

1. Agenda

Documents: [ITEM_0_CACT_AGENDA_2016_13_01.PDF](#)

2. Minutes

Documents: [ITEM_2_CACT_DRAFT_MINUTES_2015_05_11-1 \(3\).PDF](#)

3. EDA/CACT Memo

Documents: [ITEM_5_2015_02_02-_EDA_AND_CACT,_EXPANDED_TRANSIT.PDF](#)

4. CACT Priorities

Documents: [ITEM_6_CACT_2015_PRIORITIES_TRACKING_SHEET.PDF](#)

5. Pennsylvania Ave.

Documents: [ITEM_8A_PENNSYLVANIA_SHEETS_3_4.PDF](#)

6. N. Maple Ave.

Documents: [ITEM_8B_N_MAPLE_AVE_TRAFFIC_CALMING.PDF](#)

7. Wyatt Shields Memo

Documents: [ITEM_9_WYATT_SHIELDS_MEMO_ON_PAPER_STREETS.PDF](#)

8. Paper Streets Report

Documents: [ITEM_9A_PAPER_STREETS_MEMO_\(2\) - COPY.PDF](#)

AGENDA
CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION
Wednesday, January 13, 2016
7:00 pm
City Hall, Dogwood Training Room
300 Park Avenue, Falls Church, VA 22046

+++++

1. Public Comment (7:00-7:05)
2. **ACTION ITEM:** Approval of December 2015 minutes (7:05-7:10)
3. Committee Members Reports: (7:10-7:40)
4. Staff Report (7:40-7:50)
5. **DISCUSSION ITEM:** Planning for EDA/CACT Joint Meeting on February 2 (7:50-8:30)
6. **DISCUSSION ITEM:** CACT 2016 Priorities (8:30-8:50)
7. **INFORMATION ITEM:** NTC Project Progress Report (8:50-9:30)
8.
 - a. Pennsylvania Ave.
 - b. N. Maple Ave..
 - c. Status of other cases
9. Correspondence and Comments sent to Council
 - a. Paper Streets Report to Council and City Manager's response

STAFF NOTE: The CACT will meet jointly with the EDA on February 2, 2016 instead of meeting on the normal night in February.. At the conclusion of the joint meeting, staff requests that the CACT meet separately to take action on the "W&OD Park Master Plan-The City's Greenest Street". Project materials will be provided prior to the February 2nd meeting.



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability, call 703-248-5027 (TTY 711). For more information call 703-248-5178.

Please Do Not Remove
Posted January 7, 2016

Citizens Advisory Committee on Transportation

December 9, 2015- 7:00 pm-10 pm

Meeting Minutes

Attendance

CACT Members

Member	Present
Paul Baldino (Chair)	Yes
Hal Morgan (Vice-Chair)	No
Bill Ackerman	Yes
Andrea Caumont	Yes
Doug Devereaux	YES
Addison Heard	No
Steve Knight	Yes

City Staff

1. Susan Bell
2. Paul Stoddard
3. Jeff Sikes

Liaisons

Liaison	Present
Karen Oliver (City Council)	No
Russ Wodiska (Planning Commission)	No
Ian Reusch (Youth Representative)	No

Agenda

1. Public Comment
2. Minutes Approval- Action to approve minutes of November meeting
3. Committee members Reports
4. Staff Report
5. CACT 2015 Priorities
 - a. Information Item: Play Streets-update
 - b. Information Item: Pace Car Program-update
6. Action Item: Bicycle Parking- Comparison with other Jurisdictions
7. Action Item: CACT Annual Report to Council for 2015
 - a. 2015 accomplishments
 - b. 2016 CACT priorities
8. Information Item: Winter Hill Residential Permit Parking Program
9. Correspondence and Comments to Council:

- a. Memo to EDA Chair about Planning for Increased Transit Service in the City
- b. Article “The Future of Transportation and Mobility-An accelerating Change,” Virginia Town and City”
- c. Memo to Mayor Tarter on the Reclassification of Paper Streets for Public Use in the City.

1. Public Comment:

A resident of Grove Avenue commended on the Mason Row Project, expressing her disapproval, and indicated that traffic counters were placed at 2 locations on Grove Avenue to collect volume and speed data..

