Gardens	68% (662)	1	2	3 4 5
Wolftrap Elementary School	41% (397)	1	2	3 4 5
Antioch Christian	13% (121)	1	2	3 4 5
Town of Vienna	65% (624)	1	2	3 4 5
Wolf Trails Park	54% (524)	1	2	3 4 5
Other	11% (106)	1	2	3 4 5

* From respondents who rated their answer 4 or 5

4. Please rate how you think a trail system could affect the local community.

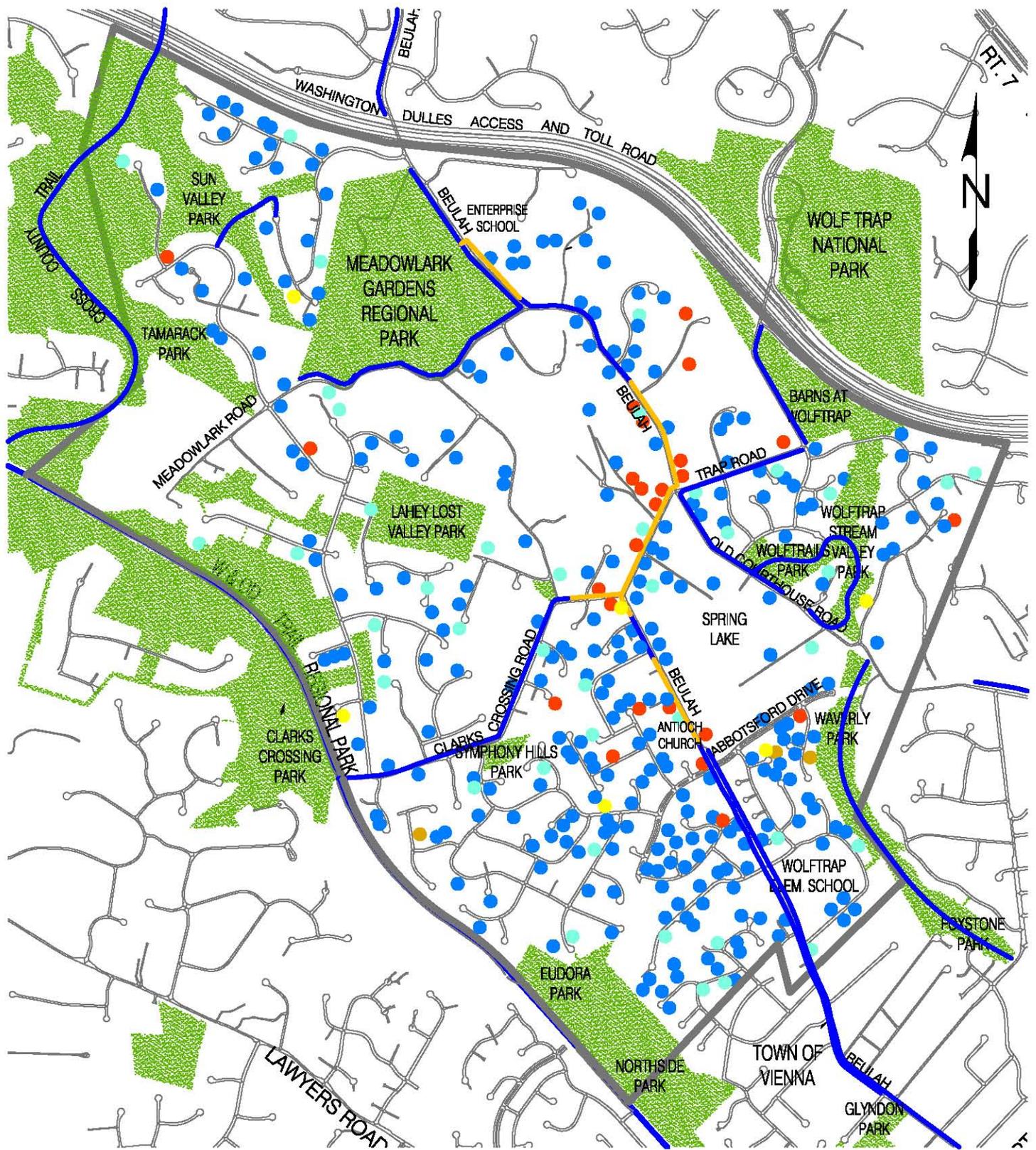
		Negative effect	No effect	Positive effect
Opportunity for exercise	87% (842)*	1	2	3 4 5
Travel in ways other than car	80% (768)	1	2	3 4 5
Community interaction	63% (609)	1	2	3 4 5
Opportunity to walk to school	64% (620)	1	2	3 4 5
Access to local parks and facilities	85% (822)	1	2	3 4 5
Opportunity for outdoor rec.	81% (779)	1	2	3 4 5
Opportunity to walk or bike work	51% (493)	1	2	3 4 5
Property values	66% (635)	1	2	3 4 5
Sense of security	39% (375)	1	2	3 4 5
Pedestrian safety	79% (763)	1	2	3 4 5
Bicycle safety	78% (756)	1	2	3 4 5
Driver safety	63% (604)	1	2	3 4 5
Pet walking	69% (668)	1	2	3 4 5
Other:	7% (66)	1	2	3 4 5

*From respondents who rated their answer 4 or 5

5. Please rate your level of support for the proposed trail/walkway system:

Don't Support	No opinion or answer			Strongly Support
1	2	3	4	5
8% (81)	2% (18)	5% (49)	18% (170)	67% (648)

(Feb. 2006)



Questionnaire Responses, Phase I-NoVi Trail Network

- Map Legend:**
- Questionnaire Boundary ———
 - Proposed Trail ———
 - Existing Trail ———

Questionnaire Question 5: "Please rate your level of support for the proposed trail/walkway system." (Note: Responses are only from those who provided their addresses, which was optional on the Questionnaire)

Don't Support	No opinion or answer	Strongly Support		
1	2	3	4	5
● 8% (81)	● 2% (18)	● 5% (49)	● 18% (170)	● 67% (648)

Not To Scale

Written Comments

As seen in Appendix E, comments on the questionnaires displayed a desire for better neighborhood connectivity. Among the most popular destinations listed were:

- Homes of nearby friends
- Areas beyond Meadowlark Gardens including the Cross County Trail and Difficult Run Stream Valley Park, Colvin Run Elementary, Potomac Vegetable Farm and Great Falls.
- Areas via Trap Road toward Route 7 including Tysons Corner, a future Metro stop at Wolf Trap National Park, Shouse Village and McLean Bible Church.
- Areas served by Old Courthouse Road including Cardinal Hill Swim and Racket Club.
- Areas in or near the Town of Vienna including Holy Comforter Church, Glyndon and Nottoway parks.

Positive effects of trails cited in write-in comments included:

- Safety while walking and pushing strollers
- Enhancing health by providing places for active recreation such as walking
- Allowing children more independence to visit friends and do errands in Vienna
- Walking to transit (Metro bus)
- Economic benefits in less money spent on gasoline and less use of school buses
- Natural environment provides relaxation and more bird watching/photography
- Evacuation routes and non-motorized transportation in times of snow

Negative effects cited in write-in comments included:

- Perception of the necessity to raise taxes
- Trail construction would be a misuse of public funds
- Concern that bicyclists should not be on the road with cars

Homeowner Outreach Packet

The NoVi Trail Advisory Committee created a Homeowner Outreach packet as a direct way of reaching homeowners on the trail alignment and providing them a voice in the decision-making. The packet included the questionnaire response sheet, a property owner Feedback Form [See Appendix G], individual property survey maps with the status of the homeowner's property as to the existence of a right-of-way or easement [See Appendix H, Sample Map], and an overall map of the project.

Homeowner Outreach packets were mailed on February 24, 2006.

Results of Homeowner Outreach Packet

87 Homeowner Outreach Packets were mailed to 46 properties which are directly on the proposed trail alignment and 41 properties which are across the street. 29 of households on both sides of the alignment (33% of the total distributed) responded. 62% (18 households) were in support of the proposed trail/walkway system, 28% (8 households) were opposed and 7% (2 households) did not give a rating.

Segment	Households responding	Households supporting trail system	Households opposing trail system or giving no rating
A On alignment	4	2	2
A Across street	4	3	1
B On alignment	4	0	4
B Across street	4	4	0
C On alignment	0		
C Across street	6	2	4
D On alignment	5	5	
D Across street	2	2	
Totals	29 (33% of forms mailed)	18 (62% of forms received)	11 (38% of forms received)

Of those 46 property owners directly on the alignment also receiving the Property Owner Feedback Form, 13 (28%) responded. Of those responding households, 7 households(54%) were in support and 6 households (46%) were opposed.

All five of the property owners where land acquisition may be necessary returned a Feedback Form. One household (20%) supports the trail system, two object (40%) and two (40%) have no opinion.

Safety was the overarching concern among property owners, whether they supported the trail system or not. Especially if they lived near intersections, residents decried the unsafe traffic conditions, expressing grave concern for introducing more pedestrians or cyclists into the mix. Traffic volume and speed were often cited as the greatest risks to public safety. A couple of respondents called for redesign of intersections to enhance safety before any thought could be given to adding pedestrian walkways.

The main safety trouble spots were identified as:

- Intersection of Beulah/Old Courthouse/Trap Roads
- Intersection of Beulah/Clarks Crossing Roads
- Old Courthouse Road at the curve near Besley Rd. (not in scope of Phase I)
- Trap Road at Dulles Access Road (not scope of in Phase I)

Other property owner concerns included:

- Privacy
- Security/Crime
- Speed limit too high (reduce to 25 mph throughout)
- Not enough speed limit enforcement or traffic patrolling
- Trail liability and maintenance
- Waste generated by pets and humans
- Changes to property and vegetation
- Trail width: sidewalk is better than multi-purpose trail
- Disruption of neighborhood character
- Encroachment on property
- Existing drainage problems
- Public expense/Waste of taxpayer dollars
- Too few people will use trail to make it worth the public expense

Property owners listed the following positive outcomes of a trail/walkway system:

- Enhancing safety of children, pedestrians, bicyclists
- Access to parks without need for a car
- Bicycle access to Vienna
- Recreation possibilities
- Neighborhood connectivity

Specific community concerns are addressed in Appendix I.

Resident Observations on Existing Trail Usage

Many comments on the Community Questionnaire and property owner Feedback Forms indicate that the alignment is currently used by walkers, runners and bicyclists on a daily basis. Direct observations by NTAC members showed that walkers use existing sidewalks, but most tend to turn back when they get to the end of the pavement. Those who do travel beyond the sidewalks or trails and do not have grassy areas on which to cross, are often forced onto the street at which point they must dodge cars. Bicyclists are almost always observed riding in the street and not on grassy areas next to the road.

ANALYSIS

Trail Usage

Approximately 5000 residents live within the Phase I Study Area. 711 households (74%) within the Study Area report they would use a trail system if it were available. **Therefore, there are at least 3,600 anticipated trail users.** Many of respondents pointed out at they already use existing trails or travel on areas where there is no trail.

Walking is the most popular projected activity. Four out of ten households say they will walk to school if it becomes possible. Others indicate they would like to use the trails to get to work in places including Tysons Corner. The next most popular activities are casual/family biking and jogging/running. High speed performance biking is much less popular within the Study Area. Fewer than 1 out of 10 residents report an interest in the activity.

Those living outside northern Vienna have an interest in visiting the area by bicycle. Signatures gathered in 2002 at “Viva Vienna!”, a town of Vienna festival which occurs adjacent to the W&OD trail, indicate support for more trails in the W&OD/Meadowlark/Wolf Trap area. Signatories were from areas including Oakton, Fairfax, Herndon, Arlington, Mclean and Falls Church, and as far away as Woodbridge, Virginia and Hyattsville, Maryland. The W&OD Trail serves almost 2 million people each year.

Impact on Local Employment

There are five main employers within the NoVi Trail Network: Wolf Trap National Park, the Wolf Trap Foundation, Meadowlark Botanical Gardens Regional Park, Wolftrap Elementary School, and the Enterprise School. Together, they employ more than 1,200 people. As stated in Section 1.1, if one of these employees lived a mile away and walked or took a bike instead of driving, he or she would save \$619.84 per year in driving costs such as fuel and maintenance and societal costs such as accidents, wasted time and greenhouse gas emissions. (www.commuterolutions.org/calc.htm).

Employment Within the NoVi Trail Network

Site of Employment	Full-time employees	Part-time employees	Volunteer/Seasonal employees	Total yearly staffing
Wolf Trap National Park	35		280	312
the Wolf Trap Foundation	75	502	200	777
Meadowlark Botanical Gardens Regional Park	11	15	35	61
Wolftrap Elementary School	49	15		64
The Enterprise School	10			10
Learning Tree Preschool	5			5
Antioch Christian Church	1			1
Totals	186	532	515	1,230

Source: each institution

5.2 CONCLUSION

Based on various opinion surveys, a continuous trail is desired by the general community and will be used if constructed. On properties where land acquisition will be necessary, property owners are not in general support of the trail project.

6 ALTERNATIVE TRAIL DESIGNS

6.1 Planning Objectives and Constraints

This study is intended to examine the feasibility of constructing a continuous multi-purpose trail within Phase I of the NoVi Trail Network, on an alignment (side of the street) designated by the Fairfax County Countywide Trails Plan. For study purposes, the trail has been subdivided into four segments: A-D. The side of the road on which the Countywide Trails Plan designates a trail is considered the default side for this report.

On the Trails Plan in Segments A, B & C, the trail is designated “Major Paved Trail, concrete or asphalt, 8 feet or more in width” (formerly termed “Biking Trail”). The Trails Plan designation in Segment D is “Minor Paved Trail, concrete or asphalt, 4 feet to 7 feet 11 inches in width” (formerly known as a “Pedestrian Trail”). It should be noted that terminology for a non-motorized facility narrower than 10 feet varies among jurisdictions. In other location in the U.S. or even the Commonwealth, a Minor Paved trail might be called a “walkway”, “sidewalk” or “asphalt sidewalk”.

According to federal standards, which are based on AASHTO guidelines, a multi-purpose trail should be a minimum of 10 feet wide. According to the Americans with Disabilities Act (ADA), the minimum width for a sidewalk is 5 feet with a stable surface. Therefore, in this study, which is federally funded, the width of a “multi-purpose trail” is considered 10 feet wide and a “sidewalk” will be considered at least 5 feet wide.

Besides the Countywide Trails Plan and federal trail standards, additional issues have been considered in this study in order to respond to the community’s needs and desires and to account for existing conditions along the proposed alignment. These issues, identified by the Trail Advisory Committee, are discussed in detail in Chapters 4 and 5.

During the preparation of this report, additional issues came to light which are not within the scope of this project but are important to the community. The issues are identified at the end of this chapter to provide context and provide areas for future study and consideration.

In examining proposed and alternate trail approaches, it is important to note that this report is limited to the study of the feasibility of a trail. The specific study of the safety of the roadway is outside the study’s scope, therefore, specific research about road safety was not undertaken. However, in response to resident concerns about recent accidents at Beulah/Trap/Old Courthouse Roads intersection, in a letter dated July 11, 2006, Fairfax County Supervisor Catherine Hudgins, stated that this feasibility study and all associated comments will go through a thorough County and VDOT review including safety issues. VDOT’s Traffic Engineering Division and the McLean District Police have been asked to analyze all accident data.

6.2 Trail Alternatives

Alternative #1: Multi-purpose 10 foot trail on Countywide Trails Plan Alignment

There are 42 properties which abut the proposed trail alignment. Of these, 13 have pre-existing 4' wide sidewalks or asphalt trails 7 feet wide or narrower. Of the remaining 29 properties, 23 of them have existing public right-of-way that ranges from 20 feet to as much as 38 feet, from the edge of pavement to the property lines. In several locations, trail easements provide additional space up to 48 feet. This right-of-way will accommodate up to a 10 foot wide trail with the recommended 6 to 8 foot setback from the edge of pavement and a 2 to 3 foot setback to the property line, as required by federal standards.

For the remaining 6 properties, however, there is no existing right-of-way. Four are private residences, one is owned by a church and one is currently being redeveloped and the developer will be required to provide right-of-way to construct a sidewalk or trail, as per the Countywide Trails Plan.

Conclusion:

Although there is sufficient right-of-way on most of the trail alignment to construct a 10' wide trail, there are five properties that have none and will have to be acquired. In addition, the character of the existing neighborhood sidewalks and trails, the historic nature of Beulah Road, and community survey all support a smaller-width trail system more in keeping with existing conditions. Therefore, it is recommended that an alternative solution for the Phase I area be constructed.

Alternate #2: No Action

There is concern among some residents that Beulah Road is far too perilous for pedestrians, whether or not walkways are present. The Federal Highway Administration provides a synthesis of safety research regarding this question in a report published in August 1991 (Publication Number FHWA-SA-91-034, page 83). The report concludes that those traveling on foot are safer if pedestrian facilities such as sidewalks exist.

A 1983 study by Tobey et. al. [1] investigated the safety effects of sidewalks. Sites with no sidewalks or pathways were the most hazardous for pedestrians, with pedestrian hazard scores of +2.6 and a PxV exposure score (i.e. exposure measure includes pedestrian volumes times traffic volume) of +2.2. This indicates that accidents at sites without sidewalks are more than twice as likely to occur. Sites with sidewalks on one side of the road had a pedestrian volume and PxV hazard scores of +1.2 and +1.1, compared to scores of -1.2 and -1.2 for sites with sidewalks on both sides of the road. Thus, sites with no sidewalks were the most hazardous to pedestrians, and least hazardous where sidewalks are present on both sides of the road. (H.N. Tobey, E.M. Shunamen, and R. L. Knoblauch, Pedestrian Trip Making Characteristics and Exposure Measures, DTFH61-81-C-00020, Federal Highway Administration, 1983.)

Physical design features found to be associated with a significantly higher likelihood of being a crash site were:

- higher traffic volume
- higher speed limit
- lack of grassy walkable areas
- absence of sidewalks.

The analysis concluded that **the presence of a sidewalk was associated with an 88 percent reduction in the likelihood of a site being a pedestrian "walking along roadway" crash site, compared to having no sidewalk or walkway.**

(http://www.walkinginfo.org/rd/for_ped.htm#florida)

In the vicinity of the NoVi Trail Network, the population is expected to grow, in part due to the planned development of a larger and more urban-style Tysons Corner. In the future, the Fairfax County Transportation Department may institute its Master Plan to widen Beulah Road between Abbotsford and Trap Roads in order to move traffic more efficiently. At that time, trails would be added as shown on the Countywide Trails Plan. However, there is no impetus for government authorities to initiate such as plan and it is unlikely to become a priority in the near future.

If no improvements are made to existing conditions on Beulah Road and Clarks Crossing, the safety of pedestrians and bicyclists remains at risk. Furthermore, if more trails are not constructed, the needs of a significant majority of the households in the Study Area who support trails as places to walk, jog, cycle or commute will not be fulfilled. Much of the right-of-way now exists and there are few physical features that would impede trail construction. The cost of not constructing a trail may be significant in injuries or fatalities due to unaddressed, dangerous conditions identified along the proposed trail route.

Conclusion: If no further trail links are built to connect existing trail segments, the current safety concerns remain, particularly as related to pedestrians.

Alternate #3: Trail Alignment on Opposite Side of Roadway

Based on the property survey prepared by Fairfax County, there are 14 properties with insufficient right-of-way for a trail on the opposite side of the proposed trail alignment, versus only 6 properties which lack right-of-way on the proposed alignment side. This is particularly pertinent to Segments A & B. Segment C has sufficient right-of-way on both sides of the road, however, this would require a crossing in the middle of Beulah Road near Campbell Road to connect to the existing section of trail. Segment D has an existing gravel perimeter trail opposite the proposed trail alignment, but would require crossing of Beulah Road on a difficult curve near Meadowlark Road to make trail connections.

30% of the distance, or 2516 feet, of the Phase I alignment consists of pre-existing trails and sidewalks. However, no trail segments have been built on the opposite side of the proposed

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alignment. Existing conditions opposite the proposed trail alignment are similar to the proposed side. However, the side opposite the proposed alignment contains the majority of area utility poles which would be cost prohibitive to move and would require additional easements from the companies that own them.

The Trail Alignment Matrix compares issues regarding changing the proposed trail alignment to the side of the street opposite of the Countywide Trails Plan alignment.

Trail Alignment Matrix Phase I-NoVi Trail Network

	Existing Alignment Based on Countywide Trails Plan	Alternate Alignment On Opposite Side of Beulah Road
Conforms to Countywide Trails Plan	Yes	No
# of Easements/Right- of-Way Required	Segment A - 5 Segment B - 1 Segment C - 0 Segment D - 0 Total - 6	Segment A - 9 Segment B - 5 Segment C - 0 Segment D - 0 (existing gravel trail opposite) Total - 14
Pre-Existing Trail	2516' (30%)	0'
New Trail Required	6062' (70%)	8580' (100%)
Cost/Maintenance	\$\$	\$\$\$
Proximity to Greatest # of Potential Users	More	Less
Major Road Crossings	Crossing at 2 Intersections with "STOP" Signs and One Mid-Block Crossing at Meadowlark Gardens.	Additional Mid-Block Crossing of Beulah at Clarks Crossing road and near Campbell Road.
Segments with Existing Above Ground Utilities	Segment C Segment D	Segment A Segment B Segment C Segment D

Conclusion:

The alignment of Phase I should remain as per the Countywide Trails Plan.

Alternate #4: Minor Paved Trail with separate on-road bicycle accommodations

The Countywide Trails Plan designates Phase I Segments A, B and C as Major Paved trail, 8 feet or more in width. Segment D is designated Minor Paved trail, 4 feet to 7' 11' in width. Alternate #4 proposes making all of Phase I a Minor Paved trail with separate on-road accommodations for cyclists if warranted by further road and safety studies. The designated Countywide Trails Plan alignment (side of street) remains the same.

In questionnaires, public meetings and discussions, the community has demonstrated support for a trail system. However, a multi-purpose trail is not universally favored. Respondents often describe their desire for “sidewalks”. Furthermore, surveys of anticipated use indicate primarily pedestrian activities. 85% of households responding to a community questionnaire wish to walk, 61% are interested in “casual or family biking,” but only 9% of households expressed an interest in higher-speed performance-type, cycling.

Comments on property owner surveys indicate many homeowners along the proposed alignment strongly object to a 10 foot Major Paved trail, mainly for reasons of privacy and aesthetics. Cost of construction was another issue that was raised in several Questionnaire responses.



