



# Wiehle Avenue Corridor Study: Phase II

*Community Workshop  
Monday, November 13, 2023*



- **Welcome and Introductions**
- **Icebreaker**
- **Presentation**
- **Small Groups: Brainstorm Alternatives**
- **Report Out Alternatives**
- **Consensus Building**
- **Conclusion and Next Steps**



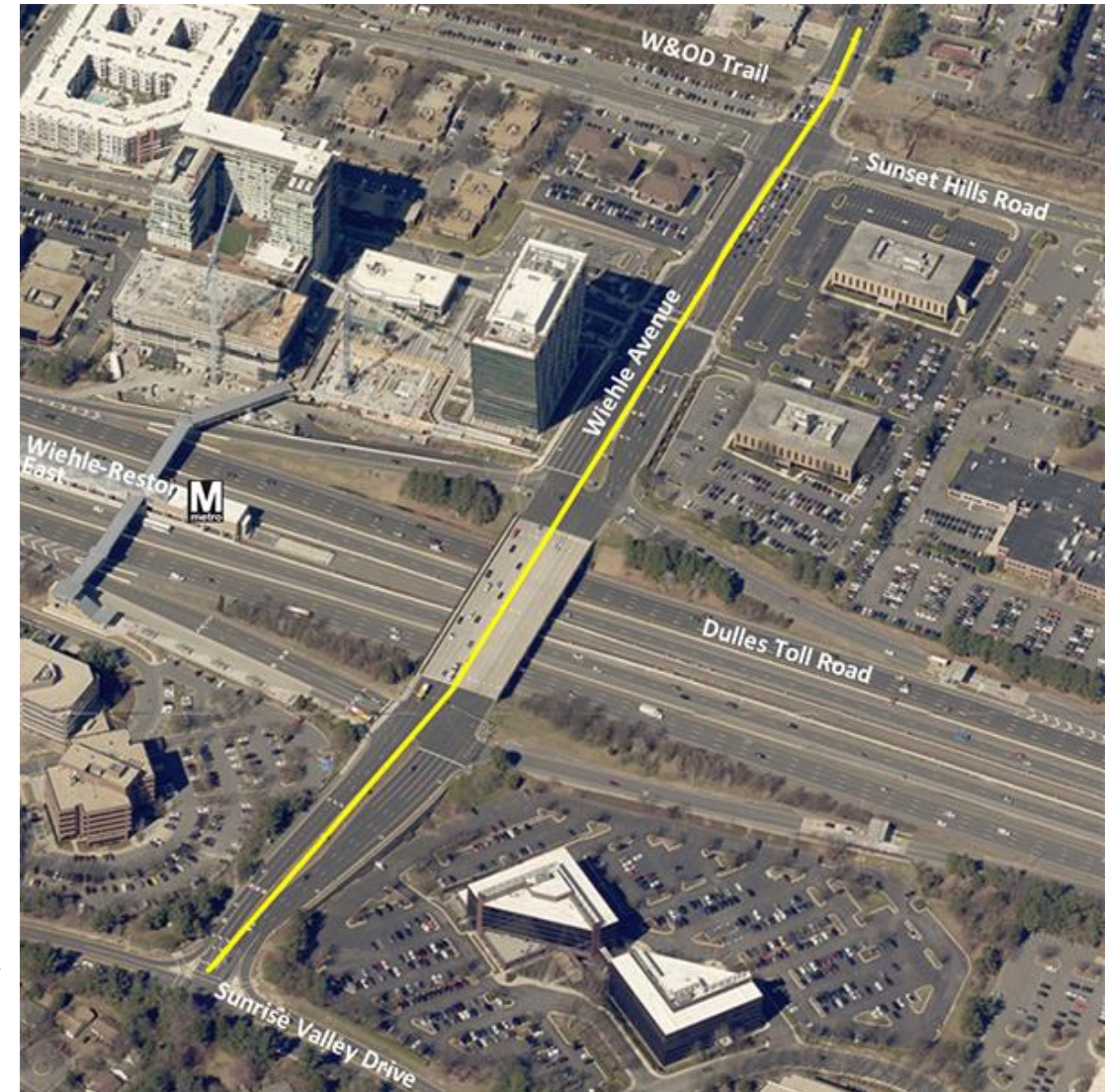
# Terminology

- **Active Transportation** – mostly human-powered travel (e.g., walking, biking, wheelchair) for transportation and recreational purposes.
- **Cycle Track** – bike way separated from vehicle traffic with a vertical barrier such as a curb. Can be one-way or bi-directional and located at street or sidewalk level.
- **Paved Trail** – 8-10ft asphalt Shared Use Path designed to VDOT standards (generally VDOT maintained); or 6-8ft asphalt trail designed to Fairfax County standards (County maintained).
- **Streetscape** – visual elements of a street, including supportive amenities such as street furniture (e.g., benches and bike racks), lighting, street trees, that combine to form the street's character.



