

West Falls Church Active Transportation Study: Advisory Group Meeting #2 – Meeting Summary  
January 24<sup>th</sup>, 2022 7:00 pm – 9:15 pm

The second meeting of the West Falls Church Active Transportation Study (ATS) Advisory Group began shortly after 7:00 pm and included a presentation from Amy Friedlander of EYA on the planned WMATA rezoning application, a presentation by FCDOT staff on the Virginia Department of Transportation (VDOT) Bicycle and Pedestrian Treatments guide, and a review of the one-mile radius within the study area to identify areas for improvement. A brief overview on the Countywide ActiveFairfax Plan and a description of the methodology being used for the existing conditions assessment were also included on the agenda.

The EYA presentation provided the Advisory Group with relevant context for the study area in terms of development concepts being proposed and included a discussion on the types of active transportation treatments that are planned throughout the site. It was noted during EYA's presentation that the ATS will help to identify projects that may be recommended for the rezoning application.

FCDOT provided an overview of the various facility types and treatments, and their applicability. Some Advisory Group members asked whether or not many of the solutions listed could be implemented due to various constraints, such as right-of-way and state approval. Staff responded that the Advisory Group should suggest the solutions they feel would work best towards improving conditions for active transportation users. These ideas will be brought to the ATS Technical Group for a discussion on general feasibility and potential for alternative solutions if necessary.

Following these presentations, the draft scope of work was discussed, and it was noted that there should be language included on the prioritization process for the study and clarification on the geographic boundaries of the study area. Additional comments from the Advisory Group on the scope of work may still be considered and the goal is to finalize the document by February 7<sup>th</sup>.

After discussing the draft scope of work, the Advisory Group reviewed maps of the one-mile radius within the study area, broken into quadrants. General comments and recommendations for these quadrants are noted below:

Southwest Quadrant

- a. Lack of pedestrian crosswalks on Shreve Road, which is generally uncomfortable to walk along.
- b. Safety improvements needed at Shreve Road near the Hickory Street curve.
- c. Gordons Road at Chestnut Street is very narrow and should be widened.
- d. The Shreve Road/Route 7/Haycock Road intersection needs better design for safer pedestrian crossings.
- e. Route 7 under I-66 needs a more comfortable environment for pedestrians and bicyclists.
- f. Ensure appropriate linkages between the facilities within and planned for the City of Falls Church and those of Fairfax County.

Northwest Quadrant

- a. Cut-through traffic is a concern on Idylwood Road and additional crosswalks are needed.
- b. A pedestrian connection through the WMATA railyard is desired.
- c. Sidewalks are needed along Redd Road.
- d. The planned sidewalk connection on Idylwood Road between Hillside Drive and Idylwood Court should be completed.

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Northeast Quadrant

- a. Install “No Right Turn on Red” signage at the intersection of southbound Westmoreland Street and Haycock Road.
- b. Haycock Road from Westmoreland Street to the Metro Access Road should be improved for active transportation users.
- c. Improve the trail along Haycock Road from Turner Avenue and the bridge connection over I-66.

Southeast Quadrant

- a. The sidewalk on Great Falls Street along the bridge over I-66 is in poor condition and the width of the roadway encourages speeding.
- b. The pathway on Grove Avenue approaching Haycock Road is narrow and is in poor condition.

Finally, before the meeting was adjourned, FCDOT briefly described the ATS coordination with the ActiveFairfax Plan and the resources available for that effort. The method of analysis for the existing conditions was described, which will include an assessment of pedestrian comfort and traffic stress for bicyclists. Upcoming meetings and next steps were described in order to chart a path forward, followed by a public comment period. One member of the public commented that pedestrian access between Westwood Place and the trail on the north side of Haycock Road is made difficult due to the grade at this location. The meeting adjourned at approximately 9:15 pm.