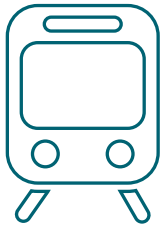


# Herndon Metrorail Stations Access Management Study (HMSAMS)

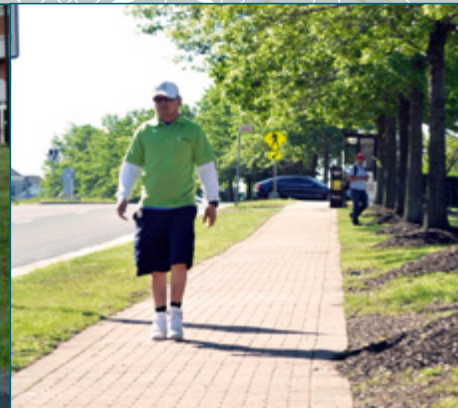
## Final Report



INNOVATION  
CENTER  
STATION



HERNDON  
STATION



Prepared for



Prepared by

**Kimley»Horn**

**September  
2014**



# Project Information

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## ACKNOWLEDGEMENTS

Herndon Metrorail Stations Access Management Study Advisory Group, and  
members of the public throughout the study area

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# 1. Introduction

The Silver Line is a 23-mile extension of the existing Metrorail system, which will be operated by the Washington Metropolitan Area Transit Authority (WMATA) from East Falls Church in Arlington County, through Tysons Corner, to Washington Dulles International Airport, before terminating in eastern Loudoun County. The extension will be complete in two phases and include 11 new Metrorail stations. Upon completion of Phases I and II, it will connect the region's traditional core to key activity centers along the Dulles corridor such as Tysons Corner, Reston, Herndon, Washington-Dulles International Airport, and eastern Loudoun County.

The County has made a substantial investment in the Silver Line and is continuing its commitment to this project by investing in access enhancement projects in each of the planned station areas. Investments in transit, especially those that have the potential for widespread community benefit, should be accessible to the communities they serve.

Increased access to the Silver Line at Fairfax County's stations has the potential to contribute to greater local and regional livability, increased economic prosperity, and greater equity.

Understanding the importance and influence of the County's investment in the Silver Line, the Fairfax County Board of Supervisors gave Fairfax County Department of Transportation (FCDOT) staff the following directive during its April 10, 2012, meeting:

*"A Herndon Metrorail Station Access Management Study (HMSAMS) Advisory Group, similar in composition and purpose to the Reston Metrorail Access Group (RMAG) and Tysons Metrorail Station Access Management Study (TMSAMS) groups be established with the representatives from both magisterial districts in proximity of the two future Herndon area Metrorail Stations (at Route 28 and the Dulles Toll Road and at Monroe Street and the Dulles Toll Road), to create a plan that identifies multimodal access challenges and possibilities to these stations."*

This document presents a summary of FCDOT's work in response to the County Board's directive. The list of public priorities for pedestrian, bicycle, and intersection improvements identified in this document will be used, along with many other tools, by FCDOT staff and the Fairfax County Board of Supervisors to select projects for funding. It should be noted that, due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization and funding may vary from the public's priorities as listed in this document.

## 1.1. Overview/Background

The Herndon Metrorail Stations Access Management Study (HMSAMS) builds on the prior successful completion of similar studies for Reston's Metrorail Silver Line stations—RMAG in 2006—and Tysons Metrorail Silver Line stations—TMSAMS in 2012.

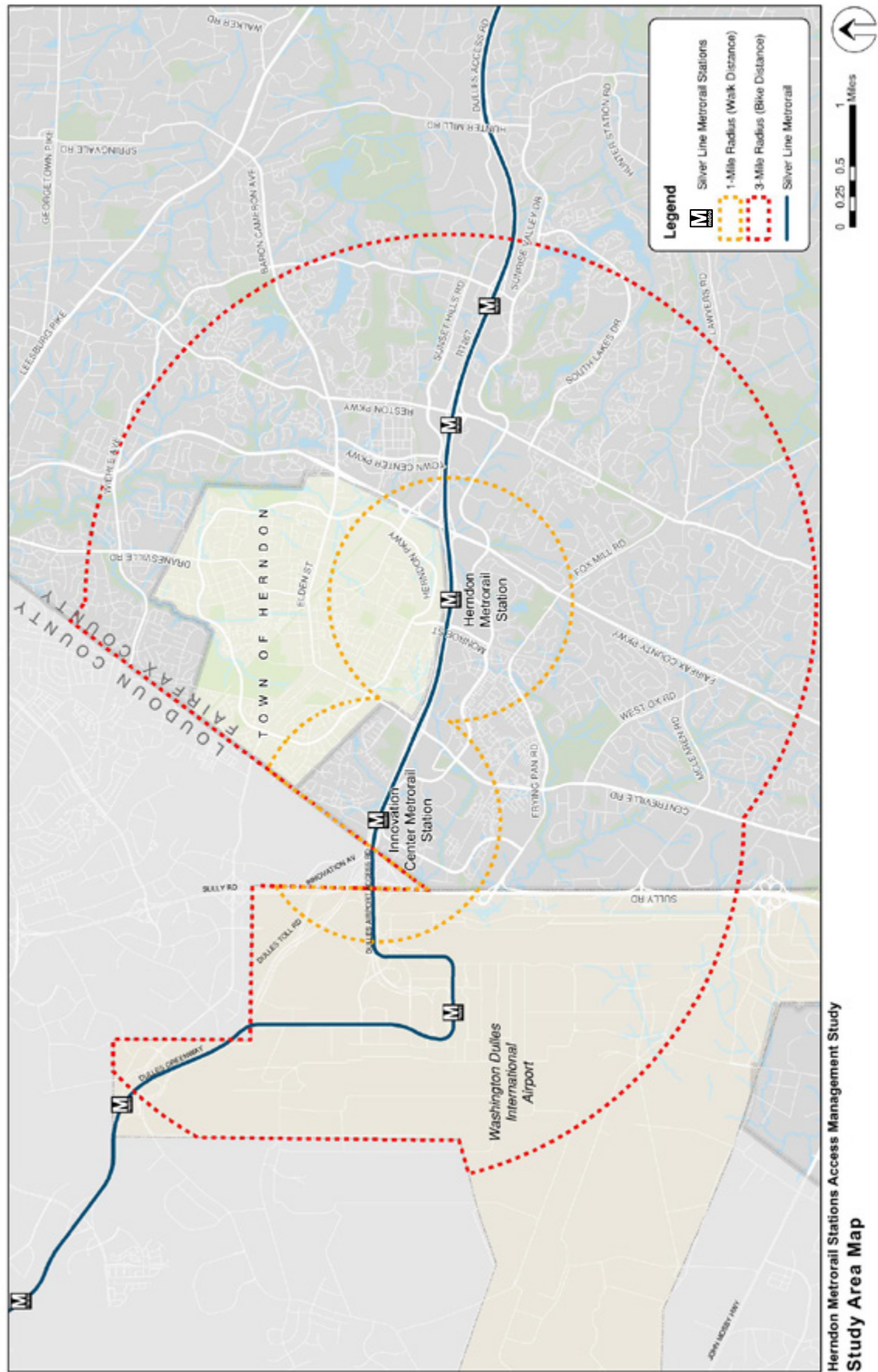
Differing from the RMAG and TMSAMS studies, HMSAMS focused only on enhancing bicycle and pedestrian access. To address the access needs of transit and vehicular travelers, HMSAMS will be supplemented by access improvement plans for vehicular traffic and transit services.

## 1.2. Study Area

The study area for this project (**Figure 1.1**) included the bike shed and walk shed (within Fairfax County) for each of the future Herndon Metrorail stations—Innovation Center and Herndon. The defined study walk sheds encompassed a 1-mile area surrounding each station. The bike sheds covered a 3-mile radius around each station. Although the walk-and bike sheds for the future Innovation Center Metrorail station extend beyond Fairfax County boundaries (into Loudoun County), HMSAMS only considered bicycle and pedestrian improvements within Fairfax County.

The future Innovation Center Metrorail station is planned to be located in the median of the Dulles Toll Road (Route 267), just east of the Route 267/Route 28 interchange. Pedestrian bridges and station entrances will be provided on the north and south sides of the Dulles Toll Road.

Figure 1.1: Study Area



The future Herndon Metrorail station is planned to be located in the median of the Dulles Toll Road (Route 267), at the location of the existing Herndon-Monroe Park-and-Ride facility. Pedestrian bridges and station entrances will be provided on the north and south sides of the Dulles Toll Road.

## 1.3. HMSAMS Advisory Group

A 16-member HMSAMS Advisory Group was formed to guide the study in coordination with FCDOT staff. The following people comprised the group:

- Jennifer Phipps, Dranesville District Staff Representative
- Jeffrey J. Fairfield, Dranesville District Representative
- Mike Olson, Dranesville District Representative
- Paul Davis, Hunter Mill District Representative
- Rick Hamilton, Hunter Mill District Representative
- Kay Roberston, Town of Herndon Staff Representative
- Lisa Merkel (Mayor), Town of Herndon Citizen Representative
- Kris Morley-Nikfar, FCDOT Project Manager
- Charlie Strunk, FCDOT Bicycle Program Manager
- Randall White, FCDOT Transit Representative
- Chris Wells, FCDOT Pedestrian Program Manager
- Jay Rauschenbach, Fairfax County Park Authority Representative
- Kathleen Leidich, Loudoun County Staff Representative
- Patricia Turner, Loudoun County Representative
- Jim Larsen, Dulles Area Transportation Association (DATA) Representative
- Doug Pew, Reston Paths

The Advisory Group's primary role was to make sure that the diverse interests of the study area were addressed and represented. The group met regularly during the course of the study to help provide direction and provide insight into the planning process.

## 1.4. Plan Purpose

HMSAMS is one of many tools that Fairfax County will use to identify and prioritize investments in bicycle and pedestrian infrastructure to improve access to the two planned Metrorail stations in Herndon. Actual project prioritization and funding may vary from the public's priorities as listed in this document. This document provides a summary of the process used to conduct the study including:

- Evaluation of gaps and current and future needs for bicycle and pedestrian access
- Identification of potential improvements to enhance bicycle and pedestrian access
- Input and feedback from the public and stakeholders on improvements and priorities
- Refinement of improvements and priorities
- Development of planning level cost estimates, as a technical memo separate from this report, for FCDOT staff





## 2. Existing Conditions

The future Metrorail extension and existing and future development near future stations are likely to generate considerable pedestrian and bicycle trips. Improving network connectivity and safety for pedestrians and bicyclists has the potential to translate to better balance within the transportation system, increased rail and bus transit use, and less stress on vehicular networks and facilities.

The assessment of existing bicycle and pedestrian network conditions was used to inform the identification of network gaps, issues, opportunities, and constraints. It also was used to inform the development of preliminary priority bicycle and pedestrian network improvement projects. The following sections provide a brief summary of existing pedestrian and bicycle network conditions.

### 2.1. Pedestrian Network

#### 2.1.1. Network Highlights

The pedestrian network is the foundation of the transportation system. Every trip to and from the future Metrorail stations will in some manner or another begin and end with a walk. That walk may be a short dash from a bus to the station or a 15-minute stroll from home or to work or another nearby destination. Highlights of the existing system include:

- Sidewalks along at least one side of most streets
- Significant trail network in the Reston community and in parts of the Town of Herndon
- Many signalized intersections with curb ramps, crosswalks, and pedestrian signals

#### 2.1.2. Opportunities for Improvement

While most collectors and arterials have a sidewalk along at least one side of the street, opportunities for improvement of the study area's pedestrian network remain. These generally include:

- Ensuring that facilities are swept, cleared, and adequately maintained
- Closing gaps in and expanding the network



*Pedestrian accommodations on west side of Monroe Street bridge. The Monroe Street crossing of the Dulles Toll Road is the only crossing in the study area without interchange ramps, making this location an attractive crossing for pedestrians and bicycles due to lack of conflicts with turning traffic.*

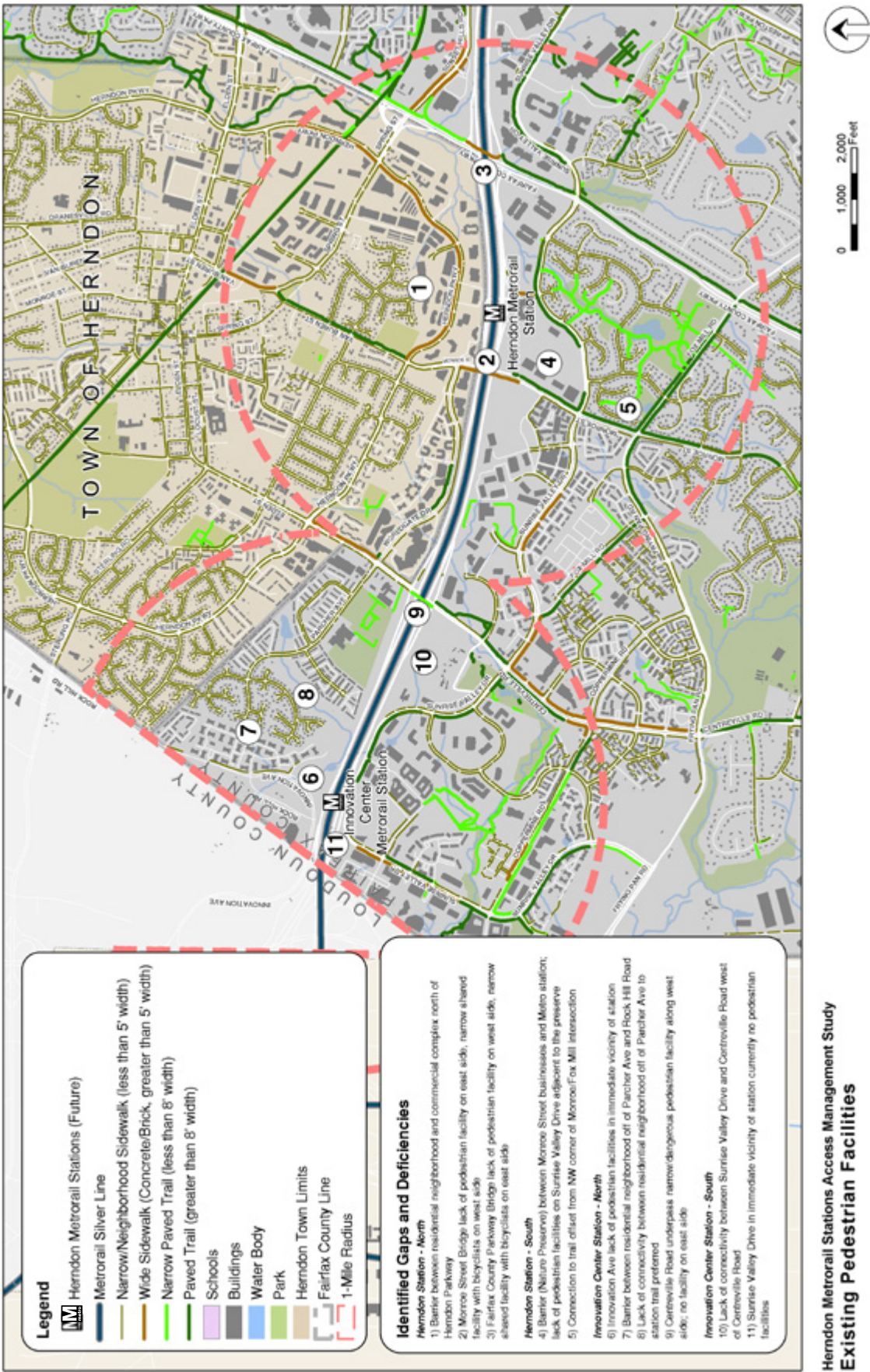
- Providing adequate lighting along streets and at intersections
- Providing ADA-compliant pedestrian facilities
- Improving conditions for pedestrians at intersections

#### 2.1.3. Summary of Pedestrian Network Conditions

Existing pedestrian facilities in the study area are shown in **Figure 2.1**. Notable gaps in the pedestrian network within 1 mile of each of the future Herndon Metrorail stations include:

- Monroe Street Bridge, which currently provides pedestrian accommodation on the west side (bridge). The proximity of this crossing to the future Herndon Metrorail station makes this an important gap to consider closing. In addition, the Monroe Street crossing of the Dulles Toll Road is the only crossing in the study area without interchange ramps, making this location an attractive crossing for pedestrians and bicycles due to lack of conflicts with turning traffic.
- The lack of direct connectivity between the Downs subdivision and commercial development north of Herndon Parkway, which limits people's potential future access to the Herndon Metrorail station

Figure 2.1: Existing Pedestrian Facilities Map







*The uneven sidewalk along the west side of southbound Van Buren Street has frequent obstructions (utility pole and shrubs), which reduce the effective width for pedestrians. Similar obstructions or gaps in the existing sidewalk network are opportunities to improve pedestrian connectivity.*

- Limited pedestrian network connections between the existing residential neighborhood on Parcher Avenue and the Innovation Center Station
- Lack of pedestrian accommodation on Innovation Avenue
- Narrow, limited (to west side), and dark pedestrian accommodation along Centreville Road at the Dulles Toll Road
- Gaps in Sunrise Valley Drive sidewalks

### 2.1.4. Assessment

A walk shed analysis was completed to better understand pedestrian access and network connectivity radiating from the future Herndon Metrorail stations. The analysis used actual sidewalk location data and an assumed walking speed (2.4 mph) to evaluate time and distance coverage of the sidewalk network related to each Metrorail station.

This type of analysis is revealing in terms of the impact of limited network connectivity on people's ability to conveniently access destinations on foot. Where radial analyses of limited pedestrian networks may suggest that points of interest within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile are easily accessible on foot, actual routed analyses of these same networks reveal that areas within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile are much less accessible.



*Existing pedestrian accommodations at Van Buren Street and Worldgate Drive signalized intersection.*

In general, a reasonable expectation for planning purposes is that people within a safe and comfortable 10- to 15-minute walk of high-quality rail transit services—like Metrorail—will do so, or consider doing so, to access transit. In urban conditions with well-connected sidewalk networks, this typically translates to approximately  $\frac{1}{3}$  to  $\frac{1}{2}$  mile in radial distance. In suburban and less well-connected conditions, the actual radial distance covered by a pedestrian is typically much less.

**Figure 2.2** shows a summary of the walk shed analysis for each of the future Herndon Metrorail stations. As shown in **Figure 2.2**, many locations well within a  $\frac{1}{4}$ -to  $\frac{1}{2}$ -mile radial distance are well outside of a 10- to 15-minute walk. This is due to a number of factors, but primarily the limited street network which then contributes to indirect walking paths (from a radial perspective) and the incomplete sidewalk network.

Making the pedestrian network continuous with sidewalk and trail system gap closures, along with strategic new off-street connections, could potentially increase people's access to the future Metrorail stations.



## 2.2. Bicycle Network

### 2.2.1. Network Highlights

As bicycling has become more accessible and more visible, the Washington Metropolitan area has seen a dramatic increase in the number of bicyclists. The study area has an existing, though limited, bicycle network to encourage cycling. On-street facilities in the study area are very limited, while there is a considerable off-street network of trails and paths. Highlights of the existing bicycle network include:

- Significant regional and major local trails such as the Washington & Old Dominion (W&OD) Trail and Sugarland Run Trail
- Major local trail network in Reston
- On-street bicycle facilities along a portion of Dranesville Road, Lawyers Road, Soapstone Road, and River Birch Road
- Local streets that are suitable for bicycling due to lower vehicle volumes and speeds

### 2.2.2. Opportunities for Improvement

While there are some facilities in the study area for bicycling, additional investments would be beneficial for access to the future Herndon Metrorail stations. These generally include:

- Ensuring that facilities are swept, cleared, and adequately maintained
- Closing gaps in and expanding the network
- Providing adequate lighting along streets and at intersections
- Widening existing facilities



*Bicyclists crossing Herndon Parkway at Van Buren Street.*

### 2.2.3. Summary of Bicycle Network Conditions

Figures 2.3 and 2.4 show the existing bike network north and south of the Dulles Toll Road. Several notable gaps in the bicycle network within a 3-mile radius of the two future Herndon Metrorail stations include:

- Inadequate or missing bicycle accommodations at crossings of the Dulles Toll Road (Centreville Road and Monroe Street)
- General lack of continuous and complete bicycle facilities in each station area
- Gaps in the regional and local trail networks related to station access (notably Sugarland Run Trail)

Trails can be a valuable resource to complement the on-street bicycle network. Many trails in the area will need some degree of investment (lighting, completion, crossing improvements, wayfinding signage, etc.) to better support station access.



*W&OD Trail offers off-street connectivity for cyclists.*

Figure 2.2: Existing Walkshed from Metrorail Station

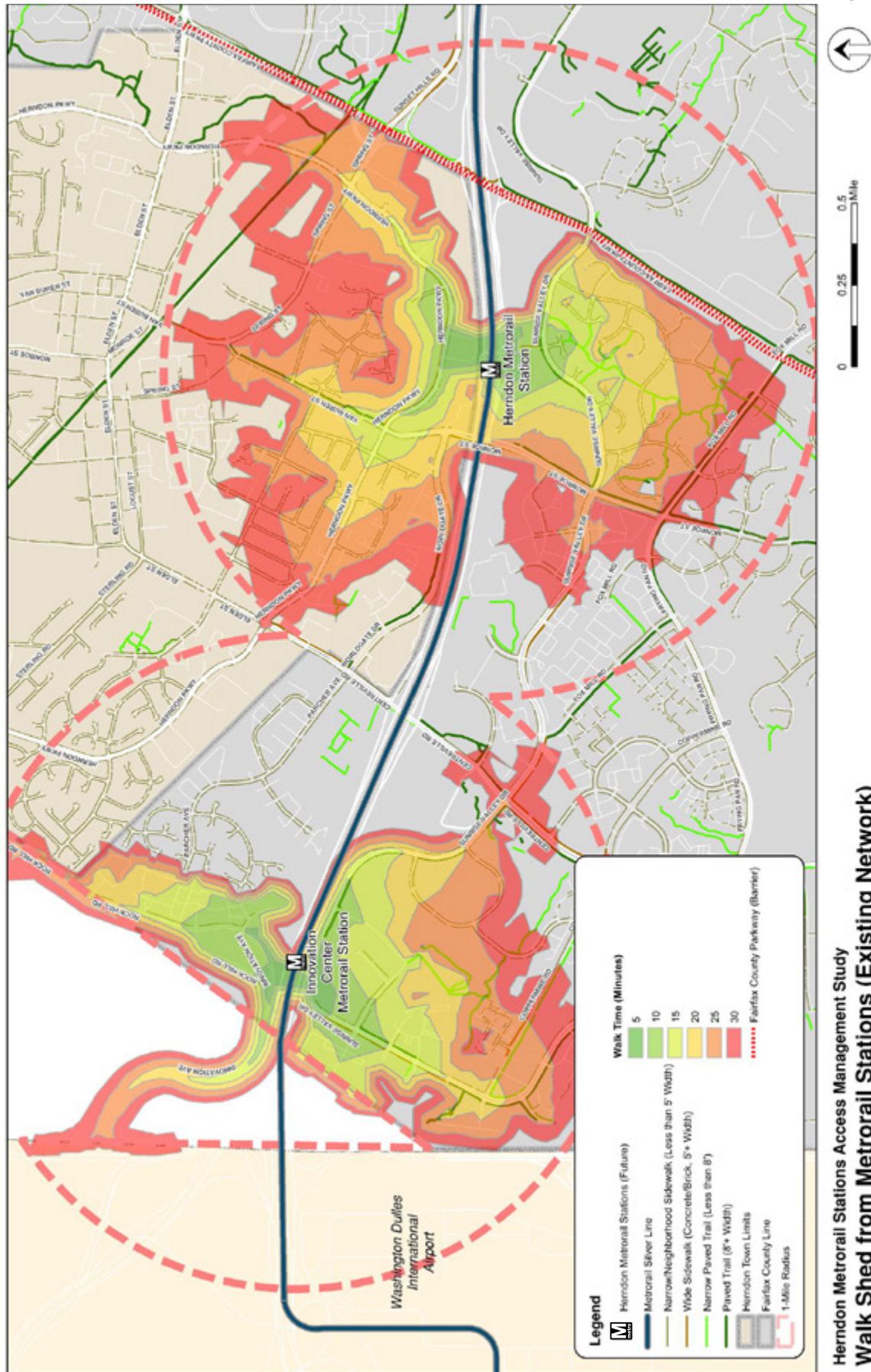




Figure 2.3: Existing Bicycle Facilities in Study Area (North of Toll Road)

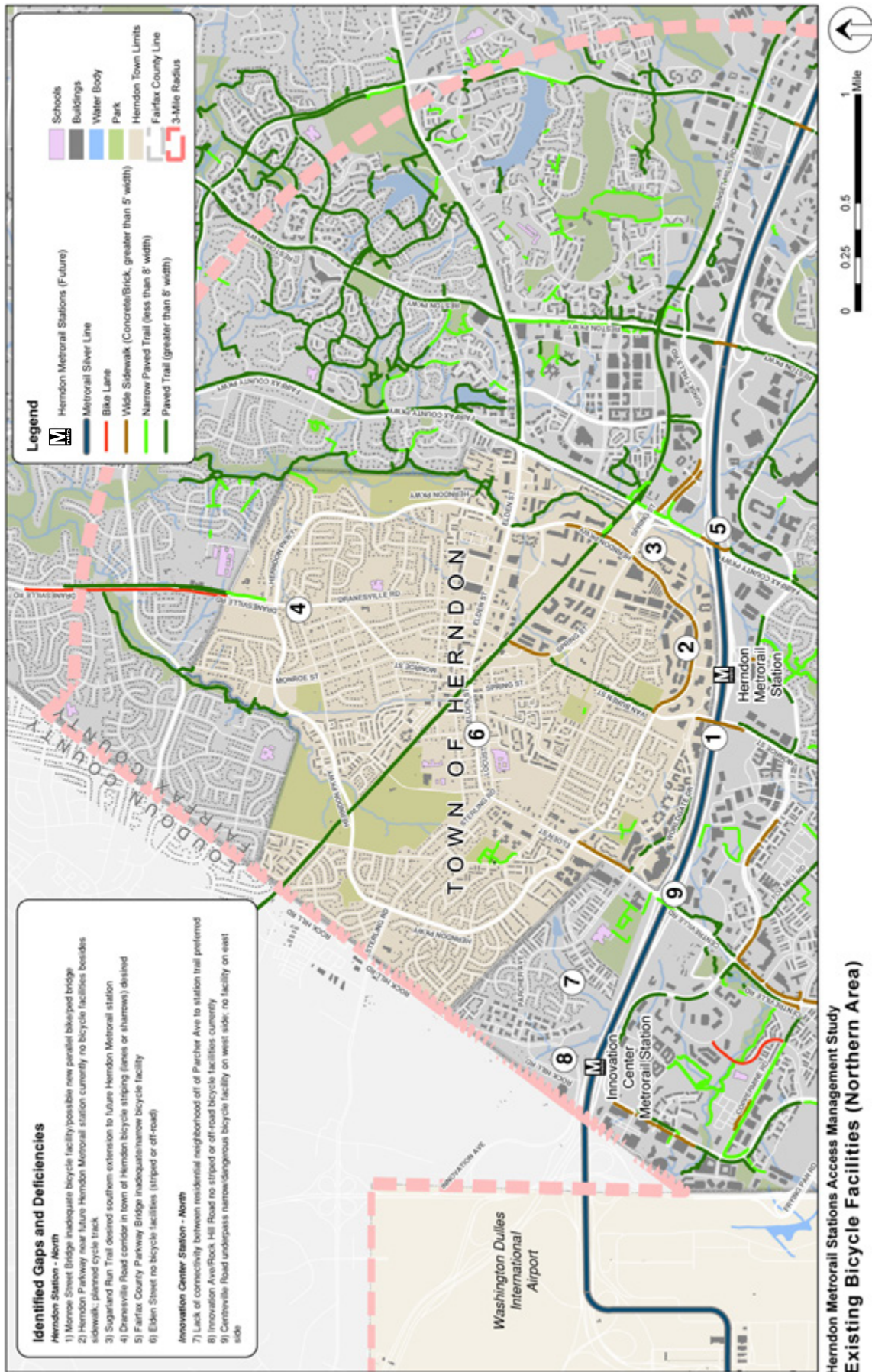
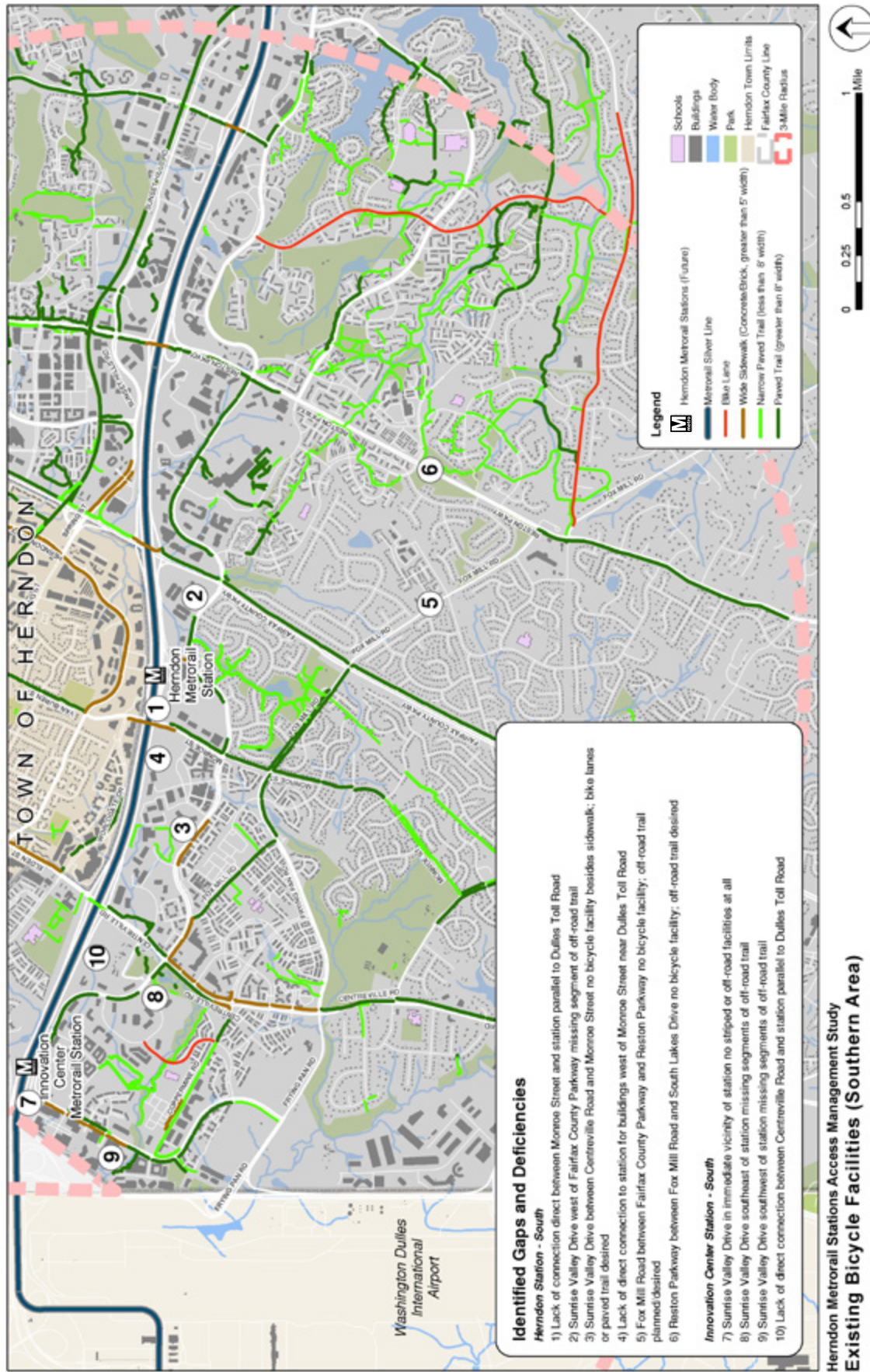




Figure 2.4: Existing Bicycle Facilities in Study Area (South of Toll Road)



### 2.2.4. Assessment

A bike shed analysis was completed to better understand bicycle access and network connectivity radiating from the future Herndon Metrorail stations. The analysis used actual bikeway (including trail) location data within a 3-mile radius of each station area and an assumed bicycling speed (8 mph) to evaluate time and distance coverage of the bikeway network related to each Metrorail station.

Like the pedestrian network walk shed analysis, this type of analysis is revealing in terms of the impact of limited network connectivity on people's ability to conveniently access destinations by bicycle. Where radial analyses of limited bicycle networks may suggest that points of interest within several miles (1.5 to 2 miles) are easily accessible by bicycle, actual routed analyses of these same networks reveal that areas much nearer may not be accessible due to existing network configurations.

In general, a reasonable expectation for planning purposes is that people within a safe and comfortable 10- to 15-minute bicycle ride of high-quality rail transit services—like Metrorail—will bike, or consider doing so, to access transit. In urban conditions with well-connected bikeway networks, this typically translates to 1.5 to 2 miles of radial distance. In suburban and less well-connected conditions, the actual radial distance covered by a bicyclist is typically much less.

**Figure 2.5** shows a summary of the bike shed analysis for each of the future Herndon Metrorail stations. As shown in **Figure 2.5**, many locations well within a 1.5- to 2-mile radial distance are well outside of a 10- to 15-minute bike ride. This is due to a number of factors, but primarily the limited bikeway and corresponding street network which then contributes to indirect bicycling paths (from a radial perspective) and the incomplete bikeway network.

