



County of Fairfax, Virginia

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# West Falls Church and Huntington Metrorail Active Transportation Studies

Transportation Advisory Commission  
Tuesday, June 21, 2022  
Tim Kutz, FCDOT



## West Falls Church Active Transportation Study

- Background and purpose for study
- Study area
- Advisory Group and Technical Group
- Study objectives
- Existing conditions assessment
- Potential improvements
- Study timeline and next steps
- Questions and answers







# Background: Development Concepts

## WMATA Development

Next step – rezoning application

## Virginia Tech

\$10 million Smart Cities grant

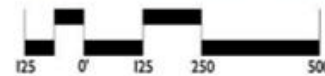
## West Falls Development Project

Special Exception Site Plan (SESP) for Phase 1 approved



WMATA WEST FALLS CHURCH • ILLUSTRATIVE PLAN

PN 2021157 | 01.24.2022 | FCGP-METRO LLC



Edited by FCDOT  
LandDesign





**Legend**

- Completed Project
- Planned Project
- Sidewalks
- 2 Mile Buffer
- 1 Mile Buffer
- 1 Mile Walkshed
- Jurisdictional Border
- Regional Trail
- Orange Line
- Silver Line



## West Falls Church Active Transportation Study Area Map

- Study area center: West Falls Church Metrorail station entrance
- One-mile walkshed: Actual one-mile walking distance from station entrance
- One-mile radius: Pedestrian gap-analysis
- Two-mile radius: Bicycle gap-analysis

View the map with a list of currently planned and recently completed projects here:

[https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation%20projects,%20studies%20and%20plans/west%20falls%20church%20ats%20study%20area%202\\_8\\_22.pdf](https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation%20projects,%20studies%20and%20plans/west%20falls%20church%20ats%20study%20area%202_8_22.pdf)



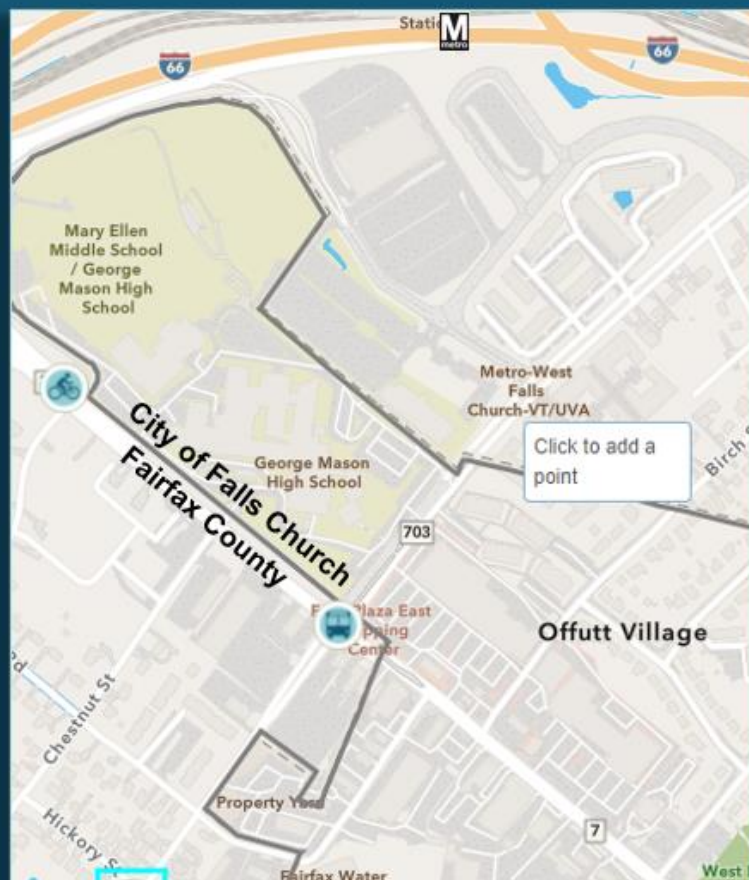


[Link: Barriers to Active Transportation and Destinations Input Map](#)

FOLLOW THESE EASY STEPS:

1. Zoom into your neighborhood or area of interest.
2. Select **"Leave a Comment"** to get started.
3. Fill out the pop-up window with your comment and optional photo.
4. Like other comments by clicking the heart button.
5. Repeat as many times as you want.

Click the question mark icon in the top right corner to revisit this pop-up



Public Input

Details

Comment Type (required)

Barrier to Transit Access

Your Name

Your Comment (required)

Attachments

Browse

Location

Click the map to draw the location.

Enter an address to search

Report It

Cancel



## Advisory Group

- a) Three representatives each from Dranesville and Providence Districts
- b) Two representatives each from Dranesville and Providence District school PTAs within the study area
- c) McLean Citizens Association (MCA)
- d) Providence District Council (PDC)
- e) Fairfax Alliance for Better Bicycling (FABB)
- f) Fairfax Families for Safer Streets



## Technical Group

- a) Fairfax County Department of Transportation (FCDOT)
- b) Fairfax County Park Authority (FPCA)
- c) Virginia Department of Transportation (VDOT)
- d) Northern Virginia Regional Park Authority (NOVA Parks)
- e) Fairfax County Public Schools (FCPS)
- f) Fairfax County Police
- g) Washington Metropolitan Area Transit Authority (WMATA)
- h) City of Falls Church
- i) Virginia Tech Smart Cities Program
- j) Disabilities Services Board



- Provide multiple opportunities for community input and ensure transparency throughout the process.
- Improve safety, accessibility, and comfort for all active transportation users.
- Increase connectivity between the West Falls Church Metrorail Station, surrounding neighborhoods, and the Washington and Old Dominion (W&OD) Trail.
- Recommend improvements and set priorities with community assistance.
- Coordinate with the Countywide ActiveFairfax Transportation Plan.
- Prepare general cost estimates and identify funding to implement recommendations.
- Inform the rezoning process for developments surrounding the West Falls Church Metrorail Station.







