

1. Item_0_CACT_Agenda_2016_13_04
Documents: [ITEM_0_CACT_AGENDA_2016_13_04.PDF](#)
2. Item_2_CACT_Draft_Minutes_2016_09_03
Documents: [ITEM_2_CACT_DRAFT_MINUTES_2016_09_03.PDF](#)
3. Item_6_CACT_2016_Priorities_Tracking_Sheet
Documents: [ITEM_6_CACT_2016_PRIORITIES_TRACKING_SHEET.PDF](#)
4. Item_7a_Wayfinding_Signs_Memo
Documents: [ITEM_7A_WAYFINDING_SIGNS_MEMO.V4.PDF](#)
- 4.I. Item_7b_Pavement_Markings_Memo
Documents: [ITEM_7B_PAVEMENT_MARKINGS_MEMO.V5.PDF](#)
5. Item_8a_Maple_Ave_Memo_To_CACT_On_Heavy_Solutions
Documents: [ITEM_8A_MAPLE_AVE_MEMO_TO_CACT_ON_HEAVY_SOLUTIONS.PDF](#)
- 5.I. Item_8b_N_Maple_Ave_Traffic_Calming_Rev2
Documents: [ITEM_8B_N_MAPLE_AVE_TRAFFIC_CALMING_REV2.PDF](#)
6. Item_9a_Walkability_Survey_Instructions_160402
Documents: [ITEM_9A_WALKABILITY_SURVEY_INSTRUCTIONS_160402.PDF](#)
- 6.I. Item_9b_Community_Walkability_Checklist
Documents: [ITEM_9B_COMMUNITY_WALKABILITY_CHECKLIST.PDF](#)
- 6.II. Item_9c_Block_By_Block_Walk_-DC311
Documents: [ITEM_9C_BLOCK_BY_BLOCK_WALK_-DC311.PDF](#)
7. Item_10a_2016_03_11_Comments_To_TPB_School_Impacts_Truck_Routes
Documents: [ITEM_10A_2016_03_11_COMMENTS_TO_TPB_SCHOOL_IMPACTS_TRUCK_ROUTES.PDF](#)
8. Item_10b_City_Of_Falls_Church_Application_Cover_Letter
Documents: [ITEM_10B_CITY_OF_FALLS_CHURCH_APPLICATION_COVER_LETTER.PDF](#)
9. Item_10c_Council_Resolution
Documents: [ITEM_10C_COUNCIL_RESOLUTION.PDF](#)
10. Item_10d_NVTC_I-66_Inside_The_Beltway_Applications_Staff_Report
Documents: [ITEM_10D_NVTC_I-66_INSIDE_THE_BELTWAY_APPLICATIONS_STAFF_REPORT.PDF](#)
11. Item_10e_Play_Streets_Program
Documents: [ITEM_10E_PLAY_STREETS_PROGRAM.PDF](#)
- 11.I. Item_10f_Play_Streets_Are_Coming_To_Falls_Church
Documents: [ITEM_10F_PLAY_STREETS_ARE_COMING_TO_FALLS_CHURCH.PDF](#)
- 11.II. Item_10g_Play_Streets_Article_160401

Documents: [ITEM_10G_PLAY_STREETS_ARTICLE_160401.PDF](#)

12. Item_10h_West_Falls_Church_Transportation_Study_Attachment1_Letter

Documents: [ITEM_10H_WEST_FALLS_CHURCH_TRANSPORTATION_STUDY_ATTACHMENT1_LETTER.PDF](#)

12.I. Item_10i_West_Falls_Church_Transportation_Study_Attachment_3_Description

Documents:
[ITEM_10I_WEST_FALLS_CHURCH_TRANSPORTATION_STUDY_ATTACHMENT_3_DESCRIPTION.PDF](#)

13. Item_10j_Ltr_To_Council_Re_NTC_160405

Documents: [ITEM_10J_LTR_TO_COUNCIL_RE_NTC_160405.PDF](#)

AGENDA
CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION
Wednesday, April 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 March 2016 minutes (7:05-7:10)
3. Committee Members Reports: (7:10-7:30)
4. Staff Report (7:30-7:40)
5. **ACTION ITEM:** Election of CACT Officers for 2016 (7:40-7:50)
6. **DISCUSSION ITEM:** CACT 2016 Priorities-Tracking Sheet (7:50-8:05)
7. **INFORMATION and REVIEW:** Spring 2016 Bike Route and Wayfinding (8:05-8:35)
8. **ACTION ITEM:** N. Maple Ave Traffic Calming-Approval of heavy solutions (8:35-9:00)
9. **DISCUSSION ITEM:** Street and Sidewalk Survey (9:00-9:30)
10. Correspondence:
 - a. Comments to TPB on I-66 Inside and Outside the Beltway Projects
 - b. City of Falls Church Application for I-66 multimodal Funds
 - c. Council Resolution for I-66 Multimodal Funds
 - d. NVTC I-66 Inside the Beltway Application
 - e. Play Streets Program by DPW
 - f. West Falls Church Transportation Study Application
 - g. West Falls Church Transportation Study
 - h. Chairman's April 4th Letter to Council on NTC funding
 - i. Play Streets Article



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 April 8, 2016

Citizens Advisory Committee on Transportation

March 9, 2016- 7:00 pm-9:30 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	No
Addison Heard	Yes
Steve Knight	No

City Staff

1. Stephanie Rogers
2. Major Ric Campbell
3. Jeff Sikes

Liaisons

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

Agenda

1. Public Comment
2. Minutes Approval- Action to approve minutes of January and February minutes and EDA minutes from joint CACT/EDA meeting on February 2, 2016
3. Committee Members Reports
4. Staff Report
5. Action Item: Election of CACT Officers for 2016
6. Discussion Item: CACT 2016 Priorities-tracking sheet
7. Discussion Item: Winter Hill Permit Parking Program
8. Regional Liaisons
9. Information Item: Status of NTC projects
 - a. Pennsylvania Ave
 - b. N. Maple Ave.
 - c. Other cases

10. Information Item: EDA and CACT Street Furniture Resolution

1. Public Comment:

There was no public comment.

2. Minutes Approval for the February 2 Meeting:

The minutes for the February 2 Joint meeting with the EDA were approved with minor changes to the EDA minutes and were approved by a vote of (4-0).

3. Committee Members Reports

- Chairman Baldino reported that he attended the City Council Retreat on February 20th. He indicated the Council was interested in walkability, transportation in general and producing more projects faster. They also want to see more “light” solutions to NTC projects. He also indicated that VDOT was conducting a series of public hearings this week on the Transform 66- Inside the Beltway.
- Chairman Baldino commented on the Joint EDA/CACT meeting in February. He noted that four Council members were present. He also noted the need to engage with other advisory groups; the need to publicize meeting minutes, and Council’s desire to meet on a yearly basis with the advisory groups. There was also some discussion about what to expect from staff.
- Bill Ackerman commented on the proposed mixed use project (Tradition Place) on West Broad Street at S. Spring Street, which has residents concerned about building height and other design features of the design.

4. Staff Report

- Jeff Sikes reported that Bike to Work Day will be on May 20th this year. The pit stop location has been shifted to where the W&OD trail crosses Little Falls Street. Any CACT members are welcome to volunteer for this effort.
- Jeff distributed copies of the handout of the Transform 66 Inside the Beltway Public design Hearing. One slide shows that the Level s of Service at 3 intersections in or adjacent to the city in Arlington will be degraded as a result of the I-66 tolling/HOT project. Staff has contacted NVTC to learn what the mitigation measures may be.
- 5. Stephanie distributed a paper on the Play streets Program developed by DPW that indicates the process for applying for the program as well as rules for the program. In her draft, a petition is required to be signed by 75 percent of the residents of the street considering the program.

Some CACT members expressed the view that perhaps this was too high a percentage. Action Item: Election of CACT Officers for 2016.

5. Action Item: Election of CACT Officers for 2016

With only four members present, it was decided to delay the Election of Officers until the April 13th CACT meeting.

6. Discussion Item: CACT 2016 Priorities

Staff will update the CACT Priorities chart to reflect the 2016 Priorities indicated in the Annual Report to the City Council, and to include some “carryover” items from 2015.

7. Discussion Item: Winter Hill Permit Parking Program

Jeff Sikes discussed the status of Winter Hill Residential Permit parking program. Working with 2 HOAs that represent about 400 units, the purpose is to preserve on-street parking for residents who have applied for permits. The main issues have been the times the restrictions would be in effect and the HOAs allowing the police onto private property to look for unregistered vehicles. The Council had a first reading on March 7th of a code change to allow the police to write citations for vehicles parked in a residential zone and not displaying a residential permit. Previously, the city decal was the only decal needing to be displayed to park in a residential zone. Staff hopes to implement the program in June.

8. Regional Liaisons:

This was not discussed, but the intention is for the CACT to appoint a representative to other City and perhaps regional bodies such as the Planning Commission, City Council, etc, as described in the 2015 Annual Report to Council.

9. Information item-Status of NTC Projects

- Pennsylvania Avenue- Staff will meet with residents on March 30 to go over the final plans for the project. The next step is to go to procurement and construction. We anticipate having the project completed by the end of June, but hopefully sooner.
- N. Maple Avenue- staff meet with the working Group in late February. An neighborhood informational meeting will be held on March 29th to present the plan to the larger community. DPW has indicated that the “light” solutions of the project (pavement markings and signs) can be installed later this spring. The CACT will be asked to approve the heavy solutions at the April 13 meeting. If approved, a new petition will be circulated in the study area looking for at least 67 percent approval to be

implemented. If approved, the heavy solutions will be engineered and installed late this year or spring 2017.