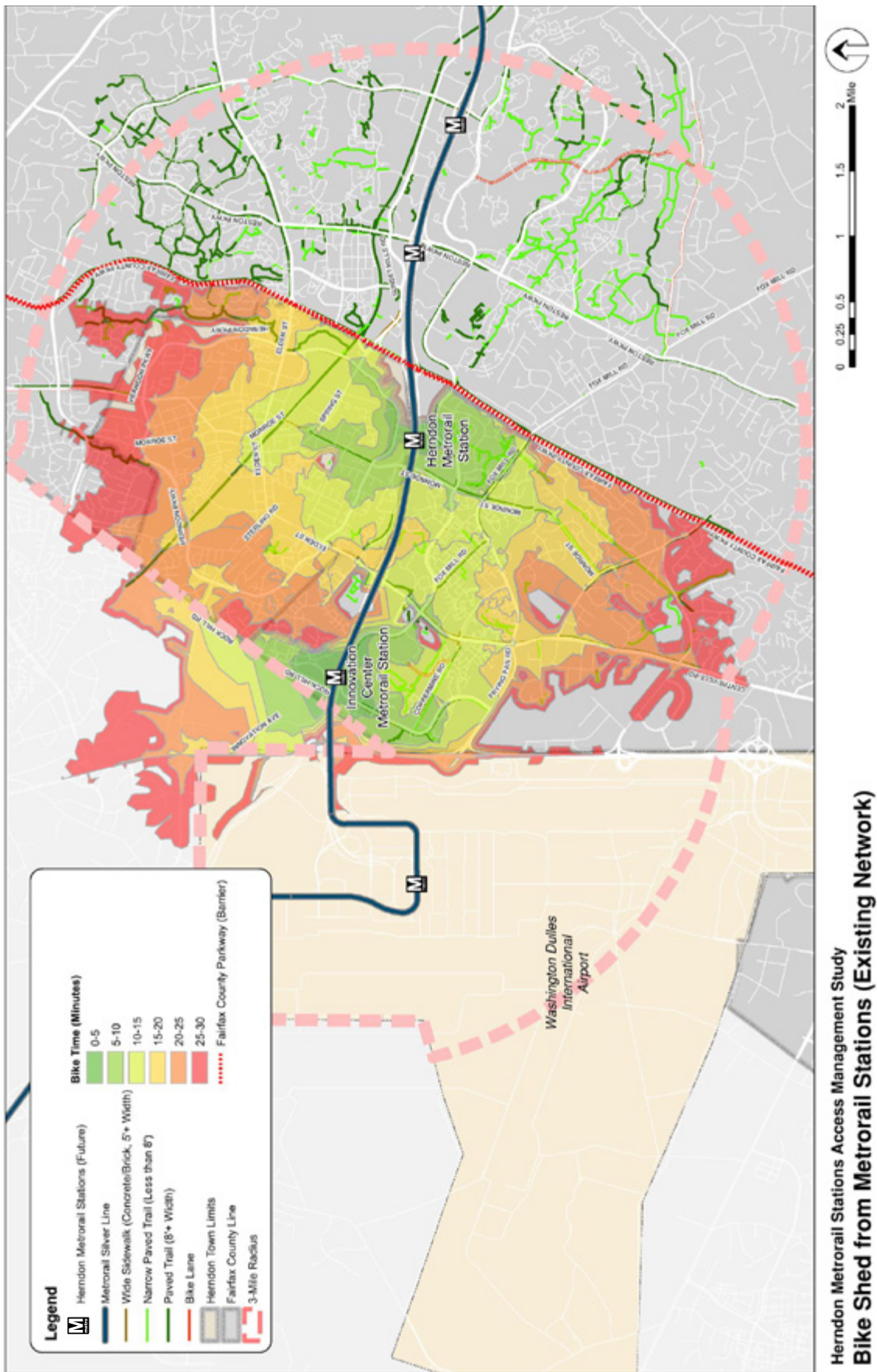
Fairfax County's plans for the future Herndon Metrorail stations include facilities to accommodate bicycle transportation such as lockers, racks, and secure bike storage (bike rooms). Improving the surrounding network through the addition of new facilities and completion and enhancement of existing facilities will be important expanding people's access to Metrorail by bicycle.



*Some cyclists use the sidewalk because local streets lack proper accommodations for bikes.*



Figure 2.5: Existing Bike Shed from Metrorail Station



# 3. Public Engagement

A focused public outreach effort was used to provide information into the study process related to accessibility challenges, desires of the community, and improvement priorities for bicycle and pedestrian networks in the study area. Public engagement activities included:

- Project website
- Social media outreach
- Interactive online engagement through MetroQuest
- Public workshops
- HMSAMS Advisory Group

## 3.1. Project Website

The project website ([www.hmsams.com](http://www.hmsams.com)) was developed and linked to the FCDOT website to share project information with the public during the study. The website included the following elements:

- Project information

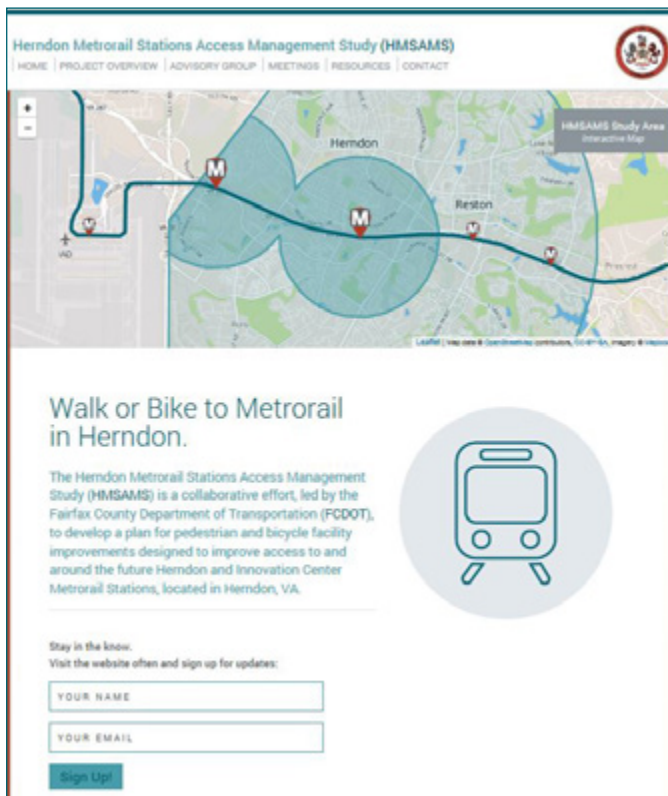


Figure 3.1: Website

- Previous studies related to the study area
- Public workshop schedules
- Interactive survey
- Contact information to reach the project team with comments and suggestions

## 3.2. Public Workshops

Potential pedestrian and bicycle improvement projects were identified by the public and refined and prioritized through the public process and Advisory Group input. Two rounds of public workshops were facilitated during the study process. During the first round of workshops, meetings were held at two different locations in the study area. During the second round of public meetings, one round of meetings was conducted. Each of the workshops were designed and facilitated as hands-on working sessions among the public, Advisory Group members, and the study team.



Figure 3.2: Survey



Figure 3.3: Public Workshop

### 3.2.2. Round 2 Public Workshop

The study team developed potentially feasible facility types for each bicycle and pedestrian improvement project identified and prioritized by the community. Results of the MetroQuest survey and recommended bicycle and pedestrian facilities associated with prioritized projects were presented at the public workshop during the second round.

- During the workshop, the public acknowledged that there was consensus with the priorities for bicycle and pedestrian improvements.

**Round 2 Workshop Location**

McNair Elementary School  
2499 Thomas Jefferson Drive

**WORKSHOP PARTICIPATION**

More than 30 workshop attendees

HERNDON METRORAIL STATIONS ACCESS MANAGEMENT STUDY (HMSAMS)

## Want to Walk or Bike to Metro?

Help prioritize access improvements at the future **Silver Line Metrorail Stations** in Herndon. Visit [www.hmsams.com](http://www.hmsams.com) or attend one of the upcoming public workshops:



**→ Wed., March 26, 2014**  
6:45 p.m. to 9:00 p.m.  
Herndon Middle School  
901 Locust St.  
Herndon, VA 20171

**→ Mon., March 31, 2014**  
6:45 p.m. to 9:00 p.m.  
McNair Elementary School  
2499 Thomas Jefferson Dr.  
Herndon, VA 20171

**PUBLIC WORKSHOPS**  
*You're invited!*

A Fairfax County  
Initiative 2014

Fairfax County is committed to nondiscrimination on the basis of disability in all county programs, services, and activities. Reasonable accommodations will be provided upon request. For information, call the Department of Transportation at (703) 877-5686, TTY (773).

**Figure 3.4: Workshop Announcement**

More than 75 workshop attendees

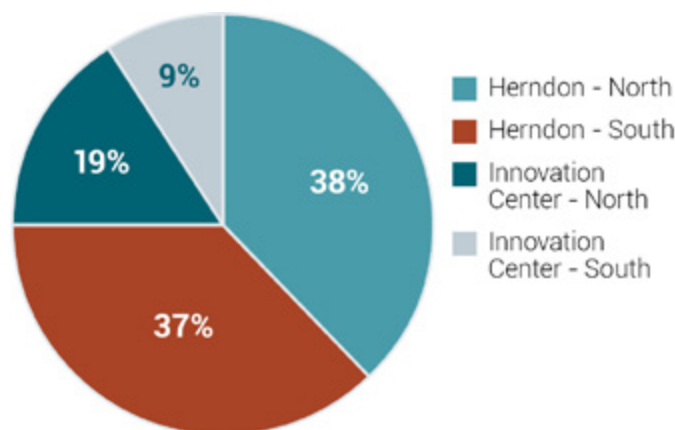


### 3.3. Public Preferences

In addition to collecting information on bicycle and pedestrian improvement project priorities, the MetroQuest survey provided useful insight to the study as to its participants' preferences on station location and entrance and potential walking and bicycling routes. The following briefly summarizes information collected through the MetroQuest survey tool.

#### 3.3.1. Station Location and Entrance Preference

Each of the planned Herndon Metrorail stations will offer people access from north and south of the Dulles Toll Road. More than 75 percent of survey participants indicated that they would anticipate using the Herndon Metrorail station. **Figure 3.5** shows a summary of people's responses related to station location and entrance preference. **Figure 3.6** shows a geographic distribution of respondents' points of origin related to the station and entrance that they would anticipate using.



**Figure 3.5: Survey Respondent Station Location and Entrance Preference Summary**

The community identifies with this area because of the present day Herndon-Monroe Park-and-Ride and the mature surrounding development. Projects supporting access to the Herndon metrorail station will focus on leveraging existing infrastructure and closing gaps to complete the pedestrian and bicycle network in this part of the study area. Improvements near the Innovation Center location will require new pedestrian and bicycle facilities to complement the planned street grid associated with future developments (e.g., Center for Technology).

#### MetroQuest Survey

*Interactive community engagement tool was available for 28 days in English and Spanish in coordination with Round 1 Public Workshops.*

*More than 200 people participated in the survey and provided input on traveling preferences and bicycle and pedestrian improvement projects.*

#### 3.3.2. Travel Routing

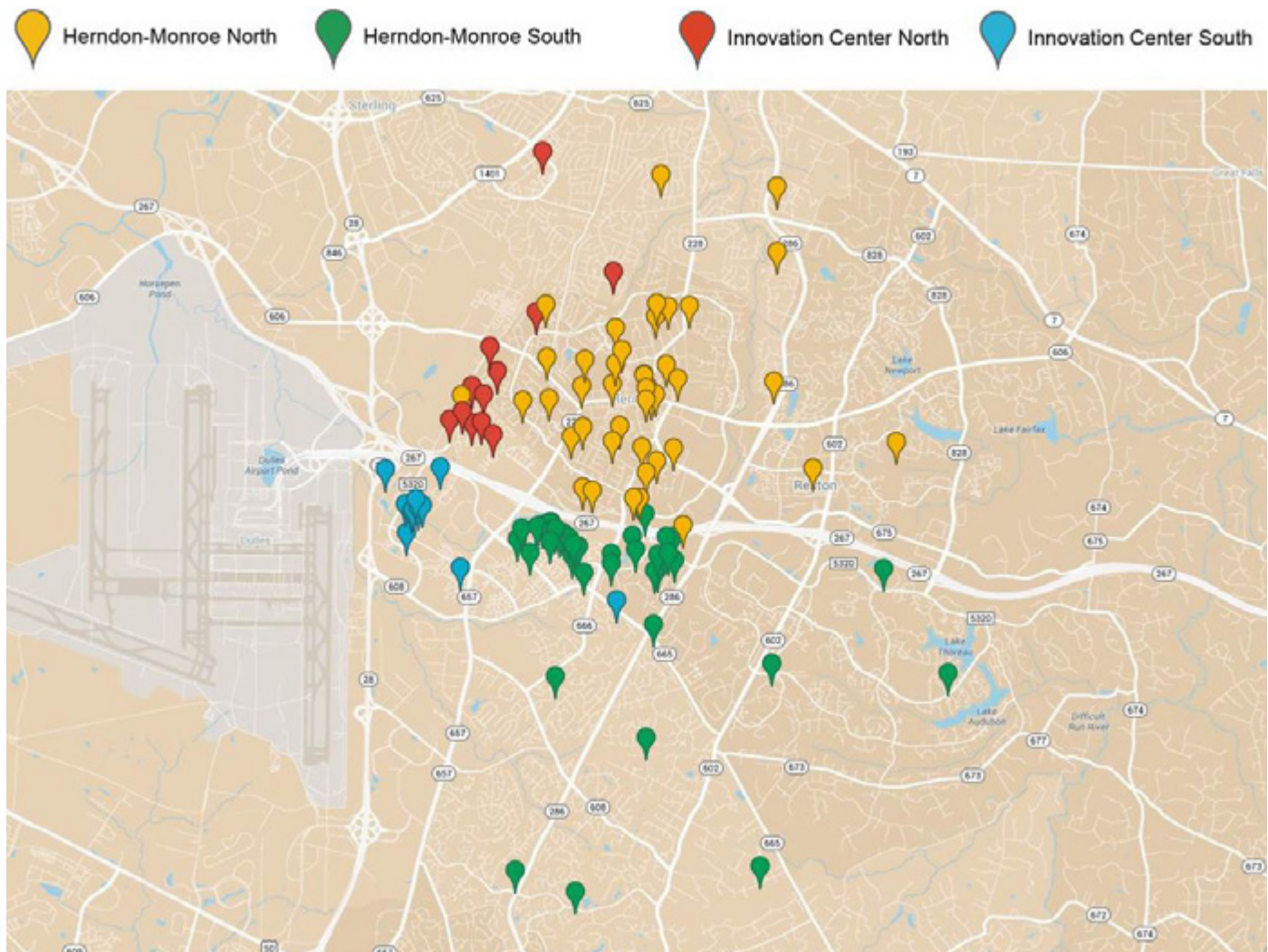
To help the study team better understand anticipated walking and biking patterns to the future Metrorail stations, survey respondents were asked to identify desired routes of travel. **Figure 3.7** highlights anticipated walking and bicycling travel paths identified by survey respondents.

Thematic evaluation of these paths helped the study team identify potential projects that would enhance bicycle and pedestrian access in the study area.

#### 3.3.3. Intersections Priorities

Through the survey, the public provided input on intersection improvements for bicycle and pedestrian access to the future Herndon Metrorail stations. Each person who took the survey was able to provide up to five responses to prioritization questions. Nearly 50 percent of the more than 500 responses to intersection priorities were related to the future Herndon Metrorail station. Survey data indicated that the following were the highest priorities for intersection improvements in the study area:

1. Sunrise Valley Drive/Roark Drive/Herndon Metrorail Station South Entrance (current Herndon-Monroe Park-and-Ride facility entrance)
2. Sunrise Valley Drive/Monroe Street
3. Monroe Street Mid-Block Crossing (location north of existing Monroe Street/Eastpark Drive intersection)
4. Monroe Street/Van Buren Street/Worldgate Drive
5. Van Buren Street/Herndon Parkway



**Figure 3.6:** *MetroQuest Responses and Station Preferences*

In addition to priority information, survey participants were offered the opportunity to provide comments and remarks related to study area intersections. Recurring comments from the survey included:

- Poor crosswalk striping at many intersections
- Lack of complete sidewalks
- Right turn on red (at signals) vehicles not stopping
- Lack of adequate (or any) lighting of sidewalks and roadways

### 3.3.4. Pedestrian Corridors

Survey participants were asked to rank pedestrian improvements within a 1-mile radius of each of the future Herndon Metrorail stations. Nearly 400 responses were provided for pedestrian corridor improvement priorities. Survey data indicated that the following were the highest priorities for pedestrian corridors in the study area:

6. Dulles Toll Road/Monroe Street Crossing (currently missing a sidewalk on one bridge)
7. Worldgate Drive to Herndon Metrorail station missing link/trail connection
8. New trail on the south side paralleling the Dulles Toll Road between the two Herndon Metrorail stations



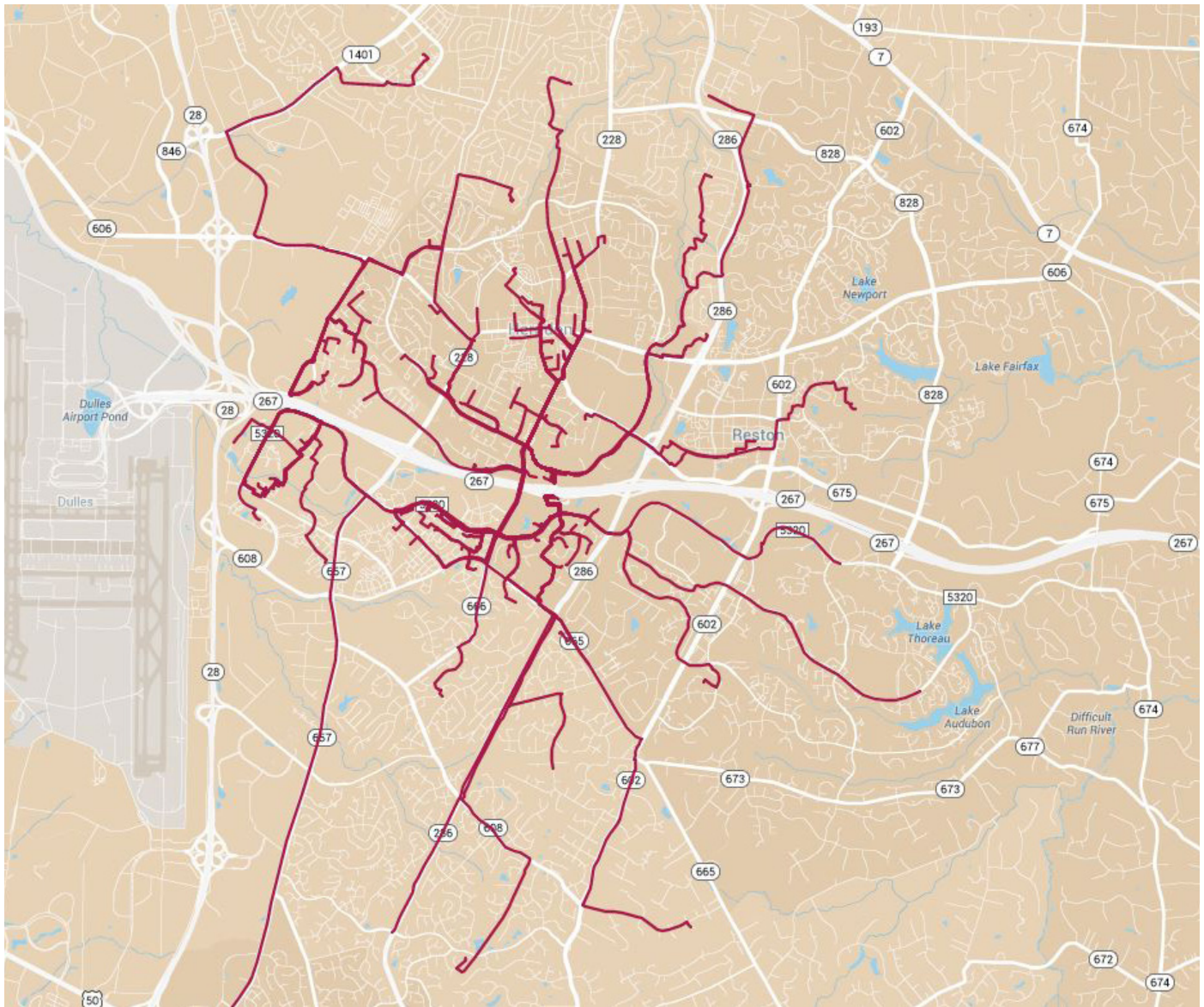


Figure 3.7: Travel Path Auto-Generated Image

9. Downs Subdivision to Herndon Metrorail station neighborhood connector
10. Dulles Toll Road/Centreville Road pedestrian facility improvements (through the bridge section)

In addition to priority information, survey participants were offered the opportunity to provide comments and remarks related to pedestrian facilities in the study area. Recurring comments from the survey included:

- Lack of adequate (or any) lighting on sidewalks and roadways

- Missing connections between sidewalks and trails and within the networks
- Narrow sidewalks
- Need to continue/complete the Sugarland Run Trail

### 3.3.5. Bicycle Corridors

Survey participants were asked to rank bicycle facility improvements within a 3-mile radius of each of the future Herndon Metrorail stations. Nearly 650 responses were provided for bicycle corridor improvement priorities. Of the 650 responses provided, more than 60 percent identified the following as the highest priorities:



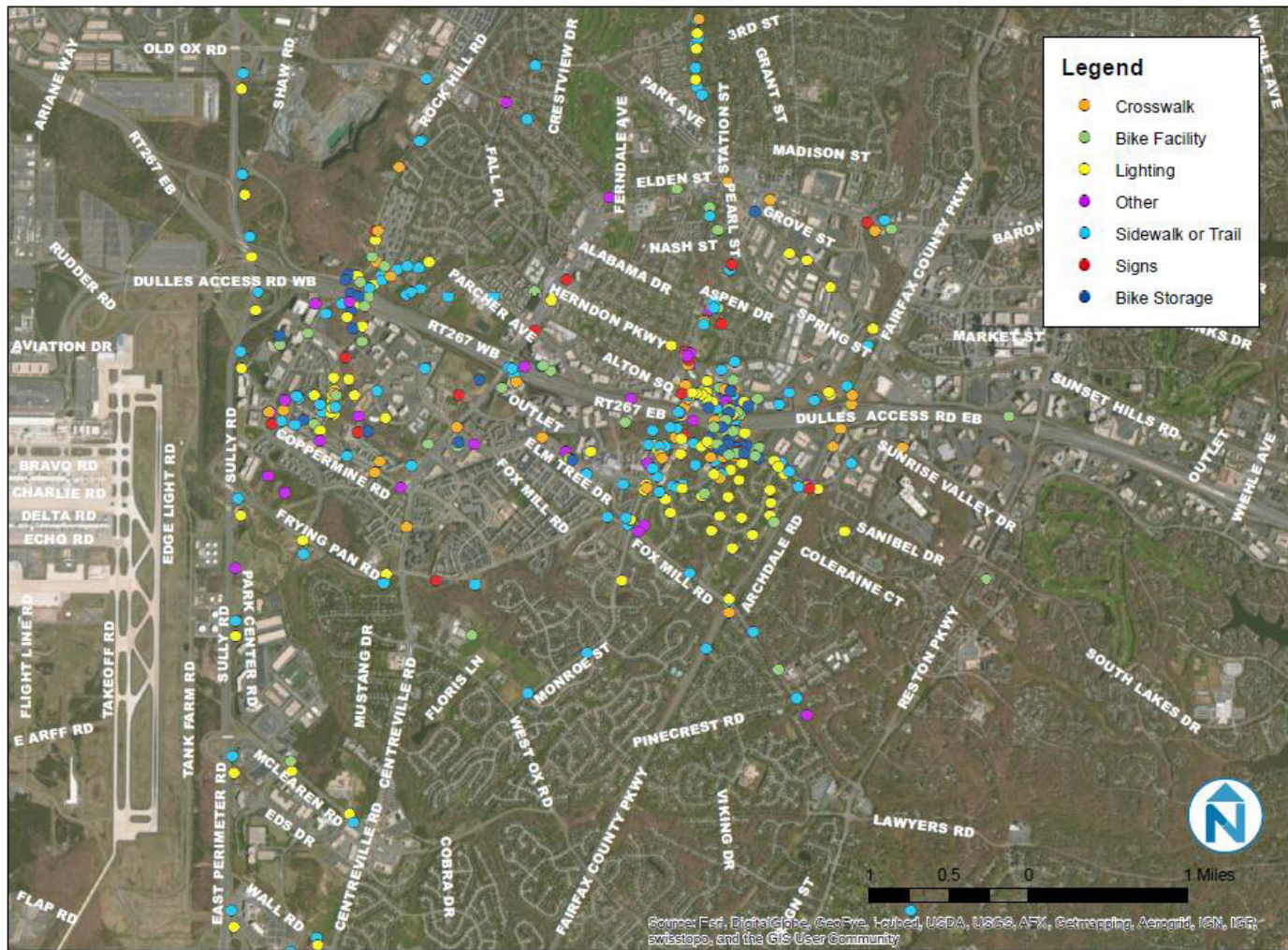


Figure 3.8: Other Potential Improvements

### BICYCLE CORRIDOR IMPROVEMENTS (NORTH OF DULLES TOLL ROAD)

- Sugarland Run Trail Extension to future Herndon Metrorail station
- Van Buren Street from W&OD Trail to Monroe Street Bridge
- Herndon Parkway from W&OD Trail to Van Buren Street
- Centreville Road to Innovation Center Station
- North-South Corridor from W&OD Trail to Herndon Parkway (follows combination of neighborhood streets, collector streets, and arterials)

### BICYCLE CORRIDOR IMPROVEMENTS (SOUTH OF DULLES TOLL ROAD)

- Sunrise Valley Drive from Fairfax County Parkway to Innovation Center Station
- Monroe Street from south of Dulles Toll Road to West Ox Road
- New trail on the south side paralleling the Dulles Toll Road between the two Herndon Metrorail stations
- Monroe Street bridge across the Dulles Toll Road
- Centreville Road south of Dulles Toll Road

In addition to priority information, survey participants were offered the opportunity to provide comments and remarks related to bicycle facilities in the study area. Recurring comments from the survey included:

- Need for designated bicycle facilities (i.e., bike lanes and cycle track) to complement trails
- Need for bike parking at destinations
- Lack of adequate (or any) lighting on trails and bikeways
- Need for bicycle wayfinding signage and pavement markings

#### 3.3.6. Other Potential Improvements

Through a map input exercise in the survey, participants shared comments on other potential improvements that were not identified in the list of projects provided in the survey. **Figure 3.8** shows a summary of locations where people offered specific comments. Comments were categorized into seven categories—bike storage, bike facility, sidewalk/trail, signs, lighting, crossing, and other improvements.

Based on a review of survey data, participants overwhelmingly identified additional opportunities for improvements to sidewalks and lighting in close proximity of both Metrorail stations as additional desires.

## 3.4. Summary

Feedback from the workshops and survey conveyed that limited resources for bicycle and pedestrian network improvements should be directed largely in close proximity to the future Metrorail stations and to where relatively modest gaps in networks exist and can be efficiently closed.

## 4. Public Priorities

Providing opportunities to walk and bicycle to Metrorail will be critical to the success of the transportation network in the station areas overall and to building ridership for Metrorail. Driving is a dominant mode of travel in the study area today (2014) and will continue to be important in the future. Bicycling and walking need to become more prevalent to help fully realize the benefit of the County's Metrorail investment.

This chapter provides the public's priorities for implementing pedestrian and bicycle facilities to improve access to the two future Herndon Metrorail stations. As it relates to the public's priorities presented in this chapter, the following is noted:

- Priorities listed in this plan were prepared at a conceptual planning level of detail
- Priorities are reflective of the public process and desire for the HMSAMS study to consolidate and organize public feedback on pedestrian and bicycle improvement projects in each station area
- Trails shown on a new location (where none exist today and not along a roadway) are an illustration or description of a desired connection (Point A to Point B) and not an engineered alignment
- Additional analysis of the priorities identified in this effort will be necessary to support further project development. Due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization completed by FCDOT and the Fairfax County Board of Supervisors may vary from the public's priorities listed in this document.

### 4.1. Program Considerations

Complementing the public's priorities for physical improvements, pedestrian and bicycle programs also can have a role in enhancing pedestrian and bicycle access and accommodation in the study area. While the majority of HMSAMS focused on an evaluation of infrastructure to enhance pedestrian and bicycle access, the study also considered the contribution of programs. Through HMSAMS technical processes, as well as the Advisory Group meetings, public workshops, and the online survey, possible pedestrian and bicycle programs were discussed. The following possible pedestrian and bicycle programs for Fairfax County are summarized in [Tables 4.1](#) and [4.2](#).

TABLE 4.1: POSSIBLE PEDESTRIAN PROGRAMS FOR FAIRFAX COUNTY

Mode	Program	Description
Pedestrian	Maintenance of Facilities	<ul style="list-style-type: none"> <li>Conduct routine and regular maintenance (pavement condition) of pedestrian facilities (sidewalks, paths, shared-use paths, trails, etc.)</li> <li>Regularly sweep and/or remove debris and obstructions from pedestrian facilities</li> </ul>
Pedestrian	Snow Removal	<ul style="list-style-type: none"> <li>Institute a snow removal program along sidewalks and trails with a mandated clearance within 24 hours of a snow event (including intersections, crosswalks, and bus stops)</li> </ul>
Pedestrian	Lighting	<ul style="list-style-type: none"> <li>Provide adequate lighting on key pedestrian facilities</li> </ul>
Pedestrian	Intersection Upgrades	<ul style="list-style-type: none"> <li>Provide ADA-compliant accommodations at all intersections with crosswalks</li> <li>Install high visibility block crosswalk pavement markings at high volume pedestrian crossings</li> <li>Install pedestrian push buttons and countdown pedestrian signal heads at all traffic signals with crosswalks</li> </ul>
Pedestrian	Gap Closure	<ul style="list-style-type: none"> <li>Ensure that development and roadway improvement projects occurring in areas where there are gaps in the sidewalk network construct adequate sidewalks and pedestrian facilities</li> <li>Fund a sidewalk/pedestrian facility gap closure program</li> </ul>
Pedestrian	Management and Planning	<ul style="list-style-type: none"> <li>Develop and maintain an accurate location and condition inventory of pedestrian facilities</li> </ul>
Pedestrian	Standards and Regulations	<ul style="list-style-type: none"> <li>Ensure that sidewalks, trails, and shared-use paths meet ADA, Virginia Department of Transportation (VDOT), and Fairfax County standards</li> </ul>
Pedestrian	Best Practices	<ul style="list-style-type: none"> <li>Review and use guidance from: <ul style="list-style-type: none"> <li>Fairfax County Pedestrian Report (2006)</li> <li>AASHTO Guide for the Planning, Design &amp; Operations of Pedestrian Facilities</li> <li>Manual on Uniform Traffic Control Devices (MUTCD)</li> <li>VDOT's 2011 MUTCD Supplement</li> <li>VDOT's Road Design Manual</li> </ul> </li> </ul>
Pedestrian	Data Collection and Reporting	<ul style="list-style-type: none"> <li>Conduct regular data collection and reporting of pedestrian activity in key areas of the County</li> </ul>

TABLE 4.2: POSSIBLE BICYCLE PROGRAMS FOR FAIRFAX COUNTY

Mode	Program	Description
Bicycle	Maintenance of Facilities	<ul style="list-style-type: none"> <li>Conduct routine and regular maintenance (pavement condition) of on-road, off-road, and shared-use pavements</li> <li>Institute a regular sweeping program along roadways and trails to remove surface debris</li> <li>Conduct adequate clean-up after vehicle crashes to remove debris and surface spills</li> </ul>
Bicycle	Snow Removal	<ul style="list-style-type: none"> <li>Institute a snow removal program along area trails with a mandated clearance within 24 hours of a snow event.</li> </ul>
Bicycle	Lighting	<ul style="list-style-type: none"> <li>Install adequate pathway and roadway lighting along key bikeway routes</li> </ul>
Bicycle	Intersection Treatments	<ul style="list-style-type: none"> <li>Install bicycle detection, regulatory and warning signage, and adequate and consistent trail crossing treatments at intersections and along roadways where bicycle facilities and routes exist</li> </ul>
Bicycle	Bicycle Network Expansion	<ul style="list-style-type: none"> <li>Evaluate all roadway improvement plans as to the potential for bicycle projects to be included that expand the County's bikeway network</li> </ul>
Bicycle	Management and Planning	<ul style="list-style-type: none"> <li>Develop and maintain an accurate location and condition inventory of bicycle facilities</li> <li>Form a bicycle advisory committee within the County that incorporates diverse representation</li> </ul>
Bicycle	Consistency and Standards	<ul style="list-style-type: none"> <li>Permit flexibility in design and implementation of bicycle facilities, but not at the expense of cyclist safety and comfort and network continuity and connectivity</li> </ul>
Bicycle	Best Practices	<ul style="list-style-type: none"> <li>Review and use guidance from: <ul style="list-style-type: none"> <li>Fairfax County Bicycle Master Plan</li> <li>AASHTO Guide to the Planning and Design of Bicycle Facilities</li> <li>MUTCD</li> <li>VDOT's 2011 MUTCD Supplement</li> <li>VDOT's Road Design Manual</li> <li>The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide</li> </ul> </li> </ul>
Bicycle	Data Collection and Reporting	<ul style="list-style-type: none"> <li>Conduct regular data collection and reporting of bicycle use in the County</li> </ul>



## 4.2. Implementation of Public Priorities

Implementing the improvements of HMSAMS will require interaction and cooperation between VDOT, Dulles Corridor Metrorail Project, Metropolitan Washington Airports Authority (MWAA), area residents, property owners, appointed and elected officials, developers, and other parties. Aspects of many of the improvements will need to be further developed through comprehensive feasibility studies, designs, detailed concept planning, and public outreach.

