



# County of Fairfax, Virginia

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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)

November 12, 2025, 7:00 p.m.

Room 8, Fairfax County Government Center

12000 Government Center Pkwy

Fairfax, VA 22035

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

**Members Present:** Kenneth Comer (At-large), Chair; Robert Cosgriff (Braddock), Vice Chair; Lydia Lawrence (Dranesville), Karen O. Ampeh (Sully District); Brooks Stephens (Providence District), Lenny Bankester (Mason District), Erin Partlan (Franconia), Daniel Eisert (Hunter Mill), John Eltzroth, (WABA), Jim Klein (Mt. Vernon District), Noel Popwell (Springfield), Maria Lashinger (Northern Virginia Builders Industry Association), James Corcoran (FCPA)

**Members Absent:** Joy Faunce (FABB), Bryan Scrafford (Fairfax Area Disability Services Board), Matt Bell (Fairfax Federation of Citizen Associations), Kathryn McDaniel (Clifton Horse Society),

**Vacant Seats:** NOVA Parks

**Staff Support:** Andrew Sheldon, FCDOT

**Call to Order:** Chair Ken Comer called the meeting to order at 7:03 p.m. A quorum was present.

**Approval of Minutes:** September and October minutes were approved, as amended

**Presentation:** Long-range Needs and Costs of Green Bike Lanes and Flexposts (Janna Brown, PE, PTOE, Virginia Transportation Research Council)

The Virginia Transportation Research Council (VTRC), founded in 1948, is the research arm of VDOT operated in cooperation with the University of Virginia. Ms. Brown walked the committee through a current study which is investigating installation and life-cycle maintenance costs for green pavement markers (“GPM”) used to visually mark on-street bike lanes and flex-posts used to delineate bike lanes where GPM is not used. The study involved a number of jurisdictions that control their own roads (*i.e.*, independent cities, including the City of Fairfax; towns (including Herndon); and two counties: Arlington and Henrico). Although VDOT maintains roads in Fairfax County, we were included since flexposts are installed near Capital Bikeshare stands at Metro stations. The jurisdictions use one or both methods to provide safe lanes for cyclists.

The methodology involved a literature review, surveys of the localities, interviews with 12 of the jurisdictions, data collection, and data analysis. The study investigated installation factors (e.g., type of bike lane infrastructure used (GPM and/or flex-post), GPM material used, existing road conditions, and labor costs. There are three different types of GPM (two involve synthetic material and one is water-based paint). Key maintenance factors include GPM durability and the flexpost life expectancy. Data collection will involve three to five ‘case studies’ and include additional data points (*e.g.*, average automobile daily trips (AADT), maintenance costs, special equipment required, etc.). This study should be completed in March, 2026, and will inform VDOT planning for updating manuals used in VDOT’s installation and inspection of bike infrastructure.

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Fairfax County Department of Transportation

4050 Legato Road, Suite 400

Fairfax, VA 22033-2895

Phone: (703) 877-5600 TTY: 711

Fax: (703) 877-5723



**Initial reports by strategic priorities working groups (45 minutes)**

- Lydia Lawrence (Dranesville) reported on her working group topic, “Improved Coordination at the Supervisor Level.” She provided the following Problem Definition Statement:
- “TSB Committee coordination at the district supervisor level is inconsistent. Currently, the primary method of communication from the committee is through committee letters [to the chair, copy to supervisor] on certain issues. While this method is effective, it is slow and not nimble enough to respond to the numerous macro and micro trail issues that are brought before the committee through FCDOT staff, diverse presenters, committee discussions, and public comment.  
Furthermore, TSB Committee members have reported different levels of engagement with their district supervisor. Some committee members have regular meetings with their respective supervisor or staff to discuss district trail issues; some committee members connect with their supervisor or staff to advise on trail easements; and others have little interaction with their supervisor or staff beyond their appointment.”
- She provided cogent reasons why this problem needs to be solved (in summary, to enhance the BOS understanding of system-wide and local trail issues in a more timely manner in order to enhance the well-being of county residents who use active transportation infrastructure). The TSB committee currently writes 1-3 letters per year to the BOS on issues deemed significant. This process at best takes one month and in some cases more to draft, review, and sign out the letter. A more consistent, timely, and coordinated “messaging” process is needed.
- The problem affects each member of the committee, committee partners (e.g., FCPA, NOVA Parks, other stakeholders) and ultimately all county residents. It occurs in every district and is ongoing.
- The committee discussed the problem and came up with some potential “next steps” in developing a plan to guide more timely coordinated messaging process to make the committee’s advocacy on active transportation more proactive. At future meetings, these ideas will be revisited and a plan developed.

**FCDOT Updates:** Andrew Sheldon provided updates on the status of the ActiveFairfax Transportation Plan, a traffic-calming pilot program that will start in early 2026, and the VDOT annual paving program which will install 22 bike lanes and five crosswalks in 2026.

**Public Comments:** Mr. Richard Hower, a resident of Hunter Mill District, addressed the issue of invasive plants overrunning county trails. He focused on Fred Crabtree Park but stated that the problem was widespread. Japanese stilt grass was mentioned as the main problem. The FCPA representative provided insight into the Authority’s invasive species removal program. Committee members suggested other County agencies to approach with his concerns.

**Adjourn:** The meeting adjourned at 9:10 p.m.