Status of 2016 CACT Action Items

Updated: March 13, 2016

Action Item	Responsibility	Status
<p>Refine the Neighborhood Traffic Calming (NTC) Program: The CACT plans to work closely with petitioners and staff and to modify the administration of the program as needed to assure it fulfills the goal of improving safety on residential streets as efficiently and cost effective as possible.</p>	<p>Staff CACT</p>	
<p>W&OD Trail Projects (1) construct at least one plaza (2) replace welcome signs at eastern and western entrances</p>	<p>Doug Paul B</p>	<p>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</p> <p>August 3, 2015 Planning Commission work session September 9, 2015 CACT-comments provided November 2, 2015-City council work session February 2, 2016, CACT recommend approval to Council February 2016, Planning Commission-action and recommendation March 2016 –City Council-work session and adoption VPIS approved funding for welcome signs in the style of the City’s roadway welcome signs. Installation planned for 2016.</p>
<p>Neighborhood Pace Car Program: develop proposal</p>	<p>Andrea Staff</p>	<p>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. 5th CACT meeting-staff update</p>
<p>Play Streets: seek feedback from boards and commissions</p>	<p>Andrea</p>	<p>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 November 16th and the Recreation and Parks Advisory Board on November 4.</p>
<p>Development Plan Review- The CACT plans to intensify committee review of development plans seeking more comprehensive TDM management strategies and coordination with the city-wide transportation network and facilities.</p>	<p>CACT</p>	

<p>Bikeability Survey Survey the City's sharrow marked streets (Park Ave., Maple Ave .and West Street) and the segment of the W&OD trail within the City limits and assess bikeability through factors affecting the safety, comfort and appeal of cycling. Summarize findings and recommendations in a report to Council, boards, committees and staff.</p>	<p>Paul B.</p>	
<p>Walkability Survey Survey the commercial areas of Broad and Washington Streets and assess walkability through factors affecting the safety, comfort and appeal of the streets and sidewalks. Summarize findings and recommendations in a report to Council, boards, committees and staff.</p>	<p>Paul B.</p>	
<p>Joint Meeting with EDA to discuss options for increasing transit in the City.</p>	<p>CACT</p>	<p>Met with the EDA on February 2 to discuss areas of common interest and opportunities for cooperation</p>



CITY OF FALLS CHURCH

DATE: April 13, 2016

TO: Chair Baldino and members of the Citizens Advisory Committee on Transportation

FROM: Kerri Oddenino, Planning Intern **KO 4-7-2016**

THROUGH: Paul Stoddard, Principal Planner **PS 4-7-2016**

SUBJECT: Bicycle Master Plan- Implementation, wayfinding signs

Introduction

On July 13, 2015, City Council adopted the [Bicycle Master Plan](#). Further, Council authorized \$25,000 in Fiscal Year 2016 funds for implementation. Staff proposes to use the funds to install wayfinding for two routes in the City.

This memo describes proposed wayfinding signs for these routes. Staff requests the CACT review and provide feedback on the proposed signs.

Purpose

Bicycle wayfinding systems consist of three sign types: named route signs, decision signs, and confirmation signs.

Route signs are placed at intervals along the designated route. Named route signs identify designated or prominent bicycle routes. For example, the W&OD trail.



Decision signs signal upcoming turns- either to reach particular destinations or to follow particular routes. Decision signs are placed in advance of the turn. Decision signs show direction and distance to a destination.



Confirmation signs assure bicyclists that they are going in the right direction. Like direction signs, confirmation signs include direction and distance to a destination.



Destinations

Wayfinding systems utilize landmarks and other known places to help orient travelers. The following list of destinations includes known places along the proposed routes:

- W&OD Trail
- East Falls Church Metro
- Fairfax County
- Hillwood Avenue
- Downtown Falls Church
- City Hall Campus
- Public Library
- Cherry Hill Park
- Crossman Park
- Madison Park
- Donald Frady Park

Priority Order

Best practices limits wayfinding signs to a maximum of three destinations per sign post. Sign types should be considered as having three levels of priority, primary, secondary, and tertiary.

- Primary: Major bike routes, business districts, neighborhoods
- Secondary: Institutions, transit stations, other municipalities

- Tertiary Destinations: Parks

When multiple destination signs are placed on a single post, nearest destinations are placed on top and furthest destinations at the bottom.

Draft Wayfinding Sign List for the City

The proposed sign list (see below) includes signs for two routes. The Hillwood Avenue to East Falls Church metro route includes North Cherry Street, East Columbia Street and North Van Buren Street. Little Falls Street is another route.

Figure 1: Proposed locations of new bicycle wayfinding signage

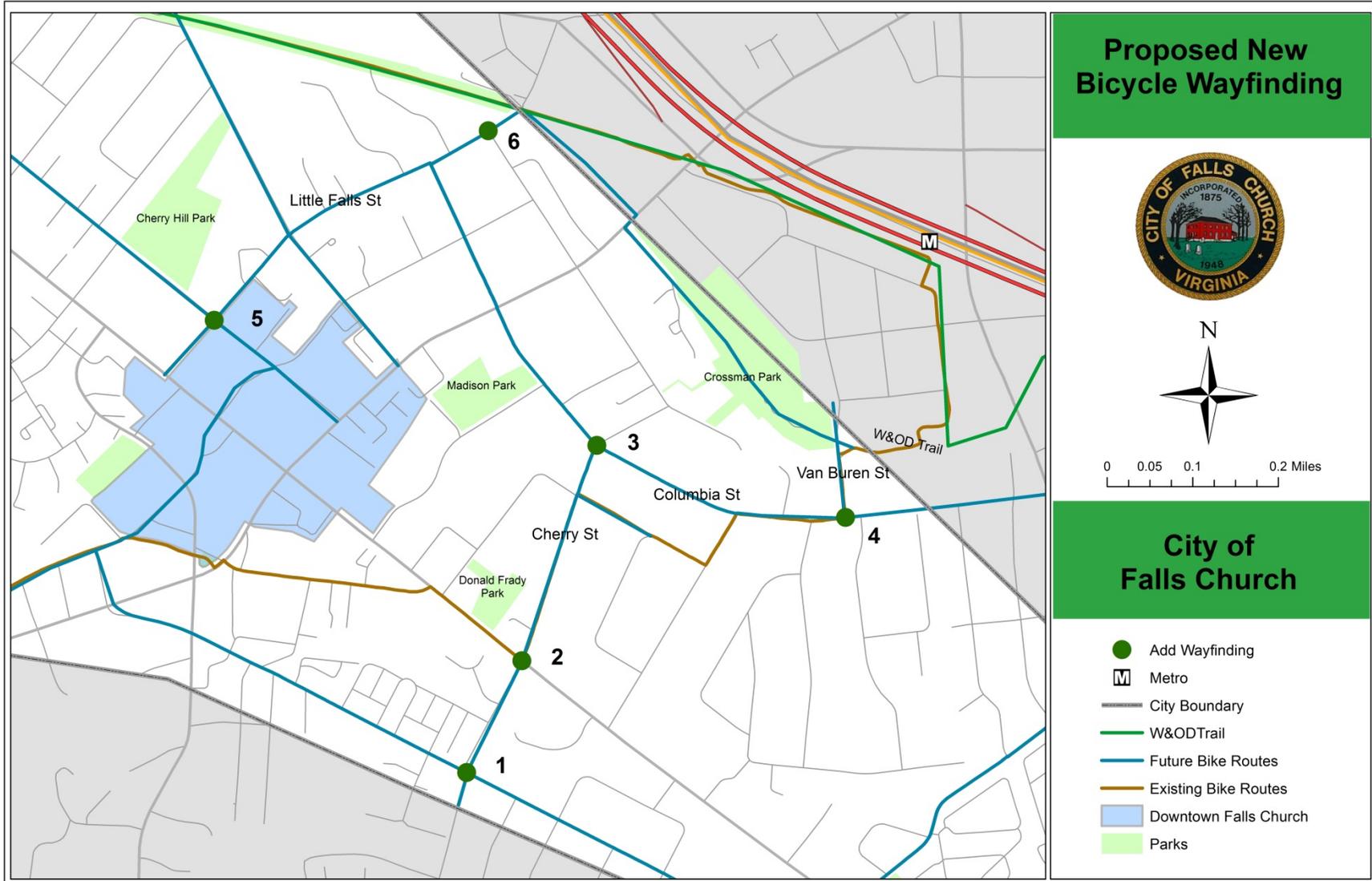


Table 1: Proposed new wayfinding. The words Right, Left and Forward in the above tables will be replaced with arrows on the actual signs