2. Minutes Approval for the October 14th CACT Meeting:

The minutes for the November 5th CACT meeting were approved by a vote of (5-0) with minor changes.

3. Committee Members Reports

- Chairman Baldino reported that the Commonwealth Transportation Board (CTB) has approved the I-66 Inside the Beltway project today at their Public Meeting in Alexandria. This will lead the way for dynamic tolling on I-66 inside the Beltway to begin in 2017. He also reported that a joint meeting of the CACT/EDA was scheduled for February 2 to discuss increased transit in the City (shuttle service) and asked members to identify other transportation topics for the meeting.
- Andrea Caumont reported on the proposed Play Streets Program. She had presented the plan to the Recreation and Parks Advisory board in November and to the Planning Commission on December 7th. The incoming president of the Falls Church Elementary Parent Teacher Association (FCEPTA) has agreed to present the program to her board in January 2016 to determine how much support there is for such a program.
- Bill Ackerman commented on traffic conditions around the Mt. Daniel School site.

4. Staff Report

- Jeff Sikes also reported that the CTB had approved the I-66 Inside the Beltway project earlier in the day. Tolling and expanded HOV hours will begin in mid-2017.
- Staff met with several neighbors on site at the intersection of Pennsylvania Ave. and Fulton Ave. to discuss the NTC project. The engineering study has indicated it not feasible to construct a raised crosswalk In the manner proposed by our consultant because of drainage issues. An alternative was shown that would construct a conventional at-grade crosswalk with ADA ramps and a speed table nearby. This may not be acceptable to adjacent residents. This issue will be brought to the CACT in January for discussion. [UPDATE: Working with DPW staff, I believe we

have resolved the issue and can design and construct a raised crosswalk at the original location and not get into the issue of changing the project scope or trying to find an acceptable location for a speed table].

- Staff met with the N. Maple Street working Group on November 19th to begin the planning effort. Several concepts/alternatives were discussed. The final plan will likely consist of a combination of light and heavy solutions. Staff will meet Working Group members on site on December 11 to walk the street to become more familiar with resident concerns and street conditions.
- Staff indicated that traffic counts were being collected on Grove Avenue, Great Falls Street and Pennsylvania Avenue. Data should be available in early January.

5. CACT 2015 Priorities

- a. Play streets Program update: See previous report in the Committee Members Report section.
- b. Pace Car Program update: Staff reported that the City had obtained permission from WABA and DDOT to use the brochure and decal used in the DDOT program, with some attribution in the text that these were originally produced by WABA for DDOT. Staff is working with the Office of Communications to determine if a modified decal and brochure are appropriate.

6. Action Item: Bicycle Parking-Comparison with other Jurisdictions

Susan Bell presented an updated version of her parking study with suggested changes to the current ordinance to reduce the parking ratios, particularly for office uses since surveys of commercial parking garages both in the City and neighboring jurisdictions show many spaces not being used.

At a recent City Council meeting, bicycle parking, particularly the number of bicycle racks required of development was discussed and the Council recommended that more racks be provided than has been the standard for jurisdictions with highly-developed bicycle programs. The CACT voted (5-0) to recommend to Council approval of the proposed amendment to Chapter 48, Parking, pertaining to reductions in office and retail parking ratios; TDM plan requirements for special exceptions; parking garage design changes and increased parking space widths; conversion of parking spaces to specific alternative purposes; elimination of variances for parking; addition of bicycle parking and storage requirements *with consideration that the minimum number of loops should be aligned with the requirements of exemplar jurisdictions* ; and reduction in the length of off-site parking agreements.

7. Action Item: CACT Annual Report to Council for 2015

The CACT voted (5-0) to send the Annual report of accomplishments for 2015 and CACT priorities for 2016 to the City Council. The report will be presented to the City council at the January 11, 2016 Council Meeting. CACT members are invited to the presentation and a final version of the report will be sent to members prior to the meeting.