# Pedestrian Level of Comfort (PLOC)

Developed for Montgomery County Planning Department in Fall 2019: <https://mcatlas.org/pedplan/>

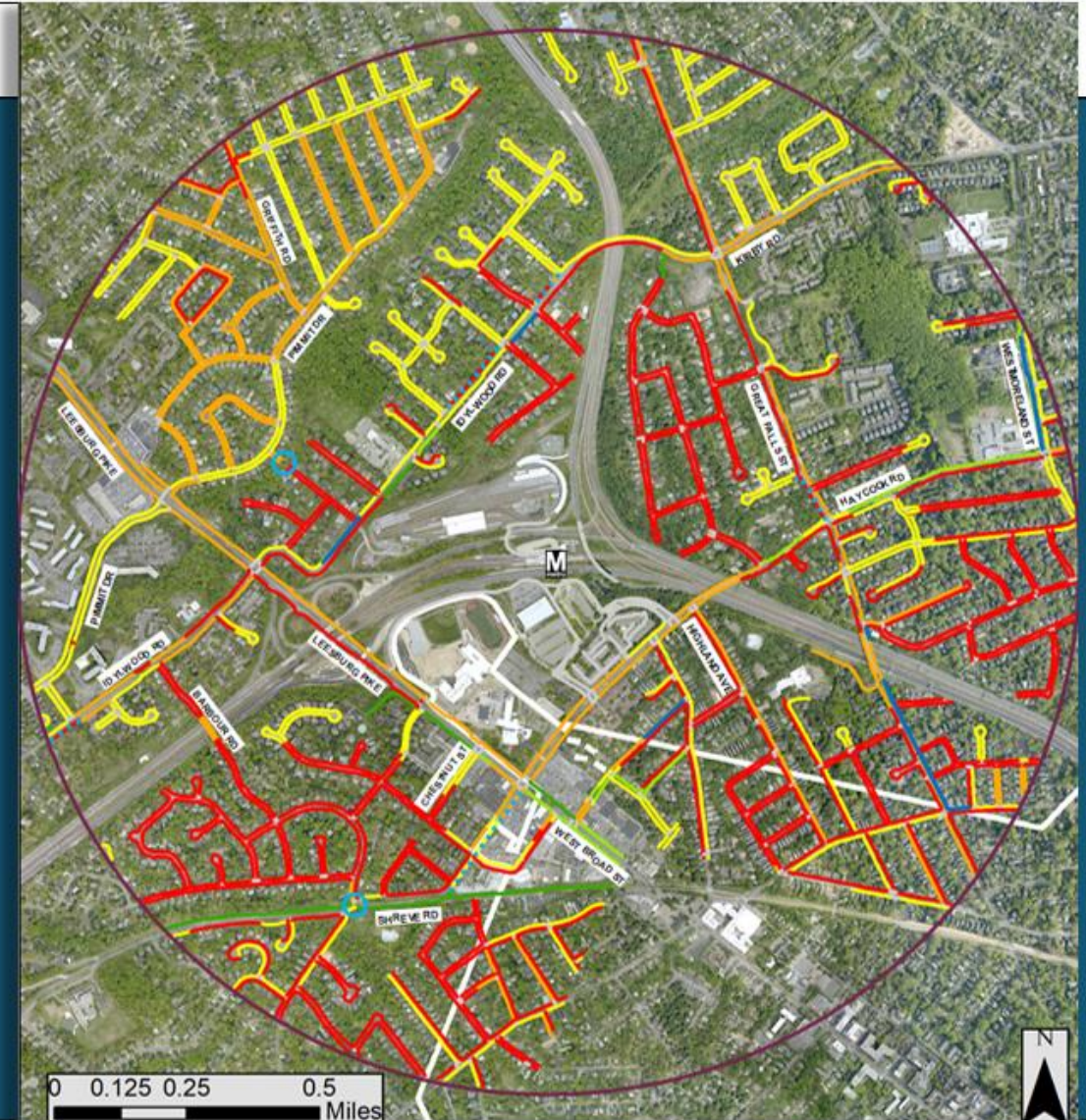
Point-based: ratings based on factors that contribute to or detract from perceived comfort.

Scores applied to street segments within one-mile radius of the West Falls Church Metrorail Station.

Scores are based on the following variables:

- Pathway width
- Street trees
- Posted speed limit
- Average Daily Traffic
- Buffer width
- Bike lane
- Striped parking lane
- Curb or curbless

Level of Comfort
1 = Very Comfortable
2 = Comfortable
3 = Somewhat Comfortable
4 = Uncomfortable
5 = No Pathway







# Pedestrian Level of Comfort (PLOC)

Shreve Road (west side) approaching Leesburg Pike



Pathway width	Posted speed	Buffer width	Parking lane	Street trees	PLOC
4'	35mph	2'	No	No	Uncomfortable

Haycock Road (west side) north of Turner Ave



Pathway width	Posted speed	Buffer width	Parking lane	Street trees	PLOC
6'	25mph	10'	No	No	Comfortable



Sidewalk along Idylwood Rd near Redd Rd. (Status: Complete, Project # ST-000003-063)

1) Improve pathway along Leesburg Pike from Idylwood Rd to Falls Church Dr

2) Crosswalk from Barbour Rd to Cartbridge Rd

3) Add high-visibility crosswalks at all interchange ramp crossings along Leesburg Pike, and install flashing beacons where appropriate

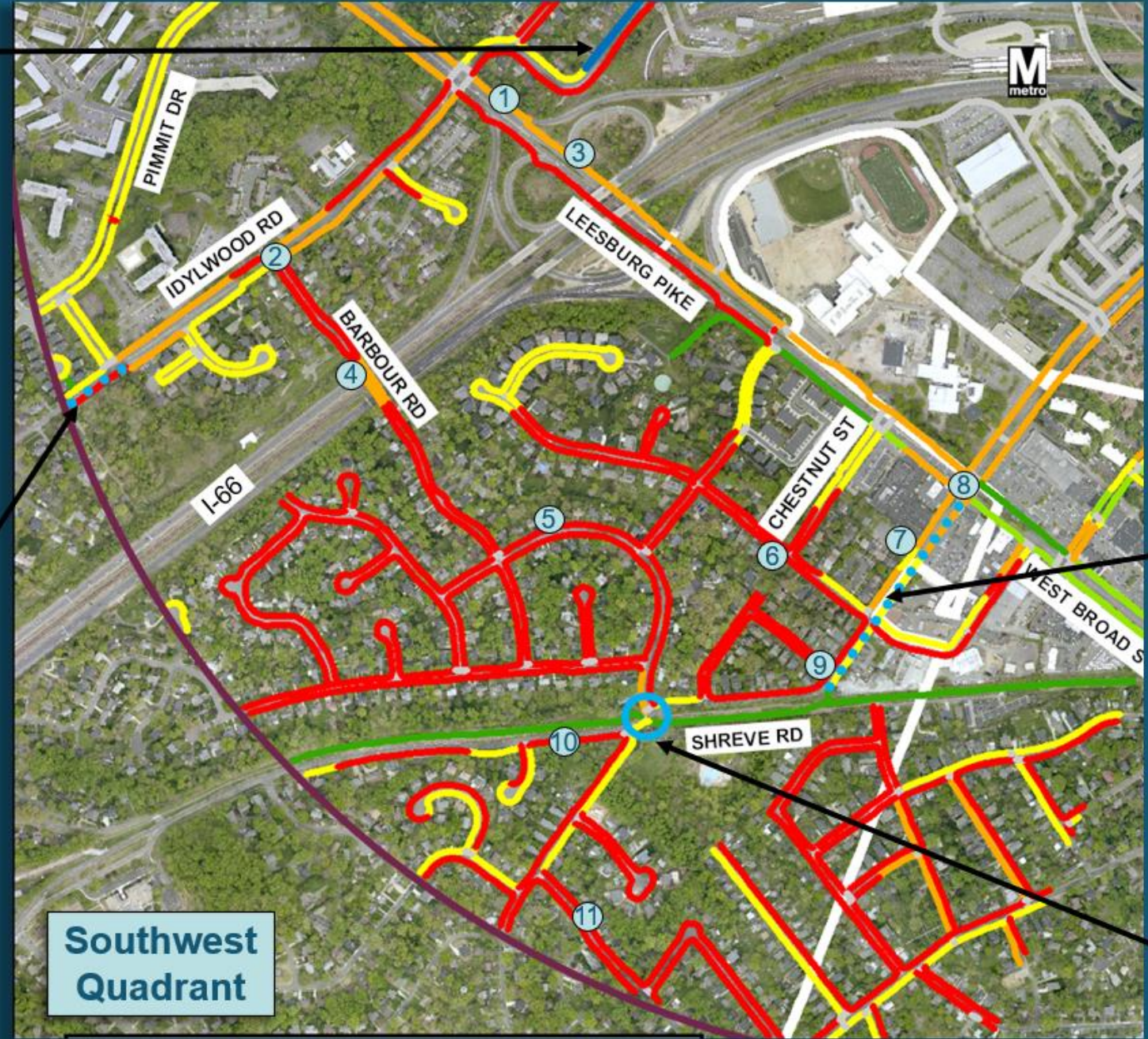
Idylwood Road Trail extension from Shreve Hill Rd to Idyl Ln. (Status: On-hold, Project #s DOT-000020, DOT-000012, DOT-000013)