Location	Direction	Destination 1	Destination 2	Destination 3
	N Cherry St, E Columbia St, N Van Buren St			
1	Northbound	Downtown Falls Church <i>Forward 0.4</i>	W&OD Trail <i>Forward 0.8</i>	East Falls Church Metro <i>Forward 1.2</i>
	Southbound	Fairfax County <i>Forward 0.1</i>		
2	Northbound	Downtown Falls Church <i>Left 0.3</i>	W&OD Trail <i>Forward 0.7</i>	East Falls Church Metro <i>Forward 1.0</i>
	Southbound	Donald Frady Park <i>Right 0.1</i>	Downtown Falls Church <i>Right 0.3</i>	Hillwood Avenue <i>Forward 0.1</i>
3	Northbound	W&OD Trail <i>Right 0.4</i>	Crossman Park <i>Right 0.4</i>	East Falls Church Metro <i>Right 0.8</i>
	Westbound	Madison Park <i>Forward 0.1</i>	Donald Frady Park <i>Left 0.4</i>	
4	Eastbound	W&OD Trail <i>Left 0.1</i>	Crossman Park <i>Left 0.1</i>	East Falls Church Metro <i>Left 0.5</i>
	Southbound	Madison Park <i>Right 0.4</i>	Donald Frady Park <i>Right 0.6</i>	Downtown Falls Church <i>Right 0.6</i>
	Little Falls St			
5	Northbound	City Hall Campus <i>Forward 0.1</i>	Cherry Hill Park <i>Left 0.1</i>	W&OD Trail <i>Forward 0.5</i>
	Southbound	Cherry Hill Park <i>Right 0.1</i>	Public Library <i>Right 0.1</i>	
6	Southbound	Bike Shop <i>Left 0.1</i>		

Figure 2: Locations of existing wayfinding signage identified for removal

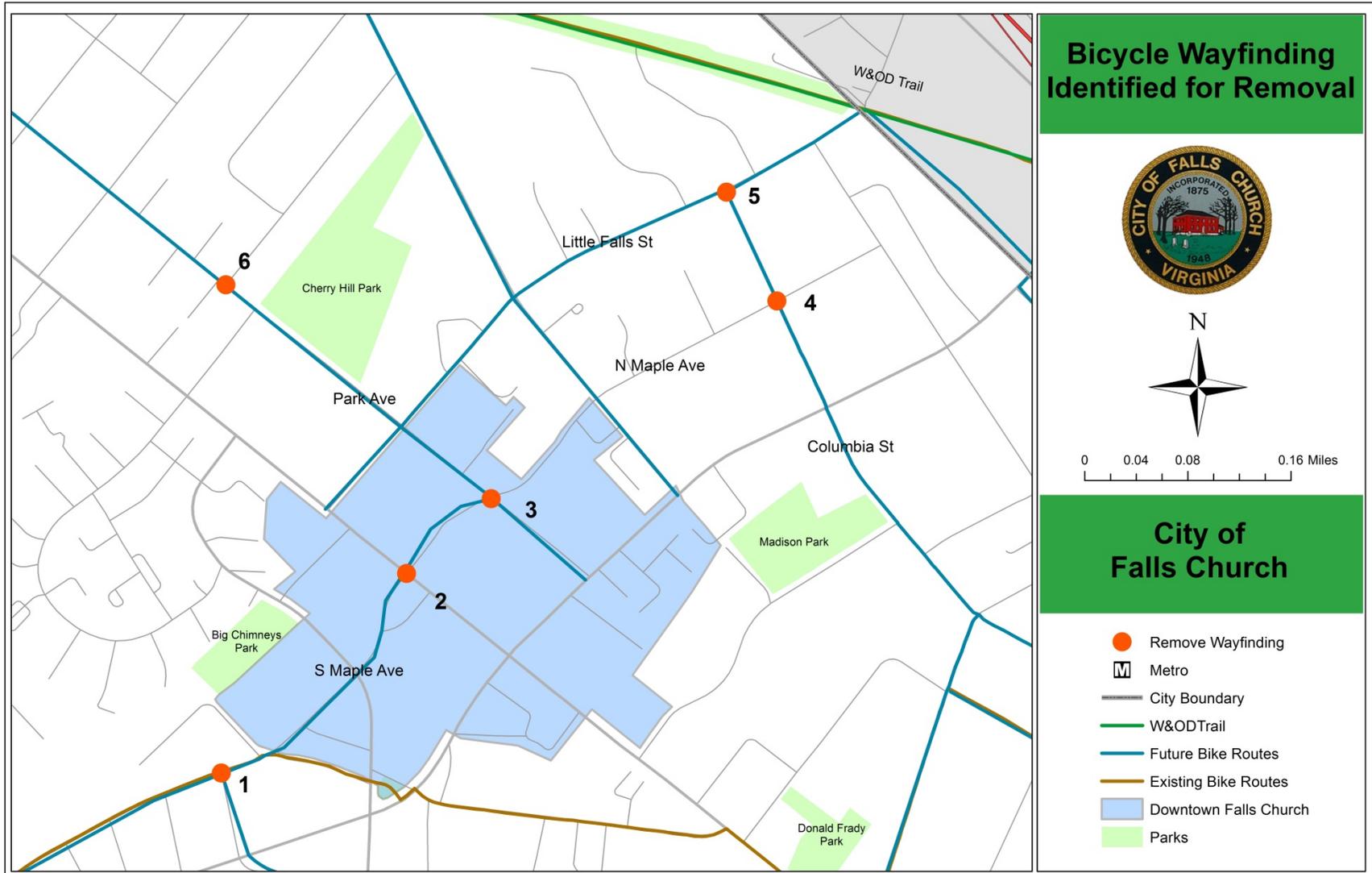


Table 2: List of existing wayfinding identified for removal

Location	Direction	Destination 1	Destination 2	Destination 3
	S Maple Ave			
1	Northbound	W&OD Trail <i>Forward 0.8</i>		
	N Maple Ave and Park Ave			
2	Northbound	W&OD Trail <i>Forward 0.5</i>		
	Northbound	W&OD Trail <i>Forward 0.5</i>		
3	Southbound	State Theatre <i>Left 0.1</i>	City Hall Campus <i>Right 0.1</i>	Falls Church Art Space <i>Forward 0.4</i>
	Eastbound	W&OD Trail <i>Left 0.5</i>		
	Westbound	W&OD Trail <i>Right 0.5</i>		
	N Maple Ave and W Columbia St			
4	Northbound	W&OD Trail <i>Left 0.2</i>		
	Eastbound	Downtown Falls Church <i>Right 0.4</i>		
	Little Falls St			
5	Southbound	Downtown Falls Church <i>Left 0.5</i>		
	Park Ave			
6	Eastbound	W&OD Trail <i>Forward 0.7</i>		



CITY OF FALLS CHURCH

DATE: April 13, 2016

TO: Chair Baldino and members of the Citizens Advisory Committee on Transportation

FROM: Kerri Oddenino, Planning Intern **KO 4-7-2016**

THROUGH: Paul Stoddard, Principal Planner **PS 4-7-2016**

SUBJECT: Bicycle Master Plan- Implementation, marking options

Introduction & Request

On July 13, 2015, City Council adopted the [Bicycle Master Plan](#). Further, Council authorized \$25,000 in Fiscal Year 2016 funds for implementation. Staff proposes to use the funds to refresh/mark three routes in the City.

This memo describes pavement marking options for these routes. Staff requests the CACT review and provide feedback on the pavement marking options.

Identified Routes

With the budget available, staff expects to complete three segments of the network. After reviewing the map of future routes and considering existing conditions, staff identified the following three routes for refresh/installation.

1. Park Ave
 - No changes considered. Staff expects to refresh the previously painted sharrows.
2. Little Falls & Maple
 - Shift route to align with Bicycle Master Plan.
3. Cherry Street
 - Coordinate with Fairfax County and Arlington County on access to East Falls Church Metro from Hillwood neighborhood.

