

West Falls Church Active Transportation Study: Draft Scope of Work

1. Goal – As stated in the adopted Comprehensive Plan, the goal toward which this study will contribute is:

“Travel within and surrounding the TSA should be safe, accessible, comfortable, and intuitive for all modes of active transportation including walking, bicycling, and other forms of non-motorized travel. Infrastructure should be of sufficient size and have adequate connections for people trying to access the West Falls Church Metrorail Station, including from neighborhoods along Haycock Road toward Westmoreland Street, the Falls Hill area along Route 7, and from the Washington & Old Dominion (W&OD) Trail, a major regional trail located about a half mile south of the West Falls Church Metrorail Station.”

2. Purpose – Through a community-driven and led process, document deficiencies in active transportation¹ infrastructure within the West Falls Church study area (see map on page 11). Based on community feedback, identify and prioritize improvements to active transportation within the study area, and work with County officials to identify potential opportunities for funding.

This study will address the follow-on motion to the West Falls Church TSA Comprehensive Plan Amendment (CPA), which was adopted by the Board of Supervisors on July 13, 2021:

“That the Board direct staff develop an active transportation plan for the West Falls Church TSA and surrounding area. This plan would include an existing conditions assessment, to be performed within the pedestrian and bicycle access shed of the Metrorail station, and should identify barriers to access, inadequate facilities, and other areas for improvement. Following this assessment, staff should conduct outreach to solicit community feedback on proposed recommendations and develop priorities, including short-term and long-term projects. The plan should identify potential opportunities for public and private funding sources for proposed improvements. Development of the plan will be performed by County staff and does not require dedicated County funds.”*

*Supervisor Foust clarified after the motion that staff should perform additional community outreach before the existing conditions assessment.

3. Background – The following is a brief synopsis of the West Falls Church CPA and a list of studies that may help inform the development of the present Study, and an implementable Plan in due course:

In 2018, the Board of Supervisors authorized the consideration of the West Falls Church TSA Plan Amendment to study the Washington Metropolitan Area Transit Authority (WMATA) and Virginia Tech parcels in the West Falls Church TSA. The Board requested that staff

¹ Active transportation is generally defined as a self-propelled mode of transport, such as walking or bicycling, though may also include motorized electric devices, such as e-scooters or e-bicycles.

consider a mix of uses (office, retail, multifamily, and townhouses) up to an intensity of .96 floor area ratio (FAR) for the WMATA property (Sub-unit A-1 in Figure 1), and a mix of uses (institutional, office, retail, and residential) at an intensity up to a 2.5 FAR for the Virginia Tech property (Sub-unit A-2 in Figure 1). The combined planned land uses for the WMATA and Virginia Tech properties include a maximum of 1,340 residential dwelling units (DUs), 301,000 square feet (SF) of office, 48,000 SF of retail, and 160,000 SF of institutional.