4) Construct sidewalk along Barbour Rd and improve pathway across the bridge over I-66

5) Construct sidewalks along Pinecastle Rd

6) Construct sidewalks along Gordons Rd and Chestnut St

7) Improve the pathway along the north side of Shreve Rd between Gordons Rd and Leesburg Pike



Level of Comfort
1 = Very Comfortable
2 = Comfortable
3 = Somewhat Comfortable
4 = Uncomfortable
5 = No Pathway

8) Improve safety and comfort crossing Leesburg Pike/Shreve Rd/Haycock Rd intersection

9) Construct sidewalk along north side of Shreve Rd from Chestnut St to Gordons Rd

Multimodal improvements along eastside of Shreve Rd from the W&OD Trail to Leesburg Pike. City of Falls Church project. (Status: Funding approved. NVTa grant, TransAction ID #66).

10) Construct sidewalks along the south side of Shreve Rd between Patricia Ct and Buckelew Dr

11) Construct sidewalk along Allan Ave between Stuart Pl and Buckelew Dr

Improve W&OD Trail crossing at Shreve Rd. NOVA Parks project.





## Slow Streets:

Limit vehicular traffic on a stretch of roadway to create a shared space for vehicles, pedestrians, and bicyclists.

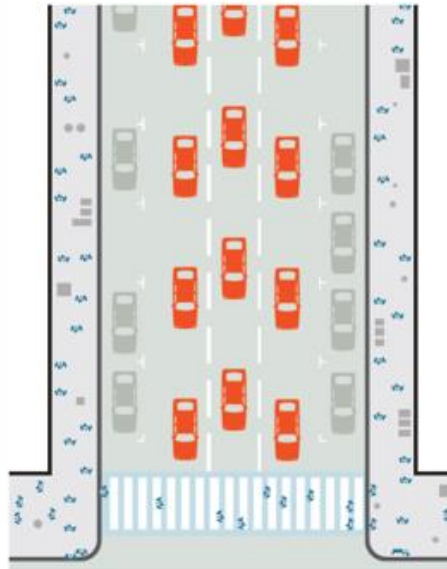
Characteristics of Slow Streets include:

- Speeds of 15 MPH or less
- Partial barriers at entry points with signage
- Allow local access, deliveries, and emergency vehicles

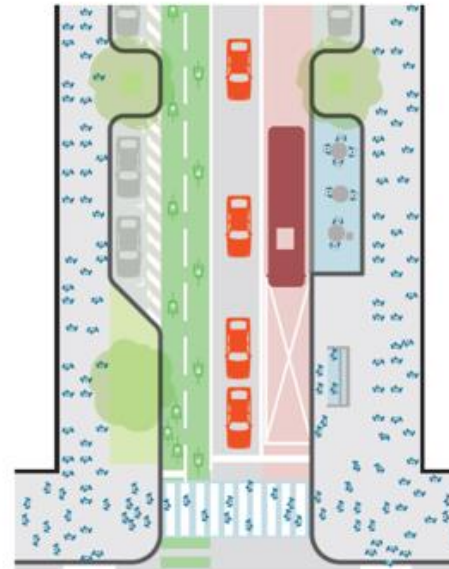


[https://www.sfmata.com/sites/default/files/reports-and-documents/2021/09/slow\\_streets\\_design\\_toolkit\\_document\\_lakest.pdf](https://www.sfmata.com/sites/default/files/reports-and-documents/2021/09/slow_streets_design_toolkit_document_lakest.pdf)

Car-Oriented Street



Multimodal Street



## Road Diet:

Reduce number of travel lanes and repurpose space for active transportation uses.

