

Response to Questions on the FY 2013 Budget

Request By: Supervisor Foust

Question: Please summarize the County's bicycle program including how much has been cut the last several fiscal years and how much funding remains. How is the bicycle coordinator position currently being used? How much in Commercial/Industrial (C&I) tax funds have been dedicated towards bicycle and pedestrian improvement efforts over the past several years?

Response: Responses to each question are provided below:

Please summarize the County's bicycle program and how the bicycle coordinator position currently being used.

In late 2005, the Board of Supervisors unanimously approved the Comprehensive Bicycle Initiative, a program to make Fairfax County bicycle friendly and safe. The program was officially launched in September 2006. Early accomplishments focused on the Board's priorities and included retrofitting all Fairfax Connector buses with bike racks, installing bicycle lockers at County park-and-ride lots, initiating a joint program with the Virginia Department of Transportation (VDOT) to retrofit roadways with bicycle facilities, and completing the County's first bicycle route map.

Major activities and achievements for this past year include the following:

Fairfax County Bicycle Master Plan:

Work began in August 2010 to create Fairfax County's first bicycle master plan. This effort will provide guidance for the planning and implementation of bicycle facilities as well as policies and programs influencing cycling in the County and increasing the cycling modal split. To address the accelerated comprehensive planning and development efforts in Tysons Corner, the project was broken into two phases. Phase I focused on the greater Tysons area including segments of McLean, Merrifield, and Vienna; while Phase II encompasses the rest of Fairfax County. Phase I was completed in early 2011. Phase II is ongoing and anticipated to be completed late 2012.

Enhanced Bicycle Parking:

150 bicycle racks and 30 new bicycle lockers were purchased and are currently being installed countywide. The project is 80% complete. Installations completed to date include: numerous county parks, locations in the Towns of Vienna and Herndon, the County's judicial complex, Government Center, Herndon Monroe Park-and-Ride Lot, Rolling Road Virginia Railway Express (VRE) Station, and the Old Keene Mill Park-and-Ride Lot in Springfield. The remaining installations will be completed by mid-2012.

Staff is working closely with the Washington Metropolitan Area Transit Authority (WMATA) and the Metropolitan Washington Airport Authority (MWAA) on improved bicycle parking facilities at both existing and new Metrorail stations. Both Vienna and Franconia-Springfield Stations have been identified for new, enclosed bicycle parking. In coordination with Comstock Partners, the Fairfax County Department of

Transportation (FCDOT) is designing a “state of the industry” secure bicycle parking room at the proposed Wiehle - Reston East Station capable of parking over 300 bicycles, including space for bicycle related retail use and future bicycle sharing.

Work was initiated on the expansion of the Stringfellow Road Park-and-Ride Lot. This expansion will include new secure and covered bicycle parking facilities as well as enhanced trail and sidewalk connections.

FCDOT Bicycle Staff provides technical assistance to schools, shopping centers and commercial property owners on the proper installation/location of bicycle racks. All rezonings, special exceptions, special permits, and waivers are reviewed and now include bicycle parking. Draft Fairfax County bicycle parking guidelines, standards, and specifications are being developed to provide additional guidance to both the development community as well as government agencies responsible for the design, installation, and maintenance of bicycle racks and bicycle parking facilities.

On-Road Bicycle Lane Initiative:

FCDOT has teamed with VDOT’s Traffic Engineering and Maintenance staffs to retrofit roadways with new on-road bicycle facilities. Most of these new segments of bike lanes and wide shoulders have been accomplished as part of VDOT’s repaving program and the County’s traffic calming program. Through this program, the number of on-road bike facility miles has increased from 10 to 21. 2011 additions included: Sully Park Drive, Sleepy Hollow Road, Lewinsville Road, and Dolley Madison Drive. Staff is currently finalizing the list of 2012 projects.

