

**Sam
Schwartz**

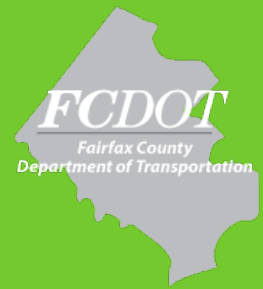
Transportation
Consultants

Columbia Pike Pedestrian and Bicycle Study

MWCOG TLC Project, 2017 / 2018



METROPOLITAN WASHINGTON
Council of Governments



Study Objective

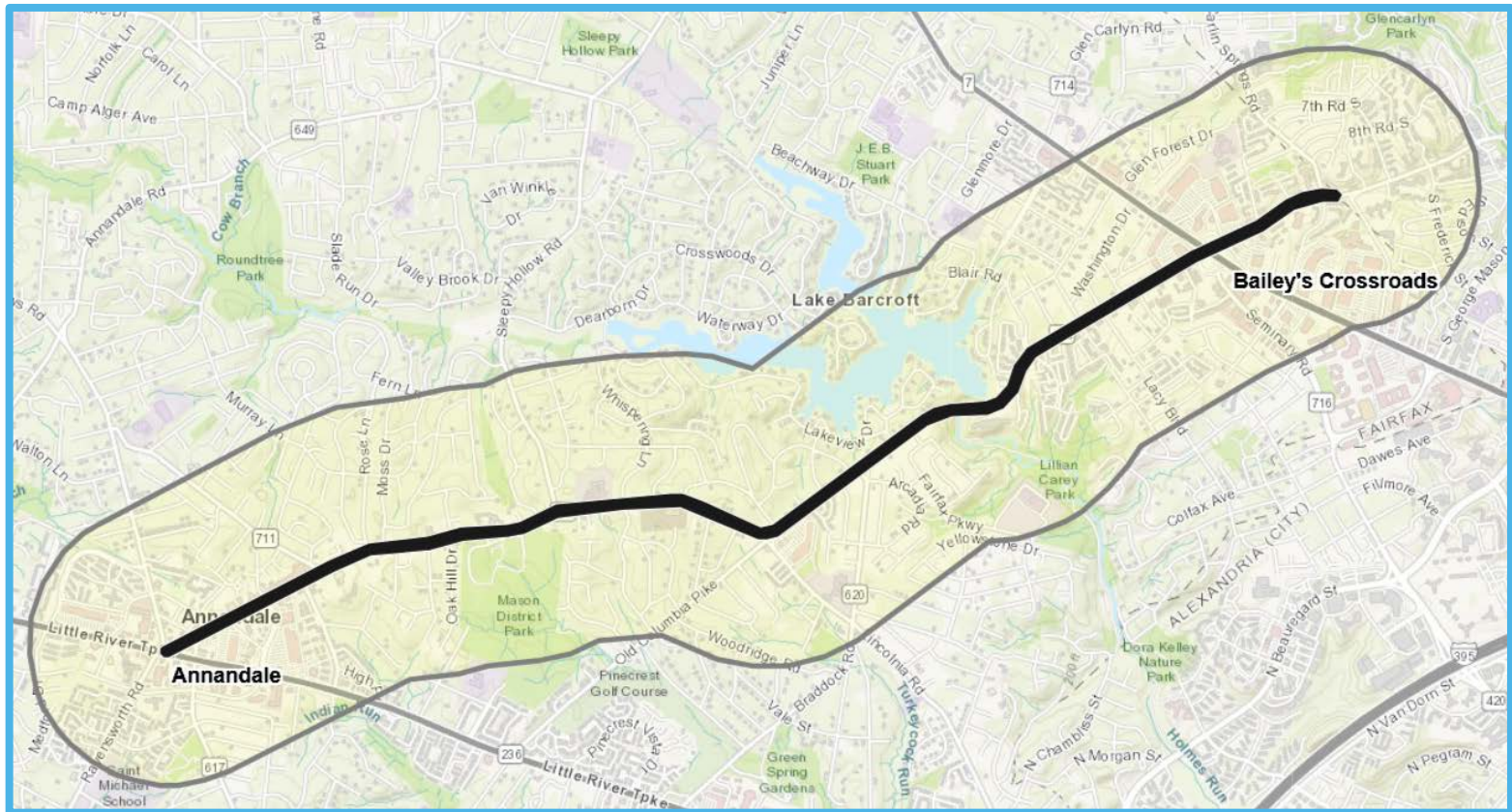
To enhance bicycle and pedestrian facilities along the 4.5 mile section of Columbia Pike within Fairfax County.