Accommodation of all user groups simultaneously, such as is required on a multi-purpose trail, is difficult given the diverse needs of each group and existing neighborhood character. A Minor Paved trail provides adequate space for pedestrians and less confident cyclists to travel in the public right-of-way separate from roadway vehicles. There is space for two (including a wheelchair user) to travel side by side, or to pass each other comfortably.

◀6-foot Minor Paved trail along Clarks Crossing Road

All existing trails and sidewalks in the Study Area are 7 feet or less in width. A Minor Paved trail would match the width of the existing trail segments and create a more seamless system, and is more acceptable to most affected property owners. Within the sections of right-of-way which are constrained, a Minor Paved trail can be adjusted to avoid many of the mature trees and more easily follow the contours of the land. This will maintain the character of the neighborhood, a desire of the Trail Advisory Committee and the subject of numerous resident comments. A narrower trail also creates less impervious surface, resulting in less water runoff and hence more groundwater retention. The width of a trail makes little difference to the total cost of the project. The major costs of trail construction are in clearing the alignment.

Conclusion:

A Minor Paved trail with possible separate on-road bicycle accommodations is preferable to a 10 foot wide multi-purpose trail because it enhances safety, minimizes trail construction cost, provides uniformity with existing trail segments and abides by community desires.

Trail Alternatives Matrix

Phase I-NoVi Trail Network

	No Trail	Major Paved Trail Per the Countywide Trail Plan 8' to 10' Asphalt or Concrete	Minor Paved Trail For Pedestrians & Family Cycling 5' to 7'-11" Asphalt or Concrete
Width Conforms to Countywide Trails Plan	Does Not Conform	Segment A - Yes Segment B - Yes Segment C - Yes Segment D - No	Segment A - No Segments B - No Segment C - No Segment D - Yes
Compatible w/ Existing Neighborhood Character	Not Compatible	Not Compatible	Compatible
Safety for Pedestrians, Cycles and Vehicles.	Existing Dangerous Conditions Remain	Improved Safety	Improved Safety
Trees & Vegetation	Preserves Existing Vegetation	Less Preservation	More Tree and Vegetation Preservation
Separate Pedestrians and Cyclists	No Facilities for Ped. or Cyclists	No Separation of Pedestrians and Cyclists	Pedestrians and Cyclists Separated
Public Support	Little Public Support	Public Support, Less Alignment Homeowner Support	Most Public & Alignment Homeowner Support
Security/Privacy	Status Quo	Little Change	Little Change
# of Easements/Right-of-Way Required	0	6	6
User Preferences Satisfied By Trail Width Walking 85% Jogging/Running 46% Casual/Family Biking 61% Performance Biking 9% Skating 12% Exercise Pet 34%	None	All Users Surveyed Satisfied By Major Paved Trail	All Users, Except Performance Bikers, Satisfied By Minor Paved Trail
Compatible w/ Existing Trail Widths Beulah @ Abbotsford, 4' Concrete Beulah @ Liberty Tree, 4' Concrete Clarks Crossing to W&OD, 6' Asphalt Beulah @ Coral Crest, 6'-7' Asphalt Beulah @ Trap Road, 3' Concrete			X X X X X
Cost/Maintenance	0	\$\$\$\$	\$\$\$

6.3 Additional Safety and Connectivity Considerations

Additional potential installations were also identified in the preparation of this study to augment and enhance the proposed trail system.

Future Bicycle Accommodations

Separate on-road facilities for cyclists, such as widened shoulders, allow preferential or exclusive space for bicycle travel along arterial streets, such as Beulah Road. This arrangement reduces interaction between cyclists and motorists by allowing cyclists a separate area to operate within the roadway cross-section. <http://www.virginiadot.org/infoservice/resources/bk-facresguide.pdf>

Between Wolftrap Elementary and Abbotsford Road, Beulah Road is four lanes wide, with no striping other than center lines. To provide safety to on-road cyclists at minimal cost, wide shoulders or bicycle lanes could be striped on both sides of the road, with the possible addition of a striped parking lane. Beyond Abbotsford Road, where Beulah Road narrows, wider shoulders could be added and striped on both sides to continue to accommodate cyclists.



Widened shoulder on Clarks Crossing Road ▲

Trail on both sides of Beulah Road in Segment B with mid-block crossing

Because of the large population living in the Old Courthouse Road vicinity such as the Lakeside and Trails at Wolf Trap communities, if and when road improvements are undertaken on Beulah Road in Segment B, consideration should be given to going beyond the purview of the Countywide Trails Plan which designates a trail on one side of Beulah Road only. Constructing an additional Minor Paved trail on the south side of Beulah Road would allow people living in that area to travel along Beulah safely on “their side”. Adding a mid-block crossing with clear and direct sight lines could bring them safely across Beulah, thus avoiding the dangerous Clarks Crossing/Beulah intersection. Fairfax County transportation master planning indicates that, in general, providing sidewalks on both sides of the street enables pedestrians to travel facing traffic in either direction and minimizes the need for pedestrians to cross streets.



Beulah Road near Leemay Street ▲

Pedestrian Bridge over the Dulles Toll Road at Meadowlark Gardens



In order to serve the many communities living near Beulah Road north of the Dulles Access Road, a pedestrian bridge similar to that being built at Wolf Trap National Park is needed. The scope of Phase I Segment D could be expanded to include this bridge, thus greatly expanding the reach of the NoVi Trail Network to areas of Great Falls, Virginia, Loudoun County and beyond.

◀ *Dulles Toll Road bridge near Meadowlark Gardens*

Old Courthouse Road: Flooding, lack of a safe crossing between public parks



Even though it is out of the purview of the Phase I feasibility study, the Old Courthouse Road area was cited repeatedly by residents for two main reasons: safety and stormwater control. There are trails along Old Courthouse Road that are also currently segmented. Because of the steep embankment and twisted road alignment, pedestrians are not safe walking along the road in this area.

According to VDOT accident data, there have been 16 crashes in the past five years on Old Court House Road between Trap and Creek Crossing Roads, although none involved pedestrians. Two Fairfax County parks are located on opposite sides of Old Courthouse Road as it curves along and crosses the streambed of Wolftrap Creek. Because there are limited trails leading to the parks and no crosswalk between them, pedestrians are forced to walk about 100 yards along Old Courthouse Road, where there are no shoulders and very poor sight lines. The area is also flood-prone following heavy rains.

Safe Routes to School

A Safe Routes to School plan for Wolftrap Elementary should be developed to delineate improvements to signage and crosswalks and map out the safest ways for students to walk or cycle to school. Information on the VDOT-administered Safe Routes to School program grants can be found at: virginiadot.org/info/service/tesd_Rt2_school_pro.asp#%3CNo%20anchors%20found%3E.

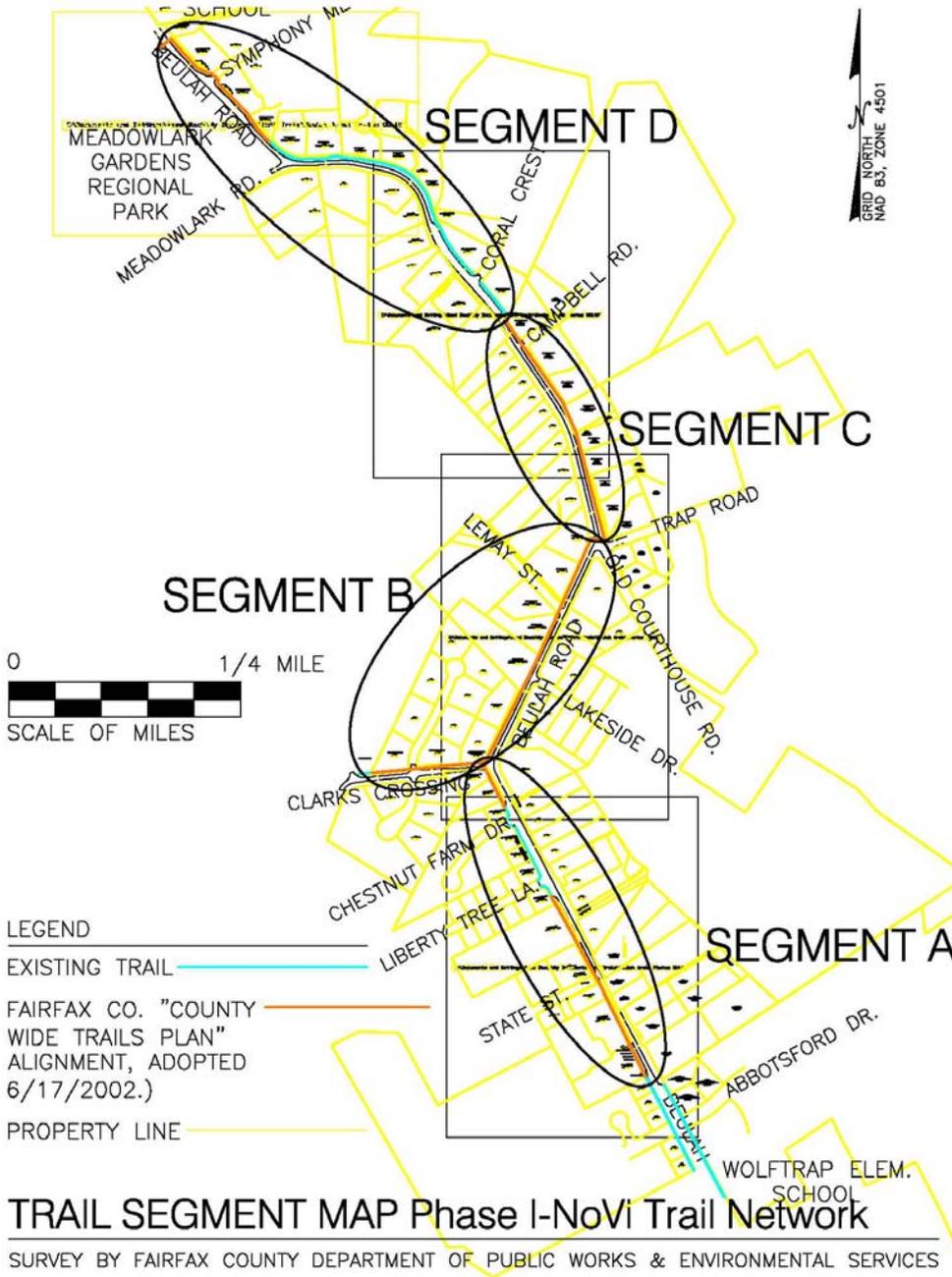


Although grants for the Safe Routes to School program are limited to elementary schools, safety planning is also imperative for the Enterprise School and Learning Tree Preschool.

7 FINANCING PLAN

7.1 Project Budget

Total Estimated Phase I Project Cost: \$3,078,408 (total length of new trail segments: 6,060')



◀ **Segment D**
Estimated cost:
\$408,998
 (length: 830')

◀ **Segment C**
Estimated cost:
\$616,860
 (length: 1420')

◀ **Segment B**
Estimated cost:
\$1,397,870
 (length: 2105')

◀ **Segment A**
Estimated cost:
\$654,680
 (length: 1410')

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The following assumptions were used to prepare the budget estimates:

- Land acquisition costs are based on current Fairfax County assessments plus 15% escalation. Plat preparation and administration costs are also added.
- Land acquisition costs assumed that the purchased right-of-way would align with the existing right-of-way on the adjacent properties to create a consistent right-of-way along the roadway.
- Trail construction costs are based on the costs of current Fairfax County trail projects with escalation to cover inflation.
- Construction of the overall trail (length: 6,060') is subdivided into four segments (A-D) ranging in length from 830' to 1420'. However, constructing the entire trail at the same time could result in total cost savings. **NOTE: alignment of trail could be subdivided differently from the scenario set forth here as warranted for funding or design purposes.**
- No road improvements, intersection improvements, or utility relocations, which may be required, were a part of this budget.

Trail Segment A Cost Estimate (Beulah Road from end of sidewalk near Abbotsford Road to Clarks Crossing Road, including crosswalk)

RoW Acquisition (5 properties)	\$125,640.
Trail Construction Costs	\$434,500.
Miscellaneous (signs, crossings, etc.)	\$9,150.
Total Costs	\$569,290.
<u>Contingency @ 15%</u>	<u>\$85,390.</u>
Total Segment A Costs	\$654,680.

Segment A considerations:

Because of the safety and land acquisition challenges involved in Segment A, local or state funding would allow the most flexibility in planning and design. Study by the Fairfax County Transportation Advisory Commission Program would be advisable in order to resolve vehicular safety issues at the intersections of Beulah and Clarks Crossing Road.

Following that, Fairfax County programs such as Secondary Roads, Capital Improvement, Safety, or Four-year Transportation Plan funds may be appropriate for use in construction. It should be noted, however, that funds allocated from a federal source will require that the project adhere to federal guidelines or receive approval for a deviation.

The Virginia Safe Routes to School Program, which provides funding for safe route planning and limited trail construction, is appropriate because of the proximity of a public elementary school.

Trail Segment B Cost Estimate (Clarks Crossing Road from Brookside Lane to Beulah/Trap/Old Courthouse (Four Corners) intersection, including crosswalk)

RoW Acquisition (one property)	\$13,050.
Trail Construction Costs	\$791,375.
<u>Miscellaneous (signs, crossings, etc.)</u>	<u>\$7,000.</u>
Total Costs	\$1,215,625.
<u>Contingency @ 15%</u>	<u>\$182,244.</u>
Total Segment B Costs	\$1,397,870.

Segment B considerations:

This segment requires careful planning due to safety issues and homeowner concerns. Local funding would allow maximum flexibility in meeting the community’s needs. As in Segment A, study by the Fairfax County Transportation Advisory Commission Program would be advisable in order to resolve vehicular safety issues at the Beulah/Trap/Old Courthouse Roads intersection. Following that, Fairfax County programs such as Secondary Roads, Capital Improvement, Safety, or Four-year Transportation Plan funds may be appropriate for use in construction. It should be noted, however, that funds allocated from a federal source will require that the project adhere to federal guidelines or receive approval for a deviation.

Trail Segment C Cost Estimate (Beulah Road from Beulah/Trap/Old Courthouse (Four Corners) intersection @ Coral Ridge Subdivision trail)

RoW Acquisition (none necessary)	\$0.
Trail Construction Costs	\$533,500.
<u>Miscellaneous (signs, crossings, etc.)</u>	<u>\$2,900.</u>
Total Costs	\$536,400.
<u>Contingency @ 15%</u>	<u>\$80,460.</u>
Total Segment C Costs	\$616,860.

Segment C considerations:

This Segment requires careful planning due to safety issues and homeowner concerns. Local funding would allow maximum flexibility in meeting the community’s needs. No additional right-of-way acquisition is necessary.

Trail Segment D Cost Estimate (Beulah Road from end of Coral Ridge subdivision trail to Enterprise School/Meadowlark Gardens, including crosswalks)

RoW Acquisition (none necessary)	\$0.
Trail Construction Costs	\$312,250.
<u>Miscellaneous (signs, crossings, etc.)</u>	<u>\$43,400.</u>
Total Costs	\$355,650.
<u>Contingency @ 15%</u>	<u>\$53,348.</u>
Total Segment D Costs	\$408,998.

Segment D considerations:

Because there are no land acquisition issues and much of the Segment D trail already exists, it may be the most appropriate recipient of the existing federal Transportation Enhancement funding. The Commonwealth of Virginia's Recreational Access Program is another funding possibility for Segment D because it is specifically intended to fund projects which provide trail access to public parks.

Additionally, in its present scope, the Wolf Trap Pedestrian Bridge Project extends from the bridge, over a Wolf Trap Foundation easement and then on-road on Campbell Road to Beulah Road, also extending along Trap Road to Beulah Road. These termini result in a "dead end" for trail users because, once reaching Beulah's intersection with Campbell and Trap Roads, there are no trails extending onto Beulah. For this reason, the scope of the Bridge project could be considered for expansion to include Segments C and D. Trails in Segment D would create a logical terminus at Meadowlark Gardens Regional Park. The trails of Segment C could connect pedestrian bridge users to Segment B, providing access to the W&OD Trail and the Town of Vienna. However, unless the width or type designation is redefined, a 10 foot width in Segment C will be necessary unless a waiver is obtained.

7.2 Funding Sources

The construction of major sidewalk or trail projects is rarely achieved by a single municipality. Typically, trails are funded through multiple sources, such as federal and state grants, often combined with local Capital Improvement or Safety Improvement Funds. Various funding sources are available in the case of Phase I of the NoVi Trail Network. Fortunately, local funding sources allow maximum flexibility in planning and design. Funding programs which do not require a local monetary contribution (known as a "match") are simpler to obtain and manage than those which require a match. Opportunities to fund portions of Phase I may exist in Fairfax County's 2008 Parks Bond and 2007 Transportation Bond referenda. The only existing source of funds for Phase I totals approximately \$125,000. The funds are contained in the remainder of the grant for this feasibility study and a second Transportation Enhancement Program grant. However, if these federal funds are used for construction, federal policies and guidelines must be adhered to, unless a waiver is obtained.

Conclusion:

Funding for planning, design, and construction should allow maximum flexibility so that safety can be maximized and local needs and desires are achieved. Decisions regarding construction phasing should be based on consideration of important factors such as safety, connectivity, segment length, land acquisition, existing conditions, community input, and cost.

8 CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

As stated in Section 1, the goal of the Northern Vienna (No Vi) Trail Network is to provide safe, non-motorized access to the neighborhoods and recreational, entertainment, cultural and educational amenities of Vienna in Fairfax County, Virginia. Other objectives include enhancing safety, encouraging healthier lifestyles, lightening traffic by providing opportunities for non-motorized transportation, strengthening the local economy, protecting the environment, encouraging community interaction, and providing access to cultural and historical resources.

Creating a Walkable/Bikable Community

Data collected for this feasibility report indicate that creating a continuous integrated non-motorized transportation network in the Study Area is feasible due to:

- Inclusion in the Fairfax County Comprehensive Plan
- Adequate public right-of-way in most areas
- Overwhelming community support

On the Comp Plan

A basic fact regarding Phase I of the NoVi Trail Network is that the entire length is contained within Fairfax County's vision for a countywide trail system, known as the Countywide Trails Plan. The proposed project is in keeping with the Trails Plan goal "to link residential, commercial, employment and recreational areas and provide numerous transportation and recreational benefits." The Phase I trail route has long been envisioned by County planners.

As alternatives are considered, it is important to note that the Countywide Trails Plan specifies certain trail designations, including Major Paved, Minor Paved, and On-road Bike Routes. However, even though trail types are specified on the Trails Plan Map, county bicycle and pedestrian planners have tailored trail projects to the local community and have reconsidered a designation if warranted. An example of this is near Phase I Segment A, where a parcel of land is being redeveloped (1884 Beulah Road). Whereas a Major Paved trail was designated on the Countywide Trails Plan Map, as a result of local community input, county officials are permitting construction of a Minor Paved trail.

The Time is Now

Public policy toward pedestrians and cyclists has shifted significantly in the past decade. The 1970s-era bridge spanning the Dulles Toll Road at Wolf Trap National Park is an indicator of the previous emphasis on motorists, as evidenced by the lack of space for any other modes of transportation. ►



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However, in only the last few years, there have been major changes in policy, including the following:

In 2004, the Virginia Commonwealth Transportation Board adopted a policy such that pedestrian and bicycle facilities must be included in the design of all motorized transportation planning modes to achieve safe, effective and balanced multimodal transportation systems.

The Virginia Department of Transportation has a new vision to become the safest state highway system in the United States by 2025, as stated by Virginia Transportation Secretary Pierce Homer's May 2006 at a statewide pedestrian and bicycle planning conference, to "build safety into whatever you do".

Renewed objectives and countywide policies in the Fairfax County 2006 Transportation Plan. The following Plan objectives pertain specifically to pedestrian/bike issues:

Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy vehicle use and improves air quality.

Objective 2: Increase use of public transportation and non-motorized transportation.

Objective 4: Provide a comprehensive network of sidewalks, trails and bicycle routes as an integral element of the overall transportation network.

Policy d. Provide sidewalks, trails and/or on-road bicycle routes which link residential concentrations with transit stations, activity centers, shopping districts, recreational facilities, and major public facilities and provide for pedestrian circulation within activity centers.

Policy e. Provide sidewalks on both sides of streets.

Objective 6: Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social and economic goals.

Objective 9: Ensure safety for users of transportation facilities and services for the general public.

Policy e. Upgrade existing roadways to correct unsafe conditions along segments with substandard geometrics.

Policy h. Reduce conflicts between motorized and non-motorized traffic and correct unsafe conditions for walking and bicycling.

Policy i. Work with VDOT and local communities to implement traffic calming and other measures where needed, to encourage motorists to drive with caution and consideration in residential communities.

Objective 10: Maximize the operational efficiency of transportation facilities.

Policy a. Maximize the efficiency of existing roads through low-cost strategies to increase capacity such as channelization, turning lanes, optimized signalization and signage, while avoiding negative impacts on pedestrians and cyclists.

(http://www.fairfaxcounty.gov/fcdot/pdf/transplan/attachment_1.pdf)

Such changes in government policy create an amenable atmosphere for a safe and effective transportation system which can be tailored to the community's needs.

A Case of Retrofit

Because Beulah is an old road, trail planners will be faced with non-conforming circumstances and long-established property lines. Creating a continuous trail network will, by necessity, be a case of fitting in with what exists. Pre-existing sidewalk and trail segments must be incorporated into the plan. Anything newly built should disturb the status quo as little as possible. The objective is to design for safety while preserving the integrity of the landscape and environment.

8.2 Recommendations

The nature of the Phase I Study Area demands compromise. The road itself dates back to pre-Revolutionary times, so creating a perfect trail scenario "from scratch" is not possible. The best that can be achieved is to fulfill as many goals as practicable in order to enhance safety, provide harmony and uniformity with existing conditions, and abide by community desires.

To that end, a Minor Paved trail represents the best compromise. The existing right-of-way along the majority of the alignment is more than sufficient for a trail, with only 6 out of 42 properties having insufficient right-of-way or easements. Existing conditions are also compatible with a Minor Paved trail. Location of a narrower trail can be adjusted within the ample right-of-way to avoid some of the mature trees and help to preserve the pastoral nature of the locality. A Minor Paved trail is more compatible in character and closer in scale to the numerous single family homes that abut the alignment. A narrower width is also in keeping with the width of existing trail segments. A Minor Paved trail is supported by property owners and nearby neighbors alike. Comments on the Community Questionnaire often describe a desire for "sidewalks". Pedestrian activities are also the primary intended trail usage. Many homeowners adjacent to the proposed alignment have also raised strong objections to creating a Major Paved Trail.

