

# Snow Removal and Lighting Follow-up

Board of Supervisors Transportation Committee, October 4, 2016

Department of Public Works and Environmental Services  
*Working for You!*



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This presentation was prepared by Fairfax County staff. It has not been reviewed or endorsed by the Board of Supervisors.

# Objectives

- Describe scope of work for pilot program to clear snow and provide lighting for sidewalk and/or trail connection near two Metrorail stations in Tysons and elsewhere in the County.
- Describe Tysons locations considered for pilot program.
- Summarize other locations that were reviewed.
- Answer other questions posed at July 2016 Board of Supervisors Transportation Committee meeting.
- On a pilot basis, secure concurrence from Board on appropriate level of service for:
  - Trails or sidewalk connections near at least two other Metrorail stations outside of Tysons
  - Vesper Trail in Tysons and future Tysons trails described herein

# Vesper Trail

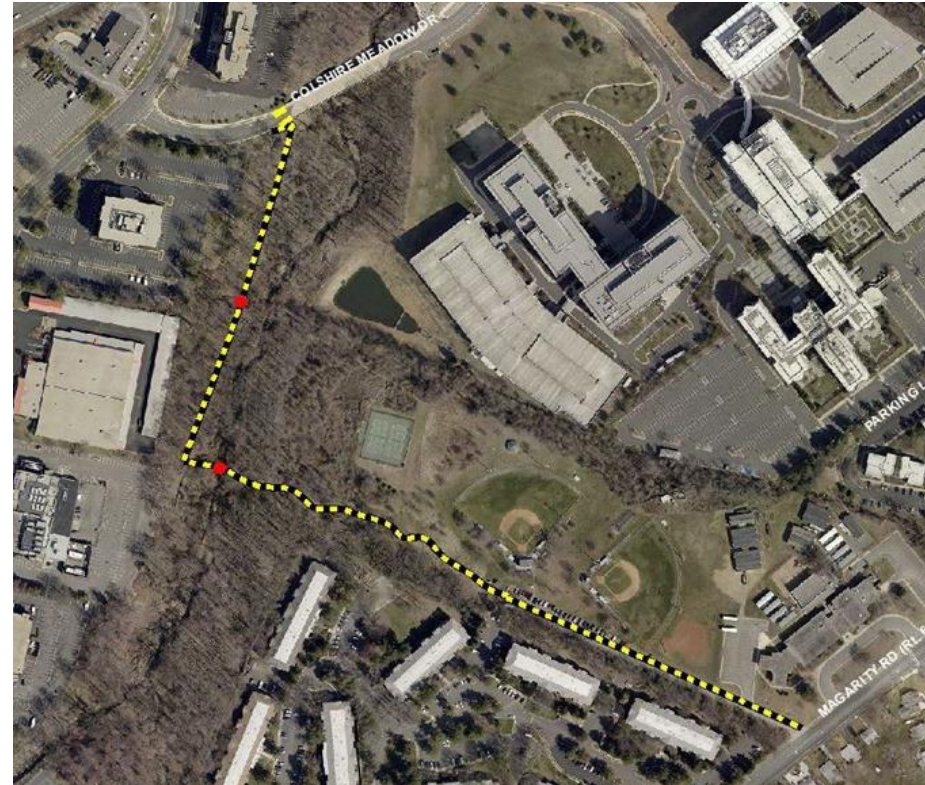
- 10-foot wide, asphalt trail to be completed and open to public by summer 2017;
- Vesper Trail connects neighborhoods in Vienna to Spring Hill Road Metrorail Station
- Approximately 2,100 feet long with one bridge crossing of Old Courthouse Spring Branch;
- Trail will be lit with standard Tysons lights per the Tysons Urban Design Guidelines;
- Cost estimate is \$30,000 annually





# Scotts Run Trail

- Fairfax County Park Authority (FCPA) is managing design and construction;
- Approximately 2,600 feet long with two bridge crossings of Scotts Run;
- Trail connects Magarity Road to Colshire Meadow Drive, near McLean Metrorail Station;
- Trail will be lit with standard Tysons lighting, also will be metered but not maintained by Dominion;
- Snow removal cost estimate: \$36,000 per year;
- Tentative completion date in 2019;