- Safety
- Connectivity
- Continuity
- Comfort



Study Area

Columbia Pike from Little River Turnpike to Arlington County Border



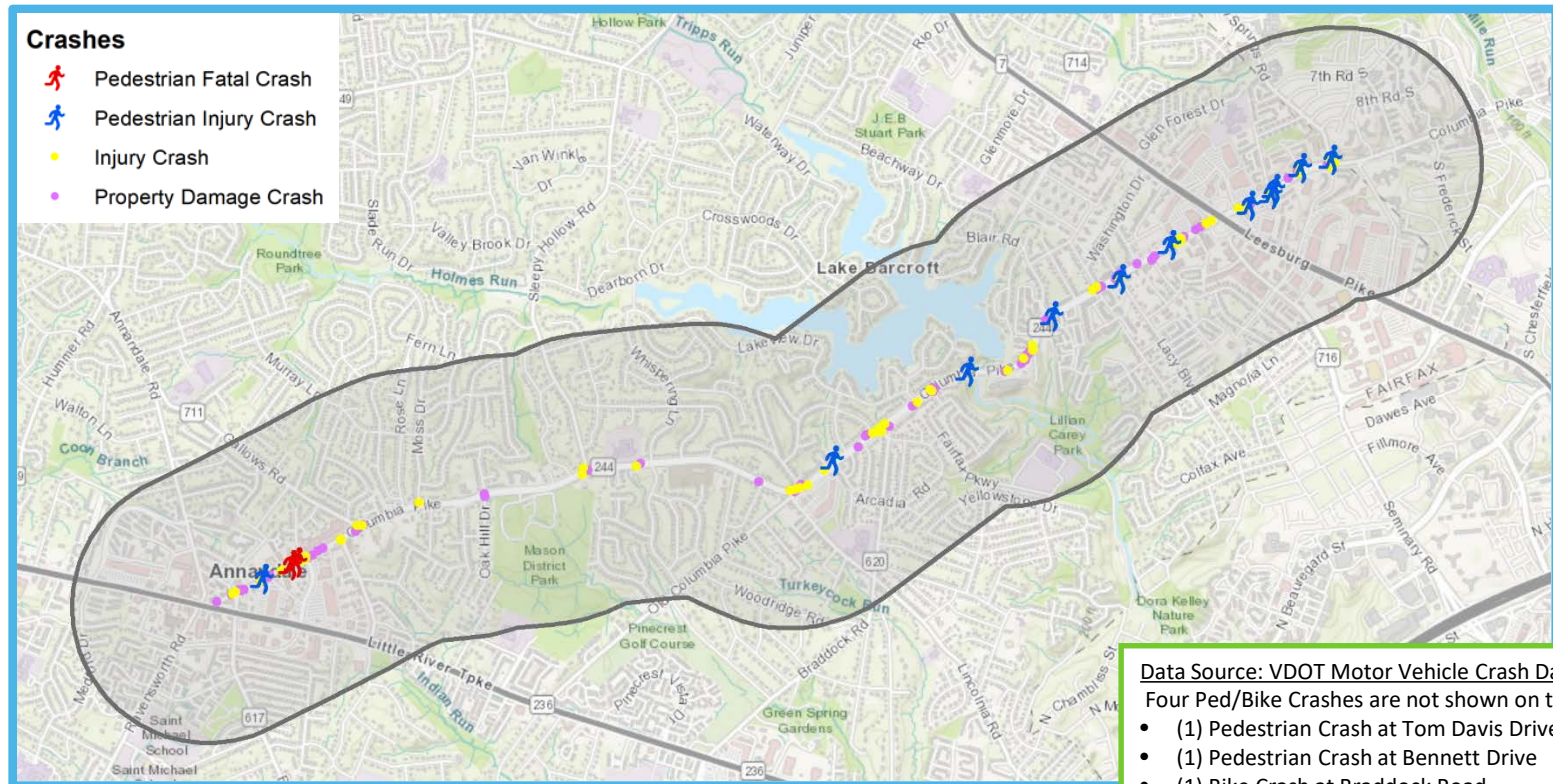
Existing Conditions

Metric	Findings
Land Use	Primarily Commercial in Annandale/Baileys Crossroads; Residential/Community Mid-Pike
Average Daily Traffic	Between 23,000 and 32,000 vehicles per day
Transit	9 Bus Routes along portions of Corridor
Bicycle Routes	Two Intersecting marked bicycle routes, other recommended routes
Trails	Trail Networks through parks and along Columbia Pike
Bike Ped Facility Gaps	Significant Gaps in Connectivity
Crashes	Pedestrian and Bike Crashes throughout corridor, with concentrations in Annandale and Bailey's Crossroads

Crash Data: 2014-2016

Crashes	Number	Percent
Total Crashes	174	100%
Fatal Occupant Crashes	0	0%
Occupant Injury Crashes	67	38%
Property Damage Crashes	90	52%
Pedestrian Fatalities	2	1%
Pedestrian Injuries	12	7%
Bicyclist Fatalities	0	0%
Bicyclist Injuries	3	2%