A workable width for a Minor Paved trail is 6 feet. While a 6 foot recommendation deviates from the Countywide Trails Plan Major Paved designation for Segments A, B and C, it does meet the designation for Segment D. A 6 foot trail is one foot wider than the minimum AASHTO sidewalk width and provides a comfortable area for two people to walk together with room for a third to pass.

The following strategies are recommended for consideration in trail planning and design:

- A Minor Paved trail width of 6 feet plus a buffer between the trail and roadway
- Engineering studies of the two intersections at Beulah/Clarks Crossing and Beulah/Trap/Old Courthouse to improve vehicular and pedestrian safety
- Reconsideration of current speed limits in light of increased pedestrian presence
- Marked crosswalks with warning signs and/or warning lights as necessary for pedestrian crossings

Phase I No Vi Trail Network Feasibility Study
SECTION 8: CONCLUSION AND RECOMMENDATIONS

Signs to warn motorists to “share the road” with cyclists

Signs to identify on-road or alternative bike routes

Signs to protect property and provide information about trail usage

Education of local residents about safe use of the street and trail

Planning for future bicycle accommodations in consultation with bicycling experts such as the Washington Area Bicycling Association Safety Education Program Manager and the Bicycle Countermeasure Selection System (BIKESAFE), a program sponsored by the Federal Highway Administration to aide communities and planners with the latest information available for improving the safety and mobility of those who bicycle.

[\(http://www.bicyclinginfo.org/bikesafe/](http://www.bicyclinginfo.org/bikesafe/)

Development of a comprehensive Safe Routes to School program for the area surrounding Wolftrap Elementary School, as well as a plan for safe access to the Enterprise School and Learning Tree Preschool

County staff meetings with individual property owners where right-of-way acquisition may be necessary to ascertain and address concerns.

Consideration of environmentally friendly and flexible paving materials including recycled rubber products and those made from resin-based soil or aggregate stabilization especially in those areas where preserving mature trees is necessary

Forming a “Friends of the Trail” advocacy group to monitor trail usage and conditions (See Appendix I, page 11)

Additional Considerations

Providing a direct trail connection between the Cross County Trail and the NoVi Trail Network via Meadowlark Botanical Gardens Regional Park, and direct trail access from Meadowlark Gardens to the W&OD Railroad Regional Park

Adding a pedestrian bridge crossing over the Dulles Toll Road at Meadowlark Gardens on Beulah Road with continuous trail connections in both directions

Providing continuous trail connections in both directions to the pedestrian crossing over the Dulles Toll Road along Trap Road at Wolf Trap National Park

Providing safe trail connections between Fairfax County parks located on opposite sides of Old Courthouse Road, with continuous connections to existing sidewalks in both directions on Old Courthouse Road

Creating a Vienna Trail of History between Lahey Lost Valley Park and Meadowlark Gardens Regional Park, and providing pedestrian access to Lahey Lost Valley Park

Appendix Contents

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Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



Supervisor Catherine Hudgins
Hunter Mill District
North County Governmental Center
12000 Bowman Towne Drive
Reston, VA 20190

Dear Supervisor Hudgins *Cathy*

As a follow-up to our letter dated January 23, 2001, the Wolf Trap Foundation for the Performing Arts would like to continue its support for development of pedestrian trails in and around our The Barns and the Filene Center in northern Vienna. Previously we supported trail advocates the "The Novi Trail Network", and its application for federal transportation funding to do a feasibility study of the trail route entitled "Walk Along Beulah". The group was successful in receiving the funding and is now seeking a further grant, this one for actual trail construction.

Since our last correspondence, an important development has occurred here at the Foundation which gives us an even greater incentive to support the NoVi Trail Network's efforts. Last month, we opened our Center for Education, a facility which greatly enhances our mandate to bring the arts to students and teachers nationwide, as well as the local community. As part of our construction we have a new multi-use trail of our own, which coincides with the NoVi Network's proposed route. Our new trail extends along our Barns property on Trap Road and has its terminus at the bridge, which spans the Dulles Toll Road.

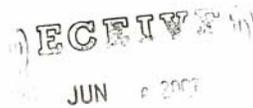
As we understand, the trail to be constructed using this next installment of federal enhancement funds would extend from Clarks Crossing Road to Trap Road and thus provide a safe and direct way for users of the W&OD Railroad Regional Park to reach our facility. Eventually, if a pedestrian trail were built across the Dulles Toll Road, this trail segment would allow users to get to Wolf Trap National Park for the Performing Arts and beyond.

We remain concerned for the safety of our patrons, staff and neighbors in our adjacent communities. Pedestrian trails would provide safe passage for everyone, and help to ease traffic congestion. This area has a great deal to offer residents and visitors, and these trails would help make Wolf Trap and other locations more accessible. For this reason, we strongly support the efforts of "NoVi Trail Network" to obtain further TEA-21 funding to make inroads into creating better community connections in northern Vienna.

Sincerely,

Charlie Walters
Charles A. Walters, Jr.
Executive Vice President and CFO

cc: Jenifer Joy Madden, NoVi Trail



Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



United States Department of the Interior

NATIONAL PARK SERVICE
Wolf Trap Farm Park for the Performing Arts
1551 Trap Road
Vienna, Virginia 22182

IN REPLY REFER TO:

A3821(NCR-WOTR)

JAN 25 2001

Supervisor Catherine M. Huggins
Fairfax County Board of Supervisors
12000 Bowman Towne Drive
Reston, Virginia 20190

Dear Supervisor Huggins:

I talked with Ms. Jenifer Joy Madden, NoVi Trails Network Coordinator, and was informed of her organization's efforts. I understand they propose a network of trails to link features and communities near Wolf Trap Farm Park for the Performing Arts. The NoVi Trails Network's goals to connect communities to each other as well as to points of interest and recreation are commendable.

The National Park Service (NPS) at Wolf Trap Farm Park has an interest in trail development in this immediate vicinity. Furthering community connectivity with the park would provide many benefits to all residents here. Although a relatively small number of our patrons arrive at the park by foot, an area trail network would render greater convenience and safety.

The NPS will not get involved to the extent that we take sides on this issue. The development of trails on lands not owned by the NPS, and the expenditure of public or private funds not controlled by the NPS, necessitates our neutral bias. However, should the opportunity arise, we will give our full consideration to providing appropriate trail connectivity through Wolf Trap Farm Park.

As a "resident" of this growing community, we continually pursue opportunities to prove our worth as a good neighbor. We wish Ms. Madden and the NoVi Trails Network the best in their endeavor, and hope that we can make a positive contribution in the future.

Sincerely,

(sgd.) *William J. Crockett*

William J. Crockett
Director

cc: Ms. Jenifer Joy Madden, NoVi Trails Network Coordinator
9463 Coral Crest Lane, Vienna, Virginia 22182

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



United States Department of the Interior

NATIONAL PARK SERVICE
Wolf Trap Farm Park for the Performing Arts
1551 Trap Road
Vienna, Virginia 22182

IN REPLY REFER TO:
L58(NCR-WOTR)

MAY 29 2003

Supervisor Catherine M. Huggins
Fairfax County Board of Supervisors
12000 Bowman Towne Drive
Reston, Virginia 20190

Dear Supervisor Huggins:

I spoke with Ms. Jenifer Joy Madden, NoVi Trails Network Coordinator, and was informed of her organization's efforts. I understand they propose a network of trails to link features and communities near Wolf Trap National Park for the Performing Arts. The NoVi Trails Network's goals to connect communities to each other as well as to points of interest and recreation are commendable. I am encouraged to hear that a feasibility study is underway and that the possibility exists to secure funding for partial trail construction that will link parts of the community to Wolf Trap Foundation for the Performing Arts property.

The National Park Service (NPS) at Wolf Trap National Park for the Performing Arts has an interest in trail development in this immediate vicinity. Furthering community connectivity with the park would provide many benefits to area residents. Although a relatively small number of our patrons arrive at the park by foot, an area trail network would render greater convenience and safety for pedestrians.

The NPS will not get involved to the extent that we take sides on this issue. The development of trails on lands not owned by the NPS, and the expenditure of public or private funds not controlled by the NPS, necessitates our neutral bias. However, should the opportunity arise, we will give our full consideration to providing appropriate trail connectivity through Wolf Trap National Park for the Performing Arts.

As a "resident" of this growing community, we continually pursue opportunities to prove the park's value as a good neighbor. We wish Ms. Madden and the NoVi Trails Network the best in their endeavor and hope that we can make a positive contribution in the future.

Sincerely,

J. Crockett

William J. Crockett
Director

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



NORTHERN VIRGINIA REGIONAL PARK AUTHORITY

5400 Ox Road, Fairfax Station, Virginia 22039-1022
Telephone: (703) 352-5900 • FAX: (703) 273-0905

Gary N. Fenton
Executive Director

January 26, 2001

The Honorable Catherine M. Hudgins
Fairfax County Board of Supervisors
Hunter Mill District, North County Government Center
12000 Bowman Towne Drive
Reston, Virginia 20190

RE: "Walk Along Beulah" Trail

Dear Supervisor Hudgins:

The Northern Virginia Regional Park Authority (NVRPA) supports efforts by Fairfax County and local citizens to obtain Virginia transportation enhancement grant funds for a feasibility study of a walkway along Beulah Road between Meadowlark Botanic Gardens and Abbotsford Road. The NVRPA offers recreational amenities and open space throughout six jurisdictions. We believe it is appropriate for the local pedestrian system to connect regional park facilities with adjacent land uses. The NVRPA also provides trails within its parks and supports the development of local trails that offer connections to the parks and to non-motorized recreational and transportation corridors.

A proposed trail along Beulah Road that links the existing Meadowlark Gardens perimeter trail with nearby residential areas and other public uses could become a valuable part of an overall pedestrian network. Near the area covered by this grant application, the Park Authority is studying possible connections between Meadowlark Botanic Gardens and the W&OD Railroad Regional Park. The Beulah Road trail improvements would provide area residents with an important recreational and alternative transportation opportunity.

The NVRPA endorses the County's plan to assist pedestrians in safely reaching the regional park and believes the transportation enhancement grant request would be an excellent method of funding the feasibility study. The Park Authority applauds the County's endeavor to enhance the local and regional trail network for public benefit.

Sincerely,

A handwritten signature in cursive script, appearing to read "Katherine H. Rudacille".

Katherine H. Rudacille, Manager
Land Administration & Planning

c: Jenifer Joy Madden
Bruce Wright
Keith Tomlinson

ALEXANDRIA
David M. Pritzker
William C. Dickinson

ARLINGTON
John G. Milliken
Amanda R. Ellis

PARTICIPATING JURISDICTIONS - MEMBERS
FAIRFAX COUNTY
Jean R. Packard
Patrick R. Clarkin

CITY OF FAIRFAX
C. Barrie Cook, M.D.
Arthur F. Little

FALLS CHURCH
Walter L. Mess
Barry D. Buschow

LOUDOUN
Dr. James C. Wiley
Joan G. Rocks

A Recycled and Recyclable paper

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

JAN-30-2002 10:07A FROM:MM 703 590 4740

TO: 7032427604

P: 2/2

TOM DAVIS
11th DISTRICT, VIRGINIA
COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEE ON TRANSPORTATION AND
THE INFRASTRUCTURE
COMMITTEE ON GOVERNMENT REFORM
CHAIRMAN
SUBCOMMITTEE ON TECHNOLOGY
AND ENVIRONMENTAL POLICY
SUBCOMMITTEE ON THE DISTRICT OF COLUMBIA

Congress of the United States
House of Representatives
Washington, DC 20515-4611

January 29, 2002

308 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-1492

DISTRICT OFFICES:
7018 EVERGREEN COURT
ARNDSDALE, VA 22003
(703) 916-9610

730 ELDEN STREET, SECOND FLOOR
HERNDON, VA 20170
(703) 437-1728

13554 MINNEVILLE ROAD
WOODBRIDGE, VA 22192
(703) 590-4599
www.house.gov/tomdavis

The Honorable Whit Clement
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Secretary Clement:

I am writing to express my strong support for the NoVi Trail Network and its initiatives, particularly the recent grant application for TEA 21 Federal Transportation Enhancement Funding.

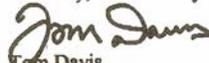
As the Congressman from Virginia's 11th District, I am very supportive of any efforts to improve the safety, economic vitality and overall appearance of the community. The NoVi Trail Network stands to accomplish all three of these objectives, thereby greatly improving the quality of life of the citizens of Northern Virginia.

The proposed NoVi Trail system represents the promise of better and safer connections between numerous outstanding public facilities in the Northern Vienna area. These include one National Park, two Northern Virginia Regional Parks, seven Fairfax County parks and the Cross-County Trail. This system would serve not only the citizens of Northern Virginia, but also the entire metropolitan Washington area by providing a direct link to the W&OD Railroad Regional Park. As you are probably aware, this park is a major multi-use commuter and recreational trail with connections to the Cross-County Trail, the Potomac Heritage National Scenic Trail and other regional scenic thoroughfares.

Besides bringing neighbors closer together, this community trail will encourage healthier lifestyles, reduce traffic congestion and make lives safer by allowing pedestrians and cyclists to travel safely off busy streets. In addition, it has the potential to enhance the local economy by increasing tourism—a boon to both local businesses and property values.

Thank you very much for your thoughtful consideration of the NoVi Trails grant application. It has my full support and should you have any questions, please feel free to contact me

Sincerely,


Tom Davis
Member of Congress

Cc: Supervisor Catherine M. Hudgins

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Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

01/18 '02 14:37 NO.490 02/02

COMMITTEE
ON
APPROPRIATIONS
SUBCOMMITTEE ON DEFENSE
SUBCOMMITTEE ON
LEGISLATIVE BRANCH
RANKING MINORITY MEMBER
SUBCOMMITTEE ON INTERIOR

COMMITTEE
ON
BUDGET
REGIONAL WHIP

Congress of the United States
House of Representatives
Washington, DC 20515-4608

JAMES P. MORAN
8th DISTRICT OF VIRGINIA

WASHINGTON OFFICE:
2239 RAYBURN HOUSE
OFFICE BUILDING
WASHINGTON, DC 20515-4608
(202) 225-4376
FAX: (202) 225-0017

DISTRICT OFFICE:
5115B FRANCONIA RD.
ALEXANDRIA, VA 22310
(703) 971-4700
FAX: (703) 922-9436
www.house.gov/moran

January 18, 2002

Supervisor Catherine M. Hudgins
Hunter Mill District
North County Governmental Center
12000 Bowman Towne Drive
Reston, VA 20190

Re: "Walk Along Beulah" Trail, Phase I of the North of Vienna Trail

Dear Supervisor Hudgins:

I am writing to express my strong support for the NoVi Trail Network and the grant application for funding of a feasibility study of "Walk Along Beulah" through the federal Transportation Enhancement Program as administered by the Commonwealth of Virginia.

The proposed system of trails will enable better connections between the outstanding public facilities found in the northern Vienna area. Those include one National Park, two Northern Virginia Regional Parks, seven Fairfax County parks and the Cross Country trail. The expanded network of trails would serve not only the citizens of Northern Virginia, but the entire metropolitan Washington area by providing a direct link to the W&OD Railroad Regional Park, a major multi-use commuter and recreational trail with connections to the Potomac Heritage National Scenic Trail and beyond.

Not only do community trails bring neighbors closer together, but also encourage healthier lifestyles, reduce traffic congestion and make lives safer by allowing pedestrians and cyclists to travel safely off busy streets. In addition, trail use tends to enhance the local economy by increasing tourism and giving a boost to property values.

I appreciate your leadership on this important community development issue. Please do not hesitate to let me know if I may be of additional assistance in this regard. Many thanks.

Sincerely,



James P. Moran
Member of Congress

JPM/sw

PRINTED ON RECYCLED PAPER

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

JEANNEMARIE DEVOLITES
POST OFFICE BOX 936
VIENNA, VIRGINIA 22183
THIRTY-FIFTH DISTRICT

COMMITTEE ASSIGNMENTS:
PRIVILEGES AND ELECTIONS
HEALTH, WELFARE AND INSTITUTIONS
SCIENCE AND TECHNOLOGY
CLAIMS

January 25, 2001

Supervisor Catherine M. Hudgins
Fairfax County Board of Supervisors
Hunter Mill District
North County Government Center
12000 Bowman Towne Drive
Reston, VA 20190

Dear Supervisor Hudgins:

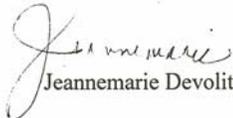
I am writing, on behalf of our constituents in support of the "Walk Along Beulah" project, Phase One of the NoVi Trails Network and to encourage you to provide transportation enhancement funds for this project.

Ultimately, the NoVi Trails network will connect our constituents to a wealth of recreational, cultural, environmental, athletic, and economic facilities that exist in and around Vienna. Additionally, the trail would allow pedestrians and bicyclists to safely travel between the Town of Vienna and Meadowlark Regional Park.

I hope you will support this initiative to build and maintain this trail network in the Hunter Mill District. By providing this project with much needed funds, we will be able to provide this community auto free access to nearby parks, shops, and playing fields!

If you would like to speak with me further about this issue, please feel free to contact me in my legislative office at 703-938-7972.

Very truly yours,


Jeannemarie Devolites

cc: Jeni Joy Madden

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



The Mayor's Office

Catherine M. Hudgins
Supervisor, Hunter Mill District
12000 Bowman Towne Drive
Reston, Va. 20190

January 25, 2001

RE: Walk Along Beulah

Dear Supervisor Hudgins:

The Vienna Town Council has voiced unanimous approval and support to the Walk Along Beulah trail project. This trail would be of great benefit to the citizens of Vienna as well as citizens in Hunter Mill District.

The Walk Along Beulah trail would be an integral part of the NoVi Trails Network and would provide access for the Town of Vienna and Meadowlark Gardens Regional Park.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. Jane Seeman".

M. Jane Seeman
Mayor, Town of Vienna

cc: Jenifer Joy Madden
NoVi Coordinator

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



The Mayor's Office

June 5, 2003

The Honorable Catherine M. Hudgins
Supervisor, Hunter Mill District
North County Government Center
12000 Bowman Towne Center
Reston, Virginia 20190-3309

RE: WALK ALONG BEULAH

Dear Supervisor Hudgins:

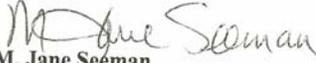
On January 21, 2001, I wrote you a letter expressing the Town Council's support for the Walk Along Beulah trail project which would provide access for the Town of Vienna and Meadowlark Gardens Regional Park.

NoVi Trail Network obtained a TEA-21 grant to study the feasibility and do preliminary engineering of the trail, which would span from Abbottsford Road up to Meadowlark Park. Now, NoVi Trail Network has applied for TEA-21 Grant #2 which would fund actual construction from the top of Clark Crossing Road over to the intersection of Beulah Road, Trap and Old Courthouse. This would serve to safely convey pedestrians and bicyclists from the W&OD trail to the Barns of Wolftrap and The Trails park area,

We feel this trail would be of great benefit to the citizens of Vienna as well as citizens of the Hunter Mill District and hereby respectfully request your support in NoVi Trail Network's efforts to obtain a TEA-21 Grant #2.

Thank you for your consideration of this request.

Sincerely,


M. Jane Seeman
Mayor

CC: The Town Council
The Town Manger
The Town Attorney
The Town Clerk

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

Jan 27 01 09:38a

Julie R. Weeks

703-276-1220

P. 1

Friends of the W&OD Trail

21293 Smiths Switch Road
Ashburn, VA 20147
703-729-0396

January 26, 2001

Supervisor Catherine M. Hudgins
Hunter Mill District
12000 Bowman Towne Drive
Reston, VA 20190

Dear Ms. Hudgins:

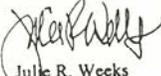
I am writing on behalf of the Friends of the Washington and Old Dominion Trail to voice our support for the application for \$60,000 in TEA-21 funds to study the feasibility of a connector trail from Meadowlark Gardens through Vienna to the W&OD Trail – known as the “Walk Along Beulah” trail.

The Friends of the W&OD Trail is a non-profit citizens organization dedicated to supporting and enhancing the W&OD Trail as a recreational, environmental and historic resource through volunteer efforts in fund raising, promotion, educational programming and maintenance. Ensuring a safe and enjoyable experience on the W&OD Trail is our primary goal. Connecting other trails to the W&OD is an excellent way to allow more people to enjoy what the W&OD has to offer.

We consider the W&OD Trail – running for 45 miles from Arlington to Purcellville – to be the backbone of an extensive trail network in northern Virginia. The W&OD park staff, and the Friends of the W&OD, encourage and support connecting nearby trails to the W&OD, to provide recreational and commuting opportunities for area residents.

On behalf of the nearly 600 households who belong to our organization – and the two million citizens who use the Trail annually – we feel that connecting the “Walk Along Beulah” and the other web of trails that would form a “NoVi Trail Network” directly to the W&OD would add value to the neighborhoods along this trail network, as well as provide additional opportunities to W&OD Trail users who live elsewhere in the area.

Sincerely,



Julie R. Weeks
President
Friends of the W&OD Trail

cc: Paul McCray, NVRPA
FOWOD Board & members

www.wodfriends.org
A Recycled and Recycled Paper

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

Dickason, Alisha

From: Gary Powers, Jr. [gpowersjr@vtrcc.org]
Sent: Friday, January 25, 2002 10:55 AM
To: hntmill@co.fairfax.va.us
Cc: viennatrails@aol.com
Subject: NoVi Trail Network

January 25, 2002

Supervisor Catherine Hudgins, Hunter Mill District
Fairfax County Board of Supervisors
12000 Bowman Towne Drive
Reston, VA 22090

Dear Supervisor Hudgins,

I am writing to you to express our support for the NoVi Trail Network that would connect the great wealth of public facilities in northern Vienna including Wolf Trap Farm Park, the Barns of Wolf Trap, Meadowlark Botanical Gardens, the W&OD Railroad Regional Park, seven Fairfax County parks, the Cross-County trail, Wolftrap Elementary school, and the Town of Vienna.

