

# Appendix A: Public Input



# APPENDIX A

## Public Input

### Overview

Public input for the *Bike Fairfax City* plan consisted of several parts. The first was an online survey to gauge respondent's bicycling habits and their ideas for improvement of bicycling within the City of Fairfax. The second was an online interactive map in which respondents identified destinations they would like to access by bike, bike routes that need improvement, specific barriers to bicycling, and existing preferred bike routes. Public input also consisted of three steering committee meetings and a public workshop to help guide the development of the plan and provide feedback on the results of the existing conditions analysis and draft recommendations. Other public input opportunities included public comment periods after the public workshop and the full draft of the plan.




A summary of each portion of the public engagement can be found on the following pages.

*"I bike with my kids (ages 9 and 11) and I would like to see more bike lanes and preferably separate bike lanes so they can feel comfortable biking around the city."*




# User Survey

The *Bike Fairfax City* Community Survey was open from July 23 to August 25, 2020. The survey was not intended to be statistically valid, but rather to reach as many users of the system as possible. There were **449 responses**. 41% of the respondents live outside of the city but within two miles. 51% of the respondents indicated that they live in the City of Fairfax, 8% of respondents do not live in the city, but commute to the city for work. More than half (58%) of the respondents indicated that they drive alone to work. 32% indicated that they bike to work. This represents a significantly higher percentage compared to the entire population, which shows that a high number of avid bicyclists responded to the survey.

## Top 3 barriers to bicycling

-  Not enough bicycle lanes or trails **65%**
-  Unpredictable or aggressive drivers **59%**
-  Too much traffic **53%**

## Top 3 programs or policies that should be considered in the future

-  Targeted enforcement of traffic laws **56%**
-  Increased bicycle parking **47%**
-  Safety campaigns **41%**

**FIGURE 6: HOW CONFIDENT DO YOU FEEL RIDING A BICYCLE?**

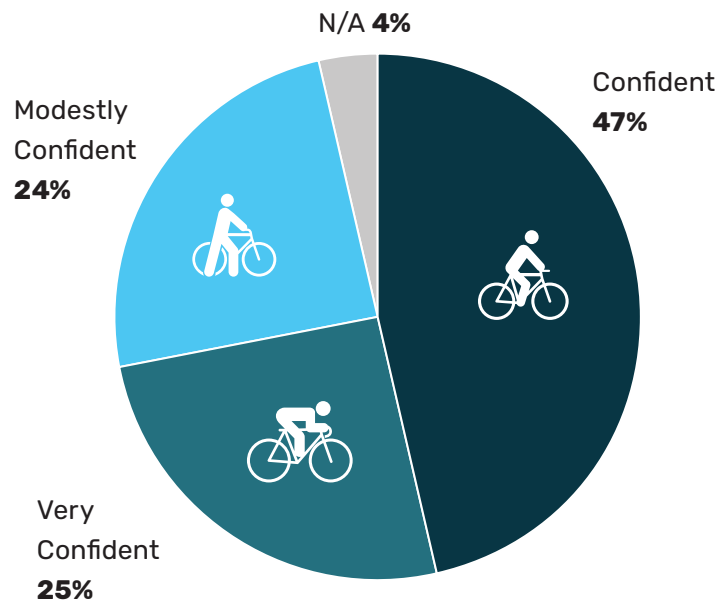


Figure 6 above shows a large number of respondents who are confident or very confident bicyclists. This percentage is much larger than the typical type of bicyclist, as shown on page 34 of this plan.

**FIGURE 7: TOP 3 TYPES OF FACILITIES THAT WOULD ENCOURAGE MORE BICYCLING**



**1: Separated Bike Lane**



**2: Buffered Bike Lane**



**3: Trail**

# Interactive Map

The interactive map was open for comments from July 23rd to August 25th, 2020. A total of 297 comments were received from 81 respondents.

## DESTINATIONS

Respondents were asked to identify destinations they would like to be able to access by bicycle. Many identified destinations in Old Town, including the Farmers Market and the Library. Other clusters of desired destinations include areas along Chain Bridge Rd, parks, trails, schools/George Mason University, shopping centers, and regional destinations such as the Vienna Metro and the Mosaic District.

