

Bus Bay Expansion at East Falls Church Metrorail Station

Engagement Summary – Spring 2022

Project Background

The bus facility at the East Falls Church Metrorail station currently has four bus bays that are at maximum operational capacity. This project will increase capacity at the facility by adding three new bus bays and improve the rider experience by upgrading the four existing shelters in the off-street bus loop.

The project also includes improved pedestrian access to and from the Metro park-and-ride lot, direct access to accessible parking, and shorter crossing distances for the crosswalks at the entrance to the existing bus loop at N Sycamore Street.

The project is closely coordinated with the ongoing [N. Sycamore Street Complete Streets](#) project and accompanying signal improvements, as well as a Capital Bikeshare expansion project in the area.

Arlington County is sponsoring and leading the bus bay expansion project in coordination with WMATA, who owns the Metrorail station, the bus loop, and park-and-ride lot. Arlington County owns and operates the traffic signals in the project area.

Goals

- **Enhance a multimodal hub** – improve the ability to transfer among Metrorail, Metrobus, ART, and regional bus services and improve pedestrian access to the Metrorail station
- **Relieve operational congestion** – Increase capacity and reduce operational issues for bus routes serving this station
- **Give people space** – provide new and additional shelters at this key transfer point for bus-bus and bus-rail connections
- **Meet accessibility needs** – provide direct access for customers with mobility challenges to and from parking, bus and rail service

Planning Basis

In July 2015, WMATA, in coordination with Arlington County, published the East Falls Church Station Bus Facilities Study which assessed the existing conditions of the bus loop, park & ride lot, and adjacent sidewalks and roadways to develop conceptual designs that maximize the bus loop capacity for future ridership and use, and to enhance the adjacent pedestrian network.

The study found that additional bus capacity and pedestrian/ADA improvements are needed and provided 3 alternative design concepts, each at different investment level. The county selected the current design concept for advancement to maximize return on investment for this project. It was added to the County's Capital Improvement Program (CIP) in 2017.

Public Engagement

In March 2022, the County project team held a virtual community meeting to present the initial concept design for the bus bay expansion. The presentation was accompanied by an online feedback form on the County’s website to solicit feedback on the proposed design. The project team received 92 responses and 30 location-specific comments on an interactive map.

The comment map is available here:

www.arlingtonva.us/files/sharedassets/public/transportation/documents/efcbbe_interactive-map-comments.pdf

This concept design was previously informed by engagement conducted for the N. Sycamore Street Complete Streets project in November 2021, which gathered feedback related to the adjacent complete streets project.