Crash Patterns

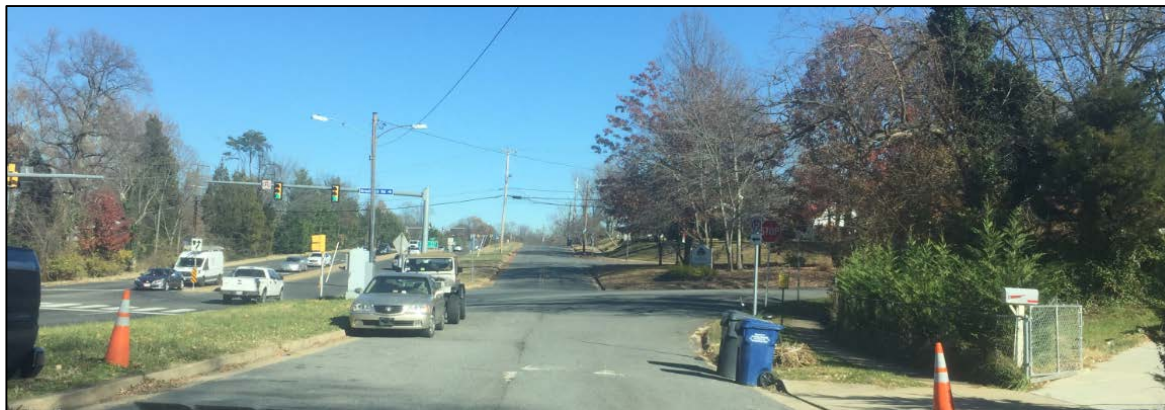


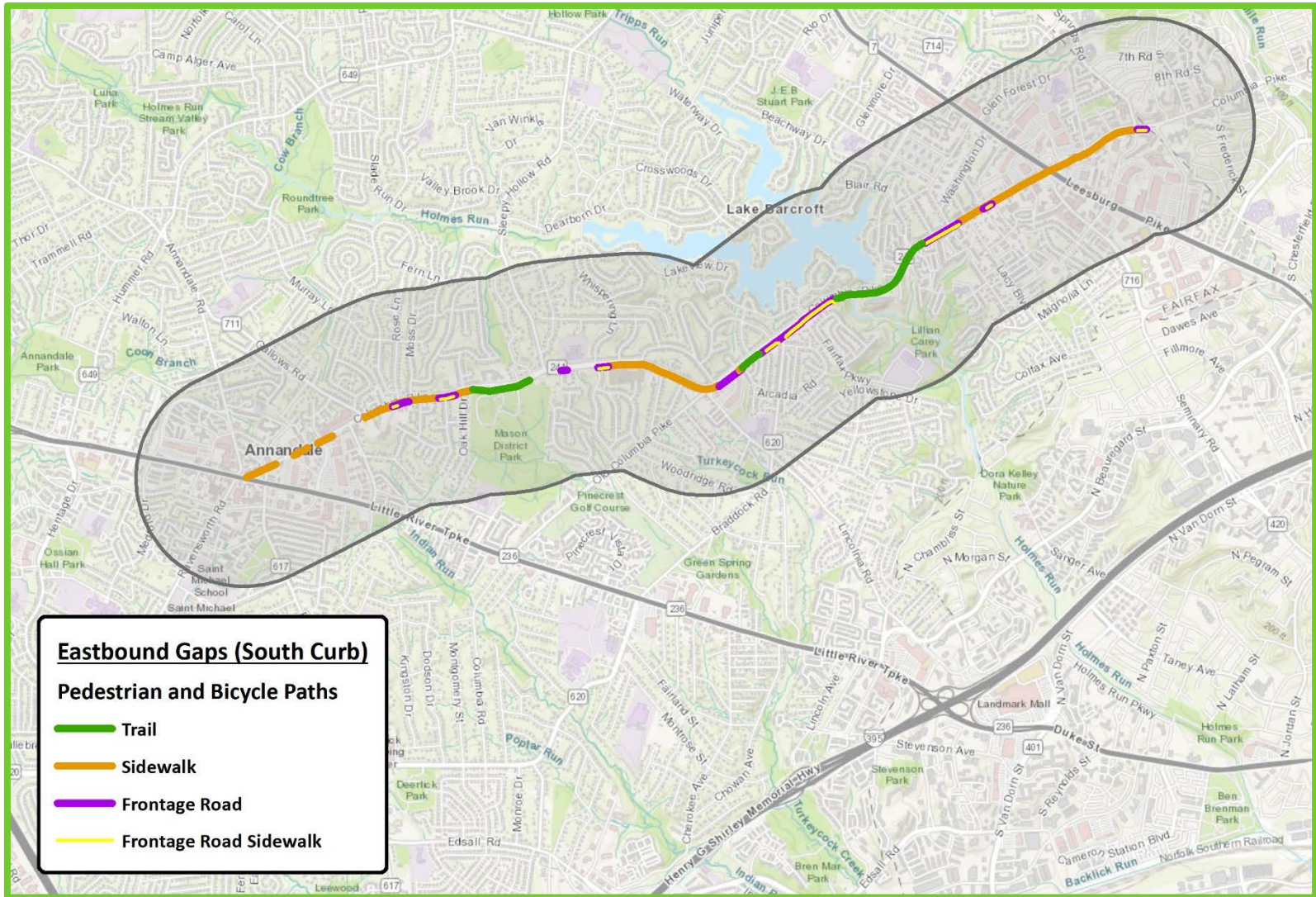
Data Source: VDOT Motor Vehicle Crash Data
Four Ped/Bike Crashes are not shown on this Map:

- (1) Pedestrian Crash at Tom Davis Drive
- (1) Pedestrian Crash at Bennett Drive
- (1) Bike Crash at Braddock Road
- (1) Bike Crash at Lacy Blvd

