

Pickett Trail Connector

City Council Work Session

May 8, 2018

Tonight's Agenda

- ▶ Project Overview by Staff
- ▶ Presentation of Project
- ▶ City Council Discussion
- ▶ Discussion of Next Steps



Project Timeline

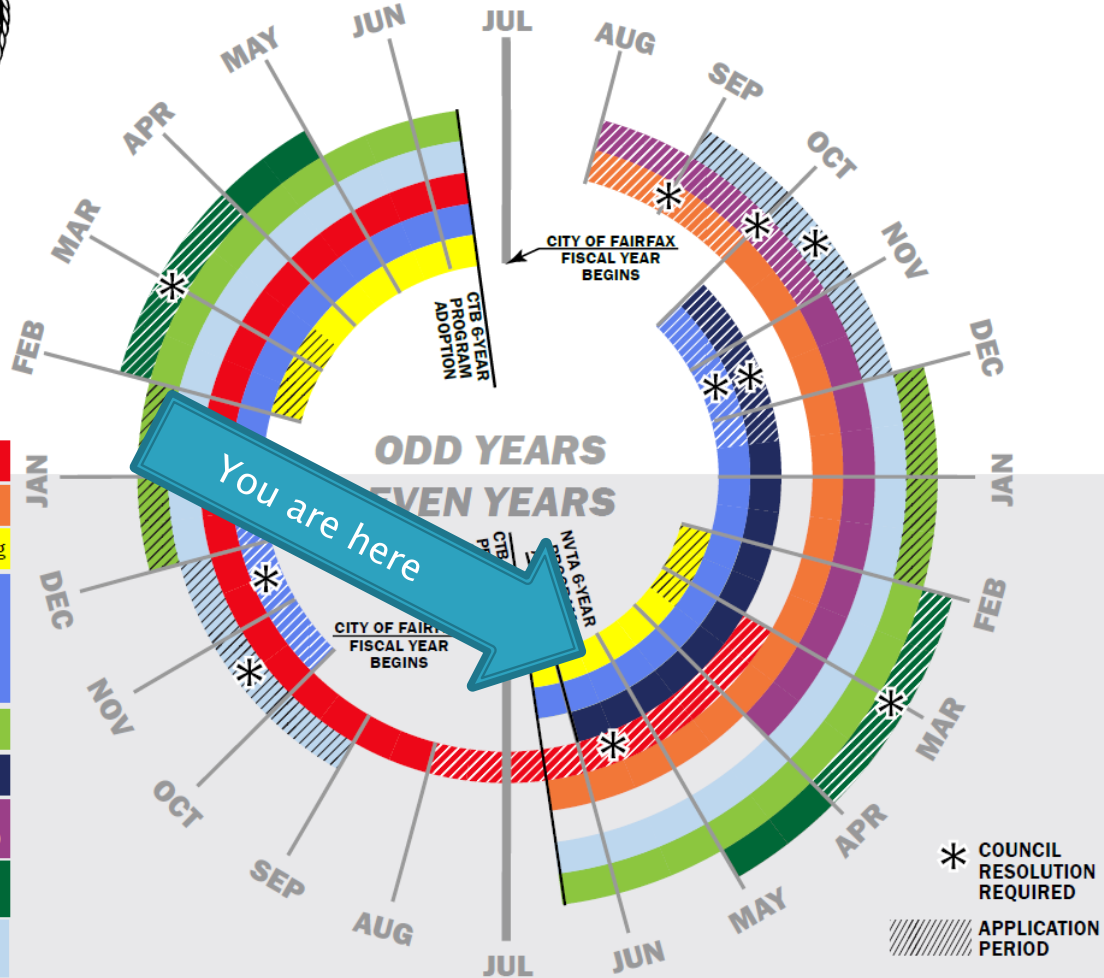
- February 13, 2108 (CC work session): Discuss Smart Scale process and potential projects
 - Fairfax Boulevard/Warwick Intersection Redesign
 - **Pickett Road Trail Connector**
 - Jermantown Road Widening (also submitted to NVTA)
 - Eaton/CBR Intersection (also submitted to NVTA)
- May 8, 2018 (CC work session): **Review/recommendation of improvement alternatives**
- June 1, 2018: Smart Scale Pre-Application Due
- August 1, 2018: Smart Scale Final Application Due



2-YEAR TRANSPORTATION FUNDING TIMELINE

LEGEND

Smart Scale
Revenue Sharing
Primary Extension Paving
Congestion Mitigation and Air Quality (CMAQ)
Regional Surface Transportation Program (RSTP)
Transit Assistance
NVTA 70% Funds
Transportation Alternatives Program (TAP)
Transportation/Land-Use Connections (TLC)
I-66 Inside the Beltway Toll Revenue



Multimodal Goal 1

Connect with the Region

VALUES



The City of Fairfax is a relatively small jurisdiction within a much larger region. Although regional traffic can congest city streets, city residents rely on the larger region for significant employment, entertainment and cultural destinations. City businesses rely on regional patrons and attract employees from the larger area.