# Background and Purpose

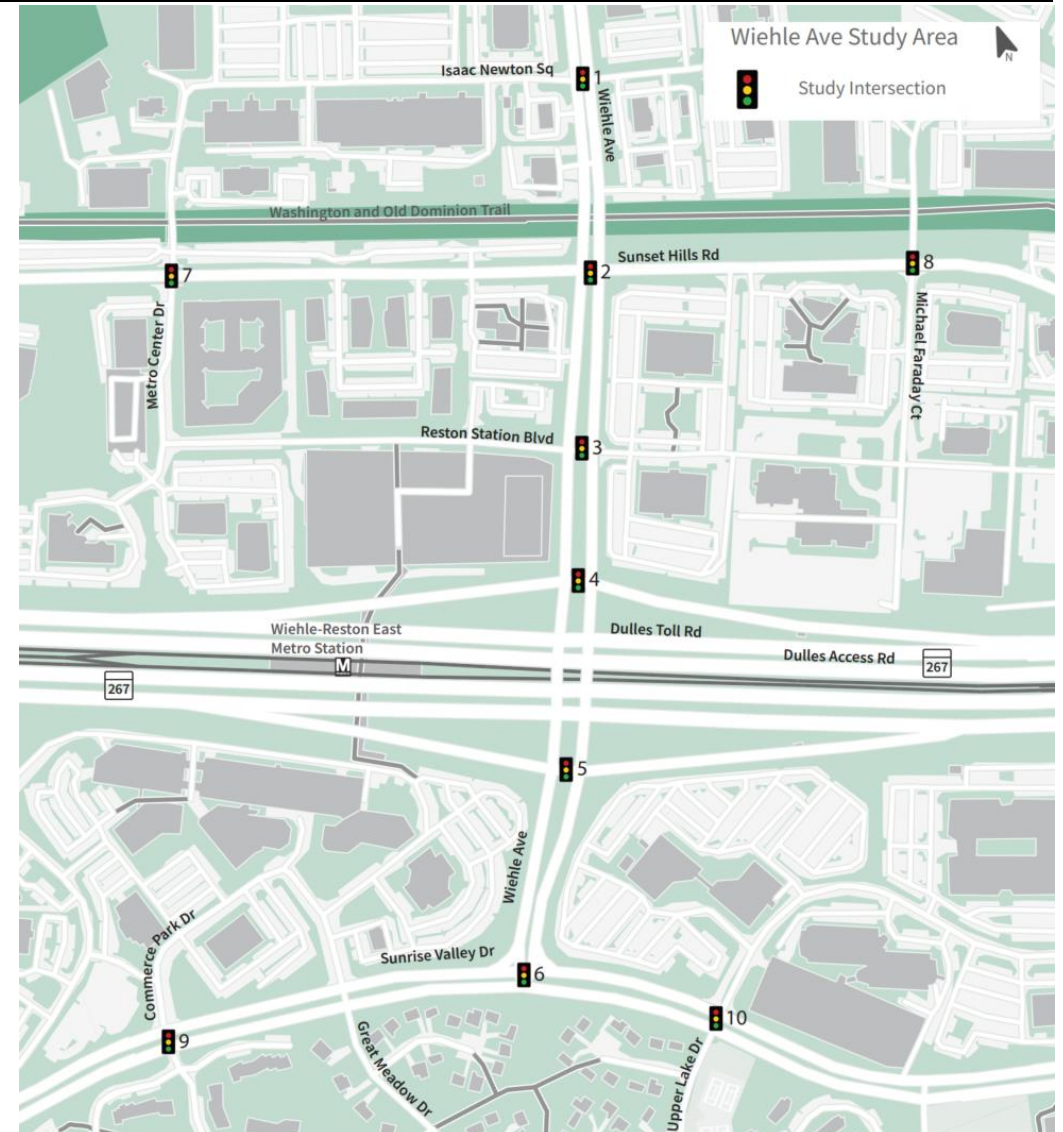
- **Why is the study being conducted?**
  - Reconfigure Wiehle Avenue as a multimodal corridor that encourages active transportation and transit use
- **How is the corridor being analyzed and what is being measured?**
  - Vehicle delay and capacity
  - Pedestrian comfort
  - Bicycle traffic stress
- **Other considerations?**
  - Soapstone Connector
  - Metro ridership
  - W&OD Trail Crossing
  - Ongoing and planned developments along the corridor





