
# Overview: An Urban Shared Bike Ped Path and Sidewalks with Cycletracks in McLean

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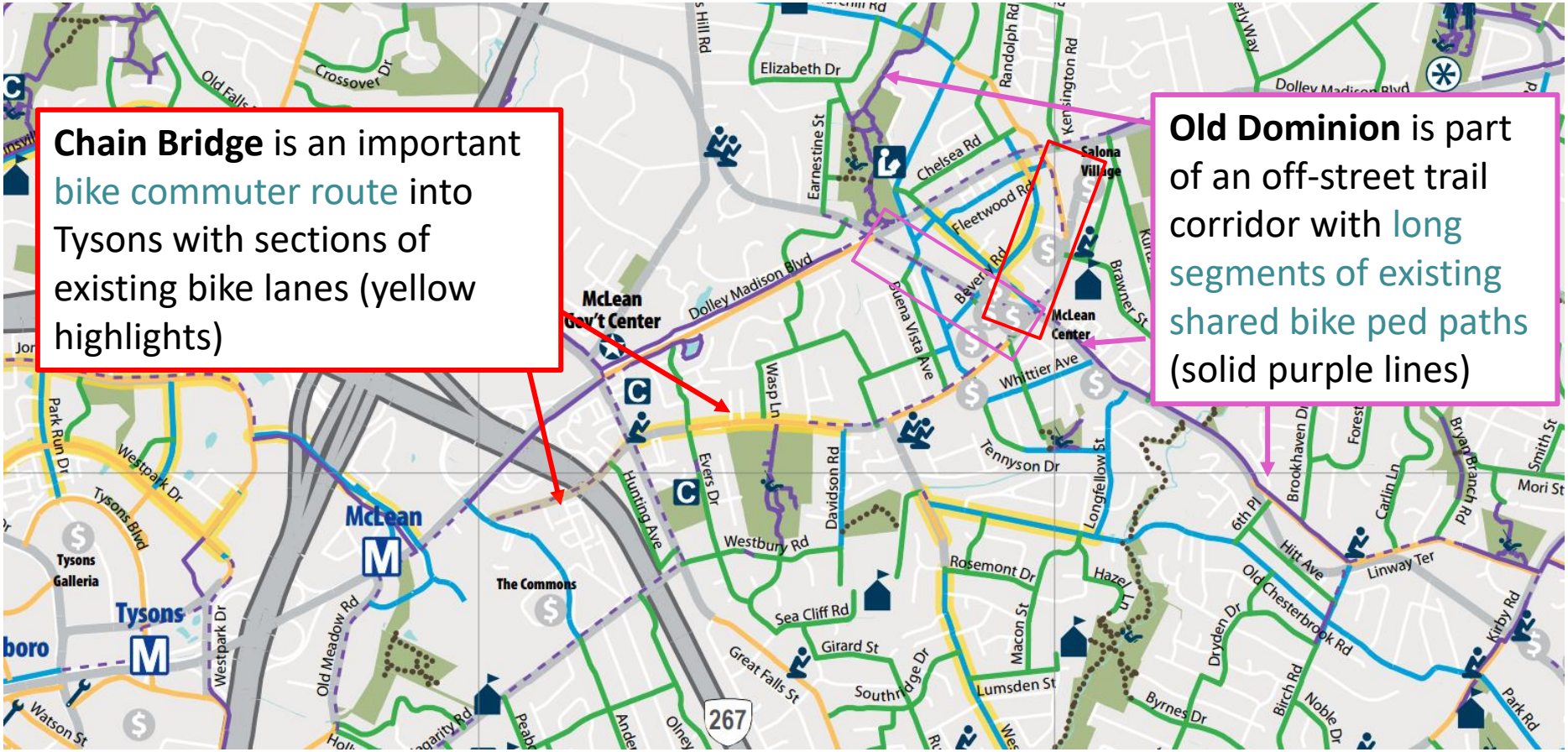
# Agenda and Purpose

1. Explain why the Comp Plan recommends different facilities for Old Dominion Drive and Chain Bridge Road
2. Describe the proposed designs for each facility
3. Explore intersection treatments to understand interactions between bikes and peds – how are interactions managed, how designs minimize conflict, and how are cyclists effectively slowed at conflict points
4. Review draft recommendations and address remaining concerns so that staff can build these details into the Design Guidelines