This network of trails would be a great benefit to our region. I hope that you will consider supporting this worthwhile endeavor. If you should have any questions, please do not hesitate to call. I look forward to talking with you again soon,

Very truly yours,

Francis G. Powers, Jr.
President
Vienna-Tysons Regional Chamber of Commerce
513 Maple Avenue, West
Vienna, VA 22180
(703) 281-1333
(703) 281-1482 FAX
gpowersjr@vtrcc.org <<mailto:gpowersjr@vtrcc.org>>
www.vtrcc.org <<http://www.vtrcc.org>>

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

Page 1 of 1

Tsai, Mary Ann

From: Mahlke, Virginia B. [Virginia.Mahlke@fcps.edu]

Sent: Friday, January 18, 2002 12:25 PM

To: 'hntrmill@co.fairfax.va.us'

Subject: Walk Along Beulah Trail

Cathy -

One of my parents gave me the information about the NoVi trail network. I would be interested in seeing a feasibility study, but have some concerns about a connection of trails that would provide pedestrian and/or bike access to an area across the street from the back of our school. Part of the existing trails exit onto the street that runs behind our school and this has never been a problem; however, if the trails were connected according to the proposal I received, we could have pedestrian access from as far away as across the Dulles Toll Road. While I know that this is a safe area and a quiet neighborhood, I'm not sure how I would feel about people outside our immediate neighborhood having access to a road right behind our school. I'm sure this type of discussion is a long way down the line and I would be interested in seeing a feasibility study done as a first step.

If you ever would like to talk through some educational issues or would like to come out and see the school, I'd be delighted to have you here. Just give me a call!

Ginny Mahlke, Principal
Wolftrap Elementary School
703-319-7300

1/22/2002

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

CORAL RIDGE HOA
9487 CORAL CREST LANE
VIENNA, VA 22182

29 OCTOBER 2000

Ms Cathrine M. Hudgins
Supervisor, Hunter Mill District
North County Government Center
12000 Bowman Towne Drive
Reston, VA 10290-3307

Dear Ms Hudgins,

Reference to: Strong community interest to construct
a network of 'walking' trails along and near Beulah Road.

All of us in the CR HOA would like to express our profound thanks for your interest and support thus far in establishing a project to construct a network of walking paths on certain designated routes off Beulah Road near Meadowlark Park. Our HOA is 'committed' to work with you until the project is approved, funded, and completed.

Other neighboring community citizens (including members of other HOA's) have expressed similar strong needs for path segments on the same basis of the Coral Ridge HOA interest. All segments of paths would create connectivity to schools, the 'W & OD TRAIL' bike path, and the parks. A community coalition would no doubt be in order especially to obtain contributory funding, hopefully with your strong leadership on all aspects.

Our visualization is that the network of paths that we propose would be funded and completed in affordable annual phases, with first priority given to paths that reduce 'worrisome' safety hazards especially as relates to children's activities, schools, parks and etc. On certain heavily traveled roads with narrow sharp turns, these hazards urgently require attention. Of course, additionally, the walking paths would greatly enhance our community quality of life.

The CR HOR has seen fit to establish an HOA subcommittee called the "NoVi Trails" committee, chaired by Jenifer Joy Madden (Tp 703 938 6858).

We solicit your continued support for this worthy project.

EDWIN M. AGUANNO,
CRHOA PRESIDENT
Tp 703 255 1048

CC: JENNIFER MADDEN
9463 CORAL CREST LANE

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support



**SOMERSET
LANDSCAPING COMPANY**

4566 Eisenhower Avenue, Alexandria, Virginia 22304
Telephone: (703) 823-5523 Facsimile: (703) 823-5720

January 16, 2002

The Honorable Catherine M. Hudgins
Hunter Mill District
Fairfax County Board of Supervisors
North County Government Center
12000 Bowman Towne Drive
Reston, VA 20190

RE: "Walk Along Beulah" Trail, Phase I of the NoVi Trail Network

Dear Supervisor Hudgins:

I am writing to express my strong support for the NoVi Trail Network and its grant application for funding of a feasibility study of "Walk Along Beulah" through the federal Transportation Enhancement Program. What is most striking about the proposed system of trails is the promise of better connections between the outstanding public facilities found in the northern Vienna area. Those include one National Park, two Northern Virginia Regional Parks, seven Fairfax County Parks and the Cross-County trail. This system would serve not only the citizens of Northern Virginia, but the entire metropolitan Washington area by providing a direct link to the W&OD Railroad Regional Park, a major multi-use commuter and recreational trail with connections to the Potomac Heritage National Scenic Trail and beyond.

Besides bringing neighbors closer together, community trails encourage healthier lifestyles, reduce traffic congestion and make lives safer by allowing pedestrians and cyclists to travel safely off busy streets. In addition, trail use tends to enhance the local economy by increasing tourism, growing local business and giving a boost to property values.

For these reasons, I encourage you to advocate vigorously on my behalf for this worthwhile endeavor.

Should the NoVi Trail Network become a reality in the future, Somerset Landscaping will provide an in-kind contribution associated with manpower and equipment.

Sincerely,

SOMERSET LANDSCAPING COMPANY

A handwritten signature in blue ink that reads "Glenn H. Rosenthal". The signature is fluid and cursive.

Glenn H. Rosenthal
President

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

2521 Trophy Lane
Reston, VA 20191
December 10, 2000

Supervisor Catherine M. Hudgins
Hunter Mill District
North County Government Center
12000 Bowman Towne Drive
Reston, VA 20190

Dear Mrs. Hudgins,

As you know, I am a member of the Reston Bicycle Club and the Friends of the W&OD Trail. As I ride around our area, I have noted the lack of connecting trails, which enable us to get to locations, such as parks or shopping centers, which are off of the main multi-use trails. It is these connecting trails that keep cycling exciting and fun for us. The traffic is ever increasing and the roads that we used to be able to ride safely have become too dangerous to ride. The same can be said for walkers. It is ridiculous to have to drive in order to walk. We should be able to walk from our homes to our parks, especially when they may be just next door.

Here in Reston, we were blessed with far-sighted design and an integrated community that incorporated amenities, such as trails, into the basic design. Reston was large enough that the cost was spread over thousands of homes. Such is not the case with the multitude of developments that have been built all over the County. They are much smaller, and they lack the extras that we take for granted. I realize that various developers were asked to put pathways into their design, but they often end at the property lines, and the next developer or property owner does not continue them. The only recourse is for citizens' groups such as the Coral Ridge Homeowners Association, to seek grants for pathways, so that they can enjoy the same type of amenities that we enjoy in Reston. All of us will benefit from their successful efforts.

I strongly support their request, and hope that you will be able to assist them in their grant efforts.

Sincerely,

B.J. Silvey

Phase I No Vi Trail Network Feasibility Study
APPENDIX A: Letters of Support

REED A. BLACK AIA

1707 Howard Manor Drive Vienna VA. 22182-1944 Phone: (703) 242-4213
Fax: (703) 242-0498 e-mail: rasepblack@aol.com

January 19, 2002

The Honorable Catherine M. Hudgins
Huntermill District
Fairfax County Board of Supervisors
North County Government Center
12000 Bowman Towne Drive
Reston, VA 20190

Re: "Walk Along Beulah" Trail, Phase1 of the NoVi Trail Network

Dear Mrs. Hudgins

I am writing in support of the construction of the proposed trails along Beulah Road and the future construction of trails to complete the NoVi Trail Network.

We moved into our home ten years ago and have seen the community change as the nearby patches of vacant land were developed into neighborhoods. We have enjoyed watching the fledgling Meadowlark Gardens park grow into a well established botanical garden (we have a lifetime family membership to the park). We are also looking forward to the development of the nearby Lehley- Lost Valley Park. While there are many parks, playgrounds and public facilities near our home, few are accessible by walking or bike because there are no safe trails or paths.

Currently to take a bike ride on the WO&D Trail, my family of six must take a difficult and dangerous route. It is impossible for our children to visit many of their close by friends and relatives because there is no safe pedestrian access. Recently constructed neighborhoods have included short sections of sidewalks or trails; however, these are not connected and often separated by dangerous sections of road.

Construction of the proposed NoVi Trail system will provide all the children and adults in this area with safe pedestrian and bike access to schools, parks, recreation centers, friends and relatives. The trails will be a source of recreation as well as reducing our dependence on automobiles. I support the proposed trails network and look forward to enjoying the trail with my family once the trails are completed.

Sincerely

Reed A. Black



RECEIVED
JAN 22 2002
202114

REED A. BLACK AIA

1707 Howard Manor Drive Vienna VA. 22182-1944 Phone: (703) 242-4213
Fax: (703) 242-0498 e-mail: rasepblack@aol.com

6/12/2003

The Honorable Catherine M. Hudgins
Huntermill District
Fairfax County Board of Supervisors
North County Government Center
12000 Bowman Towne Drive
Reston, VA 20190

Re: "Walk Along Beulah" Trail, Phase1 of the NoVi Trail Network

Dear Mrs. Hudgins

I am writing in support of the construction of the proposed trails along Beulah Road and the future construction of trails to complete the NoVi Trail Network.

We moved into our home ten years ago and have seen the community change as the nearby patches of vacant land were developed into neighborhoods. We have enjoyed watching the fledgling Meadowlark Gardens park grow into a well established botanical garden (we have a lifetime family membership to the park). We are also looking forward to the development of the nearby Lehley- Lost Valley Park. While there are many parks, playgrounds and public facilities near our home, few are accessible by walking or bike because there are no safe trails or paths.

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Sincerely

Reed A. Black

May 30 03 08:34a

p. 1



Hi Mary-

The Fogarty's
are all in favor
of a continuing
walk path across
Beulah & our property
line. Thanks for
including us in the
discussion.

Marie &
Mark



Florida



Community Questionnaire
Feasibility of Additional Trails/Walkways

A study is underway to determine whether it is feasible to provide additional walkways and trails so nearby homeowners can better access local public places including **Wolf Trap National Park, The Barns of Wolf Trap, The W&OD Trail, Meadowlark Botanical Gardens, Wolftrap Elementary School, and The Town of Vienna**. Please take a moment to look at the enclosed map. As you will see, some sidewalks and other trail segments already exist. The proposed trail/walkway system is part of Fairfax County's Countywide Trails Plan.

Thank you for answering the survey and returning it in the enclosed envelope. **Your opinion is very important.**

1. Is a member of your household likely to use the proposed trail system?

Very unlikely		Don't know		Very likely
1	2	3	4	5

2. Please check the ways your household might use the trails.

- | | |
|---|--|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Skating (rollerblade, roller-skate, skateboard) |
| <input type="checkbox"/> Jogging/Running | <input type="checkbox"/> Exercising a pet |
| <input type="checkbox"/> Casual/family biking | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Performance biking | <input type="checkbox"/> Would not use trail system |

3. Which destinations would your household be interested in reaching?

	Not interested		Neutral		Very interested
Wolf Trap National Park	1	2	3	4	5
The Barns of Wolf Trap	1	2	3	4	5
W&OD Railroad Regional Park (The W&OD Trail)	1	2	3	4	5
Meadowlark Botanical Gardens	1	2	3	4	5
Wolftrap Elementary School	1	2	3	4	5
Antioch Christian Church or Preschool	1	2	3	4	5
Town of Vienna	1	2	3	4	5
Wolf Trails Park	1	2	3	4	5
Other _____	1	2	3	4	5

(Please continue survey on reverse)

Phase I No Vi Trail Network Feasibility Study
APPENDIX B: Community Questionnaire Form

4. Please rate how you think a trail system could affect the local community.

	Negative affect	No effect	Positive affect		
Opportunity for exercise	1	2	3	4	5
Ability to travel in ways other than by car	1	2	3	4	5
Community interaction	1	2	3	4	5
Opportunity to walk to school	1	2	3	4	5
Access to local parks and facilities	1	2	3	4	5
Opportunity for outdoor recreation	1	2	3	4	5
Opportunity to walk or bike to employment	1	2	3	4	5
Property values	1	2	3	4	5
Sense of security	1	2	3	4	5
Pedestrian safety	1	2	3	4	5
Bicycle safety	1	2	3	4	5
Driver safety	1	2	3	4	5
Pet walking	1	2	3	4	5
Other: _____	1	2	3	4	5

5. Please rate your level of support for the proposed trail/walkway system:

	Don't Support		No Opinion		Strongly Support
	1	2	3	4	5

6. Other comments:

Optional:

Name _____

Address _____

E-Mail _____

Detailed information about the trail project, a link to the Countywide Trails Plan and a citizen comment form are available online at: <http://www.fairfaxcounty.gov/huntermill/novitrail.html>.
Thank you for returning this survey by September 30 in the enclosed self addressed stamped envelope.

Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Chu /Waller/

Requested By : E. Vogel
 Transportation Planning

File Name : 676trap
 Site Code : 06760000
 Start Date : 08/28/2005
 Page No : 1

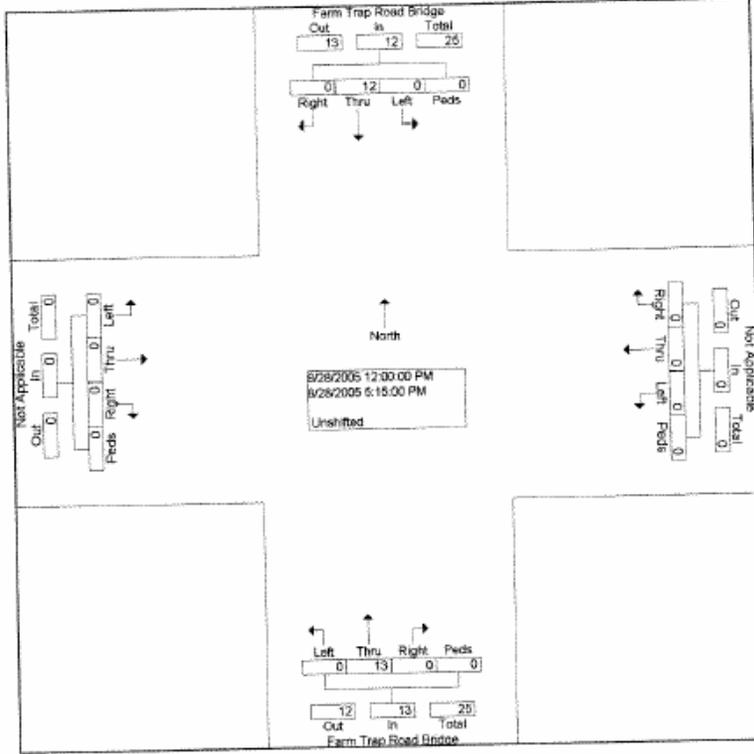
Groups Printed- Unshifted

Start Time	Farm Trap Road Bridge Southbound					Not Applicable Westbound					Farm Trap Road Bridge Northbound					Not Applicable Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:00 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
Approch %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	48.0	0.0	0.0	48.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	

Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Chu /Waller/

File Name : 676trap
 Site Code : 06760000
 Start Date : 08/28/2005
 Page No : 2



Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Lilley / Smith

Requested By : Ellen Vogel
 UPC00072695 ACT:616

File Name : Trap90705
 Site Code : 06760000
 Start Date : 09/07/2005
 Page No : 1

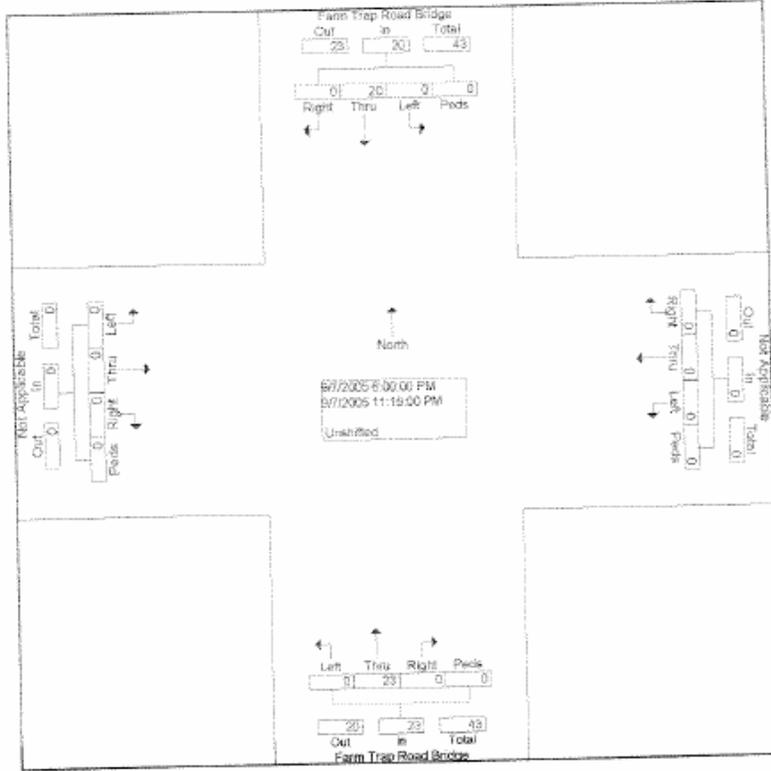
Groups Printed- Unshifted

Start Time	Farm Trap Road Bridge Southbound					Not Applicable Westbound					Farm Trap Road Bridge Northbound					Not Applicable Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
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07:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
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08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	18
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	0	0	20	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	43
Approx %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	46.5	0.0	0.0	46.5	0.0	0.0	0.0	0.0	0.0	0.0	53.5	0.0	0.0	53.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Lilley / Smith

File Name : Trap90705
 Site Code : 06760000
 Start Date : 09/07/2005
 Page No : 2



Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

TRAP 9/07/05

VDOT - NOVA
 Traffic Engineering Section
 24/HR Classification and Intersection Turning Movement Counts Request

Requested By: Ellen L. Vogel _____ Date: August 9, 2005 _____

FMSII Charge Code: UPC-72695 ACT: 616 _____ MARS#: _____

County Location:

- Arlington
- Fairfax
- Prince William
- Loudoun

Major Route #: N/A _____

Minor Route #: 676

Street name: _____

Speed limit: _____

Street Name: Trap Rd. _____

Speed limit: 25 35 POSTED

ADC Map Reference: _____

6am to 6pm

7am to 7pm

xOther (explain): Concert at Wolf Trap NP

Comments / Special Instructions: Count is for 5 hours from 6:00 P.M. to 11:00 P.M. ~~Sunday~~ ^{WEDNESDAY} the 7th of AUG... Count all peds coming and going across Trap Road Bridge (over Dulles Toll Rd.) before during and after concerts.

Date Assigned: 9/7/05 Team #: _____ Names: Lilley / Brown

Key No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	TRAP RD. ROUTE 676								TRAP RD. ROUTE 676							
Movement	T								T							
Other	NB PED								SB PED							

Please comment on damaged or malfunctioning VDOT equipment, automobile or pedestrian collisions, emergency services (Police, Fire EMT, etc.) activity or other unusual events that might influence the data you collected today.

NOTE:

COUNTER FACING SOUTH - COUNT PERIOD = 6:00 PM - 11:30 PM

Weather: Clear Cloudy Rain Snow Other

Date Completed: 9/07/2005 Processed: _____ Returned to Requestor: _____

Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Lilley / Brown

Requested By : Ellen Vogel
 UPC00072695 Act: 616

File Name : Trap91105
 Site Code : 06760000
 Start Date : 09/11/2005
 Page No : 1

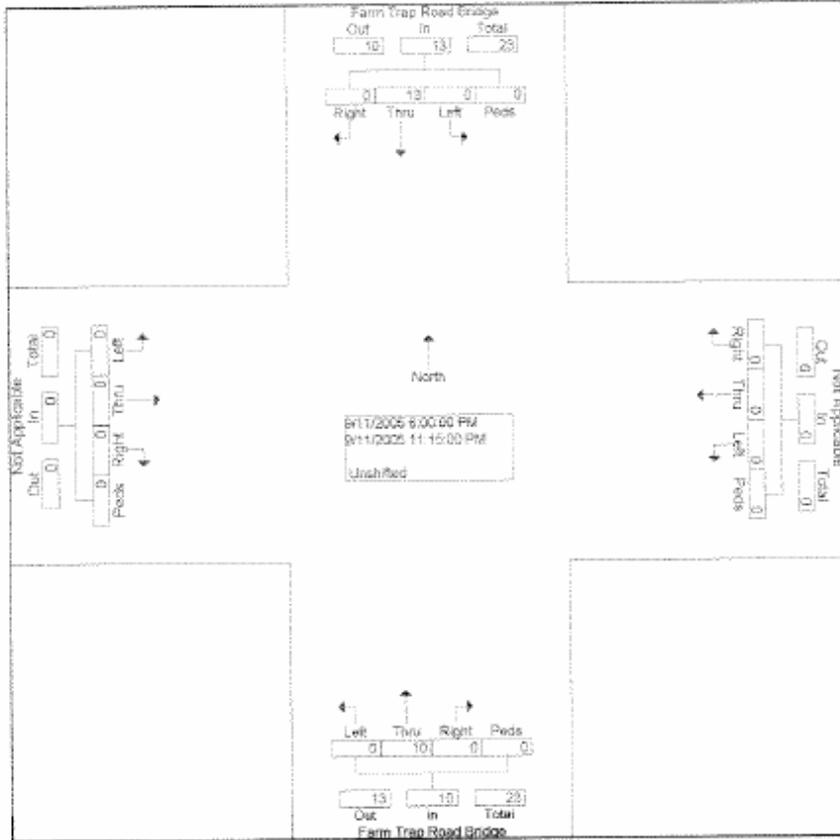
Groups Printed- Unshifted

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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	9
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	13	0	0	13	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	23
Approch %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	56.5	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0	43.5	0.0	0.0	0.0	0.0		0.0

Phase I No Vi Trail Network Feasibility Study
 APPENDIX C: VDOT Wolf Trap Foot Traffic Report

Wolf Trap Pedestrian Count
 Wolf Trap Road
 Fairfax Co
 Lilley / Brown

File Name : Trap9111
 Site Code : 0676000
 Start Date : 09/11/20
 Page No : 2



FAIRFAX COUNTY POLICE DEPARTMENT
McLean District Station
1437 Balls Hill Road
McLean, Virginia 22101



Office: 703-556-7750
FAX: 703-356-7208

Date: 9-29

To: MR. MARK BITTERMAN

From: LT. JIM WORD

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NOTES/COMMENTS Almost every vehicle is operating at
an acceptable speed. 20 cars are not of a volume
of 8435 vehicles.