## Top 2 Preferred Routes

### DANIELS RUN PARK TRAILS

- “Great bike path, but before/after bridges needs to be built up. There are too high gaps on bridge entry/exit. Also, first stretch along Cornell frequently floods and is exceptionally muddy.”
- “[Connection to Pickett Rd] Done well, this would create incredible access to businesses, neighborhoods, and trails.”

### UNIVERSITY DRIVE, SOUTH OF MAIN STREET

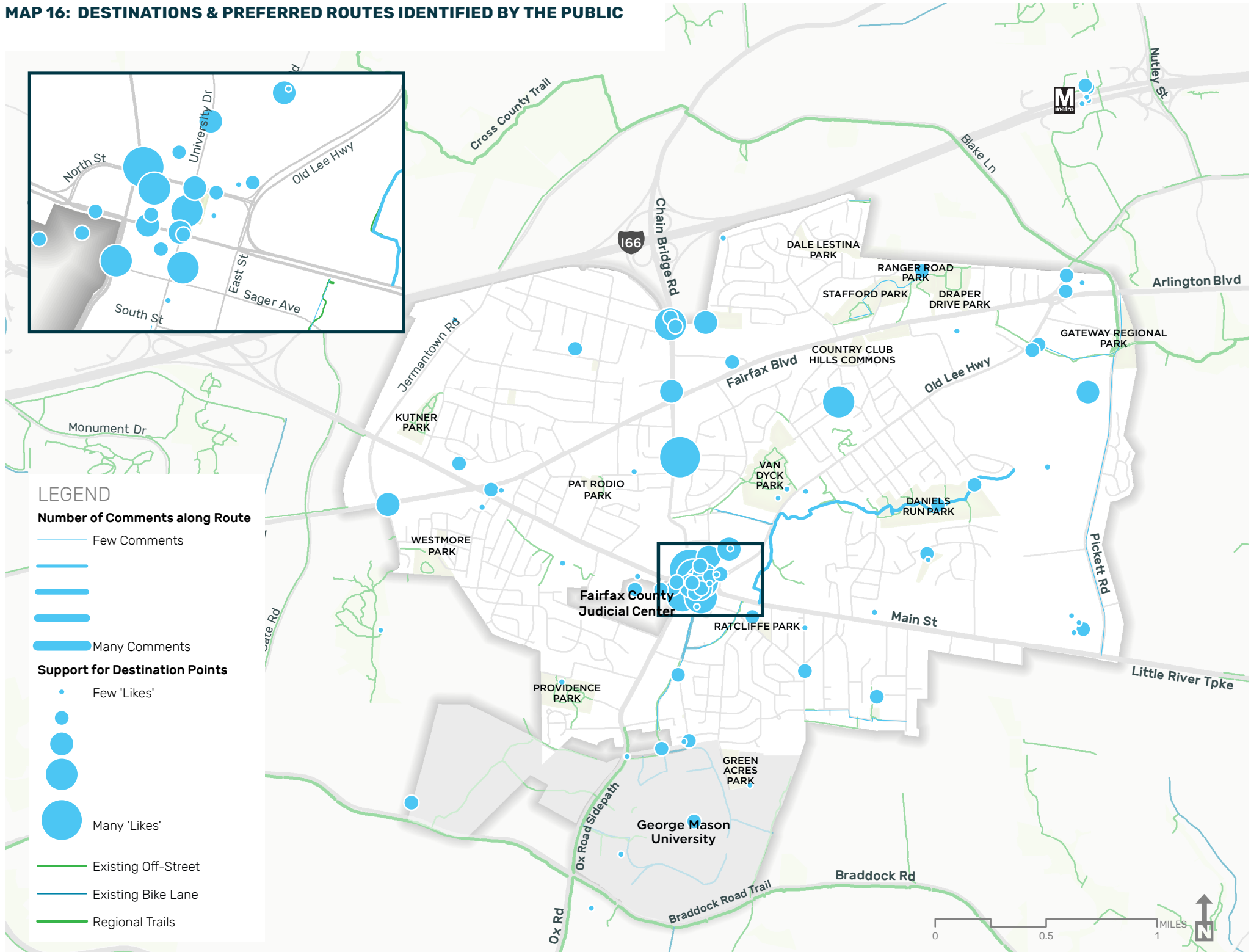
- “This [bicycle lane] works perfectly. If the City could extend it another two blocks to hit the Square it would be perfect.”
- “This route does not feel safe. Crossing George Mason Blvd into the bike lane is challenging. Once the median starts on George Mason Blvd, this is a “sharrow” road, but where buses will frequently pass bikers unsafely.”