8. Information Item: Winter Hill Residential Permit Parking Proposal

Jeff Sikes presented the residential permit parking program proposal for the winter Hill community. As a result of the occupancy of the West Broad Apartments at 301 West Broad Street, the winter Hill residents are concerned that new residents will want to park on neighborhood streets rather than pay a monthly fee to park in the garage. On-street parking supply is already limited because of the lack of off street parking. The parking restriction would be in effect from 9 pm to 6 am seven days per week. Staff has been working with the 2 HOA's and rental apartments to craft a program responsive to residents. The draft proposal was presented to the community on December 16th. A parking decal would be issued to each resident with a vehicle registered in the City. Visitor passes would also be issued and for events requiring more than one visitor pass, extra visitor passes could be issued by going to the Police Department. The schedule calls for HOA input to be received by the end of January and staff will decide upon the pilot program by the end of February, with the goal of implementation by the middle of April.



CITY OF FALLS CHURCH

DATE: February 2, 2015

TO: Chair Novotny and Members of the Economic Development Authority (EDA) and Chair Baldino and Members of the Citizens Advisory Committee on Transportation (CACT)

FROM: Paul Stoddard, Principal Planner

SUBJECT: Planning for Increased Transit Service in the City of Falls Church

Introduction

The EDA has engaged City staff to explore options for increasing transit service in the City of Falls Church. This memo is intended to provide a framework for discussion among the EDA, the CACT, and City staff. The expectation is that a joint meeting of the EDA and CACT could help to clarify the scope of the EDA's effort to expand transit service and to help City staff estimate the resources needed to support the EDA's request. Specifically, City staff seeks feedback from the EDA and the CACT on the following questions:

1. What kinds of trips should the increased transit serve?
2. Would the service be publically or privately operated?
3. Would the service be fixed route or demand response?
4. How will success be measured and what would make the service a success?

Policy Guidance

The City's Transportation Master Plan – "Mobility for all Modes" – provides guidance for expanding transit service in the City. The plan stipulates the following:

- **Simplify Bus Routes:** Reduce and simplify the number of bus routes running through the City and increase the frequency of bus service along the remaining routes. Fewer lines operating at higher frequency increase reliability and attract more riders while maintaining or even reducing service hours and thereby have a net positive impact on the City's budget.
- **Participate in Route 7 Transit Study:** Actively participate in the Route 7 Transit Alternatives study, seeking the optimal route alignment and travel mode (e.g., light rail, streetcar, bus rapid transit) to serve residents, enhance the City's commercial areas, and reduce personal vehicle traffic.

- **Shuttle Bus Feasibility Study:** Explore the reestablishment of a City shuttle bus system, whether operated as an independent system or as an extension of existing ART or Fairfax Connector routes. Provide a report to City Council and the Planning Commission concerning these findings. The report should include the following: (1) a fiscal analysis including cost per rider; (2) information on the potential to partner with either Arlington County or Fairfax County to provide a similar service at a lower cost; and (3) information on the potential to partner with the local business community in funding and branding shuttle service.
- **Provide High Frequency Service:** Work long term to develop high frequency service, either bus or streetcar, along major corridors in the City. For purposes of this project, high-frequency service means vehicles arrive every 15 minutes throughout the entire day.

Making Transit Effective

Whatever the purpose of transit, it is important to consider what it takes to make transit effective. To be effective, transit must have the following features:

1. Good Route Design
 - a. The Transit network should connect multiple trip origins and destinations
 - b. Transit lines should follow major travel desire lines
 - c. Transit lines should follow the shortest path possible
 - d. When transfers are required, they should be quick
2. Competitive Speeds
 - a. Taking into account waiting time, transfer time, and travel time; transit must be competitive with other modes – automobile, bicycle, and walking
3. Simplicity
 - a. Transit lines must be easy to understand and find
 - b. Transit fares must be easy to understand and pay

Purposes of Transit

Transit service can be designed to achieve different goals. For example, transit can achieve any or all of the following:

1. Provide increased mobility for low income individuals and households;
2. Create a “transit environment” in which people use transit to move about the City;
3. Increase connectivity to nearby regional activity centers, such as Tysons Corner, Seven Corners, and the Mosaic District;
4. Better connect the City’s residential neighborhoods to the regional transit network via the nearby Metrorail stations; or
5. Better connect the City’s commercial areas to the regional transit network via the nearby Metrorail stations.

In considering these different purposes, it is important to keep in mind that different combinations of route design and service hours will accommodate these different purposes to a greater or lesser extent.