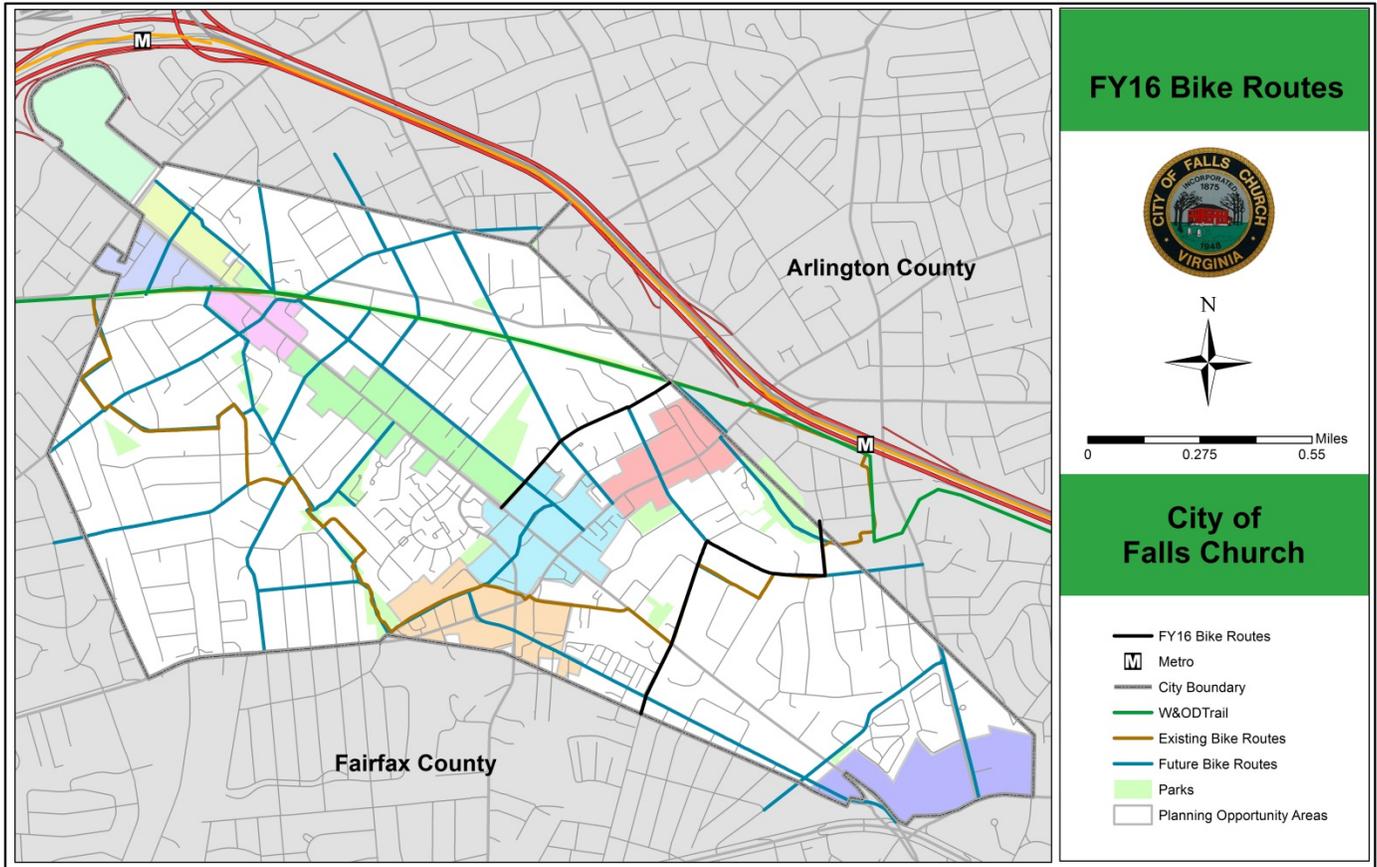


Figure 1: Bike Routes for Fiscal Year 2016.

Marking Options

The Bicycle Master Plan outlines a process for implementation (page 19). First, City staff brainstorms marking options. Second, through a community workshop, the public reviews and provides feedback. Third, the City Manager reviews options and feedback and selects final markings.

Per the Bicycle Master Plan, staff considered alternative configurations for each street segment along designated bicycle routes. Factors impacting potential street configurations include street width and percent on-street parking utilization. Potential options for bicycle infrastructure include:

- No build
- Sharrows
- Bike lanes or other features

Existing Conditions- Parking Utilization and Street Widths

Little Falls & Maple Route

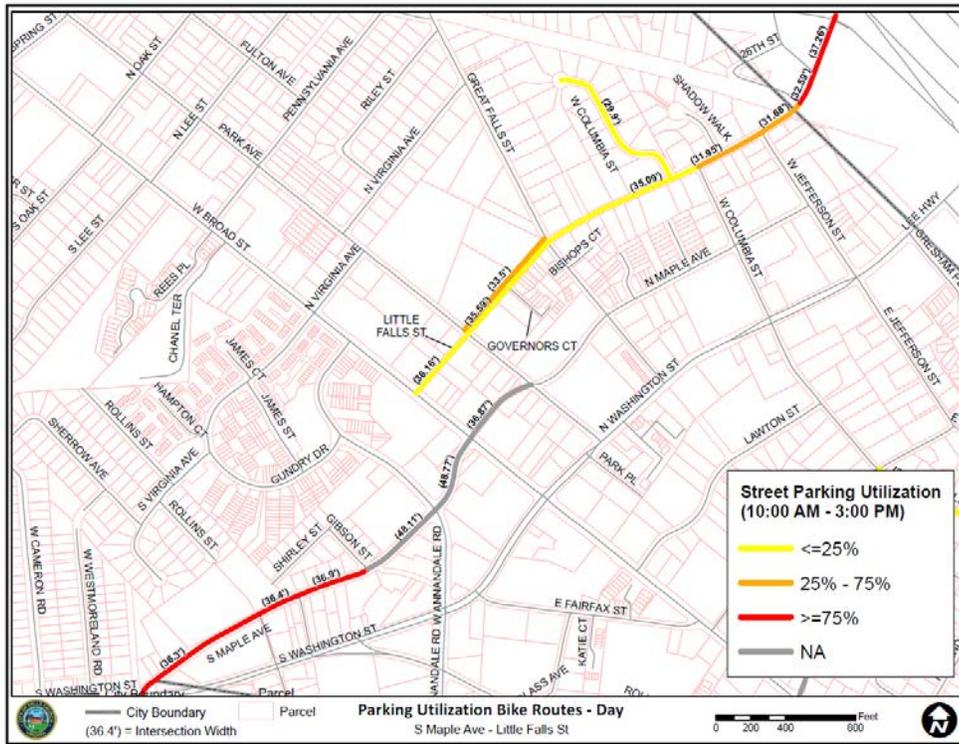


Figure 2: Percent Street Parking Utilization-Day. South Maple Avenue to Little Falls Street.

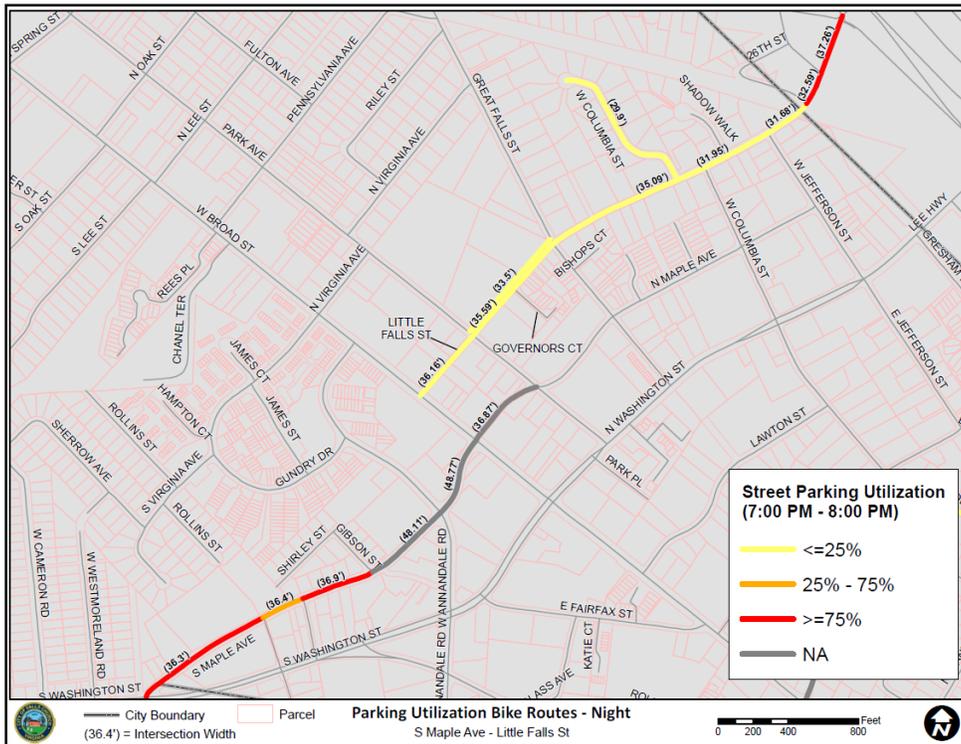


Figure 3: Percent Street Parking Utilization-Night. South Maple Avenue to Little Falls Street.

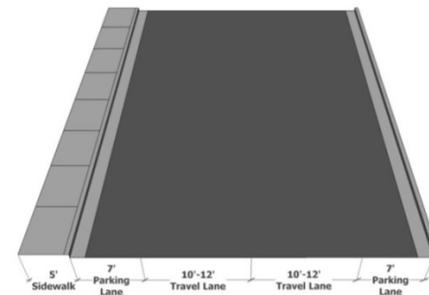
Little Falls St between W&OD Trail and Great Falls St

Street Width: 32-35'

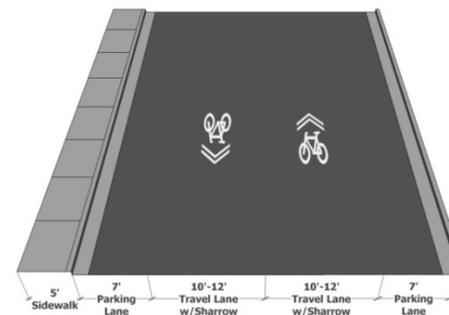
Center line and parking line striping: NO

Option Name	Configuration
No Build	Sidewalk 5' Parking Lane 7' Travel Lane 10-12' Travel Lane 10-12' Parking Lane 7'
Sharrow	Sidewalk 5' Parking Lane 7' Travel Lane with Sharrow 10-12' Travel Lane with Sharrow 10-12' Parking Lane 7'
Bike Box at Great Falls	Sidewalk 5' Bike Box and leading lane leading uphill to Great Falls St Travel Lane with Sharrow 10-12' Travel Lane with Sharrow 10-12' Parking Lane 7'