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

*** TRAFFIC SUMMARY ***
 START: MON 09/28/00 07:51 END: TUE 09/29/00 04:55

HR	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	TOTAL
0	0	0	0	2	6	15	10	6	1	40
1	0	0	0	1	4	5	7	0	0	17
2	0	0	0	2	2	4	4	0	0	12
3	0	1	0	0	0	2	3	0	0	6
4	0	0	0	0	0	0	1	0	0	1
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	3	0	4	39	25	12	2	0	84
8	0	6	11	46	162	299	111	19	0	654
9	0	0	7	25	114	303	113	9	0	571
10	0	2	5	23	116	146	83	9	2	386
11	0	0	5	17	139	217	88	15	1	482
12	0	5	15	32	143	282	106	17	2	602
13	1	0	0	17	131	262	104	18	1	534
14	0	2	8	17	108	231	96	21	3	486
15	0	13	13	41	206	264	97	13	0	647
16	0	2	5	33	161	348	123	22	0	686
17	0	0	9	34	219	376	153	31	1	823
18	0	5	4	42	200	401	139	21	0	812
19	0	0	2	17	193	390	114	14	1	641
20	0	0	3	8	67	167	76	21	0	342
21	0	0	0	5	61	171	88	14	0	339
22	0	0	1	4	27	57	57	17	2	165
23	0	0	0	2	23	47	22	5	0	99
	1	38	88	372	2121	3914	1607	274	14	

HR	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	TOTAL
0	0	0	0	0	0	0	0	0	0	0
1	0	3	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0	0	1
20	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	1
	1	1	0	0	0	0	0	0	0	0

FAIRFAX COUNTY POLICE DEPARTMENT
 McLEAN DISTRICT STATION

SMART TRAFFIC SURVEY REPORT

PATROL AREA: 301

LOCATION: Beulah Rd e

Liberty Tree Dr

(provide block or coordinates)

POSTED SPEED LIMIT: 35

SUMMARY RESULTS:

AVERAGE SPEED: 32.3

MINIMUM SPEED: 10

MAXIMUM SPEED: 59

TOTAL VEHICLES: 8435

Please fill in all requested information above.

Forward report to Station Lt. for review and filing in the station RADAR files.

20
 % VEHICLES 10+ OVER LIMIT: _____

6
 % VEHICLES 15+ OVER LIMIT: _____

NOTE/COMMENT: _____

7034065572

NO. 212 001

FAIRFAX COUNTY POLICE DEPARTMENT
10600 PAGE AVENUE, FAIRFAX, VA. 22030



FAX TRANSMISSION COVER SHEET

DATE: 9-15

TO: Mr Mark Bitterman

FROM: Off. J. Tabord

McLean District Station
1437 Balls Hill Road. McLean. VA. 22101
Facsimile Number: (703) 356-7208
Telephone: (703) 556-7750

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NOTE/COMMENTS:

Radar Survey

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

NO. 212 002

*** TRAFFIC SUMMARY ***
 START: MON 09/14/00 10:43 END: TUE 09/15/00 14:36

HR	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	TOTAL
1	1	0	0	7	11	9	4	0	0	32
2	0	0	1	2	5	1	0	0	0	9
3	0	0	1	3	6	0	0	0	0	10
4	2	0	0	5	2	2	3	0	0	14
5	0	0	10	1	0	0	0	0	0	11
6	0	0	23	0	0	0	0	0	0	23
7	0	0	116	0	0	0	0	0	0	116
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	2	3	26	49	32	16	1	0	129
11	0	3	29	58	157	175	59	7	0	489
12	0	8	33	82	202	196	84	7	0	612
13	0	3	11	47	157	192	74	12	2	498
14	0	5	22	59	128	224	90	8	1	529
15	1	18	51	78	232	189	93	14	0	666
16	0	4	24	63	184	303	121	29	1	720
17	0	3	21	60	168	383	128	11	0	774
18	0	3	9	58	213	359	159	20	1	822
19	0	3	28	38	178	329	120	4	1	693
20	0	7	22	50	104	183	68	5	2	441
21	0	6	17	32	77	110	44	5	0	291
22	0	2	11	28	31	64	25	3	0	162
23	0	1	13	13	13	26	8	0	0	74
<hr/>										
	4	68	437	709	1899	2777	1096	117	8	

FAIRFAX COUNTY POLICE DEPARTMENT
 McLEAN DISTRICT STATION

SMART TRAFFIC SURVEY REPORT

PATROL AREA: 301

LOCATION: B RD

LIBERTY TREE LANE

(provide block or cross street)

POSTED SPEED LIMIT: 35

SUMMARY RESULTS:

AVERAGE SPEED: 30.4

MINIMUM SPEED: 9

MAXIMUM SPEED: 51

TOTAL VEHICLES: 7716

Please fill in all requested information above.

Forward report to Station Lt. for review and filing in the station RADAR files.

% VEHICLES 10+ OVER LIMIT: 9

% VEHICLES 15+ OVER LIMIT: 1

NOTE/COMMENT: _____

HR	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	TOTAL
0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0
<hr/>										
	1	0	0	0	0	0	0	0	0	0

Phase I No Vi Trail Network Feasibility Study
APPENDIX D: Speed Reports



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

CHARLES D. NOTTINGHAM
COMMISSIONER

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

September 24, 2001

Mr. And Mrs. Mark Bitterman
1835 Beulah Road
Vienna, Virginia 22182

Dear Mr. And Mrs. Bitterman:

Thank you for your letter of September 4 requesting the results of the speed study on Beulah Road in Vienna. I apologize for not providing this information to you sooner.

The Traffic Engineering Section completed the speed study and found that 85 percent of the motorists (the common measure for determining speed limits) are driving between 33-39 miles per hour. This measure does not justify lowering the speed limit at this location although the speed limit for Beulah Road within the Town of Vienna is 25 miles per hour. We are enclosing a copy of the speed study results.

Concerning your original request for *Watch for Children* signs, the Fairfax County Department of Transportation staff are providing a written explanation why the sign is not supported for Beulah Road. If you have questions of county transportation staff, please call them at (703) 324-1100. Supervisor Hudgins will also receive a copy of the county's letter.

If you have any questions please contact Mr. Sherrell Crow of our Traffic Engineering Section at (703) 383-2392 or me at (703) 383-2736.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jo Anne Sorenson".

Jo Anne Sorenson
District Engineer for Planning and Development

cc: The Honorable Catherine M. Hudgins
Mr. Sherrell Crow
Ms. Rencé Hamilton

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

BEULAH ROAD

Spot Speed Study

County: Fairfax
 Station: Clarks Crossing
 Route: 675
 Location:
 Date: 9/11/01

Start Time: 10:28
 Stop Time: 11:00
 Speed Limit: 35
 Observer: E. Basham
 Comments:

Speed	Samples	Speed	Samples	Speed	Samples
20	89	40		60	
21	29	41		61	
22	29	42		62	
23	27	43		63	
24	19	44		64	
25	12	45		65	
26	8	46		66	
27	4	47		67	
28	2	48		68	
29	3	49		69	
30	2	50		70	
31		51		71	
32		52		72	
33		53		73	
34		54		74	
35		55		75	
36		56		76	
37		57		77	
38		58		78	
39		59		79	

Sample Size = 224 Vehicles

Mean Speed = 22 mph
 Median Speed = 20 mph
 Modal Speed = 20 mph
 85th %tile Speed = 23 mph

The average speed is 13 mph below the speed limit.
 The 85th percentile speed is 12 mph below the speed limit.

Virginia Department of Transportation
 Northern Virginia District
 Traffic Engineering Section

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

BEULAH ROAD

Spot Speed Study

County: Fairfax
 Station: Liberty Tree
 Route: 675
 Location:
 Date: 9/11/01

Start Time: 11:01
 Stop Time: 11:36
 Speed Limit: 35
 Observer: E. Basham
 Comments:

Speed	Samples	Speed	Samples	Speed	Samples
20	1	40	9	60	
21		41	12	61	
22		42	10	62	
23	1	43	5	63	
24	1	44	4	64	
25	1	45		65	
26	2	46		66	
27	2	47		67	
28	3	48	1	68	
29	3	49		69	
30	10	50		70	
31	6	51		71	
32	15	52		72	
33	17	53		73	
34	19	54		74	
35	24	55		75	
36	25	56		76	
37	21	57		77	
38	24	58		78	
39	15	59		79	

Sample Size = 231 Vehicles

Mean Speed = 36 mph
 Median Speed = 35 mph
 Modal Speed = 36 mph
 85th %tile Speed = 39 mph

The average speed exceeds the speed limit by 1 mph.
 The 85th percentile speed exceeds the speed limit by 4 mph.

Virginia Department of Transportation
 Northern Virginia District
 Traffic Engineering Section

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

Spot Speed Study

County: Fairfax
 Station: Beulah Road
 Route: 675
 Location: Lemay Street
 Date: 9/11/01

Start Time: 12:55
 Stop Time: 1:25
 Speed Limit: 35
 Observer: E. Basham
 Comments:

Speed	Samples	Speed	Samples	Speed	Samples
20	12	40		60	
21	6	41	2	61	
22	9	42	1	62	
23	5	43	1	63	
24	11	44		64	
25	11	45	1	65	
26	6	46		66	
27	5	47		67	
28	11	48		68	
29	2	49		69	
30	8	50		70	
31	6	51		71	
32	6	52		72	
33	1	53		73	
34	4	54		74	
35	3	55		75	
36	5	56		76	
37	3	57		77	
38	1	58		78	
39	1	59		79	

Sample Size = 121 Vehicles

Mean Speed = 28 mph
 Median Speed = 26 mph
 Modal Speed = 20 mph
 85th %tile Speed = 33 mph

The average speed is 7 mph below the speed limit.
 The 85th percentile speed is 2 mph below the speed limit.

Virginia Department of Transportation
 Northern Virginia District
 Traffic Engineering Section

Phase I No Vi Trail Network Feasibility Study
 APPENDIX D: Speed Reports

BEULLAH ROAD

Spot Speed Study

County: Fairfax
 Station: Abbotsford
 Route: 675
 Location:
 Date: 9/11/01

Start Time: 11:37
 Stop Time: 12:05
 Speed Limit: 35
 Observer: E. Basham
 Comments:

Speed	Samples	Speed	Samples	Speed	Samples
20		40	13	60	
21		41	8	61	
22		42	10	62	
23		43	7	63	
24	1	44	2	64	
25	1	45		65	
26	8	46		66	
27	4	47		67	
28	11	48		68	
29	7	49		69	
30	16	50		70	
31	9	51		71	
32	10	52		72	
33	13	53		73	
34	15	54		74	
35	20	55		75	
36	22	56		76	
37	14	57		77	
38	14	58		78	
39	16	59		79	

Sample Size = 221 Vehicles

Mean Speed = 35 mph
 Median Speed = 34 mph
 Modal Speed = 36 mph
 85th %tile Speed = 39 mph

The average speed is 0 mph below the speed limit.
 The 85th percentile speed exceeds the speed limit by 4 mph.

Virginia Department of Transportation
 Northern Virginia District
 Traffic Engineering Section

FAIRFAX COUNTY, VIRGINIA
 MEMORANDUM

Phase I No Vi Trail Network Feasibility Study
APPENDIX D: Speed Reports

TO: Catherine M. Hudgins, Supervisor DATE: April 26, 2005
Hunter Mill District

FROM: Robert A. Greissinger, Sergeant
Mclean District Station

FILE:

SUBJ: Enforcement Along Beulah Road

REF: Community Concerns

On November 28, 2004 Second Lieutenant Todd Kinkead and I began monitoring the traffic around the Beulah Road, Old Courthouse and Trap Road area. Our intent was to visit several issues which had been brought to our attention from the community.

First on our list was to investigate the request for the installation of a guardrail near the intersection of Beulah Road and Coral Crest Lane to protect a jogging path. The jogging path runs along Beulah Road near Coral Crest Lane. The area of concern is where Beulah curves to the left, leaving a short stretch of roadway that ends at the pathway. The roadway and pathway are separated by a wooden barricade. The community feels a guardrail would provide better protection for people on the path in the event a vehicle failed to negotiate the curve. This matter was turned over to Master Police Officer Bill Knost, the liaison officer for the Virginia Department of Transportation (VDOT). It was determined the area does not meet the criteria set forth by VDOT for the placement of a guardrail.

The next issue we addressed was speeding which was accomplished through the use of LIDAR which is a more accurate type of RADAR, by three different officers on three different days. The times spanned both the morning and evening hours, during these times a total of three warning tickets were issued for vehicles not meeting the threshold of ten miles an hour over the speed limit which is the minimum allowed when using radar. The speed on Beulah Road is thirty five miles per hour.

Our next course of action was the use of STEALTH Pads from April 6, 2005 to April 11, 2005. This speed measuring device consists of pads placed across the street which
Supervisor Hudgins

April 26, 2005

Page 2

Phase I No Vi Trail Network Feasibility Study
APPENDIX D: Speed Reports

Measure the time, number and speed of vehicles passing over. The result of this survey does show some speeding during the morning and evening rush hours. The number of vehicles speeding does not warrant any extra enforcement at this time. However: we will continue to enforce the speed limit through the use of radar periodically, as we have in the past.

Another issue was the stop sign located at the intersection of Beulah Road and Old Courthouse Road. I assigned an officer to monitor the stop sign on two consecutive evening rush hours. The assigned officer did not observe any violations.

The last and final issue was the complaint of numerous accidents in the mentioned area. I obtained the statistics for the past year and found four accidents in the general area. I researched each accident and found all to be minor in nature. None of the accidents involved reckless driving, speed or posed any danger to the local residents. It is my opinion based on my experience that this is an average or less than average number of accidents for a heavily traveled road such as Beulah Road. The average amount of traffic traveling on Beulah Road is 3,757 vehicles per day. This statistic is based on the results gathered from the STEALTH pads.

A great deal of time and effort went in to studying the above mentioned issues all of which were valid concerns of the surrounding communities. Our studies have found that the persons traveling the Beulah Road area generally abide by the traffic laws. The communities concern for speeding vehicles appears to be of perception. From the perspective of a person standing still vehicles will often appear to be traveling at a faster speed than they actually are. The contour of the road will also add to this perception. The limited numbers of accidents in the area are of a minor nature and pose no threat to the community. It appears the vast majority of traffic consists of residents and every day commuters who are aware of the problems associated with a road such as Beulah Road and therefore generally drive in a safe manner.

	A	B	C	D	E
1	COMMUNITY QUESTIONNAIRE WRITTEN COMMENTS	Q2	Q3	Q4	Q5
2	I support the idea but not if the cost is high. We already use the W&OD trail - it would be nice to be able to walk to it.				4
3	The only negative impact might be increased access for criminal activities in areas where such access is currently limited.				5
4	We walk 3.5 miles 7 days a week (my wife and I), so new trails will have a major impact on us.				5
5	Need a walkway over the toll road to Wolftrap.				5
6	Before walkways we need roads paved - they haven't been done in 15 years. It looks like a third world country!				1
7	Do it, I'll support.				5
8	Walkability (trails and sidewalks) attracted us to this area but the inability to safely walk or bike north of Beulah Rd has been a great frustration, and two household members have found it hazardous to attempt. I would support a bond issue or special local levy if needed to expand trails and sidewalks.				5
9	I would also include Old Courthouse Rd to Wolftrap Stream Valley park (at Besley) and a sidewalk trail through Eudora Park to the W&OD. Also Clarks Crossings sidewalks to the W&OD are dangerous (if even existent).		Proposed new Metro at Wolftrap		5
10	As an avid jogger, I would welcome the safety of a sidewalk. As a driver, I would welcome not putting pedestrians/bikers at risk, The sidewalks would be taken out of my yard, but I would think traffic would slow if there was a sidewalk, i.e., the possibility a pedestrian would be present.				5
11	Your improvements or changes help one out of ten thousand and cost the average citizen an increase of taxes in a county that is already overtaxed.				2
12	We are always looking for a safe path to ride to Wolf Trails for sports practices.				5
13	Hope it happens!				5
14			friends that live in Eudora and Cardinal Hill Pool.		5
15	Very much needed in this community				5

	A	B	C	D	E
16	I live in the Trails of Wolftrap, and the lack of a safe way to get to Wolftrap on foot is very frustrating. Being able to safely get down Beulah Rd would also be extremely helpful. Last, I would like to be able to get to areas eastbound on Old Courthouse safely on foot or bike.				5
17	I would love to be able to add the Beulah Rd proposed trail extension to my daily dog walking. Right now it is PERILOUS to be in that area on foot. If there was a bike path on Beulah it would allow my son to access his job at Cardinal Hill via bike. Would love to be able to include subdivisions along the trail extension in our "neighborhood" gatherings; right now they seem very isolated. It would also encourage more walking to Wolftrap Nat'l Park to pick up tickets, etc., if I could do it walking the dog.				5
18	Something like this is long overdue! Would love to be able to walk into Vienna - safely! Also access to Meadowlark Gardens and Wolftrap would be great!				5
19	It is long overdue!				5
20	We can reach any park we are interested in by foot or car. We do not need any additional trails. We are in our 70's.				blank
21	We would like sidewalks in our neighborhood (Sun Valley HOA).				5
22	It is very difficult and dangerous to cross from Besley Rd across Old Courthouse to get to Foxstone Park. It would be really great to have a connection between the trail at Wolf Trap Trails Park across Old Courthouse to Foxstone Park Trail				5
23	Let those who favor this proposal pay "voluntary" taxes to pay for its installation and continued maintenance.				1
24	Better walkway needed for crossover to Wolf Trap Filene Center via Trap Rd. Right now no real walkway over Dulles Toll Road - makes the other new trails pointless for that purpose and that part stays unsafe.	walk to school/Wolf Trap			4
25	I strongly support the improvements outlined in this study.				5
26	I'd urge a separate lane for bikes for safety.			ability for youth to go to friends houses on their own	5
27	We have needed sidewalks for years! Especially now - with gas prices the way they are.				5

	A	B	C	D	E
28		access to town of Vienna			5
29	You will need to convince cyclists to use the paths and stay off the roadways. I have been hit by a cyclist on Beulah Rd who was trying to ride past me (on the right/passenger side) near the Trap Rd/Old Courthouse Rd intersection. He knocked my side mirror off but was not hurt.				5
30	I would like to see a walkway on Trap Rd over the freeway overpass so we could walk to Wolftrap Nat'l Park.				5
31	This is one service - unlike so many others - that only government can provide. It will broadly and positively affect citizens for years to come.				5
32			Nottaway Park		5
33	I would like to see a better link of north part of Wolftrails park and south side crossing Old Courthouse at the stream bed. My kids used to have to negotiate this to go to Cardinal Hills swim pool and it is not safe. (My kids are grown now, but others are taking their place.) We could walk to town for the Halloween parade. Parking is so impossible we haven't gone for years. Granted it is a bit of a hike as it is now, but it would be safer. We walked 6 miles on the W&OD Trail today. We do use it.		Cardinal Hills Swim pool and Wolf Trails park	Children could walk/ride bikes to town more safely for those first independent shopping trips for craft supplies and candy.	5
34	Thank you for taking this initiative. We wholeheartedly support this development.		Tyson's Corner, McLean Bible Church, Vienna Library	good for mind, positive impact of scenic beauty	5
35	I see the strong need for walkways on Old Courthouse Rd, as well as Beulah Rd. Thank you very much for taking the first step on such a great need for the neighborhood. I guess flooding on Old Courthouse should be the next initiative.				5
36			circuit		5
37	Very, very pleased with this proposal and will support in whatever way we can. We can't wait for construction to start!		the longer, the better to all local destinations within contemplation		5
38	We'll help this project in any way possible!				5

	A	B	C	D	E
39	Very strong opposition to possible trail deviation on Campbell Road. Opening up private, quiet culdesac would diminish property values and increase crime. Consideration of this alternative should cease immediately.				1
40	These sidewalks would be a nice addition, but I do not live on any of the proposed areas. I think the property owners along the paths should have the primary input into this decision. I don't have an urgent need for these trails, but my children might use them when they're older.				4
41	I live at 1733 Beulah Road. I plan on taking every action necessary (including legal action) to prevent the NoVi Trail from being placed in my front yard. Often times my front yard is under water which makes the trail a health risk as well.				1
42	even more important now considering gas prices	getting to the above places without driving			5
43				increase crime	1
44	Although we are only a mile from Wolftrap Elementary and the WOD Trail (and Wolf Trap Park) it's hazardous to walk, run or bike there due to lack of sidewalks or trails. This is something our community really needs!				5
45	Bicyclists ride on Beulah Road. It is very dangerous. If they would use the trail instead, that would eliminate the danger.				5
46	While the current proposed plan is good, we need more trails to connect (bike) to the WOD. For example, from Talisman Dr. from Rockport, etc. I live on Talisman Why is there no trail(bike) through Eudora Park to the WOD?				5
47	Another proposed waste of county resources by Gerry and Friends				1
48			Browns Mill Road and connect Meadowlark to WOD		5
49	Improving the trail system is a positive development for the neighborhood and community				5
50	Great idea. I have walked and biked parts of the proposed roads for years!				5
51	I already can walk to these places don't cut down more trees, widen roads to build more paths! Don't build more trails!				1

	A	B	C	D	E
52					5
53	Would like to widen sidewalk on bridge over highway (Dulles Access Road) to make it safer to walk to Wolf Trap				4
54	Great idea! We completely support this.				5
55	Great! We love it!				5
56	The Wolf Trap exit would be very important to have exit going to Reston - north and south				5
57	This is a great proposal for the community. I use the WOD trail 3-5 times per week. With the new connections I would use the system even more.	Take the trail to work			5
58	Let's not wait until something happens to one of our children. Their safety depends on a connected sidewalk servicing our entire community. Access to Wolf Trap Park over Toll Road is dangerous.				5
59				Linking community is very important	5
60	We have been appropriated money by the federal government. Use it! Save gasoline and oil	Just fun		Save your money	5
61	Do it!!!				5
62	This would be fabulous from all aspects especially for driver and pedestrian safety!! I hope it goes through!	getting to friends house by scooter	friends houses	safety for children	5
63	I would like to see sidewalks on Old Courthouse Road from Creek Crossing to Besley and Old Courthouse up the hill to Arabian. Also on Besley from Old Courthouse to Bois.		Bois, Besley and Old Courthouse Road	to be able to walk to bus stop (Metro)	4
64	Need to include access from Old Courthouse Road to Wolftrap Stream Valley Park. Very dangerous to access this park from Besley to Old Courthouse to park entrance (approx. 45 yards). This park already has existing trails that lead to Creek Crossing and Town of Vienna plus other streets. See highlighted area in study area mpa.				5
65	We need it! It is very important to our family. Please make it happen ASAP.		friends in the area		5
66		rollerblade			4
67		means to get to a place (park)			5
68	Yes! We want sidewalks!! We are trapped in suburbia and cannot walk anywhere! We would be more healthy if we had the option of walking instead of driving				5