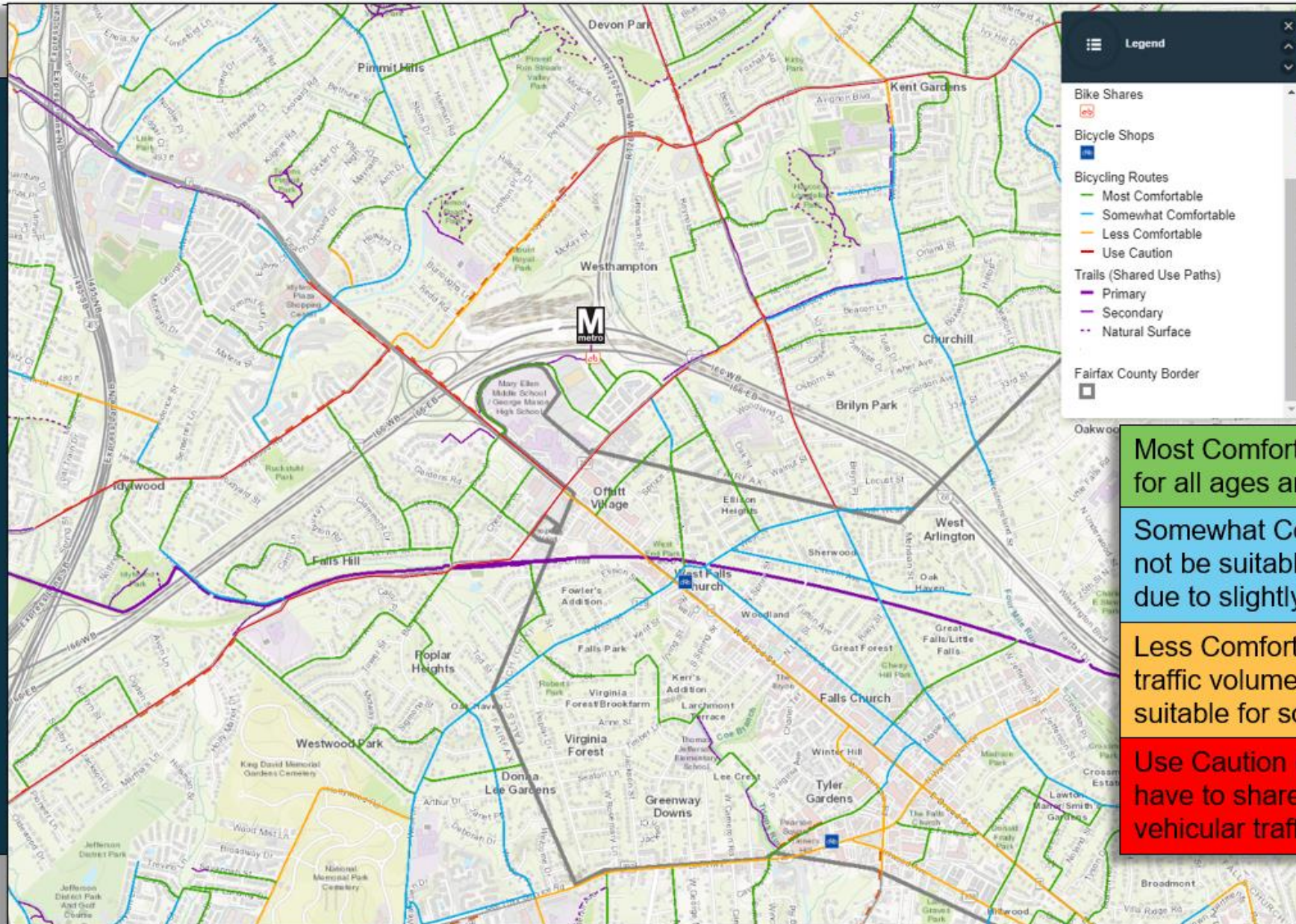
**\*Detailed traffic analysis is needed to determine the impacts of a road diet\***

<http://carfreeamerica.net/road-diet-guide/>





# Bicycle Level of Traffic Stress (LTS)



**Most Comfortable (LTS 1)-** Suitable for all ages and abilities.

**Somewhat Comfortable (LTS 2)-** May not be suitable for young children due to slightly higher traffic volumes.

**Less Comfortable (LTS 3)-** Higher traffic volumes and speeds, but still suitable for some experienced adults.

**Use Caution (LTS 4)-** Bicyclists may have to share a lane with heavy vehicular traffic.



## Bicycle Network Improvements

1. Leesburg Pike from Pimmit Dr to Falls Church Dr
2. Haycock Rd from Westmoreland St to City of Falls Church
3. Shreve Rd from the W&OD Trail to Leesburg Pike
4. Grove Ave from City of Falls Church to Haycock Rd
5. Great Falls St from Kirby Rd/Idylwood Rd to N West St
6. Idylwood Rd from Virginia Ln to Leesburg Pike
7. Westmoreland St from Haycock Rd to Arlington County
8. Westmoreland St from Somerville Dr to Hopewood Dr
9. Leesburg Pike from Lisle Ave/Ramada Rd to Pimmit Dr
10. West St from Lee Hwy to Fairwood Ln
11. Great Falls St from Chain Bridge Rd to Kirby Rd/Idylwood
12. Pimmit Dr from Idylwood Rd to Leesburg Pike
13. Kirby Rd from Westmoreland St to Great Falls St
14. Improve W&OD Trail crossing at Virginia Ln

### Legend

<span style="color: red;">—</span> Recommended Project	<span style="border-bottom: 2px solid black;"> </span> Jurisdictional Border
<span style="color: yellow;">—</span> Sidewalks	<span style="color: pink;">—</span> Regional Trail
<span style="color: purple;">—</span> 1 Mile Buffer	<span style="color: orange;">—</span> Orange Line
<span style="color: blue;">—</span> 2 Mile Buffer	<span style="border-bottom: 2px dashed black;"> </span> Silver Line







Held kick-off meeting with Advisory Group (AG). Begin existing conditions assessment.

Finalized study scope. First set of public meetings.

Finalized initial list of recommendations and prepare community survey.

Refine recommendations and priority list. Identify potential sources of funding.

Work to secure funding for priority projects, implementation.

Dec 2021 Jan 2022 Feb 2022 Mar 2022 Apr 2022 May 2022 Jun/Jul 2022 Summer/Fall 2022

Held first meeting with Technical Group (TG) and second meeting with AG.

Finished existing conditions assessment. Met with TG and AG to discuss and prepare initial recommendations.

Open community survey and hold second round of public meetings.

Present results to the public and publication of report.

- Public can submit comments throughout the process
- Coordination with the Advisory Group and Technical Group is ongoing
- Finalize recommendations prior to rezoning of WMATA site







## Questions?



[timothy.kutzjr@fairfaxcounty.gov](mailto:timothy.kutzjr@fairfaxcounty.gov)



703-877-5600 | TTY 711





## Huntington Metrorail Active Transportation Study

- Background and purpose
- Methodology
- Analysis scenarios
- Recommendations
- Next steps
- Questions and answers







- Secured MWCOG funded Transportation Land-Use Connections (TLC) grant
- Assessed existing conditions for pedestrians and bicyclists within the TSA
- Analyzed conditions in the future given recommended improvements in current Fairfax County planning documents
- Proposed recommendations to further enhance active transportation in the future





	Posted Speed*	No. of Lanes*	Average Daily Trips (ADT)	Facility Type	Buffer Presence	Sidewalk Width*	Sidewalk Quality	Lighting
Bicycle Level of Traffic Stress	●	●	●	●	●			
Pedestrian Level of Comfort	●	●		●	●	●	●	●
*Metric not included in residential streets								

Each metric is scored one through four, with one being the lowest stress/highest comfort condition, and four being the highest stress/lowest comfort condition.

