



## McLean Citizens Association Resolution

### Support for Funding of Identified Sidewalk and Trail Projects

January 5, 2022

**Whereas**, on October 5, 2021, the Fairfax County Board of Supervisors approved a motion to set a goal for new funding in the amount of at least \$100 million over the FY 2022 – 2027 time period for some additional active transportation facilities (*e.g.*, sidewalks and trails) that are not currently addressed in the County’s “Revised Recommended Priority Project List for Funding FY 2020 – FY 2025”; and

**Whereas**, according to the County’s draft “Active Transportation Project Prioritization Methodology,” the criteria the County will consider in selecting such projects will include information bearing on public benefit (such as public demand, need, or safety), regional connectivity, cost, ease of implementation, board member input, and community and stakeholder input; and

**Whereas**, the County has indicated that factors bearing on public benefit include proximity to transit stops, schools, and parks, and/or areas with concentrations of people that are more likely to rely on active travel and transit; and

**Whereas**, at the Board of Supervisors’ December 14, 2021, Transportation Committee meeting, there was recognition that funding should be provided for repair and maintenance projects, as well as new projects, as repair and maintenance projects can be lower cost and more easily and speedily implemented than new projects; and

**Whereas**, the McLean Citizens Association (MCA) has identified seven high priority sidewalk and trail projects which the MCA supports adding to the County’s upcoming list of active transportation projects approved for funding in FY 2022 to FY 2027, because of their public benefit in addressing public demand, need, safety, and connectivity concerns in the vicinity of schools, a Metro transit station, and other community facilities. These projects are set forth below as A.1 – A.7, and an explanation of the related public benefits for each of these projects is attached as Attachment A, Part One:

A.1. Conduct a study of a potential pedestrian/bicycle bridge across Dolley Madison Boulevard in the vicinity of McLean Central Park and of other pedestrian/bicycle safety improvement options, *e.g.*, pedestrian flashing beacons at the crosswalk across Dolley Madison Boulevard at either Ingleside Avenue or Elm Street.

A.2. Conduct an engineering study, including the evaluation of walkway slopes and stormwater management needs, and then implement a project to improve/upgrade the walkway along the north side of Haycock Road between the north side of the bridge over I-66 and Great Falls Street to make the walkway consistently 5 feet wide, to substantially reduce slope of the walkway between Turner Avenue and the I-66 bridge, and to add a painted crosswalk across Turner Avenue at its intersection with Haycock Road.

A.3. Widen the concrete sidewalk along the north side of Haycock Road on the bridge over I-66 by about one foot, plus curb, without making any structural change to the bridge, and repair the concrete sidewalk along the north side of Haycock Road between the southern side of the bridge over I-66 and the eastern access road to the West Falls Church Metro station by repairing or replacing concrete sidewalk blocks where there are cracks, erosion, or uneven pavement.

A.4. Repair portions of concrete sidewalk along the west side of Westmoreland Street between Gordon Avenue and Haycock Road, including repair or replacement of concrete sidewalk blocks that have serious cracks, erosion, bulging, or elevation mismatch along the frontage of 2228, 2218, 2216, 2214, 2212, and 2200 Westmoreland Street, at the south corner of Westmoreland Street and Fisher Avenue, at the Westmoreland Street frontage of 6600 Fisher Avenue, and at the Westmoreland Street frontage of 6616 Beacon Lane.

A.5. Repair portions of the asphalt trail along the east side of Balls Hill Road between Thrasher Road and Heather Hill Lane and along the frontage of Cooper Middle School in places where there is serious cracking, erosion, or bulging.

A.6. Repair portions of the asphalt trail along the north side of Haycock Road between Westmoreland Street and Great Falls Street, including places with serious cracks, erosion, bulging, or elevation mismatch along the frontage of 6728, 6726, 6722, and 6714 Haycock Road and along the stretch of this trail that abuts the “FAA towers” located between 6636 Haycock Road and Haycock Elementary School.