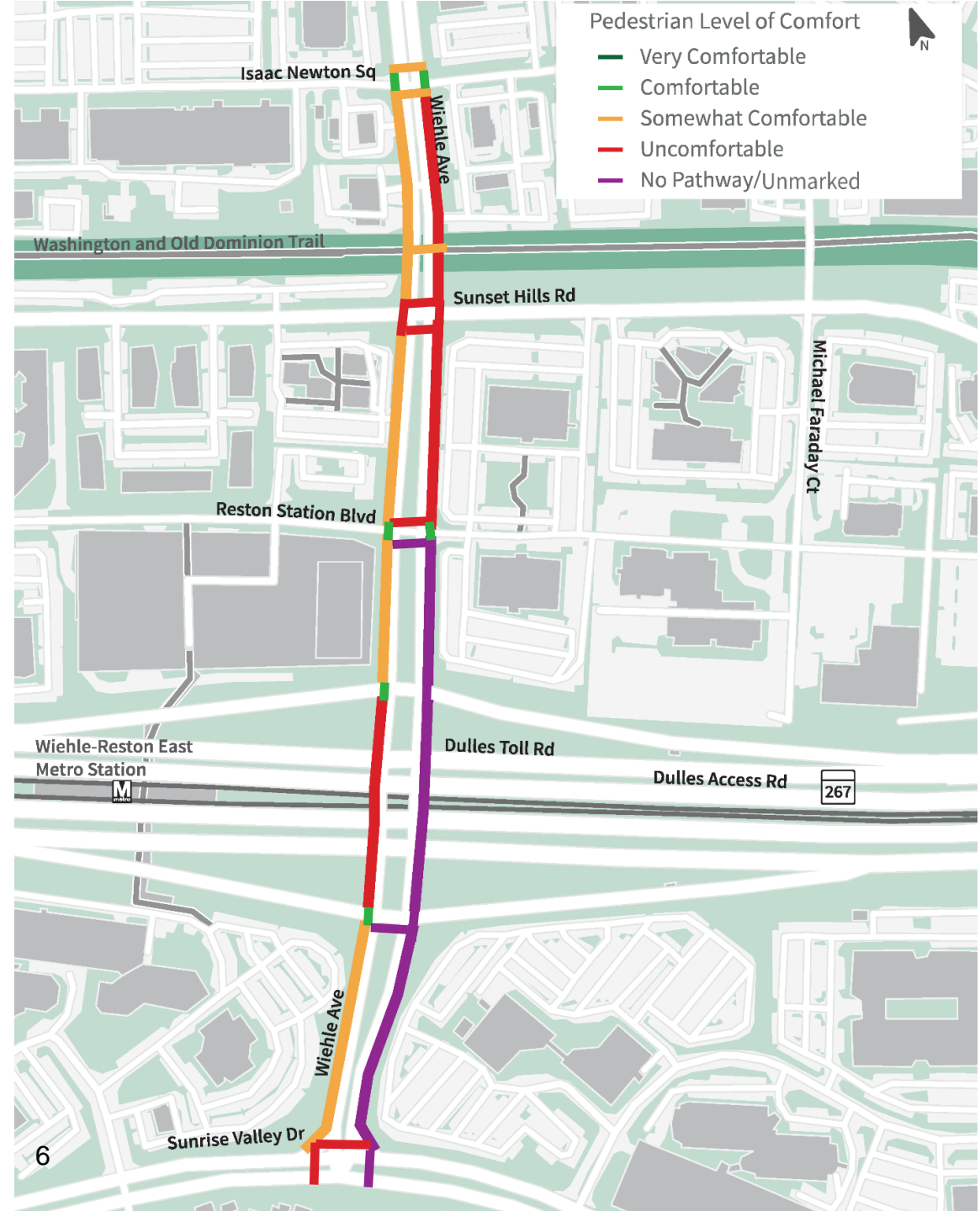
# Existing Conditions Assessment

- No signalized intersections exceeded the threshold for delay (80 seconds)
  - Highest delay is experienced at Wiehle Avenue and Sunset Hills Road (68.5 seconds)
- Wiehle Avenue has excess roadway capacity when compared to average vehicle volumes
  - This is true even during the busiest commuting hours
- Today, if Wiehle Avenue were reduced to two travel lanes in each direction, vehicle demand would still fall below roadway capacity