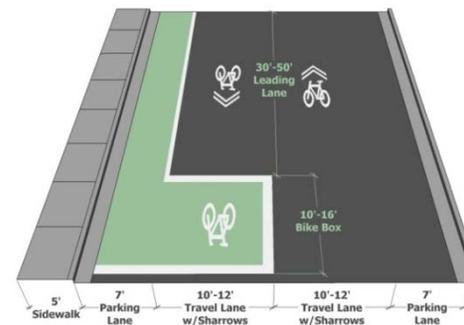
No Build



Sharrow



Bike Box



Little Falls St between Great Falls St and W Broad St

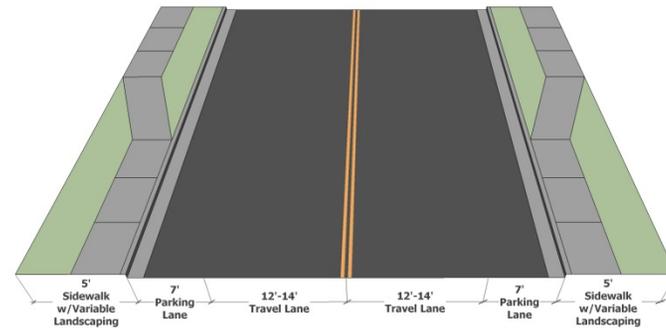
Street Width: 35-36'

Center line: Yes

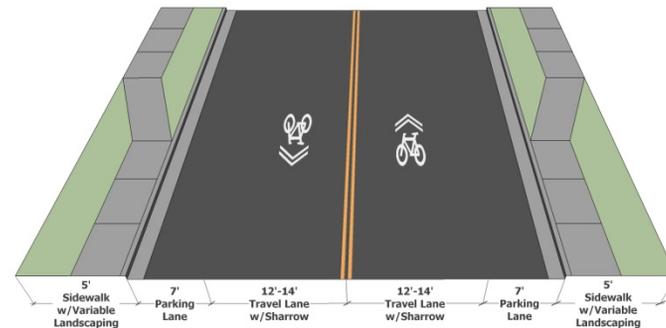
Parking line striping: No

Option Name	Configuration
No Build	Sidewalk 5' Landscaping - partial Parking Lane 7' Travel Lane 12-14' Travel Lane 12-14' Parking Lane 7' Landscaping - partial Sidewalk 5'
Sharrow	Sidewalk 5' Landscaping - partial Parking Lane 7' Travel Lane with Sharrow 12-14' Travel Lane with Sharrow 12-14' Parking Lane 7' Landscaping - partial Sidewalk 5'

No Build



Sharrow



N Maple Ave between Park and W Broad St

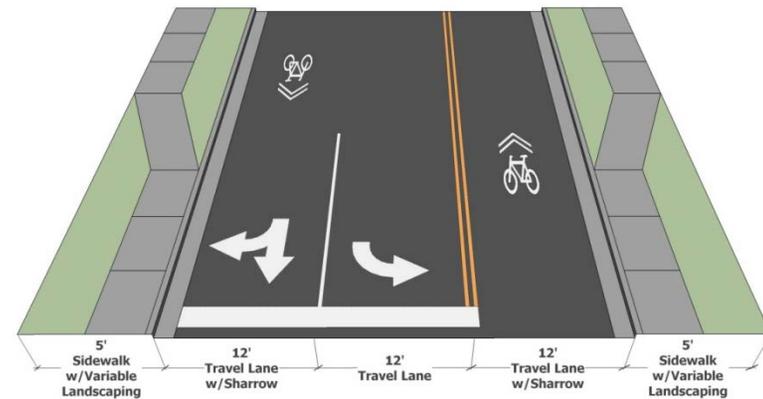
Street Width: 29-37'

Center line: YES

Parking line striping: NA

Option Name	Configuration
No Build	Sidewalk 5' Landscaping-partial Travel Lane with Sharrow 12' Travel Lane 12' Travel Lane with Sharrow 12' Landscaping-partial Sidewalk 5'

No Build



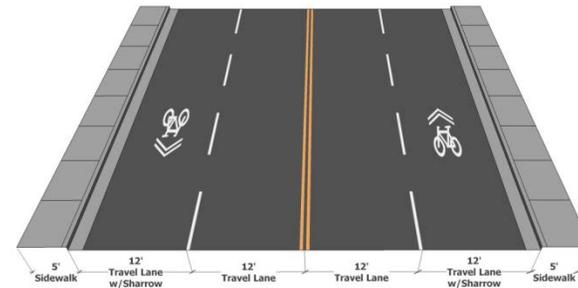
S Maple Ave between W Broad St and Annandale Rd

Street Width: 47-49'

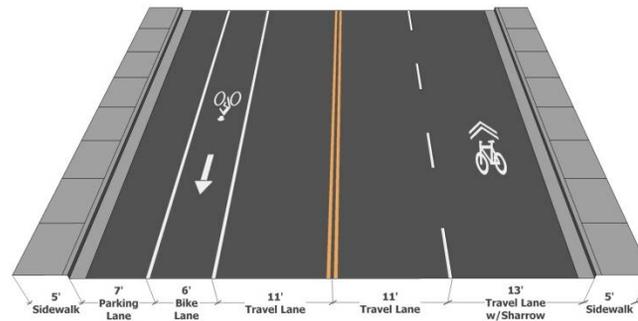
Center line and parking line striping: YES

Option Name	Configuration
No Build	Sidewalk 5' Travel Lane with Sharrow 12' Travel Lane 12' Travel Lane 12' Travel Lane with Sharrow 12' Sidewalk 5'
Bike Lane w/Parking	Sidewalk 5' Parking Lane 7' Bike Lane 6' Travel Lane 11' Travel Lane 11' Travel Lane with Sharrow 13' Sidewalk 5'

No Build



Bike Lane w/Parking



S Maple Ave between Annandale Rd and Gibson St

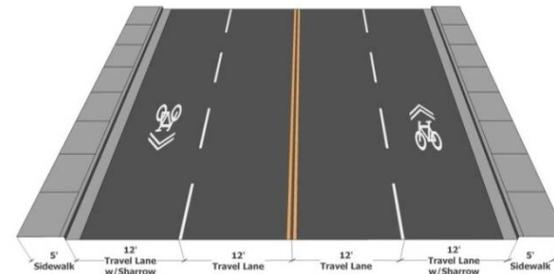
Street Width: 48'

Center line: YES

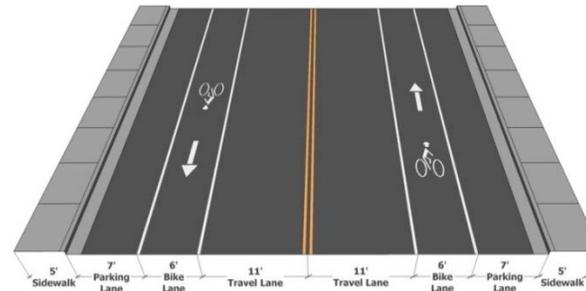
Parking line striping: YES

Option Name	Configuration
No Build	Sidewalk 5' Travel Lane with Sharrow 12' Travel Lane 12' Travel Lane 12' Travel Lane with Sharrow 12' Sidewalk 5'
Bike Lane w/Parking	Sidewalk 5' Parking Lane 7' Bike Lane 6' Travel Lane 11' Travel Lane 11' Bike Lane 6' Parking Lane 7' Sidewalk 5'

No Build



Bike Lane w/Parking



S Maple Ave between Gibson St and Cavalier Trail

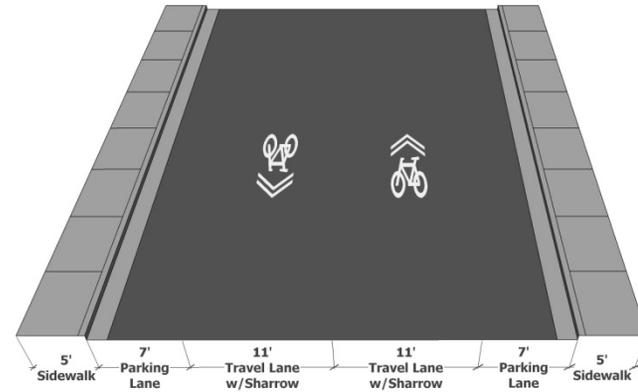
Street Width: 36'

Center Line: No

Parking Line Striping: No

Option Name	Configuration
No Build	Sidewalk 5' Parking Lane 7' Travel Lane with Sharrow 11' Travel Lane with Sharrow 11' Parking Lane 7' Sidewalk 5'

No Build



Park Ave

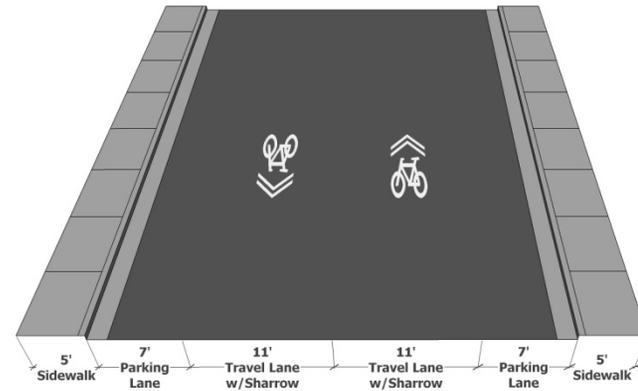
Street Width: 36'

Center Line: No

Parking Line Striping: No

Option Name	Configuration
No Build	Sidewalk 5' Parking Lane 7' Travel Lane with Sharrow 11' Travel Lane with Sharrow 11' Parking Lane 7' Sidewalk 5'