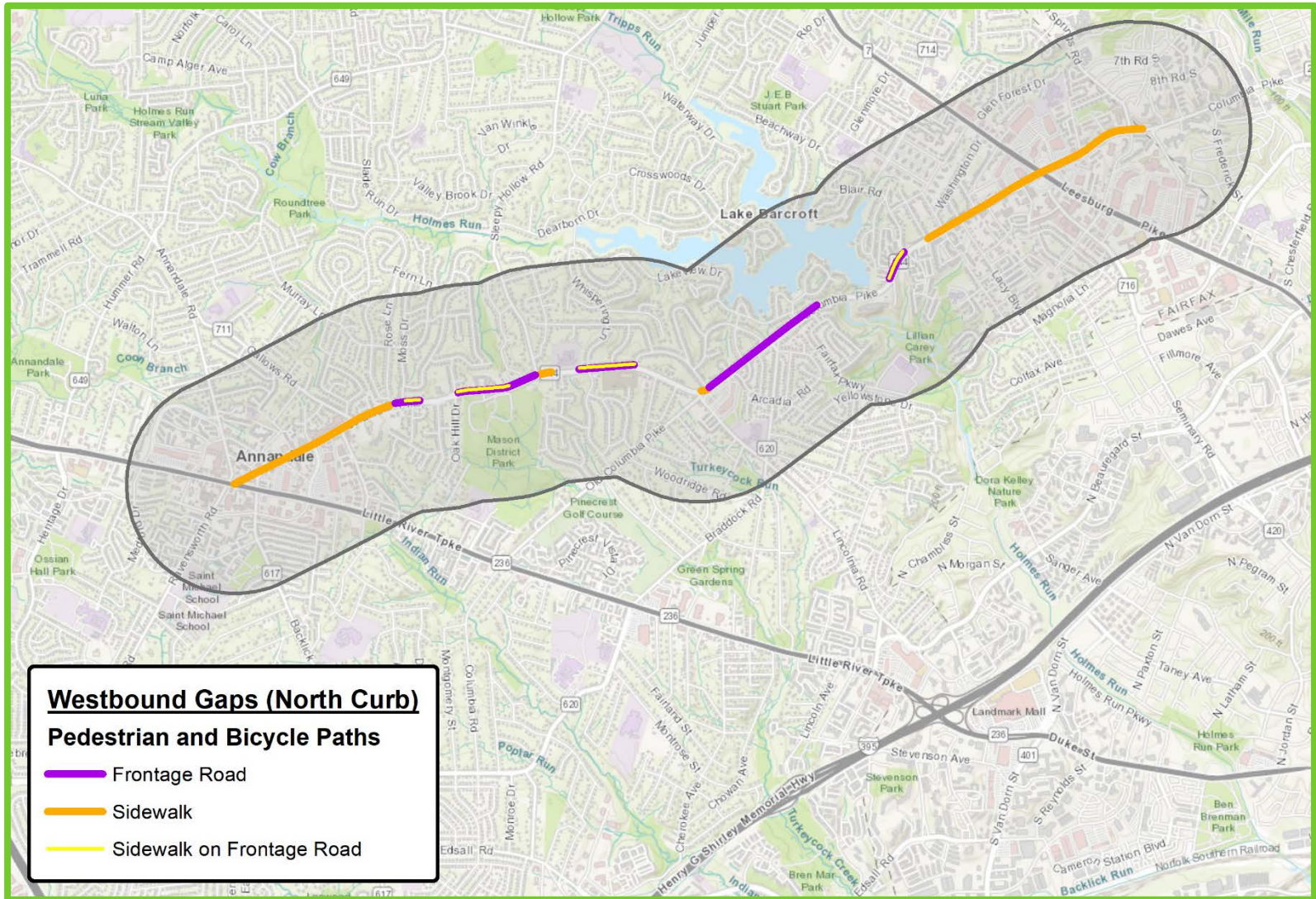
Gap Analysis

The project team inventoried pedestrian and bicycle facilities to analyze gaps in connectivity.





Eastbound Gaps



Westbound Gaps

Public Engagement



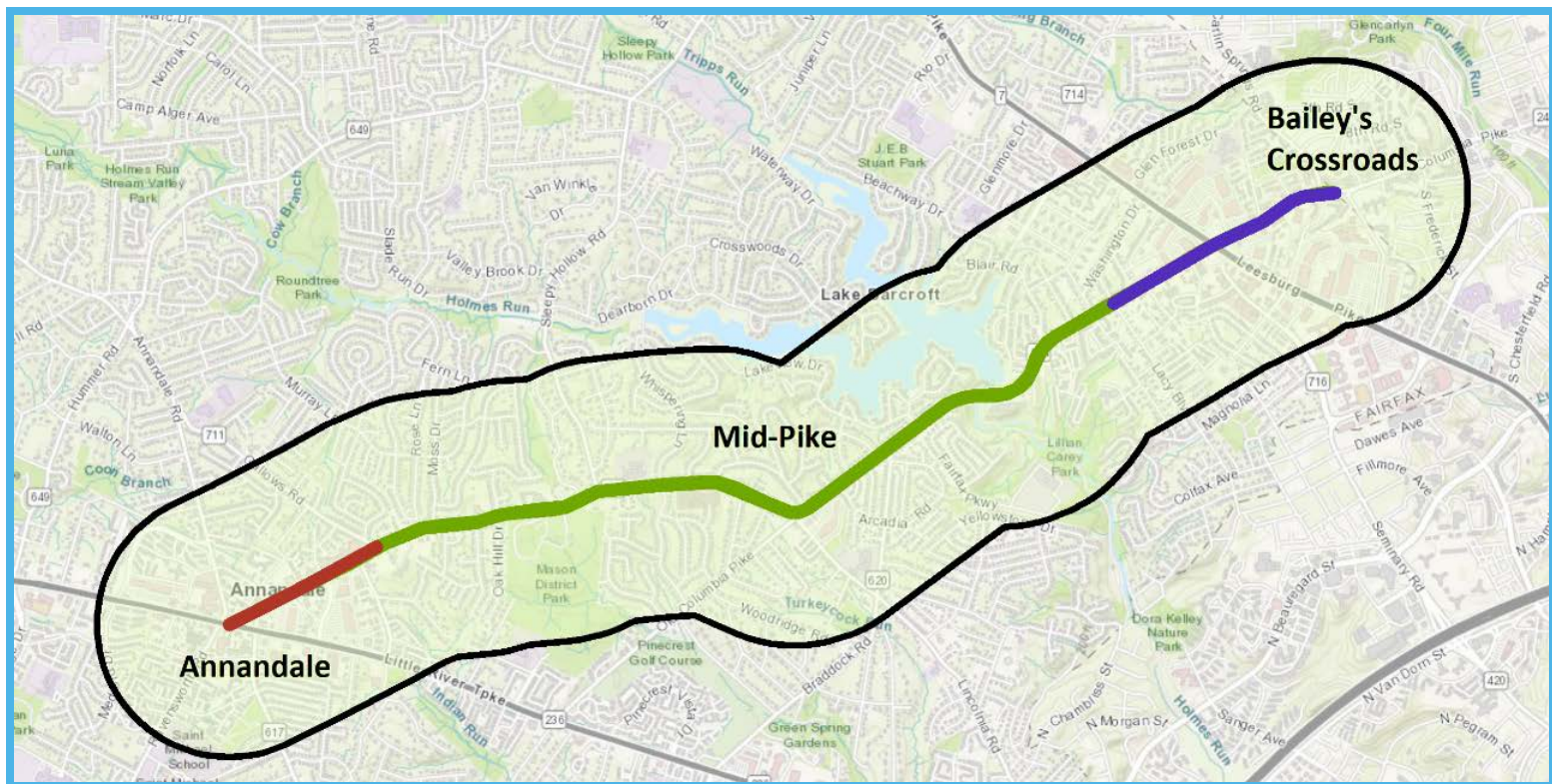
Pop-Up Public Engagement

- Saturday April 14th, 2018
- Safeway in Annandale
- Giant Food in Bailey's Crossroads
- Attendance: 80
- Comments on scroll map