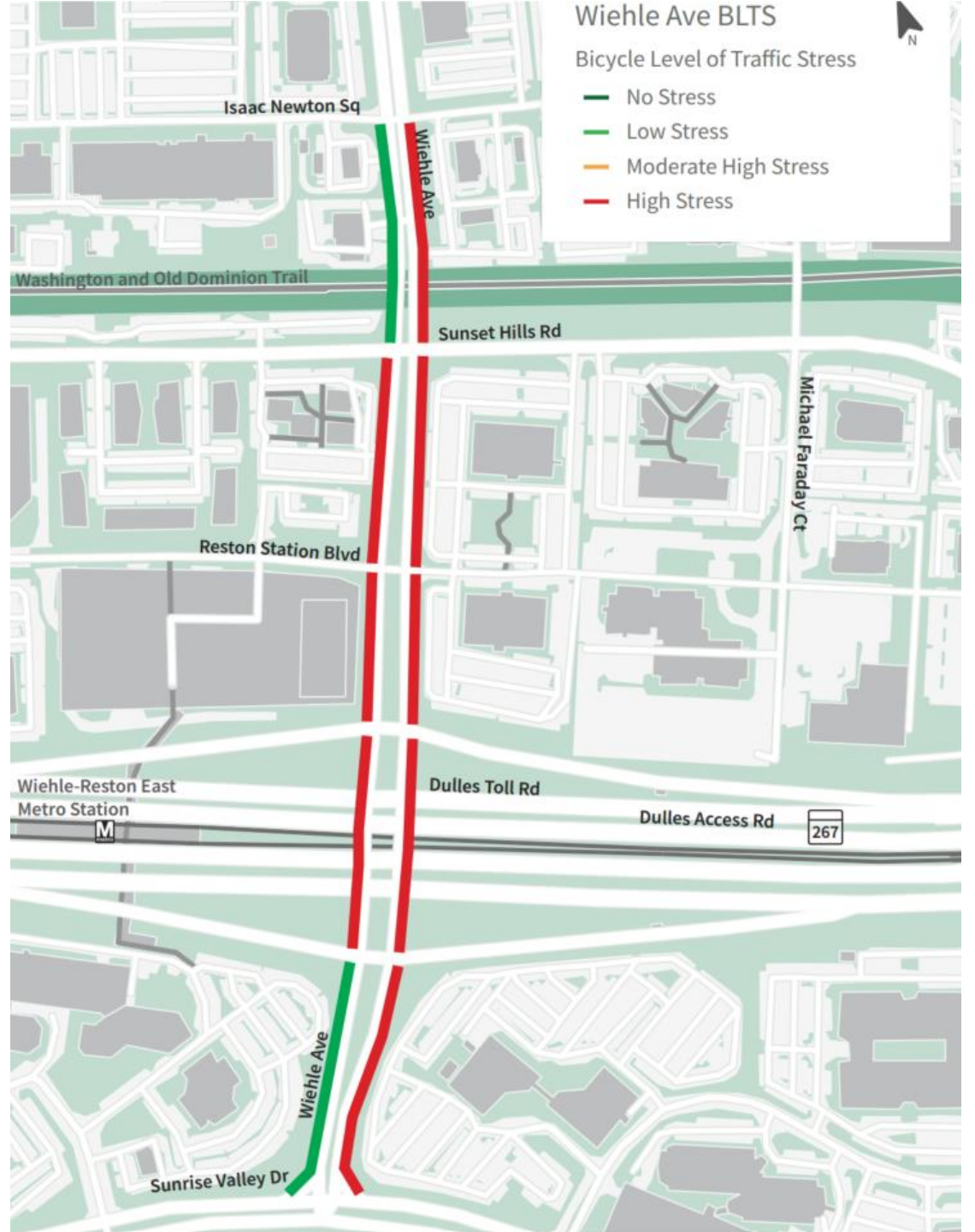
### Pedestrian Level of Comfort

- Very Comfortable
- Comfortable
- Somewhat Comfortable
- Uncomfortable
- No Pathway/Unmarked