# Active Transportation Network Needs Differ by Location…



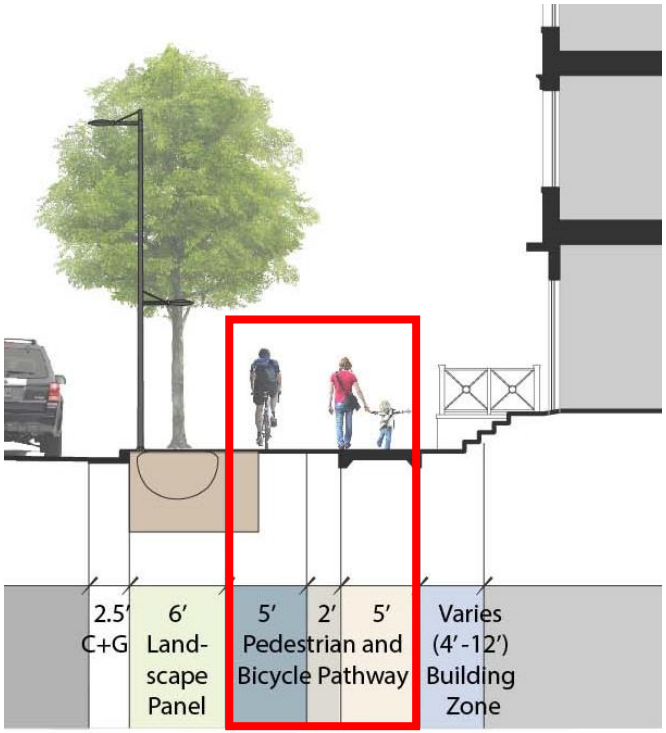
# What is an Urban Shared Ped Bike Path?

- Desirable along regional trail corridors
- Appropriate in lower to medium density commercial or residential areas such as McLean CBD **if 10+ft wide and with low user volumes** (less than 50 bike/ped users per hour - Old Dominion currently has 20 bike/ped users per hour at peak)
- Fully protected from vehicles and therefore comfortable for users of all ages and abilities
- Not just a wide sidewalk – wider facility, wider curb ramps and crosswalks, vertical clear zones and special signage
- Not just a suburban Shared Use Path – sawcut concrete or paver surface, lower design speed (8mph vs 18 mph), urban aesthetics
- Cyclists that prefer to travel fast will likely chose to bike on-street instead

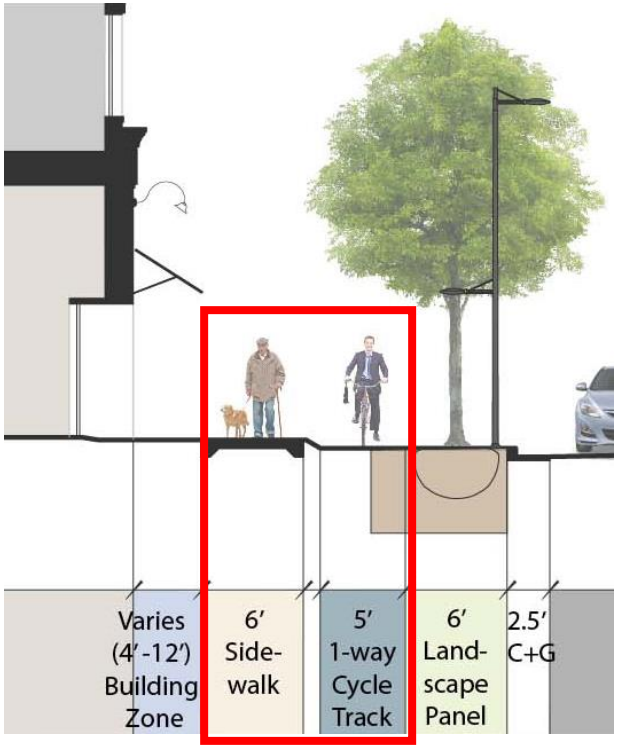
# What is a Sidewalks with Cycletracks Design?

- Separation of bike and ped users desirable in high density commercial or residential areas
- Comfortable for bike/ped users of all ages and abilities even with very high user volumes (W&OD has around 300 per hour at peak)
- Fully protected from vehicles, bike-friendly ramps, vertical clear zones and bike lane signage needed (bicycle signals are currently not legal in Virginia)
- ADA detectable separation from sidewalk needed – ideally vertical (keeps pedestrians more efficiently out of the bike path, 1ft tactile surface at a minimum)

# Street Cross-sections – Avenue




Avenue 1: Old Dominion – Urban Shared Ped Bike Path




Avenue 2: Chain Bridge – Sidewalks with Cycletracks

# Old Dominion Drive: Urban Shared Ped Bike Path Design

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# Comprehensive Plan and Staff Guidance
# Old Dominion Drive Ped Bike Path - Summary