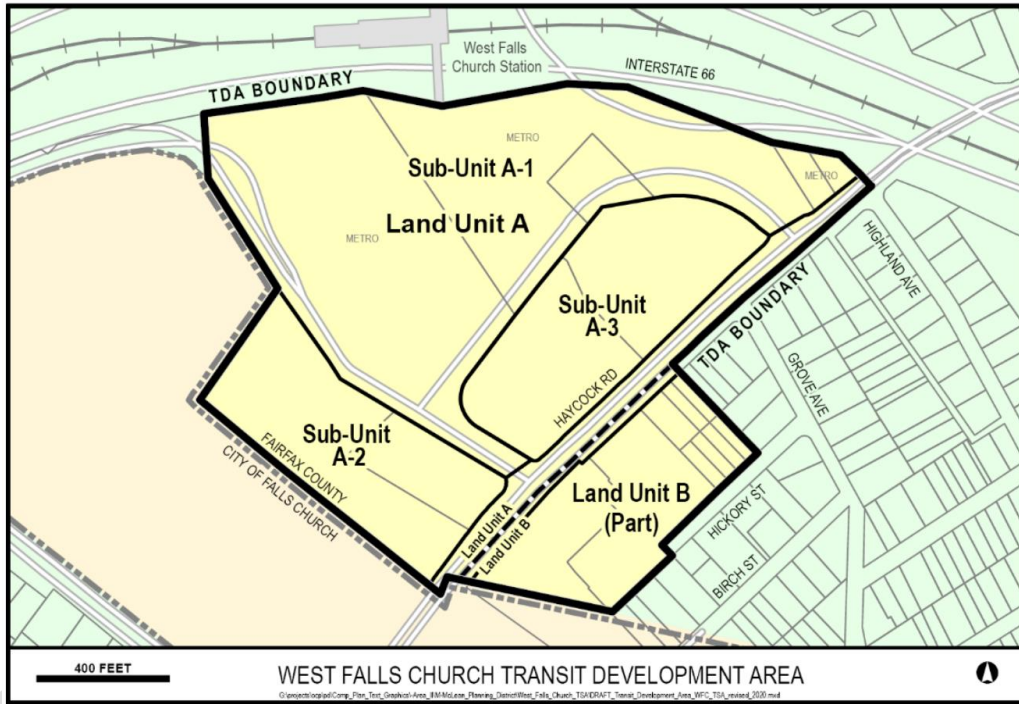


Figure 1: West Falls Church Transit Development Map - Sub-Units

The process leading to the adoption of the CPA included community outreach, community meetings, and smaller-scale meetings with various homeowners and civic associations. Community members voiced their desire for improvements to walk and bike between the Metrorail station and nearby neighborhoods, noting the lack of sidewalks along many residential streets, and narrow or otherwise inadequate pathways. Several community members also expressed concern about the increased traffic that could result from the proposed developments within the vicinity of the West Falls Church Metrorail Station, and the conditions for school children walking or biking to Haycock Elementary School and other area destinations. As a result of this feedback, a key recommendation of the CPA was to develop a Plan to improve active transportation within and surrounding the West Falls Church TSA. The present study will inform that Plan.

In addition to the West Falls Church Plan Amendment, the following plans and studies are available

- a. West Falls Church TSA Traffic Analysis (contact FCDOT for traffic study)
- b. ActiveFairfax Plan (including the current Countywide Trails Plan and Bicycle Master Plan) [ActiveFairfax Transportation Plan | Transportation \(fairfaxcounty.gov\)](#); [Fairfax County - Countywide Trails Plan Map - Updated June 2018](#); [Countywide Bicycle Master Plan | Transportation \(fairfaxcounty.gov\)](#)
- c. ShreveWood Elementary Safe Routes to School (SRTS) study [Transportation Alternatives Program | Transportation \(fairfaxcounty.gov\)](#)
- d. Virginia Department of Transportation (VDOT) Shreve Road Corridor Study [Transportation Impact Analysis \(virginiadot.org\)](#)
- e. Westmoreland Corridor Study [westmorelandstpresentation.pdf.pdf \(fairfaxcounty.gov\)](#)
- f. Route 7 Bus Rapid Transit (BRT) Study [Route 7 Bus Rapid Transit Study | Transportation \(fairfaxcounty.gov\)](#)
- g. Tysons Metrorail Station Access Management Study (TMSAMS) [TMSAMS Tysons Metrorail Station Access Management Study Final Report \(fairfaxcounty.gov\)](#) and Herndon Metrorail Stations Access Management Study (HMSAMS) [Herndon Metrorail Stations Access Management Study \(HMSAMS\) Final Report \(fairfaxcounty.gov\)](#)
- h. West Falls Church Access to Transit and Multimodal Connectivity, funded by Northern Virginia Transportation Authority <https://thenovaauthority.org/wp-content/uploads/2019/12/CFC-006.pdf>
- i. City of Falls Church plans including the West Falls Economic Development Project, West End Small Area Plan, Bicycle Master Plan, and others [West Falls Development Project | Falls Church, VA - Official Website \(fallschurchva.gov\)](#); [West End Small Area Plan | Falls Church, VA - Official Website \(fallschurchva.gov\)](#); [Bicycle Master Plan | Falls Church, VA - Official Website \(fallschurchva.gov\)](#)

Another notable development within the study area is the Smart Cities test bed, a \$10 million project funded by the Virginia General Assembly. The Virginia Tech Transportation Institute, the City of Falls Church, VDOT, and Fairfax County will partner on the project which will include smart technology solutions such as adaptive lighting, smart intersections, and parking garage utilization indicators. The goals of the Smart Cities project are to reduce pollution and traffic congestion and improve public safety.