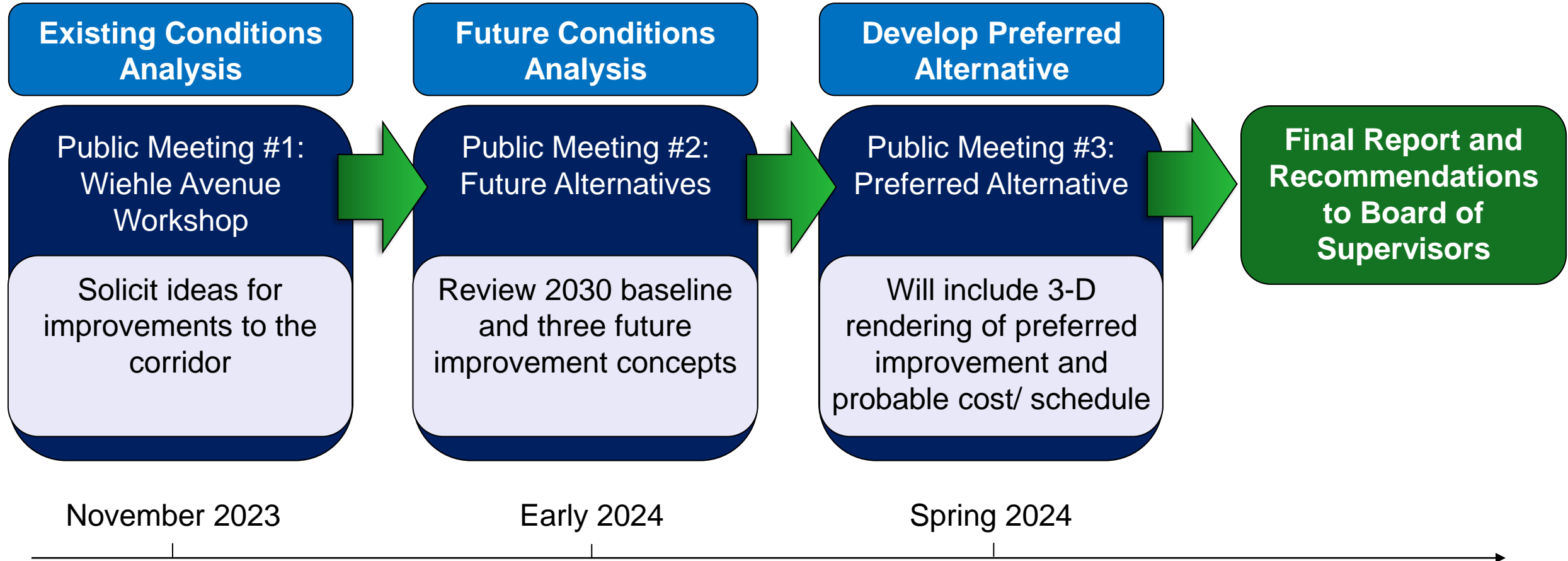
### Wiehle Ave BLTS

- #### Bicycle Level of Traffic Stress
- No Stress
  - Low Stress
  - Moderate High Stress
  - High Stress