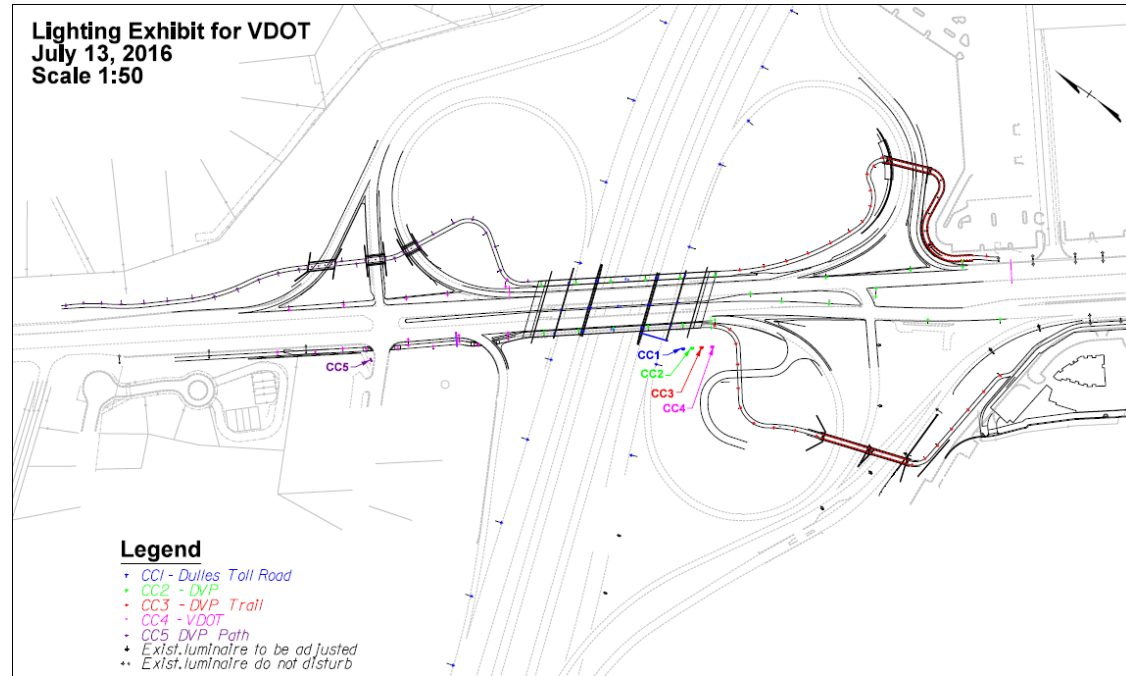
Bridges are labeled as red dots.

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# Route 7 shared use paths spanning the Dulles Toll Road

- Shared use paths are being constructed parallel to east- and westbound Route 7.
- Variable width between 10-12 feet.
- Length of two paths: 5,500 feet.
- Approximately 70 light fixtures and poles are proposed.
- Staff is requesting Board concurrence on lighting but not for snow removal pilot.
- Completion date is 2017.



## Trail – Metro to Barry Rd and Barry Road to Crestleigh Way

- Two segments
- Maintenance : North segment - WMATA (Staff will need to work out maintenance agreement with WMATA), south segment - DPWES
- Lighting: Yes, pedestrian scale
- Length: north - 700 ft  
south - 500 ft
- Proximity to Metro: 0 feet
- Pavement Quality: Good
- Trail width: north - 18 ft  
south - 8 ft
- Approx. Annual Cost : north - \$18,000  
south – \$7,000