Public engagement efforts of this study offered the public the opportunity to identify and prioritize pedestrian and bicycle improvements. The study team worked cooperatively to identify specific facility improvements for each publicly-identified project priority. Pedestrian and bicycle improvements are organized into the following tables and figures, included later in this chapter:

- Intersection Improvements: **Figure 4.1** and **Table 4.3**
- Pedestrian Corridors: **Figure 4.2** and **Table 4.4**
- Bicycle North Corridors: **Figure 4.3** and **Table 4.5**
- Bicycle South Corridors: **Figure 4.4** and **Table 4.6**

Figures show each of the improvements by type and location. Each summary table includes the publicly-indicated project priority and description of each improvement.

## 4.3. Public Priorities for Pedestrian Improvements

### 4.3.1. Intersection Improvements

**Figure 4.1** presents publicly-suggested intersection improvement priority projects to enhance access to the future Herndon Metrorail stations. **Table 4.3** further describes each improvement.

### 4.3.2. Corridor Improvements

**Figure 4.2** presents publicly-suggested pedestrian corridor improvement priority projects to enhance access to the future Herndon Metrorail stations. **Table 4.4** further describes each recommended improvement.

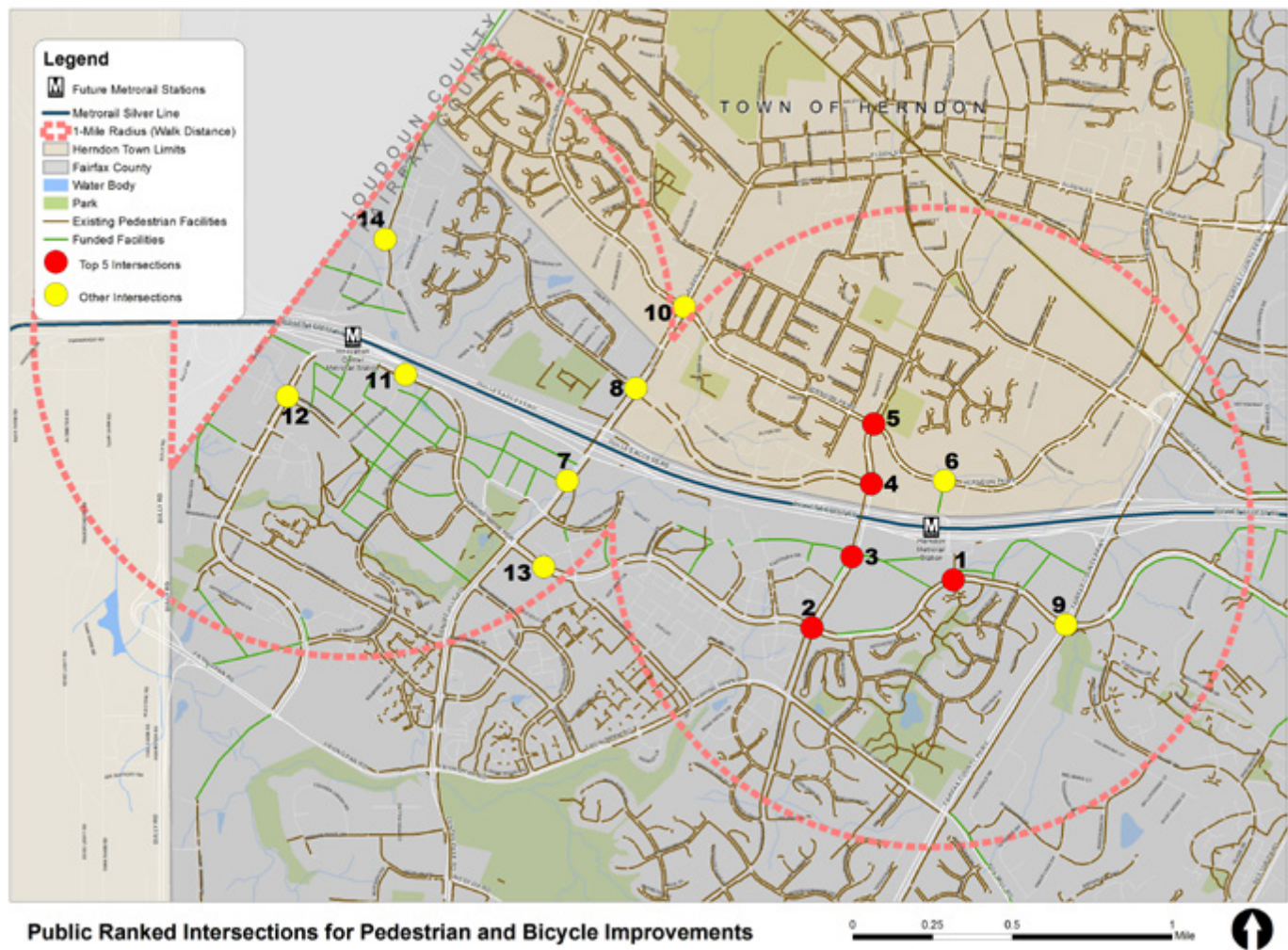


Figure 4.1: Intersection Improvements Map

TABLE 4.3: PUBLIC PRIORITIES FOR INTERSECTION IMPROVEMENTS<sup>1</sup>

Public Ranking	Location	Description
1	Sunrise Valley Drive/Roark Drive/Herndon Metrorail Station South Entrance	<ul style="list-style-type: none"> <li>Signal is within the footprint of the planned Herndon station</li> </ul>
2	Sunrise Valley Drive/Monroe Street	<ul style="list-style-type: none"> <li>Upgrade crosswalks to high visibility block</li> <li>Bring crosswalk into median for pedestrian refuge</li> <li>Review signal timing for adequacy (for pedestrians)</li> </ul>
3	Monroe Street Mid-Block Crossing	<ul style="list-style-type: none"> <li>Install new traffic signal at Monroe Street/Eastpark Drive intersection</li> </ul>
4	Van Buren Street/Worldgate Drive	<ul style="list-style-type: none"> <li>Install crosswalk on fourth leg</li> <li>Install pedestrian signal heads for new crossing</li> <li>Install ADA-compliant ramps for new crossing</li> <li>Review signal timing for adequacy (for pedestrians)</li> </ul>
5	Van Buren Street/Herndon Parkway	<ul style="list-style-type: none"> <li>Reconfigure intersection including northbound right-turn lane with pedestrian accommodations at splitter island</li> </ul>
6	Herndon Parkway/Herndon Metrorail Station North Entrance	<ul style="list-style-type: none"> <li>Add mid-block crossing and pedestrian-actuated signal</li> <li>Construct sidewalk (10 feet) for access to Herndon Metrorail station North Entrance</li> </ul>
7	Centreville Road Mid-Block Crossing	<ul style="list-style-type: none"> <li>Add mid-block crossing for pedestrian between Woodland Park Road and Dulles Toll Road</li> </ul>
8	Centreville Road/Elden Street/Worldgate Drive	<ul style="list-style-type: none"> <li>Review signal timing for adequacy (for pedestrians)</li> </ul>
9	Sunrise Valley Drive/Fairfax County Parkway	<ul style="list-style-type: none"> <li>Evaluate removal of protected right-turn pocket to improve pedestrian safety and accessibility</li> </ul>
10	Elden Street/Herndon Parkway	<ul style="list-style-type: none"> <li>Review signal timing for adequacy (for pedestrians)</li> <li>Adjust crosswalks where feasible to add pedestrian refuge</li> </ul>
11	Dulles Station Boulevard/Sunrise Valley Drive	<ul style="list-style-type: none"> <li>Install crosswalks (three legs)</li> <li>Install pedestrian-actuated signal</li> <li>Install pedestrian refuges where feasible</li> </ul>
12	Sayward Boulevard/Sunrise Valley Drive	<ul style="list-style-type: none"> <li>Install crosswalks (four legs)</li> <li>Install traffic signal</li> <li>Modify ADA ramps where required</li> <li>Install pedestrian refuges where feasible</li> </ul>
13	Sunrise Valley Drive/Glen Echo Road	<ul style="list-style-type: none"> <li>Upgrade crosswalks to high visibility block</li> <li>Add pedestrian crossing signage (in-road signs to be considered)</li> </ul>
14	Rock Hill Road/Innovation Avenue	<ul style="list-style-type: none"> <li>Install new traffic signal including pedestrian facilities (ramps, crosswalks, pedestrian signal heads, push buttons, etc.)</li> <li>Install pedestrian refuges where feasible</li> </ul>

<sup>1</sup> The list of public priorities shown in **Table 4.3**, above, will be used, along with many other tools, by FCDOT staff and the Fairfax County Board of Supervisors to select projects for funding. It should be noted that, due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization and funding may vary from the public's priorities as listed in this document.



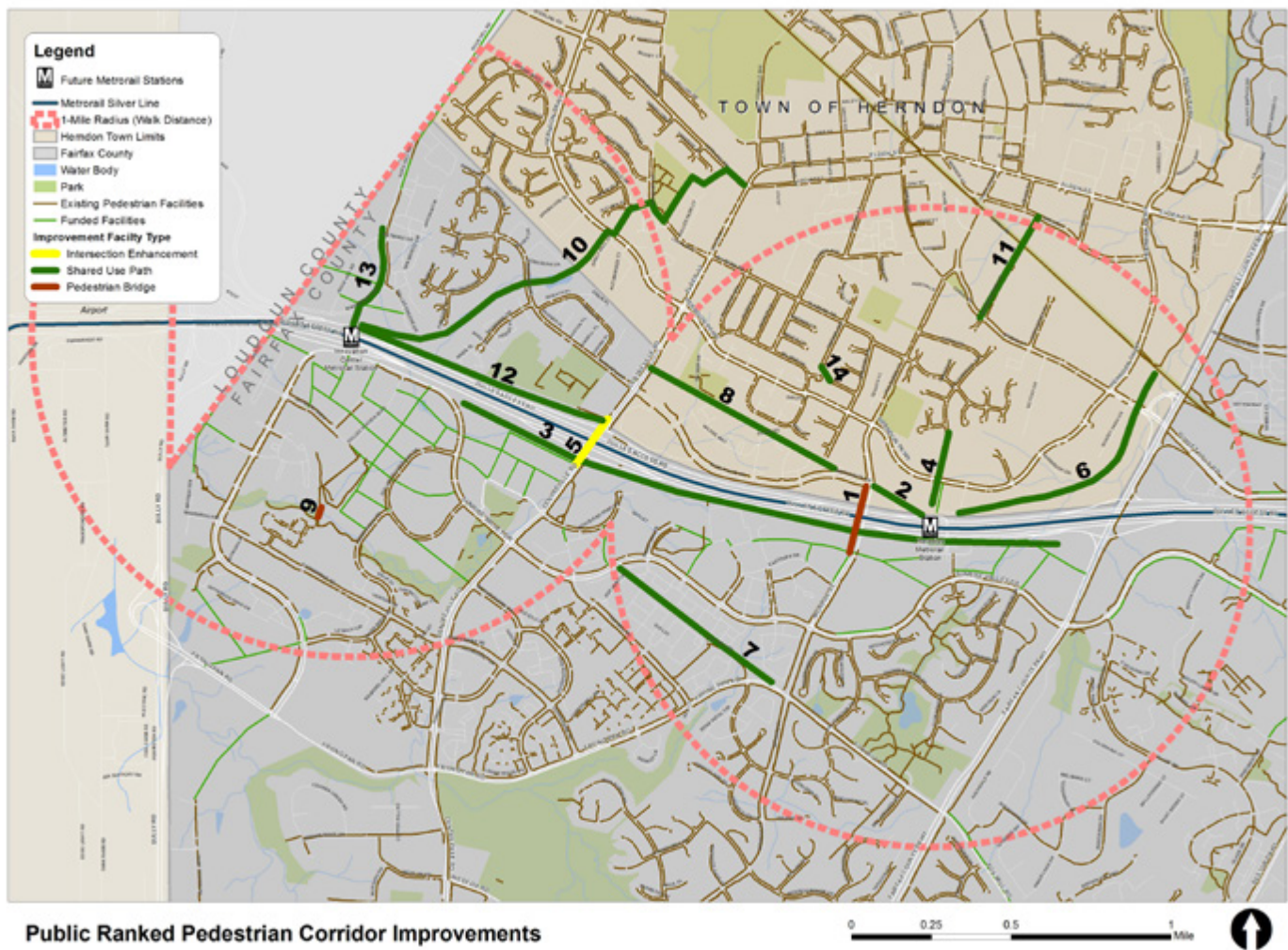


Figure 4.2: Pedestrian Corridor Improvements Map

TABLE 4.4: PUBLIC PRIORITIES FOR PEDESTRIAN CORRIDOR IMPROVEMENTS<sup>1</sup>

Public Ranking	Location	Proposed Facility Type	Description
1	Dulles Toll Road/ Monroe Street Crossing	Pedestrian and Bicycle Bridge	<ul style="list-style-type: none"> <li>Standalone bridge structure (approximately 400 feet) along Monroe Street across Dulles Toll Road to east of northbound travel lanes</li> <li>New structure (12-foot-wide deck) parallel to existing bridge to accommodate bikes and pedestrians</li> </ul>
2	Worldgate Drive to Herndon Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot-wide shared-use path (1,000 feet) from base of Herndon Metrorail station to intersection</li> <li>Lighting and wayfinding</li> </ul>
3	New Trail South and Parallel to Dulles Toll Road	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot shared-use paths: <ul style="list-style-type: none"> <li>Innovation Center to Centreville Road (4,000 feet)</li> <li>Centreville Road to Monroe Street (4,600 feet)</li> <li>Monroe Street to east of Herndon Metrorail Station (1,000 feet)</li> <li>East of Herndon Metrorail Station to Fairfax County Parkway (2,000 feet)</li> </ul> </li> </ul>
4	Downs Subdivision to Herndon Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot shared-use path between parking lot and subdivision (100 feet)</li> <li>Lighting and wayfinding</li> </ul>
5	Dulles Toll Road/ Centreville Road	Intersection Enhancement	<ul style="list-style-type: none"> <li>Maintain pedestrian connectivity and enhance existing pedestrian facilities with improved lighting, additional crosswalk on north side at westbound Dulles Toll Road ramps</li> </ul>
6	Sugarland Run Trail Extension to Herndon Metrorail Station	Ramps and Sidewalk Enhancements	<ul style="list-style-type: none"> <li>Pave ramps from W&amp;OD Trail (600 feet), crosswalk enhancements, sidewalk improvements to accommodate path</li> </ul>
		Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot shared-use path extension to transition to shared-use path, 20-foot right-of-way</li> </ul>
7	Sunrise Valley Drive to Frying Pan Road/Fox Mill Road	Shared-Use Path	<ul style="list-style-type: none"> <li>8-foot shared-use path (3,300 feet) on existing buffer strip width</li> <li>Lighting</li> </ul>
8	Chandon Park to Worldgate Drive	Shared-Use Path	<ul style="list-style-type: none"> <li>8-foot shared-use path (3,400 feet) on existing buffer strip width</li> <li>Lighting</li> </ul>
9	Crossing on Trails South of Innovation Center Metro Station	Pedestrian Bridge	<ul style="list-style-type: none"> <li>Supplement existing fair weather crossing with a pedestrian bridge (100 feet) over the creek</li> </ul>
10	Mosby Heights to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>Innovation Center to Herndon Parkway (5,000 feet) 10-foot shared-used path with lighting</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Herndon Parkway to Alabama Drive via Autumn Place (1,500 feet) – Sharrows in neighborhood transition to shared-use path</li> </ul>
		Shared-Use Path	<ul style="list-style-type: none"> <li>Alabama Drive to Sterling Drive (1,500 feet) – 10-foot shared-used path with lighting behind baseball field</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Sterling Drive (500 feet) – Sharrows in neighborhood transition to multiuse path</li> </ul>

**TABLE 4.4: PUBLIC PRIORITIES FOR PEDESTRIAN CORRIDOR IMPROVEMENTS<sup>1</sup>, continued**

Public Ranking	Location	Proposed Facility Type	Description
11	Grove Street to Spring Street	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot asphalt path to formalize existing multiuse path between properties</li> </ul>
12	Centreville Road to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot multiuse path (20-foot right-of-way)</li> <li>Lighting and wayfinding</li> </ul>
13	Innovation Avenue/ Rock Hill Road to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>6-foot multiuse path to close sidewalk gap</li> <li>Lighting and wayfinding</li> </ul>
14	Virginia Avenue to Mississippi Drive	Shared-Use Path	<ul style="list-style-type: none"> <li>8-foot multiuse path between neighborhoods</li> <li>Lighting and wayfinding</li> </ul>

<sup>1</sup> The list of public priorities shown in **Table 4.4**, above, will be used, along with many other tools, by FCDOT staff and the Fairfax County Board of Supervisors to select projects for funding. It should be noted that, due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization and funding may vary from the public's priorities as listed in this document.



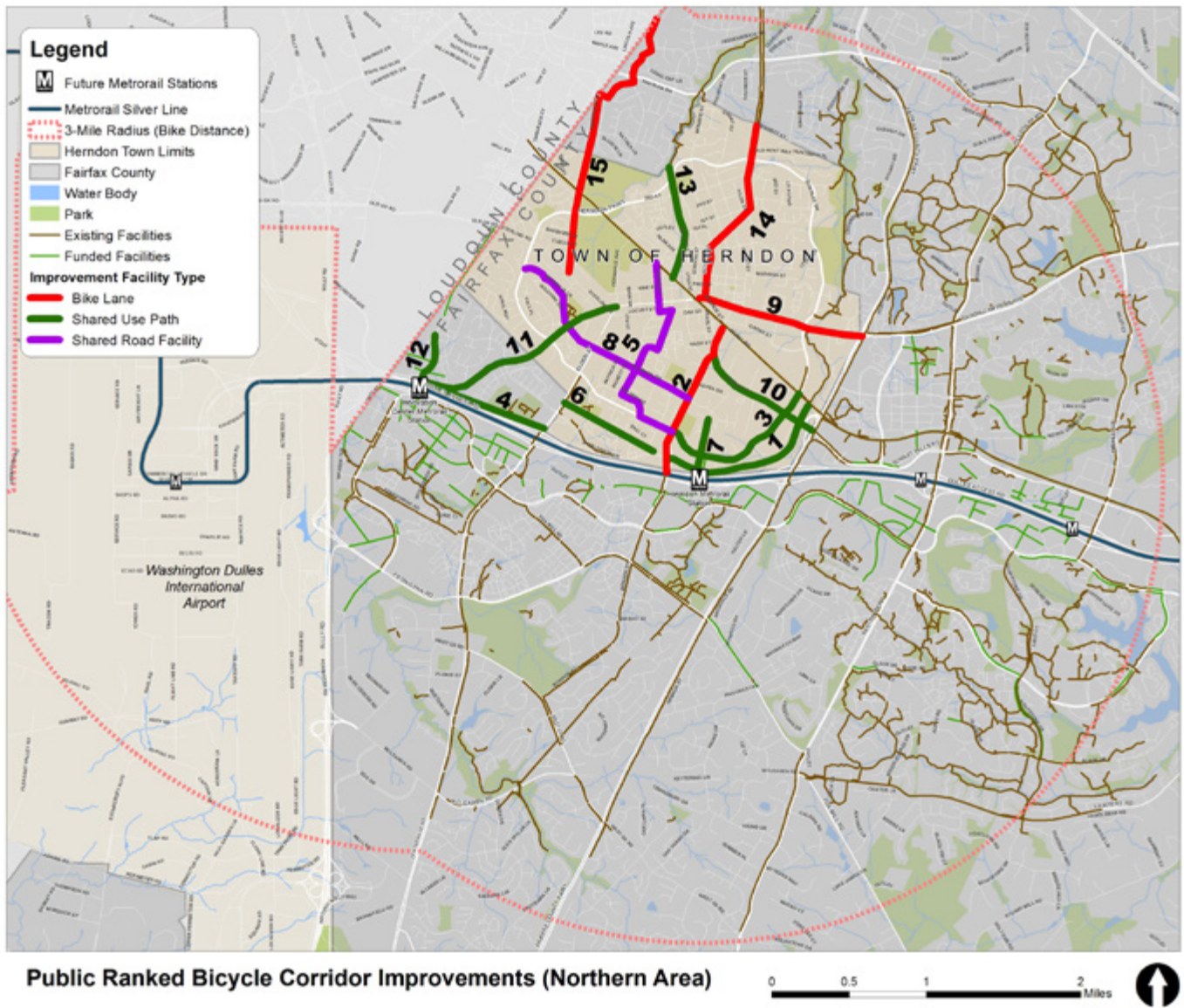


Figure 4.3: *Bicycle Corridor North Improvements Map*

## 4.4. Bicycle Improvements

With the W&OD, Sugarland Run, and Reston Association Trails running within the study area, bicycling is already an important travel mode in the area and is used for transportation and recreation purposes. Though there are many trails and some on-street facilities, the many gaps create a need for further investment.

Consistent with the Fairfax County Bicycle Plan, which promotes increased bicycle use, improved bicycle safety, a managed and maintained bikeway system, and integration among all modes of transportation and biking, HMSAMS calls for a more bike-friendly transportation system.

Improved bicycle facilities will serve Metrorail users and travelers within each of the surrounding communities. Additional on-street bicycle facilities as well as off-street facilities are identified.

### 4.4.1. Bicycle Corridor Improvements

Figures 4.3 and 4.4 present the public's priorities for bicycle corridor improvements to enhance access to the future Herndon Metrorail stations from the north and south sides of the Dulles Toll Road. Tables 4.5 and 4.6 further describe each prioritized bicycle corridor improvement for both the north and south sides of the Dulles Toll Road.

TABLE 4.5 PUBLIC PRIORITIES FOR BICYCLE NORTH CORRIDOR IMPROVEMENTS<sup>1</sup>

Public Ranking <sup>2</sup>	Location	Proposed Facility Type	Description
1*	Sugarland Run Trail Extension to Herndon Metrorail Station	Ramps and Sidewalk Enhancements	<ul style="list-style-type: none"> <li>Pave ramps from W&amp;OD Trail (600 feet)</li> <li>Crosswalk enhancements at hotel</li> <li>Sidewalk improvements to path</li> </ul>
		Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot multiuse path extension to transition to shared-use path (20-foot right-of-way)</li> </ul>
2	Van Buren Street at W&OD Trail to Monroe Street Bridge	Bike Lane	<ul style="list-style-type: none"> <li>Bike lane for full length of segment (5,500 feet)</li> </ul>
3	Herndon Parkway from W&OD Trail to Van Buren Street	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot multiuse path with lighting on south side of Herndon Parkway (6,000 feet)</li> </ul>
4*	Centreville Road to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot multiuse path, (20-foot right-of-way)</li> <li>Lighting and wayfinding</li> </ul>
5	North-South Corridor from W&OD Trail to Herndon Parkway	Shared Road Facility	<ul style="list-style-type: none"> <li>W&amp;OD Trail to Herndon Parkway via Grace Street, Locust Street, Florida Avenue, and Palmer Drive</li> <li>Sharrows with pavement markings and wayfinding (8,000 feet)</li> </ul>
6*	Chandon Park to Worldgate Drive	Shared-Use Path	<ul style="list-style-type: none"> <li>8-foot multiuse path (3,400 feet) on existing buffer strip width</li> <li>Lighting and wayfinding</li> </ul>
7*	Downs Subdivision to Herndon Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>10-foot multiuse path between parking lot and subdivision (100 feet)</li> <li>Lighting and wayfinding</li> </ul>
8	East-West Corridor from Herndon Parkway to Van Buren Street	Shared Road Facility	<ul style="list-style-type: none"> <li>Herndon Parkway to Van Buren Street via Alabama Drive and Magnolia Lane</li> <li>Sharrows with pavement markings and wayfinding (7,700 feet)</li> </ul>
9	Elden Street from Baron Cameron Avenue to W&OD Trail	Bike Lane	<ul style="list-style-type: none"> <li>Baron Cameron Avenue to Monroe Street (5,400 feet)</li> </ul>
10	Spring Street from Van Buren Street to Fairfax County Parkway	Bike Lane	<ul style="list-style-type: none"> <li>Fairfax County Parkway to Herndon Parkway - 1,000 feet</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Herndon Parkway to Victory Drive - 1,000 feet</li> </ul>
		Bike Lane	<ul style="list-style-type: none"> <li>Victory Drive to Van Buren Street - 2,500 feet</li> </ul>
11*	Mosby Heights to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>Innovation Center to Herndon Parkway (5,000 feet) 10-foot multiuse path with lighting</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Herndon Parkway to Alabama Drive via Autum Place (1,500 feet) – Sharrows in neighborhood transition to multiuse path</li> </ul>
		Shared-Use Path	<ul style="list-style-type: none"> <li>Alabama Drive to Sterling Drive (1,500 feet) - 100-foot multiuse path with lighting behind baseball field</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Sterling Drive (500 feet) - Sharrows in neighborhood transition to multiuse path</li> </ul>



**TABLE 4.5 PUBLIC PRIORITIES FOR BICYCLE NORTH CORRIDOR IMPROVEMENTS<sup>1</sup>, continued**

Public Ranking <sup>2</sup>	Location	Proposed Facility Type	Description
12*	Innovation Avenue/Rock Hill Road to Innovation Center Metrorail Station	Shared-Use Path	<ul style="list-style-type: none"> <li>6-foot multiuse trail to close sidewalk gap</li> <li>Lighting and wayfinding</li> </ul>
13	Folly Lick Branch Trail Extension to W&OD Trail	Shared-Use Path	<ul style="list-style-type: none"> <li>Off-road 10-foot multiuse path (4,000 feet)</li> </ul>
14	North-South Corridor from Dranesville Road to Elden Street	Bike Lane	<ul style="list-style-type: none"> <li>Bennet Street to Tyler Street (3,000 feet)</li> </ul>
		Sharrows	<ul style="list-style-type: none"> <li>Tyler Street to Elden Street (3,500 feet)</li> </ul>
15	North-South Corridor from Kingston Chase to Sterling Road	Bike Lane	<ul style="list-style-type: none"> <li>Bike lane for full length of segment (10,000 feet)</li> </ul>

<sup>1</sup> The list of public priorities shown in **Table 4.5**, above, will be used, along with many other tools, by FCDOT staff and the Fairfax County Board of Supervisors to select projects for funding. It should be noted that, due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization and funding may vary from the public's priorities as listed in this document.

<sup>2</sup> An '\*' indicates that the bicycle corridor project also is included in pedestrian corridor improvements (**Table 4.2**).

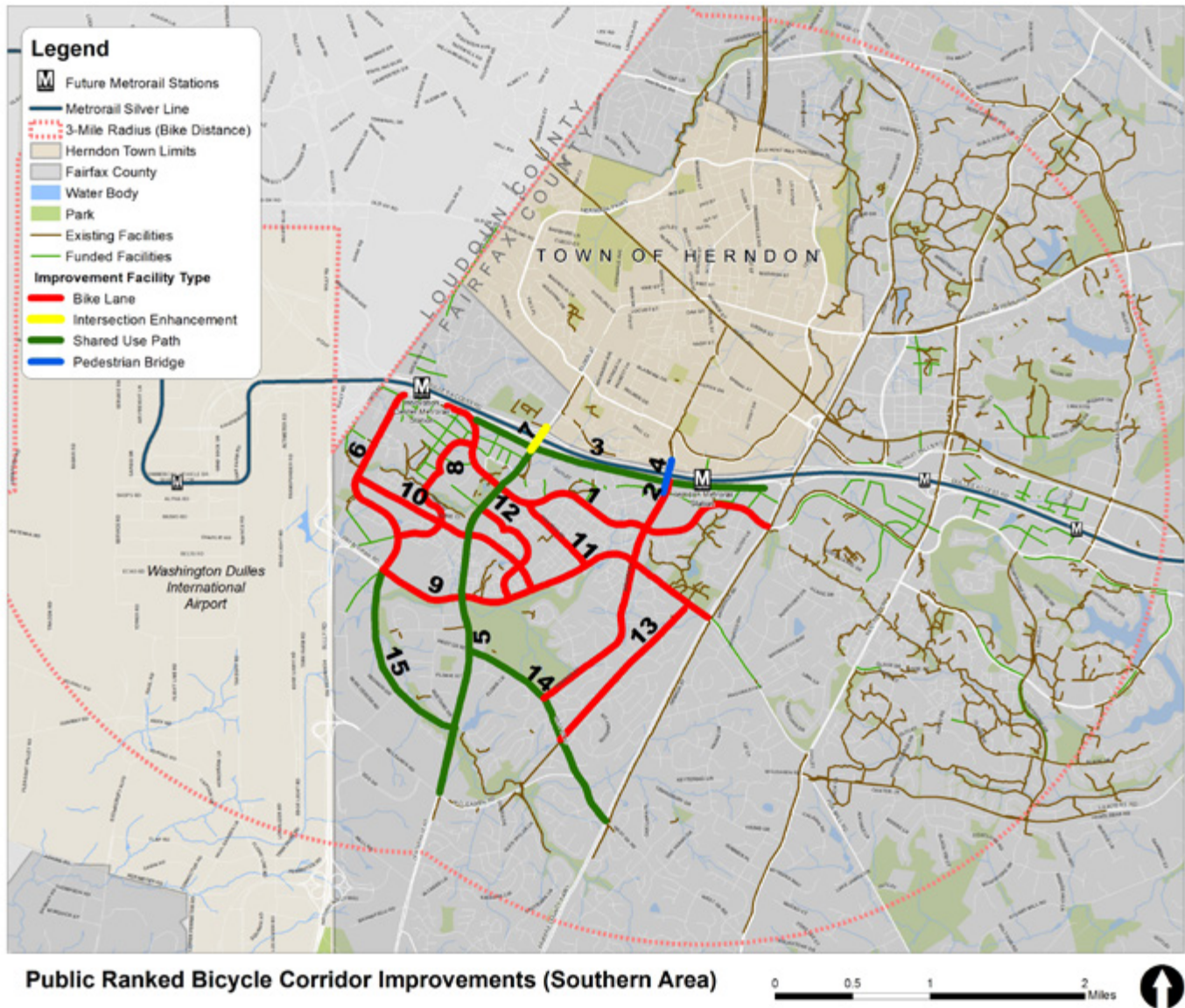


TABLE 4.6 PUBLIC PRIORITIES FOR BICYCLE SOUTH CORRIDOR IMPROVEMENTS<sup>1</sup>

Public Ranking	Location	Proposed Facility Type	Description
1	Sunrise Valley Drive from Fairfax County Parkway to Innovation Center Metrorail Station	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (15,000 feet)</li> </ul>
2	Monroe Street from South of Dulles Toll Road to West Ox Road	Shared-Use Path	<ul style="list-style-type: none"> <li>◦ 10-foot shared-use trail (6,000 feet)</li> </ul>
		Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (3,000 feet)</li> </ul>
3*	New Trail South and Parallel to Dulles Toll Road	Shared-Use Path	<ul style="list-style-type: none"> <li>◦ 10-foot multiuse paths:               <ul style="list-style-type: none"> <li>◦ Innovation Center to Centreville Road (4,000 feet)</li> <li>◦ Centreville Road to Monroe Street (4,600 feet)</li> <li>◦ Monroe Street to east of Herndon Metro Station (1,000 feet)</li> <li>◦ East of Herndon Metro Station to Fairfax County Parkway (2,000 feet)</li> </ul> </li> </ul>
4*	Dulles Toll Road/Monroe Street Crossing	Pedestrian and Bicycle Bridge	<ul style="list-style-type: none"> <li>◦ Standalone bridge structure (approximate 400 feet) along Monroe Street across Dulles Toll Road to east of northbound travel lanes</li> <li>◦ New structure (12-foot-wide deck) parallel to existing bridge to accommodate bikes and pedestrians</li> </ul>
5	Centreville Road South of Dulles Toll Road to McLearen Road	Shared-Use Path	<ul style="list-style-type: none"> <li>◦ 10-foot multiuse path (13,000 feet)</li> </ul>
6	Sunrise Valley Drive from Frying Pan Road to Innovation Center Metro Station	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (7,500 feet)</li> </ul>
7*	Dulles Toll Road/Centreville Road	Intersection Enhancement	<ul style="list-style-type: none"> <li>◦ Maintain pedestrian connectivity and enhance existing pedestrian facilities with improved lighting</li> <li>◦ Additional crosswalk on north side at westbound Dulles Toll Road ramps</li> </ul>
8	North-South Corridor along River Birch Road and Dulles Technology Drive	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (5,500 feet)</li> </ul>
9	Frying Pan Road/Fox Mill Road from Fairfax County Parkway to Sunrise Valley Drive	Bike Lane	<ul style="list-style-type: none"> <li>◦ Sunrise Valley to Centreville Rd (2,800 feet)</li> <li>◦ Centreville Road to Fairfax County Parkway (6,300 feet)</li> </ul>
10	Coppermine Road from Sunrise Valley Drive to Frying Pan Road	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (7,300 feet)</li> </ul>
11	Fox Mill Road from Sunrise Valley Drive to Frying Pan Road	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane (3,000 feet)</li> </ul>
12	Thomas Jefferson Drive/McNair Farms Drive	Bike Lane	<ul style="list-style-type: none"> <li>◦ Bike lane with pavement markings (4,500 feet)</li> </ul>

**TABLE 4.6 PUBLIC PRIORITIES FOR BICYCLE SOUTH CORRIDOR IMPROVEMENTS<sup>1</sup>, continued**

Public Ranking	Location	Proposed Facility Type	Description
13	North-South Trail from West Ox Road to Fox Mill Road	Bike Lane	<ul style="list-style-type: none"> <li>10-foot off-road shared-use trail (7,500 feet)</li> </ul>
14	West Ox Road from Fairfax County Parkway to Centreville Road	Shared-Use Path	<ul style="list-style-type: none"> <li>Shared-use path (8,000 feet)</li> </ul>
15	Trail from Horsepen Stream Valley Park to Frying Pan Road	Shared-Use Path	<ul style="list-style-type: none"> <li>Approximately 6,000-foot off-road multiuse path</li> </ul>

<sup>1</sup> The list of public priorities shown in **Table 4.6**, above, will be used, along with many other tools, by FCDOT staff and the Fairfax County Board of Supervisors to select projects for funding. It should be noted that, due to project costs, right-of-way issues, the potential for improvements to be provided by developers through the rezoning process, as well as other potential issues, actual project prioritization and funding may vary from the public's priorities as listed in this document.