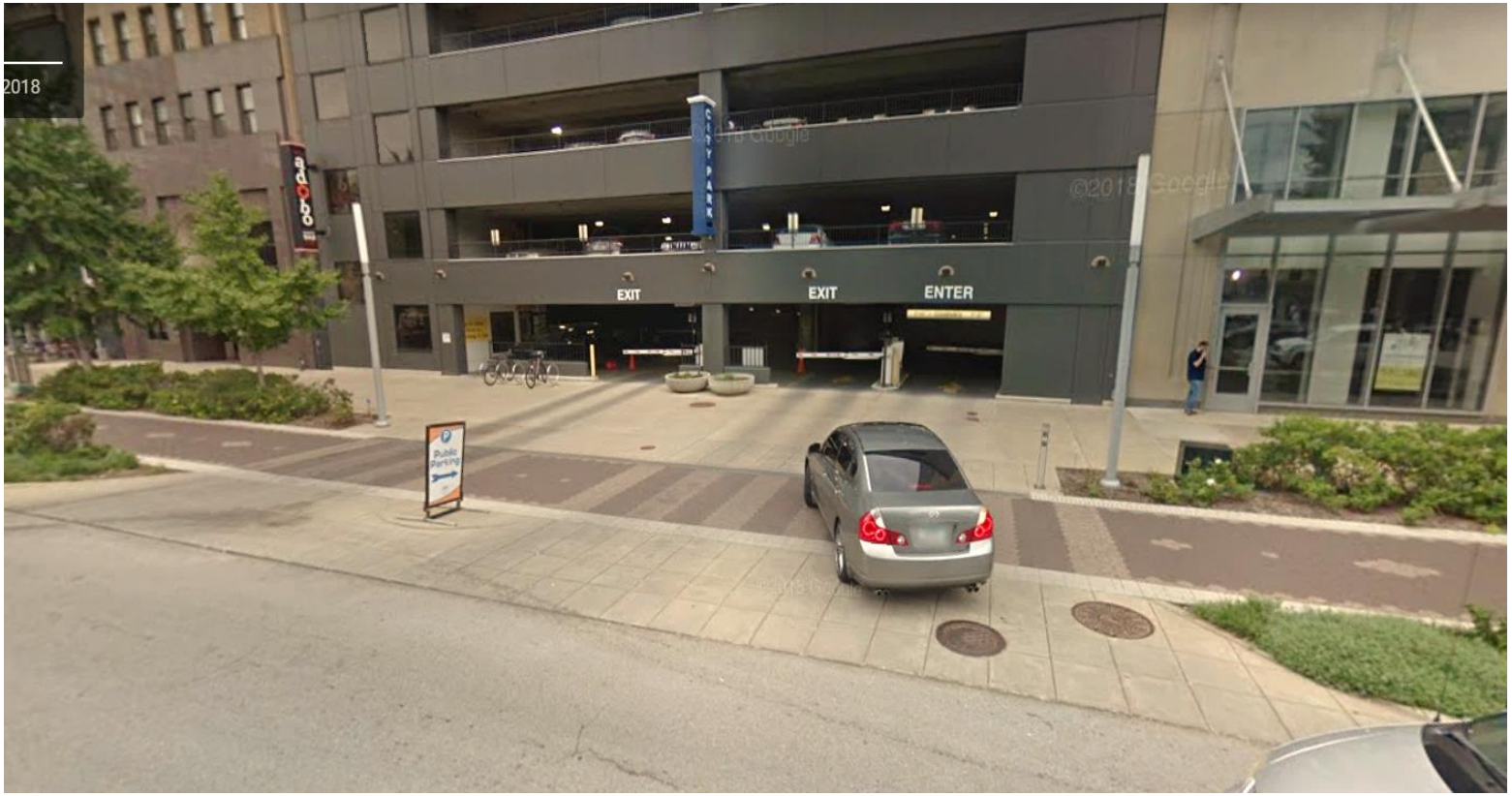
- **Width** – 12-feet wide, buffered from the street by trees and furnishings
- **Paving materials** – Recommend one material for the entire width (mix of pavers and concrete). Do not recommend a change down the middle to delineate space for bikes and peds. This is appropriate given the existing and future anticipated volumes and the overall width of the facility.
- **Special signage and markings** – Bikes Yield to Pedestrian; Slow
- **Intersection treatment** – Wide ramps and wide crosswalks (equal to the width of the facility) that meet VDOT Road Design Manual Shared Use Path ramp requirements.
- **Driveway Crossings** – Facility continues across minor driveways with same paving treatments and at the sidewalk grade, where feasible