	A	B	C	D	E
69	Please do this! My family and I have to go off the sidewalks now. This would make for safer travel. We would get to know more of our neighbors while walking. My kids love to bike. Nothing but good effects!				5
70	Completion of Abbotsford across WOD Trail would aid general traffic and allow avoidance of Browns mil's 2-5 times a year washout. Also avoidance of Church St./Vienna 123 traffic				5
71	The trail around Meadowlark Park should extend to Abbey Oak at a minimum				4
72	We need safe walking paths across VA-267 at Beulah and Trap Roads - especially Trap Road -- to connect Wolf Trap Park and The Barns of Wolf Trap				5
73	I believe it is a good idea				5
74	Great idea. I have walked and biked parts of the proposed roads for years!				5
75			Difficult Run Stream Valley Park; loop around Meadowlark Gardens		5
76	I long for the day when my children can safely walk to school on real sidewalks/trails!		Holy Comforter Church	being able to walk safely to school will reduce dependence on school bus system.	5
77	The parks are a great [illegible] for the neighborhood. New trails cannot be anything but a wonderful addition. Lets do it!! But no additional tax				5
78	There should be sidewalks in parts of the county that are continously residential. No costly survey is needed to establish what should be self-evident. Painted crosswalks posted "Yield to Pedestrians in cross walks should be added/included.				
79	Great way to connect neighborhoods for children to walk or bike between them. Safety on Beulah Road is a real concern.				5
80	This effort can only increase safety and promot value in our community.				5

	A	B	C	D	E
81	Beulah is a busy, narrow road. I think the trail should be wide (two lanes) to accomadate bikers and walkers. I also think there should be a cement divider between the trail and the road- or a grass strip at the very least for the safety for the trail users.		Glyndon Park, Cardinal Hill Tennis and Swimming Club		5
82	More people are walking for pleasure and/or necessary exercise. There should be trails and walkways everywhere possible.				5
83	Very interested in safe bike access to the W&OD. In addition to trails shown, would like safe crossing over 267 to Wolf Trap Park.				5
84	I think this is a terrific idea. We live in such a beautiful area and more trails will add to the practicality and enjoyment of our homes and businesses.				5
85			a sidewalk is needed on the Beulah bridge over the Toll Road		5
86	We would also like to have access via Meadowlark Road to W&OD trail regional park by road, trail or other means.				5
87	Would rather see this than the extension of Metrorail. This should have been done long ago as a condition for housing development.				5
88	We need alternative ways to travel besides cars. The recent surge in energy prices demonstrates this. I can see hundreds using this trail daily when the Would Trap Metro station opens, or suing it to walk/bike locally.		Would Trap Metro Station when it opens	Save fuel/better for the environment	5
89			Glendon Park		5
90			other neighborhoods		3
91		school access			5
92	This is a great idea!		trail system beyond Meadowlark Gardens.		5
93			Commute to work		5
94	walking and bicycling will be much safer				5
95	Should be some port-a-pottie places along the W&OD pathway				
96	This should be built ASAP.				5
97	We would be so thrilled to have this study result in the acutal planning and construction of these additional trails and walkways				5

	A	B	C	D	E
98	We should employ any practical means to increase opportunities for accessing areas in and around our community without cars. Bike access should always be protected/preserved.				5
99		razor scooter			5
100	County of Fairfax should increase access to trail and pathways to limit development and keep green space.				
101			friends' homes		5
102	The short stretch between Chestnut Farm Drive and Clark's Crossing is unbelievably dangerous!! The corner is somewhat blind to drivers and the shoulder is steep x uneven for walkers. A few years ago a homeowner on Beulah extended a chain link fence (probably illegally) so that walkers cannot even use the right of way in that yard to walk safely. PLEASE make a path to get from the west side of Beulah on to Clarks Crossing.				
103	it is much needed and long overdue.				5
104	This would be wonderful! We've often been disappointed that we could not continue safely along Beulah Road with our bikes!				5
105					5
106	Although this seems like a good idea to provide a safer means of walking/cycling, Beulah Road is a very dangerous Road. We live on it and to date, it is not patrolled regularly by police (outside the town of Vienna). Speeding is a huge problem and should be addressed before you expose the public to the dangers of it. I would prefer that our tax \$ be used to upgrade existing trails and parks and to provide more police protection and/or speed traps.				1
107	I strongly support this project and will help in any way I can. I am surprised that serious injury has not already occurred. Without this project, it certainly will. It's just a matter of time.				5
108	These trail connections are important.		Browns Mill Road area		5
109	These are very much needed!				5
110	Can sidewalks ever be a bad thing? I think this is great, as long as you don't block off the roads. You need to fix the sidewalk from the town of Vienna to Wolftrap Elm. Thanks.				5
111				save gas!	5
112	We whole heartfully support this project.				5

	A	B	C	D	E
113	It is past due to complete these trails				5
114	Being an amputee it is unlikely that will even use the trails - but I think it would be good for the community.				4
115	Being able to link the Trails neighborhood to access to Vienna or the W&OD Trail would be our highest priority. This neighborhood is isolated via bike/walkways to these areas.				5
116	I sincerely hope this proposal is successful. It is long overdue!		neighbors who reside close by.		5
117	There are not a real community before you can move around without a car.				5
118		get to Wolf Trap			5
119	Bike riding on Beulah Road to get from Clarks Crossing to Trap Road and to Meadowlark Gardens is extremely dangerous due to the narrow roads, amount of traffic, and winding roads that make visibility very low.				5
120	I think this is a great idea.				5
121	This is an opinion of a inactive 80 yr. old				3
122	1) I strongly support Fairfax County's effort to work with the Town of Vienna to complete the partially paved trail through North Side Park. 2) I hope the trails proposed in this study provide a beginning for properly maintained bicycling & walking trails throughout Fairfax County.	future use? Bicycling	Potomac Vegetable Gardens, Colvin Run, Great Falls Area		4
123	Missing a desperately needed sidewalk along Old Courthouse Road across the bridge- very dangerous walking, very dangerous.				4
124	Also need sidewalk on Batten Hollow - it's got a large amount of pedestrian traffic & cars drive at unsafe speeds on that road.	taking kids to school	Holy Comforter Preschool		5
125	Most roads in Vienna area are too narrow to really be safe for a car/bicycle mix. Marked bike lanes would be an improvement.				4
126	Without controlling the volume of traffic on Beulah Rd a pedestrian (child) is going to get injured or killed!				1
127	I am a heavy user of the W&OD trail - biking				5
128	I can already get to the bike trail from my house by walking down the street				4
129	Meadowlark isnt exactly public when we pay taxes & have to pay to go in.				5

	A	B	C	D	E
130	Although I'm a Sr. Citizen widow with no reason to use the system proposed, I think it a wonderful improvement for those who are able to "travel in ways other than a car."				5
131	Any funds available for trail system should be used to maintain existing parks i.e. mow grass in Waverly Park.				1
132	When I saw the map and realized how little construction would be needed to join the existing trails/sidewalks it was clear that this should be done.				5
133	Existing sidewalk/trail from Abbey Oak to Beulah is inaccessible during winter months and poorly maintained in spring and autumn - missing lights makes impossible to use from most of people's free time. (too dark and dangerous)				5
134	All your questions above are Mom and Apple Pie questions. You should be asking people if they really want their property taxes--which have increased 85% in the last few years--to pay for luxuries like this. You obviously want to skew the answers so you can issue propoganda like "95% of residents support a trail."		The Fairfax County Government Center--so we can tell the Board of Supervisors to stop wasting our property taxes on frivolities like this.	Property Taxes, in the sense it will make the taxes even worse than they are.	-5
135	We need to provide bike lanes down hill on Beulah approaching Brown's Mill Rd too				5
136	Expanding the trails network in North Vienna is a long overdue improvement to the quality of life in the community				5
137	Sidewalk on Batten Hollow is needed. Busy street and cars drive very fast on it. Main access to Clarks Crossing WO&D bike trail.				4
138	We look forward to improved trail and more apporutnity for using the exiting trails. Lets do it!		We currently use all existing trails & hope for more!	Visiting neighbors!	5
139	We need more trails for biking, walking, exercising pets-the current beautiful trail in this area are heavily used and at times crowded - easier access to the trails will mean people wont have to drive or drive as far to exercise. This is a realy good idea for our community. I am also opposed to power lines going over trails. This causes the treetts to be cut down over the trails, andturn scenic nature settings into industrial/commercial zones.		Clarks Crossing		5

	A	B	C	D	E
140	Thank you so much for putting this extensive survey together. We especially appreciate the inclusion of the study area map, that so clearly delianates what trails would be added.				5
141	Opposed to proposed trail/walkway system				1
142	1. Extend trail system to Lahey-Lost Valley park.		Lahey-Lost Vaelley Park		5
143	A perfect area for a trail system. Would like ramps and assests for handicap. Vienna has such beautiful trees that would enhance walking trails throuout the area without the need for extensive landscaping. Lots of walkers of all age groups in the area I'm sure the majority would enjoy expansion and improvements.	senior walkers/would like ramps to corners/corssing and bench seats on the trail		Increase bird watching, photography	5
144	It is important for the safety to walk on walkway.				5
145	In communities without sidewalks, trails become a more safe place to exercise. Pedestrians using Beulah Road without a walk is very hazardous, even cyclists find it risky.				5
146	In my opinion, dual use trails are not safe. Two members of my family have been hospitalized after being struck by bikes while hiking on the W&OD trail.				1
147	We've heard about a possible shortcut to Wolftrap Nat Park at the end of street - Campbell Road- we are definitely not interested in that shortcut.				5
148	I often take my children by car with their bikes to Wolftrap School so then they could ride into town. The road from school -> town at that point seems safer for a bike then Meadowlark Park -> school does.	to get to aboce places w/o car		Properly done/high sense of security	5
149	Not especially useful for recreational biking - because it is mostly sidewalk, but is excellent for walking and reaching sites near me.				5
150	The traffic of Beulah Road is heavy and it does not make sense to spend money on the new trail extension. The fume of exhause is not healthy when we consume air 3 times doing exercise or riding/bicycles. We do love to exercise! We go to park instead.				1
151	The existing paths around Meadowlark Park are not bike-friendly. The biggest benefit I see to your proposal is having a pedestrian-safe way to navigate around a busy intersection and street (Beulah Road and Clarks Crossing) A sidewalk would be a huge improvement				4
152	"Bring the bike trails and they will come."	commuting to work via bicycle			5

	A	B	C	D	E
153	Since we live right on Wolftrap Park trail, I would not appreciate all the pedestrian traffic but would understand it. Would not appreciate any lighting of the paths.			Would like to keep the natural environment.	4
154		walking baby		child/baby strolling safety - 5	5
155			Tysons Corner - 5		5
156			Beulah Rd and Clarks Crossing Rd - 5		5
157		Walking to Wolftrap events			5
158			Grandparents' and friends' houses - 5		5
159		visiting games, school, errands	Nottaway Park		5
160			Metro/Bus		5
161				evacuation planning - 5	4
162			All the proposed trails marked in red on the attached map - 5		5
163		country skiing	Cardinal Hill Swimming Pool - 5		5
164		Walk to performances		be able to walk to store when winters snow and ice are on the roads.	5
165			Cardinal Hill Swimming Pool - 5		5
166	It's about time you considered adding sidewalks for us to reach trails and Wolftrap ES – it's a shame that we live so close to parks and schools and yet have to get in the car for such a short drive b/c it's too dangerous to walk on the road. We really hope this project will be approved very, very soon.	going to school, town, playground			5

	A	B	C	D	E
167	We find it very frustrating that we live so close to a National Park, a No. VA park & a County park and cannot walk safely to any of them. Also bikers on Beulah are a big safety & traffic hazard. The trail does not need to be 12-16' wide existing homes do not need a highway in their yards.	to walk to Wolf Trap for shows. We need a walkway over the 267 bridge!			5
168	How is security provided?				1
169	This is long overdue and will be a great addition to our larger neighborhood area.				5
170	What we really need is public transportation to extend from 123 to Route 7.				no answer
171	This a great idea and I think it should be done as soon as possible. Thanks to all who are working for this!				5
172	Trails would be great to allow us to safely be outside more in our community, get places other than by car and perhaps alter the drive everywhere suburban mentality!		We use WOD daily		5
173	We live on a quiet cul-de-sac where homes/yards are well kept and maintained. Small children can and do play in safety with minimal supervision. Increased pet exercising, bicycle traffic, roller skating etc would interfere with the peace and tranquility of the cul-de-sac.				1
174	The need for a continual trail would provide safety, higher use and desirability to the area.		continual trails for walks and runs		5
175	We would really like to see a path across the Dulles Toll road along Trap Road and at Beulah Road. Crossing now is very dangerous				5
176	Bikers frequently drive on Beulah & Trap Roads with great danger to themselves and others. While this map shows a trail/sidewalk on trap Road – apparently bikers are unaware of it. Use needs to be enforced on these 2 lane roads. Widening and marking of bike lanes, as is done in other parts of the country would help.				4
177	Map would be easier to read with street names. People's property should be affected as little as possible.				5
178	There have been several ideas given to Rep. Davis & Wolf, Sen. Allen & Warner & Sen. Devoletes-Davis re adding a pedestrian bridge to the auto bridge over Toll Rd. to Wolf Trap Natl Park				4
179	People jogging and riding along Beulah Road where there is no room for such activity is a terrible safety hazard.				4

	A	B	C	D	E
180	I live near Meadowlark Park, so I use the fine trail already existing. I have no interest in going toward the Beulah/Old Courthouse Road intersection.				1
181	I strongly support & use trail system. It is an important feature in deciding where to live.				5
182	This always good for the community in terms of quality of life. Vienna is #4 in the country for a variety of reasons –this is but one of many!!				5
183	And is there possible restroom (porta can) facilities at Clark's Crossing Park?				5
184	I do not support this if it means making Beulah a 2 lane (4 lanes total) road in these areas.				5
185	Do not open to pets—which have a negative effect on cleanliness and safety				5
186	WOW, This looks great! But there is a trail on your map that is missing, it's behind Wolftrap E.S. and runs from Vienna to Wolf Trails Park with a safe way of crossing Old Courthouse Rd Missing! It needs to be looked into before someone is killed crossing that road at the creek. Thanks for the map!	commute to work	Glyndon Park (live by Wolf Trap Park)		5 x 5
187	We are too far away! (Rockport Rd) We already have sidewalks to downtown & to Wolftrap School.				3
188	The number of cyclists using Beulah Road is very large and creates dangerous conditions when drivers are not patient when traveling. We do not feel safe cycling with our children to Wolftrap and The Barns with the current path system or obtaining access to Wolftrails Park. An expanded trail system would be used by our family.		Shouse Village/Colvin Run Elemen.		5
189	Wonderful!				5
190	You are being pro active & avant guade – hang in there.				5
191	Would support the trail, if it doesn't take away a lot of trees, or affect too many property owners, or their lots.				5
192	Only if path across toll Road is added!! Bikes and pedestrians don't mix. This is a wonderul idea...but so is extending sound barrier walls in the study area (Toll Road related) with increased traffic and new metro this is critical to residents near roadway!!	Walk to Wolf Trap. Please include walking path across Tolld Road Bridge on Wolf Trap Road			5
193	The stretch between Liberty Tree and Abbotsford Drive is very dangerous for pedestrians				5
194	Trails/walkways provide a safe alternative to driving				5

	A	B	C	D	E
195	There are many more ways to use tax money in a positive way! This would only benefit a few citizens. Put our tax dollar to use in a way that would benefit all citizens.				1
196			Beulah Road	Evacuation Option	5
197	The hill from W&OD to futher in Clarks Crossing is too steep for us to use the proposed extensions. We would like a better sidewalk/bike path from W&OD to Beulah.				5
198	I need a way to get through the Tysons mess. (to get to employment) I could move easily if I could shop by bike.				5Very Very
199	I think this is an excellent idea				4
200	We need a formal trail from Prelude Drive to the W&OD Trail. Right now, all we have is a deer trail and a steep climb right by the stream that goes under W&OD Trail. I live within 500 feet of the WOD Trail and have to walk/bike "thru hell and half of Georgia" to get on the WOD.				4
201	I would like to see the trail along Meadowlark Road extended down to the WOD Trail. This was planned once up a time when Meadowlark was constructed. This makes sense for anyone coming eastbound on the trail going to Meadowlark Gardens or Wolf Trap. I marked this on the map. I also added a route to change to get to Wolf Trap from Eastbound. Also, you cannot safely bike/walk to Wolf Trap over the overpass on Trap Road that crosses the Dulles Toll Road. especially for a concert. It's a suicide run.				5
202	Need to acquire bike/walk access from Barns of Wolf Trap across 267 to Wolf Trap . Also finish Foxstone Park Trail to Wolf Trail Park along Old Court House Road (Wolf Trap Stream Valley Park).	Patronize town of Vienna stores			5
203					5!
204	Please add sidewalks to Beulah				5
205	Trouble with pet walkers is that several do not pick up after their pets				4
206		Walking to Vienna			5
207	Any additional trails woud be welcome- great idea!				5
208	I've been in favor of a trail for about 15 years. I think many people would use it. It would help the county remain a livable place.		Parking at Wolf Trap Filene Cneter - it would relieve it		5
209	My neighborhood heavily uses the Meadowlark Trail. We wish it was better maintained. Parts of it are too muddy and rutted to use whenever it rains and it is dangerous for bikers				4

	A	B	C	D	E
210	Although the proposed trails will not help us because of our location, they can only benefit the community as a whole				5
211	We strongly support expanding sidewalk access down Beulah Road so we can get to the WOD bike trail and the town of Vienna safely by walking or bicycle				5
212	Great idea!! This would be very beneficial				5
213	Traffic goes too fast on Beulah Road				5
214	Any mature civilized community should have interconnecting walkways!				5
215	Sidewalks are an absolute necessity along Beulah Road. Twenty six years ago when we moved here sidewalks would have been nice. Now they are a necessity. It is worth your life to walk along Beulah Road now.				5
216		Walking to Wolftrap events			
217	The sooner the better!				5
218	Great idea! We're pretty well able to get most places walking from our neighborhood but Beulah is impossible to walk on where there are no sidewalks so neighborhoods north of us will really benefit		Good for health!		5
219	It would be wonderful to tie our community together with trails. Some of the roads are so hazardous when biking, walking, and running. Trails would help increase safety dramatically.				5
220	I walk for exercise, and would love to see this project approved.				5
221	A system like this would be great implementations it would also be nice to have some spots repaired			To Enterprise School	5
222	I hope that guardrails will be put in place for those portions of the trail that are adjacent to dangerous road curves on Beulah Road and Clarks Crossing Road, which would protect pedestrians from motor vehicles				5
223	Excellent idea!! Very needed!				5
224	1. A pedestrian bridge should be built over the Toll Road so people can walk SAFELY to Wolf Trap. 2. Sidewalks should be built on Beulah Rd. at the intersection of Trap-OldCourthouse-Beulah to connect with Clarks Crossing and give access to WOD. (SEnt in Mar. 06: I support anything that provides an opportunity to walk or bike. Does the trail connect to any Metro stop? How much does this cost?)				5
225	would love closer access to WOD from Fosbak and Batten Hollow				5

	A	B	C	D	E
226	We have always needed good walking trails and sidewalks! My children are now grown, but I always wated to have these trails back then.Do it for future generations!				5
227	OK by me as long as it does not increase my taxes any further because of proposed project and future maintenance costs				3
228	We would definitely use to access Wolf Trap	Taking bike to Wolf Trap			4
229	The roadway would require widening in the proposed expansion to be acceptable in order to accommodate the proposed walkway. If this was not done, the project would be a high risk safety issue.				5
230	Of course, costs have an impact, as well as the design to minimize impact on the property owners --work with them to develop a plan that works for all.				5
231	Waste of money				1
232	This is an excellent way to promote health by at a minimum, walking. We need to get Americans to want to walk because it's good for their health. With gas prices so high at the moment, this is also a good time to help with alternative transportation.				5
233	Please do this. It will help us SO much we will definitely exercise more and use our car less.				5!!!!
234			Cross County Connector Trail		5
235	I use the WOD Trail one or more times per week. Bike riding without cars is much safer.	Being outside			4
236	Do not drag out the building process like the Maple Avenue project. Plan appropriately to expedite process			would only increase bike safety if they would use bikes instead of street which is done now in spite of sidewalks	2.5
237	I think this is long overdue! Please move forward with this project				5
238	The issue of existing walkways on opposite side of street is a problem. Crossing is dangerous in many places. Need a walkway over Toll Road to access Wolf Trap. It is not safe to walk across	Access to Vienna and Wolftrap Elementary and commute to Metro			5

	A	B	C	D	E
239	I presently walk in areas proposed for trails. I am especially concerned about the safety of walkers, joggers, bikers on Beulah Road where there are no sidewalks. I'm delighted to hear of this proposal.			Health promoting - if the trails exist and are safe, more people may use them. Less excuse not to.	5
240	These plans for comprehensive walking and bicycle access to all of the wonderful local amenities are critical for Vienna and our neighborhood.				5
241	We are senior citizens (84 and 85) and not likely to use the trail at all				-
242	When it is dark it is extremely dangerous to drive on Beulah Road. While there are joggers, bicycle riders and walkers in the areas where there are no sidewalks.				5
243	Would like a way to reach WOD Trail from Meadowlark Road. Put a daytime only top light at Beulah/Trap/Old Courthouse intersection. Because of nature of vegetation, southbound Beulah driver have restricted view of Trap Road traffic. Pave the Meadowlark Garden perimeter trail. Run the path on Clarks Crossing on the north side of the road. Cross it over at Percussion to the other side to that traffic turning left off Batton Hollow and right off Percussion will not come into contact with trail users.				5
244	Need sidewalks ASAP				5
245	Community should spend money somewhere else				2
246	Let's do it - this is important!!! Can I help? Important: we need to set up a system of citizen support to be sure paths are free of garbage and litter - on a regular basis. A real problem at Foxstone Park	Bird watching	the parks off Beulah Rad and Creek Crossing Road	Quality of life. Walk to stores -save gas-avoid using car. Healthy lifestyle promoted.	5
247	I'd much rather the county spend \$ fixing the swamp/flooded area "ice rink" mosquito-breeding area on Browns Mill Road. This is NOT an appropriate area to put a trail along Beulah Road to Meadowlark Park.				1
248	Probably would not use any trail designated for bicycle use, since all bicycle riders tend to be arrogant, thinking the path is only for them, some approaching speeds that could injure a walker. (Level: 2)				2
249	#3: Other: Spring Lake. Is there any public access to Spring Lake? (Level 5)				5