<sup>2</sup> An '\*' indicates that the bicycle corridor project also is included in pedestrian corridor improvements (**Table 4.2**).



# Appendix A – MetroQuest Survey



# HMSAMS Online Survey

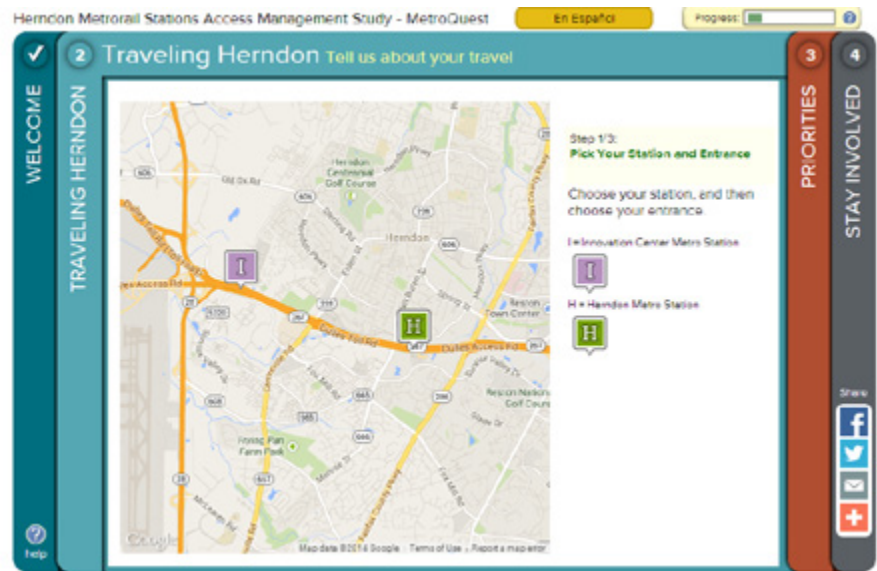
From February to April 2014, the Herndon Metrorail Stations Access Management Study (HMSAMS) Advisory Group, Fairfax County Department of Transportation (FCDOT), and consultants conducted public outreach for this study. This outreach included three public meetings, key stakeholder interviews with public and private organizations in the Herndon area, and an online survey which was taken by 208 people. The public was asked to give their input and to prioritize intersection, pedestrian, and bicycle transportation improvements to provide better access to the new Silver Line Metrorail stations at Herndon and Innovation Center.

The HMSAMS Advisory Group developed 10 multimodal survey questions, with corresponding maps, which were posted online in both English and Spanish. To provide background in advance of taking the survey, a brief informational slide was presented ahead of the questions. The survey was online for approximately 30 days (March 24 through April 22, 2014) and was taken 208 times. The following public input was recorded from the online survey.



MetroQuest survey

## 1. What is your preferred station and station entrance?

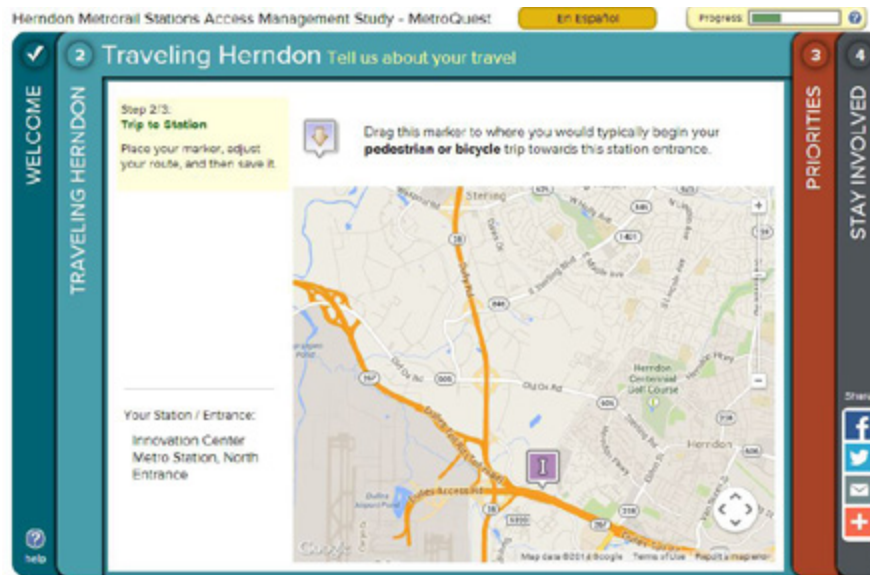


Station	North Entrance	South Entrance
Herndon	76	74
Innovation Center	18	33

Answered question: 201 | Skipped question: 7

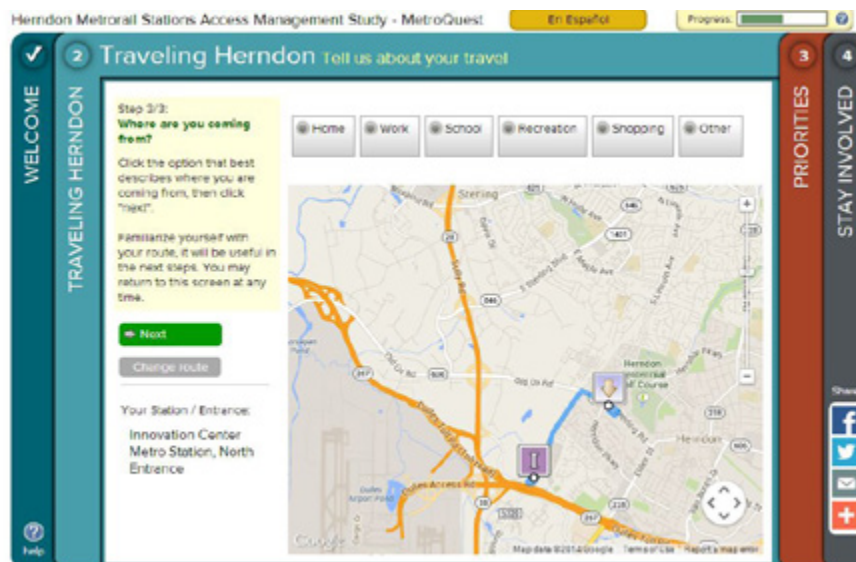


## 2. Trip to Station



Answered question: 201 | Skipped question: 7

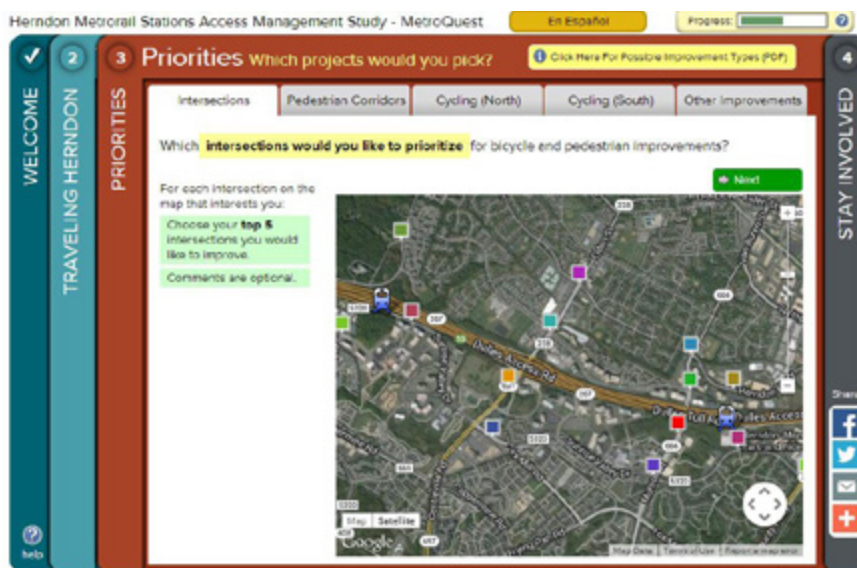
## 3. Where are you coming from?



Trip Origin	Herndon - North	Herndon - South	Innovation – North	Innovation - South
Home	67	70	18	29
Work	6	4	0	0
Recreation	2	0	0	3
Other	1	0	0	1
Total	76	74	18	33

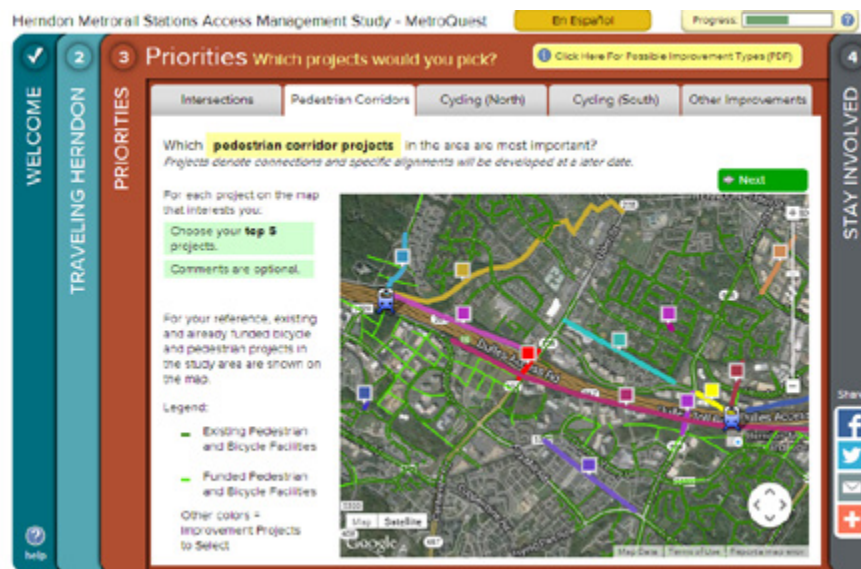
Answered question: 201 | Skipped question: 7

#### 4. What intersections would you like to prioritize for bicycle and pedestrian improvements?



Intersections	Response Count
Sunrise Valley Driveive/Roark Driveive/Herndon South Entrance	54
Sunrise Valley Driveive/Monroe Street	53
Monroe Street Mid-Block Crossing	47
Monroe Street/Van Buren Street/Worldgate Driveive	46
Van Buren Street/Herndon Parkway	46
Herndon Parkway/Herndon South Entrance	45
Centreville Road Mid-Block Crossing	38
Centreville Road/Elden Street/Worldgate Driveive	35
Sunrise Valley Driveive/Fairfax County Parkway	32
Elden St/Herndon Parkway	25
Dulles Station Boulevard/Sunrise Valley Driveive	25
Sayward Boulevard/Sunrise Valley Driveive	25
Sunrise Valley Driveive/Glen Echo Road	21
Rock Hill Road/Innovation Avenuenue	12

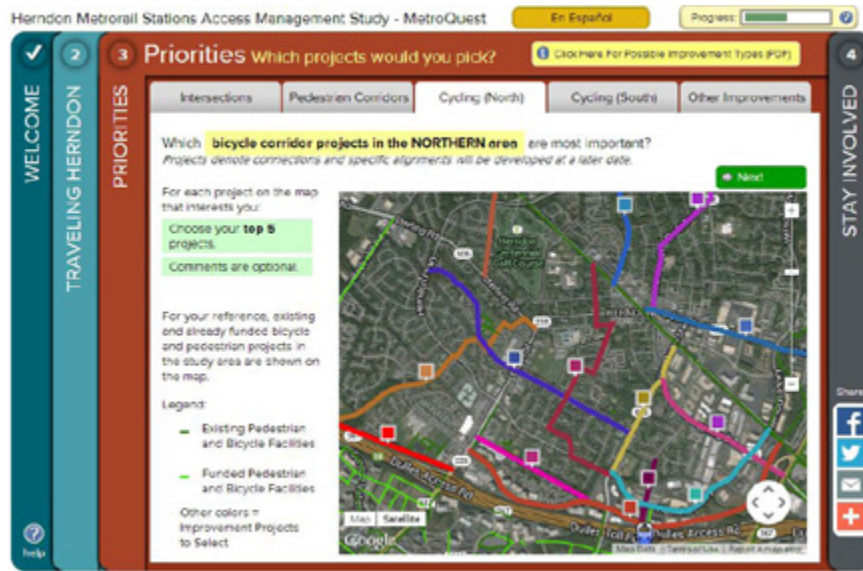
## 5. Which pedestrian corridor projects in the area are most important?



Pedestrian Corridors	Response Count
Dulles Toll Road/Monroe Street	63
Worldgate Drive to Herndon Metrorail station	53
New Trail South/Parallel to Dulles Toll Road	48
Downs Subdivision to Herndon Metrorail station	40
Dulles Toll Road/Centreville Road	38
Sugarland Run Trail Extension to Herndon Metrorail station	33
Sunrise Valley Drive to Frying Pan Road/Fox Mill Road	27
Chandon Park to Worldgate Drive	24
Crossing on Trails South of Innovation Center Metrorail station	20
Mosby Heights to Innovation Center Metrorail station	19
Grove Street to Spring Street	17
Centreville Road to Innovation Center Metrorail station	17
Innovation Avenue/Rock Hill Road to Innovation Center Metrorail station	12
Virginia Avenue to Mississippi Drive	10

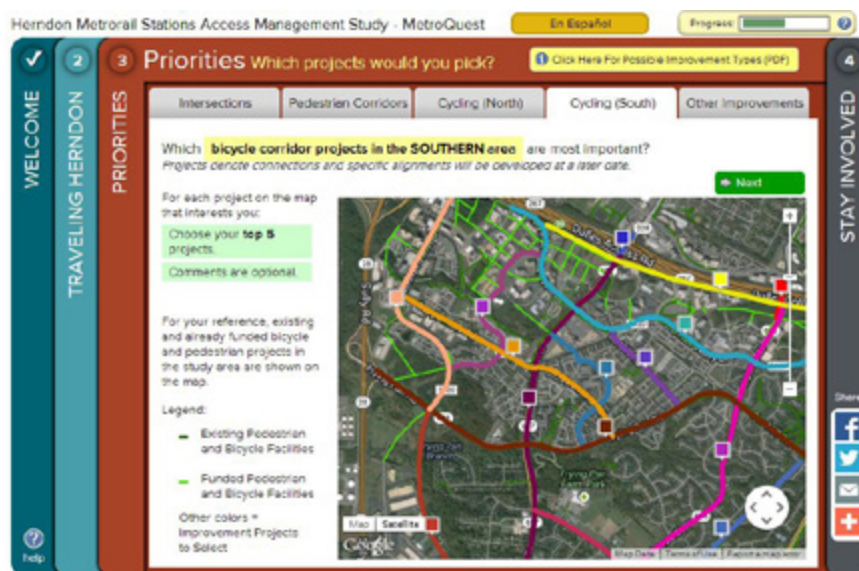


## 6. Which bicycle corridor projects in the Northern area are most important?



Bicycle Corridors – Northern Area	Response Count
Sugarland Run Trail to Herndon Metrorail station & Worldgate Drive	62
Van Buren Street from W&OD Trail to Herndon Parkway	45
Herndon Parkway from W&OD Trail to Van Buren Street	43
Centreville Road to Innovation Center Metrorail station	28
North-South Corridor from W&OD Trail to Herndon Parkway	28
Chandon Park to Worldgate Drive	26
Downs Subdivision to Herndon Metrorail station	25
East-West Corridor from Herndon Parkway to Van Buren Street	15
Elden Street from Baron Cameron Avenue to W&OD Trail	14
Spring Street from Van Buren Street to Fairfax County Parkway	12
Mosby Heights to Innovation Center Metrorail station	12
Innovation Avenue/Rock Hill Road to Innovation Center Metrorail station	6
Foggy Lick Branch Trail Extension to W&OD Trail	4
North-South Corridor from Driveanesville Road to Elden Street	3
North-South Corridor from Kingston Chase to Streeterling Road	2

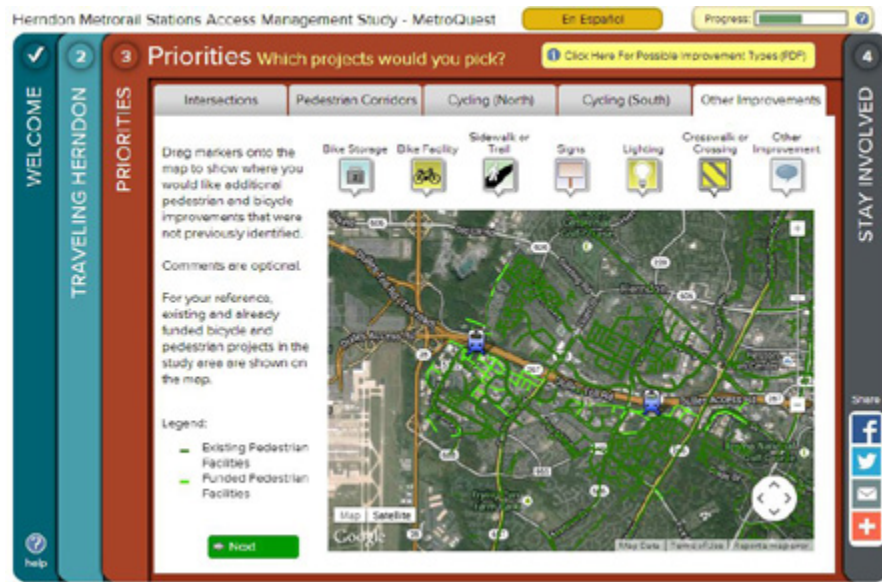
## 7. Which bicycle corridor projects in the Southern area are most important?



Bicycle Corridors – Southern Area	Response Count
Sunrise Valley Drive from Fairfax County Parkway to Innovation Center Metrorail station	65
Monroe St South of Herndon Metrorail station	48
New Trail South/Parallel to Dulles Toll Road	44
Dulles Toll Road/Monroe St	41
Centreville Road South of Dulles Toll Road	27
Sunrise Valley Drive from Frying Pan Road to Innovation Center Metrorail station	24
Dulles Toll Road/Centreville Road	24
North-South Corridor along River Birch Road and Dulles Technology Drive	19
Frying Pan Road/Fox Mill Road from Fairfax County Parkway to Route 28	16
Coppermine Road from Sunrise Valley Drive to Frying Pan Road	13
Fox Mill Road from Sunrise Valley Drive to Frying Pan Road	13
Thomas Jefferson Drive/McNair Farms Drive	7
North-South Trail from West Ox Road to Fox Mill Road	7
West Ox Road from Fairfax County Parkway to Centreville Road	6
Trail from Horsepen Stream Valley Park to Frying Pan Road	3

## Appendix A

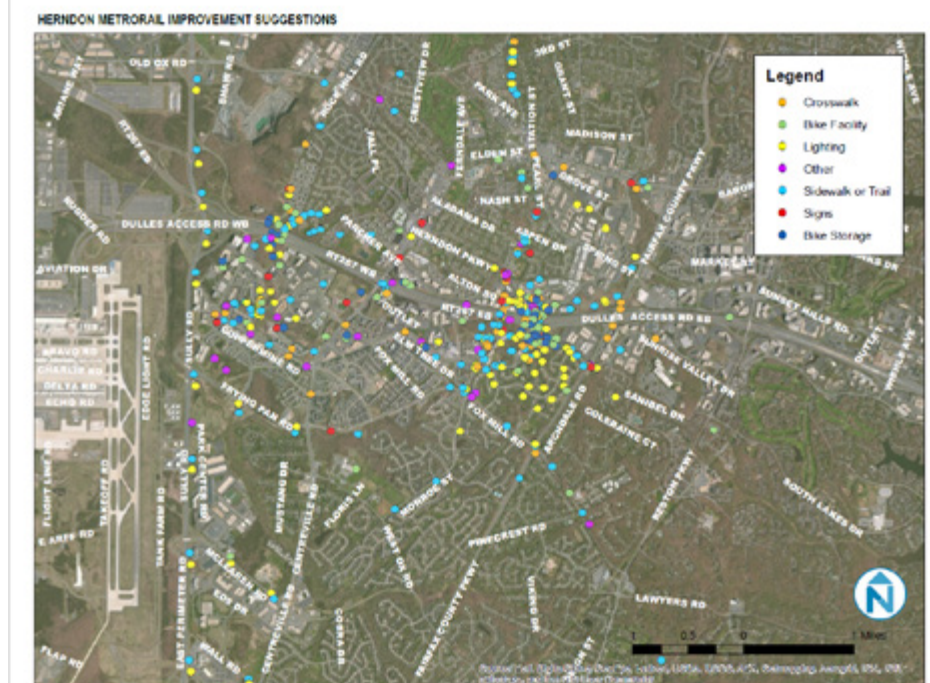
### 8. Which additional projects were not previously identified?



Improvement Type	Response Count
Crosswalk	64
Lighting	105
Bike Facility	59
Bike Storage	56
Signs	22
Sidewalk/Trail	143
Other	34

Individual comments are included as

### Appendix B.





- Gender

Gender	Response Count
Female	15
Male	42

Answered question: 57 | Skipped question: 151

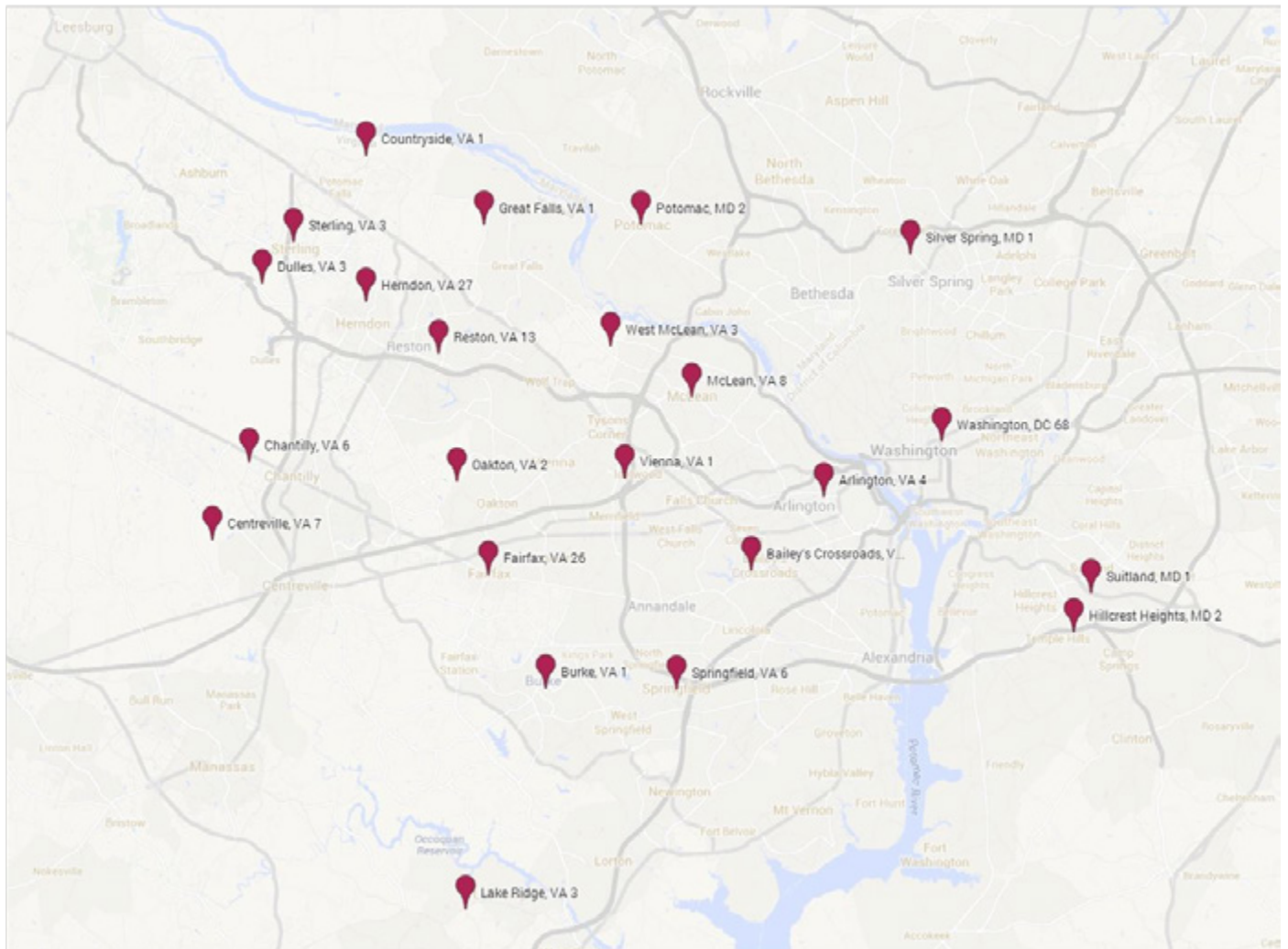
- Age

Age	Response Count
50+	13
36-50	31
26-35	14
19-25	1
0-18	1

Answered question: 60 | Skipped question: 148

## Appendix A

- Zipcode Location



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# Appendix B – List of Other Comments Received



# MetroQuest Survey Comments

Other public comments received from the online survey are listed in the following table.

**TABLE B.1 – OTHER SURVEY COMMENTS**

Improvement Type	Comment	Location
BikeWalk_Crosswalk	Crosswalk_across_Sunrise_Valley_from_Herndon/Monroe_Metro	SUNRISE VALLEY DR
BikeWalk_Crosswalk		LITTLE CURRENT DR
BikeWalk_Crosswalk		COPPERMINE RD
BikeWalk_Crosswalk	Bridge_for_crossing	HERNDON PKWY
BikeWalk_Crosswalk		TERRA COTTA CIR
BikeWalk_Crosswalk	bridge_over_Elden_St_for_connecting_sugar_land_path	ELDEN ST
BikeWalk_Crosswalk	Overpass	FAIRFAX COUNTY PKWY
BikeWalk_Crosswalk	bike_crossing_and_lanes_needed_for_safety_of_bikers	VAN BUREN ST
BikeWalk_Crosswalk		CENTREVILLE RD RAMP TO RT267 EB
BikeWalk_Crosswalk	bike_lanes_crossing_elder_st	VAN BUREN ST
BikeWalk_Crosswalk		DULLES GREENE DR
BikeWalk_Crosswalk	Crosswalks,_limit_lines_gone_from_FFX_county_pkw._No_way_to_cross_safely.	FAIRFAX COUNTY PKWY
BikeWalk_Crosswalk		MILBURN LN
BikeWalk_Crosswalk		MONROE ST
BikeWalk_Crosswalk	Need_overhead_crossing_into_Herndon_Metro_from_Sunrise_Valley_Dr.	SUNRISE VALLEY DR
BikeWalk_Crosswalk		RIVER BIRCH RD
BikeWalk_Crosswalk		DULLES ACCESS RD EB
BikeWalk_Crosswalk		HERNDON PKWY
BikeWalk_Crosswalk		SUNRISE VALLEY DR
BikeWalk_Crosswalk		MONROE ST
BikeWalk_Crosswalk	An_elevated_crossing_would_be_very_helpful_here,_its_a_busy_road._This_would_also_alleviate_traffic_on_Elden_St_that_backs_up_past_Monroe_continually.	ELDEN ST
BikeWalk_Crosswalk	at_McNair_Farms_(south_segment)and_Centreville	MCNAIR FARMS DR
BikeWalk_Crosswalk		PARKING LOT
BikeWalk_Crosswalk	Cross_walk_on_south_side_of_FFX_county_parkway/_sunrise_vally_drive.	FAIRFAX COUNTY PKWY
BikeWalk_Crosswalk	Crosswalk_from_apartments_to_Wood_Oak._Current_situation_requires_jaywalking_or_walking_up_to_the_light_to_cross.	SUNRISE VALLEY DR
BikeWalk_Crosswalk	Walker_controlled_lights_perhaps.	MONROE ST
BikeWalk_Crosswalk	fix_these_dangerous_crossing_of_toll_rd_ramps	RT7100 NB RAMP TO RT267 EB
BikeWalk_Crosswalk		MONROE ST
BikeWalk_Crosswalk	Very_dangerous_intersection_for_cyclists.	STERLING RD
BikeWalk_Crosswalk		SUNRISE VALLEY DR
BikeWalk_Crosswalk		HERNDON PKWY
BikeWalk_Crosswalk		SUNRISE VALLEY DR

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Crosswalk		HERNDON PKWY
BikeWalk_Crosswalk		SUNRISE VALLEY DR
BikeWalk_Crosswalk	Good_crosswalks_need_near_station_entrance	HERNDON PKWY
BikeWalk_Crosswalk		VAN BUREN ST
BikeWalk_Crosswalk	tunnel_for_crossing_dranesville_rd	DRANESVILLE RD
BikeWalk_Crosswalk	Overpass	FAIRFAX COUNTY PKWY
BikeWalk_Crosswalk	Dangerous_ramp_crossing	RT267 WB RAMP TO RT7100 SB
BikeWalk_Crosswalk	Crosswalk_needed_at_Van_Buren_and_Herndon_Pkwy.	VAN BUREN ST
BikeWalk_Crosswalk		FOX MILL RD
BikeWalk_Crosswalk	paint	XXOVER
BikeWalk_Crosswalk	No_crosswalk	COPPERMINE RD
BikeWalk_Crosswalk	Crosswalks_at_all_major_intersections.	HERNDON PKWY
BikeWalk_Crosswalk	Cross_walk_at_Survey_drive_and_Sunrise_Valley_Drive.	MERCATOR DR
BikeWalk_Crosswalk	crosswalk	COPPERMINE RD
BikeWalk_Crosswalk	High_visibility_crosswalk_on_SW_to_NW_corner.	SUNRISE VALLEY DR
BikeWalk_Crosswalk	paint	TURQUOISE LN
BikeWalk_Crosswalk		EASTPARK DR
BikeWalk_Crosswalk	paint	DULLES GREENE DR
BikeWalk_Crosswalk	paint	BILTMORE DR
BikeWalk_Crosswalk	Encourage_bicyclists_to_turn_into_Downs_subdivision_for_metro_access,_provide_better_crosswalks_for_pedestrians._Intersection_is_already_heavily_used_by_peds	VAN BUREN ST
BikeWalk_Facility	Park_has_no_safe_bike_facility.	WEST OX RD
BikeWalk_Facility		OUTLET
BikeWalk_Facility	CCTV/Vendors	LITTLE CURRENT DR
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility	CCTV	HERNDON PKWY
BikeWalk_Facility	CCTV	CENTREVILLE RD
BikeWalk_Facility		FERDINAND PORSCHE DR
BikeWalk_Facility	At_the_Metro_station	PARKING LOT
BikeWalk_Facility		DULLES STATION BLVD
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility	Bike_crossing	SUNRISE VALLEY DR
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility		CENTREVILLE RD
BikeWalk_Facility		FERGUSON PL
BikeWalk_Facility	A_place_to_safely_park_my_bike.	INNOVATION AVE
BikeWalk_Facility		MCLEAREN RD
BikeWalk_Facility		ELDEN ST
BikeWalk_Facility		HALTER LN

Improvement Type	Comment	Location
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		WOOD ST
BikeWalk_Facility	CCTV	INNOVATION AVE
BikeWalk_Facility		GREYWING SQ
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		TERRA COTTA CIR
BikeWalk_Facility	no_shoulders_or_sidewalks_since_road_was_built_shameful	FOX MILL RD
BikeWalk_Facility		ELDEN ST
BikeWalk_Facility		RT267 WB
BikeWalk_Facility		DULLES GREENE DR
BikeWalk_Facility		RT602 SB RAMP TO RT267 WB
BikeWalk_Facility		HERNDON PKWY
BikeWalk_Facility	Capitol_bike_share?	SUNRISE VALLEY DR
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility	Would_like_to_connect_metro,_Worldgate	PARKING LOT
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		SUNRISE VALLEY DR
BikeWalk_Facility		RT267 EB THRU RAMP
BikeWalk_Facility		DULLES ACCESS RD WB
BikeWalk_Facility	Lots_of_bike_racks_at_Herndon_Metro	PARKING LOT
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		RT267 EB RAMP TO RT267 EB
BikeWalk_Facility	Put_a_separated_cycletrack_on_Sunrise_Valley_Rd._Paint_won't_do!	SUNRISE VALLEY DR
BikeWalk_Facility		DULLES ACCESS RD WB
BikeWalk_Facility	Put_a_separated_bicycle_facility_on_Herndon_Parkway_here.	HERNDON PKWY
BikeWalk_Facility	CCTV/Vendors	HITCHCOCK CT
BikeWalk_Facility		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		HILLWOOD CT
BikeWalk_Facility	Bike_lanes_needed_all_along_Van_Buren.	VAN BUREN ST
BikeWalk_Facility		LAUREL TREE LN
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		PARKING LOT
BikeWalk_Facility		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Facility	Bike_lanes_needed_along_Spring_St.	SPRING ST
BikeWalk_Lighting		SPRING ST
BikeWalk_Lighting		RIVER BIRCH RD