The city must enhance facilities that connect to the larger region, but do so in a way that supports the overarching community values of safety, economic vibrancy, and robust choices in travel options.

LEGEND

- SAFE + SECURE
- CONNECTED
- INTER-GENERATIONAL
- VIBRANT
- GREEN
- ROBUST

MM OUTCOME 1.1: Enhanced corridors for regional travel and better connections to regional networks and destinations.

MM ACTION 1.1.1 Continue to participate in regional planning efforts to increase connectivity in the regional road, transit, and trail networks.

MM ACTION 1.1.2 Collaborate with WMATA and regional partners to ensure that any western extension of Metro's Orange Line includes a station location accessible to and benefiting City of Fairfax stakeholders.

MM ACTION 1.1.3 Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail Station including:

- 1.1.3.1 Improving pedestrian connections from the Fairfax Circle area to the Metro station area.
- 1.1.3.2 Improving bicycle facility connections and crossings across Fairfax Boulevard from the City of Fairfax to the Metro station.
- 1.1.3.3 Continuing collaboration with George Mason University to enhance bicycle and transit connections between the university and the metrorail system.

MM ACTION 1.1.4 Expand trail and bicycle networks to connect to regional facilities and destinations, including:

- 1.1.4.1 Improving connections and logical links to the Cross-County Trail and beyond to the Washington and Old Dominion (W&OD) trail.
- 1.1.4.2 Improving trail connections south along Route 123 to connect to the Braddock Road Sidepath and on to Lorton, VA.
- 1.1.4.3 Connect local trails to the planned I-66 trail facility.
- 1.1.4.4 Coordinate with Fairfax County on the construction of the Main Street/Little River Turnpike bicycle facility.

MM ACTION 1.1.5 Improve the Blake Lane/Jermantown Road corridor. Specifically, the city will:

- 1.1.5.1 Complete a transportation study to determine necessary facility improvements and operational plan.
- 1.1.5.2 Coordinate with Fairfax County and VDOT on the widening of the Jermantown Road bridge over I-66.
- 1.1.5.3 Pursue a connection from Jermantown Road to Waples Mill Road north of Fairfax Boulevard.

Multimodal Goal 2



MM OUTCOME 2.2: Connect and expand the “Green ribbon,” the city’s existing parks and trail network

MM ACTION 2.2.1 Fill gaps in the trail network. Complete connections to existing segments, implement projects proposed by the Parks and Recreation Master Plan, and pursue new trail connections as needed.

MM ACTION 2.2.2 Connect the George Snyder Trail to the planned I-66 trail facility.

MM ACTION 2.2.3 Improve trail crossings across arterial streets, including Fairfax Boulevard at Pickett Road and Main Street at Main Street Square and Railroad Avenue.

MM ACTION 2.2.4 Provide wayfinding, trail blazing and traffic calming/safety, and non-motorized facility improvements to provide connections between parks and trails.

MM ACTION 2.2.5 Increase resident awareness of trail networks and connections.

MM OUTCOME 2.3 Improved bicycle network, facilities, and programs

MM ACTION 2.3.1 Develop and adopt a bicycle network plan linking major destinations including George Mason University, Old Town, Metrorail, and the regional trail system.

MM ACTION 2.3.2 Review bicycle facility design standards to ensure best practices in design and delivery of facilities.

MM ACTION 2.3.3 Expand the provision of bicycle racks for short term bicycle parking.

MM ACTION 2.3.4 Adopt bicycle-supportive policies for development projects where applicable, including expanded provision of short- and long-term bicycle parking, showers, and changing facilities.