No Build



Existing Conditions

Cherry Street Route

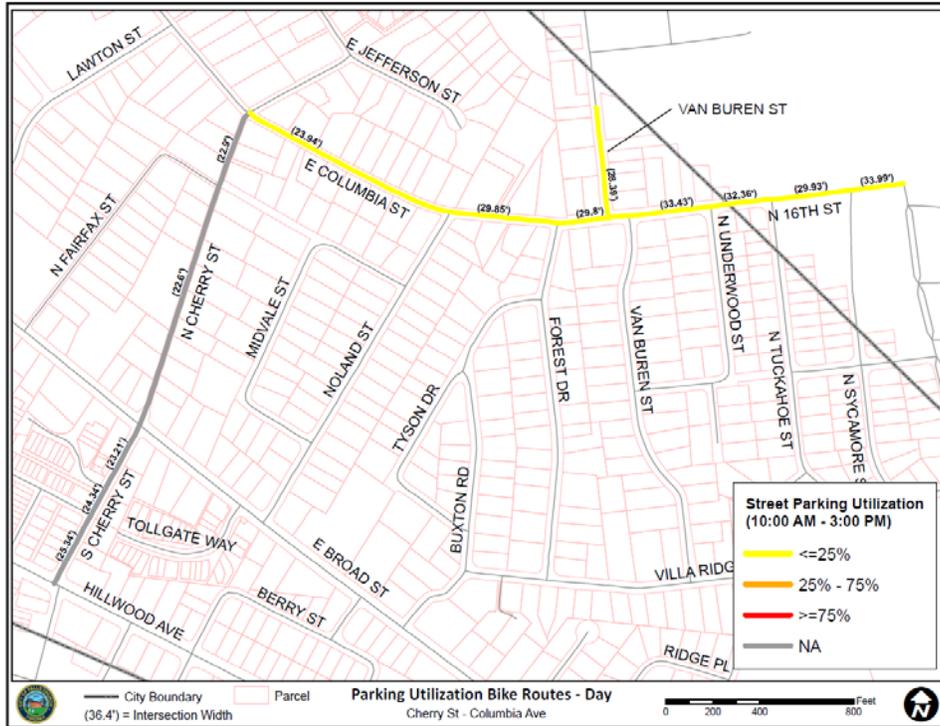


Figure 4: Percent Street Parking Utilization-Day. Cherry Street to East Columbia Street.

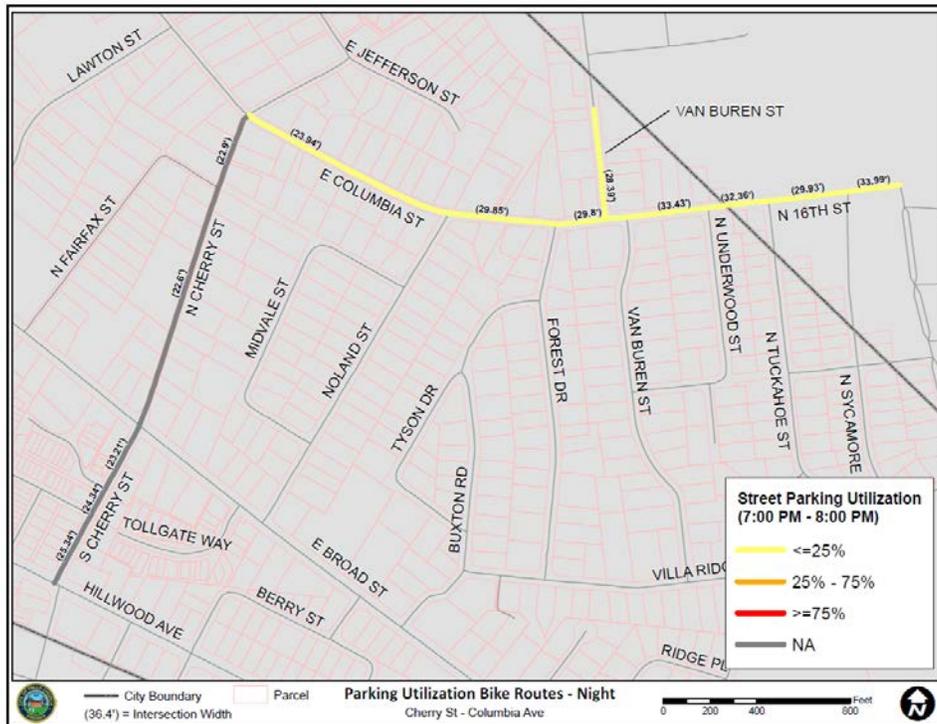


Figure 5: Percent Street Parking Utilization-Night. Cherry Street to East Columbia Street.

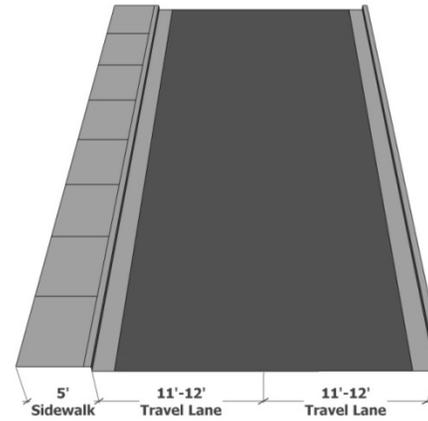
Cherry Street

Street Width: 22-25'

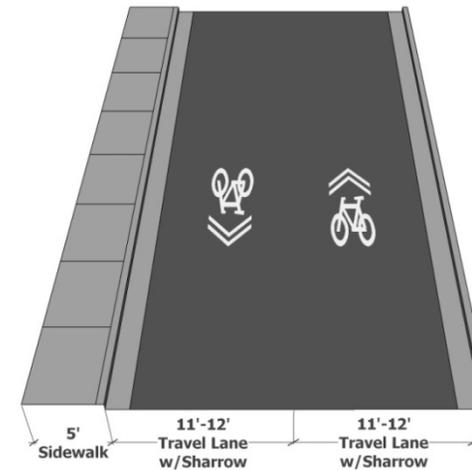
Center line and parking line striping: No

Option Name	Configuration
No Build	Sidewalk 5' Travel Lane 11-12' Travel Lane 11-12'
Sharrow	Sidewalk 5' Travel Lane with Sharrow 11-12' Travel Lane with Sharrow 11-12'

No Build



Sharrow



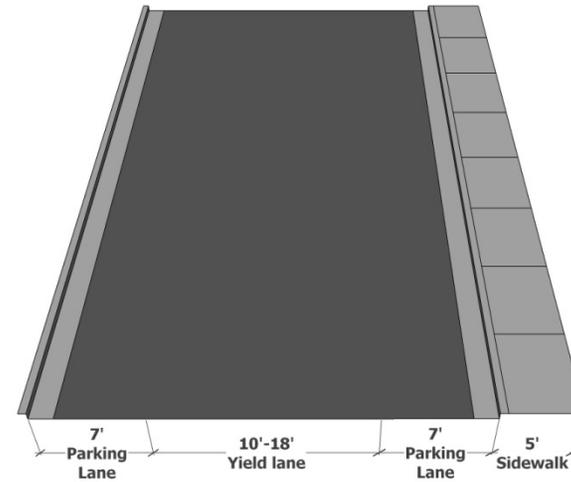
E Columbia St between N Van Buren St and N Cherry St

Street Width: 24-32'

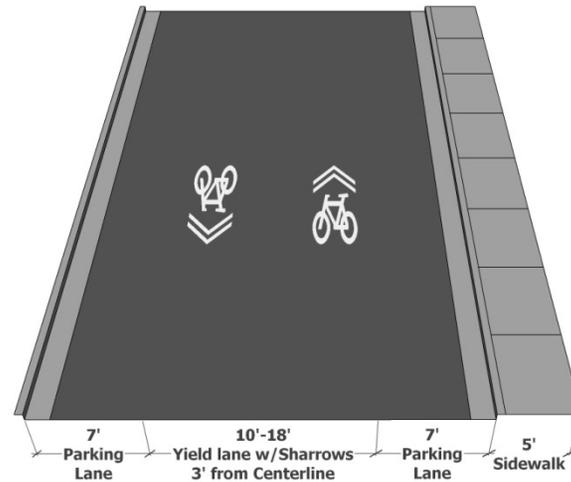
Center line and parking line striping: No

Option Name	Configuration
No Build	Parking Lane 7' Yield Lane 10-18' Parking Lane 7' Sidewalk 5'
Sharrow	Parking Lane 7' Yield Lane with Sharrows 3' in from center line 10-18' Parking Lane 7' Sidewalk 5'

No Build



Sharrow





CITY OF FALLS CHURCH

DATE: March 31, 2016

TO: Citizens Advisory Committee on Transportation

FROM: Jeffrey Sikes, Planner

SUBJECT: N. Maple Ave. NTC Plan- Heavy Solutions Approval

The “Neighborhood Traffic Calming Program-Making Neighborhoods Safer” requires that “heavy solutions” which are components of a Neighborhood Traffic calming project require the approval of the Working Group, CACT and staff to move forward. In addition, the “heavy solutions” must be approved by at least 67 percent of the households in the study area.

The North Maple Avenue (Great Falls Street to West Columbia Street) NTC project, selected by the CACT in October 2015, has progressed to the point where the CACT is being asked to approve the “heavy solutions” elements of the project. The concept plan which was approved by the Working Group on February 23rd and is attached, consists of “light solutions” and two heavy solution-measures. The heavy solutions are:

- Concrete curb extensions on the west side of the Maple Avenue/West Columbia Street intersection to enhance pedestrian crossing by shortening the crossing distance
- One speed table (speed hump) mid-block to reduce travel speeds.