Public Transit versus Private Shuttles

Transit service does not have to be operated by public entities. Some properties in the City operate their own shuttles to supplement available transit service. Privately operated and funded shuttles may be an attractive alternative to traditional, public transit services.

Fixed Route versus Demand Response

Traditional transit service runs on a fixed, pre-defined route. However, this may not be the most cost efficient system and it may not serve all areas of the City. An alternative to fixed route service is demand response. This could include partnering with a cab company to increase the number of cabs in circulation or making small investments to construct defined taxi stands.

DRAFT

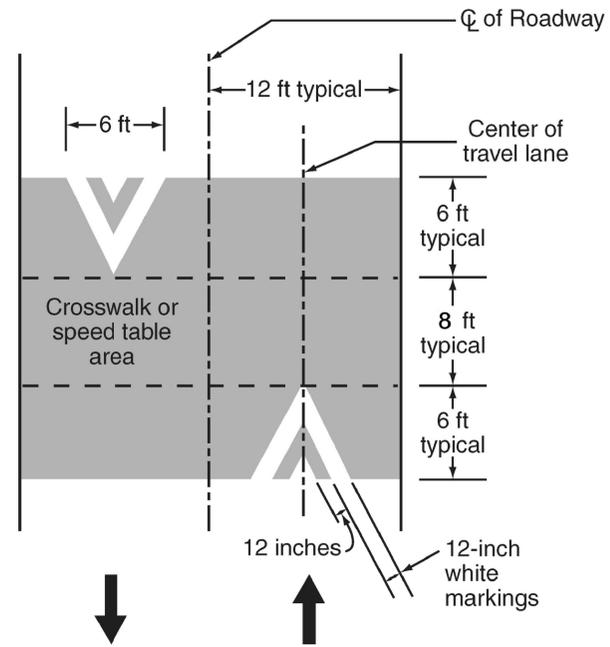
Status of 2015 CACT Action Items

Updated: December 1, 2015

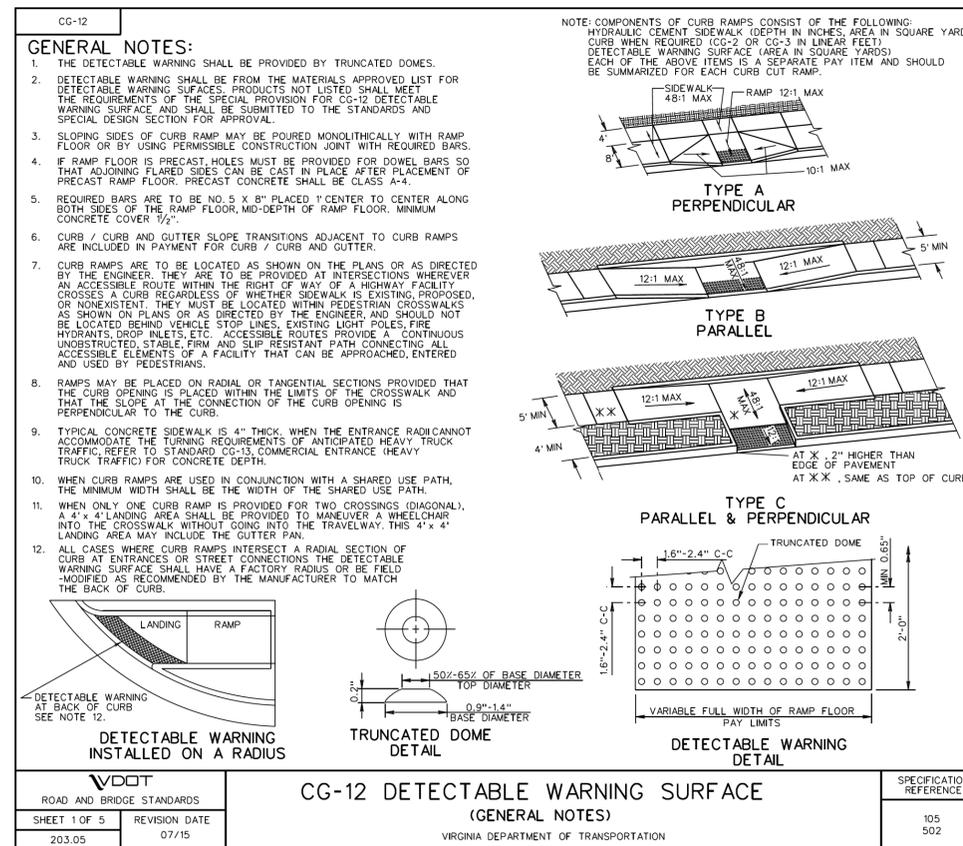
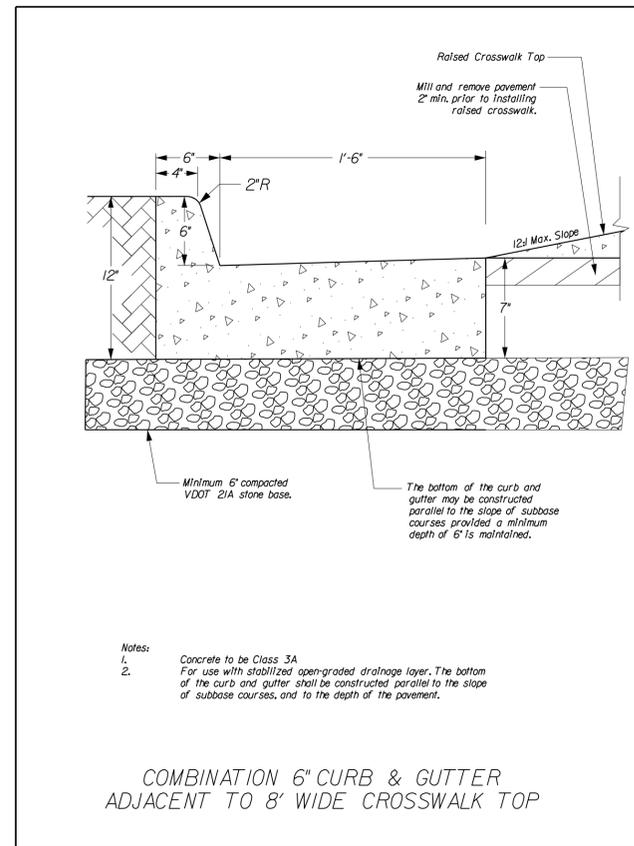
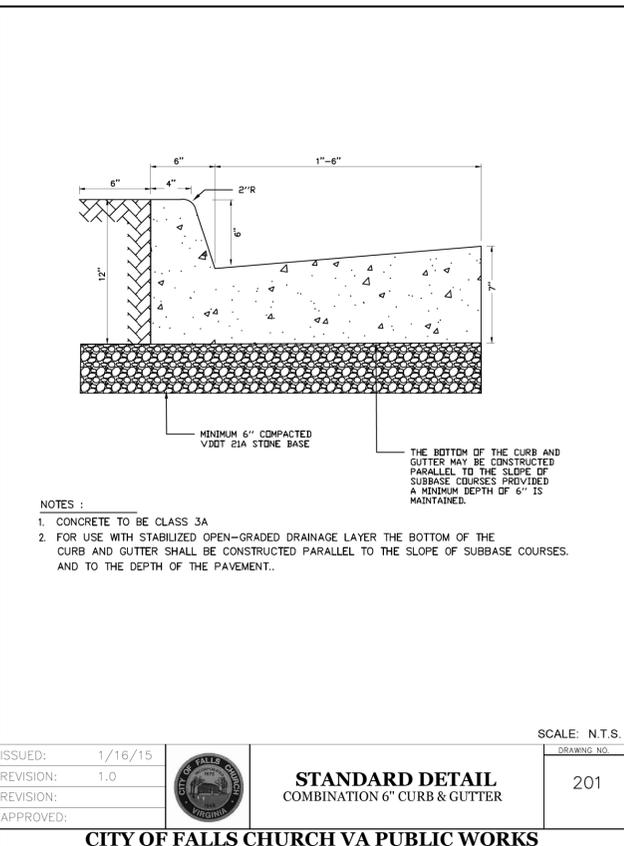
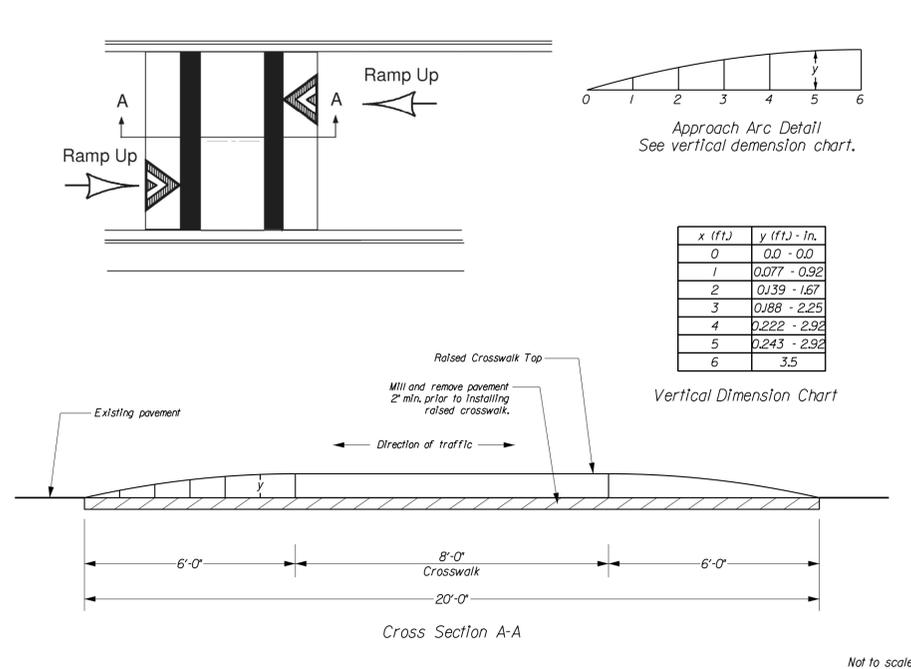
Action Item	Responsibility	Status