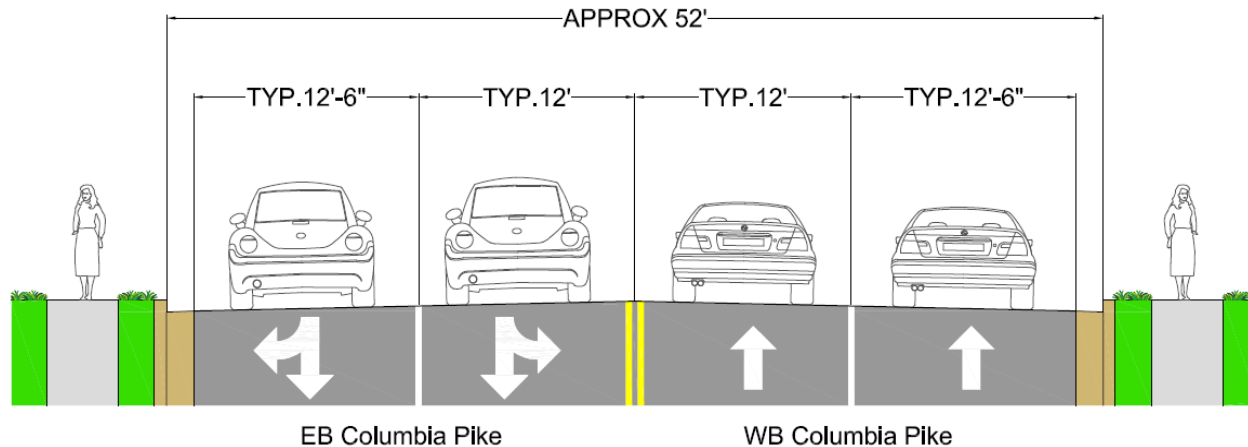
Context Zones

For purposes of reporting existing conditions and developing potential recommendations, the corridor was classified into three Context Zones.



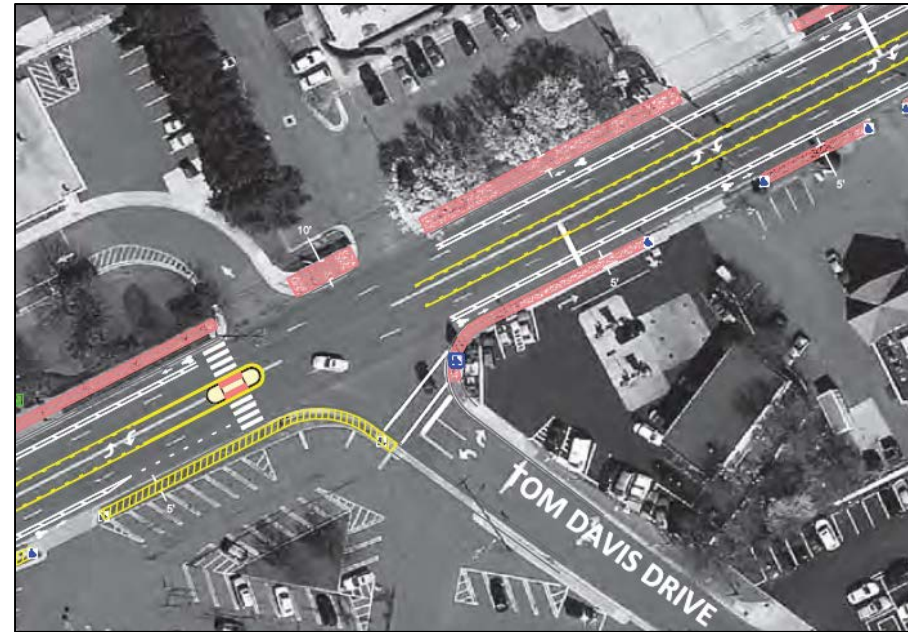
Annandale

- ❖ Commercial land use
- ❖ Four-lane roadway
- ❖ Sidewalks gaps
- ❖ Add pedestrian ramps