# Study Process





Sunrise Valley Drive near  
Commerce Park Drive



Wiehle Avenue near Sunset  
Hills Road





Wiehle Avenue near Reston  
Station Boulevard



Wiehle Avenue over Dulles  
Toll Road



Wiehle Avenue between Sunrise Valley Drive and Dulles Toll Road



Wiehle Avenue between Sunrise Valley Drive and Dulles Toll Road



Connecticut Avenue at L Street,  
Washington, DC



Connecticut Avenue at Taft Bridge,  
Washington, DC



Western Avenue at Friendship Boulevard,  
Bethesda, MD

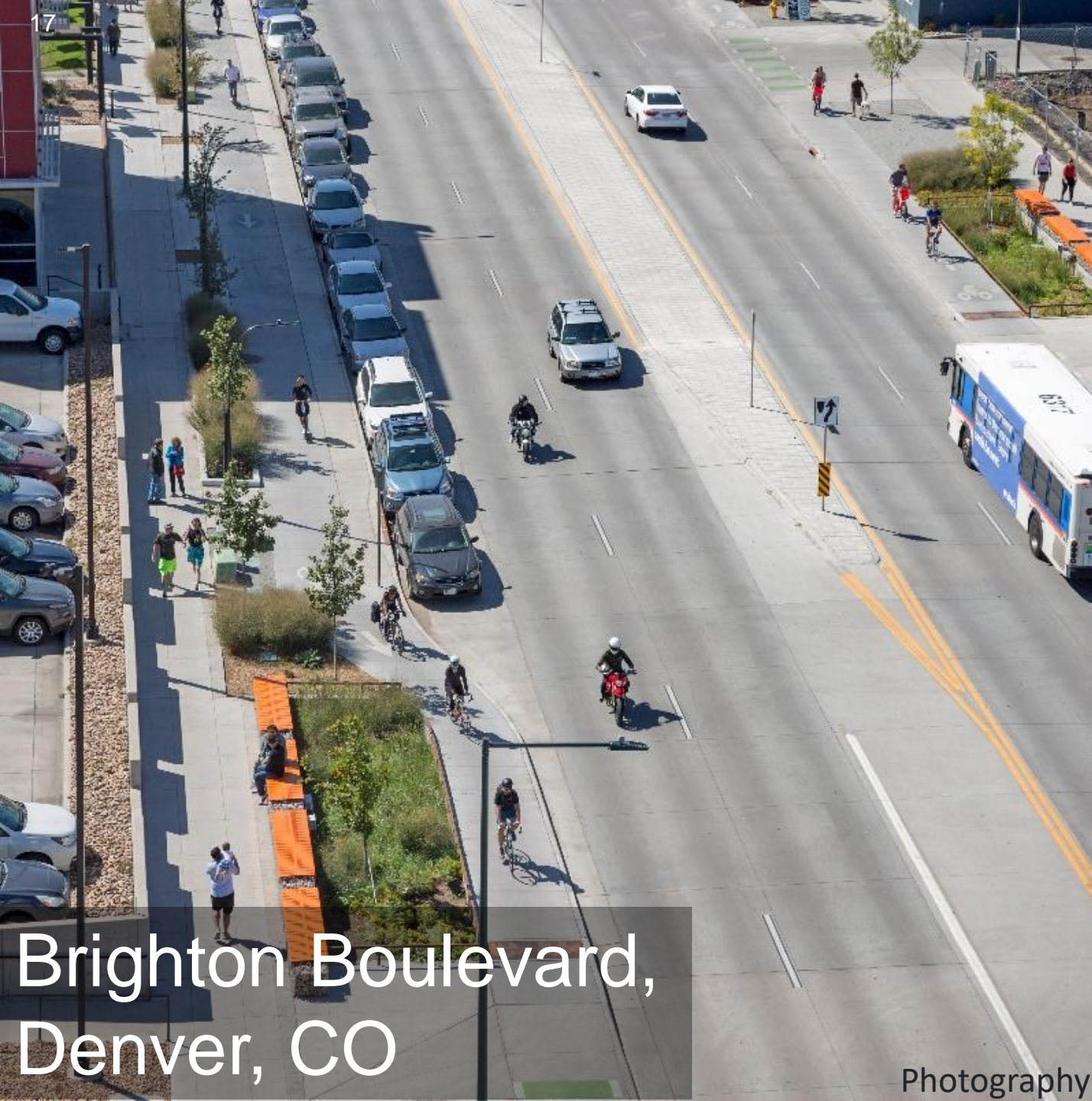


The Shops at Wisconsin Place,  
Bethesda, MD

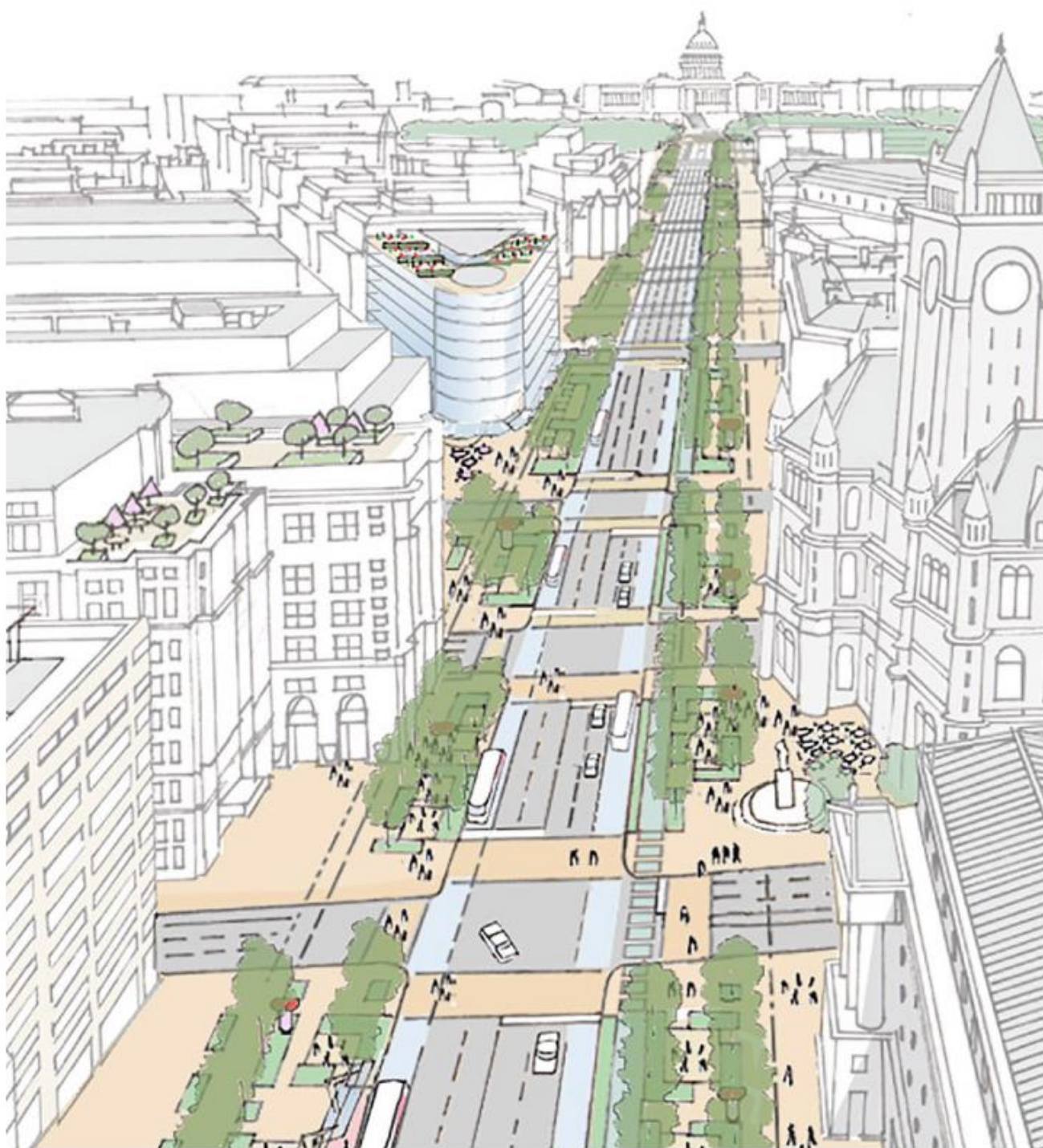


Woodmont Avenue,  