Neighborhood Traffic Calming (NTC) Program: complete program update	Staff CACT	Complete! Adopted by Council February 23, 2015 www.fallschurchva.gov/NTC
W&OD Trail Projects (1) construct at least one plaza (2) replace welcome signs at eastern and western entrances	Doug Paul B	CIP Funding proposed by Planning Commission CIP Funding not included in adopted budget Staff working on a master plan to develop a vision for the W&OD and provide policy guidance for grant applications August 3, 2015 Planning Commission work session September 9, 2015 CACT-comments provided November 2, 2015-City council work session February 2016, CACT action and recommendation February 2016, Planning Commission-action and recommendation March 2016 –City Council-work session and adoption
Transportation Demand Management (TDM) Template: create one for new projects	Staff	Examples: Kensington approved TDM 400 N Washington identifying key concepts
City-wide Bicycle Facilities Plan: create and adopt	Staff	Complete! Adopted by Council July 13, 2015 www.fallschurchva.gov/BicycleMasterPlan
Paper Streets: develop recommendations for those that can be used for pedestrian and bicycle travel	Hal Doug	Staff working on updates to the Future Land Use Plan to clarify expected use of Paper Streets August 3, 2015 Planning Commission work session September 9, 2015 CACT-review and comment. City staff exploring ways to expand the existing “adopt a spot” program. December 9, 2015-CACT review and comment on memo to Council
Neighborhood Pace Car Program: develop proposal	Andrea staff	April 2015: Andrea coordinating with WABA August 2015-staff to coordinate with WABA September 2015- Staff spoke with WABA about the program. Was referred to DDOT to inquire about their Pace Car Program Nov. 5 th CACT meeting-staff update. Dec. 9 th -Staff update
Play Streets: seek feedback from boards and commissions	Andrea	September 9, CACT to take action on memo to Boards and Planning Commission seeking work session. Andrea to present proposal to the Planning Commission on December 7th and the Recreation and Parks Advisory Board on November 4
Walk Friendly Community -	Steve K	March 11, 2015 memo on required next steps.