A.7. Construct sidewalk for one block on the north side of Redd Road, extending from the existing sidewalk at the northwest corner of Idylwood Road and Redd Road, to reach the intersection of Redd Road and Reddfield Drive; and

**Whereas**, in addition to the above high priority projects, the MCA has also identified a second group of meritorious sidewalk and trail projects which the MCA supports adding, to the extent possible, to the County’s upcoming list of active transportation projects approved for funding in FY 2022 to FY 2027, because of their public benefit in addressing public demand, need, safety, and connectivity concerns in the vicinity of schools, bus transit, and other community facilities. These projects are set forth below as B.1 – B.7, and an explanation of the related public benefits for each of these projects is attached as Attachment A, Part Two:

B.1. Repair portions of the asphalt trail along the north side of Dolley Madison Boulevard that begins west of Old Dominion Drive and goes westward to Lewinsville Road in the places where there are serious cracks, bulging, or uneven pavement.

B.2. Construct a sidewalk along the north side of Birch Road from Birch Grove Court to Kirby Road.

B.3. Construct a sidewalk along Linway Terrace from the intersection of Old Dominion Drive and Birch Road east to an existing walkway.

B.4. Conduct a study regarding construction of a trail along the north side of Lewinsville Road between Swinks Mill Road and Bridle Path Lane, including along the Lewinsville Road frontage of the Korean United Methodist Church and going towards the bus stop at Lewinsville Road and

Bridle Path Lane, while maximizing, to the extent possible, the preservation of mature trees that may be in the right-of-way.

B.5. Conduct a study of a potential trail along the south side of Old Dominion Drive between Balls Hill Road and the bridge over I-495 which would connect to the planned pedestrian/bicycle trail along I-495.

B.6. Maintain/upgrade the asphalt trail along the south side of Georgetown Pike (Rte. 193) just east of Dead Run Creek for a distance of about 50 yards.

B.7. Repair the portions of the asphalt trail along Douglass Drive from the southwest corner of Georgetown Pike to the corner of Douglass Drive and Father John Court that are cracked, bulging, or otherwise in poor condition;

**Now, therefore, be it resolved,** that the MCA supports adding each of the sidewalk/trail projects described in A.1 through A.7 above to the County's upcoming list of additional active transportation projects approved for funding in FY 2022 to FY 2027; and

**Be it further resolved,** that the MCA supports adding, to the extent possible, each of the sidewalk/trail projects described in B.1 through B.7 above to the County's upcoming list of additional active transportation projects approved for funding in FY 2022 to FY 2027.

*Approved by the MCA Board of Directors*

*January 5, 2022*

McLean Citizens Association, P.O. Box 273, McLean, Virginia 22101

cc: John Foust, Dranesville District Supervisor  
Jane Edmondson, Chief of Staff, Office of Supervisor Foust  
Fairfax County Board of Supervisors  
Senator Barbara Favola  
Senator Janet Howell  
Delegate Kathleen Murphy  
Delegate Rip Sullivan  
Tom Biesiadny, Director, Fairfax County Department of Transportation  
Chris Wells, Active Transportation Program Manager, Fairfax County Department of Transportation

**Attachment A To the Resolution of the McLean Citizens Association  
Regarding Support for Funding of Identified Sidewalk and Trail Projects  
Dated January 5, 2022**

**Explanation of Public Benefits of Recommended Sidewalk/Trail Projects**

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**Part One -- Sidewalk/Trail projects identified as A.1 through A.7 in the MCA Resolution**

A.1. Conduct a study of a potential pedestrian/bicycle bridge across Dolley Madison Boulevard in the vicinity of McLean Central Park and of other pedestrian/bicycle safety improvement options, *e.g.*, pedestrian flashing beacons at the crosswalk across Dolley Madison Boulevard at either Ingleside Avenue or Elm Street.

Reason: A study of a potential pedestrian/bicycle bridge over Dolley Madison Boulevard in this vicinity and of other pedestrian safety options is a necessary first step to improve public safety and connectivity for pedestrians and bicyclists seeking to cross the wide and busy Dolley Madison Boulevard between two central areas of McLean (the McLean Community Business Center (CBC) and the McLean Central Park/Dolley Madison Library/McLean Community Center complex), and the study should be conducted as soon as possible to avoid delay in progress towards achieving a safer crossing for substantial nearby residential populations and businesses, as well as for the McLean community as a whole.