Bethesda, MD





# Brighton Boulevard, Denver, CO



URBAN CAPITAL

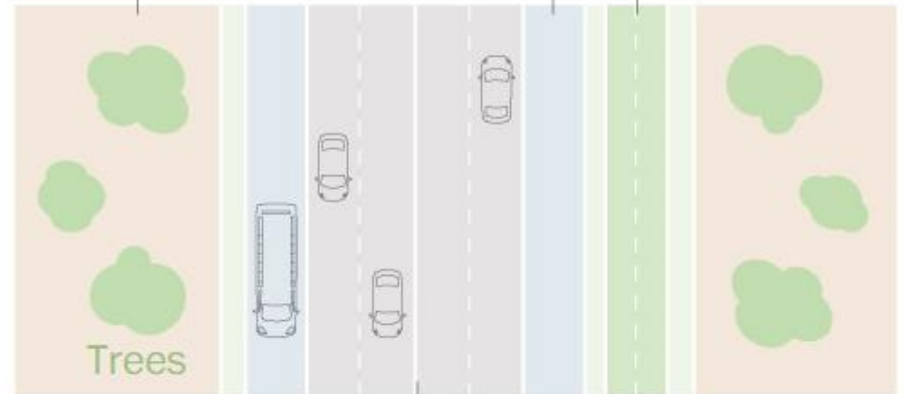
## Expanded sidewalks

Slightly wider sidewalks but still many traffic lanes

## Proposed road

Pedestrian

Transit Bikes



Traffic

## Today

Pedestrian

Bikes

Traffic





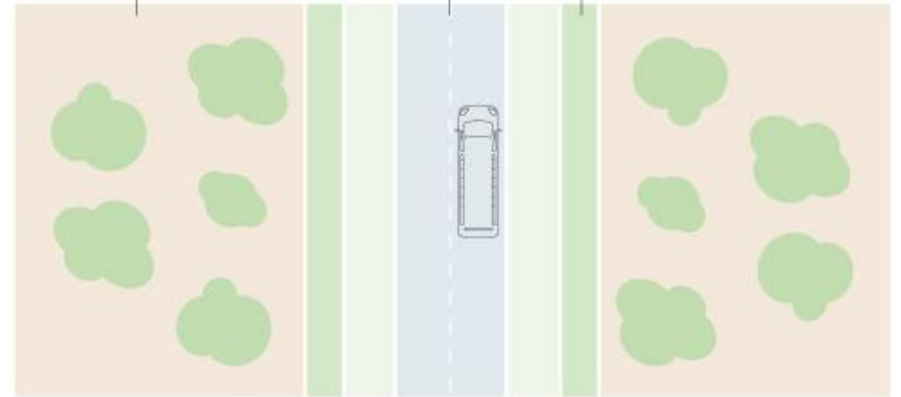
LINEAR GREEN

## Car free

Huge, park-like sidewalks  
and only public transit lanes

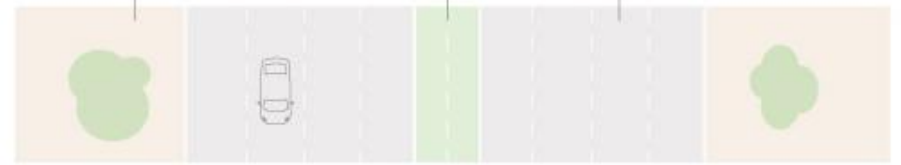
### Proposed road

Pedestrian    Transit    Bikes



### Today

Pedestrian    Bikes    Traffic



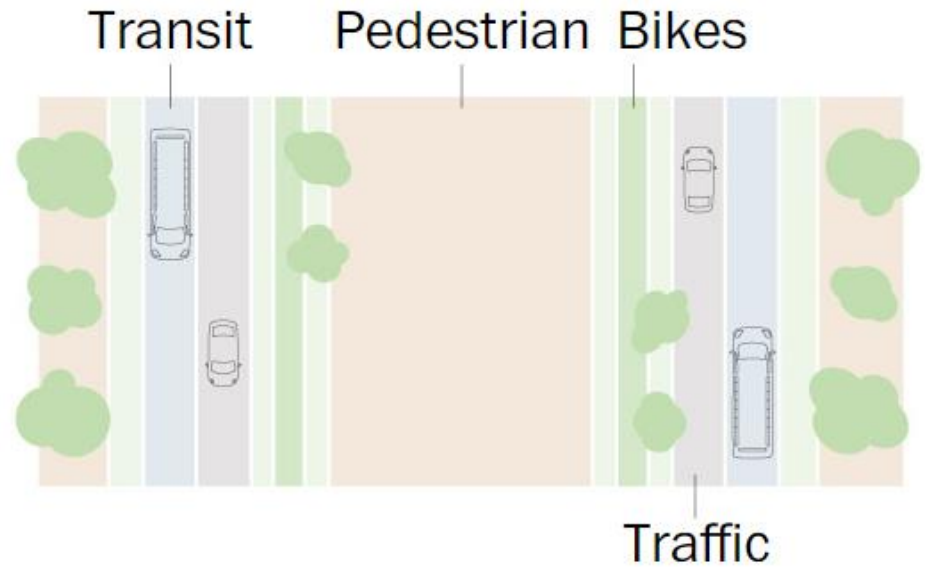


CIVIC STAGE

## Center promenade

A central pedestrian median  
