Heming Ave Parking Study

January 26, 2024

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The Fairfax County Department of Transportation (FCDOT) conducted a street parking study on Heming Ave between Braddock Rd and Heming Pl in January 2024 to determine the feasibility of repurposing parking for a traffic calming project. Based on the results of the study, FCDOT staff have concluded that street parking is not well used, averaging 14% occupancy on the southbound parking bay and 11% on the northbound parking bay.

Background

Located in North Springfield in the Braddock Magisterial District, Heming Ave is a two-lane street with two parking lanes. While Heming Ave ultimately dead ends, the popular Lake Accotink Park has an entrance on the street. Between Braddock Rd and Heming Pl, all 96 of the properties on Heming Ave are single-family homes and all have driveways, averaging five spaces (inclusive of garages and carports). While the County's parking minimums require 2.7 spaces per single family home, only one home does not meet that requirement with just one off-street space. That home is near Heming Pl with ample off-street parking. FCDOT staff counted 498 off-street parking spaces and 206 legal on-street spaces. On-street spaces make up approximately one-third of the total parking capacity on this section of Heming Ave.

In 2004 and 2015, residents asked FCDOT to study whether Heming Ave would qualify for traffic calming and both times, FCDOT found it qualified due to speeding. Since the parking lanes are unmarked and underused, drivers have an 18-foot-wide travel lane. For comparison, interstate travel lane are 12 feet wide and many residential streets are 10 feet wide. As a result, drivers can easily exceed the 25-mph speed limit. However, at the conclusion of both traffic calming processes, neither moved forward.

Methodology

FCDOT staff counted parking occupancy on the following dates and times. Staff counted the number of vehicles parked in each parking bay (the segment of Heming Ave between each side street).

Day of week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Jan 21	Jan 22	Jan 9	Jan 10	Jan 11	Jan 12	Jan 13
Time (s)	7 PM	9 AM	12 PM	9 AM	7 PM	12 PM	9 AM
			11 PM			7 PM	11 PM

This methodology was reviewed by Henri Stein McCartney, FCDOT's parking program manager.

Results

Overall, street parking is significantly underutilized along the entire street. Between Braddock Rd and Dunston St, staff observed almost no vehicles parked on the street. From Dunston St to Heming Ct and Leesville Blvd, staff found parking utilization was higher, with 2-8 vehicles parking on the street, ranging from 0-67% occupancy. South of Heming Ct and Leesville Blvd,

staff observed 4-5 vehicles parking in the southbound lane under the I-495 bridge as well as a small number of vehicles parked on other portions of the street.

These tables show parking occupancy by the number of vehicles observed in each on-street space. Each segment was counted 2-3 times for each time listed below and averaged to get the number of cars parked on the street. Staff observed that the highest utilization occurred overnight which is consistent with a residential neighborhood such as North Springfield.

Southbound			# of cars on the street				
To	From	# of spaces per parking bay	overall average	9:00 AM	12:00 PM	7:00 PM	11:00 PM
Braddock Rd	Jervis St	5	0	0	0	0	0
Jervis St	Inzer St	5	0	0	0	0	0
Inzer St	Hogarth St	6	0	0	0	0	0
Hogarth St	Gresham St	6	0	0	0	0	0
Gresham St	Elgar St	14	0	0	0	0	0
Elgar St	Dunston St	6	0	1	1	0	1
Dunston St	Axton St	17	3	3	3	2	6
Axton St	Heming Ct	10	4	3	4	4	5
Heming Ct	Queensberry Ave	30	5	5	4	6	6
Queensberry Ave	Heming Ct	33	5	5	6	5	8
	total	132		17	17	17	25

Northbound			# of cars on the street				
To	From	# of spaces per parking bay	overall average	9:00 AM	12:00 PM	7:00 PM	11:00 PM
Jervis St	Braddock Rd	5	0	0	0	0	0
Inzer St	Jervis St	4	0	0	0	0	0
Hogarth St	Inzer St	2	0	0	0	0	0
Gresham St	Hogarth St	5	0	0	0	0	0
Farnum St	Gresham St	4	1	1	0	0	0
Elgar St	Farnum St	7	0	0	0	0	0
Dunston St	Elgar St	6	0	0	0	0	0
Chatham St	Dunston St	3	0	0	0	0	0
Axton St	Chatham St	11	4	4	0	3	2
Leesville Blvd	Axton St	12	4	4	2	8	3
Long Pine Dr	Leesville Blvd	18	0	0	5	0	6
Queensberry Ave	Long Pine Dr	17	0	0	1	0	5
Heming Pl	Queensberry Ave	47	4	4	0	6	0
	total	141	16	15	16	18	16

These tables show parking occupancy based on the percentage of legal spaces occupied by vehicles.

Southbound			% of parking bay occupied				
To	From	# of spaces per parking bay	overall average	9:00 AM	12:00 PM	7:00 PM	11:00 PM
Braddock Rd	Jervis St	5	0%	0%	0%	0%	0%
Jervis St	Inzer St	5	0%	0%	0%	0%	0%
Inzer St	Hogarth St	6	0%	0%	0%	0%	0%
Hogarth St	Gresham St	6	0%	0%	0%	0%	0%
Gresham St	Elgar St	14	1%	2%	0%	2%	0%
Elgar St	Dunston St	6	8%	17%	8%	0%	8%
Dunston St	Axton St	17	20%	16%	18%	14%	35%
Axton St	Heming Ct	10	41%	33%	35%	43%	50%
Heming Ct	Queensberry Ave	30	17%	18%	13%	19%	18%
Queensberry Ave	Heming Ct	33	16%	14%	17%	14%	23%
	average total	132	14%	13%	13%	13%	19%

Northbound			% of parking bay occupied				
To	From	# of spaces per parking bay	overall average	9:00 AM	12:00 PM	7:00 PM	11:00 PM
Jervis St	Braddock Rd	5	0%	0%	0%	0%	0%
Inzer St	Jervis St	4	0%	0%	0%	0%	0%
Hogarth St	Inzer St	2	0%	0%	0%	0%	0%
Gresham St	Hogarth St	5	0%	0%	0%	0%	0%
Farnum St	Gresham St	4	0%	8%	0%	8%	0%
Elgar St	Farnum St	7	0%	0%	0%	0%	0%
Dunston St	Elgar St	6	6%	0%	17%	11%	0%
Chatham St	Dunston St	3	0%	0%	0%	0%	0%
Axton St	Chatham St	11	17%	21%	0%	12%	23%
Leesville Blvd	Axton St	12	46%	50%	25%	33%	67%
Long Pine Dr	Leesville Blvd	18	15%	11%	28%	26%	0%
Queensberry Ave	Long Pine Dr	17	9%	12%	6%	14%	0%
Heming Pl	Queensberry Ave	47	9%	6%	13%	10%	11%
	average total	141	11%	11%	11%	13%	11%

These arterial maps represent the average percentage occupancy of each parking bay.

Legend
Green = 1% or fewer spaces occupied on average
Yellow = 6-20% of spaces occupied on average
Orange = 41-46% of spaces occupied on average