A.2. Conduct an engineering study, including the evaluation of walkway slopes and stormwater management needs, and then implement a project to improve/upgrade the walkway along the north side of Haycock Road between the north side of the bridge over I-66 and Great Falls Street to make the walkway consistently 5 feet wide, to substantially reduce slope of the walkway between Turner Avenue and the I-66 bridge, and to add a painted crosswalk across Turner Avenue at its intersection with Haycock Road.

Reason: Implementing a project, following an engineering study, to upgrade the walkway along the north side of Haycock Road between the I-66 bridge and Great Falls Street would greatly improve pedestrian safety and access to public transit (Metrorail and buses at the West Falls Church (WFC) Metro station), as well as to schools (Haycock Elementary School and Longfellow Middle School), as the current trail between the I-66 bridge and Turner Avenue is only 30 to 40 inches wide and does not accommodate side-by-side or opposing direction pedestrians, leading to unsafe situations, and this project is recognized as a significant public need in the County's "List of Projects Recommended in Public Studies" which includes "Pedestrian Improvements Between Turner Avenue and Metrorail Access Road – Widen the existing pedestrian path, the connecting sidewalk, and the sidewalk buffer with the roadway between Turner Avenue and the Metrorail Access Road along north side of Haycock Road."

A.3. Widen the concrete sidewalk along the north side of Haycock Road on the bridge over I-66 by about one foot, plus curb, without making any structural change to the bridge, and repair the concrete sidewalk along the north side of Haycock Road between the southern side of the bridge over I-66 and the eastern access road to the West Falls Church Metro station by repairing or replacing concrete sidewalk blocks where there are cracks, erosion, or uneven pavement.

Reason: Widening the sidewalk along the north side of Haycock Road on the I-66 bridge would greatly improve pedestrian safety and access to public transit (the WFC Metro station), as well as to schools (Haycock E.S. and Longfellow M.S.), as the current sidewalk on the bridge does not accommodate side-by-side or opposing direction pedestrians, leading to unsafe situations, and this project is recognized as a significant public need in the County's "List of Projects Recommended in Public Studies" which includes "Pedestrian Improvements Between Turner Avenue and Metrorail Access Road – Widen the existing pedestrian path, the connecting sidewalk, and the sidewalk buffer with the roadway between Turner Avenue and the Metrorail Access Road along north side of Haycock Road."

A.4. Repair portions of concrete sidewalk along the west side of Westmoreland Street between Gordon Avenue and Haycock Road, including repair or replacement of concrete sidewalk blocks that have serious cracks, erosion, bulging, or elevation mismatch along the frontage of 2228, 2218, 2216, 2214, 2212, and 2200 Westmoreland Street, at the south corner of Westmoreland Street and Fisher Avenue, at the Westmoreland Street frontage of 6600 Fisher Avenue, and at the Westmoreland Street frontage of 6616 Beacon Lane.

Reason: The sidewalk along the north side of Westmoreland Street between Gordon Avenue and Haycock Road is along a route used by elementary and middle school students to walk to schools (Haycock E.S. and Longfellow M.S.) and by community members for various purposes, including access to the West Falls Church Metro station; accordingly, repair of the portions of this sidewalk that are in poor condition is needed for public safety and to serve public need and, as a sidewalk repair project, should be fairly low cost and readily implementable.

A.5. Repair portions of the asphalt trail along the east side of Balls Hill Road between Thrasher Road and Heather Hill Lane and along the frontage of Cooper Middle School in places where there is serious cracking, erosion, or bulging.

Reason: As the location of this project is part of the walkway along Balls Hill Road between Churchill Road and Cooper Middle School, many pedestrians, including students and others in the community, utilize this walkway; accordingly, having a trail in good repair will enhance public safety, and, as the lengths of trail needing repair are not long, the project should be fairly low cost and readily implementable.

A.6. Repair portions of the asphalt trail along the north side of Haycock Road between Westmoreland Street and Great Falls Street, including places with serious cracks, erosion, bulging, or elevation mismatch along the frontage of 6728, 6726, 6722, and 6714 Haycock Road and along the stretch of this trail that abuts the "FAA towers" located between 6636 Haycock Road and Haycock Elementary School.