The schedule for the project moving forward is as follows:

- April 13th CACT takes action on heavy solution measures
- Late spring-Installation of signs and pavement markings
- Late Spring- neighborhood survey to determine support for heavy solutions needing support of 67 percent of the study area
- Fall 2016 or Spring 2017-construction of speed hump and curb extensions

Staff recommends to the CACT to approve these traffic calming devices for N. Maple Avenue.

North Maple Avenue Traffic Calming Plan



Citizens Advisory Committee On Transportation

2016 Walkability Survey

Purpose

- To assess the walkability of City of Falls Church streets and sidewalks on factors such as room to walk, condition of sidewalks, ease of crossing streets, driver behavior, perceptions of safety, and comfort and appeal of the walking experience.
- To locate and identify problems that could be addressed to improve the City's walkability.

Area to be Surveyed

Commercial areas of Broad and Washington Streets:

- 100 East Broad Street (Lawton Street intersection) to 1200 W. Broad Street (Shreve Road/Haycock Road intersection)
- 500 North Washington Street (Four Mile Run crossing) to 900 South Washington Street (West George Mason Road intersection)

Survey Instrument

- The Walkability Checklist of the Pedestrian and Bicycle Information Center of the University of North Carolina's Highway Safety Research Center.

How to Conduct the Survey

Background

The Chamber of Commerce has been notified that citizen volunteers will be conducting a sidewalk and street survey to identify opportunities to improve Falls Church's walking safety, comfort, and aesthetics. They've been told that volunteers will take notes, measure sidewalk widths, and take photographs and that the results will be compiled in a public report.

It's possible that some businesses may be unaware of the survey. If asked, explain the effort and show your survey checklist. It's important that we do not interfere with the operation of City businesses.

Step 1: Identify Your Route

You will be assigned specific blocks on Broad and/or Washington Streets to survey. This may be on:

- East or West Broad Street, on the north side (toward Arlington) or the south side (toward Fairfax County)
- North or South Washington Street, on the east side (toward Alexandria) or the west side (toward Tysons)

Step 2: Recruit a Companion

You can do the survey on your own, but it may be easier and more fun to do the survey with another person or two. Others will notice things you may not and can help with measuring, photographing, and note taking.

The checklist suggests walking with a child. This would certainly provide an interesting viewpoint. No matter who accompanies you, consider how a person with a child, an elderly person, or someone with a physical challenge (e.g., using a walker, wheelchair, or cane) would experience the street and sidewalk.

Step 3: Gather Your Supplies

- Copy of the survey checklist form for each block you will survey
- Notepaper and pen
- Clipboard if available
- Tape measure
- Digital or smartphone camera

Step 4: Choose a Date and Time for the Survey

Ideally, you should conduct the survey when the sidewalks are in greatest use – early evenings or weekends.

Step 5: Conduct the Survey

a. Complete the Survey Checklist

- At the top of each survey checklist form, please write:
 - Your name and email address
 - The date and time of your survey
 - The block you are surveying (e.g., 300 West Broad Street, north side)

b. Take Notes

- The survey checklist does not have much space for notes so you'll need to use additional paper.
- The problems listed on the checklist are examples. Don't feel limited. Identify any problems that affect the safety, comfort, and aesthetics of your walking experience.
- Note the specific address of the problem and the business, if any, at that address. If no address, identify the location as best you can.

- While the survey is focused on walkability problems, also note locations that are particularly attractive or well maintained.
- Note significant obstructions in the sidewalk. Where these occur, measure the width of the unobstructed walkable area. (The recently developed areas of Broad and Washington Streets should have 10' of unobstructed sidewalk. In older areas, there should be at least 4' 6" of unobstructed sidewalk.)
- Photograph problems that merit special attention. Be sure to reference the photos in your notes.

c. Assign Ratings

- Using the scale on the survey checklist, assign ratings to each walkability factor and total them for the block. (While the ratings are subjective and may vary by rater, the total ratings for each factor and street may be instructive.)

Step 6: Submit Your Survey Materials

- Write your name and the block(s) surveyed at the top of each page of notes.
- Provide the names of those who assisted you in performing the survey. We want to recognize all participants.
- If your handwriting is legible, you do not need to type your notes.
- Scan and email or deliver your survey checklist forms and notes to:

Paul Baldino
103 Noland Street
Falls Church, VA 22046
paulbaldino@gmail.com

- Photos must be emailed.

After the surveys of Broad and Washington Streets are complete, the Citizens Advisory Committee on Transportation will summarize the results to provide a ground level, citizen-oriented perspective on the pedestrian strengths and needs of the City's downtown area. This report will be presented to City Council, the Planning Commission, other city boards and commissions, and staff.

We believe the report will be a unique supplement to the City's many consultant, developer and staff studies and can inform decision-making as we work toward the common vision of Falls Church as a walkable community.

The report will be a public document. We'll make certain survey participants receive a copy.

Thank you for your help in making Falls Church a more walkable city.

DRAFT

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall. After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk

Rating Scale:



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

4. Was it easy to follow safety rules? Could you and your child...

- Yes No Cross at crosswalks or where you could see and be seen by drivers?
- Yes No Stop and look left, right and then left again before crossing streets?
- Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes No Cross with the light?

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

2. Was it easy to cross streets?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

5. Was your walk pleasant?

- Yes Some problems:
- Needed more grass, flowers, or trees
 - Scary dogs
 - Scary people
 - Not well lighted
 - Dirty, lots of litter or trash
 - Dirty air due to automobile exhaust
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

3. Did drivers behave well?

- Yes Some problems: Drivers ...
- Backed out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fast
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____ **26-30** Celebrate! You have a great neighborhood for walking.
2. _____
3. _____ **21-25** Celebrate a little. Your neighborhood is pretty good.
4. _____
5. _____ **16-20** Okay, but it needs work.
- 11-15** It needs lots of work. You deserve better than that.
- Total: _____ **5-10** It's a disaster for walking!

Now that you've identified the problems,
go to the next page to find out how to fix them.

Now that you know the problems, you can find the answers.

Improving your community's score

1. Did you have room to walk?

Sidewalks or paths started and stopped
Sidewalks broken or cracked
Sidewalks blocked
No sidewalks, paths or shoulders
Too much traffic

What you and your child can do immediately

- pick another route for now
- tell local traffic engineering or public works department about specific problems and provide a copy of the checklist

What you and your community can do with more time

- speak up at board meetings
- write or petition city for walkways and gather neighborhood signatures
- make media aware of problem
- work with a local transportation engineer to develop a plan for a safe walking route

2. Was it easy to cross streets?

Road too wide
Traffic signals made us wait too long or did not give us enough time to cross
Crosswalks/traffic signals needed
View of traffic blocked by parked cars, trees, or plants
Needed curb ramps or ramps needed repair

- pick another route for now
- share problems and checklist with local traffic engineering or public works department
- trim your trees or bushes that block the street and ask your neighbors to do the same
- leave nice notes on problem cars asking owners not to park there

- push for crosswalks/signals/ parking changes/curb ramps at city meetings
- report to traffic engineer where parked cars are safety hazards
- report illegally parked cars to the police
- request that the public works department trim trees or plants
- make media aware of problem

3. Did drivers behave well?

Backed without looking
Did not yield
Turned into walkers
Drove too fast
Sped up to make traffic lights or drove through red lights

- pick another route for now
- set an example: slow down and be considerate of others
- encourage your neighbors to do the same
- report unsafe driving to the police

- petition for more enforcement
- request protected turns
- ask city planners and traffic engineers for traffic calming ideas
- ask schools about getting crossing guards at key locations
- organize a neighborhood speed watch program

4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen
Stop and look left, right, left before crossing
Walk on sidewalks or shoulders facing traffic
Cross with the light

- educate yourself and your child about safe walking
- organize parents in your neighborhood to walk children to school

- encourage schools to teach walking safely
- help schools start safe walking programs
- encourage corporate support for flex schedules so parents can walk children to school

5. Was your walk pleasant?

Needs grass, flowers, trees
Scary dogs
Scary people
Not well lit
Dirty, litter
Lots of traffic

- point out areas to avoid to your child; agree on safe routes
- ask neighbors to keep dogs leashed or fenced
- report scary dogs to the animal control department
- report scary people to the police
- report lighting needs to the police or appropriate public works department
- take a walk with a trash bag
- plant trees, flowers in your yard
- select alternative route with less traffic

- request increased police enforcement
- start a crime watch program in your neighborhood
- organize a community clean-up day
- sponsor a neighborhood beautification or tree-planting day
- begin an adopt-a-street program
- initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

A Quick Health Check

Could not go as far or as fast as we wanted
Were tired, short of breath or had sore feet or muscles
Was the sun really hot?
Was it hot and hazy?