Annandale Concept 1

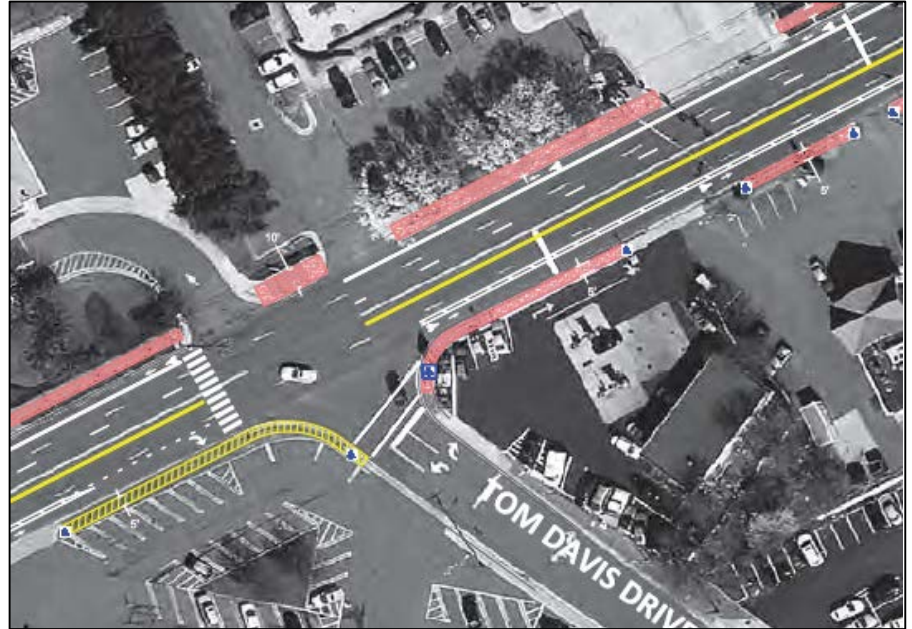
- ❖ **Road diet** with two-way left turn lane and refuge island at Tom Davis Drive
- ❖ Add Sidewalks
- ❖ Study for Pedestrian Activated Signals and new crosswalks at Tom Davis Drive and/or Evergreen Lane
- ❖ Study for Leading Pedestrian Interval at Gallows Road



Annandale Example Section

Annandale Concept 2

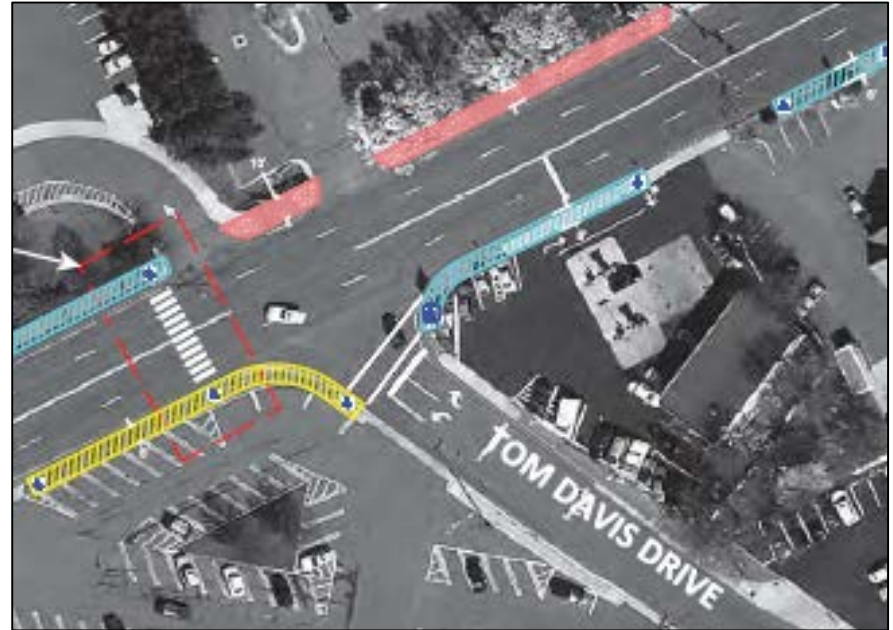
- ❖ **Road diet** with buffered on-street bicycle lane
- ❖ Add Sidewalks
- ❖ Study for Pedestrian Activated Signals and new crosswalks at Tom Davis Drive and/or Evergreen Lane
- ❖ Study for Leading Pedestrian Interval at Gallows Road



Annandale Example Section

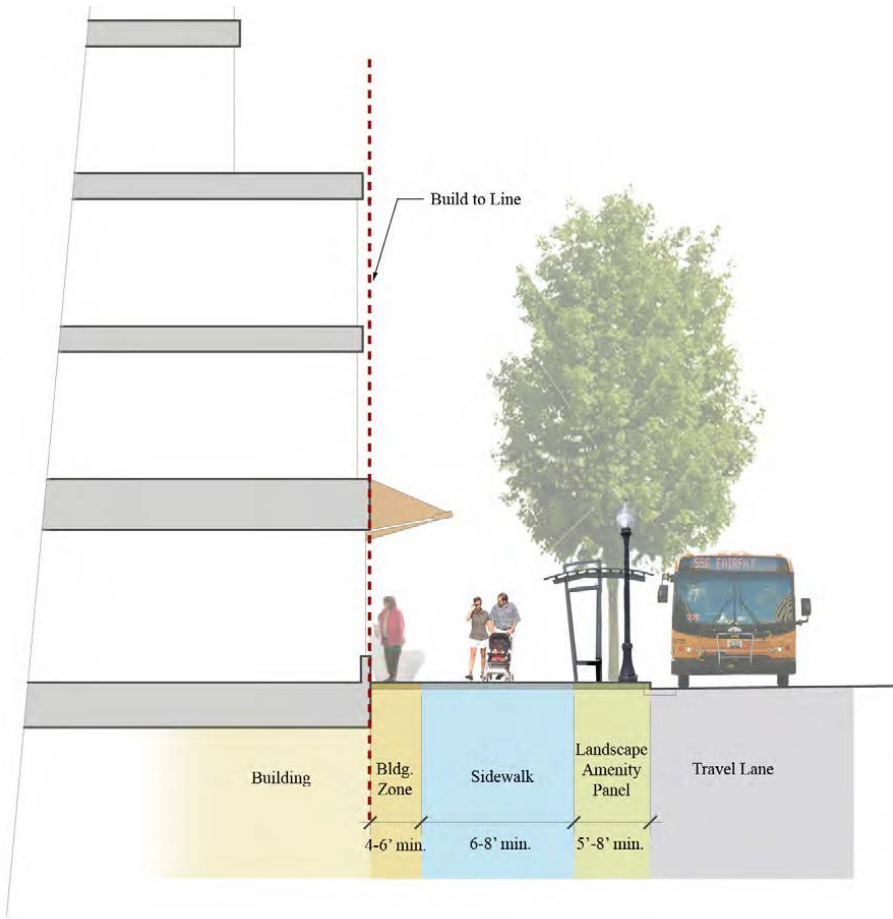
Annandale Concept 3

- ❖ Widen Sidewalks while preserving landscaping
- ❖ Add Sidewalks
- ❖ Study for Pedestrian Activated Signals and new crosswalks at Tom Davis Drive and/or Evergreen Lane