develop action plan	Paul B	November 5, 2015- staff to deliver literature review of and planning principles for future pedestrian-friendly design standards September 2015- memo sent to Mayor Tarter indicating that the City should not pursue Walk Friendly designation at this time, but use staff resources to develop pedestrian friendly design standards and to implement pedestrian improvements before applying for Walk Friendly Designation.
---------------------	--------	---

Raised Crosswalk Pavement Markings



Raised Crosswalk Profile



REGISTRATION STAMP

OWNER
 City of Falls Church
 300 Park Avenue, Suite 300W
 Falls Church, VA 22046

PROJECT TITLE
 Intersection Improvements
 Pennsylvania Ave /
 Fulton Ave

REVISIONS

MARK	DATE	DESCRIPTION

AMT FILE NO. 112-609.025
 DATE: December 31, 2015
 SCALE:
 DESIGNED BY: JG
 DRAWN BY: RG
 CHECKED BY: JG

PFI (50%) Submission

SHEET TITLE
 Details

North Maple Avenue Traffic Calming Plan



Jeffrey Sikes

From: Wyatt Shields
Sent: Monday, December 21, 2015 4:09 PM
To: Jeffrey Sikes; City Clerk; City-manager
Cc: Paul Stoddard; James Snyder; Carol McCoskrie
Subject: RE: Memo to Mayor Tarter on the Reclassification of Paper Streets for Public Use in the City

Jeffrey,

Thanks. I think that is an important point – maintaining their function as a public right of way and all that means under state and local law, but designed for the use as a greenway for walkers, bikers, and not paved.

Good stuff.

Wyatt

From: Jeffrey Sikes
Sent: Monday, December 21, 2015 3:45 PM
To: City Clerk; City-manager
Cc: Paul Stoddard; James Snyder; Carol McCoskrie
Subject: Memo to Mayor Tarter on the Reclassification of Paper Streets for Public Use in the City

Attached is a report from the Citizens Advisory Committee on Transportation (CACT) to the Mayor and Members of the City Council on the subject of "Paper Streets". This was one of the CACT's 2015 priorities. The report indicates that there are 16 paper streets in the City and that four of these may be suitable for use as pedestrian or bicycle connections.

The CACT recommends that the Future Land use Map be updated to show these paper streets as Greenways. This change should make it clear that these paper streets will be used as travelways, which may address concerns associated with declaring the paper streets to be parks.

Please forward the report to the Mayor and Council. Thanks for your help

Jeff Sikes
Transportation Planner
Department of Development Services
City of Falls Church
703-248-5296



CITY OF FALLS CHURCH

DATE: November 30, 2015
TO: Mayor Tarter and Members of City Council
FROM: Citizens Advisory Committee on Transportation (CACT)
SUBJECT: Reclassification of Paper Streets for Public Use in the City

Introduction

In the CACT's 2014 Annual Report to Council, the CACT listed the following as a priority for 2015: "Review the City's paper streets and develop recommendations for those that can be used for pedestrian and bicycle travel." The Parks for People Plan adopted in February 2015 specifies to update the Future Land Use Map to show paper streets as parks, open space or trails. Reclassifying paper streets as parks and open space on the Future Land Use Map would help to preserve these spaces for community benefit.

This memo completes the CACT's priority item, and is intended to inform the conversation on the role and use of the City's paper streets.

Report

Two members of the CACT examined City maps and determined that there appear to be approximately 16 paper streets in the City. These same two members visited the larger sites and observed that some are currently being used for pedestrian passage, but others are difficult to find or use and are often used for private uses.

Of the approximately 16 paper streets that exist on City maps, some appear better suited for immediate use as pedestrian or bicycle travelways. For Example:

- A paper street that runs from West Marshall Street to West Westmoreland Street. For much of its length it exists as a grassy alleyway that appears to be maintained by the abutting property owners.

- A coarse gravel road connecting to the west side of S. Spring Street, south of the West Broad Street intersection. For much of its length it exists as a coarse gravel road accessing parking behind the small merchants on West Broad Street. The street ends at the Einstein Bagel property and angles south abutting several residential properties. (This property because of its proximity to commercial property, likely has the greatest potential as an economic asset to the City as a multi-use alley space).
- There is a paper street that starts on Cherry Street that appears to be well used by bikers.
- Cedar Street, between Fulton Avenue and the W&OD Trail could serve as an additional access to the W&OD Trail.

Recommendation

The CACT recommends that the City update the Future Land Use Map to designate paper streets as Greenways. The CACT further recommends that the City partner with adjoining property owners to open up these travelways.