**TABLE 8: PREFERRED ROUTES IDENTIFIED BY THE PUBLIC**

Street Name
Daniels Run Park Trails
University Dr, South of Main St
Pickett Rd
Old Lee Hwy
Fairfax City Bike Trail, North and South of Main St
Main St
University Dr, North of Main St
Trails through Draper Dr, Ranger Rd, and Stafford Dr Parks

*A dedicated bike lane along Kenmore and University would allow better access to Van Dyck park and the new shopping center going in on the other side of Fairfax Blvd.*

**MAP 16: DESTINATIONS & PREFERRED ROUTES IDENTIFIED BY THE PUBLIC**



## Barriers to Biking

Respondents were also asked to identify barriers to cycling around the city. A cluster of these barriers are in Old Town, in which respondents identified a lack of bike parking, unsafe roads and crossings, and a lack of awareness by drivers. Other barriers include a lack of trail and sidewalk connectivity, gaps in the street network (such as the golf course), and the major roads lacking safe bicycle facilities and crossing opportunities.

## Top 2 Difficult Routes

### OLD LEE HIGHWAY

- “Great connection in theory but absolutely needs real separation from traffic especially on the steep section between Old Pickett and the High School.”
- “Dedicated path along Old Lee Highway and then connect to the O&D trail would be great. The main concern is at Fairfax Circle and the crossing at US-50 and the connection between that and the O&D or at least the Vienna Metro station.”