## Analysis Scenarios

- 1 Existing Conditions
- 2 Future Baseline
- 3 Future Recommendations





**Posted Speed** 30 MPH  
**ADT** > 15,000  
**Lane Count** 4  
**Bicycle Facility Type** None, cyclists mix with traffic  
**Bike Volumes** Low  
**Pedestrian Facility Type** Detached, buffer present  
**Buffer Type** Landscape  
**Buffer Width** < 14 feet  
**Sidewalk Width** < 6 feet  
**Sidewalk Quality** Some cracks, but usable width maintained  
**Crossing Frequency** Spaced > 400 feet  
**Lighting** Roadway lighting



Huntington Ave, West of Metroview Pkwy, looking West

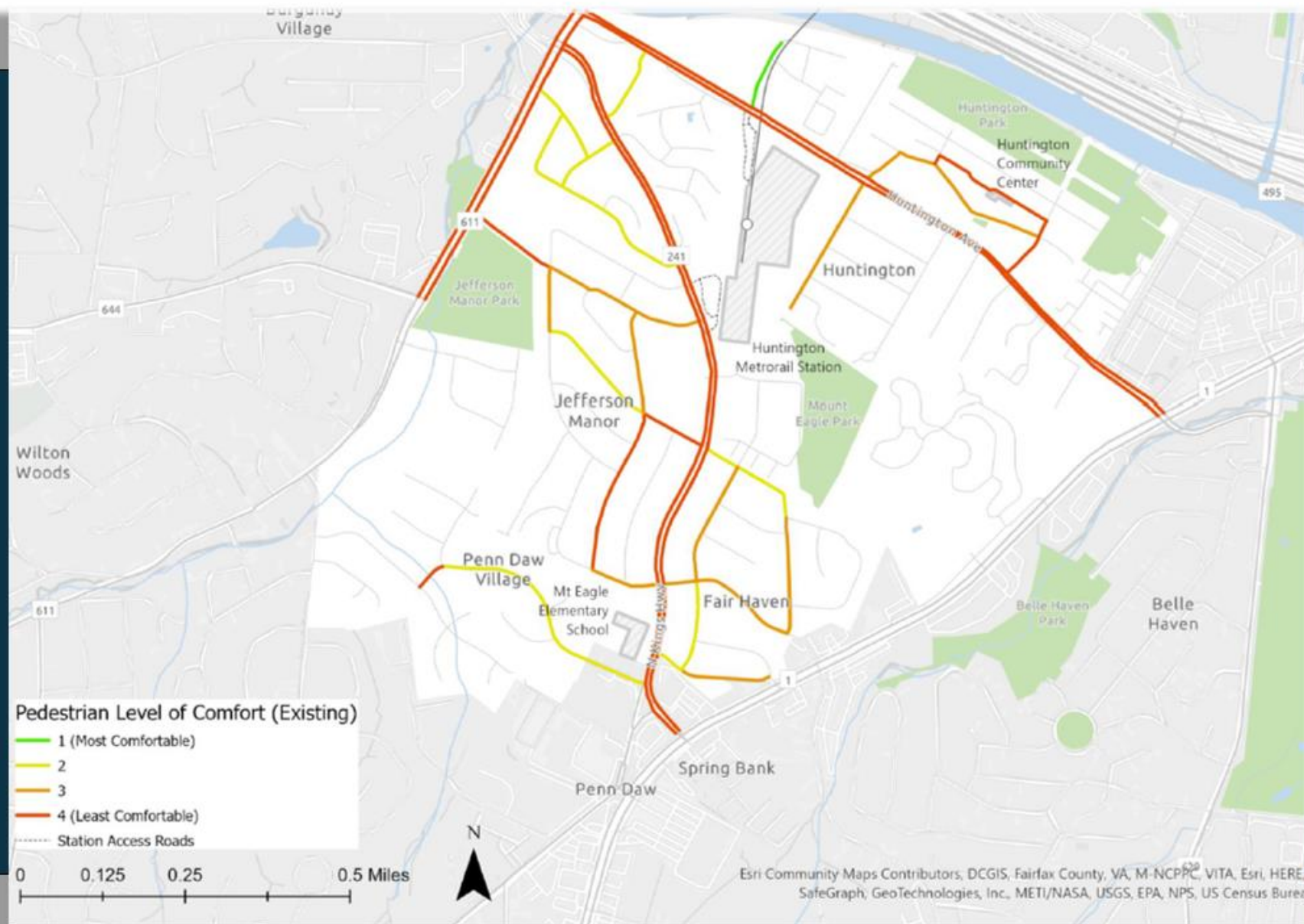
	Posted Speed	ADT	Lane Count	Buffer Type	Buffer Width	Sidewalk Width	Sidewalk Quality	Lighting	Overall Score
Bicycle	3	4	3						4
Pedestrian	2		3	2	3	4	3	2	4

The “weakest link” analysis does not apply to bicycle level of traffic stress for facilities that are off-street. Off-street bicycle facilities are automatically scored as LTS1.





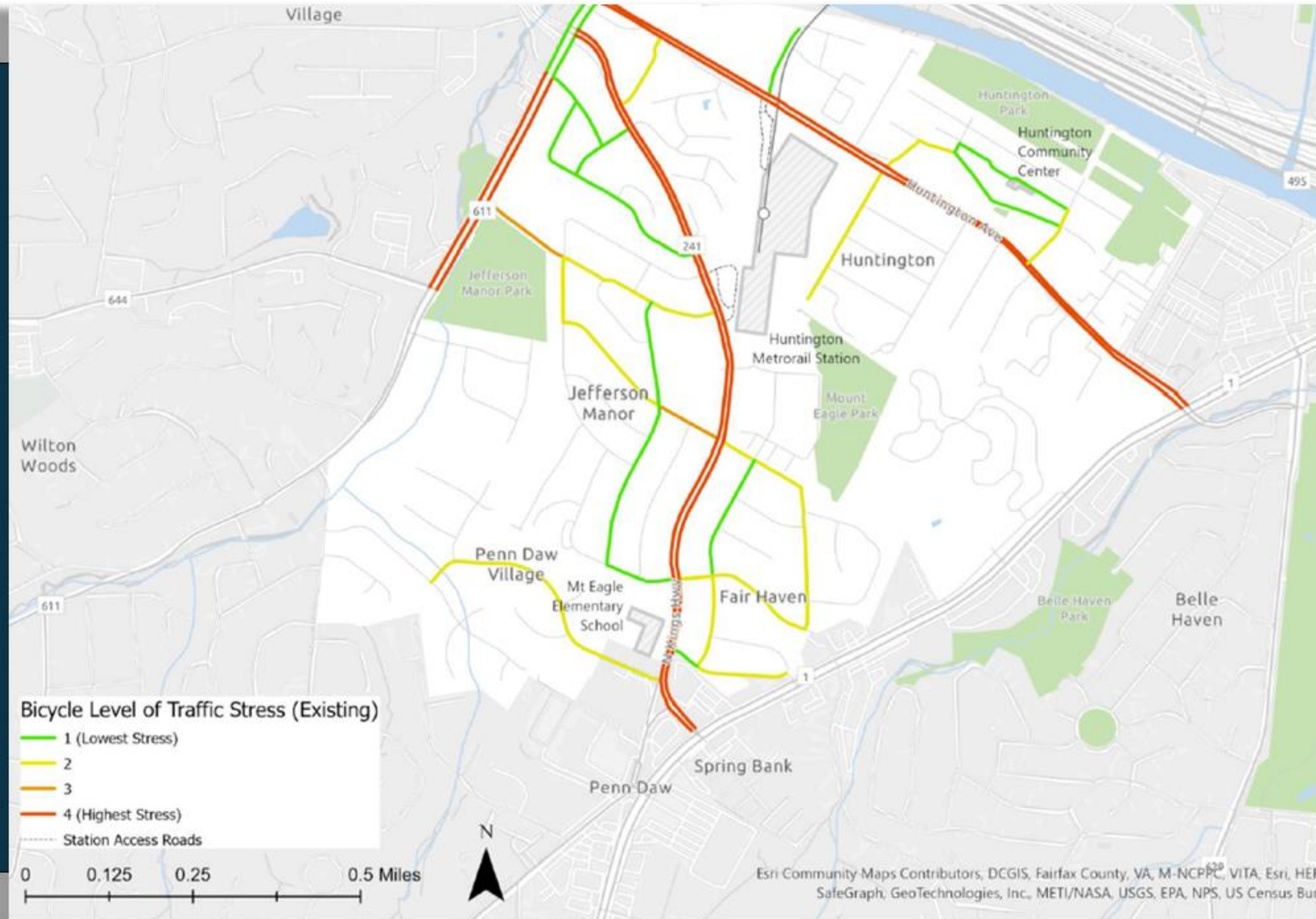
# Existing Conditions: Pedestrian Comfort