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Lighting	The_woods_around_here_host_a_lot_of_individuals_who_seem_desperate._Light_the_trail_and_get_those_poor_people_some_help!	RT267 EB RAMP TO PARK AND RIDE
BikeWalk_Lighting		DULLES STATION BLVD
BikeWalk_Lighting	New_trail_from_W	RT7100 SB RAMP TO RT267 WB
BikeWalk_Lighting		MONROE ST
BikeWalk_Lighting		RT267 EB RAMP TO PARK AND RIDE
BikeWalk_Lighting		CORAL RD
BikeWalk_Lighting		LITTLE CURRENT DR
BikeWalk_Lighting	NEED_MORE!!!!	SUNRISE VALLEY DR
BikeWalk_Lighting		MAPLE SUGAR LN
BikeWalk_Lighting		RT7100 SB RAMP TO RT267 WB
BikeWalk_Lighting		LITTLE CURRENT DR
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		RT267 WB RAMP TO RT28 NB
BikeWalk_Lighting		THUNDER CHASE DR
BikeWalk_Lighting		BAYARD DR
BikeWalk_Lighting	Its_hard_to_cross_the_stream_at_night.	MAPLE SUGAR LN
BikeWalk_Lighting		SULLY RD
BikeWalk_Lighting		DARIUS LN
BikeWalk_Lighting		LITTLE CURRENT DR
BikeWalk_Lighting		LITTLE CURRENT DR
BikeWalk_Lighting	This_path_is_a_main_route_for_pedestrians_and_bikers_to_the_future_metro,_it_can_be_very_dark.	MAPLE SUGAR LN
BikeWalk_Lighting	Need_more_lighting_along_Sunrise_Valley_Drive_between_Monroe_and_Fairfax_Co._PkwY.	CORPORATE PARK DR
BikeWalk_Lighting		INNOVATION AVE
BikeWalk_Lighting		MAPLE SUGAR LN
BikeWalk_Lighting		AIR AND SPACE MUSEUM PKWY
BikeWalk_Lighting		LITTLE CURRENT DR
BikeWalk_Lighting		HERNDON PKWY
BikeWalk_Lighting		MCDANIEL CT
BikeWalk_Lighting		3RD ST
BikeWalk_Lighting		RT7100 RAMP TO SPRING ST
BikeWalk_Lighting		SULLY RD
BikeWalk_Lighting		THUNDER CHASE DR
BikeWalk_Lighting		MONROE ST
BikeWalk_Lighting		3RD ST
BikeWalk_Lighting	This_is_a_very_dark_trail_at_night._Will_help_if_lighting_is_provided.	MAPLE SUGAR LN
BikeWalk_Lighting		RT28 NB RAMP TO MCLEAREN RD EB



Improvement Type	Comment	Location
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		SUNRISE VALLEY DR
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting	Need_lighthing_as_its_not_the_road._It_is_just_a_bike_trai	MAPLE SUGAR LN
BikeWalk_Lighting		THUNDER CHASE DR
BikeWalk_Lighting		RT28 NB RAMP TO FRYING PAN RD EB
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		BRIDOOON LN
BikeWalk_Lighting		RT28 NB RAMP TO RT606 EB
BikeWalk_Lighting		MAPLE SUGAR LN
BikeWalk_Lighting		WALL RD
BikeWalk_Lighting		DULLES STATION BLVD
BikeWalk_Lighting		CORAL RD
BikeWalk_Lighting		COLTS BROOK DR
BikeWalk_Lighting	No_lighting_and_this_trail_is_usually_subject_to_hooliganism	MAPLE SUGAR LN
BikeWalk_Lighting		HALTER LN
BikeWalk_Lighting		DULLES ACCESS RD EB RAMP TO RT28 NB
BikeWalk_Lighting		EASTPARK DR
BikeWalk_Lighting		ROARK CT
BikeWalk_Lighting		MONROE ST
BikeWalk_Lighting		CROSS COUNTRY LN
BikeWalk_Lighting		TERRA COTTA CIR
BikeWalk_Lighting		EASTPARK DR
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		DAKOTA LAKES DR
BikeWalk_Lighting		NOBLE VICTORY LN
BikeWalk_Lighting		SUNRISE VALLEY DR
BikeWalk_Lighting		PARK CRESCENT CIR
BikeWalk_Lighting		MCLEAREN RD
BikeWalk_Lighting		MALEADY DR
BikeWalk_Lighting		TOURNAMENT DR
BikeWalk_Lighting		FRYING PAN RD
BikeWalk_Lighting		MCLEAREN RD
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		SULLY RD
BikeWalk_Lighting		THUNDER CHASE DR
BikeWalk_Lighting		HITCHCOCK CT
BikeWalk_Lighting		ELDEN ST
BikeWalk_Lighting		ROARK CT
BikeWalk_Lighting		SUNRISE VALLEY DR

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Lighting		LAUREL TREE LN
BikeWalk_Lighting		DULLES TECHNOLOGY DR
BikeWalk_Lighting	Bright_lights_and_CCTV_all_along_Glade.	MARGINELLA DR
BikeWalk_Lighting		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Lighting		AIR AND SPACE MUSEUM PKWY WB RAMP TO RT28 NB
BikeWalk_Lighting	Lighting_on_Rock_Hill_Road_from_606_to_Metro_Station	INNOVATION AVE
BikeWalk_Lighting	Need_lighting_from_Metro_station_to_W	HERNDON PKWY
BikeWalk_Lighting		RT267 EB RAMP TO RT267 EB
BikeWalk_Lighting	Increased_lighting_on_the_trail_adjacent_to_Fairfax_County_Parkway_would_be_AWESOME	FAIRFAX COUNTY PKWY
BikeWalk_Lighting		MONROE ST
BikeWalk_Lighting		MONROE ST
BikeWalk_Lighting		PARKING LOT
BikeWalk_Lighting		FRYING PAN RD
BikeWalk_Lighting		SUNRISE VALLEY DR
BikeWalk_Lighting		DARIUS LN
BikeWalk_Lighting	dense_forest_(hiding/crime_potential)	INNOVATION AVE
BikeWalk_Lighting	Lighting_for_the_bridge_and_new_path_on_southside	MONROE ST
BikeWalk_Lighting		SUNRISE VALLEY DR
BikeWalk_Lighting	Lighted_intersections_that_are_not_four_way_stops	HERNDON PKWY
BikeWalk_Other	it_looks_like_this_is_going_away_too_bad_we_could_use_a_nice_park_in_this_area.	JEFFERSON PARK DR
BikeWalk_Other	what_is_this_line?	JEFFERSON PARK DR
BikeWalk_Other	Raise_the_bridge_When_water_is_flowng,_its_not_easy_to_cross	MAPLE SUGAR LN
BikeWalk_Other	Need_a_traffic_light.	SUNRISE VALLEY DR
BikeWalk_Other		HERNDON PKWY
BikeWalk_Other	Add_parking_to_north_side	PARKING LOT
BikeWalk_Other		RIVER BIRCH RD
BikeWalk_Other	Should_be_bicycle_and_pedestrian_throughways_parallel_to_route_28_AND_route_267	RT28 NB RAMP TO FRYING PAN RD EB
BikeWalk_Other	Traffic_Monitoring/Beacon	DULLES CORNER BLVD
BikeWalk_Other		PARKING LOT
BikeWalk_Other	Two_lane_road_to_accommodate_increased_traffic,_also_pedestrian_crossing_on_north_side_of_intersection	FOX MILL RD
BikeWalk_Other	Fox_Mill/Pinecrest_intersection_is_extremely_dangerous_Do_we_need_deadly_accidents_here_before_action_is_taken?Three_way_stop_works_quite_nicely,	FOX MILL RD
BikeWalk_Other	A_right_turn_lane_is_needed_from_Fox_Mill_to_Monroe	TOURNAMENT DR
BikeWalk_Other	Auto	PARKING LOT
BikeWalk_Other	Dedicated_right_turn_lane_needed_from_northward_Van_Buren_onto_eastward_Herndon_Parkway.	HERNDON PKWY
BikeWalk_Other	dedicated_rightturn_lane	ELDEN ST

Improvement Type	Comment	Location
BikeWalk_Other	Add_walk/bike_lane_on_eastside_of_bridge	RT267 EB
BikeWalk_Other	dedicated_rightturn_lane_(not_shared_with_straight!)	VAN BUREN ST
BikeWalk_Other	Takes_too_long_to_make_a_left_from_Coppermine_onto_Sunrise._ Oncoming_traffic_is_fast_and_there_is_very_less_realization_time_ because_of_the_curvy_intersection_of_Sunrise_Valley.	COPPERMINE RD
BikeWalk_Other	Valet_Bike_Drop_Off	RT267 EB RAMP TO RT267 EB
BikeWalk_Other	ADD_ANOTHER_STATION_AND_5_TPSS'S	RT267 WB
BikeWalk_Other	Car_Parking	COPPERMINE RD
BikeWalk_Other	timeofday_light_timing_reconfiguration	HERNDON PKWY
BikeWalk_Other	larger_turn_lane	HERNDON PKWY
BikeWalk_Other	Tunnel/Bike_Path	RT267 WB
BikeWalk_Other	find_a_way_to_get_people_from_these_MDUs_to_the_metro_stations_ by_bike.	SUNRISE VALLEY DR
BikeWalk_Other	pedestrian_bridge_buffered_bike_lane._._Something_to_make_this_a_ safer_intersection_to_cross_on_a_bike.	FAIRFAX COUNTY PKWY
BikeWalk_Other	Need_Lights_at_the_intersection	COPPERMINE RD
BikeWalk_Other	Intersection_at_Van_Buren_and_Alabama_needs_light.	VAN BUREN ST
BikeWalk_Other	Guard_rails_between_Hitchcock_Dr._and_Milburn_Lane._See_ comment_for_""Sidewalk_or_Trail""	CENTRE PARK CIR
BikeWalk_Other	The_concrete_curb/median_is_not_well_designed._Driving_on_ Coppermine_Rd_going_towards_Centreville_Rd._To_take_a_left_at_ the_traffic_light_at_Centreville_Rd_sign_can_prove_to_be_dangerous._ there_is_a_fair_bit_of_chance_of_accidentally_running_over_the_med	COPPERMINE RD
BikeWalk_Other	Easier_trail_crossing	HIDDENBROOK DR
BikeWalk_Other	This_is_the_ONLY_toll_road_crossing_where_there_are_no_dangerous_ slip_ramps_or_exit_ramps._Keep_it_bike_friendly!	DULLES ACCESS RD WB
BikeWalk_Other	Left_turn_into_shopping_center_and_left_turn_out_of_shopping_ center_cannot_turn_due_to_heavy_traffic_flow_and_lack_of_visibility.	SUNRISE VALLEY DR
BikeWalk_Sidewalk	trail_on_back_side_of_Arbortem_building.	SUNRISE VALLEY DR
BikeWalk_Sidewalk	This_would_be_a_great_spot_for_a_trail.	RT267 EB THRU RAMP
BikeWalk_Sidewalk	Make_this_funded_trail_paved_so_bikes_can_use_it.	EASTPARK DR
BikeWalk_Sidewalk		FRYING PAN RD
BikeWalk_Sidewalk		HUNT WAY LN
BikeWalk_Sidewalk	A_bridge_needs_to_go_over_the_creek_to_allow_passage_for_all_ pedestrians_and_bicycles._Currently_there_are_only_stepping_stones.	MAPLE SUGAR LN
BikeWalk_Sidewalk		BROOK OVERLOOK CT
BikeWalk_Sidewalk	tie_in_sugar_land_to_Metro_station	RT267 WB
BikeWalk_Sidewalk	continue_sugarland_path	RT7100 SB RAMP TO RT267 WB
BikeWalk_Sidewalk	path	FAROUGI CT
BikeWalk_Sidewalk	Put_a_stream_valley_trail_along_the_south_side_of_Frying_Pan_Rd.	FRYING PAN RD
BikeWalk_Sidewalk	This_path_would_complete_the_route_for_the_entire_southern_area_ to_the_main_road.	TERRA COTTA CIR
BikeWalk_Sidewalk	It_would_help_to_connect_this_trail_to_Sunrise_Valley_Drive	TERRA COTTA CIR
BikeWalk_Sidewalk	continue_path	FAIRFAX COUNTY PKWY

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Sidewalk	Need_pedestrian_access_from_Reflection_Homes_common_area_to_previously_identified_pedestrian_path.	FAROUGI CT
BikeWalk_Sidewalk		AIR AND SPACE MUSEUM PKWY
BikeWalk_Sidewalk		HERNDON PKWY
BikeWalk_Sidewalk		FRYING PAN RD
BikeWalk_Sidewalk		TERRA COTTA CIR
BikeWalk_Sidewalk	continue_path_from_stanton_park_towards_herndon_town	MCDANIEL CT
BikeWalk_Sidewalk		DULLES GREENE DR
BikeWalk_Sidewalk	A_sidewalk_is_needed_on_the_southbound_side_of_Monroe_to_continue_to_the_bridge_which_leads_to_Worldgate_Drive.	EASTPARK DR
BikeWalk_Sidewalk	Connect_the_trail_to_Centreville_Rd.	CENTREVILLE RD
BikeWalk_Sidewalk		HERNDON PKWY
BikeWalk_Sidewalk		SUNRISE VALLEY DR
BikeWalk_Sidewalk		DULLES GREENE DR
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		RT267 WB RAMP TO RT28 NB
BikeWalk_Sidewalk	Trail_continue_along_creek_from_Ballou_to_3rd_and_through_Stanton_Park_to_Herndon_Parkway	OUTLET
BikeWalk_Sidewalk		SULLY RD
BikeWalk_Sidewalk	Bike_path_on_Monroe/Van_Buren	MONROE ST
BikeWalk_Sidewalk	Most_critical_connection_point_to_station_from_dense_residential	FAROUGI CT
BikeWalk_Sidewalk		MONROE ST
BikeWalk_Sidewalk		RT267 WB RAMP TO RT28 NB
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		HERMAN CT
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		DULLES ACCESS RD EB RAMP TO RT28 NB
BikeWalk_Sidewalk	No_pedestrian_path_present_today_in_this_area.	SUNRISE VALLEY DR
BikeWalk_Sidewalk	There_is_no_sidewalk_on_the_Southbound_side_of_the_parkway_that_connects_SRV_with_Fox_Mill.	SUNRISE VALLEY DR
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		FRYING PAN RD
BikeWalk_Sidewalk	Definitely_need_a_sidewalk_here!	SUNRISE VALLEY DR
BikeWalk_Sidewalk	606_between_herndon_parkway_and_28	OLD OX RD
BikeWalk_Sidewalk		EASTPARK DR
BikeWalk_Sidewalk		AIR AND SPACE MUSEUM PKWY
BikeWalk_Sidewalk	We_realize_that_this_is_between_2_homes_but_would_greatly_reduce_our_walk.	SUMMERFIELD DR
BikeWalk_Sidewalk	A_sidewalk_or_trail_between_the_Summerfield_culdesac_and_Rock_Hill	SUMMERFIELD DR
BikeWalk_Sidewalk		RT28 NB THRU RAMP



Improvement Type	Comment	Location
BikeWalk_Sidewalk	bike_lanes_on_sunrise_valley_drive	SUNRISE VALLEY DR
BikeWalk_Sidewalk	connect_sugar_land_run_trail	ELDEN ST
BikeWalk_Sidewalk	Need_a_bike_line_between_the_metro_and_Herndon_Town_Center_with_lights!	VAN BUREN ST
BikeWalk_Sidewalk		INNOVATION AVE
BikeWalk_Sidewalk		MONROE ST
BikeWalk_Sidewalk	This_would_be_a_new_and_directwalking_connection_to_the_Innovation_Center_station.	SUNRISE VALLEY DR
BikeWalk_Sidewalk	Sidewalk/trail_missing_on_the_north_side_of_Sunrise_Vally_Drive_Here.	SUNRISE VALLEY DR
BikeWalk_Sidewalk	Sidewalk_or_trail_the_length_of_Fox_Mill	FOX MILL RD
BikeWalk_Sidewalk	Trail_continue_along_creek_from_Ballou_to_3rd_and_through_Stanton_Park_to_Herndon_Parkway	3RD ST
BikeWalk_Sidewalk	Wide_asphalt_trail_from_Sunrise_Valley_Dr/Roark_Dr_intersection_to_Herndon_Metro.	PARKING LOT
BikeWalk_Sidewalk	path_through_Stanton_park_cross_third_st	3RD ST
BikeWalk_Sidewalk		RT28 NB RAMP TO RT606 EB
BikeWalk_Sidewalk	continue_sugar_land_run_path	SPRING ST RAMP TO RT7100
BikeWalk_Sidewalk		MALEADY DR
BikeWalk_Sidewalk		MCLEAREN RD
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk	Desperately_need_a_sidewalk/trail_between_Walney_and_Willard_Roads	WALNEY RD
BikeWalk_Sidewalk		RT28 NB RAMP TO MCLEAREN RD EB
BikeWalk_Sidewalk		MONROE ST
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		LOCUST PARK DR
BikeWalk_Sidewalk	Existing_sidewalk_on_east_side_of_van_buren_is_adjacent_to_curb._A_2'3' clearance_between_sidewalk_and_curb_(i.e._""utility_strip"" )_would_be_beneficial_due_to_expected_increased_vehicular_traffic_associated_with_metro	VAN BUREN ST
BikeWalk_Sidewalk		SUNRISE VALLEY DR
BikeWalk_Sidewalk		COPPERMINE RD
BikeWalk_Sidewalk	Back_to_other_mark.	FOX MILL RD
BikeWalk_Sidewalk	Road_is_to_narrow_for_cycling._With_the_hills_on_this_road,_I_have_seen_several_close_calls.	FOX MILL RD
BikeWalk_Sidewalk		EASTPARK DR
BikeWalk_Sidewalk	From_Herndon_Parkway_to_Rock_Hill_Road	STERLING RD
BikeWalk_Sidewalk	Sidewalk_or_bike_trail_on_Fox_Mill_Road	FOX MILL RD
BikeWalk_Sidewalk	path	PREUIT PL
BikeWalk_Sidewalk		RT267 EB
BikeWalk_Sidewalk	This_missing_trail_along_this_stretch_prevents_more_people_from_biking_to_the_park_and_to_Floris.	MONROE ST
BikeWalk_Sidewalk		ACORN HOLLOW LN

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Sidewalk	Sidewalk	SUNRISE VALLEY DR
BikeWalk_Sidewalk		MALEADY DR
BikeWalk_Sidewalk	Sidewalk_needs_to_be_built_for_a_small_section_here	WALNUT LEAF LN
BikeWalk_Sidewalk	A_wide_paved_trail_would_be_nice._Currently_it_is_just_packed_dirt.	MONROE ST
BikeWalk_Sidewalk	Asphalt_trail_on_at_least_one_side_of_Sunrise_Valley_Dr_from_Monroe_St_to_Fairfax_County_Pkwy	SUNRISE VALLEY DR
BikeWalk_Sidewalk	No_sidewalk	FRYING PAN RD
BikeWalk_Sidewalk	There_is_an_abrupt_end_of_sidewalk_in_front_of_the_graveyard._Need_to_be_improved.	COPPERMINE RD
BikeWalk_Sidewalk	No_sidewalk_around_this_stretch_need_to_walk_by_the_bushes	SUNRISE VALLEY DR
BikeWalk_Sidewalk		CENTREVILLE RD RAMP TO RT267 EB
BikeWalk_Sidewalk	under_the_toll_road_bridge	RT267 EB
BikeWalk_Sidewalk		WALL RD
BikeWalk_Sidewalk	sidewalk_along_sunrise_valley_drive	MILBURN LN
BikeWalk_Sidewalk	Sidewalk_or_Bike_Trail_on_Fox_Mill_Road	PINECREST RD
BikeWalk_Sidewalk	Complete_sidewalk_from_Sunrise_Valley_Drive_to_Worldgate.	MONROE ST
BikeWalk_Sidewalk		OLD DOMINION AVE
BikeWalk_Sidewalk		MONROE ST
BikeWalk_Sidewalk	There_is_a_section_from_Monroe_to_Fox_that_does_not_have_a_sidewalk._It_is_quite_hazardous_to_those_traveling_with_children_or_those_not_wanting_to_cross_the_street._It_is_very_uneven_and_for_beginning_runners_and_small_children_the_uneven_ground_can_c	PARK CRESCENT CIR
BikeWalk_Sidewalk	Need_a_wide_trail_between_metro_and_town_of_herndon_downtown	VAN BUREN ST
BikeWalk_Sidewalk	No_crosswalks_or_sidewalks_to_get_to_this_Park_from_east_side_of_FFx__pkwy._Nice_park,_if_only_I_could_walk_safely_to_it.	FAIRFAX COUNTY PKWY
BikeWalk_Sidewalk	Sidewalk_from_Turquoise_on_Rock_Hill_to_Metro_Station	INNOVATION AVE
BikeWalk_Sidewalk		PARKING LOT
BikeWalk_Sidewalk		DULLES TECHNOLOGY DR
BikeWalk_Sidewalk		MAPLE SUGAR LN
BikeWalk_Sidewalk	tie_in_path_Ballou_st	BALLOU ST
BikeWalk_Sidewalk	water_dept_ruining_trail_for_years_due_to_inept_bidding,_unknown_completion,_cleanup_dates	FAIRFAX COUNTY PKWY
BikeWalk_Sidewalk	North_South_Access_via_bike_or_walking	PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Sidewalk		PARCHER AVE
BikeWalk_Sidewalk	Sidewalk_around_Herndon_Parkway_to_give_access_to_Washington_Dominion_trail.	HERNDON PKWY
BikeWalk_Sidewalk	One_lane_path_is_very_tight.	DULLES ACCESS RD WB
BikeWalk_Sidewalk		RT267 EB RAMP TO RT267 EB
BikeWalk_Sidewalk		SUNRISE VALLEY DR
BikeWalk_Sidewalk	Asphalt_trail_on_at_least_one_side_of_Sunrise_Valley_Dr_from_Monroe_St_to_Fairfax_County_Pkwy	SUNRISE VALLEY DR

Improvement Type	Comment	Location
BikeWalk_Sidewalk	On_Sunrise_Valley_Drive_between_Hitchcock_Drive_and_Milburn_Lane_additional_guardrails_are_needed_to_protect_pedestrians._This_area_has_a_dangerous_curve,_and_over_the_past_10_years_many_cars_have_crashed_through_the_fences_next_to_the_road._With_increa	WOODLAND POND LN
BikeWalk_Sidewalk	Better_interconnecting_sidewalks_needed_along_Van_Buren	VAN BUREN ST
BikeWalk_Sidewalk	Better_connecting_sidewalks_needed_along_Spring_street.	SPRING ST
BikeWalk_Signs		MONROE ST
BikeWalk_Signs	No_Signal/stop_light__System_available_now._It_should_be_installed	SUNRISE VALLEY DR
BikeWalk_Signs	Bicycle_Passageways	HERNDON PKWY
BikeWalk_Signs		ELDEN ST
BikeWalk_Signs		RIVER BIRCH RD
BikeWalk_Signs	Recommend_signs_directing_bicyclists	ALABAMA DR
BikeWalk_Signs		SUNRISE VALLEY DR
BikeWalk_Signs	Put_wayfinding_signs_to_direct_bikes_to_the_metro_stations.	FAIRFAX COUNTY PKWY
BikeWalk_Signs		PARKING LOT
BikeWalk_Signs		HERNDON PKWY
BikeWalk_Signs	Metro_sign	WORLDGATE DR
BikeWalk_Signs	Put_signs_linking_a_bike_friendly_route_between_the_station_and_downtown.	VAN BUREN ST
BikeWalk_Signs		CENTREVILLE RD
BikeWalk_Signs		ARROWBROOK CENTRE DR
BikeWalk_Signs		ELDEN ST
BikeWalk_Signs		DULLES STATION BLVD
BikeWalk_Signs	A_sign_at_the_exit_of_the_south_side_of_the_station_should_direct_drivers_who_want_to_head_northward_toward_Dranesville_to_go_left_onto_Herndon_Parkway_(so_that_they_won't_go_right_and_use_Van_Buren_to_cut_thru_Herndon.)	PARKING LOT
BikeWalk_Signs	needs_elec_control;_higher_traffic	ROCK HILL RD
BikeWalk_Signs		FRYING PAN RD
BikeWalk_Storage	Offsite_bike_storage.	CENTREVILLE RD
BikeWalk_Storage		RIVER BIRCH RD
BikeWalk_Storage		OUTLET
BikeWalk_Storage		RT267 EB RAMP TO PARK AND RIDE
BikeWalk_Storage		DULLES STATION BLVD
BikeWalk_Storage		SUNRISE VALLEY DR
BikeWalk_Storage	This_Regency_Center_(Village_Center_at_Dulles)_has_no_bike_parking!	SUNRISE VALLEY DR
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage	Have_bike_storage_on_both_north_and_south_side	PARKING LOT
BikeWalk_Storage	Have_bike_storage_on_both_north_and_south_side	PARKING LOT
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		SUNRISE VALLEY DR
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage	We_should_have_sufficient_bike_lockers_on_the_North_side_as_well!	PARKING LOT

## Appendix B

Improvement Type	Comment	Location
BikeWalk_Storage	at_Metro	SUNRISE VALLEY DR
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage	Bike_storage_for_W	MONROE ST
BikeWalk_Storage		SUNRISE VALLEY DR
BikeWalk_Storage		HERNDON PKWY
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		INNOVATION AVE
BikeWalk_Storage	More_storage_on_the_north_side.	PARKING LOT
BikeWalk_Storage	Bike_storage_for_Metro_travellers	PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Storage	at_metro_station,_north_side	PARKING LOT
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		DULLES ACCESS RD EB
BikeWalk_Storage		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Storage		RT267 EB RAMP TO RT267 EB
BikeWalk_Storage		RT267 EB
BikeWalk_Storage		LAUREL TREE LN
BikeWalk_Storage	Need_area_to_lock_up_bikes	PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Storage		DULLES ACCESS RD EB
BikeWalk_Storage		DULLES ACCESS RD EB
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage	at_the_metro_station	RT267 EB RAMP TO RT267 EB
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		SUNRISE VALLEY DR
BikeWalk_Storage		SUNRISE VALLEY DR
BikeWalk_Storage		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Storage	Bike_storage_on_north_side_of_pedestrian_crosswalk_in_addition_to_south_side	RT267 WB
BikeWalk_Storage		PARK AND RIDE RAMP TO RT267 WB
BikeWalk_Storage		TERRA COTTA CIR
BikeWalk_Storage	So_they_can_ride_and_take_the_Metro	PARKING LOT
BikeWalk_Storage		PARKING LOT
BikeWalk_Storage		HERNDON PKWY
BikeWalk_Storage		RT267 EB THRU RAMP
BikeWalk_Storage		INNOVATION AVE



# Workshop Comments:

Public comments received during the hands-on working session are summarized by workshop date and group number. The numbers correspond to pedestrian and bicycle improvement options shown in Figures B.1 and B.2.

Figure B.1

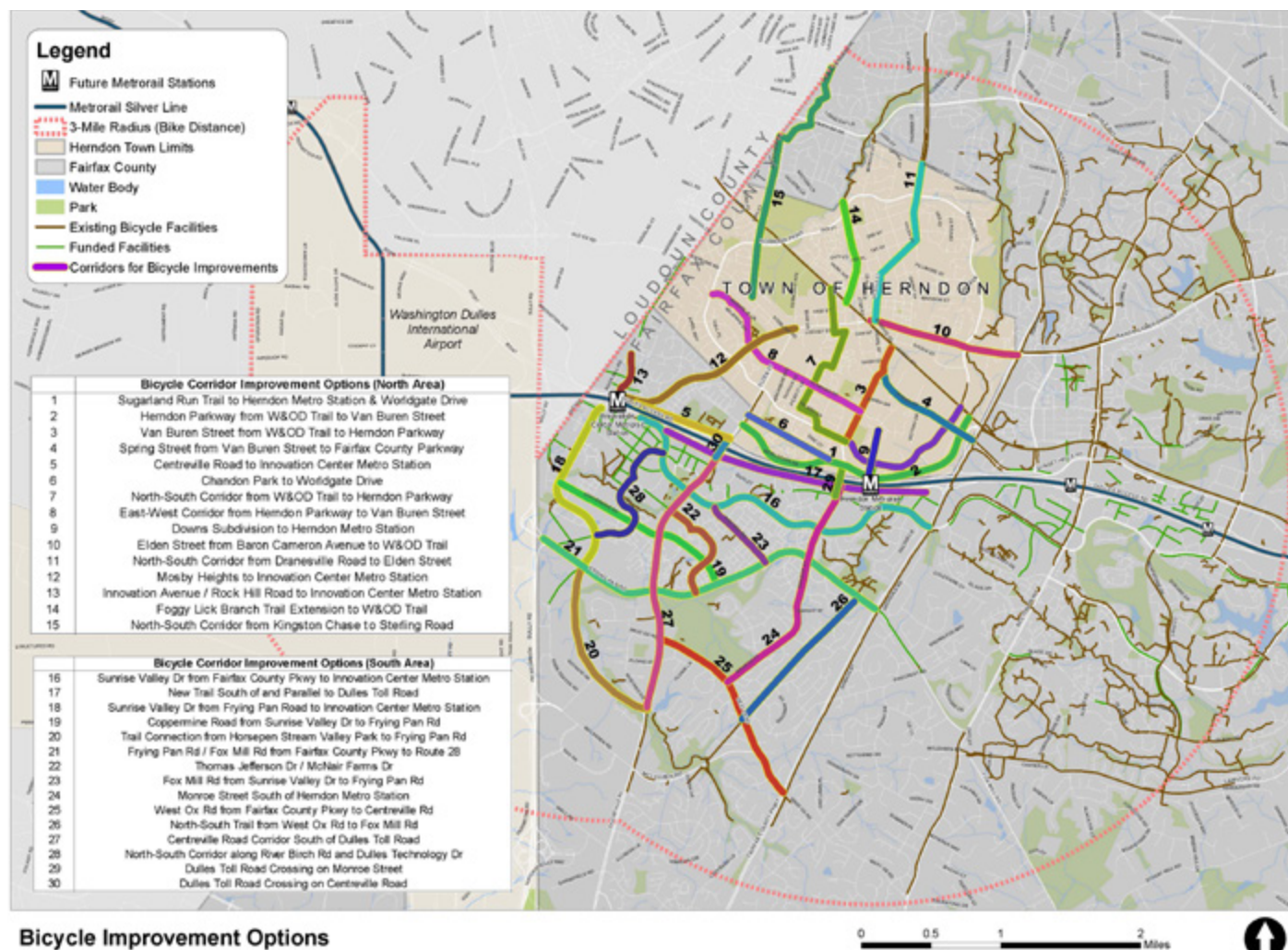
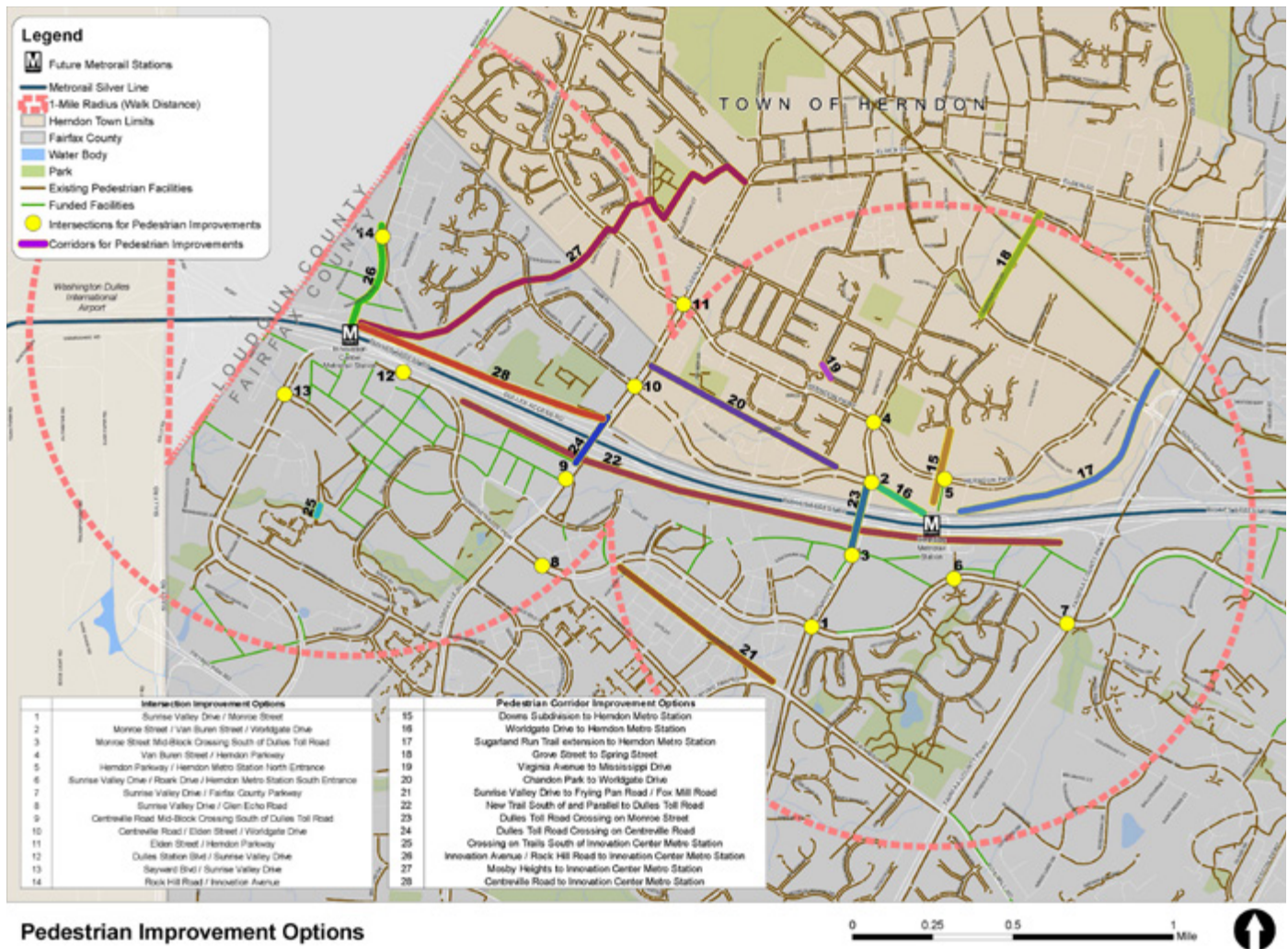


Figure B.2



Public comments received during the hands-on working session are summarized by workshop date and group number.