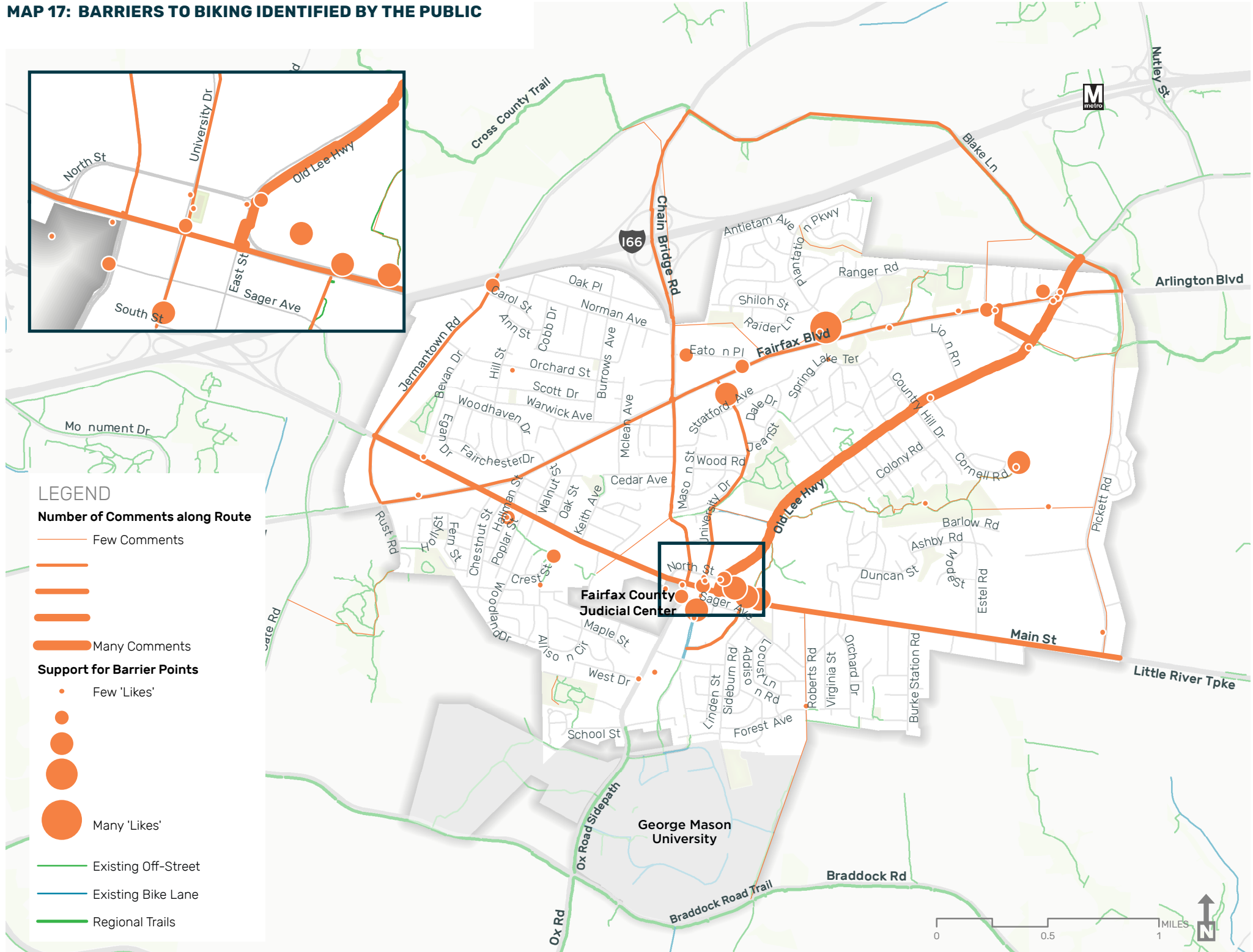
### MAIN STREET

- “East-West access is the biggest issue right now for biking in Fairfax (which I do every day). Because speeding here is out of control (people racing to cut through the middle of our town) the bike lane should be elevated or separated by a barrier.”
- “Add separated paths on direct routes. Making people bike on circuitous, hard to find, hard to follow routes discourages biking. We want to get there directly and easily, just like drivers.”

**TABLE 9: BARRIERS TO BIKING IDENTIFIED BY THE PUBLIC**

Corridors and Intersections
Old Lee Hwy
Main St
Fairfax Blvd
Fairfax City Bike Trail
Blake Lane
Chain Bridge Rd
Jermantown Rd
Daniels Run Park Trails
Roberts Rd
University Dr, North of Main St
Trails through Draper Dr, Ranger Rd, and Stafford Dr Parks
Pickett Rd
University Dr, South of Main St

**MAP 17: BARRIERS TO BIKING IDENTIFIED BY THE PUBLIC**



**LEGEND**

**Number of Comments along Route**

- Few Comments
- 
- 
- Many Comments

**Support for Barrier Points**

- Few 'Likes'
- 
- 
- Many 'Likes'

Existing Off-Street

Existing Bike Lane

Regional Trails





# Steering Committee

The Steering Committee, consisting of local community members and bicycle advocates, helped guide the development of the *Bike Fairfax City* plan and advise the City on public engagement, network development, and draft recommendations.

## STEERING COMMITTEE MEETING #1

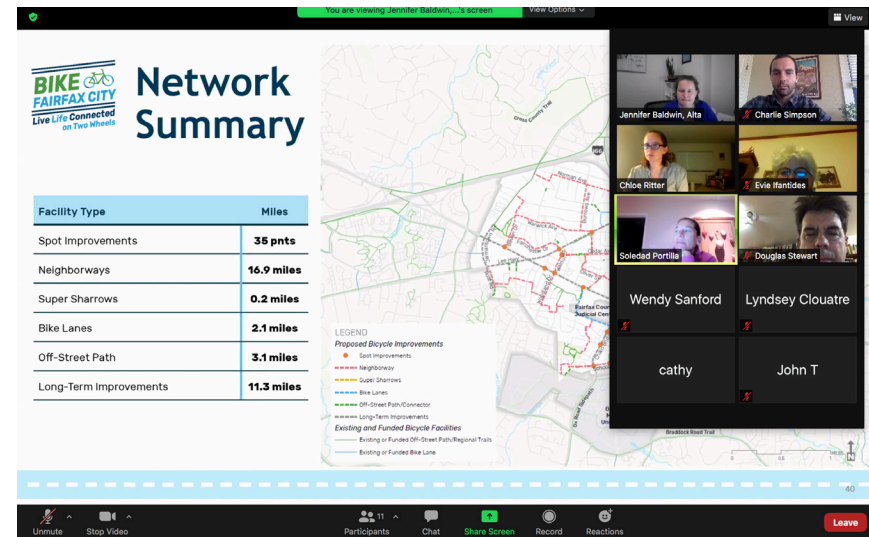
The first Steering Committee meeting was held virtually on June 15, 2020, during the existing conditions analysis phase of the plan. During the first meeting, the Steering Committee:

- Advised the City on questions to include in the online survey and interactive map
- Discussed the values from the *2017 Multimodal Transportation Plan* and how the framework could inform the *Bike Fairfax City* plan goals and vision
- Discussed and identified challenges and opportunities to biking in Fairfax

## STEERING COMMITTEE MEETING #2

The second Steering Committee meeting was held virtually on October 12, 2020, after the initial draft recommendations and project prioritization. During the second meeting, the Steering Committee:

- Provided feedback on the draft network
- Provided feedback on the draft network prioritization
- Helped prepare for the upcoming public workshop



The above screen capture shows participants from the City, Alta Planning + Design, and the Steering Committee discussing the Draft Network.

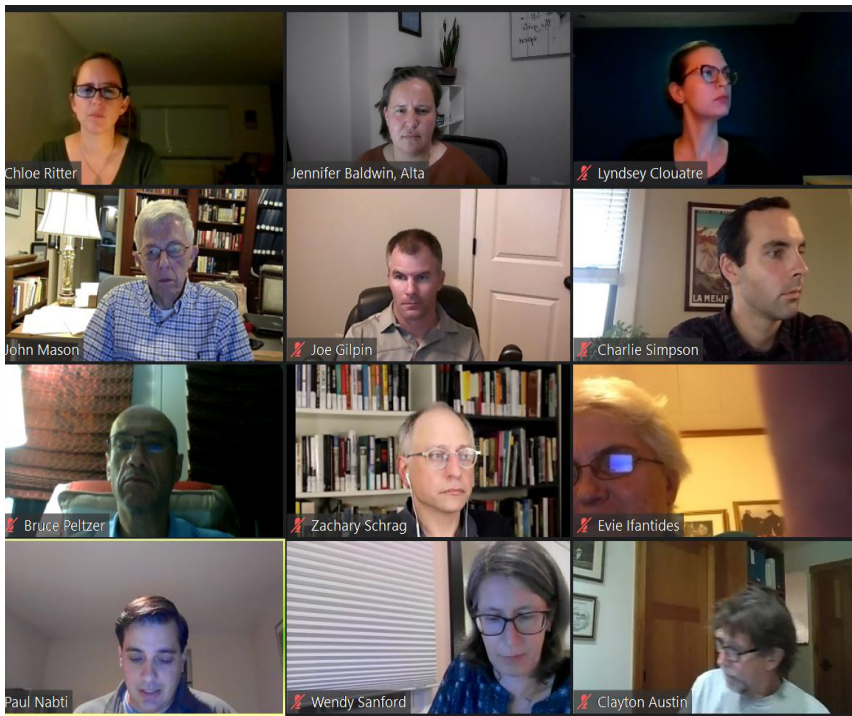
## STEERING COMMITTEE MEETING #3

The final Steering Committee meeting was held virtually on December 14, 2020, after the draft plan was completed. During the third meeting, the Steering Committee:

- Provided feedback on the draft plan
- Discussed strategies for plan implementation

# Virtual Public Workshop

A total of **53 members of the public** attended the workshop held on October 15, 2020. The goal of the public workshop was to inform the public on the plan's progress and gather feedback on both the Draft Network and the Draft Prioritization approach.



*The virtual public workshop included a brief presentation before participants were split into five breakout groups to discuss the draft network and prioritization.*

## Top 3 Takeaways: Draft Network Discussion



**1:** Focus on **short connectors**—high value and low cost projects—that can expand the possibilities for network connectivity



**2:** Improve connections to off-street **paths** and regional **trails**



**3:** **Slow driver speeds** through traffic calming and facilities such as neighborways

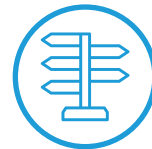
## Top 3 Takeaways: Draft Prioritization Discussion



**1:** Prioritize neighborways and **limit cut through traffic** on local streets



**2:** Prioritize **connecting missing links** in the network and other high value spot improvements



**3:** Prioritize **wayfinding and signage** for the entire network in the near term