	A	B	C	D	E
250	#2: Other: getting to Filene Center or band at Wolf Trap (Level 4). Connection to Wolf Trap's Filene Center not well depicted bridging over Toll Road				4
251	Only after road improvements should a walkway be considered (Level 2)				2
252	Do it! (Level 5)				5
253	Access to Wolf Trap National Park should be a top priority (Level 5)				5
254	We live off Clarks Crossing. Need a bike trail or signs to trail by side of road along Clarks Crossing that bikers will use. Many of them are all over the place on the road and with the hills and curves it is dangerous for all - accident waiting to happen. (Level 5 depending on location)				5- Dependin g on location
255	We would love to be able to walk to parks/school that are currently not safe to walk to. (Level 5)				5
256	Much much needed! (Level 5)				5
257	We walk a lot along Beulah to get to Wolf Trails Park -- it is unsafe. With an infant and no sidewalks. It is actually one of the reasons we are considering moving. (Level 5)				5
258	#4: Other: These fat schoolchildren would have a place to walk - very important. When I was a kid, we walked all over and none of my friends were fat. Level 5				5
259	Level 5 (pastor antioch christian)				5
260	We need to make these connections (Level 5)				5
261	Lack of shoulders and sidewalks makes it dangerous to walk and bike along Beulah Road				4
262	Beulah Road and Clarks Crossing--portions are <u>extremely dangerous</u> to walkers/runners and bicyclists. We currently feel trapped and unable to go anywhere safely, except by car.			Pedestrian and Bike safety very important	5

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Segment	Property on alignment?	RoW for trail?	Chief Concerns	Level of Support
A	Yes (existing sidewalk)	yes	Changing existing properties	YES (5)
Comments: The sidewalk already exists on our side. Therefore, we're not as concerned. We hope this does not change our property. We do know that we will use the trails since we already walk and bike in the area.				
A	yes	yes		YES (5)
Comments: Great Idea				
A	yes	no	Listed in Comments	YES (4)
Comments: Proposed road will come very near to the front of Antioch's sanctuary entrance, as well take the church's sign and an old oak tree landmark. !. How will the proposed improvements impact (a) the existing asphalt driveway;(b)the existing sign;©the landmark tree? 2. Parcel 21 floods with runoff from gutters and ditches. What will be done to provide drainage under Beulah Road to relieve this flooding? 3. Will there be compensation paid to replace damaged/lost items?				
A	no			YES (5)
Comments: We would love to have access to parks without having to drive our car				
A	no		Intersection crossings: per example Crossing/Beulah Rd.	YES (5)
Comments: In Favor. 1. Bicycle access to Vienna, 2. Bicycle pedestrian safety,3. Recreation possibilities				
A	no		Excessive unmonitored speeding on Beulah Road;If people will be walking/using this trail, the speed limit needs to be reduced to 25 and enforced.; you wouldn't want a walking trail along a highway; that's exactly what our stretch of Beulah has become.	YES (5)
Comments: The trail could be a wonderful addition to our community.				
A	on	no	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community

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				at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.
<p>Comments: In my first response to the survey I cited my two concerns about the trail: they were and continue to be safety and money. I live on Beulah Road and over the past 23 years, have seen an alarming increase in traffic. With that, my concern for safety has been paramount. This is not a well patrolled road by police and people speed along here at alarming rates of speed, pass residents over the double yellow line when they attempt to pull in their driveways, get right on our bumpers when we pull out of our driveways and honk at us before we get up to speed. In theory, a trail sounds ideal. In reality, I believe it is a huge expense that cannot be justified. I'll wager that far fewer people would use the trail then expected. I feel the money would be put to far greater use by utilizing the services of police to patrol Beulah Road to help ensure the safety of its residents. I am very strongly opposed to this trail. I view it as a very inefficient use of taxpayers money and I will continue to speak out against it! After all, Beulah Rd. is not some quaint country road we're talking about, but instead, a largely traveled highway. (almost!)</p>				
A	on	no	Our corner is very dangerous. We have cars running into our property all the time. Many are not even police reports because they get unstuck and drive away.	NO (1) not on our property!
<p>Comments: We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.</p>				

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A	on	no	<p>Comments: I am not against the proposed trail but have some concern. How much front will be take from the trail? Will there be a need for a wall on my property (in front)? I am not a walker, jogger or runner so would not object to the trail. Signed Feb. 26 2006. Also received the following unsigned form: "the incline from the edge of Beulah Road to my yard is at least 3 feet. The elevation of my yard is a major concern and I'm not sure how you will deal with this situation. Will you be putting up a brick retaining wall? I live by a very dangerous curve on Beulah and Clarks Crossing. What steps will be taken to ensure the safety of those using this pedestrian trail? So, I have general concerns about safety- both min and path users. I will not give an easement of right of way dedication for the trail."</p>	
B	yes	yes	The County will take my property anyway, but I expect to receive compensation for the (value) of each loss of items listed in Comments.	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.
<p>Comments: I understand that the latest requirement for the right-of-way is 45 feet from the center of road on each side. This means I will lose half of my front yard losing many bushes, several larger trees and 8-10 smaller trees. When Beulah Road is widened traffic noise will increase.</p>				
B	no		Safety for drivers and bicyclists	YES (5)
<p>Comments: If there is no trail then bicyclists should be banned from riding on Beulah Rd. It has been a major safety concern to have bicyclists and cars on this portion of narrow road as a driver on Beulah Rd. I have never understood that biking has been allowed. PUT THE TRAIL!</p>				
B	no			YES (5)
<p>Comments:</p>				
B	no		If trail were to change and be located on our side of street, would not support losing any trees that provide privacy and noise protection.	YES (5)
<p>Comments: We strongly support trail and would use often.</p>				

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B	no			YES (5)
Comments: The new sidewalk is a critical safety issue, first and foremost. I see people dodge cars in front of my house because there is no safe place to walk. This includes children. I also support it because it will connect us to the trails.				
B	yes	yes		
Comments: My family has owned property along Beulah Rd. as far back as 1942 and to be truthful, while the land that abuts Beulah and the traffic that traverses it has significantly changed, the road exists somewhat in its original state, with the exception of being asphalted and the four-way stop signs at Four Corners. 64 years ago, this same road serviced a handful of cars daily, today there must be hundreds of cars that travel to and from Tyosn, Vienna, Reston, Wolftrap Fam Park, Meadowlark Park, etc., on virtually the same road that existed in 1942. Living on the corner is not boring, we have had numerous accidents and incidents over the years. To name a few, we gave up growing a hedge along the "corner" because it was constantly being "mowed" down (this hedge was where the proposed walkway is designated). Cars regularly drive through the stop signs or run over the stop signs or just run through the intersection (this intersection is where the proposed crossing is designated). For some reason we have cars that drive through our yards at least once a year. Last summer we had a police man run over the stop sign on Courthouse and a young girl lost control of her car and slammed into the fence on the corner (this intersection is where the proposed crossing is designated). Obviously, drivers have a challenge making the run off Courthouse onto Beulah going to Vienna. But this isn't recognized as a problem and not slated for any improvement. Had there been a "trail" or "walkway" at these points at the time of these incidents/accidents, there very well could have been fatalities. To add additional foot traffic much less bikes to this busy road without making the necessary improvements will be irresponsible and very possibly creating a litigious situation. At this state of the proposal, we do not endorse a walkway or bike trail and most definitely not a bike trail under any circumstance! Ask anyone who walks the W&OD trail and they will tell you bikers and walkers do not mix. Ask anyone trying to cross the bike path during the Vienna elections at the community center or the families trying to cross the path to see a ball game at Caffi's field to understand the challenges one faces on the trail. Most bikers have zero regard for pedestrians while training for their marathons. I also have issues with security along the path as well as my liability as a homeowner. Who is responsible for the trash and dog feces along the path? I will have to fence in my property to keep my dog from chasing people. This will be an added expense to me. Who will maintain the trail if there is ice, snow or tree branches? My dog will be barking constantly and our privacy will be compromised. With all of this being said, we are not opposed to change. Many of the homeowners along BEulah would greatly benefit from curb, gutter and sidewalks. Drainage is a BIG problem and currently a hazardous environment for any foot traffic. We would also benefit from wider roads. If the people of our community want the "urban" niceties instead of the rural lifestyle that we now enjoy, if parents want to push their baby strollers or have a safe place to run/walk and we want the bikers to have a safe experience on Beulah (bike lanes) then let's do this project correctly and responsibly with regard to the safety of the pedestrians, let's make the necessary road improvements. But also have a regard for the rights of the homeowners and their privacy. Give us your assurance and promises in writing that we will not have ANY added cost, liability or maintenance associated with this change. Better yet, spend some money that you are generating by increasing our property assessments over 15%. Exactly what you are doing with this additional income? Well that is another issue for another time. Seems you have a lot on your plate.				
B	yes	yes	Safety and Privacy and Security	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We

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				<p>would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.</p>
<p>Comments: Concerns: Safety-nothing has been proposed that addresses the safety issue. I believe at one of meetings a police officer said safety would not be a problem. I disagree; he doesn't live right on Beulah so he doesn't know the day to day realities we face. Accident reports say the Four Corners and the Y intersection at Beulah and Clarks Crossing are recognized places for accidents; even so, the numbers do not indicate the many accidents; even so, the numbers do not indicate the many accidents of property damage that are not reported. Privacy-the trail would go through people's FRONT lawns. This would create additional noise and foot traffic close to our house. Security-From the Q&A section "Would a trail affect security near my home? (A) "This is considered the safest for both users and adjacent landowners, providing informal security for users and easy surveillance by law enforcement." AT THIS TIME we do not need much informal security nor do we have a need for special surveillance by law enforcement now. Your answer alone indicates there is a greater probability that the trail will introduce a security issue to our neighborhood. Nuisance-pedestrians, bikers and animals. Since we are located at the intersection, the public sometimes feels they have the right to trespass on our property in order to picnic, exercise dogs, pick berries, ask for restrooms, ask directions, etc. These problems would only increase with the addition of the trail. Trash being thrown in our yards is a problem now with vehicular traffic and will be more of a problem with the addition of walkers and bikers. Excrement is not a problem now but will be when many owners don't clean up after their pets and there would be the added concern of animals in the yard. Liability-yes, we are told we are not legally liable for the trail and its users but it has been noted in meetings that doesn't stop lawsuits and the costs that are associated with them. I would feel the need to purchase additional insurance for some peace of mind. I do not agree with the statement on the Fairfax County web page, "Besides giving residents better access to local facilities, the trails would improve pedestrian and bike safety, encourage healthier lifestyles, lighten traffic and help improve air quality." I don't believe anything will lighten traffic, and help with the air quality as long as builders are allowed to continue to over populate our community. Currently, I believe speed IS A PROBLEM at certain times of the day and evening. Until the road is reconstructed in a way that would be safe for pedestrians and drivers, I do not wish to see any type of trail along Beulah Road. I would never want to see a 6 to 10' trail running across our front yard! Once the road is reconstructed so intersections are safe; sidewalks and gutter are a good possibility for creating a safe pedestrian environment. People seem to know and understand sidewalk protocol; therefore, the concern about trespassing would be reduced. After months of very careful consideration, I have major objections to the trail. At this time the best trail along Beulah is no trail. (See full comment sheet)</p>				
B	Yes	yes	(1) Safety and security of family and children.(2) Increase in trash and rubbish on property. (3) Trees will be destroyed.(4) Home value will deteriorate.	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our

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				property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.
<p>Comments: This is a very parochial idea of spending taxpayer money for the proposed benefit of very few persons. In fact, there are just as many negative issues involved with this expensive project as proposed benefits. --Nobody will walk to work or school because of this proposed trail. --bikers do not use the trail, they use the road.--The bike trail is already dangerous, why not use the money to improve the existing bike path instead of adding additional trails to be not used.--It will just attract security risks into people yards, such as ours, that are not there now. We did not purchase our home with a trail system in the front, side and back yards, and will not this to occur. -- Children will not use the trail because the parents will not allow them out of sight on foot anyway, that is today's reality.--So, in essence, very few people will actually walk this trail. They rarely walk the Beulah Street walkway into Vienna. NOTE: There have been three crashes (car) at the corner of Hawthorne Ridge Court within two weeks. (comments on questionnaire: too dangerous to get to any destinations. Negative effect "definitely" on sense of security and pedestrian safety.</p>				
C	on	partial	My main concern is the size (width) and appearance of a trail in this area. A modest trail for walking is one thing, but anything larger than a 3' trail at existing grade will invite use by performance cyclists and in-line skaters and would be totally unacceptable.	
<p>Comments: (1) Pedestrian Safety-a narrow trail (which is the only configuration I would support) would invite accidents between performance bicycle riders and pedestrians due to limited visibility presented by vegetation. Pedestrian safety will also be a major issue at the high traffic intersections, i.e., Beulah Road/Clarks Crossing and Beulah/Trap/Old Courthouse.(2) A wide trail or wide cleared right-of-way would destroy the character of them neighborhood and doesn't appear feasible without major negative impact to existing trees. A small, narrow (3') wide trail with no cleared area on the sides and following existing grade (similar to oterh paved trail sections along Beulah Rd. near the Vienna town limits) would provide pedestrians access with minimum change to the neighborhood and minimum expense. I will vehemently oppose anything larger or more extensive. (3) A trail along Beulah Rd. will have a negative impact on property owners in the forms of litter, dog waste, damage to lawns and adjacent vegetation adjacent to the trail. I have problems with these things now- a trail will increase them. (4) The liability of property owners for personal injury resulting from using the trail isn't clear. Example: if a vehicle entering my driveway hits a bicyclist crossing the driveway on the trail, what is my liability? Also, what will my responsibility be for clearing the trail of ice/snow, and will I incur liability if someone slips and falls?</p>				

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C	no		Cost-People will infringe on my property more than they do now. People will begin to use my property as though it were their own.	We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.
<p>Comments: I think money and time could be better spent than this project. This is another example of government pork. Another selfish act for their own self-involvement. Perhaps you should spend your time keeping illicit water off of my property or keep people from killing wildlife on my property or destroying my property. You talk the talk of preserving property but you turn around and offer paving asphalt over grass. Typical government talking out of both sides of their mouth. Take us off of your stupid mailing list. I can read between the lines. Your minds are already made up to do this. So why drag this out.</p>				
C	yes	yes		letter sent to HMD
<p>Comments: My family and I chose this area for living to be away from the traffic and chaos of a crowded city life. The walkway/trail project will cause more traffic, more chaos, more noise, and lowers our security. The news of this project has disturbed us now. Other than being unnecessary, the walkway project will disturb the structure and ecosystem of the area. Most of the area residents can easily access the recreation facilities and opportunities of the town by driving for a few minutes. Please, keep the above points in your sincere considerations.</p>				
C	no			We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using

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				"our" property.
Comments: (1) People using trail to walk animals to relieve themselves! (ugh!) (2) Increase in crime.(3) Trail assaults (as on other trails)				
C	No			YES (4)
Comments:				
C	No			
Comments: In our opinion, a trail/walkway cannot be considered until major enhancements have been made to make a safe environment for people to bike or walk along. Our property adjoins Beulah Road very near the intersection of Beulah, Trap and Old Courthouse Roads. This is a very busy dangerous intersection. Pedestrian and bike traffic would only exacerbate the congestion at peak times of the day. The intersection of Beulah Road and Clarks Crossing Road is hazardous to enter and exit during the day, let alone at rush hour. Wolftrap Elementary School and Wolf Trap National Park have been operating since 1971 and now in 2006 a few people think a trail/walkway is needed to reach these locations NOT! We have enclosed just a few pictures of damage done to our fence over the years by vehicles traveling on Beulah Road thus once again showing the endangerment of those who might use said trail/walkway. "I (name deleted for this report) wish I had more pictures to show you of the numerous accidents and damage to property I have witnessed over the last 41 years I have lived at this location." We feel that at this time a trail/walkway would be a mistake and would put people's lives in jeopardy. We would hate to see an innocent child hurt or even killed for the sake of a few people wanting to reach a location by foot that is accessible by car.				
C	Not			YES (5)
D	on	yes		We do not want a trail or sidewalk on our property. We already have part of Clarks Crossing using our property as part of the road! We would have to remove trees at the Beulah end of our property that we use to put up our Christmas Star (40'high) for the community at Christmas and Easter. There is a lot more property for a sidewalk/trail across the street. We are strongly against using "our" property.
Comments: I do not support the trail. I will oppose the trail up to and including filing a law suit. The only way I would agree to a trail would be if a "curb and gutter" system was used.				

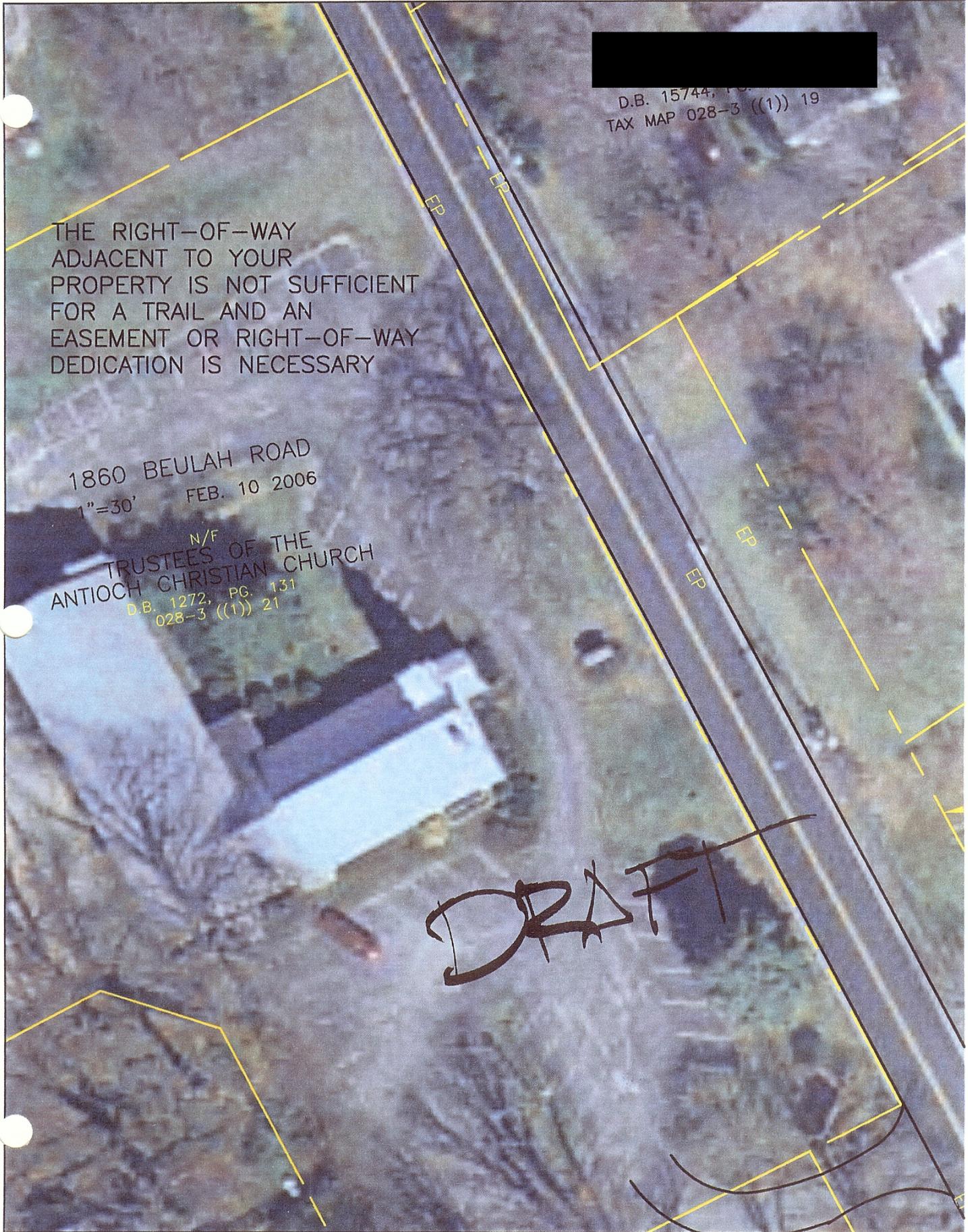
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D	No			<p>My family and I chose this area for living to be away from the traffic and chaos of a crowded city life. The walkway/trail project will cause more traffic, more chaos, more noise, and lowers our security. The news of this project has disturbed us now. Other than being unnecessary, the walkway project will disturb the structure and ecosystem of the area. Most of the area residents can easily access the recreation facilities and opportunities of the town by driving for a few minutes. Please, keep the above points in your sincere considerations.</p>
<p>Comments: I want to express my strongest support for the trail. I fear that increasingly Northern Virginia is an area where increasingly our citizens do not enjoy living, because of the congestion and deteriorating quality of life. In opposition to this negative trend, the proposed trail is an important quality of life enhancement which will make living near Beulah Road safer and more enjoyable. Beulah Road is a residential thoroughfare that is already a major commuter route. I am certain that through-traffic will only increase as the planned upgrades to the Tyson's Corner area proceeds. It is important to take steps now to provide traffic calming, access for pedestrians and bicycle usage, and safety enhancements for all citizens of this area, not just those of us who live along Beulah Road. I would urge that the County not consider a trail width less than 10 feet. I have recently seen several bicyclists try to negotiate Beulah Road, and I have feared for their safety. When bicyclists move onto the future trail, a wider trail will provide a greater margin of safety for the pedestrians they will encounter.</p>				
D	No		Safety/amelioration of danger to pedestrians and bikers	YES (5)
<p>Comments: The auto traffic along Beulah Rd. west of 4 corners makes walking or biking extremely dangerous. A path is the best way of reducing risks.</p>				
D	No		That the project won't happen!	YES (5)
<p>Comments: The results of the survey appear to favor the project moving forward. It benefits the community in so many ways, but the most important effect will be that of safety for those who currently walk or bike in the community. Most important for children! Those who currently don't exercise outdoors may find that they too are drawn off the couch and out to explore their community. Those who reject the proposal are most likely those whose properties are directly affected by the trail. But in an ever growing community, a home on a busy road may eventually be encroached by road widening, etc. A better solution would be a sidewalk that prevents the road from being expanded onto their property. I suggest providing those most directly inconvenienced with additional landscaping to provide privacy.</p>				

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D	yes (existing trail)	yes	How long it will take to get done as we can't wait for it to be finished.	YES (5)
Comments: We love the idea. We would use it a lot. It will promote community. It enhances safety for our children. We are 100% in favor with granting an easement on our property. Please proceed as rapidly as possible. We support use of county funds for this purpose. Thank you.				
D	Yes	yes	None	YES (5) very
Comments: For the safety of walkers, joggers and riders (bikes) please lets get sidewalks! My son would like sidewalks so he can get to Cardinal Hill on his bike.				
D	Yes (existing trail)	yes	High volume of usage-noise, trespassing, crime	YES (5)
Comments: We have a high level of support for the trail. We would use it to access the W&OD with our bikes.				
D	yes (existing trail)			YES (5)
Comments:				
	yes (existing trail)		If any part of my yard will be dug up.	YES (5)
Comments: I'd like to see more detailed plans as to "how" the trail will impact my side of the street. In general, it is a good concept.				