# March 26th Workshop

## Group 1

### PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION

**Pedestrian Needs:**

- 1. W&OD & Station along (E) Spring St. & Van Buren
- 2. #25 – bridge across stream
- 3. A/B (near #25) extend trail to Sunrise Valley & to Coppermine Rd.
- 4. C- Pave trail from neighborhood to Fairfax County Parkway

**Prioritized Intersection Projects:**

- 1. #1 Sunrise Valley & Monroe
- 2. #2 Monroe/Van Buren
- 3. #12,13 Sunrise Valley Speedway
- 4. #3 Monroe mid block crossing

**Prioritized Pedestrian Improvement Projects:**

- 1. #25 – Connect neighborhoods
- 2. #16 – Worldgate Drive extension
- 3. #17 – Cutting over W&OD on Sugarland Run Trail
- 4. #27 – Connect downtown to Innovation Station via Mosby Heights
- 5. #20 – Chandon to Worldgate
- 6. #21 – Fox Mill (Fox Hunt Land to Frying Pan)

### BICYCLE IMPROVEMENTS BREAKOUT SESSION

**Prioritized Bicycle Improvement Projects:**

- |  |   |
|--|---|
| 1. #19 – Coppermine Rd – Road Diet<br>Sunrise Valley to Frying Pan     | S |
| 2. #11/3 – N/S from Dranesville<br>Van Buren from W&OD to Herndon Pkwy | N |
| 3. #2 – Herndon Pkwy W&OD to Van Buren                                 | N |
| 4. #29 – Dangerous crossing of Toll Rd. at Monroe                      | S |
| 5. #16 – Sunrise Valley Road Diet                                      | S |
| 6. #27 – Centreville Road  | S |
| 7. #28 – River Birch – N/S corridor                                    | S |
| 8. #15 – Kingston Chase to Sterling Road                               | N |
| 9. #8 – E/W Corridor   | N |



- |                        |   |
|------------------------|---|
| 10. #12 – E/W          | N |
| 11. #10 – Yay Herndon! | N |

### ***Bicycle Accommodations:***

1. Policy – clean/sweep bike lanes
2. Lights on high in bike traffic areas
3. Connect #15/#8
4. Connect #10/#11/#3
5. Connect #3/29

## **Group 2**

### **PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION**

#### ***Pedestrian Access:***

1. Monroe Street improvements (#23) - Close gap to Woodland Crossing
2. Herndon Pkwy & Van Buren – bad – rt traffic
3. #24 – Centreville Road
4. Sterling @ Spring Street & Van Buren
5. #18 is important
6. Alabama & Missouri, uncomfortable
7. Van Buren between Spring & Herndon Pkwy
8. Spring between Elden & Van Buren

#### ***Prioritized Pedestrian Improvement Projects:***

1. #27 – modified
2. #23
3. #24
4. Spring/Van Buren + Project #4 + Project # 5
5. #15 + # 5
6. #4

#### ***Lighting***

1. Get HPD to weigh-in
2. May need more lighting
3. Light W&OD trail

#### ***Other Pedestrian Improvements:***

1. Rock Hill Road improvements
2. Strategic neighborhood connectors
3. #27 within Fairfax County as an alternate to neighborhood to neighborhood connection

### BICYCLE IMPROVEMENTS BREAKOUT SESSION

#### ***Bicycle Accommodations:***

1. Just not good connection
2. Sunrise Valley
3. Herndon Parkway
4. Van Buren
5. Paths/trails along Sunrise Valley/Herndon Pkwy (need separated facilities)
6. Missing piece of Sugarland Run at Elden St.
7. Like the idea of #17

#### ***Neighborhood Bike Routes***

1. Need good signage
2. Concern for “dooring”

#### ***Prioritized Bicycle Improvement Projects:***

1. #2 - Sugarland Run connection and fix at Elden
2. #11 to Project#3 – connection and relationship to other trails
3. #17 – Toll Road Parallel
4. #13 – Rock Hill Road extended
5. Fairfax County Pkwy crossings for Peds
6. LPI – Leady Ped Intervals
7. Frying Pan Park trail
8. Destination based bike wayfinding

## Group 3

### PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION

#### ***Prioritized Pedestrian Improvement Projects:***

1. Spring Park Station – Spring St. to Herndon Pkwy. (fence)
2. Pedestrian crosswalk at the N. intersection at the Centreville Rd. interchange
3. Rockhill Rd. – gap closure and lighting improvement
4. Fairfax County Pkwy & Fox Mill Rd. pedestrian connection
5. Sunrise Valley gap closure near innovation station

## BICYCLE IMPROVEMENTS BREAKOUT SESSION

### *Prioritized Bicycle Improvement Projects (North Area):*

1. #2
2. #7
3. #9
4. #12
5. #14

### *Prioritized Bicycle Improvement Projects (South Area):*

1. #18
2. #20
3. #24
4. #25
5. #26

## Group 4

## PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION

### *Pedestrian Needs:*

1. Need to connect to neighborhoods and W&OD trail
2. Good to concentrate pedestrian activity (more comfortable on roads)
3. Path materials are important
4. Actuated signals for bikes

### *Prioritized Pedestrian Improvement Projects:*

1. #15 – connection
2. #22 – recreational trail
3. #23
4. New – Van Buren
5. New – Connection to Worldgate

### *Prioritized Pedestrian Improvement Projects (Lower Priority):*

1. #18 – This connection already exists (could be improved)
2. #20 – Should this be better located along Worldgate? (keep pedestrian traffic concentrated)
3. #23 – Monroe bridge is adequate for pedestrians
4. #17 – Not important for pedestrians
5. #24 – Underpass – good to connect neighborhoods but not access to Metro

### BICYCLE IMPROVEMENTS BREAKOUT SESSION

#### *Bicycle Needs:*

1. Bike lanes should not just “go away”, needs to have a logical ending
2. Need to think about how bicycles turn left at intersections
3. Need to have directional signage to metro
4. Make sure there is adequate bicycle parking (covered and secure)
5. If facilities are shared by bikes & peds, needs to be wide enough for comfort for both

#### *Prioritized Bicycle Improvement Projects:*

1. #3 – Van Buren – need to make sure there is a smooth connection to Herndon Pkwy. Needs to be wider (safer than bike lane)
2. #9 – connect to Downes \*extend to connect W
3. #15 – connect through to 8 and Innovation Station
4. Intersections – Herndon Pkwy & Van Buren; Van Buren & Alabama
5. #29 – Monroe bridge
6. #17 – Recreational Trail

## March 31st Workshop

### Group 1

### PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION

#### *Prioritized Pedestrian Improvement Projects:*

1. #15 – Downs subdivision
2. #17 – Sugarland Rd trail
3. #5 – Herndon Pkwy – Intersections
4. #29 – Sunrise Valley north side near Innovation Station  
New intersection of Sunrise Valley & Innovation Station
5. #27 – Reflection lake

### BICYCLE IMPROVEMENTS BREAKOUT SESSION

#### *Prioritized Bicycle Improvement Projects:*

1. #24 Monroe St. south of Dulles Toll Road
2. Project#25 West Ox from Fairfax County Pkwy to Centreville Rd
3. Project#21 between Fairfax County Pkwy & Monroe
4. Project#12 Reflection lake
5. Project#3 Van Buren



***Additional Bicycle Improvement Projects:***

1. Spring St. extension
2. Sidewalk on McLaren Rd.
3. intersection West Ox & Fairfax County Pkwy
4. Intersection of Monroe & West Ox
5. Intersection Monroe & Fox Mill
6. Intersection of Fox Mill & Fairfax County Pkwy
7. Intersection of 3 & 4

**Group 2****PEDESTRIAN IMPROVEMENTS BREAKOUT SESSION*****Issues/Challenges:***

1. Woodland Park – pedestrian connectivity
2. Monroe/Sunrise Valley – too wide
3. Neighborhood connections have
  - a. Security
  - b. Lighting
  - c. Maintenance
4. Parking can become an issue when we make neighborhood connections

***Prioritized Pedestrian Improvement Projects:***

1. #1
2. #3
3. #22
4. #27
5. #8
6. #23

***Other Pedestrian Improvements:***

1. Monroe Street intersections
2. Sunrise Valley sidewalks need improvement
3. Sunrise Valley speeding
4. Bike parking at clocktower
5. #24 – link – important to have connections on both sides

## BICYCLE IMPROVEMENTS BREAKOUT SESSION

### *Prioritized Bicycle Improvement Projects:*

1. Monroe St.
2. #3 – Van Buren
3. #29 – connection
4. #17 – parallel to Dulles Toll Road
5. #25 – West Ox Rd.
6. #21 – Frying Pan Rd/Fox Mill Rd
7. #12 – Mosby Heights to Innovation Center

### *Additional Bicycle Improvement Projects:*

1. Issues at Frying Pan Road – do not stop for pedestrians
2. #26 – Pipeline Monroe Manor
3. #27 – due to lights, frequent stops
4. #21 – not wide enough for traffic frequent users
5. Paved paths – off street \*protected facilities/ buffer (separated from traffic)
6. Lawyers Rd. filled with gravel
7. Cut through traffic issue
8. Signal timing along Sunrise Valley causes aggressive drivers

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# Appendix C – Round 1 Public Workshop Presentation

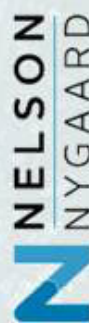
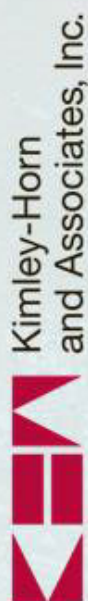


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# Herndon Metrorail Stations Access Management Study (HMSAMS)

## HMSAMS Public Workshop

*#1 – Dranesville District*



*Wednesday, March 26, 2014*

## PUBLIC WORKSHOP AGENDA

- Study Background
- Proposed Network Improvements
- Group Breakout Sessions
  - On-Line Survey
- Next Steps

## STUDY BACKGROUND

- With the construction of Metrorail's Silver Line, there is a need for a plan to enhance access to the future Metrorail Silver Line Stations in Fairfax County (2006).
- Reston Access Management Group Study (RMAG)
  - Completed in 2008
- Tysons Metrorail Stations Access Management Study (TMSAMS)
  - Completed in 2012
- The Herndon Metrorail Stations Access Management Study (HMSAMS) was established to develop a bicycle and pedestrian improvement plan for areas surrounding the future Herndon and Innovation Center Metrorail Stations.
- FCDOT is currently updating the County's ten year bus service plan and will begin a study that will identify necessary roadway improvements in the Herndon area sometime in the next 18 months.

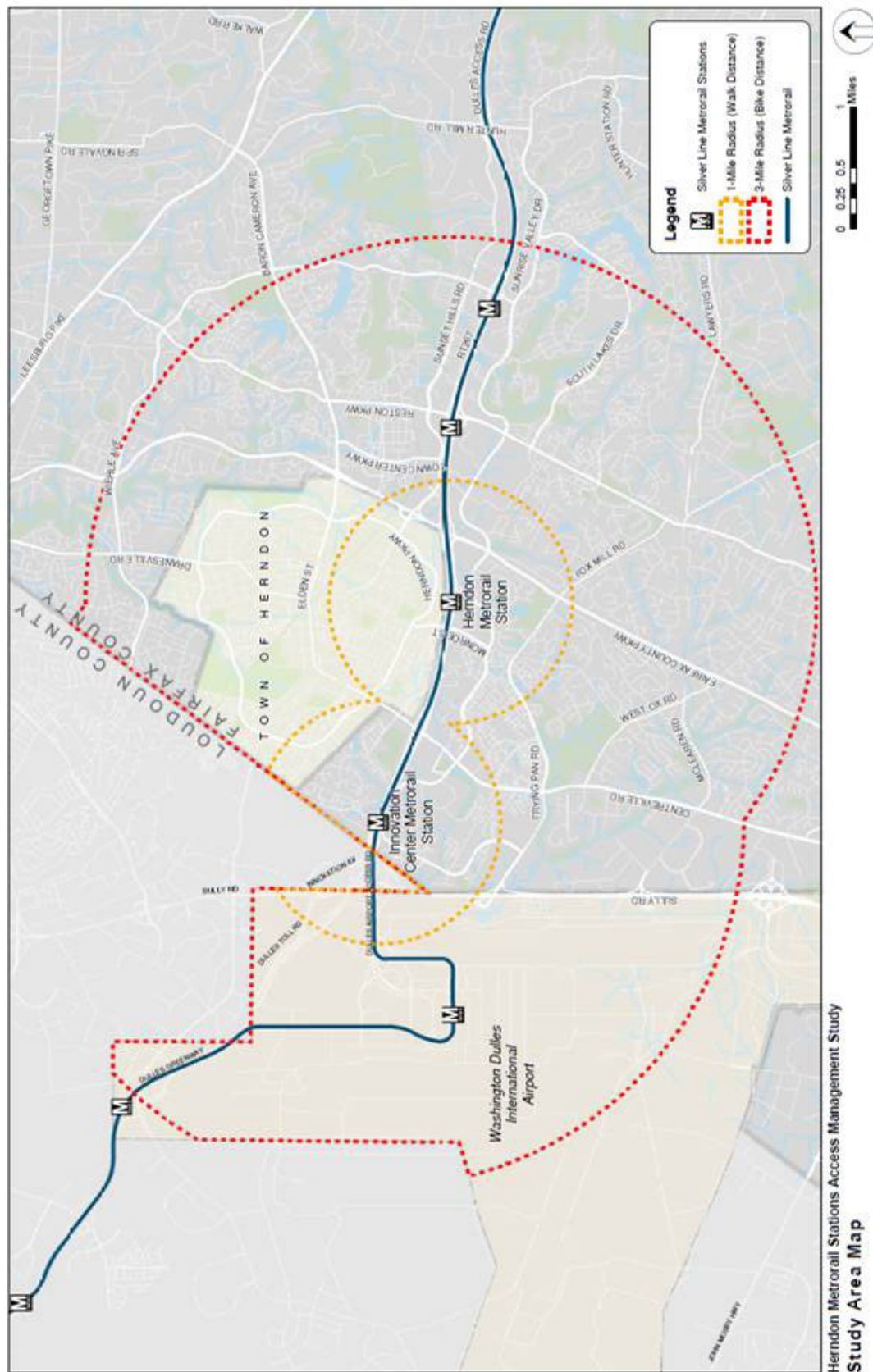
## STUDY BACKGROUND

- 16-member group was developed to represent the diverse interests of the area, to identify necessary pedestrian and bicycle facility improvements, and help guide the direction of study.

Herndon Metrorail Stations Access Management Study (HMSAMS) Advisory Group Members			
Name:	Represents/Roll:	Name:	Represents/Roll:
Jenny Phipps	Dranesville BOS District Staff	Charlie Strunk	Fairfax County Dept. of Transportation Program Manager
Jeffrey Fairfield	Dranesville BOS District Citizen (South side of DTR)	Randal White	Fairfax County Dept. of Transportation Transit Planner
Mike Olson	Dranesville BOS District Citizen (North side of DTR)	Chris Wells	Fairfax County Dept. of Transportation Program Manager
Paul Davis	Hunter Mill BOS District Staff	Jay Rauschenbach	Fairfax County Park Authority
Rick Hamilton	Hunter Mill BOS District Citizen	Kathleen Leidich	Loudoun County Dept. of Transportation
Kay Robertson	Town of Herndon Staff	Doug Pew	Reston Paths
Lisa Merkel (Mayor)	Town of Herndon Citizen	Jim Larsen	Dulles Area Transportation Association (DATA)
Kris Morley-Nikfar	Fairfax County Dept. of Transportation (Project Manager)	Patricia Turner	Loudoun County Citizen



# STUDY AREA



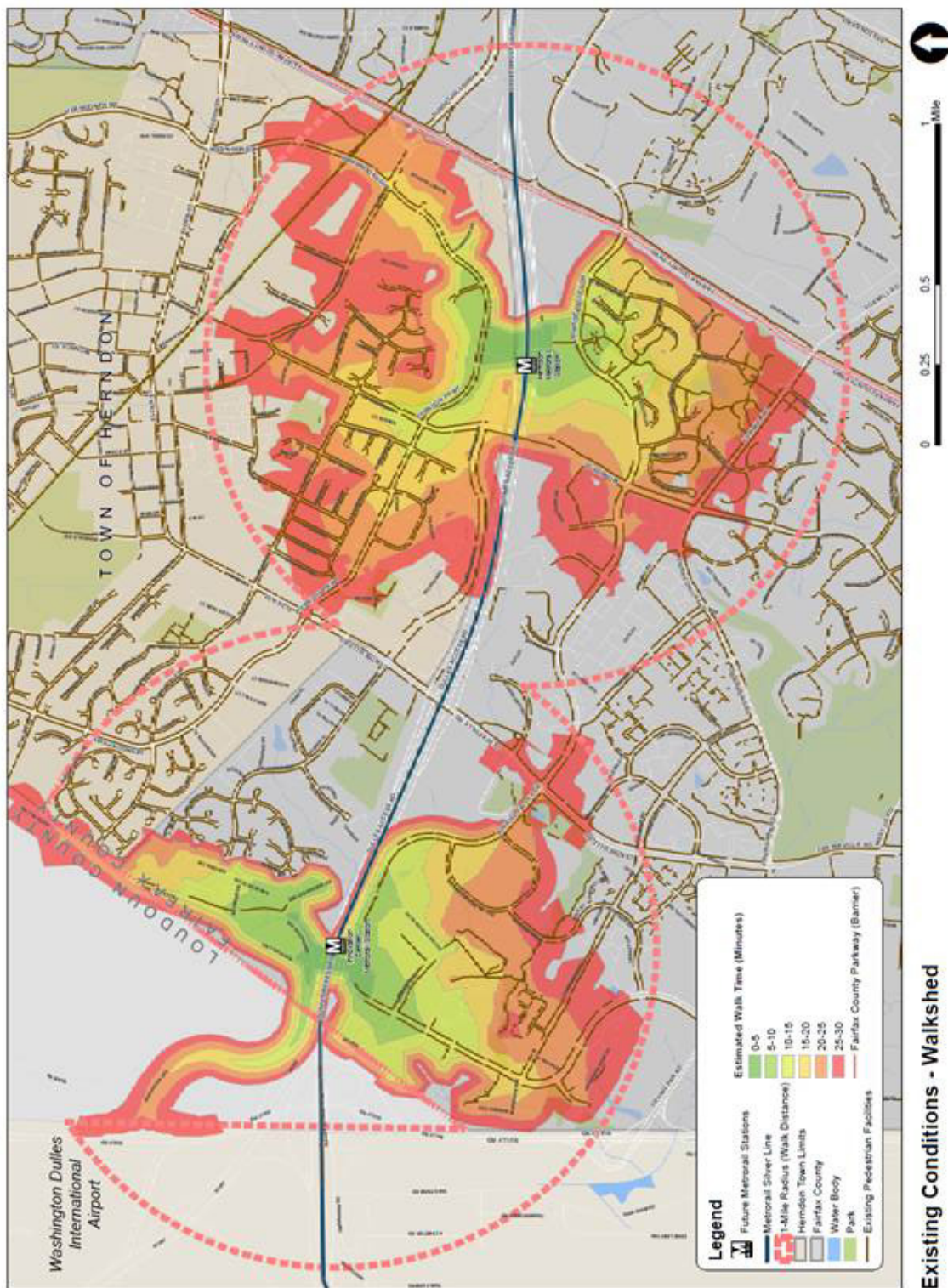
## OBJECTIVES & TASKS

Together, we will focus on these main elements:

1. Understand Existing Conditions
2. Public Outreach
3. Identify Bicycle and Pedestrian Network Recommendations
4. Prioritize improvements
5. Develop Station Access Management Plan
6. Conceptual Costs & Implementation Strategies

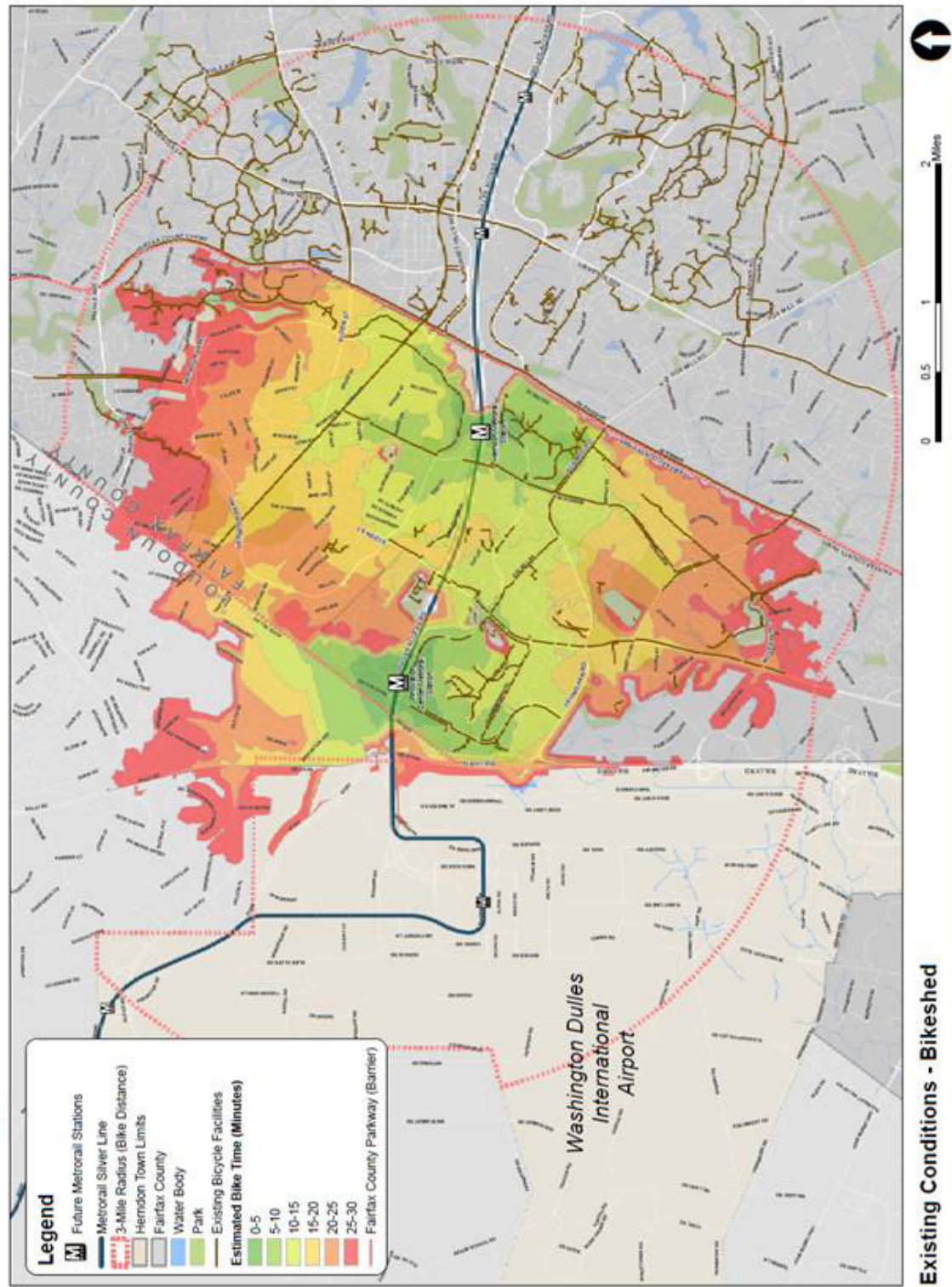


# Existing Conditions – Walkshed





# Existing Conditions – Bikedshed



## PROPOSED NETWORK IMPROVEMENTS

### Priority:

*Focusing on providing connections through the many barriers that exist in the community to make transit access easier.*

- Simple Gap Closures
- Neighborhood Linkages
- Road Diets
- Major Trails
- Roadway changes (within existing ROW)
- Complicated links



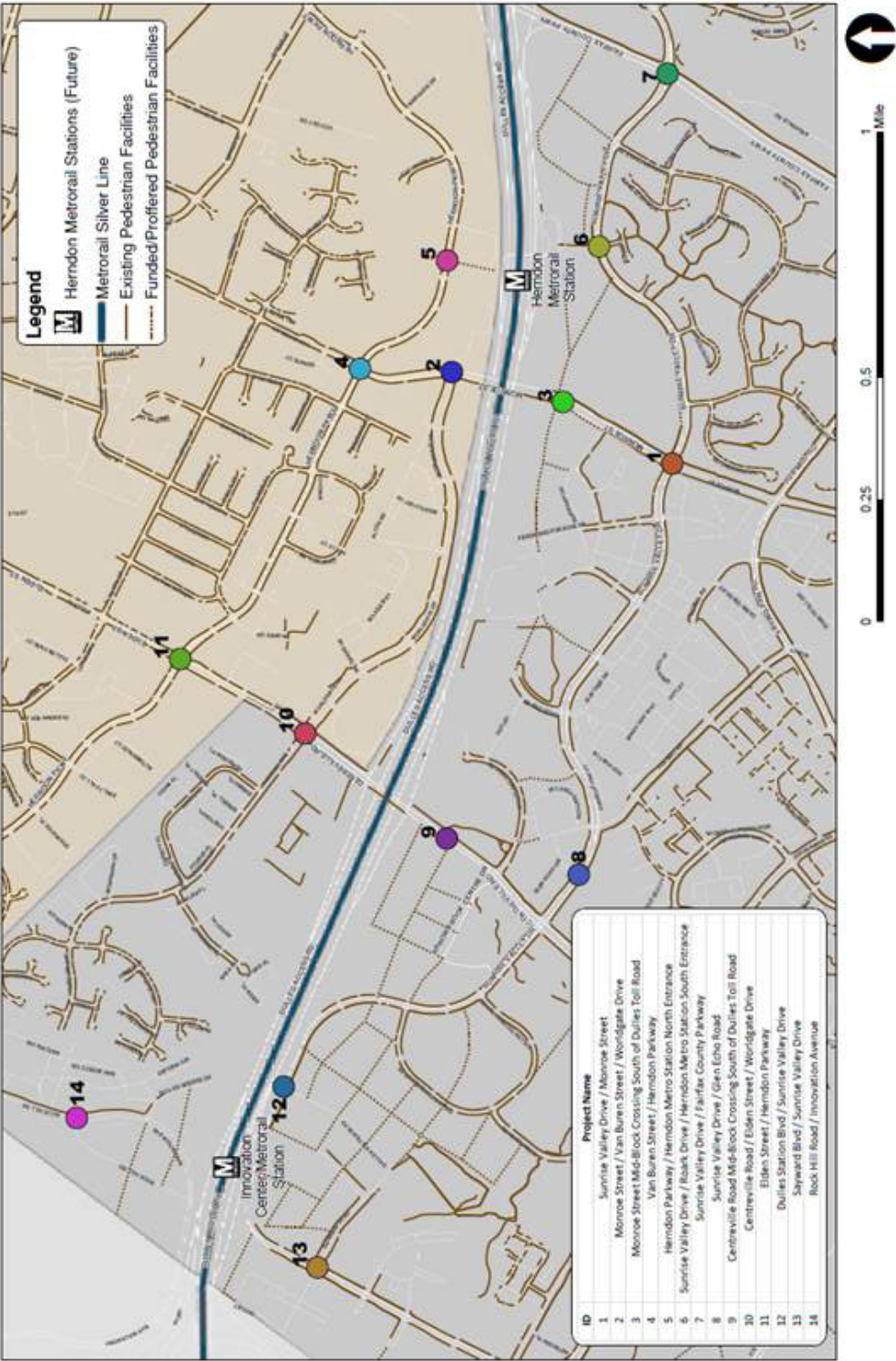
## PROPOSED NETWORK IMPROVEMENTS

### Phasing:

*Break down the existing barriers to enable Metrorail access.*

- **Phase 1 - Short Term**
  - Gap closures
  - Small linkages
  - On-street facilities
- **Phase 2 - Long Term**
  - Separated facilities
  - Roadway changes
  - Trails