and two traffic lanes

## Proposed road



## Today



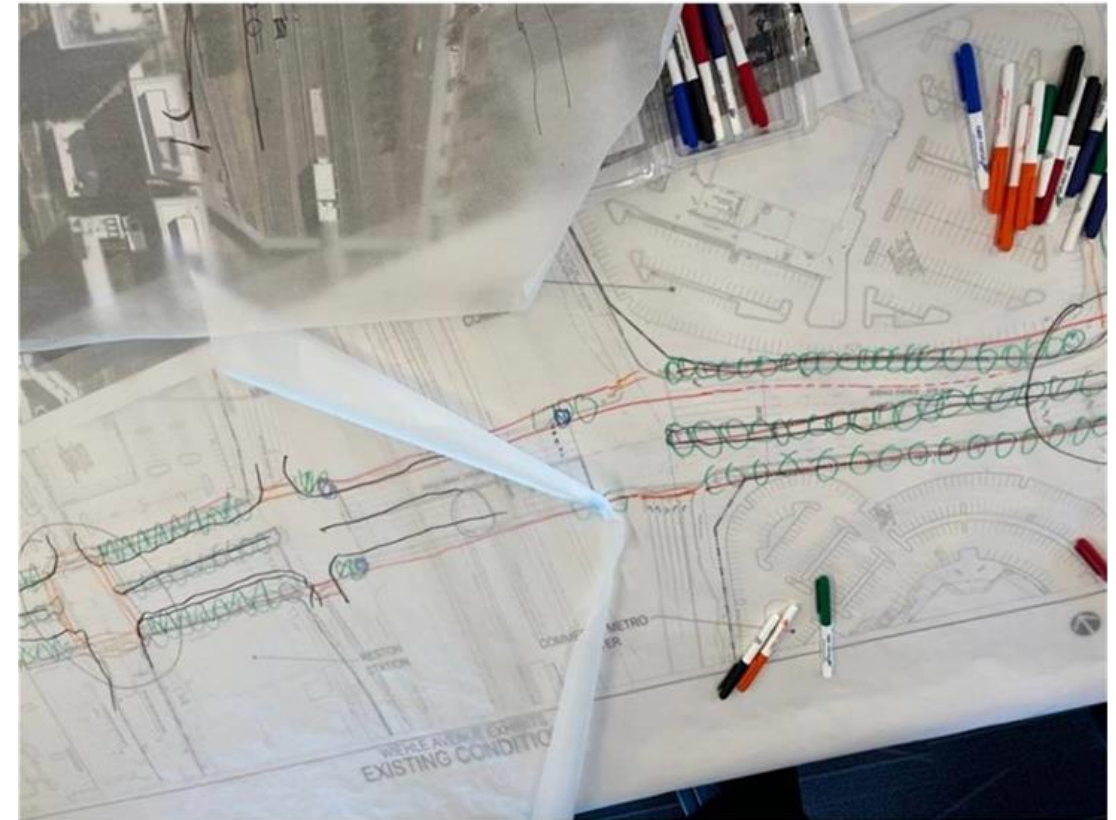


# Group Exercise

Think about opportunities for improving multimodal transportation on the corridor and discuss your ideas with the group.

Use the markers and trace paper to produce your group's vision for Wiehle Avenue.

Pick one or two people to pitch your design. It is ok if the group does not reach consensus – we will discuss different opinions. Aim for about 5 minutes per group.





## Questions?

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<https://www.fairfaxcounty.gov/transportation/study/wiehle-avenue>