# Existing Conditions: Bicycle Level of Traffic Stress





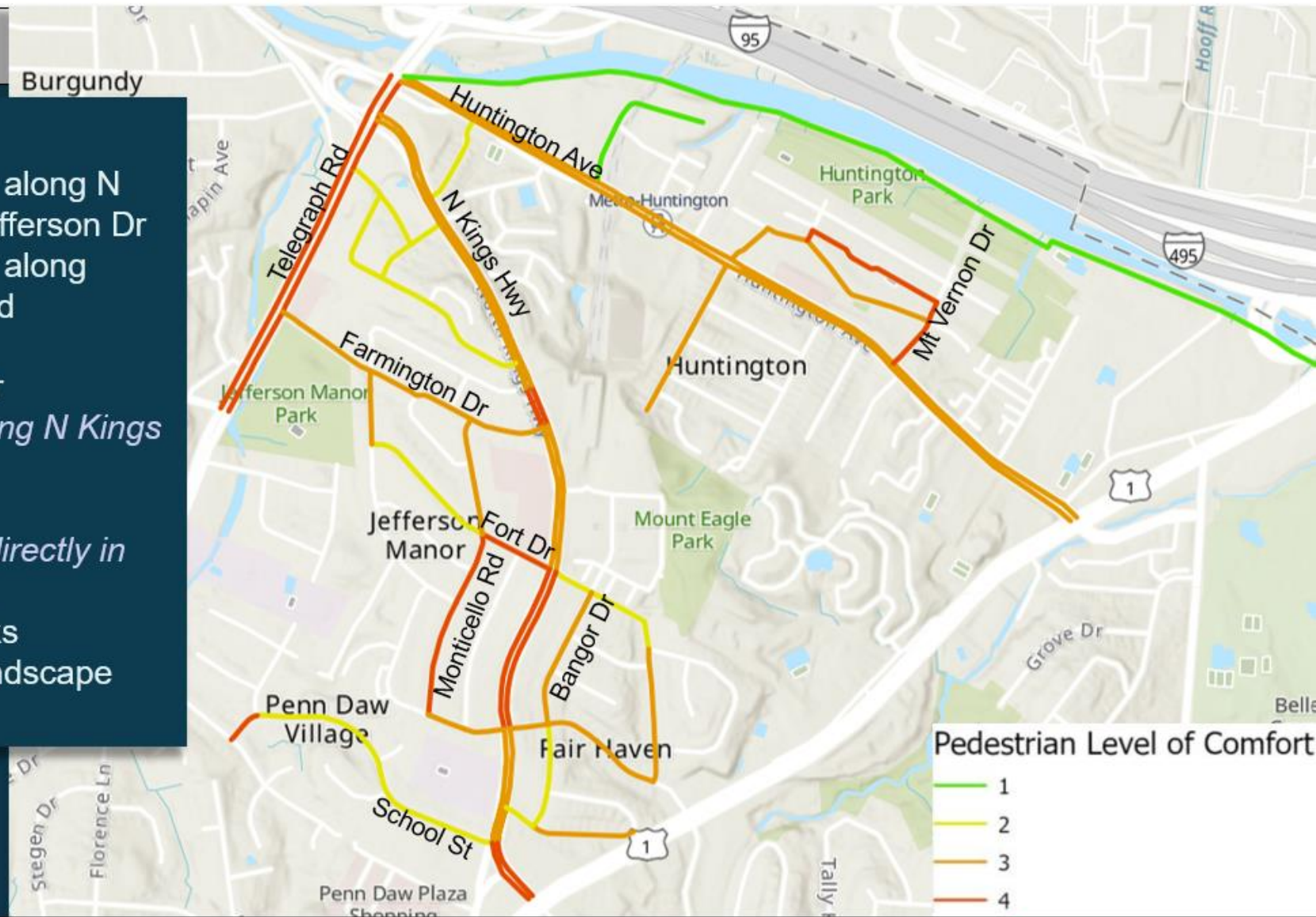


# Future Baseline: Pedestrian Comfort

## Proposed Improvements\*

- Install 10 ft path and 5 ft landscape buffer along N Kings Hwy, between Telegraph Rd and Jefferson Dr
- Install 10 ft path and 5 ft landscape buffer along Huntington Ave between Telegraph Rd and Richmond Highway
- Install a 6 ft sidewalk along Farmington Dr
- *Allocate excess space to the sidewalk along N Kings Hwy from narrowing the travel lanes*
- Install pedestrian-scale lighting
- *Install a HAWK beacon at the crosswalk directly in front of the Mount Eagle ES*
- Construct new / improve existing sidewalks throughout the TSA and install 2 to 3 ft landscape buffer

\*Includes recommendations from the Comprehensive Plan and North Kings Highway Resolution from MVCCA & JMCA