# PROPOSED IMPROVEMENTS: Intersections



## POSSIBLE IMPROVEMENTS: Intersections



High-Visibility Crosswalk & Pedestrian Ramps



Pedestrian Signal Head



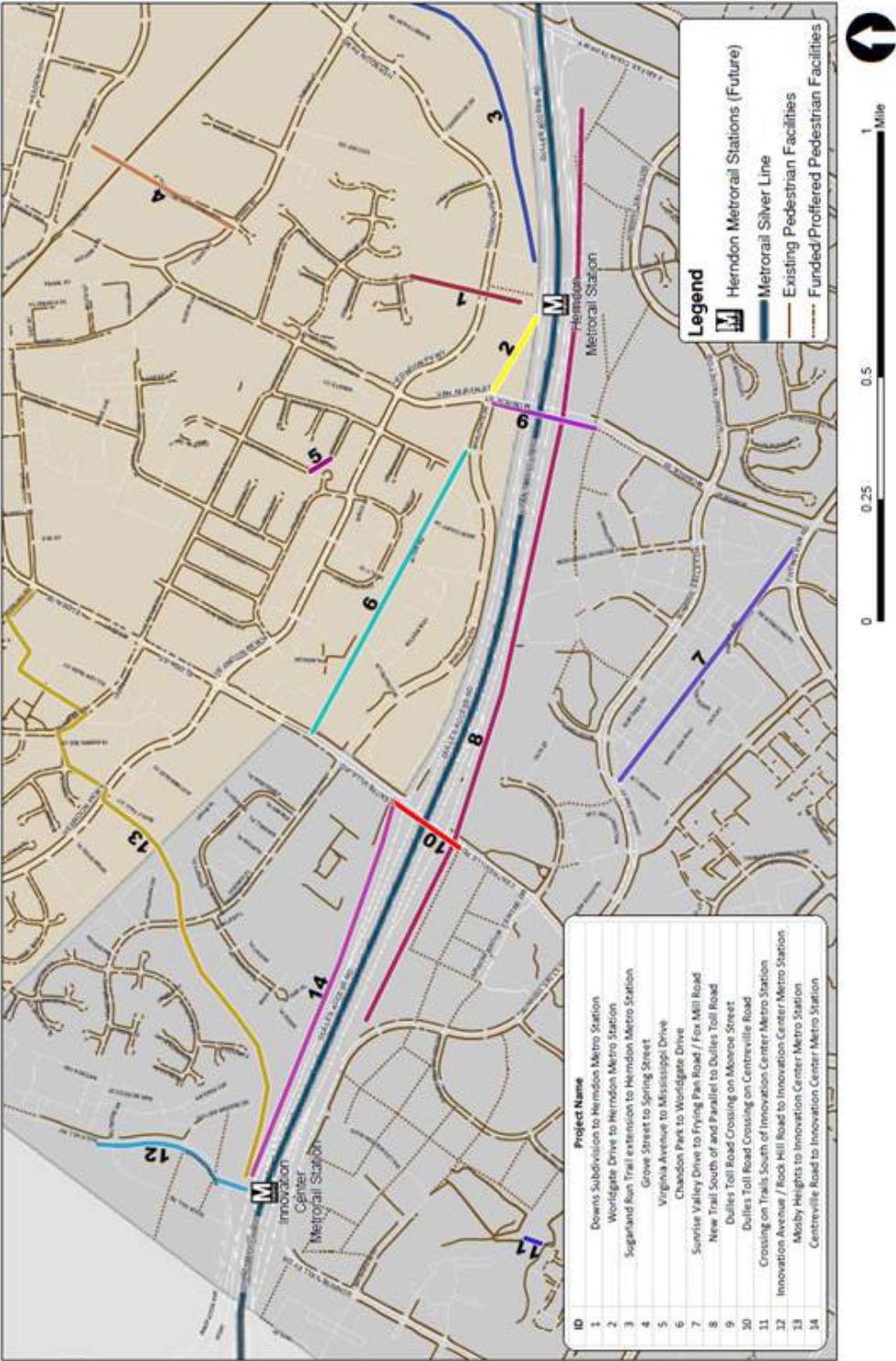
Rectangular Rapid Flashing Beacon



Pedestrian Hybrid Beacon



# PROPOSED IMPROVEMENTS: Pedestrian Corridors





## POSSIBLE IMPROVEMENTS: Pedestrian Corridors



Shared Use Path



Pedestrian Scale Lighting

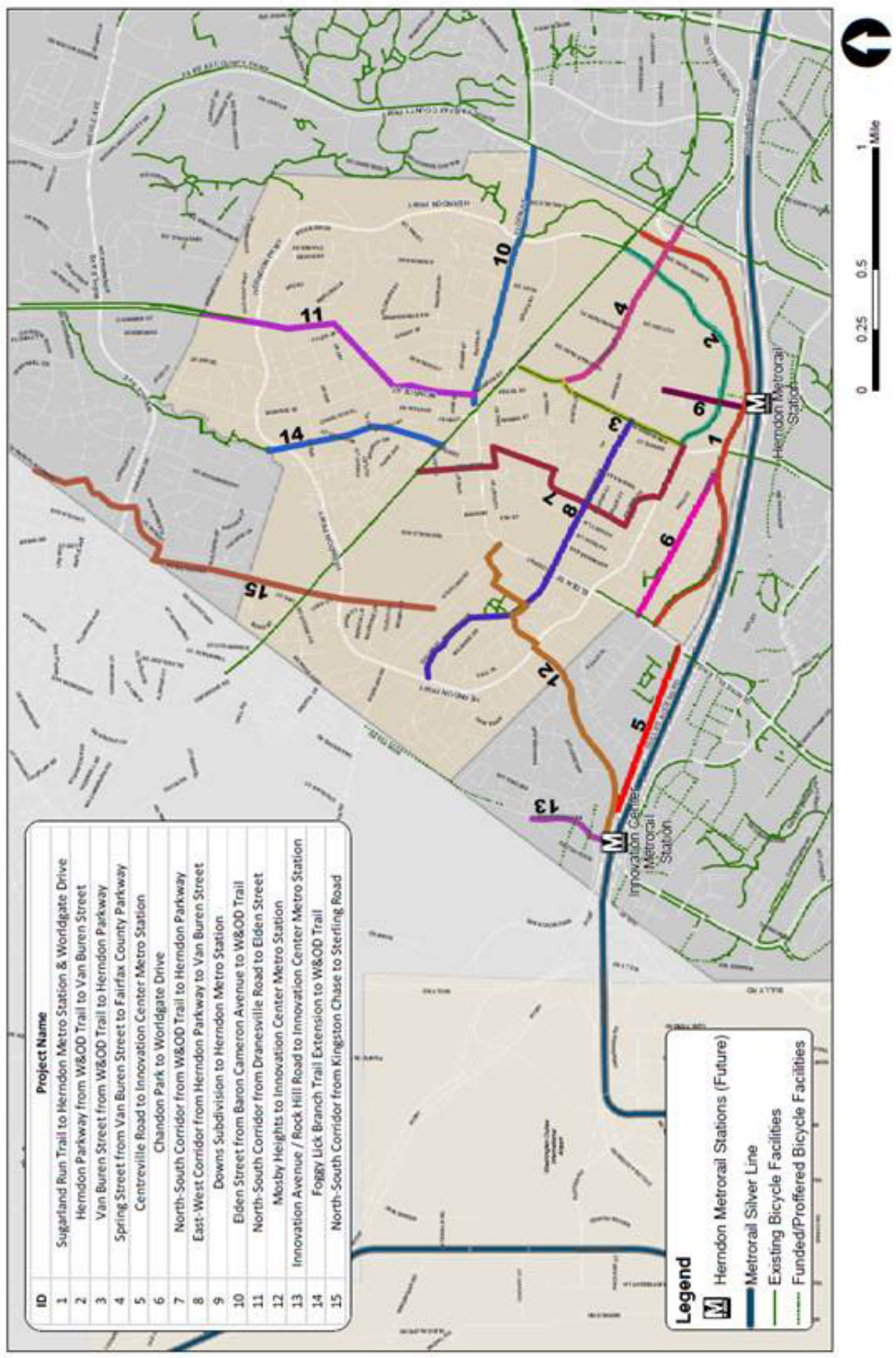


Wide Sidewalks



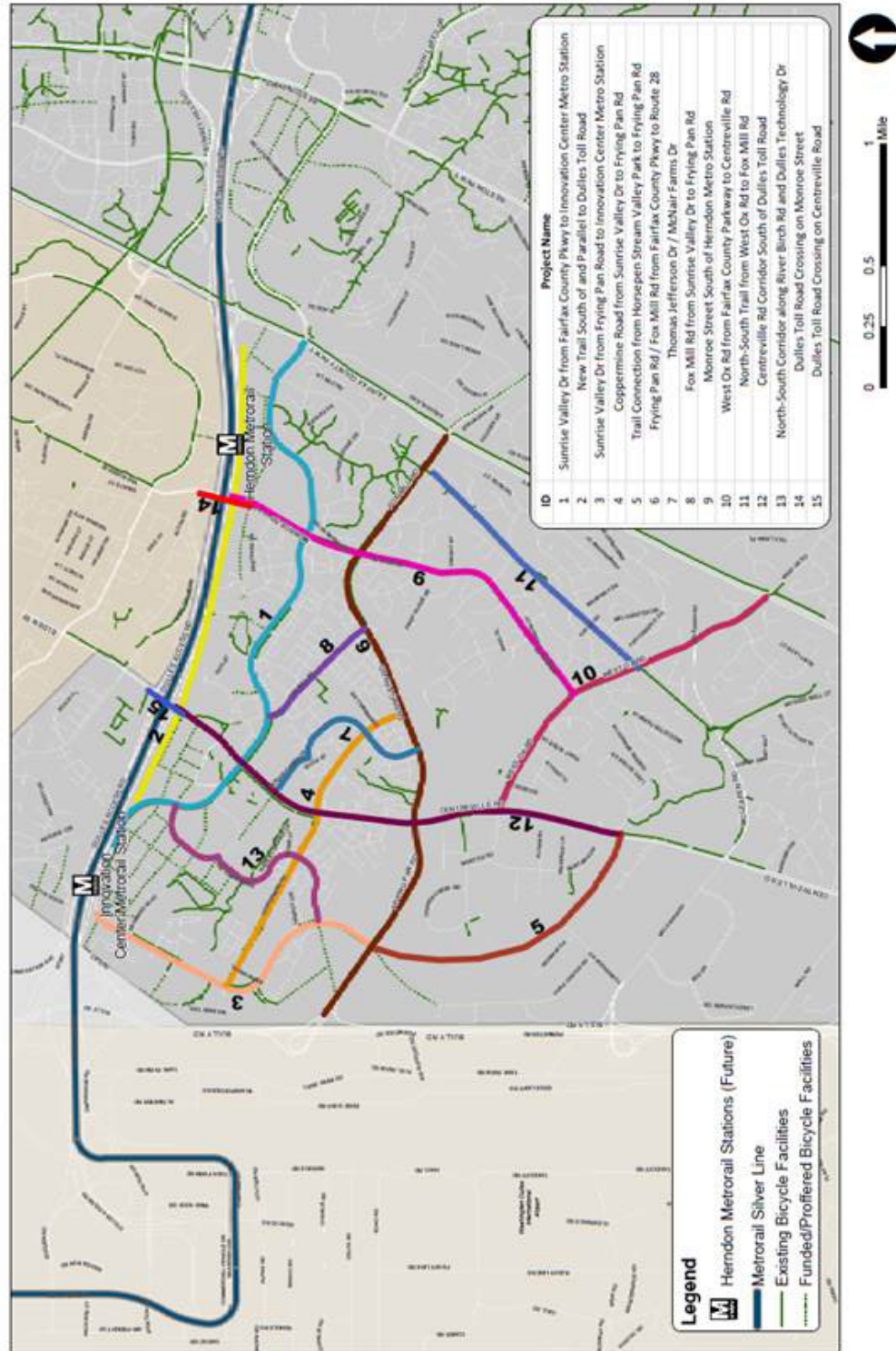
Pedestrian Bridge

# PROPOSED IMPROVEMENTS: Bicycle (Northern Area)





# PROPOSED IMPROVEMENTS: Bicycle (Southern Area)



## POSSIBLE IMPROVEMENTS: Bicycle Corridors



Buffered Bike Lanes



Bike Storage



Signs



Cycle Track



Road Diets



## GROUP BREAKOUT

- Review Proposed Improvements
- Things to Consider:
  - What are concerns about walking and bicycling in the area?
  - Which projects do you think should be implemented?
  - What improvements are missing?
- Return to Large Group to Review
  - Designate a leader to present material

## ONLINE SURVEY

- Visit project website: <http://www.hmsams.com>
- Available through **Friday, April 11, 2014**
- English and Spanish versions available
- Take now on IPAD



## NEXT STEPS

- Survey Live - Spread the Word!
- Advisory Group Review Results
- Second HMSAMS Public Workshop
  - Monday, March 31<sup>st</sup> McNair Elementary School  
6:45 – 9:00 p.m.
- Findings of HMSAMS Outreach Meeting: June 2014

## QUESTIONS?

Kris Morley-Nikfar  
Project Manager  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, Virginia 22033-2895  
(703) 877-5600  
kris.morley-nikfar@fairfaxcounty.gov  
<http://www.hmsams.com>



## GROUP BREAKOUT FORMAT

- **7:30 – 8:00 PM** – Pedestrian Improvement Breakout Session
- **8:00 – 8:10 PM** – Pedestrian Improvement Breakout Session  
Reporting
- **8:10 – 8:40 PM** – Bicycle Improvement Breakout Session
- **8:40 – 8:50 PM** –Bicycle Improvement Breakout Session  
Reporting
- **8:50 – 9:00 PM** – Wrap-up, Next Steps, and Meeting Closing

# Appendix D – Round 2 Public Workshop Handout and Presentation



# HERNDON METRORAIL STATIONS ACCESS MANAGEMENT STUDY (HMSAMS)

## Study Overview



The **Herndon Metrorail Stations Access Management Study (HMSAMS)** is a collaborative effort, led by the Fairfax County Department of Transportation (FCDOT), to develop a plan for pedestrian and bicycle facility improvements designed to improve access to and around the future Herndon and Innovation Center Metrorail stations.



This plan will serve as a tool for Fairfax County and the Town of Herndon to invest in bicycle and pedestrian improvements to support the Silver Line Metrorail's arrival in western Fairfax County and the Town of Herndon.

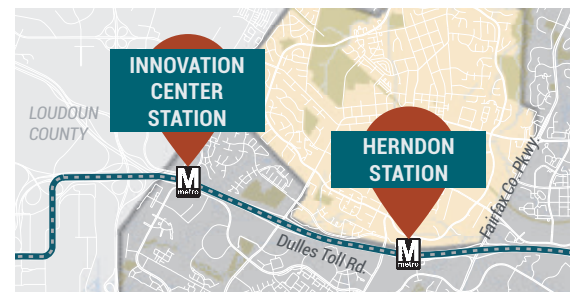


A 16-member HMSAMS Advisory Group was established to represent the diverse interests of the area, identify necessary pedestrian and bicycle facility improvements, and help guide the study's direction.

## Study Area

The future Herndon and Innovation Center Metrorail stations will be located in Fairfax County.

- For pedestrian improvements, the HMSAMS study area within Fairfax County extends to a 1-mile radius of the future Herndon and Innovation Center Metrorail station locations.
- For bicycle facility improvements, the HMSAMS study area within Fairfax County extends to a 3-mile radius of the future Herndon and Innovation Center Metrorail station locations.



## Public Outreach



improvements. A third meeting was held in June 2014 to inform the public of the HMSAMS survey results and final recommendations.

## Public Workshops

HMSAMS included a strong public outreach component to understand accessibility issues and community desires within the study area. Two rounds of public meetings were held for the project. The first round consisted of two meetings in March 2014, one each in the Dranesville and Hunter Mill Supervisor Districts, designed to collect input on recommended pedestrian and bicycle

## Online Survey Tool

MetroQuest, an interactive online community engagement platform, was used to gather input on desired pedestrian and bicycle improvements.

Based on public outreach information collected, the project team worked with staff from Fairfax County and the Town of Herndon to identify potential facility types for the public's prioritized projects. This effort considered previously completed studies and plans (e.g. County Bicycle Master Plan, Herndon Metro Station Area Plan). Results are shown in the following pages of this handout.



*Using MetroQuest, 208 participants provided details about their travel patterns and priorities in the study area.*





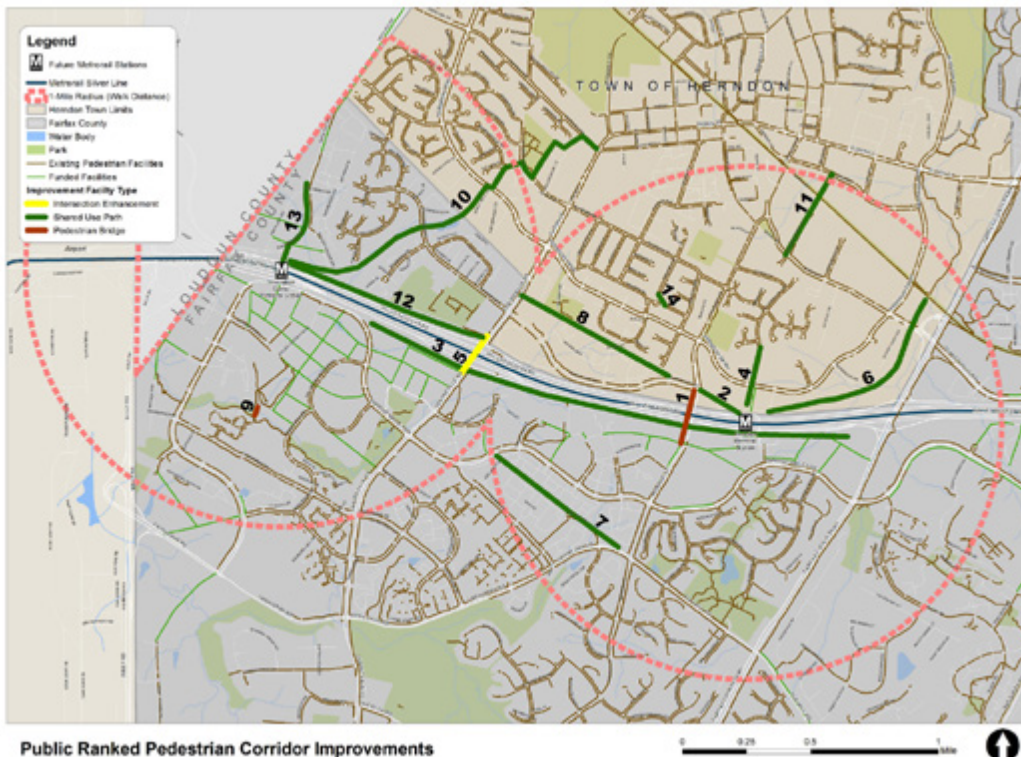


## HMSAMS Survey Results

In the MetroQuest online survey, participants were asked which improvements they would prioritize for bicycle and pedestrian improvements. These maps show the public priorities ranked alongside the recommended facility type identified by county and town staff. Connections shown are for planning purposes only and additional engineering evaluation is required for each individual project.



## Pedestrian Corridor Improvements



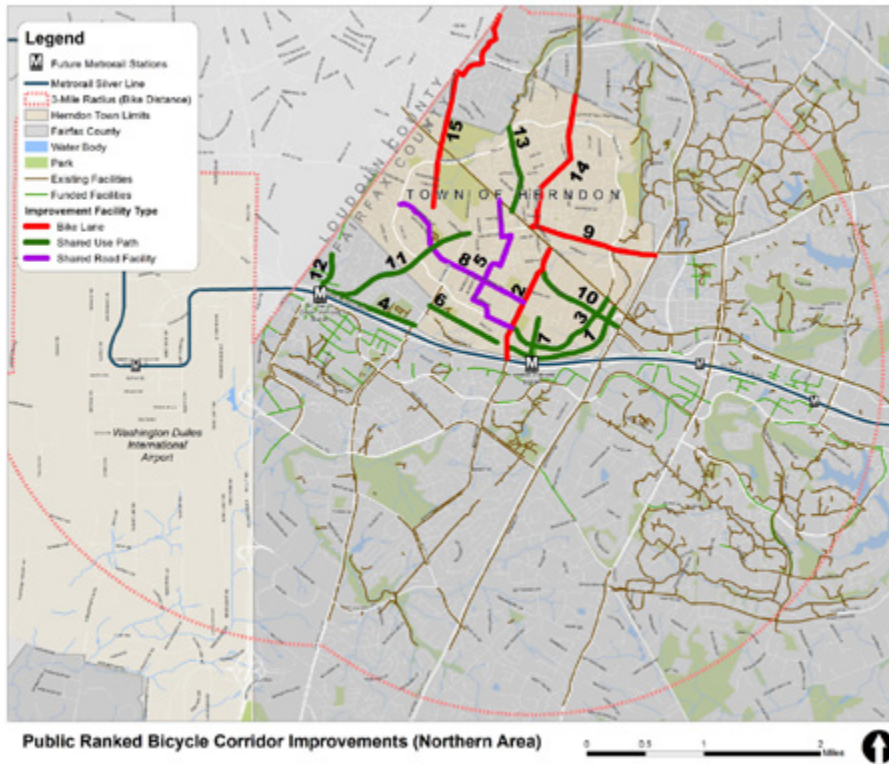
Which pedestrian corridor projects in the area are most important?

Rank	Pedestrian Corridor Improvement Options	Recommended Facility Type
1	Dulles Toll Rd./Monroe St. Crossing	Pedestrian Bridge
2	Worldgate Dr. to Herndon Station	Shared Use Path
3	New Trail South and Parallel to Dulles Toll Rd.	Shared Use Path
4	Downs Subdivision to Herndon Metro	Shared Use Path
5	Dulles Toll Rd./Centreville Rd.	Intersection Enhancement
6	Sugarland Run Trail Extension to Herndon Station	Shared Use Path
7	Sunrise Valley Dr. to Frying Pan Rd./Fox Mill Rd.	Shared Use Path
8	Chandon Park to Worldgate Dr.	Shared Use Path
9	Crossing on Trails South of Innovation Center Metro	Pedestrian Bridge
10	Mosby Heights to Innovation Center Station	Shared Use Path
11	Grove St. to Spring St.	Shared Use Path
12	Centreville Rd. to Innovation Center Station	Shared Use Path
13	Innovation Ave./Rock Hill Rd. to Innovation Center Station	Shared Use Path
14	Virginia Ave to Mississippi Dr.	Shared Use Path





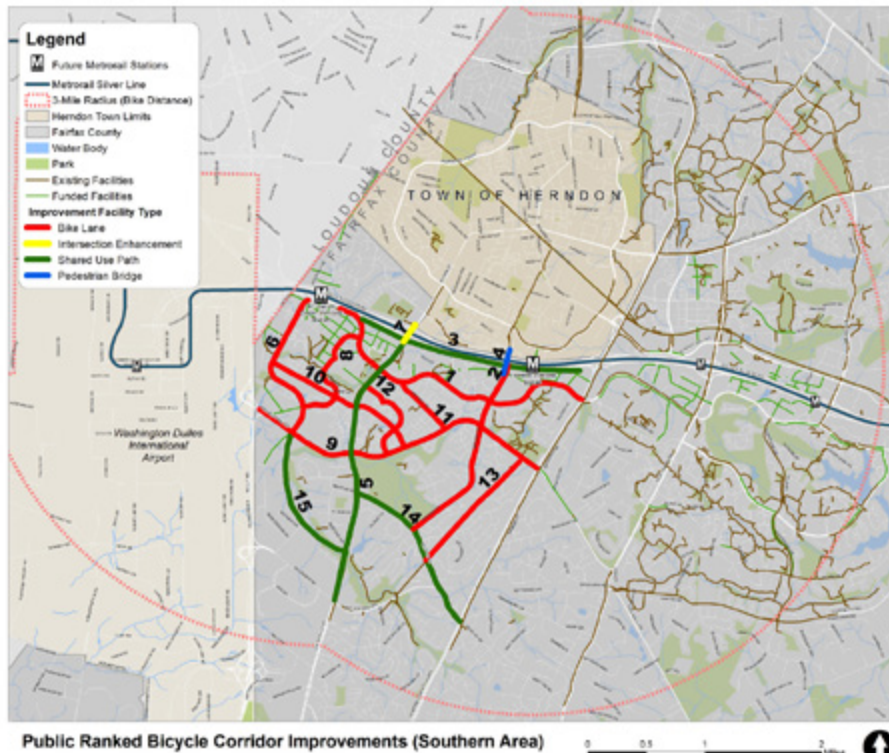
## Bicycle North Improvements



Which bicycle corridor projects in the NORTHERN area are most important?

Rank	Bicycle Corridor Improvement Options (Northern Area)	Recommended Facility Type
1	Sugarland Run Trail Extension to Herndon Station	Shared Use Path
2	Van Buren St. at W&OD Trail to Monroe St. Bridge	Bike Lane
3	Herndon Parkway from W&OD Trail to Van Buren St.	Shared Use Path
4	Centreville Rd. to Innovation Center Station	Shared Use Path
5	North-South Corridor from W&OD Trail to Herndon Parkway	Shared Rd Facility
6	Chandon Park to Worldgate Dr.	Shared Use Path
7	Downs Subdivision to Herndon Metro	Shared Use Path
8	East-West Corridor from Herndon Parkway to Van Buren St.	Shared Rd Facility
9	Elden St. from Baron Cameron Ave. to W&OD Trail	Bike Lane
10	Spring St. from Van Buren St. to Fairfax County Parkway	Shared Use Path
11	Mosby Heights to Innovation Center Station	Shared Use Path
12	Innovation Ave./Rock Hill Rd. to Innovation Center Station	Shared Use Path
13	Folly Lick Branch Trail Extension to W&OD Trail	Shared Use Path
14	North-South Corridor from Dranesville Rd. to Elden St.	Bike Lane
15	North-South Corridor from Kingston Chase to Sterling Rd.	Bike Lane

## Bicycle South Improvements



Which bicycle corridor projects in the SOUTHERN area are most important?

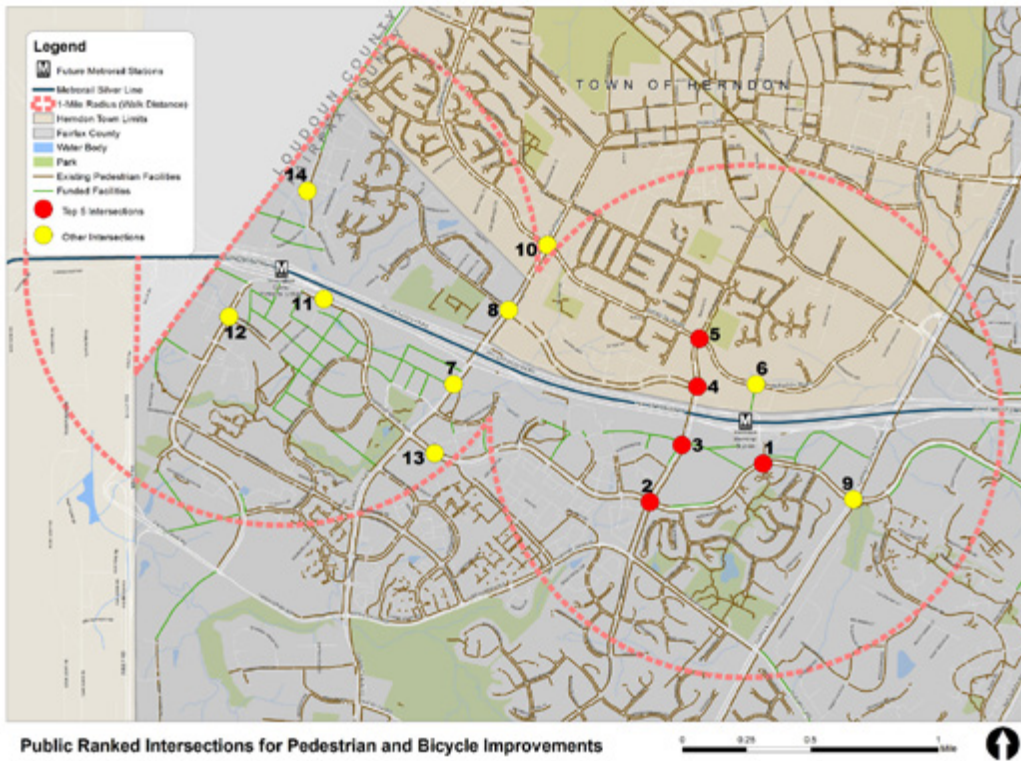
Rank	Bicycle Corridor Improvement Options (Southern Area)	Recommended Facility Type
1	Sunrise Valley Dr. from Fairfax County Parkway to Innovation Center Station	Bike Lane
2	Monroe St. from south of Dulles Toll Rd. to West Ox Rd.	Bike Lane
3	New Trail South and Parallel to Dulles Toll Rd.	Shared Use Path
4	Dulles Toll Rd./Monroe St. Crossing	Pedestrian Bridge
5	Centreville Rd. South of Dulles Toll Rd. to McLearn Rd.	Shared Use Path
6	Sunrise Valley Dr. from Frying Pan Rd. to Innovation Center Metro	Bike Lane
7	Dulles Toll Rd./Centreville Rd.	Intersection Enhancement
8	North-South Corridor along River Birch Rd and Dulles Technology Dr.	Bike Lane
9	Frying Pan Rd./Fox Mill Rd. from Fairfax County Parkway to Sunrise Valley Dr.	Bike Lane
10	Coppermine Rd. from Sunrise Valley Dr. to Frying Pan Rd.	Bike Lane
11	Fox Mill Rd. from Sunrise Valley Dr. to Frying Pan Rd.	Bike Lane
12	Thomas Jefferson Dr./McNair Farms Dr.	Bike Lane
13	North-South Trail from West Ox Rd. to Fox Mill Rd.	Bike Lane
14	West Ox Rd. from Fairfax County Parkway to Centreville Rd.	Shared Use Path
15	Trail from Horsepen Stream Valley Park to Frying Pan Rd.	Shared Use Path



# HMSAMS Survey Results (continued)

## Intersection Improvements

*Which interesections would you like to prioritize for bicycle and pedestrian improvements?*



Rank	Intersection Improvements
1	Sunrise Valley Dr./Roark Dr./Herndon Station South Entrance
2	Sunrise Valley Dr./Monroe St.
3	Monroe St. Mid-Block Crossing
4	Van Buren St./Worldgate Dr.
5	Van Buren St./Herndon Parkway
6	Herndon Parkway/Herndon North Station Entrance
7	Centreville Rd. Mid-Block Crossing
8	Centreville Rd./Elden St./Worldgate Dr.
9	Sunrise Valley Dr./Fairfax County Parkway
10	Elden St./Herndon Parkway
11	Dulles Station Boulevard/Sunrise Valley Dr.
12	Sayward Boulevard/Sunrise Valley Dr.
13	Sunrise Valley Dr./Glen Echo Rd.
14	Rock Hill Rd./Innovation Ave.



## Next Steps

The Station Access Management Plan will be a compilation of efforts to identify public priorities. The final plan will include conceptual costs and implementation strategies and will be completed in July 2014. The county and town will use the plan as a tool to prioritize bicycle and pedestrian projects in the station areas, with a goal of addressing as many bicycle and pedestrian access issues as possible prior to the opening of Phase 2 of the Silver Line. The county and town will complete further analysis of individual projects, including feasibility, engineering, and design, to determine which projects to recommend for funding to the Board of Supervisors.



*A Fairfax County,  
Va., publication*

*June 2014*

# Round 2 Public Workshop Presentation



# Herndon Metrorail Stations Access Management Study (HMSAMS)

## HMSAMS Advisory Group Public Workshop



Kimley»Horn

N NELSON  
NYGAARD

*Wednesday, June 18, 2014*

## PUBLIC WORKSHOP AGENDA

- Study Background
- Existing Network
- Public Outreach
- Review Public Input
- Next Steps

## STUDY BACKGROUND

- With the construction of Metrorail's Silver Line, there is a need for a plan to enhance access to the future Metrorail Silver Line Stations in Fairfax County (2006).
- Reston Access Management Group Study (RMAG)
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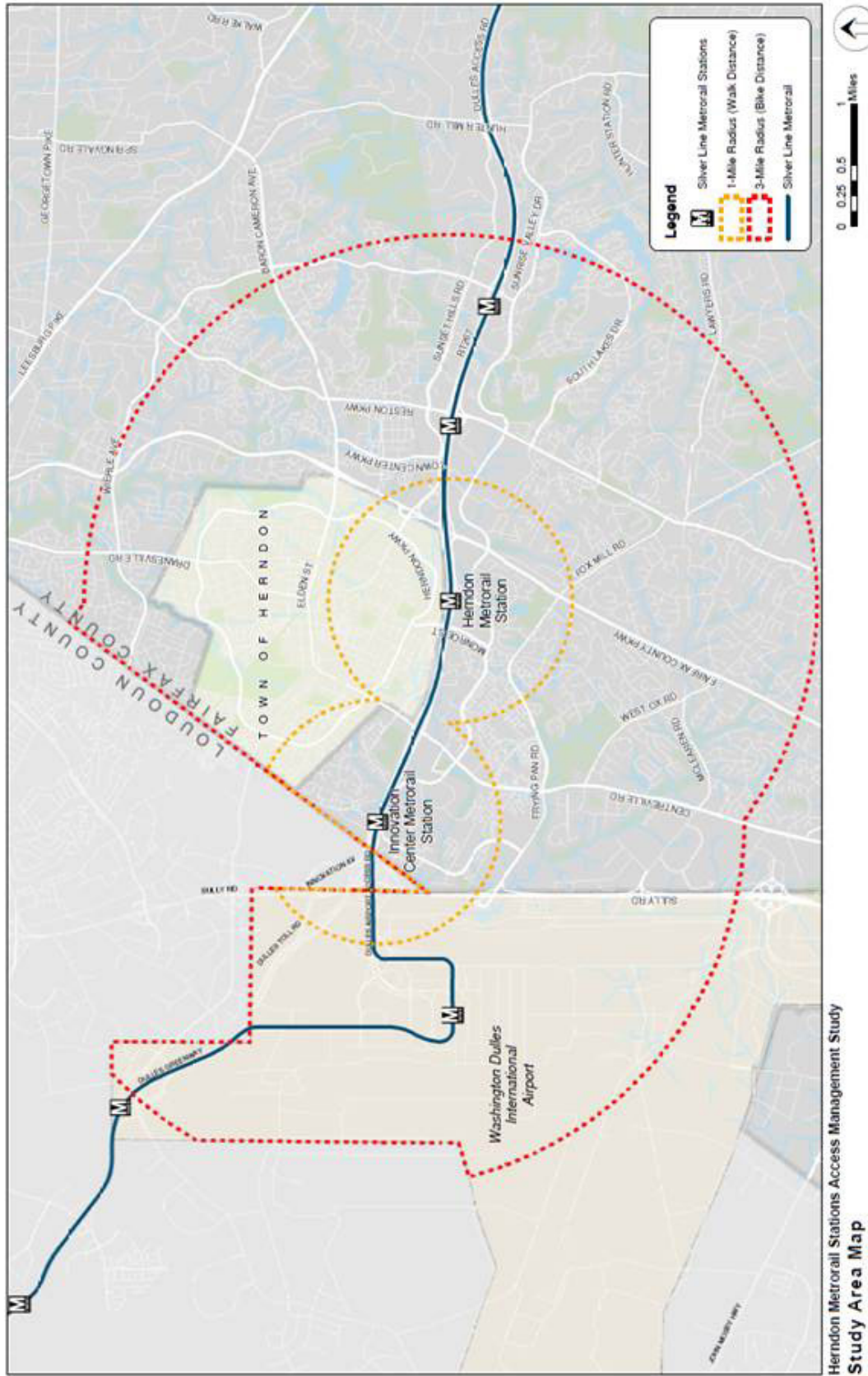
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Lisa Merkel (Mayor)	Town of Herndon Citizen	Jim Larsen	Dulles Area Transportation Association (DATA)
Kris Morley-Nikfar	Fairfax County Dept. of Transportation (Project Manager)	Patricia Turner	Loudoun County Citizen



# STUDY AREA



Herndon Metrorail Stations Access Management Study

Kimley»Horn

## STUDY OBJECTIVES

- ✓ Understand Existing Conditions
- ✓ Public Outreach
- ✓ Identify Bicycle and Pedestrian Network Recommendations
- ✓ Prioritize Improvements
- Develop Station Access Management Plan
- Conceptual Costs & Implementation Strategies

## PUBLIC WORKSHOP REVIEW

- March 26<sup>th</sup> – Herndon Middle School
  - Approximately 50 people attended
  - 4 breakout groups
- March 31<sup>st</sup> – McNair Elementary School
  - Approximately 25 people attended
  - 2 breakout groups



Local Coverage in The Connection

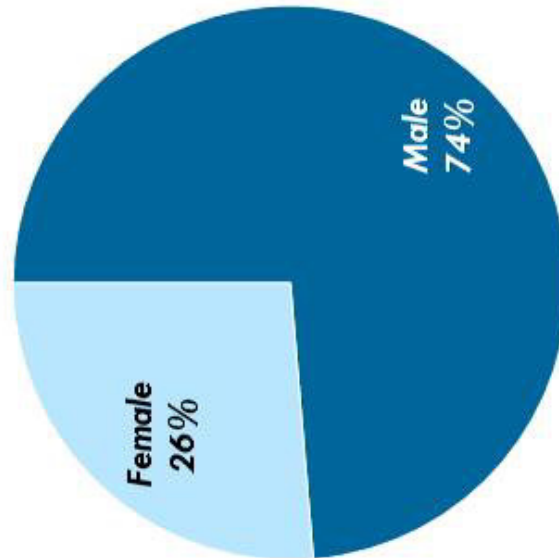
# HMSAMS METROQUEST SURVEY



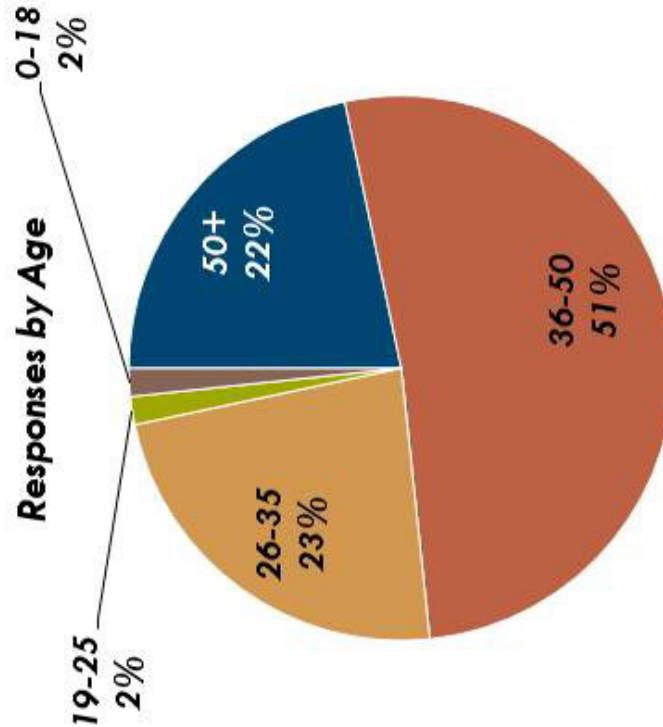
Survey Live: March 24<sup>th</sup> through April 21<sup>st</sup>

Total Responses: 201

**Responses by Gender**

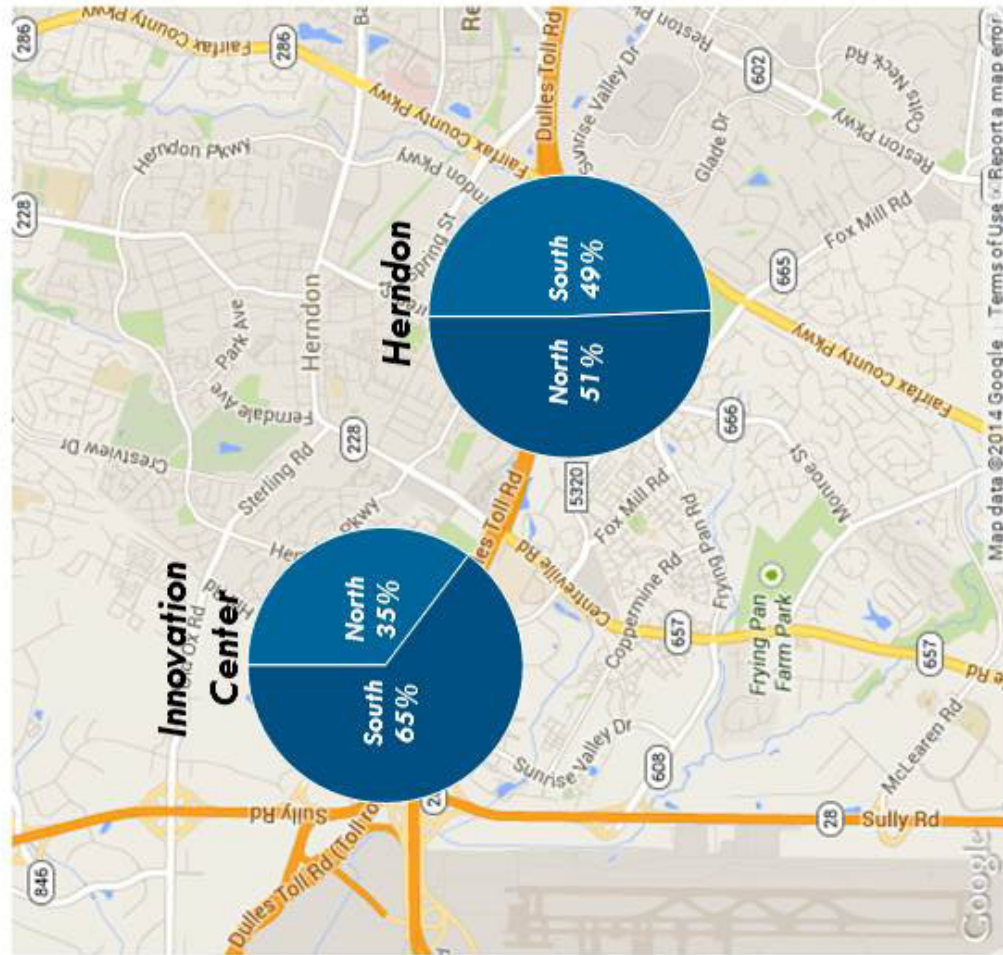


**Responses by Age**





## 2 TRAVELING HERNDON Tell us about your travel



Step 1/3:  
**Pick Your Station and Entrance**

Choose your station, and then choose your entrance.