Connecting the County:

As part of the original four priorities established by the Board of Supervisors, staff continually looks for opportunities to enhance both bicycle and pedestrian connectivity. The following list reflects projects that have been completed or initiated:

- Wolftrap Road Bike/Pedestrian Bridge was completed and opened in June, 2010 providing bicycle and pedestrian access within the Tysons area, including Joyce Kilmer Middle School.
- Design was initiated for the Bobann Drive Bikeway, approximately one mile of shared use pathway on abandoned roadway right-of-way. This bikeway will extend from Wharton Lane in Centreville to the Stringfellow Road Park-and-Ride lot and the Fair Lakes area.
- Completion of the Pohick Stream Valley Rail-Trail, a joint project of FCDOT and the Fairfax County Park Authority is anticipated in May 2012. This 1.5 mile segment of shared use path will connect the Burke Centre VRE Station to the Burke Village area. Later phases will extend this route to Burke Road and the Rolling Road VRE Station.
- Provided technical assistance to the Town of Vienna for the Town’s signing of bike routes and bike parking enhancements.
- Coordination with VDOT and FHWA Eastern Lands on final design and construction of the Trap Road Bike/Pedestrian Bridge over the Dulles Toll Road. The bridge is anticipated to be completed and open to pedestrians and bicyclists in July 2012.
- Coordination with the City of Fairfax, George Mason University, and WMATA on the identification and signing of the City-GMU-Vienna bicycle route.

- Coordinating with the City of Falls Church and Arlington County on cross-jurisdictional bike routes and shared use paths being developed as part of the City's Bicycle and Pedestrian Circulation Plan.

Bike the Sites Bicycle Route Map:

In late 2010, FCDOT received authorization to proceed with the creation of a bicycle route map defining a family friendly bicycle route centered on historically significant sites in the western area of Fairfax County. The map will additionally provide information about these sites and define public parking where bicyclists can begin their journey. The project was funded with a Federal Transportation Enhancement grant and projected to be complete in 2012.

Bicycle Route Signage-Countywide:

Staff is finalizing sign plans for bike routes in various locations including locations in the Providence, Dranesville, and Mason Districts.

Tysons Metrorail Station Access Management Study:

As part of the TMSAMS efforts to enhance pedestrian, bicycle and transit access to the Tysons Corner Silver Line Stations, recommendations were developed resulting in a draft network of short-term improvements for bicycle connectivity and access to, from, and through the greater Tysons Corner area. These include; retrofitting roadways with on-road bicycle facilities, construction of new shared use paths, enhanced bicycle parking, and wayfinding signage. Project scoping will be initiated, so that these projects can be advanced to design and construction.

Trails and Sidewalk Committee:

FCDOT bicycle and pedestrian staff are directly responsible for administrative, technical support, and waiver processing to the Trails and Sidewalks Committee. This function was originally assigned to the Department of Planning and Zoning (DPZ) but transferred to FCDOT when the DPZ trails position was eliminated.

Outreach, Education, and Events:

FCDOT has significantly reduced its participation in program outreach due to budget limitations. However, with the assistance from private sector co-sponsors, support from the District Supervisor's offices, and other County Agencies/Programs such as our "LiveWell" program, we continue to sponsor the region's "Bike to Work Day" activities with seven pit stop locations within the County.

As part of our Tysons area employee outreach, staff will coordinate with our employee services staff to develop new bike programs including bike sharing, racks for businesses, and commuter biker education programs.

This year, FCDOT staff will initiate an application to the League of American Bicyclists requesting Fairfax County Government officially be designated as a "Bicycle Friendly Business"

How much has been cut the last several fiscal years and how much funding remains?

In FY 2009, the County's bicycle program was funded at \$375,000 per year. In FY 2010, the program was reduced by \$170,456. The remainder of the operating funding for the program was eliminated in the FY 2011 budget. The only funding that remains is the salary for a Transportation Planner III (the bicycle coordinator) in the Department of Transportation budget.

How much in Commercial/Industrial (C&I) tax funds have been dedicated towards bicycle and pedestrian improvement efforts over the past several years?

The Board of Supervisors has approved approximately \$11 million in funding for independent pedestrian projects and \$1.0 million in funding for independent bicycle projects from Commercial and Industrial property tax revenues between FY 2009 and FY 2014. These figures do not include pedestrian and bicycle facilities that are funded as part of larger roadway or transit projects. These figures also do not include pedestrian and bicycle projects that are funded from other sources, such as general obligation bonds and Federal funding.