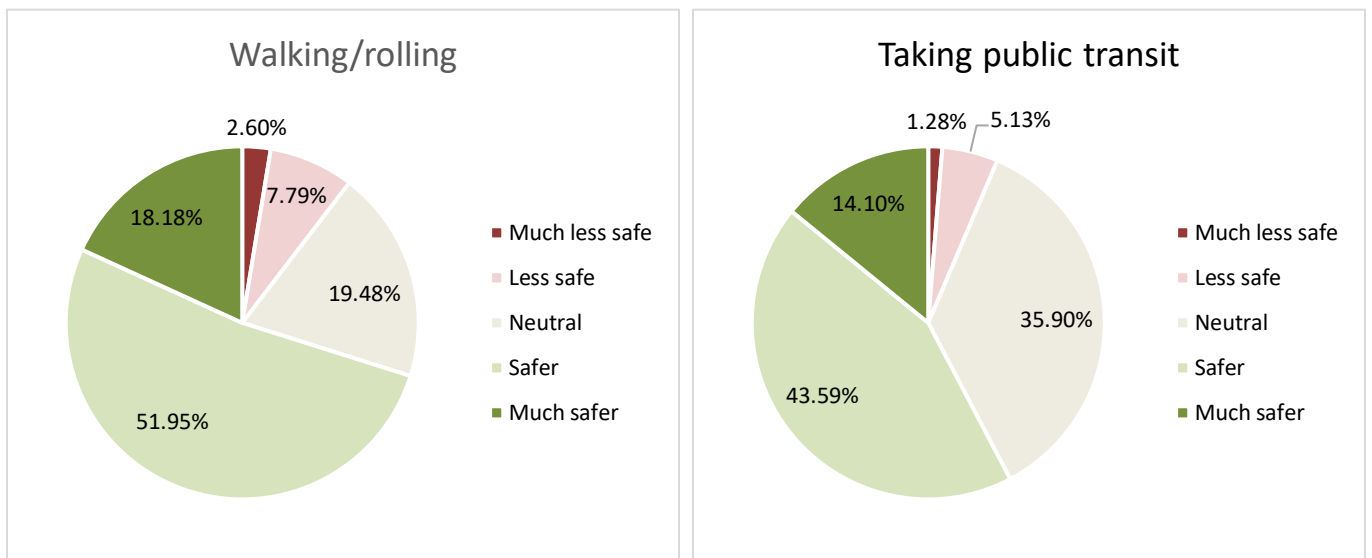
Project Timeline

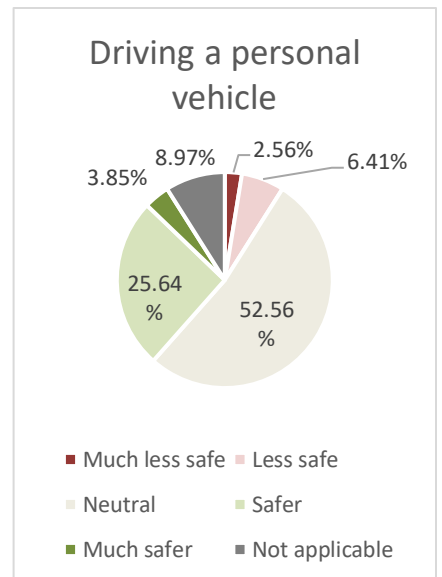
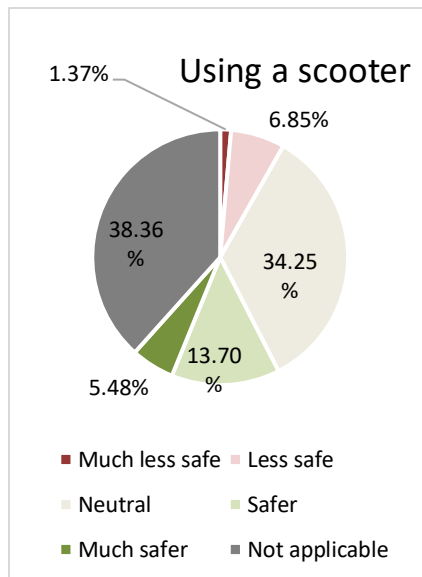
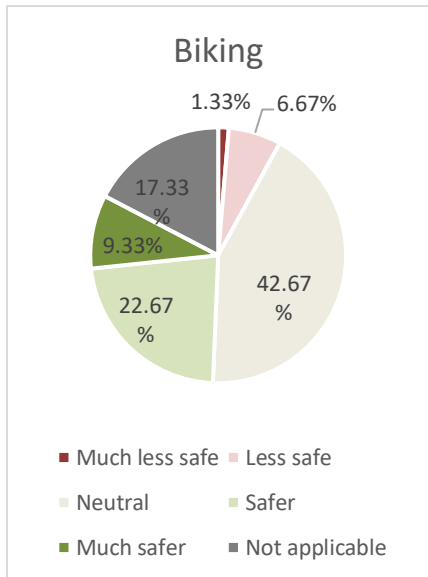
Activity	Start	End
Design	Fall 2021	Fall 2022
Construction	Spring 2023	Summer 2024
Project Close Out	Summer 2024	Fall 2024

What We Heard

Overall, public response indicated support for the proposed concept design. Respondents generally found the presented plans to be safer for all modes of transportation when compared to existing conditions.

The following graphs depict responses to the survey question: “After reviewing the concept design, how would you feel if the changes shown in the concept were implemented to the bus facility at East Falls Church Metro, while travelling using following types of transportation?”





- 71% of respondents would feel “Much Safer” or “Safer” **walking/rolling** in the project area if the concept design were implemented. 10% would feel “less safe” or “much less safe.” 19% of respondents felt neutral about their safety while walking/rolling with the concept design.
- 58% of respondents would feel “Much Safer” or “Safer” **riding transit** within the project area if the concept design were implemented. 6% would feel “less safe” or “much less safe.” 36% of respondents felt neutral about their safety while riding transit with the concept design.
- 32% of respondents would feel “Much Safer” or “Safer” **biking** within the project area if the concept design were implemented. 6% would feel “less safe” or “much less safe.” 44% of respondents felt neutral about their safety while biking with the concept design.
- 19% of respondents would feel “Much Safer” or “Safer” **riding a scooter** within the project area if the concept design were implemented. 8% would feel “less safe” or “much less safe.” 34% of respondents felt neutral about their safety while riding a scooter with the concept design.
- 30% of respondents would feel “Much Safer” or “Safer” **riding in a vehicle** within the project area if the concept design were implemented. 9% would feel “less safe” or “much less safe.” 53% of respondents felt neutral about their safety while riding in a vehicle with the concept design.

Open Comment Summary

Safety

- Respondents expressed concern with parking lot entrance along N. Sycamore St and its impact on pedestrian traffic. Respondents suggested an elevated sidewalk to slow down vehicles entering the parking lot and wondered how queuing of vehicles at entrance could be managed so as to avoid blocking the crosswalk.
- Respondents suggested reducing the speed limit along Washington Blvd to 25mph and changing the geometry of Washington Blvd parking lot entrance to reduce vehicular speed and improve crosswalk at parking lot entrance.

Design

- Respondents questioned the need for bike lockers adjacent to bus loop.

- Respondents had comments related to cyclist traffic on sidewalks by station entrance and suggested creating bike lanes within sidewalks to manage it.
- Respondents questioned the need for parking areas and had questions about future development in these areas.

Coordination

These comments will be shared with appropriate agencies or adjacent projects for information and/or consideration for integration in their project.

- Respondents expressed safety concerns for pedestrians and northbound cyclists at the I-66 ramp intersection with N. Sycamore St, especially with the ramp's slip lane yield condition onto N. Sycamore Street.
- Respondents suggested changing the right lane yield to a right turn at the signalized intersection.
- Respondents suggested restoring access to stairway adjacent to Kiss and Ride lot.

Next Steps

The project team is looking for opportunities to incorporate public comments into the design. Some of the comments received will be shared with other County projects which are currently looking to address concerns brought up during this public engagement.

We will continue design development and anticipate having a final design in Fall 2022. Construction is expected to commence in Spring 2023 and will last approximately 15 months.

The next public engagement checkpoint for this project is expected to occur in Summer 2022 as part of the WMATA compact public hearing requirements.

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Bus-Bay-Expansion-at-East-Falls-Church-Metro-Station>.

Project Contact:

Kenex Sevilla

Transit Capital Projects Management Coordinator

Email: ksevilla@arlingtonva.us

Tel: 703-228-0630