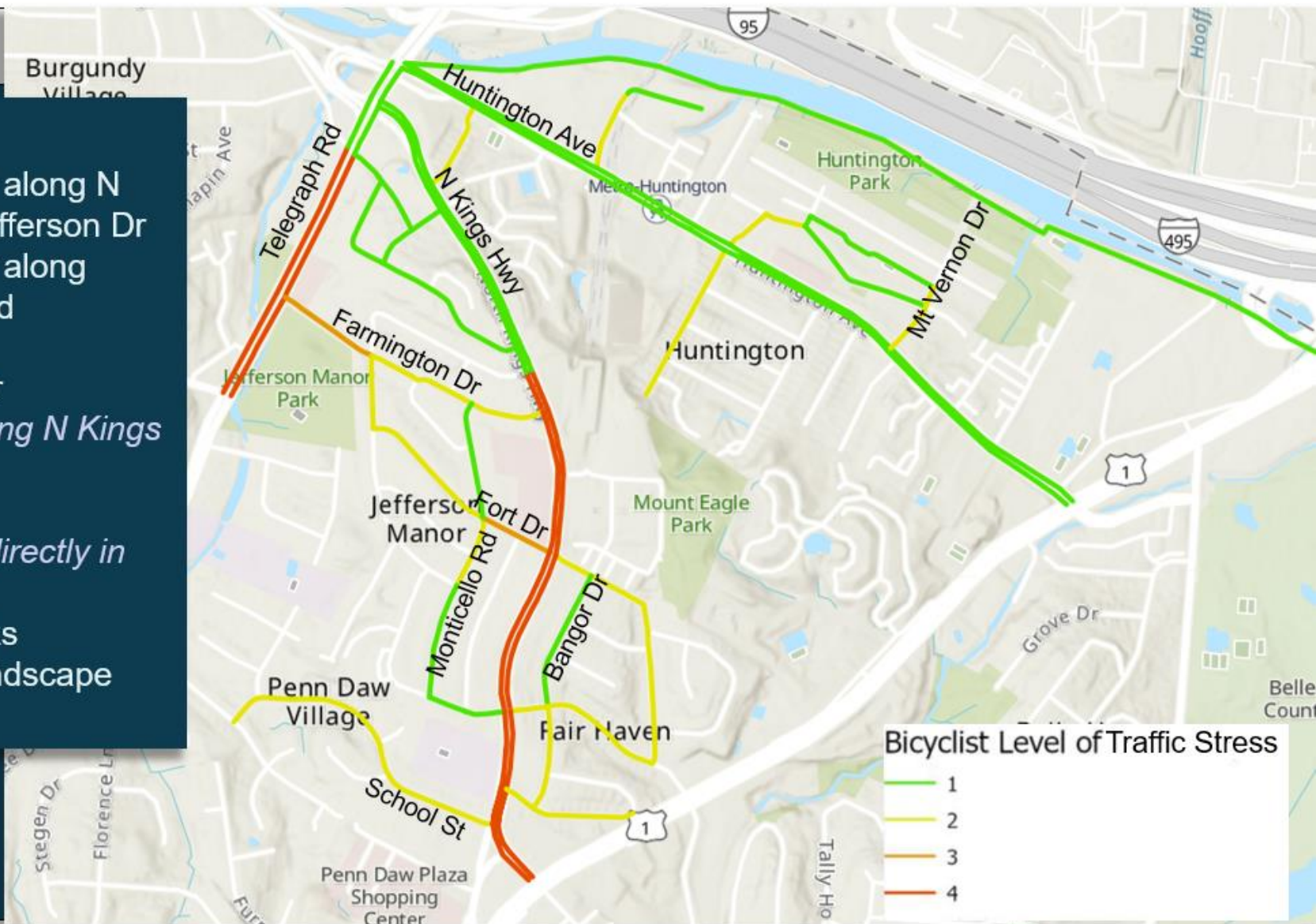


# Future Baseline: Bicycle Level of Traffic Stress

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- Construct new / improve existing sidewalks throughout the TSA and install 2 to 3 ft landscape buffer

\*Includes recommendations from the Comprehensive Plan and *North Kings Highway Resolution* from MVCCA & JMCA







## Recommended Improvements

### **Bangor Dr**

Improve sidewalk quality, widen sidewalk to 6 – 8 ft, and install pedestrian-scale lighting between Fort Dr and Fairhaven Ave

### **Fort Dr**

Slow streets opportunity; reduce through traffic and speeds to 15 MPH or less between Monticello Rd and N Kings Hwy

Increase sidewalk width to 6 ft between Monticello Rd and N Kings Hwy

### **Farmington Dr**

Slow streets opportunity; reduce through traffic and speeds to 15 MPH or less between Telegraph Rd and N Kings Hwy

Improve sidewalk quality to smooth surface between Monticello Rd and N Kings Hwy

### **School St**

Install pedestrian-scale lighting between Dewey Dr and Shaffer Dr

### **Monticello Rd**

Improve sidewalk quality, widen sidewalks to 6 – 8 ft, and install pedestrian scale lighting between Farmington Dr and Fairhaven Ave

### **Community Center Access Rd**

Install pedestrian-scale lighting between Liberty Dr and Mt Vernon Dr

### **Mt Vernon Dr**

Install pedestrian-scale lighting between Huntington Park and Huntington Ave

### **Huntington Ave**

Reduce posted speeds to 25 MPH

Remove one through-lane in each direction between Telegraph Rd to Richmond Hwy and provide two-way protected bike lane and 8 ft sidewalk

Add marked crosswalks at Fenwick Dr, Biscayne Dr and Richmond Hwy intersections, 5 legs total

Add advance “Yield Here to (Stop Here For) Pedestrian” sign and yield lines to all unsignalized crossings

Add pedestrian refuge island and RRFB at mid-block crossings between 1) Kathryn St and Metroview Pkwy, 2) Foley St and Hunting Creek Rd

New crossing locations between 1) Metroview Pkwy and Fenwick Dr, and 2) Blaine Dr and Fifer Dr, with pedestrian refuge islands and RRFBs

### **North Kings Hwy**

Reduce posted speeds to 30 MPH

Add advance “Yield Here to (Stop Here For) Pedestrian” sign and yield lines to all unsignalized crossings

Extend shared use path south to Richmond Highway

New crossing location at Fairhaven Ave with pedestrian refuge island, yield lines and RRFB