Also, several capital projects have recently been completed within the study area, including the installation of sidewalk along Great Falls Street from North West Street to Osborn Street in January 2021. Pedestrian and bicycle projects that have either been constructed or planned are noted on the study area map at the end of this document.

4. Objectives – The objectives of the West Falls Church Active Transportation Study are to:

- a. Create an Advisory Group that will inform and guide the planning process and engage with the community to ensure equitable representation among affected community members.
- b. Provide multiple opportunities for community input throughout the

development of the study through pro-active outreach and engagement.

- c. Ensure transparency throughout the process of developing the study.
- d. Improve safety, accessibility, and comfort for all active transportation users, including walking, bicycling, and other forms of non-vehicular travel. Improvements should meet the requirements of the Americans with Disabilities Act (ADA).
- e. Increase connectivity between the West Falls Church Metrorail Station, surrounding neighborhoods, and the Washington and Old Dominion (W&OD) Trail.
- f. Ensure that the most recent and accurate data are used to inform the Advisory Group and its preparation of recommendations.
- g. Prepare planning level cost estimates for recommended improvements.
- h. Prioritize active transportation recommendations with community assistance.
- i. Integrate active transportation recommendations for the West Falls Church area into the Countywide ActiveFairfax Transportation Plan.
- j. Identify funding to implement the recommendations.
- k. Ensure draft study recommendations are developed within sufficient time as to inform the rezoning process for developments surrounding the West Falls Church Metrorail Station.

Active engagement with the community will be critical to the fulfillment of these goals, which should be considered through the equity lens of One Fairfax Policy and align with the priorities set forth in the Countywide Strategic Plan. The *Community Outreach* section contains additional details on this subject.

5. *Advisory Group – An Advisory Group has been created to inform the process. Representation in the Advisory Group should include a variety of demographics to meet One Fairfax goals for equity. The Advisory Group will include the following:*

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

A Technical Group will provide technical expertise and support to the Advisory Group and includes the following:

- a. Two representatives from the Fairfax County Department of Transportation (FCDOT)
- b. One representative from the Fairfax County Park Authority (FCPA)

- c. One representative from the Virginia Department of Transportation (VDOT)
- d. One representative from the Northern Virginia Regional Park Authority (NOVA Parks)
- e. One representative from Fairfax County Public Schools (FCPS)
- f. One representative from Fairfax County Police
- g. One representative from the Washington Metropolitan Area Transit Authority (WMATA)
- h. One representative from the City of Falls Church
- i. One representative from Virginia Tech

The Study will be managed by FCDOT, and staff will be responsible for, meeting facilitation, scheduling, technical planning and design work, and reporting to the Board of Supervisors (BOS). The Advisory Group will guide the existing conditions assessment and propose recommendations for improvements with support from the Technical Group and FCDOT. The Advisory Group and FCDOT will receive and process community feedback, which will inform the decision-making process.

6. Tasks and Deliverables – The draft Scope of Work will be reviewed and finalized by the Advisory Group, following input from the Dranesville and Providence District Supervisors and any stakeholders the Supervisors choose to include. The project will be completed upon the publication of a final report and following a community meeting to review the recommendations and priorities, as well as next steps for funding and implementation, and any feedback is incorporated. The following tasks and deliverables shall be completed:

- a. **Task:** Complete an active transportation gap-analysis for the area surrounding the West Falls Church Metrorail Station, defined as a one-mile radius for pedestrians and a two-mile radius for bicyclists. The gap-analysis will use GIS and aerial imagery, augmented by on-the-ground site visits and observations, and include average daily traffic (ADT) data, and projected ADT on a selected number of streets (on streets where data is available). District Supervisors may also facilitate walking tours for area residents that can be supported by FCDOT staff. Refer to the study area map in **Figure 2** at the end of this document for extent of the gap-analysis.
 - i. **Deliverable:** Create a map and associated table of the study area that identifies missing sidewalks, crosswalks, or other barriers to access for pedestrians, including crosswalks and active transportation facilities that need improvements, within a one-mile radius of the station entrance.
 - ii. **Deliverable:** Create a map and associated table of the study area that identifies missing links for bicyclists within a two-mile radius of the station entrance. This assessment should include on-street and off-street facilities. Bicycle Level of Traffic Stress (LTS) may be used to help identify missing links.
- b. **Task:** Recommend improvements to the active transportation network.