Annandale Example Section

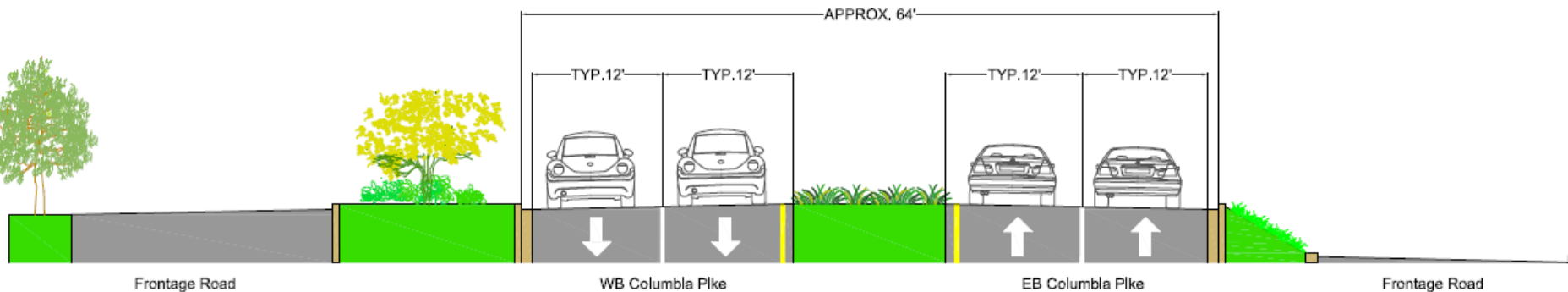
Annandale Long Term Concept



- ❖ From the 2017 Fairfax County Comprehensive Plan
- ❖ On-Street bicycle facilities
- ❖ Urban Design
 - 5–8' Landscaped Amenity Panel,
 - 6-8' Sidewalk
 - 4-6' Building Zone
- ❖ Implemented as development occurs

Mid-Pike

- ❖ Residential and institutional land uses
- ❖ Four lane roadway with median and frontage roads
- ❖ Sidewalk Gaps
- ❖ Uncomfortable for cyclists

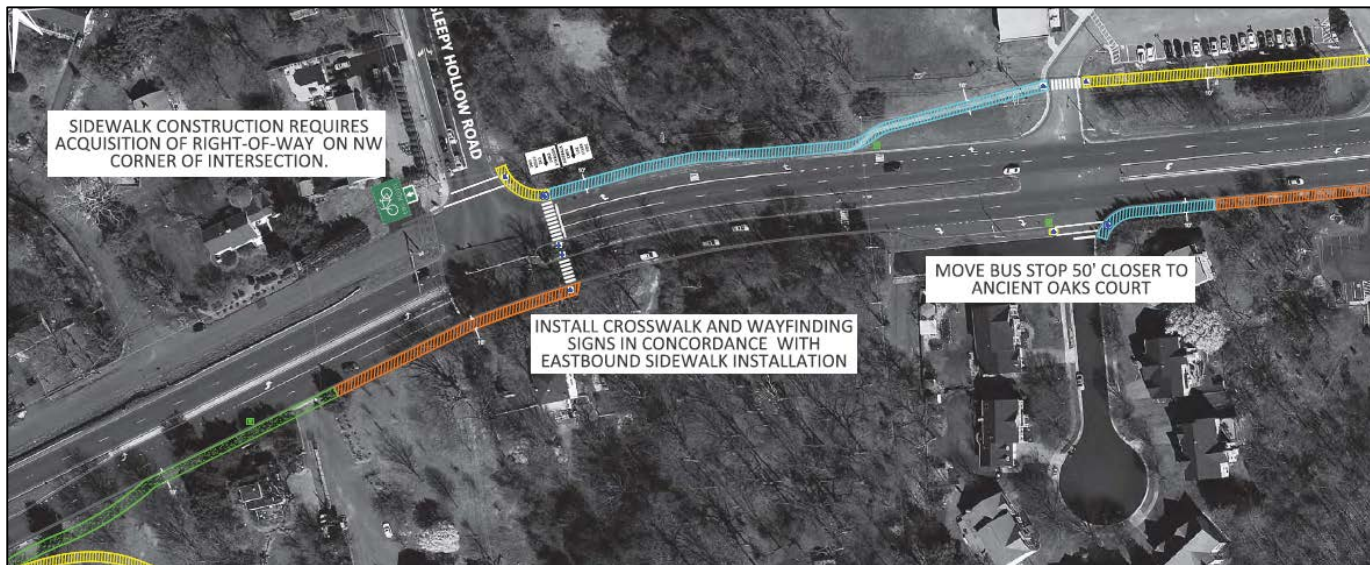


Mid-Pike Concept

❖ Create pedestrian-bike connectivity

- ❖ Add side paths/sidewalks
- ❖ Widen sidewalks
- ❖ Add pedestrian ramps
- ❖ Utilize frontage road sidewalks

