

Good evening.

I speak today as a long-time bicycle commuter in opposition to the Cinder Bed Bikeway. I object because it is unnecessary, it would be a waste of revenue, and it would destroy precious habitat by excavation and lighting. I'll focus on the unnecessary part.

It is more clearly unnecessary now more than when the project was conceived: Much better alternative routes are now available for bike commuters. Since the Cinder Bed plan was written (hopefully NOT in stone), VDOT has added bike trails to Beulah, Cinder Bed, Newington and Loisdale Roads. Those are the routes I would pick for faster commuting. And for commuters who prefer quieter trails, Fairfax County taxpayers have invested in many connector trails between neighborhoods, whose 25 mph streets provide excellent routes. A few modifications can make them ADA compliant. Both types of investment obviate any imaginable need for a new trail through the Cinder Bed RPA.

How do I know these are safe routes? I've scouted the routes, using experience accumulated from 16 years of commuting by bicycle working in five states, including in Virginia four different counties. I always found best routes and used proper equipment to ride safely. Where's the proof? I arrived alive in year 75, having never tangled with a motor vehicle.

If I were scouting the area south of Franconia-Springfield Metro for work, school, or a home I would find it very friendly to my needs as a bicyclist.

I'll start from the southeast, such as Belvoir Business Center across Telegraph from Davison AAF, and neighborhoods between there and the Metro. Here are examples:

- I'd prefer a faster commute on new dual-use sidewalks along Telegraph, Beulah, then on-street rides on 25 mph Windsor Avenue and Barry Road to the Metro entrance. All seem to be ADA compatible.

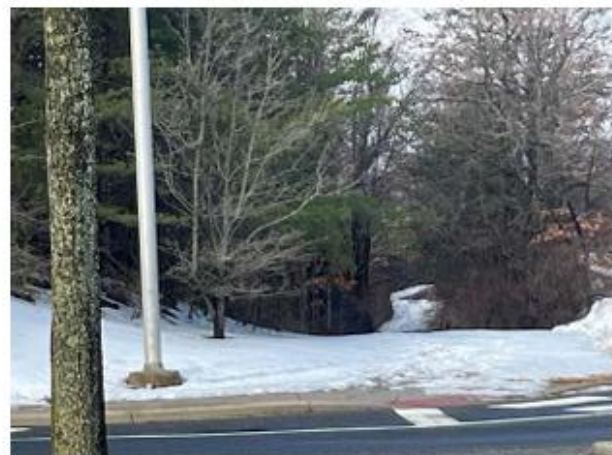


- A slower alternative would be the separate walk/bike paths up Telegraph to Winstead Manor Lane, to Dupell Park Connector, to Morning View Lane, connector to Crestleigh Way, Pathway to Barry Road to the Metro. Steep grades of Dupell Park Connector and the pathway from Crestleigh to Barry could be mitigated with switchbacks for ADA compliance.



A student commuting to Strayer or workers in businesses on Cinder Bed Road south have dual-use sidewalks on Cinder Bed and Newington, thence on Telegraph to join either route above.

Commuters from businesses on Terminal Road can ride safely on 30 mph Terminal Road, on to dual-use sidewalks along Loisdale, which serves many businesses and neighborhoods on the west side of Long Branch Creek. The older connector along Franconia-Springfield Parkway into the Metro entrance could be modified to achieve ADA grade requirements.



Please don't let our unique natural neighborhoods be killed off in the name of bicycle commuters. The ones who may eventually use these routes will be younger versions of this old pragmatic idealist, who always considers conservation of resources as our obligation.

Thank you for your service, courage, and wisdom in all matters.