- i. **Deliverable:** Develop a list of recommendations based on the findings of the gap analysis. Active transportation facility recommendations should adhere to the latest guidance in the ActiveFairfax Transportation Plan or guidance established through this process.
- c. **Task:** Set short-term and long-term priorities for active transportation recommendations.
 - i. **Deliverable:** Consider and agree on criteria to rate and prioritize potential projects, including feasibility, cost, direct benefit to residents, etc.
 - ii. **Deliverable:** Create a poll/survey to allow community members to indicate their priorities for projects in the study area.
- d. **Task:** Communicate findings to the community.
 - i. **Deliverable:** Publish a final report on the Study, which shall include associated maps and tables, the methodology used for study, the results of the gap-analysis, a list of recommendations including the process for their selection and prioritization, potential costs and funding sources, and documentation of community engagement. Details on community engagement, including public meetings, are described in the next section.

7. Community Outreach – Transparency and inclusivity are critical in ensuring the success of the West Falls Church Active Transportation Study. Ongoing and frequent coordination between County Staff, the Advisory Group, and the public will be included in the project schedule. Requirements are as follows:

- a. The Advisory Group shall meet at regular and scheduled intervals throughout the process to discuss the Study, review community feedback, and reach consensus on recommendations. The Technical Group will also meet at this time to provide input and guidance.
- b. Fairfax County staff shall conduct regular internal project meetings to ensure coordination with other relevant planning efforts, such as the ActiveFairfax Transportation Plan.
- c. At least one meeting each should be held with both the Trails, Sidewalks and Bikeways Committee, and the Transportation Advisory Commission to provide a briefing on the Study and request feedback.
- d. Develop and conduct a community survey that will help set and prioritize study recommendations. Compile and publish results.
- e. Three public meetings shall be held to provide the community with information on the Study and solicit feedback:
 - i. Public Meeting #1: Introduction to the Study and Advisory Group, including review of scope, goals and objectives, strategy, and timeline. Open an initial comment period to seek community input on the proposed approach and feedback to aid in developing recommendations and priorities.
 - ii. Public Meeting #2: Present results of the gap-analysis and first set of recommendations. Begin second comment period to prioritize

recommendations.

- iii. Public Meeting #3: Present final recommendations from draft report, priorities, and funding and implementation strategies to the community and secure feedback.
- f. Additional, smaller-scale meetings should be held with individual community groups, such as Homeowners Associations or Civic Associations, to provide additional opportunity for community participation. Equal opportunity shall be provided to any community association that requests a meeting.

8. Timeline – The following is a tentative timeline for meeting all milestones of the Study

Winter 2021/2022:

1. Create the West Falls Church Active Transportation Advisory Group.
2. Create website to include relevant project information, meetings, schedules, contact information, and methods for public input.
3. Review draft scope of work with Advisory Group.
4. Advisory Group: Finalize Study scope, including geographic boundaries, goals, and objectives.
5. Analysis of current traffic data and projections.
6. Conduct active transportation gap-analysis, which will include an assessment of current needs and future requirements.
7. Prepare and publish public outreach plan. Initiate outreach activities as described in the plan.
8. Public meeting (1 of 3): Introduction to the Study and Advisory Group, including review of scope, goals and objectives, strategy, and timeline. Solicit community feedback for the active transportation gap-analysis

Winter/Spring 2022:

9. Advisory Group: Review input from the community and discuss the results of the gap-analysis.
10. Finish active transportation gap-analysis and seek additional public input.

Spring 2022:

11. Prepare first set of recommendations based on results of the gap-analysis, ActiveFairfax policy review, and community feedback.
12. Public meeting (2 of 3): Present results of the gap-analysis and first set of recommendations. Begin second comment period to prioritize recommendations.
13. Advisory Group: Review public comments and determine final recommendations. Set priorities for recommendations based on community feedback. Identify potential funding sources for projects and create a list of funding streams that may be applicable.