# Old Dominion - Urban Shared Ped Bike Path Example

# Old Dominion - Urban Shared Ped Bike Path Example

# Old Dominion - Urban Shared Ped Bike Path Example - Intersection Design

# Old Dominion - Urban Shared Ped Bike Path Example – Driveway Design



# Old Dominion - Urban Shared Ped Bike Path Example – Driveway Design


Note: Proposed facility would be twice as wide. This is a local example of a raised driveway from the Town of Vienna

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# Chain Bridge Road : Sidewalks with Cycletracks Design

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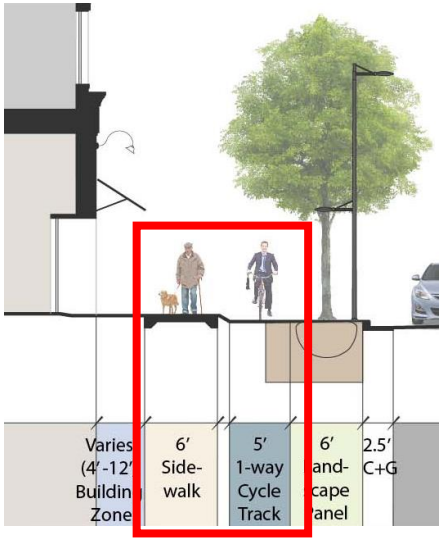
# Comprehensive Plan and Staff Guidance
# Chain Bridge Road: Sidewalks with Cycletracks

- Width – 6-foot sidewalk, 5-foot on-way cycletrack, 1-foot ADA separation (low curb or detectable material), buffered from the street by trees and furnishings.
- Paving materials (cycletrack) – concrete (with saw cut joints) or asphalt
- Paving materials (sidewalk) – mix of pavers and concrete
- Intersection treatment –Plaza design
- Driveway Crossings – Facility continues across minor driveways with same paving treatments and at the sidewalk grade




Avenue 2: Chain Bridge – Sidewalks with Cycletracks

# Chain Bridge – Sidewalks with Cycletracks

# Chain Bridge – Sidewalk with Cycletrack Example

# Chain Bridge – Sidewalks with Cycletracks Example

# Chain Bridge Intersection Design – Preferred Option

- Mixed yield zones (plazas) at intersections
  - Intuitive for all users, especially for visually impaired
  - Calms bicycle speeds at conflict points
  - Placemaking opportunity
- Design Elements:
  - Bikes Yield to Peds signage entering plaza,
  - Wide curb ramps and wide crosswalks (similar to a shared bike ped path)
  - Highly visible: Ideal location for aesthetic treatments, space for public art

# Chain Bridge Intersection Design – Alternative Option

- Full separation of peds and bikes
  - Supports higher bicycle speeds at intersections
  - Highest pedestrian and bicycle comfort
  - Not as intuitive for visually impaired pedestrians
- Design Elements:
  - High visibility crosswalks and yield markings across cycletrack
  - Curb ramps down to cycletrack or cycletrack ramps up to sidewalk level – truncated domes needed in both case
  - Yield to Peds signage

# Chain Bridge – Sidewalks with Cycletracks – Driveway Design

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# Comprehensive Plan and Staff Guidance
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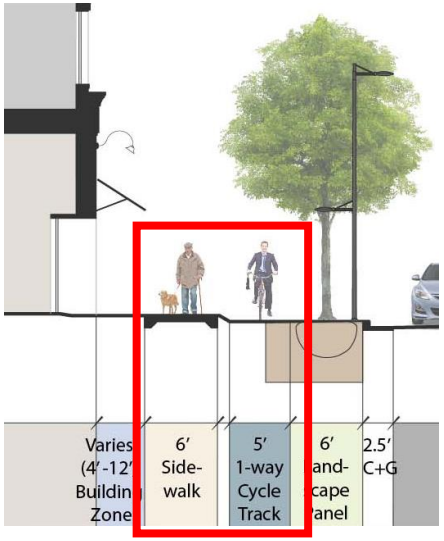


Avenue 2: Chain Bridge – Sidewalks with Cycletracks

# ActiveFairfax Transportation Plan

- Update countywide active transportation network
  - Merge and update 2018 Countywide Trails Plan, 2014 Bicycle Master Plan
  - Make connections to planned facilities in activity centers
  - Policy and programmatic recommendations
- Timeline: 2020 – 2024 (public engagement on draft network planned for fall 2023)
- Website: www.fairfaxcounty.gov/transportation/bike-walk/activefairfax


Thank you! Questions?

Contact: Nicole Wynands@fairfaxcounty.gov

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