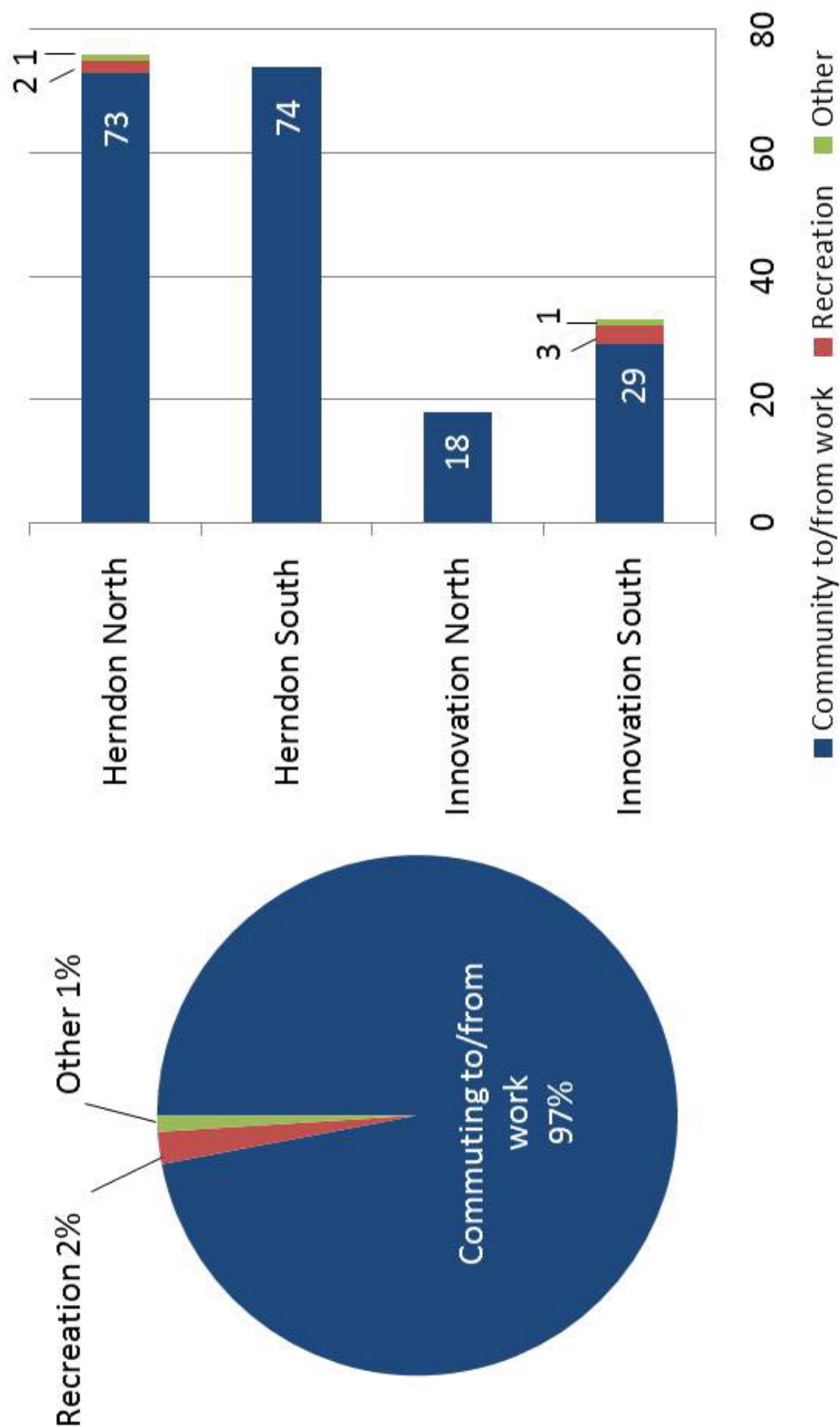
I = Innovation Center Metro Station



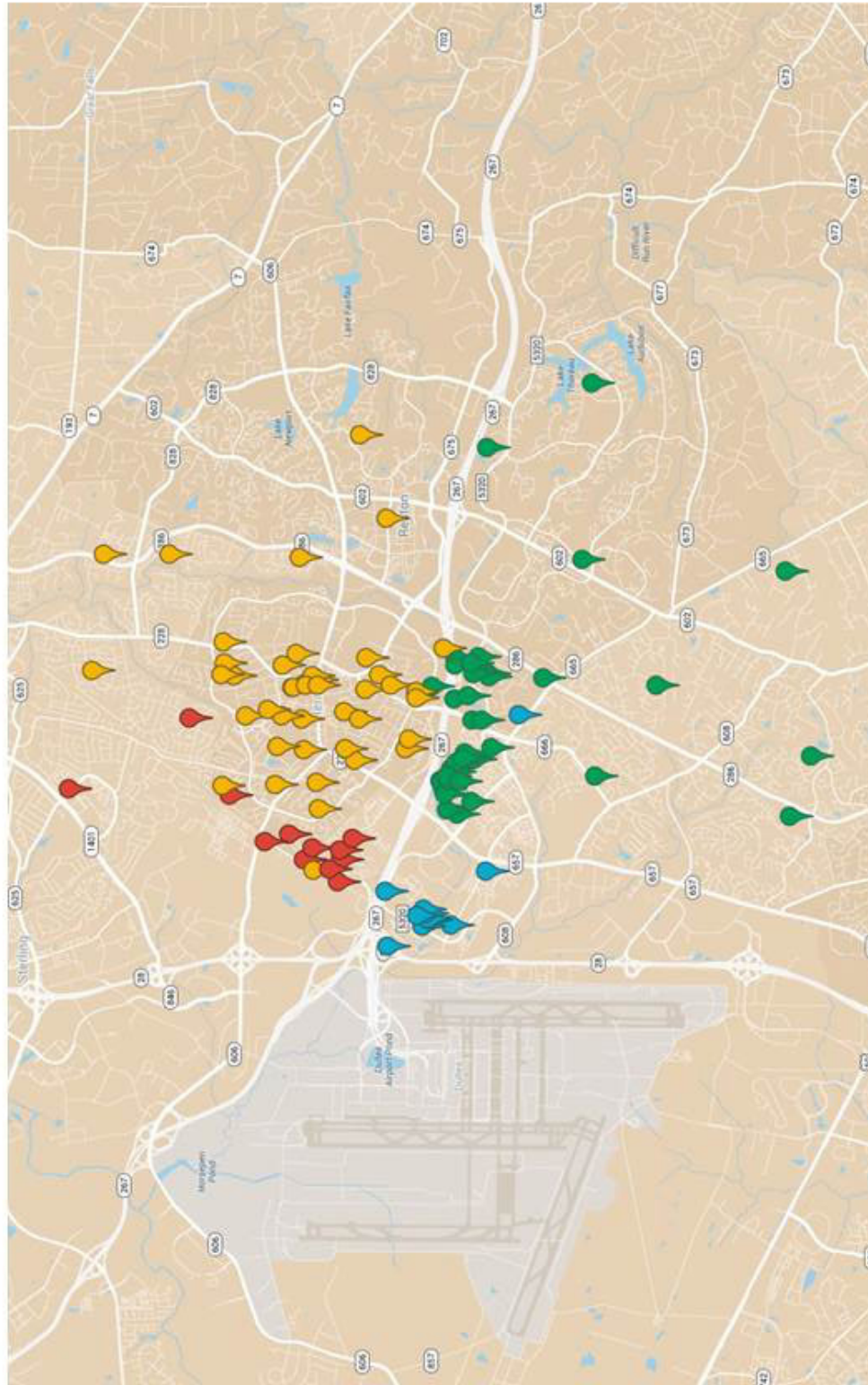
H = Herndon Metro Station



## Trip Purpose



# REGIONAL RESPONSE LOCATIONS





## Respondents' paths to Metro (auto-generated) With 1-mile and 3-mile radius of stations





## MOST POPULAR COMMENTS

- Need easier and safer crossings for pedestrians and bicyclists at Sunrise Valley Drive & Fairfax County Parkway
- Need better crossing at Dulles Toll Road and Centreville Road
- Need more lighting and better sidewalk access to Innovation Center station
- Bike lanes on Van Buren Street between W&OD Trail and Herndon Parkway
- Need more off-street connections, including Downs Subdivision to Herndon Station, Rock Hill Road to Innovation
- Better landscaping and buffers along sidewalks

3

PRIORITIES

Click Here For Possible Improvement Types (PDF)

Intersections

Pedestrian Corridors

Cycling (North)

Cycling (South)

Other Improvements

Which intersections would you like to prioritize for bicycle and pedestrian improvements?

For each intersection on the map that interests you:  
Choose your **top 5** intersections you would like to improve.  
Comments are optional.

Van Buren St/Herndon Pkwy

46

Monroe St/Van Buren St/Woodgate Dr

46

Monroe St Mid-Block Crossing

47

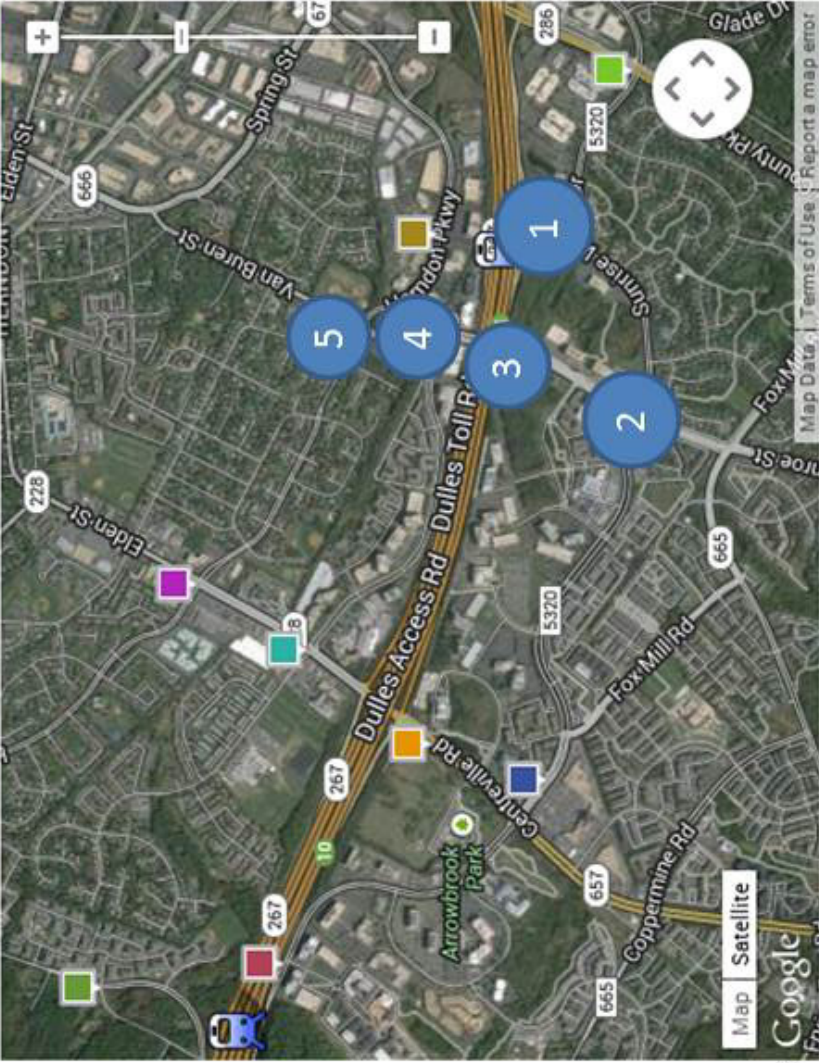
Sunrise Valley Dr/Monroe St

53

Sunrise Valley Dr/Roark Dr/Herndon...

54

Next



Herndon Metrorail Stations Access Management Study

Kimley»Horn

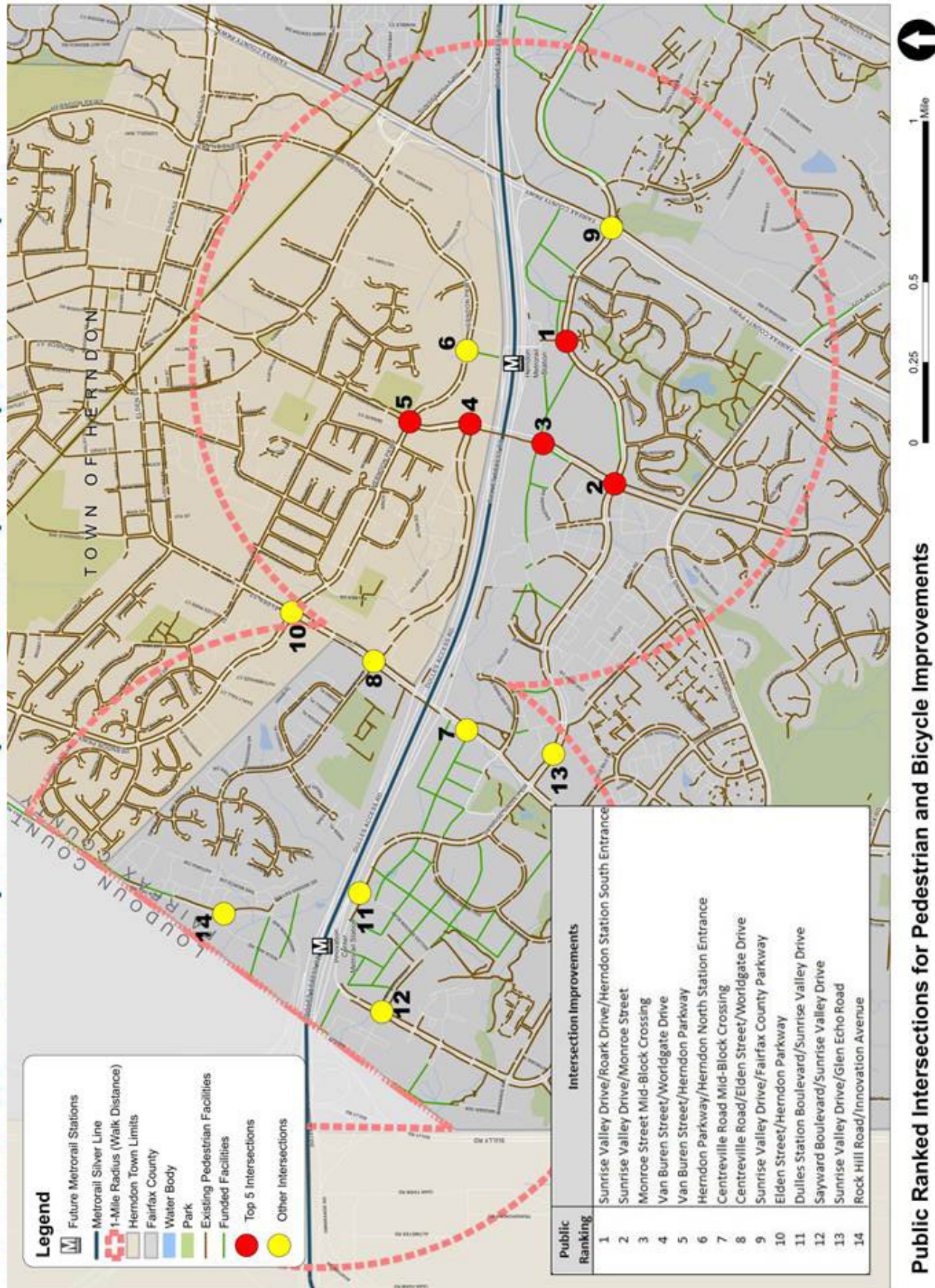
14

Herndon Metrorail Stations Access Management Study (HMSAMS)

D-21



Which intersections would you like to prioritize for bicycle and pedestrian improvements?





3

PRIORITIES

Click Here For Possible Improvement Types (PDF)

Intersections

Pedestrian Corridors

Cycling (North)

Cycling (South)

Other Improvements

Which **pedestrian corridor projects** in the area are most important?  
*Projects denote connections and specific alignments will be developed at a later date.*

For each project on the map that interests you:

Choose your **top 5** projects.

Comments are optional.

Dulles Toll Road/Centreville Rd

Downs Subdivision to Herndon Metro

New Trail South/Parallel to Dulles Toll Road

Worldgate Dr to Herndon Metro

Dulles Toll Road/Monroe St

50

100

Next

Herndon Metrorail Stations Access Management Study

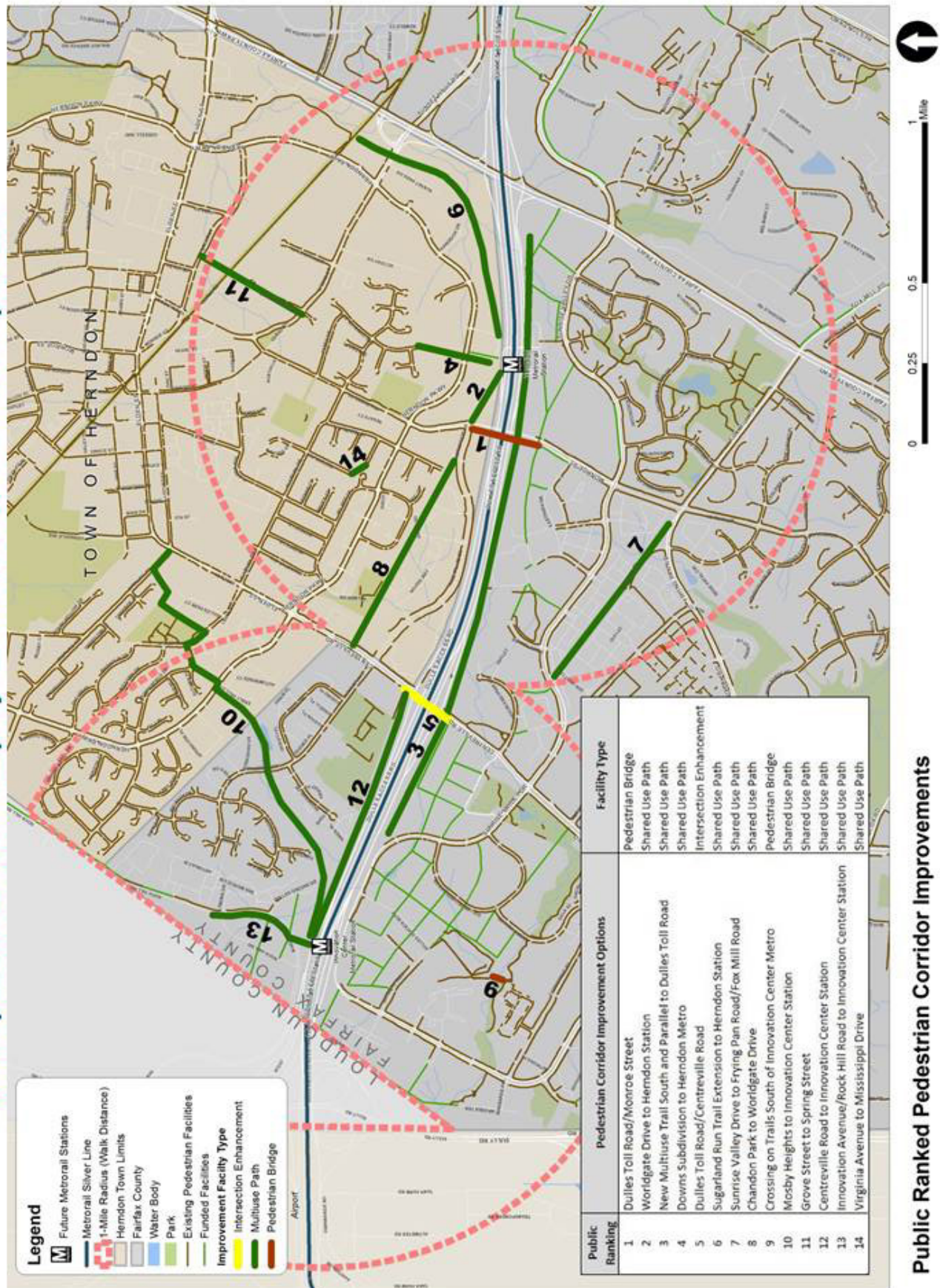
Kimley»Horn16

Herndon Metrorail Stations Access Management Study (HMSAMS)

D-23



## Which pedestrian corridor projects in the area are most important?





3

PRIORITIES

Click Here For Possible Improvement Types (PDF)

Intersections

Pedestrian Corridors

Cycling (North)

Cycling (South)

Other Improvements

Which **bicycle corridor projects in the NORTHERN area** are most important?  
*Projects denote connections and specific alignments will be developed at a later date.*

For each project on the map that interests you:  
Choose your **top 5** projects.  
Comments are optional.

Next

N-S Corridor from W&OD Trail to...

Centreville Rd to Innovation Center Metro

Herndon Pkwy from W&OD Trail to Van...

Van Buren St from W&OD Trail to...

Sugarland Run Trail to Herndon Metro &...

100

50

0

Map Satellite

Map Data Terms of Use Report a map error

Herndon Metrorail Stations Access Management Study (HMSAMS)

D-25

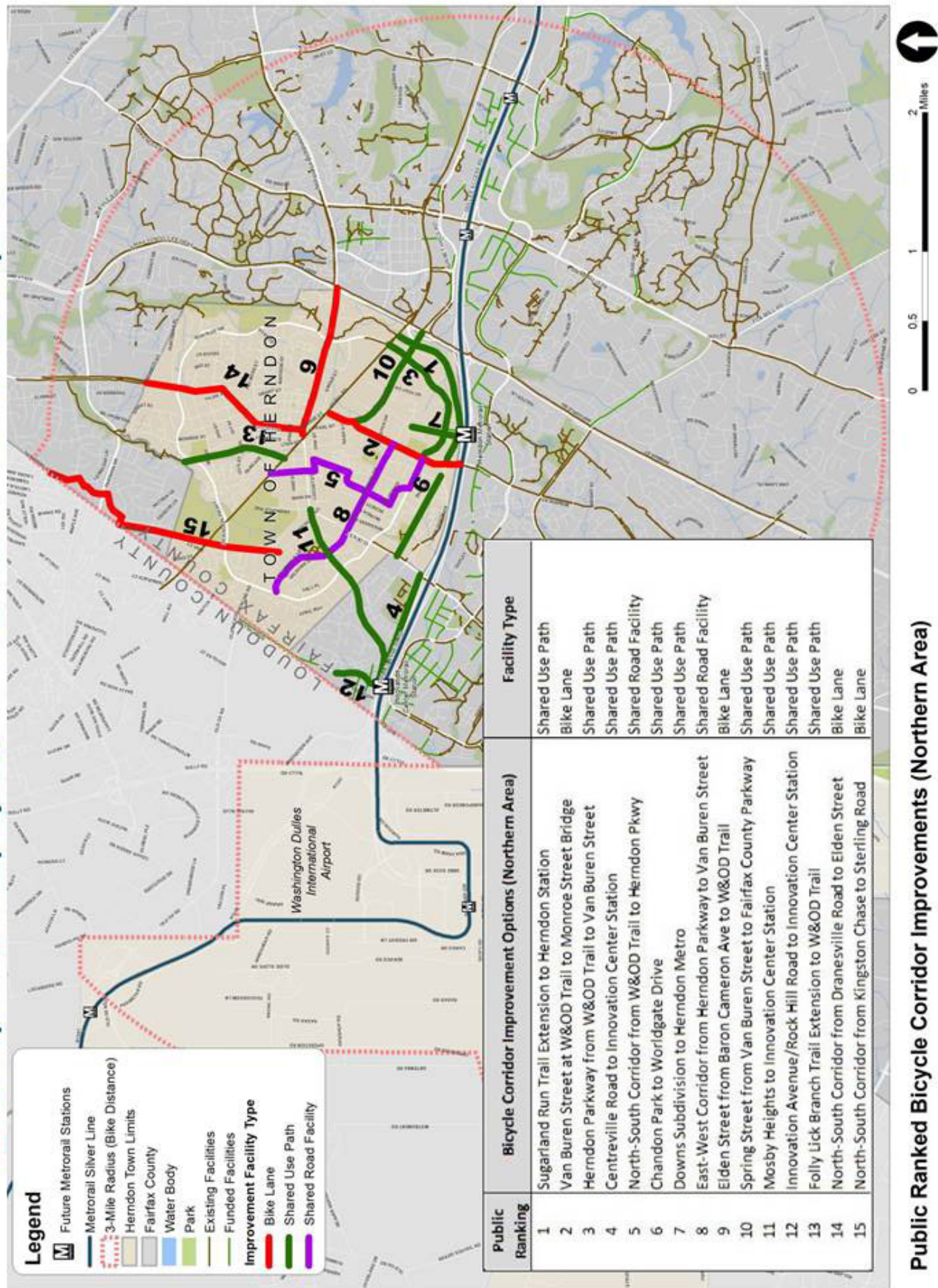
Herndon Metrorail Stations Access Management Study

Kimley»Horn

18



## Which bicycle corridor projects in the NORTHERN area are most important?





### PRIORITIES

3 Priorities which projects would you pick?

1 Click Here For Possible Improvement Types (PDF)

Intersections

Pedestrian Corridors

Cycling (North)

Cycling (South)

Other Improvements

Which **bicycle corridor projects in the SOUTHERN area** are most important?  
*Projects denote connections and specific alignments will be developed at a later date.*

For each project on the map that interests you:

Choose your **top 5** projects.

Comments are optional.

Location	Number of Projects Selected
Centreville Rd South of Dulles Toll Road	10
Dulles Toll Road/Monroe St	25
New Trail South/Parallel to Dulles Toll Road	35
Monroe St South of Herndon Metro	40
Sunrise Valley Dr from Fairfax County Pkwy...	60

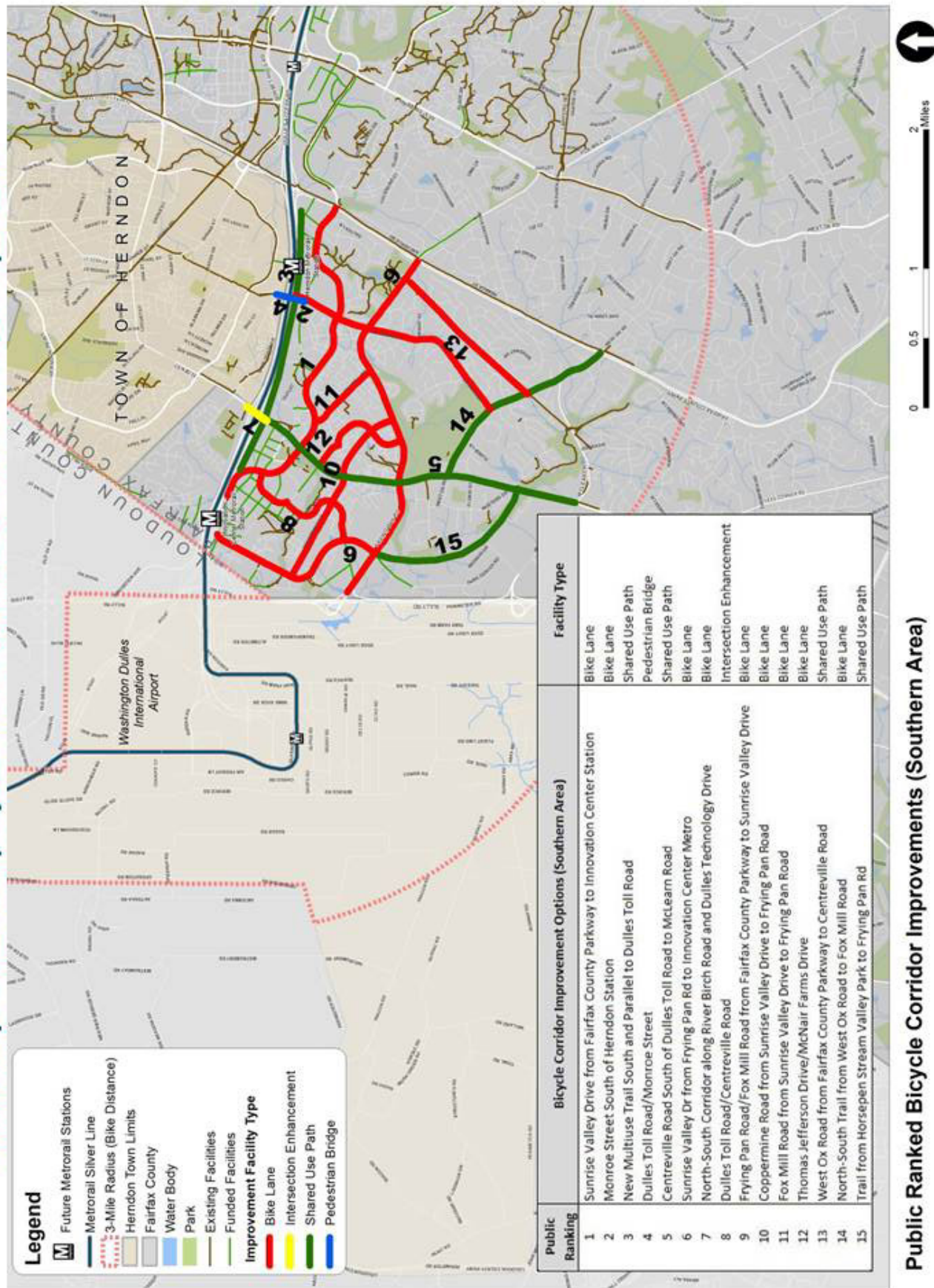
Map Satellite

Google

Terms of Use Report a map error



## Which bicycle corridor projects in the SOUTHERN area are most important?



## NEXT STEPS

- Develop Station Access Management Plan
- Conceptual Costs & Implementation Strategies
- Final Report - July 2014
- Further Evaluation by County  
(Feasibility, Engineering Design, etc.)
- FCDOT and Town of Herndon Staff will present project funding recommendations to Fairfax County Board of Supervisors and Herndon Town Council

## QUESTIONS?

Kris Morley-Nikfar  
Project Manager  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, Virginia 22033-2895  
(703) 877-5600  
kris.morley-nikfar@fairfaxcounty.gov  
<http://www.hmsams.com>