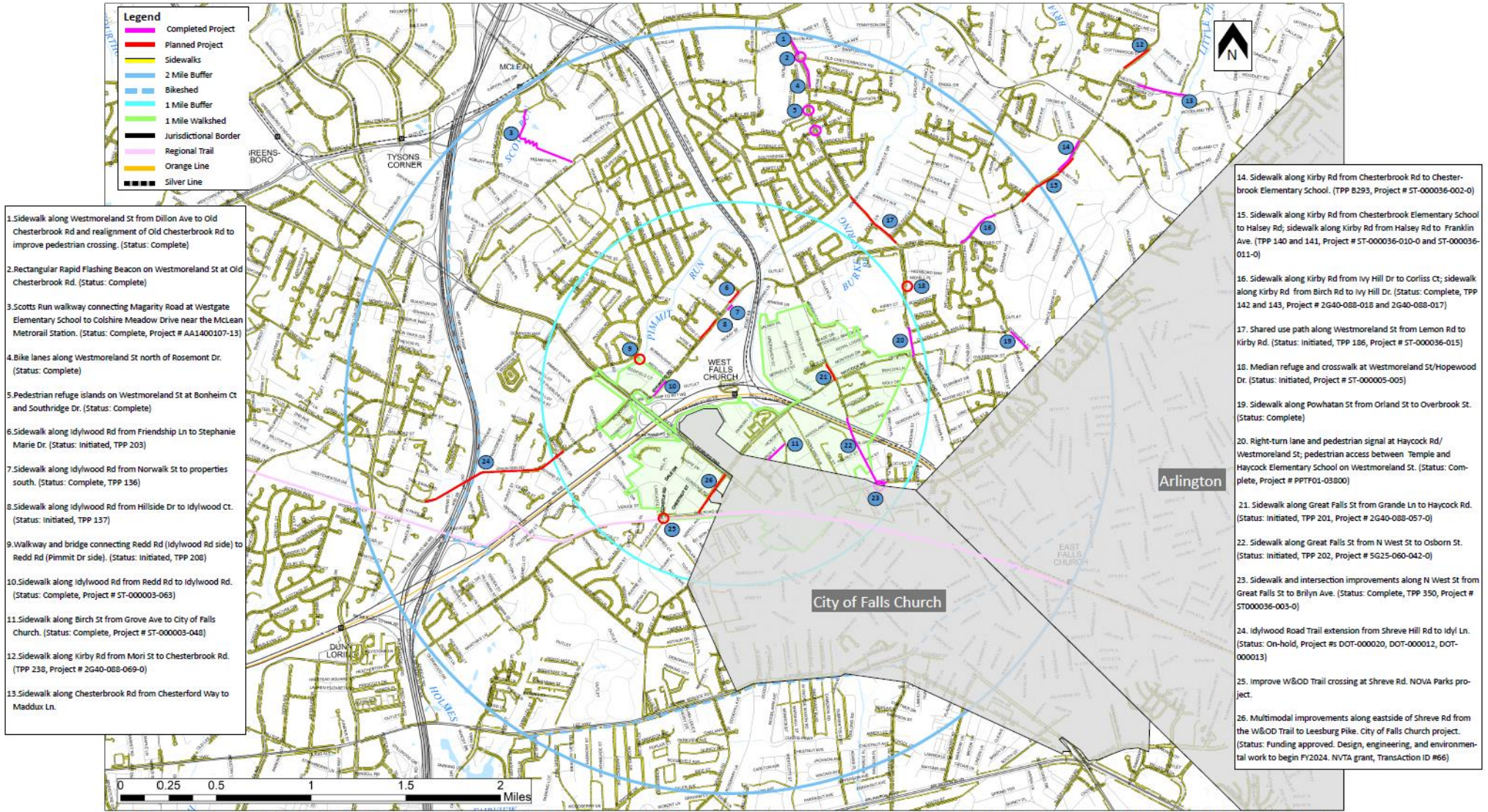
Summer 2022:

14. Public meeting (3 of 3): Present final recommendations from draft report,

- priorities, and funding strategy to the community, and secure feedback.
15. Advisory Group: Debrief from final public meeting and determine appropriate steps to finalize report.
 16. Board acceptance of study recommendations.
 17. Edit final report as necessary and publish on the County website.