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APPENDIX H: Sample Homeowner Property Map



THE RIGHT-OF-WAY
ADJACENT TO YOUR
PROPERTY IS NOT SUFFICIENT
FOR A TRAIL AND AN
EASEMENT OR RIGHT-OF-WAY
DEDICATION IS NECESSARY

1860 BEULAH ROAD
1"=30' FEB. 10 2006

N/F
TRUSTEES OF THE
ANTIOCH CHRISTIAN CHURCH
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Addressing Community Concerns

Properly addressing community concerns will require careful planning and individual attention. One-on-one meetings with concerned property owners are essential to mutual understanding of the issues. Property owners and the larger community must also have direct input through activities such as a Design Workshop.

Safety, increased crime, decreased property values, liability and maintenance were concerns expressed most often on Property Owner Feedback Forms. The answers provided below draw from a variety of expert resources and attempt to provide early answers to all Feedback Form comments.

The Beulah/Trap/Old Courthouse intersection is too dangerous for cyclists and pedestrians

According to a letter dated July 11, 2006, Fairfax County Supervisor Catherine Hudgins, this feasibility study and all associated comments will go through a “very thorough County and VDOT review that will include safety issues. In the letter, the Supervisor asked both VDOT’s Traffic Engineering Division and the McLean District Police to review all accident data.

Building a sidewalk now will prevent road widening later

Taking steps now will prepare for Tysons expansion

Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way. (source: Federal Highway Administration). Virginia Department of Transportation policy requires that pedestrian and bicycle facilities should be designed into any new road project or road improvement. However, projects to build sidewalks or trails alone are not relevant to VDOT’s decisions regarding roadway improvements.

The Best Trail is No Trail

Concerns about safety are the dominant worries of residents throughout the Study Area. Fears run so high that some property owners living near problem intersections contend a trail/walkway would be a mistake and put peoples’ lives in jeopardy.

According to the American Association of State Highway Transportation Officials (AASHTO), as a general practice, pedestrian facilities should be constructed along any street or highway not provided with shoulders. (AASHTO, *A Policy on Geometric Design It of Highways and Streets*, Washington, DC 1994). Sidewalks and walkways are “pedestrian lanes” that provide people with space to travel within the public right-of-way, separate from roadway vehicles. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. A Federal Highway Administration review of pedestrian crash sites, physical design features found to be associated with a significantly higher likelihood of being a crash site are higher traffic volume, higher speed limit, the lack of grassy walkable areas (next to the road), and the absence of sidewalks. **In fact, the presence of a sidewalk was associated with an 88 percent reduction in the likelihood of**

a site being a pedestrian "walking along roadway" crash site, compared to having no sidewalk or walkway.

Safety officials contend that arterial streets such as Beulah Road generally have higher pedestrian use, a greater need to separate pedestrians from motor vehicles due to higher traffic volumes and speeds, and are the main links in the community.

http://www.walkinginfo.org/rd/for_ped.htm#florida

***Drivers run off the road
Need for a retaining wall***

Buffer zones are another way to protect pedestrians from nearby traffic.



A minimum buffer zone of 4 to 6 feet is recommended by federal highway safety officials to separate pedestrians from the street. A buffer is considered “green” when it contains grass or other vegetation. The buffer zone will vary according to the street type. While setbacks of 3 to 4 feet are common in residential areas and along low volume streets, as vehicle speeds and the percentages of truck traffic increase, setback distances are often increased to 4 to 8 feet to provide a buffer for pedestrians from wind blast, noise and to increase comfort. Parked cars and/or bicycle lanes can provide an acceptable buffer zone. In more suburban or rural areas, a landscape strip is generally most suitable.

Retaining walls are not necessary if acceptable buffer zones are created and the trail design follows established safety requirements. Retaining walls are costly structures and would only be proposed if all other design solutions were not feasible. Existing conditions along the proposed trail alignment do not exhibit features that typically require a retaining wall. Cutting and filling due to the construction of a trail will be kept to a minimum to prevent disturbing the existing character of the area.

Conversely, guardrails are often employed by pedestrian safety planners to separate pedestrians from vehicular traffic where acceptable buffer zones cannot be created. There are a variety of designs. Some guardrails are more visually appealing than the heavy-duty metal variety such as on the curve on Old Courthouse Road near Besley.

People run stop signs

Various strategies are available to traffic planners to discourage the running of stop signs. Driver education and publicity about the trail have an impact. At intersections and mid-block crossings, vehicle stop lines can be moved farther back from the pedestrian crosswalk for an improved factor of safety and for improved visibility of pedestrians.

One study found that use of a “Stop Here For Pedestrians” sign alone reduced conflicts between drivers and pedestrians by 67 percent. With the addition of an advanced stop line, this type of conflict was reduced by 90 percent compared to baseline levels. A Stop Here On Red (R10-6)

sign can be also be used to supplement the stop line.

Marked Crosswalks and other Street Markings



A marked crosswalk indicates the best and safest location for pedestrians to cross the street and helps designate the right-of-way for motorists to yield to pedestrians. In some cases, crosswalks can be raised and are often installed in conjunction with other enhancements that physically reinforce crosswalks and reduce vehicle speeds. It is also useful to supplement crosswalk markings



with warning signs for motorists.

Signage



Signs can provide important information that can improve safety and awareness. By letting drivers, pedestrians and cyclists know what to expect, there is a greater chance they will react and behave appropriately. For example, giving motorists advance warning of an upcoming pedestrian crossing will alert them to modify their speed. Advance pedestrian warning signs should be used where pedestrian crossings may not be expected by motorists, especially if there are many motorists who are unfamiliar with the area. A new fluorescent yellow/green color (‘optic yellow’) is approved for pedestrian, bicycle, and school warning signs. This bright color attracts the attention of drivers because it is unique. A “Stop Here On Red” sign can be used to supplement a recessed stop line.

Will only support project if curb and gutter is installed.

Residents living adjacent to the intersection of Beulah/Trap/Old Courthouse Roads have commented that they could only support the project if curb and gutter is installed. Curb and gutter installation may require the installation of roadway improvements including a drainage system, which are not within the purview of this feasibility study. It should be noted that federal rules prohibit the use of Enhancements Program funds for typical roadway construction activities. Enhancement grant funds are earmarked for improvements that are not typically part of roadway projects.

***Reduce Speeding on Beulah Road/ Reduce speed to 25 mph
Need Traffic Calming Measures***

Because the speed limit changes so often within the short distance of the Phase I Study Area, a thorough review and analysis of the posted speeds is indicated. (See Speed, Sec. 4)

In Fairfax County, when posted speeds are 25 miles per hour or less, certain traffic calming measures can be considered. Such measures were requested by residents in comments on the Community Questionnaire.

Traffic calming is the combination of mainly physical measures to reduce the negative effects of motor vehicle use. Various types of devices can be used including speed humps, raised pedestrian crosswalks, chokers, traffic circles, median islands, etc. According to National Highway Safety Administration, there are certain overall considerations that are applicable to both traffic management and traffic calming:

- Vehicle speed is more critical than volume in terms of safety and should be addressed first where there are monetary constraints.
- Neighborhood involvement is important to successful implementation. Rationale for traffic-calming and management measures should be explained clearly to community residents and installation of these treatments should incorporate public input.
- Traffic-calming and management measures should fit into and ideally enhance the street environment. Traffic-calming designs should be predictable and easy to understand by drivers and other users.

In Fairfax County, to qualify for the installation of traffic calming measures a road must meet the following criteria:

- Local residential or collector road such as Clarks Crossing Road with a posted speed limit of 25 miles-per-hour (mph)
- Traffic volume of 600 to 4000 vehicles per day
- 85th percentile speed of vehicles \geq 10 mph over the posted limit

Liability if someone turns into my driveway and hits a pedestrian or cyclist or someone slips and falls

Homeowners are concerned that trail users will enter their property, become injured and then sue the homeowner for liability. One property owner abutting the trail has requested assurance in writing that property owners could have no responsibility for liability, maintenance or any other reason.

Anyone entering an adjacent landowner's property without permission is considered a trespasser, to which landowners owe limited duty of care. Furthermore, as in all fifty states, Recreational

Use Statutes are in effect in Virginia. Under these statutes, landowners cannot be liable for recreational injuries resulting from mere carelessness if the landowner has provided public access to their land for recreational purposes. To recover damages, an injured person needs to prove “willful and wanton misconduct” on the part of the landowner. Recreational Use Statutes also cover liability issues for nonprofit groups that own or manage trails.

As stated in Section 1, under Virginia Code §29.1-509, landowners who allow the use of a portion of their property for a trail do not have liability for the trail or its users. Yet, as in any incident occurring in a public facility, a careful review of circumstances would be necessary.

Questions regarding liability can be directed to the County Attorney’s office.

Responsibility for snow removal and other maintenance

Trails or sidewalks constructed within the proposed NoVi Trail Network, including Phase I, will be maintained by Fairfax County. Under Virginia Code, landowners who provide an easement on their property for a trail or sidewalk assume no liability or responsibility for the facility or its users. Most of the trail will be within in the public right-of-way.

Fairfax County does not have an ordinance for snow removal. Some property owners remove snow from sidewalks in front of their houses, but no one is required to do so by law. Given the fact that there are hundreds of miles of county walkways, county officials say it is not possible to mobilize a force to remove this snow and snow is only removed at certain public facilities such as government centers, libraries, park and ride lots, bus transfer stations, and VRE stations. The remainder of the sidewalks/trails rely on natural snowmelt.

Will there be lighting on the trail?

No lighting is being considered for any part of the NoVi Trail alignment. Fairfax County does not typically install additional lighting when installing new sidewalks or trails.

Property Values

Despite homeowners’ fears, proximity to a trail typically has either no adverse affect or actually increases property values. According to the publication, *Priorities 2000 Metropolitan Washington Greenways*, “property values along greenways have typically been found to rise once implementation is complete.” A national survey of more than 2,300 homebuyers finds that almost three out of four prospective buyers feel walking and biking paths are very or extremely important. (from 1994 *Shopper and Homeowner Study: Community Features and InterCommunications, Inc.*).

A study of Seattle’s Burke-Gilman Trail shows that homes directly adjacent to the trail show no increase or decrease in value, but those located a block from the trail realized a 5 percent increase in property values according to local real estate agents. (*Evaluation of the Burke-*

Gilman Trail's Effect on Property Values and Crime, Seattle Engineering Department and Office for Planning, May 1987) Trails are generally perceived to improve quality of life. The Seattle study also points out that two of the trail's most vocal opponents now believe the trail is the "best thing that ever happened to the neighborhood."

A major study conducted by authorities in Brown County, Wisconsin, finds that "concerns that urban trails might adversely affect public safety and property value in surrounding neighborhoods are not substantiated by the results of this study." The authors conclude that "of the real estate agents involved, 73% believed that a home adjacent to a trail would be easier to sell, and 55% agreed the home would sell for more than a comparable home from a different neighborhood... The general opinion is that trails are an amenity to the neighborhoods around them; they increase the desirability of the property and provide a space for young children and adults of all ages to run and play."

"Security risks" will come into peoples' yards

As seen in written comments, a number of residents with land abutting the trail corridor view the trail as a new public thoroughfare that will provide easy access to their property by outsiders. The community at large also indicated security concerns. Only 39% of respondents to the Community Questionnaire said a trail would have a positive effect on the local "sense of security."

Officials from the federal Transportation Enhancement Program report that concerns about security tend to disappear once a trail is open. A 1992 National Park Service Study of the users and nearby property owners of three major trails finds that landowners generally are generally opposed when a trail is proposed, but their perceptions become much more positive after the trail is installed and the majority are "very satisfied" with the outcome. The study also found that trail use is a "through" activity, i.e., trail users don't tend to loiter or enter adjacent property because they have a destination in mind, such as a park or neighborhood.

One reason that property owners generally find that their fears are unfounded is that the majority of those using the trails near their homes are their neighbors. According to *The Illinois Statewide Trail User Study* (U.S. Forest Service, 1990), on urban and suburban trails, a significant majority of users come from nearby neighborhoods. The study also found the half the local users used the trail "virtually every week."

Worry about trail assaults

According to national crime statistics, among all types of public places, parks and trail are among the safest. People are two to three times safer on a trail than in a parking lot or on the street.

The Rails-to-Trails Conservancy recently completed a comprehensive study of 327 trail systems nationwide. Only 3 percent of trail managers reported any major criminal activity. 25 percent

reported minor crime, such as graffiti or littering, but stated these problems were quickly corrected as part of routine trail maintenance. In fact, the study contains letters from twelve law enforcement agencies stating that there have actually been positive experiences with the introduction of trails in their jurisdictions. (ISBN 0-16-041677-9)

The proposed alignment of the NoVi Trail Network would follow the existing roadway and be highly visible. This is considered by law enforcement the safest type for both users and adjacent landowners, providing informal security for users and easy surveillance.

In the case of Phase I of the NoVi Trail Network, a publicity campaign can inform the entire community of the importance of being the “eyes and ears” of the trail, thus providing informal security. Through publicity outreach materials, residents should be provided with police, VDOT and county phone numbers to report trail problems and point out needed maintenance. Keeping trails debris free is especially important for users with disabilities.

No parents will allow children out of sight, so why build trail

A question has been raised concerning the risk of abduction by children using the trail. The New York Times recently published statistics regarding “stranger danger”. According to the Duke University Well-Being Index, children walking outside alone nearby their homes are safer now than at any time since 1975. Child abductions by strangers are becoming increasingly rare. Nationwide, 115 children were abducted by strangers in 1999, compared with 200 to 300 children in 1988. By a wide margin, family members, not strangers, are the most common kidnapers. In the last 30 years, violent crimes against children have dropped by more than 38 percent.

New York State’s Division of Criminal Justice Services’ 2004 annual report on missing children notes that the overwhelming majority of missing children cases were reported as suspected runaways.

It is important to note that the stakes are high for communities with a pervasive feeling that their streets are unsafe. A 2005 University of Michigan study published in *The Archives of Pediatric and Adolescent Medicine* reveals that children are four times more likely to be overweight if they live in a neighborhood that their parents ranked in the bottom quarter in terms of safety, as opposed to those whose parents’ ratings placed them in the top quarter. The researchers suspect the primary reason is that parents of children in unsafe neighborhoods don’t let their kids go out as much. The study concludes that no matter how neighborhoods are designed for allowing children to walk to school or to the neighborhood store, parents must feel safe allowing their children to do so.

Trash and dog droppings on trail

Property owners reported concern that trail users would damage nearby fences and other personal property. Others are worried about trail users dropping trash and not picking up after their dogs. Several strategies could assist in preventing property damage:

- Installing trail identification and warning signs regularly along the trail alignment to encourage proper trail etiquette, such as “Pick up after your dog”.
- Installation of trash receptacles or dog waste baggies holders.
- Enforcement of local littering laws and signs warning that maximum fines apply.
- Markers to indicate the location of the closest public restrooms, drinking fountains, phones, etc.
- Formation of a Friends of the Trail group to be “eyes and ears” to look for problems and report areas which need maintenance. (See below)

People “understand” etiquette of sidewalks better than on a “trail”

Providing educational materials and identification signage should improve trail etiquette regardless of trail width.

Worry about Drainage

Concern about areas along the trail alignment which flood during bad weather has been noted in property owner Feedback Forms, particularly on the grounds of the Antioch Christian Church and the area around the intersection of Beulah/Trap/Old Courthouse Roads. At the very least, this area should be regularly inspected and maintained by Fairfax County to reduce potential hazards to users, particularly after storm events.

Consultation with representatives from the Northern Virginia Soil and Water Conservation District is necessary in these areas. The goal of the NVSWCD is to promote clean streams, protect natural resources, and lessen the impact of urban/suburban activities on the county’s land and water resources. This is achieved by providing technical assistance and outreach programs to the public. The Northern Virginia Soil and Water Conservation District is a political subdivision of the Commonwealth of Virginia. Its boundaries are the same as those of Fairfax County.

[\(http://www.fairfaxcounty.gov/nvswcd/\)](http://www.fairfaxcounty.gov/nvswcd/)

Alternative environmentally-friendly stormwater control solutions, such as Rain Gardens, should be considered in handling drainage issues. A Rain Garden model is on display at Meadowlark Botanical Gardens Regional Park.

Concerns and compensation for removal of signs, fences and mature trees

Fairfax County will relocate signs which must be moved in order to construct a trail. An arborist will be consulted regarding mature trees. Generally, in trail construction projects, Fairfax County includes money in the budget for replacement in kind of landscaping removed from private property.

Concerns about loss of privacy

A provision for limited landscape screening on private property within the trail alignment could be included in the construction budget for Phase I construction.

Problems with lawns

Lawns disturbed by the construction process will be reseeded as part of the trail construction process.

Poor use of public funds

A nationwide poll, as cited by the National Bicycle and Pedestrian Clearinghouse, has found that a majority of adults surveyed prefer that their local governments provide funding for safe, secure bicycle paths and pedestrian walks. Funding for trails are typically pre-allocated as part of Federal, State and Local transportation and park budgets. They are pre-determined dollars, so if trail construction funds are not used within the NoVi Trail Network, they will be used for trail construction in other locations.

Funds are better used to pay police to patrol than to build trail

Trail construction budget funds can not typically be used for law enforcement any more that law enforcements budget can be used to construct trails. The Mclean Police District will be consulted in the planning and design process and the frequency and nature of current police patrols will be evaluated.

No room for bikes on the road with cars

No room for pedestrians on the road with cars

Each contact among trail users has the potential to result in conflict. So, as a general rule, trail planners recommend reducing the number of user contacts whenever possible. Providing separate facilities for pedestrians, separate from both driving and bicycle facilities, may be necessary.

The National Recreational Trails Advisory Committee identified trail-user conflicts on multiple-use trails as a major concern that needs resolution. Bike lanes or the striping of wider shoulders indicate a preferential or exclusive space for bicycle travel along an arterial street. Marking bicycle-only areas can also benefit pedestrians—as turning motorists slow and yield more to bicyclists, they will also be doing so for pedestrians. On high-speed, high-volume roads, it may be more appropriate to provide a multi-use path to physically separate both bicyclists and pedestrians from motor vehicle traffic. However, the application of this treatment requires that care be taken to minimize the conflicts between bicyclists and pedestrians.

Providing separate accommodations for cyclists and pedestrians is permissible in Fairfax County.

Can't justify the cost of construction because too few people will use trail

According to statistics from the Community Questionnaire, 74% of responding residents say they are either likely or very likely to use a continuous local trail system. Since there are approximately 5000 people living within the Study Area, this translates to at least 3,600 potential trail users.

Nobody will walk to school or work

School walking zones typically extend outward one mile. Within this walking vicinity, children are especially vulnerable, making streets in these zones prime candidates for sidewalk retrofitting. This "one mile" walker distance extends from Wolftrap Elementary school, almost to Four Corners. Each child within the one mile zone who safely walk to school instead of riding the bus will save Fairfax County taxpayers \$981 a year.

According to the Community Questionnaire, 41% of respondents (287 households) reported that Wolftrap Elementary School is a desired trail destination. 64% (618 households) reported that having the ability for children to walk to school would have a positive effect on the community. Among the many benefits would be less reliance on motorized vehicles. Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity. (*New State of the Earth Atlas*, 1995).

Likewise, 493 households (51%) responded that they would like the opportunity to walk or bike to work. Tysons Corner was listed in a number of comments as a likely destination. Every car commuter who switches to biking and transit can save 400 gallons of gas a year. If just one out of every 10 commuters who now drive to work switched to walking, the U.S. would save 2 billion gallons of gas a year and reduce carbon dioxide emissions by 25.4 million tons. (source: www.saferoutestoschools.org/pdfs/EnviroFactSheetMar05.pdf)

A narrow trail invites accidents between pedestrians and cyclists especially with reduced visibility due to vegetation.

A wide trail and cleared right-of-way will destroy character of neighborhood and have an impact on trees

Phase I area neighborhoods are not considered high density development, therefore any trails planned for the vicinity should take into account the existing foliage, the scale of the homes and the dimension of existing trail segments

Protecting the common wealth: Creating a “Friends of the Trail” Group

“Eyes and Ears” surveillance and fund-raising to pay for damage to private property are only two functions which can be performed by an active “Friends of the Trail” advocacy group. A group of active volunteers can provide assistance, whether through muscle power or political power. The single most important function of a Friends organization is to advocate for the trail, defending it when necessary and promoting it the rest of the time. A Friends group could evolve from the NoVi Trail Advisory Committee which is now in place, and include some of the hundreds of local residents who have provided their names and addresses in support of the NoVi Trail Network. Among the multiple functions of a Friends group:

- To hold regular “Trail Cleanup Days” for litter collection and to observe for damage and areas which need maintenance.
- To receive and relay residents’ reports of problems, dangers or inappropriate activities taking place on or near the trail.
- To oversee a trail maintenance fund for trail structures, amenities, or repair of damage to adjacent private property which is not included under the purview of Fairfax County or VDOT maintenance.
- To develop maps, newsletters, and other materials in order to educate the community about trail safety, proper trail etiquette, the trail route and destinations so as to improve the experience of using the trail. To apply for grants to pay for printed materials.
- To organize community-building activities such as a Name-the-Trail contest and annual Trail Walk Days.
- To become a public advocate for the trail. Members would attend public hearings and keep apprised of local road projects and county, federal and state legislation which might affect trail activities.
- To work with other groups in order to develop partnerships, such as with local businesses which could donate resources, print signs and documents, or provide refreshments for trail functions. The group could also reach out to local stakeholders such as Wolftrap Elementary school to coordinate visits from county or state safety educators and promote safety and health activities such as “Walk to School” day.

A model Friends group is the Rivanna Trails Foundation, which was established in 1992 in Charlottesville, Virginia. RTF is a volunteer organization supported solely by tax-deductible contributions and membership dues. The Foundation views trail maintenance as a collaborative effort, with neighbors joining in to maintain their neighborhood trail segments with pride and a sense of ownership. RTF members help build and maintain the trail system and an informational website for members and trail users. The RTF motto is “Membership if ownership.” (See www.rivannatrails.org) A child-centered health group model is the Chesterfield County (Virginia) Coalition for Active Children. COACH focuses on improving nutrition and increasing physical activity among young people. The coalition began in 2002 with members from public and private organizations, including health, education, physical-fitness and nutrition professionals, concerned parents, and community and business leaders.

Commercial liability insurance is recommended for nonprofit groups to cover property damage, including structures and personal property, as well as medical and business expenses associated with operation and management of a trail. Umbrella policies, such as the “Green Umbrella” policy available from the Land Trust Alliance has even broader coverage.