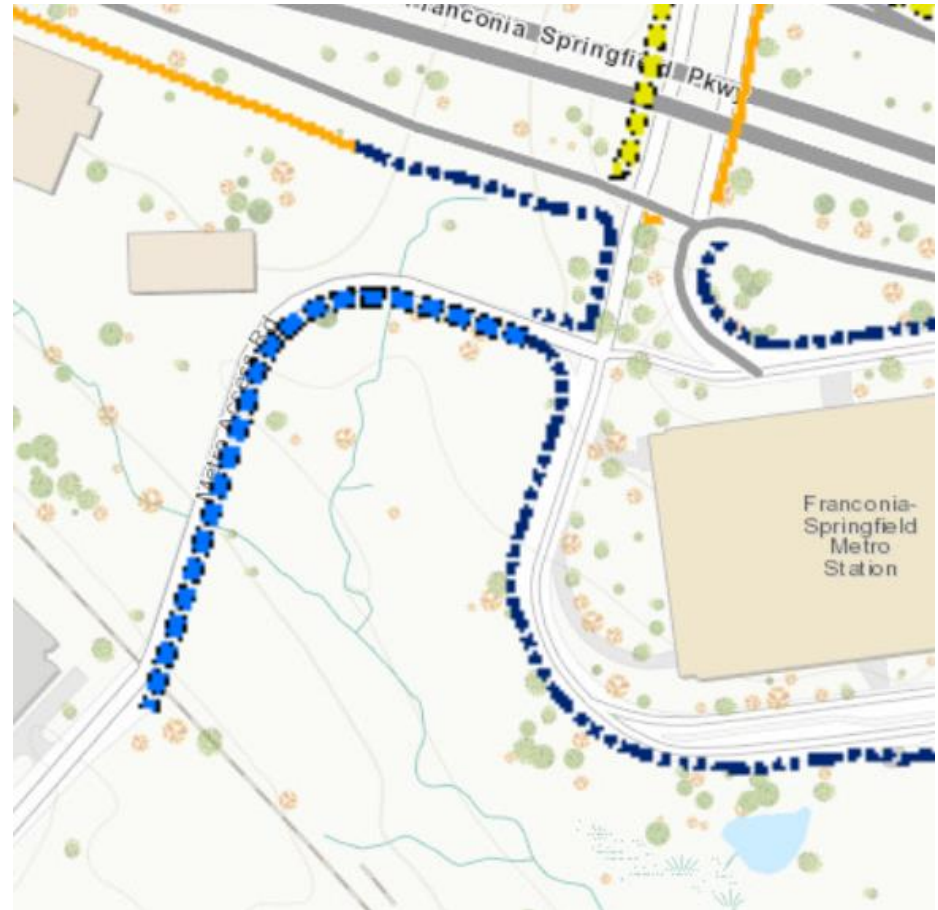
# Trail – Metro to Barry Rd and Barry Road to Crestleigh Way





## Metro Access Road– Franconia-Springfield Metro to Metropolitan Center Drive

- East-side sidewalk does not connect the whole way to Metropolitan Center Drive sidewalk. No marked crosswalk across Franconia-Springfield Loop.
- Maintenance : East side- DPWES, West side - Private
- Lighting: Yes, box on east side
- Length: 1,000 feet
- Distance to Metro: 1,200 feet
- Pavement Quality: Good
- Sidewalk width: 5 feet
- Cost: \$6,900 per year
- Private ownership and maintenance agreement is needed.



