



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Fairfax County Trails, Sidewalks and Bikeways Committee (TSB)

July 9, 2025, 7:00 p.m.

Room 7, Fairfax County Government Center

12000 Government Center Pkwy

Fairfax, VA 22035

Website: <https://www.fairfaxcounty.gov/transportation/trails>

(Lydia Lawrence, recorder for this meeting)

Members Present: Kenneth Comer (At-large), Chair; Robert Cosgriff (Braddock), Vice Chair; Lydia Lawrence (Dranesville), Karen O. Ampeh (Sully District); Brooks Stephens (Providence District), Noel Popwell (Springfield), Bryan Scrafford (Fairfax Area Disability Services Board), Maria Lashinger (Northern Virginia Builders Industry Association), James Corcoran (FCPA), Kathryn McDaniel (Clifton Horse Society)

Member Proxies: Erin Partlan (Franconia) (given to Kenneth Comer), Jim Klein (Mount Vernon) (given to Robert Cosgriff)

Members Absent: Joy Faunce (FABB), Daniel Eisert (Hunter Mill)

Vacant Seats: WABA (confirmation pending), Mason District (confirmation pending), Fairfax Federation of Community Associations, NOVA Parks

Staff Support: Andrew Sheldon, FCDOT

Presenters: Bryan Campbell (VDOT Planning Specialist), Nick Nies (NEPA PM), Christine Sutkowski (NEPA Consultant Design Engineer—virtual); Heidi Mitter (VDOT—virtual); Sean Schuulzer (FCDOT)

Public: John Eltzroth, (WABA nominee; confirmation pending; attending for familiarization purposes)

Call to Order: Chair Ken Comer called the meeting to order at 7:19 p.m. (delay was due to heavy rain and subsequent traffic delays for some members). A quorum was present. Ken Comer designated Lydia Lawrence (Dranesville) to record the minutes pending selection of a new secretary to replace Howard Albers, whose term ended on 30 June).

Approval of Minutes: A motion was made and seconded to approve the June, 2025, TSB Committee minutes as submitted and the motion was approved unanimously.

Presentation: Bryan Campbell (VDOT Planning Specialist) led a presentation on the VDOT Southside Express Lane Project Study (SELP). The SELP is part of VDOT's "Visualize 2045" Plan. VDOT is working with Fairfax County, the City of Alexandria, FCPA, WMATA, and Maryland DOT and has already held a number of public outreach and other meetings with nearly two dozen regulatory agencies to address SELP and gather input.

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SELP is in the conceptual phase presently, with emphasis being an analysis of the preferred alternative of two possible “build” options determined after considering 10 possible configurations. This option is for two buffer-separated, tolled express lanes in each direction from just east of the I-495/I-395 interchange extending approximately 11 miles across the Woodrow Wilson Memorial Bridge, terminating on the Maryland side of the Potomac River. (There will be no direct connection to the existing I-495 Express Lanes that run between the Potomac River and the Springfield interchange.) This “preferred build” option includes multimodal infrastructure (mass transit and bike/ped facilities) with space saved for future rail transit to and across the bridge. The goal is to provide faster and more reliable vehicular travel in the express lanes, permit additional capacity in the corridor to manage roadway operations and emergencies in both express and general-purpose lanes, increase capacity to avoid creating new congestion at eastern end of express lanes network, and optimize use of space on the Wilson Bridge.

The Study now underway is gathering data to address requirements of the National Environmental Protection Act (NEPA) regarding natural and human environmental factors including the impact of traffic on local arterial streets, noise-level analysis, limits of disturbance, and natural/historic/cultural resources in the proposed alignment.

Upon completion of the study, VDOT will seek a public-private partnership to build and operate the express lane. One benefit of this arrangement would be concessionaire funds to support new or expanded mass transit services.

Committee members raised a number of concerns with the SELP as regards facilities for bike/ped users of parallel shared-use paths where they cross busy intersections with a history of numerous accidents and fatalities (*viz.*, Van Dorn Street and Telegraph Road/Fort Hunt Road). One question was why isn’t there more emphasis on getting people out of cars and onto mass transit or active transportation alternatives.

Public Comments: None

Due to the late start and the length of the presentation and subsequent Q&A period, there was no staff report and no other committee business.

Adjourn: The meeting adjourned at 9:15 p.m.

Minutes approved by the TSB Committee on 10 September, 2025