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Draft West Falls Church Active Transportation Study - Planned/Current Projects (version date 1-12-2022)



1. Sidewalk along Westmoreland St from Dillon Ave to Old Chesterbrook Rd and realignment of Old Chesterbrook Rd to improve pedestrian crossing. (Status: Complete)
2. Rectangular Rapid Flashing Beacon on Westmoreland St at Old Chesterbrook Rd. (Status: Complete)
3. Scotts Run walkway connecting Magarity Road at Westgate Elementary School to Colshire Meadow Drive near the McLean Metrorail Station. (Status: Complete, Project # AA1400107-13)
4. Bike lanes along Westmoreland St north of Rosemont Dr. (Status: Complete)
5. Pedestrian refuge islands on Westmoreland St at Bonheim Ct and Southridge Dr. (Status: Complete)
6. Sidewalk along Idylwood Rd from Friendship Ln to Stephanie Marie Dr. (Status: Initiated, TPP 203)
7. Sidewalk along Idylwood Rd from Norwalk St to properties south. (Status: Complete, TPP 136)
8. Sidewalk along Idylwood Rd from Hillside Dr to Idylwood Ct. (Status: Initiated, TPP 137)
9. Walkway and bridge connecting Redd Rd (Idylwood Rd side) to Redd Rd (Pimmit Dr side). (Status: Initiated, TPP 208)
10. Sidewalk along Idylwood Rd from Redd Rd to Idylwood Rd. (Status: Complete, Project # ST-000003-063)
11. Sidewalk along Birch St from Grove Ave to City of Falls Church. (Status: Complete, Project # ST-000003-048)
12. Sidewalk along Kirby Rd from Mori St to Chesterbrook Rd. (TPP 238, Project # 2G40-088-069-0)
13. Sidewalk along Chesterbrook Rd from Chesterford Way to Maddux Ln.

14. Sidewalk along Kirby Rd from Chesterbrook Rd to Chesterbrook Elementary School. (TPP B293, Project # ST-000036-002-0)
15. Sidewalk along Kirby Rd from Chesterbrook Elementary School to Halsey Rd; sidewalk along Kirby Rd from Halsey Rd to Franklin Ave. (TPP 140 and 141, Project # ST-000036-010-0 and ST-000036-011-0)
16. Sidewalk along Kirby Rd from Ivy Hill Dr to Corliss Ct; sidewalk along Kirby Rd from Birch Rd to Ivy Hill Dr. (Status: Complete, TPP 142 and 143, Project # 2G40-088-018 and 2G40-088-017)
17. Shared use path along Westmoreland St from Lemon Rd to Kirby Rd. (Status: Initiated, TPP 186, Project # ST-000036-015)
18. Median refuge and crosswalk at Westmoreland St/Hopewood Dr. (Status: Initiated, Project # ST-000005-005)
19. Sidewalk along Powhatan St from Orland St to Overbrook St. (Status: Complete)
20. Right-turn lane and pedestrian signal at Haycock Rd/Westmoreland St; pedestrian access between Temple and Haycock Elementary School on Westmoreland St. (Status: Complete, Project # PPTF01-03800)
21. Sidewalk along Great Falls St from Grande Ln to Haycock Rd. (Status: Initiated, TPP 201, Project # 2G40-088-057-0)
22. Sidewalk along Great Falls St from N West St to Osborn St. (Status: Initiated, TPP 202, Project # 5G25-060-042-0)
23. Sidewalk and intersection improvements along N West St from Great Falls St to Brilyn Ave. (Status: Complete, TPP 350, Project # ST000036-003-0)
24. Idylwood Road Trail extension from Shreve Hill Rd to Idyl Ln. (Status: On-hold, Project #s DOT-000020, DOT-000012, DOT-000013)
25. Improve W&OD Trail crossing at Shreve Rd. NOVA Parks project.
26. Multimodal improvements along eastside of Shreve Rd from the W&OD Trail to Leesburg Pike. City of Falls Church project. (Status: Funding approved. Design, engineering, and environmental work to begin FY2024. NVTA grant, TransAction ID #66)

Notes: Walk and bike radii are centered on the West Falls Church Metrorail Station entrance. The one-mile walkshed assumes construction of the parallel roadway to Haycock Road and a signalized crossing at Leesburg Pike and Chestnut St, as proposed in the City of Falls Church Economic Development Project. Sidewalk layer may not include facilities in private developments or subdivisions that are not under VDOT or Fairfax County jurisdiction.