September 26, 2007

Ms. Elizabeth S. Via, AICP
Director, Community Development
City of Manassas
9027 Center Street
Manassas, VA 20110

Re: CPA # 2007-01 City of Manassas Bikeway and Pedestrian Trail System

Dear Ms. Via:

VDOT has reviewed the above comprehensive plan amendment submitted on August 28, 2007. The following comments are offered.

1. Vision
   To broaden the scope of the Master Plan, consider developing additional objective that points to both linking to the surrounding areas/trails (as stated later in the Plan) and providing strong connection to other modes, i.e. via P&R’s, bus shelters, VRE.

2. Benefits
   Consider as a benefit of Bikeways and Trails, that a well developed system provides an ‘avenue’ for mobilization of the disabled (wheelchair) as well as the network provides an affordable transportation choice (i.e. a main source of transportation for the lower socio-economic populations).

3. Existing Facilities
   Suggest describing the types of facilities; i.e. Bike lane at Liberia and Shared Use Path along Wellington, as well as indicate the location of the Winters Branch Trail in the text. Suggest developing description of trails (inventory) by table listing segment, identifying limits, type and accommodation.

4. Existing Facilities
   Some descriptions of trails in text are inconsistent with limits indicated on map Appendix A.

5. Appendix A
   As referenced in the text, the map, Appendix A, should include label for Airport Rd and location of Winters Branch Trail.

6. Table 1
   ‘Share the Road’ is not a facility classification per AASHTO bicycle facilities. Inconsistent facility classification are used throughout the Master Plan as outlined on
pages 23-25, and also referenced on page 11. Additionally, ‘Share the Road’ signs have technical applications per AASHTO (i.e. hazard condition, sight distance). Labeling signage indicating a particular route name is common practice, per AASHTO. Recommend revisiting all facility classifications throughout the Master Plan and functionality per individual trail, as well as what is intended by signage.

7. 6/Table 1
   All facility descriptions should be referenced by official terminology.

8. 6/Appendix B
   Appendix B, there is a significant gap represented on the map on Liberia from Centreville to Portner; clarify plan for this segment.

9. Appendix A, B (maps)
   Recommend the title of ‘BIKE TRAILS” be deleted. i.e. consider titles: ‘Bikeway and Pedestrian Master Plan Existing Facilities’ and ‘Bikeway and Pedestrian Master Plan Planned Facilities’ to indicate multi purpose use of these facilities.

10. 6/Table 1
    Consider adding footnote for location of facility classifications found in Appendix C. Recommend addition of Sidewalk Classification which is absent from this list.

11. 7/Objective A
    Consider adding reference for ADA accommodations as a strategy.

12. 8/ B-4
    Recommend reference to pedestrians in this section.

13. 8/ B-5
    The ‘6-year Transportation Development Plan’ should be referenced as Virginia Department of Transportation (VDOT) Six Year Improvement Plan (SYIP).

14. 9/Objective C-5
    Recommend broadening safety aspect beyond dimensions; adding that trail facilities meet AASHTO or VDOT standards and design guidelines (for safety).

15. 10/Objective D
    Recommend including ADA accommodations/conformance for strategy; this prefaces the design guidance for many bike/pedestrian elements, i.e. curb ramps, facility widths, sign placements, requirements for bus shelters and commercial strips, etc.

16. 10/Implementation Plan

17. 11/Trail System
    (inside box) Shared Use Path: Shared Use paths should also be described including a 2’ shoulder area and 3’ clear zone per AASHTO.

18. 11/Trail System
    (inside box) Shared use path; shared use paths by design are for a variety of
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non-motorized users. Recommend stating intended for bicycle and pedestrian use, or all non-motorized users.

19.12/Priority 1
Recommending clarification, only 1.5 miles accounted for of the overall 3.3 trail miles.

20. 18/8 Implementation
Description calls for improvement in one direction. Recommend clarifying facilities (existing/planned) for eastbound.

21. 22/Education
Suggest exploring using PE teachers/school system as education advocates as part of the curriculum.

22. General
Per each priority trail description, recommend that all curb ramps be in compliance with ADA.

23. General
The Master Plan is more focused on bicycle facilities. Recommend outlining the pedestrian elements further; (i.e. the sidewalk facilities found or planned) which afford safe areas for pedestrians in concert with all the facilities outlined in the Master Plan.

24. General
Consider developing the Plan/priority trail description, banking more heavily on the ‘activity centers’, attractions, destinations available in the area (i.e. old town, VRE, parks?, offices?). Consider highlighting some of these destinations on the map.

25. General
Footnote for Table 1 states that cost estimated are based on City of Manassas Public Works Admin. Interoffice memo. Recommend including memo in Appendix, or adding explanation on elements included in cost estimates (full construction, paint for bike lane, signage, per signal). Overall, cost estimates appear inconsistent for similar facility length/types.

26. General
Recommend that the Master Plan include either through Vision or Objective, ways to further incorporate incentives for bicycle and pedestrian travel, (i.e. the Plan does reference building amenities along trails for pedestrians and bike racks and lockers at destinations like the VRE station). Consider expanding on this component; for example, by including what measures employers and developers can take to encourage more bicycling and walking to work.

27. General
Consider having the Master Plan recommend amending the Zoning Ordinance to require commercial offices to offer bicycling related facilities (showers, parking) for their employees.

28. General
Many of the priority trail descriptions include reference to ‘dangerous intersections’. This presents a liability aspect for the Master Plan.
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Recommend to remove ‘dangerous’. Intersections may, however, be qualified by actual accident statistics.

29. General

Recommend quoting verbatim terminology for reference of bicycle and pedestrian facilities and related design guidelines from AASHTO, throughout the plan.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Aleksandra M. Tuliszka
Senior Transportation Engineer