# Metro Access Road– Franconia-Springfield Metro to Metropolitan Center Drive



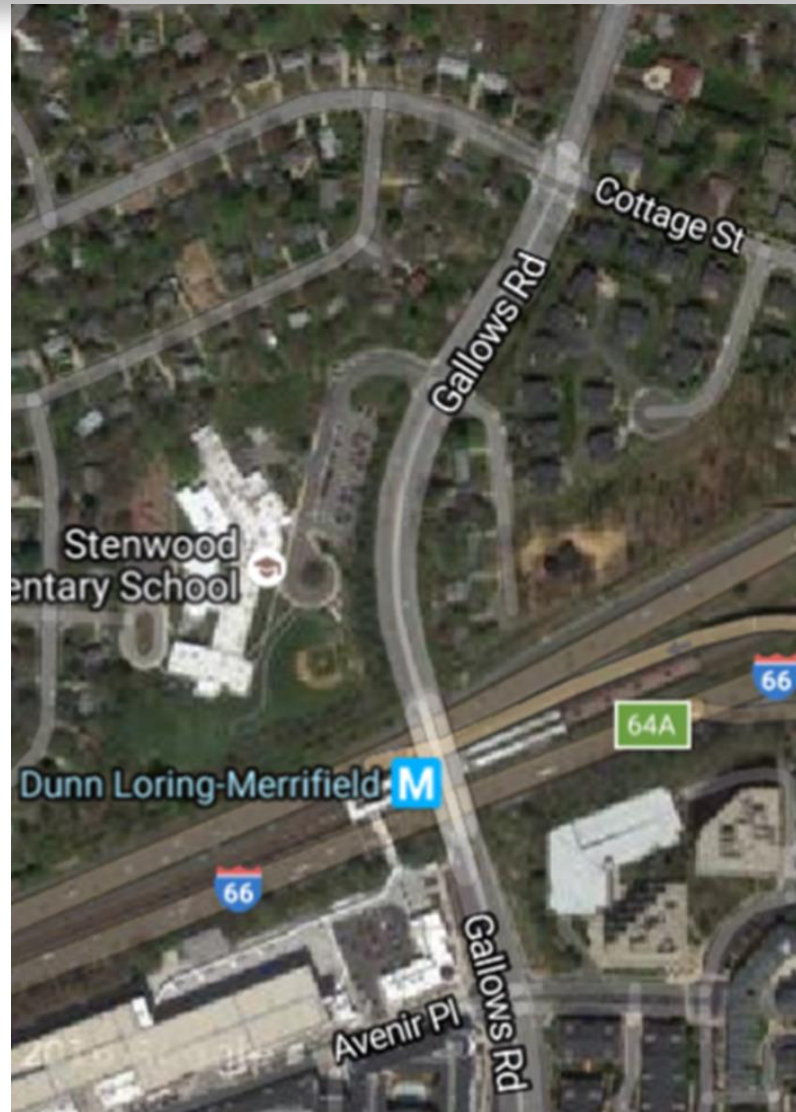
## Gallows Rd – Cottage Street to Dunn Loring-Merrifield Metro Entrance

- Maintenance : DPWES
- Lighting: cobra heads along Gallows Road
- Length: 1,500 feet
- Proximity to Metro: 100 feet
- Pavement Quality: Good
- Sidewalk width: six to eight feet, variable width
- Notes: Bridge over I-66
- Cost : approximately \$13,000 per year for clearing west side of Gallows Road.
- Note possible windrows created by VDOT plowing at bridge location.





# Gallows Rd – Cottage Street to Dunn Loring-Merrifield Metro Entrance



# Trails Evaluated but Not Recommended

Metrorail Station	Trail Location	Not Recommended Due to...
Van Dorn	Oakwood Road	Long alternative route with moderate usage due to distance and isolation hazard, difficult to clear elevated structure under Beltway
Huntington	Abandoned Biscayne Drive	No public access at Montebello Condominiums, long circuitous route, pavement not maintained
Franconia-Springfield	FC Parkway ramp to Greenwood neighborhood	Long route with moderate usage due to distance
West Falls Church	Haycock Road	Critical segment is too narrow to clear (< 3 feet wide) due to equipment limitations, limited cobrahead lighting
Dunn Loring	Dunn Loring Village trail to Prosperity Avenue	Unimproved trail with fair-weather crossing, no lighting
Vienna	Vaden Drive trail to Route 50	Long route with moderate usage and long distance to Metro, no lighting

# Inquiries from July meeting: compare to W&OD trail\*

- Snow depth must be measurable, six inches or more and is expected to remain unmelted due to cold temperatures ;
- NoVa Parks uses only snow blowers on paved surface, no blades, meaning surface is not entirely cleared;
- Operations begin in Arlington County and move west;
- Expectations under normal snow conditions : have the trail cleared within two weeks. Recent storms took less than a week to clear.
  - Bullets are taken from communications between County staff and NoVa Parks, August 2015;

Arlington County applies a higher level of service for trails connecting to Metrorail, similar to what is proposed for the initial pilot.



# Alarm boxes

- Alarm boxes have not been included in Tysons trail designs because of ubiquity of cell phone use and coverage.

# Questions and Discussion