### **Telegraph Rd**

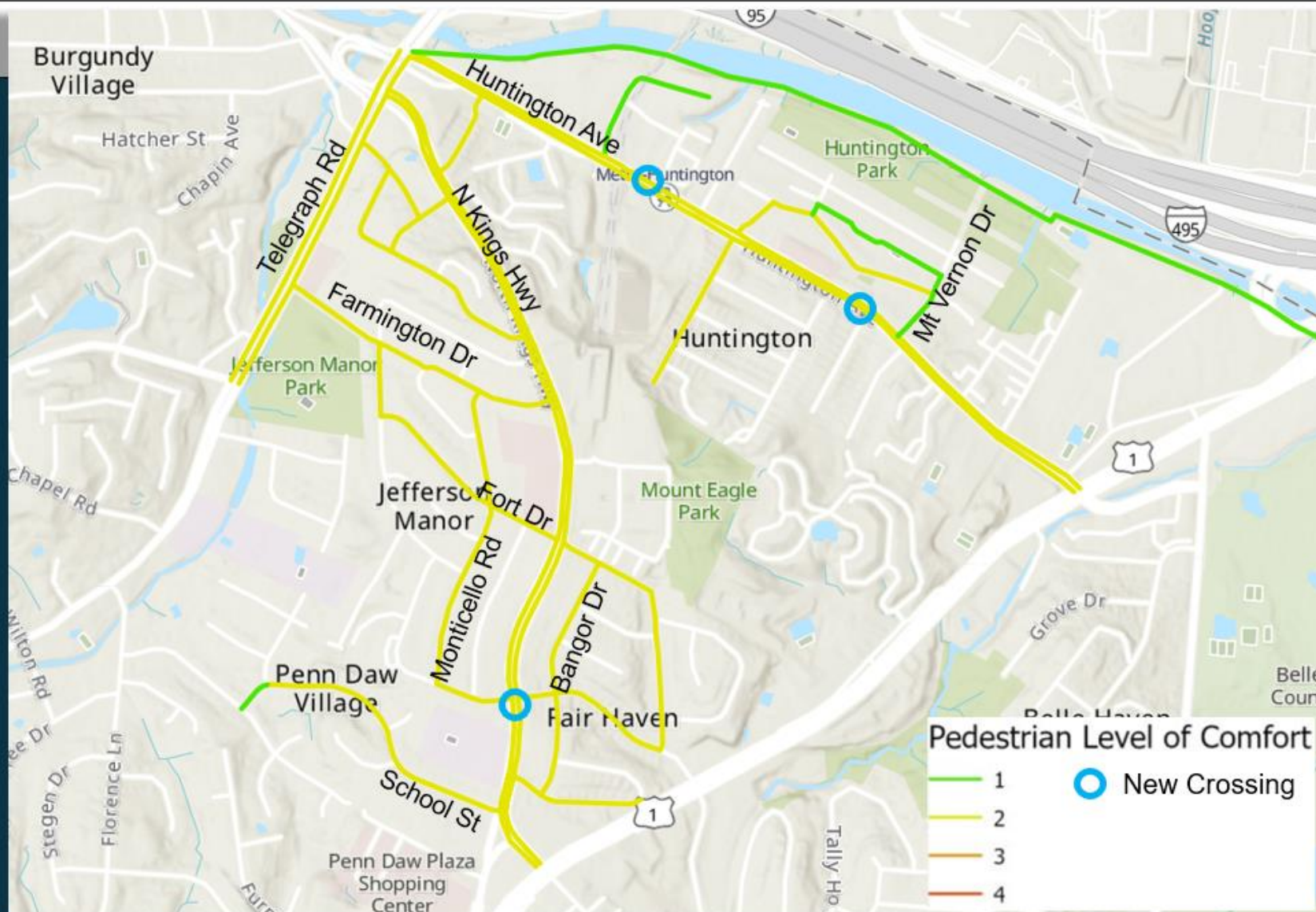
Add marked crosswalks at Lenore Ln, Farmington Dr and Franconia Rd intersections, 3 legs total

Install 10 ft shared use path from Lenore Ln to Franconia Rd





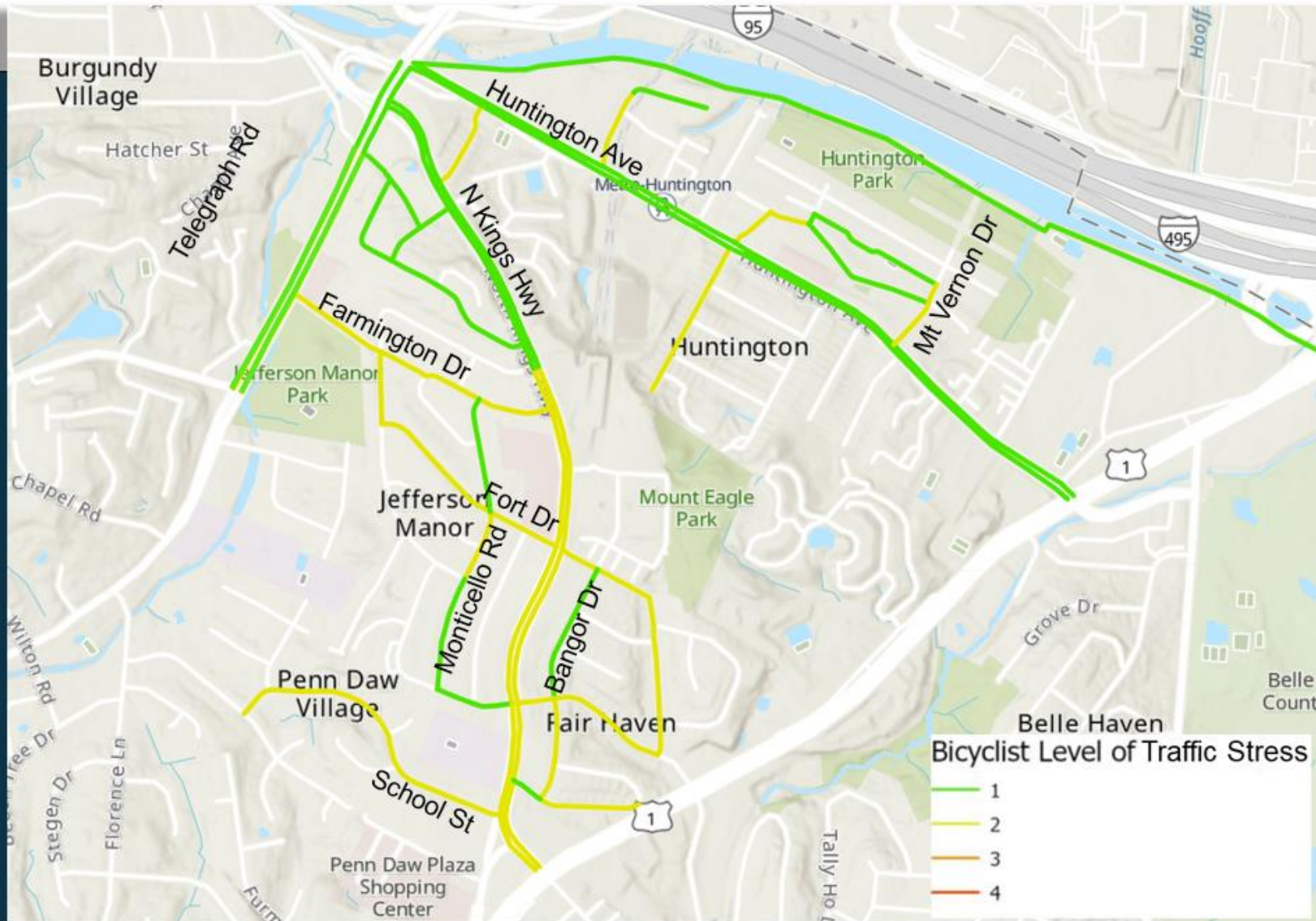
# Future Recommendations: Pedestrian Comfort







# Future Recommendations: Bicycle Level of Traffic Stress







- **Conduct community and stakeholder outreach**
- **Finalize study report**
- **Consider relevant recommendations in Huntington Metrorail Plan Amendment**
- **Coordinate recommendations with the Countywide ActiveFairfax Plan**







## Questions?



[timothy.kutzjr@fairfaxcounty.gov](mailto:timothy.kutzjr@fairfaxcounty.gov)



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