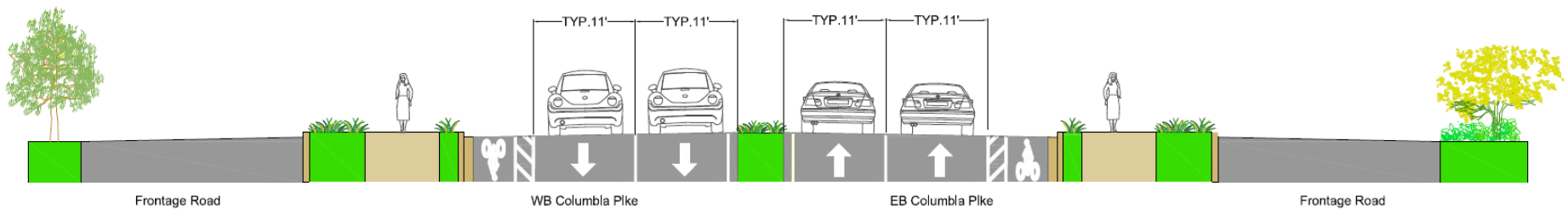
- ❖ Study for Pedestrian Activated Signals/crossings
- ❖ Utilize service roads for bicycle facilities or provide side paths
- ❖ Wayfinding signs



Mid-Pike Example Section

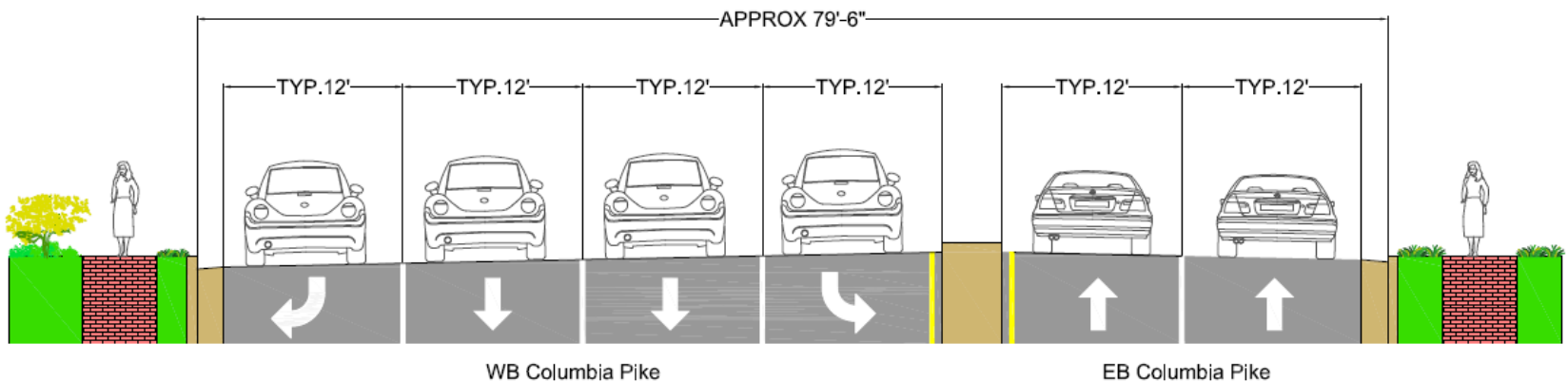
Mid-Pike Long Term Concept

- ❖ Lower Speed Design for Vehicles
- ❖ 11' or less travel lanes
- ❖ On-street separated bike lanes
- ❖ Continuous Pedestrian Paths
- ❖ Improved Pedestrian and Bicycle Crossings



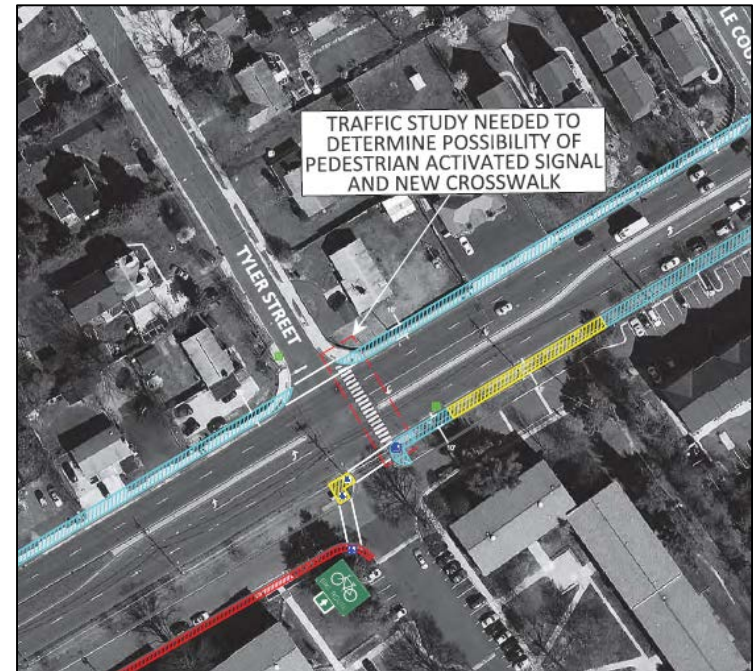
Bailey's Crossroads

- ❖ Commercial land use
- ❖ Four to six lane roadway with turning lanes
- ❖ Distinctive crosswalks



Bailey's Crossroads Concept

- ❖ Upgrade standard crosswalks to high visibility markings
- ❖ Add Sidewalks where needed for connectivity
- ❖ Widen Sidewalks where feasible
- ❖ Study for Pedestrian Activated Signals and new crosswalks at Tyler Street and Moncure Avenue



Bailey's Crossroads Example
Section

Bailey's Crossroads Long Term Concept

- ❖ From District Design Guidelines for Bailey's Crossroads & Seven Corners
- ❖ Cycle Tracks
- ❖ Landscaped Medians
- ❖ Implemented as development occurs