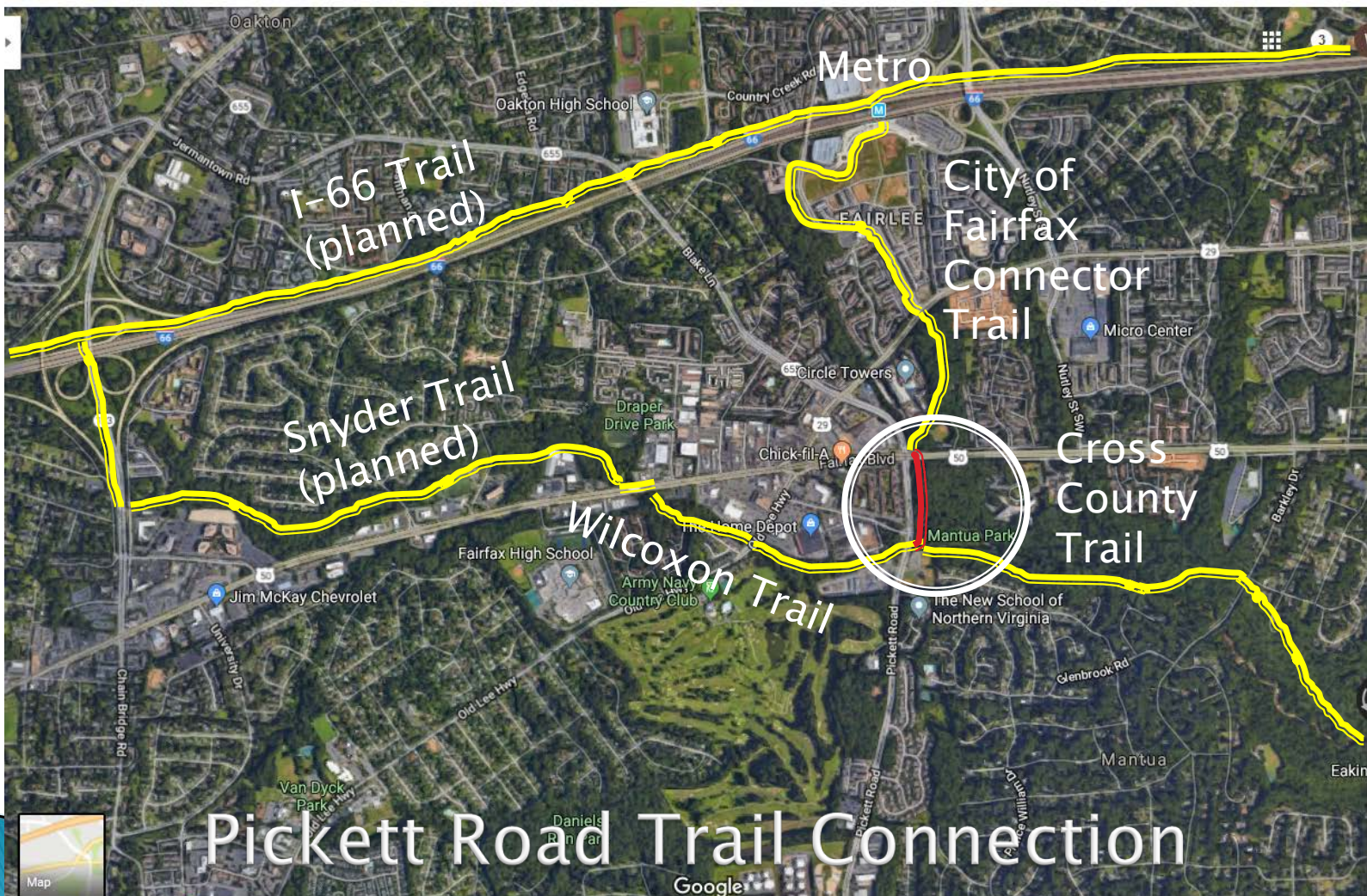
MM ACTION 2.3.5 Complete a bike share feasibility study including definition of necessary station density, recommended “starter system,” operating and management structure, and funding program, preferably in partnership with George Mason University. Provide initial support to establish bike share in the City of Fairfax.

MM ACTION 2.3.6 Expand safety education efforts to educate all road users on bicycle awareness and safety. Educate casual cyclists on proper procedures to encourage more cycling through an increased comfort level.

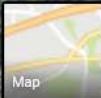
FIGURE 9 PROPOSED GREEN RIBBON OF RECREATIONAL TRAILS AND ENVISIONED CONNECTIONS



(See Outcome 2.2 on page 26)



Pickett Road Trail Connection





**Proposed
Pickett
Connector**



Pickett Trail Connector

- ▶ Currently only on-road connection between Thaiss Park and Tower Park
- ▶ Sidewalk is very narrow, Pickett Road has high traffic volume
- ▶ Undeveloped property north of park = opportunity for off-road connection
- ▶ Recommended locally funded alternatives analysis to develop concept plan and cost estimate for application

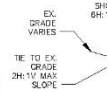




Boardwalk



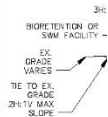
TYPICAL SECTION



TYPICAL SECTION



TYPICAL SECTION



PERMATRAK CONCRETE BOARDWALK



BRIDGE OVER STREAM

Next Steps

- ▶ On-Going: Coordination with Fairfax Water (property owner)
- ▶ June 1, 2018: Smart Scale Pre-Application Due to VDOT
- ▶ July, 2018: City Council Resolution of Support for Application
- ▶ August 1, 2018: Smart Scale Final Application Due to VDOT

Questions / Comments?