Reason: The trail along the north side of Haycock Road between Westmoreland Street and Great Falls Street is a part of an access route to schools (Haycock E.S. and Longfellow M.S.) and also part of an access route to the WFC Metro station that is utilized by numerous pedestrians; accordingly, repair of the portions of the trail that are in poor condition is needed for public safety and to serve public need and, as the lengths of trail needing repair are not long, this project should be fairly low cost and readily implementable.

A.7. Construct sidewalk for one block on the north side of Redd Road, extending from the existing sidewalk at the northwest corner of Idylwood Road and Redd Road, to reach the intersection of Redd Road and Reddfield Drive.

Reason: Construction of a sidewalk at this location is needed to provide for public safety because the embankment at the northwest corner of the Idylwood Road and Redd Road intersection impairs visibility for pedestrians, bicyclists, and vehicles, and there is often fast moving traffic on Idylwood Road; further, as the intersection is located about two blocks from Lemon Road Elementary School, the provision of this sidewalk segment would facilitate safe pedestrian access to the school.

**Part Two -- Sidewalk/Trail projects identified as B.1 through B.7 in the MCA Resolution**

B.1. Repair portions of the asphalt trail along the north side of Dolley Madison Boulevard that begins west of Old Dominion Drive and goes westward to Lewinsville Road in the places where there are serious cracks, bulging, or uneven pavement.

Reason: As this trail is along a major thoroughfare, there is potential for substantial active transportation usage if the trail were repaired, thereby promoting active transportation in a busy transportation corridor, and, as the places along the trail that need repair are not extensive, the cost of such repair should not be expensive.

B.2. Construct a sidewalk along the north side of Birch Road from Birch Grove Court to Kirby Road.

Reason: Constructing this short sidewalk segment would provide the missing sidewalk link along Birch Road (a busy connector road) between Old Dominion Drive and Kirby Road, and foster safe pedestrian access and walkability to schools, churches, swim clubs, and other facilities along Kirby Road.

B.3. Construct a sidewalk along Linway Terrace from the intersection of Old Dominion Drive and Birch Road east to an existing walkway.

Reason: Constructing this short sidewalk segment would provide a missing link between an existing sidewalk that extends east to Linway Terrace Park and a trail that extends west along Linway Terrace, enhance active transportation access to a church (St. John the Beloved) and the church operated school, and support public safety by eliminating the need for pedestrians to walk in either the roadway or in a parking lot along this narrow stretch of Linway Terrace.

B.4. Conduct a study regarding construction of a trail along the north side of Lewinsville Road between Swinks Mill Road and Bridle Path Lane, including along the Lewinsville Road frontage of the Korean United Methodist Church and going towards the bus stop at Lewinsville Road and Bridle Path Lane, while maximizing, to the extent possible, the preservation of mature trees that may be in the right-of-way.

Reason: Constructing a trail along the north side of Lewinsville Road between Swinks Mill Road and Bridle Path Lane would provide safe pedestrian access to a bus stop at Bridle Path Lane, connect to the bike way that extends along the north side of Lewinsville Road to the Spring Hill Recreation Center, and improve safety at the intersection of Lewinsville Road and Swinks Mill Road, which is an intersection with safety problems.

B.5. Conduct a study of a potential trail along the south side of Old Dominion Drive between Balls Hill Road and the bridge over I-495 which would connect to the planned pedestrian/bicycle trail along I-495.

Reason: Adding a trail along this segment of Old Dominion Drive would improve active transportation regional connectivity, when combined with the planned pedestrian/bicycle trail along I-495, as well as local connectivity, and a study of the potential for a trail at this location is a necessary first step.

B.6. Maintain/upgrade the asphalt trail along the south side of Georgetown Pike (Rte. 193) just east of Dead Run Creek for a distance of about 50 yards.

Reason: This section of trail is frequently wet, swampy and muddy, and maintaining or upgrading the trail at this location, e.g., by adding drainage piping under the trail and/or raising the trail by several inches, would address the safety and other problems presented by the current trail circumstances.

B.7. Repair the portions of the asphalt trail along Douglass Drive from the southwest corner of Georgetown Pike to the corner of Douglass Drive and Father John Court that are cracked, bulging, or otherwise in poor condition.

Reason: Due to the poor condition of portions of this trail segment, it is difficult for walkers, joggers (including Langley High School track runners), and bicyclists to use the trail, so repair of the trail would serve public safety and public accessibility needs.