- start with short walks and work up to 30 minutes of walking most days
- invite a friend or child along
- walk along shaded routes where possible
- use sunscreen of SPF 15 or higher, wear a hat and sunglasses
- try not to walk during the hottest time of day

- get media to do a story about the health benefits of walking
- call parks and recreation department about community walks
- encourage corporate support for employee walking programs
- plant shade trees along routes
- have a sun safety seminar for kids
- have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Need some guidance? These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)

UNC Highway Safety Research Center
Chapel Hill, NC
www.pedbikeinfo.org
www.walkinginfo.org

National Center for Safe Routes to School

Chapel Hill, NC
www.saferoutesinfo.org

For More Information about Who Can Help Address Community Problems

www.walkinginfo.org/problems/help.cfm

State Bicycle & Pedestrian Coordinators

<http://www.walkinginfo.org/assistance/contacts.cfm>

FEDERAL POLICY, GUIDANCE AND FUNDING SOURCES FOR WALKING FACILITIES

Federal Highway Administration

Bicycle and Pedestrian Program
Office of Natural and Human Environment
Washington, DC
www.fhwa.dot.gov/environment/bikeped/index.htm

PEDESTRIAN SAFETY

Federal Highway Administration

Pedestrian and Bicycle Safety Team
Office Of Safety
Washington, DC
http://safety.fhwa.dot.gov/ped_bike/

National Highway Traffic Safety Administration

Traffic Safety Programs
Washington, DC
www.nhtsa.dot.gov/people/injury/pedbimot/pedSAFE

SIDEWALK ACCESSIBILITY INFORMATION

US Access Board

Washington, DC
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov



Making Streets and Sidewalks More Walkable

Washingtonians use smartphones to create smarter streetscapes

by AARP International and AARP Livable Communities



BLOCK-BY-BLOCK WALK & DC311 MOBILE APP, Washington, D.C., United States



Block-by-Block Walk volunteers in Washington, D.C. — Photo courtesy Age-Friendly DC

Residents of the nation's capital have been taking to the streets — in order to improve them.

In multigenerational teams of three or more, Washingtonians use the city's free mobile app, [DC311](#), to report broken or uneven sidewalks, missing curb cuts, traffic signals that don't allow time for a safe crossing and other problems that make life hard for pedestrians, especially if they're older or have a disability.

THE DETAILS

The D.C. Mayor's Office, as part of its collective action to become an age-friendly community, began the [Block-by-Block Walk](#) program by targeting micro-neighborhoods of about 2,000 residents. (In Washington, D.C., such areas are referred to as SMDs or [Single-Member Districts](#).) The neighborhoods' elected representatives helped recruit volunteers, including students from three local universities, to walk each area.

Most teams include a member who is over the age of 60, but every group has someone 50-plus. Groups recruit people with disabilities, and members bring adaptive devices including wheelchairs, strollers, canes and walkers to help flag problems such as missing curb cuts. The city supplies training materials and distributes questionnaires and checklists to the participants.

Volunteers walk within a three to five block perimeter, most remaining in their immediate neighborhoods. They travel routes they know well and consider whether pedestrians can safely access needed services and amenities.

By using the city's DC311 smartphone app, which was launched in 2011, the Block-by-Block Walk volunteers can report problems directly to the District's Department of Transportation (DDOT). If necessary, residents can also call the district's 311 service, where an agent is on duty 24/7.

The DC311 app is a perfect companion to the Block-by-Block Walk efforts because:

- Problematic places can be easily photographed
- GPS pinpoints the location of the problem
- Reports can be sent directly from a smartphone to 311

The Eight Domains

The [DC311](#) app and [Block-by-Block Walk](#) are examples of work being done in:

- [Domain 1: Outdoor Spaces and Buildings](#)

As well as:

- [Domain 2: Transportation](#)
- [Domain 4: Social Participation](#)



A tripping hazard. — Photo courtesy Age-Friendly DC

- [Domain 5: Respect and Social Inclusion](#)
- [Domain 7: Communication and Information](#)

[See more case studies »](#)

THE COSTS

[Age-Friendly DC](#), which is part of the D.C. Office of the Deputy Mayor for Health and Human Services, manages the walks and helps to organize volunteers. The Office of the Chief Technology Officer covered the expense of developing the DC311 app and manages the related 311 website. The Office of Unified Communication staffs the 311 call center and sends reports to the district government agency for completing requested repairs.

Volunteers either use their own smartphones to enter requests or they fill out paper surveys that are later entered online.

THE RESULTS

In its first year, the Block-by-Block Walk effort proved to be a great success.

More than one-third of all Single-Member Districts within D.C. were at least partially walked and more than 850 repair requests were reported.

RELATED RESOURCES

- [Age-Friendly DC. Age-Friendly DC Block-by-Block Walk](#)
- [DCist: City Will Conduct Age-Friendly Survey of Every D.C. Block](#)
- [SeeClickFix: Washington, D.C.](#)
- [AARP Livability Index: Washington, D.C.](#)
- [AARP Network of Age-Friendly Communities](#)
- [AARP Washington, D.C.](#)

Published August 2015



Stay Informed — For Free!

Each issue of the [award-winning*](#) AARP Livable Communities Monthly e-Newsletter contains a mix of new research, best practices, community resources and information about age-friendly efforts from places near and far. [Subscribe today!](#)

FEATURED VIDEO

Learn how to check the "livability score" of any address in the U.S.



CITY OF
**FALLS
CHURCH**

March 11, 2016

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Re: Public Input to TPB on I-66 Inside and Outside the Capital Beltway Projects.

Dear Sir or Madam:

Thank you for the opportunity to provide input on the I-66 Inside and Outside the Capital Beltway projects. The City of Falls Church ("City") has three specific areas of concern with the projects.

First, the City is uniquely affected by this project because the entire City is within the defined project corridor.

Second, the City is currently pursuing a major redevelopment of its school campus which is situated next to the West Falls Church Metro station. State, regional, and local transportation plans identify the need to create more walkable, dense areas, especially those that have good access to existing transportation facilities, such as the West Falls Church Metro. The I-66 projects should not interfere with, limit, or occupy any space to be used for redevelopment. Additionally, the provided plans show a sign installation along Haycock road. As redevelopment occurs, the sign should be shifted and/or redesigned to accommodate the urban design of the area.

Third, current truck routing along Route 7, paired with restrictions on Route 50, is inconsistent with the built environment. Route 7 is dotted with regional activity centers – Tysons Corner, Falls Church, Seven Corners, Baileys Crossroads, and Old Town Alexandria and Route 50 operates similar to a limited access highway. The City seeks to reverse truck restrictions. VDOT recently launched an Integrated Corridor Management (ICM) terms the "East West Travelway". The City believes this is an appropriate forum to review and update trucking restrictions.

Thank you for your time and attention to our concerns.

Sincerely,

Paul Stoddard
Principal Planner



CITY OF FALLS CHURCH

March 24, 2016

Ms. Kelley Coyner
Executive Director
Northern Virginia Transportation Commission
2300 Wilson Blvd, Suite 620
Arlington, VA 22201

Dear Ms. Coyner,

On behalf of the City of Falls Church, I am pleased to submit four component applications for I-66 Inside the Beltway Multimodal Funds. The applications request funding for the following multimodal components:

1. Expanded Transit Access, Bike-Share;
2. Expanded Transit Service, Route 29;
3. Expanded Transit Service, Route 7; and
4. Expanded Transit Access, East Falls Church Metro Western Entrance.

Attached is a City of Falls Church Council resolution endorsing applications for these components.

The City understands that the currently open call for components will be used to allocate multiple fiscal years of funding. The City is requesting Fiscal Year (FY) 2017 funds for the first three projects listed. The City is specifically not requesting FY 2017 funds for the fourth project listed, the East Falls Church Metro Western Entrance.

The East Falls Church Western Entrance is a priority for the City of Falls Church and the City looks forward to working with Arlington County on this project. This project is located in Arlington County, and the City believes that Arlington County is better equipped to manage the project. The City understands that Arlington County is currently considering the timing of this project as part of updating the County's Capital Improvement Program (CIP). Therefore, the City is submitting this project with the understanding that it be considered for funding in future fiscal years. The project scope in the application is based on WMATA's station vision plan, and it may have to be updated pending review and programming by Arlington County.

Sincerely,

Wyatt Shields,
City Manager

RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH
FISCAL YEAR 2017 APPLICATIONS FOR I-66 INSIDE THE
BELTWAY MULTIMODAL COMPONENT FUNDS

- WHEREAS, the City of Falls Church supports investment in transportation that increases mode choice and increases connectivity to regional activity centers, including the City of Falls Church; and
- WHEREAS, the City of Falls Church believes that the proposed projects are consistent with State policies adopted in the VTrans statewide transportation plan and the Council of Governments Region Forward plan; and
- WHEREAS, the City of Falls Church believes that the proposed projects will achieve the stated goals of the I-66 Inside the Beltway Multimodal Study; and
- WHEREAS, the City of Falls Church believes that the proposed projects satisfy the program's eligibility criteria because each of the projects will benefit toll paying users by reducing the demand for automobile trips on I-66 Inside the Beltway, which effectively increases the capacity of the roadway
- NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Falls Church hereby authorizes the City Manager to prepare and submit applications to the Northern Virginia Transportation Commission for funds to support bikeshare, expanded bus service, and study leading to construction of a second entrance to the East Falls Church Metro station.

Reading: 3-14-16
Adoption: 3-14-16
(TR16-16)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on March 14, 2016 as Resolution 2016-14.



Celeste Heath
City Clerk

City of Falls Church

Meeting Date: 3-14-16	Title: (TR15-16) RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH FISCAL YEAR 2017 APPLICATIONS FOR I-66 INSIDE THE BELTWAY MULTIMODAL COMPONENT FUNDS	Agenda No.:
Proposed Motion: MOVE to adopt (TR15-16).		
Originating Dept. Head: James B Snyder Director of Development Services 703.248.5182 JBS 3-9-16 Paul Stoddard Principal Planner 703.248.5041 PS 3-9-2016		Disposition by Council:
City Manager: Wyatt Shields 703.248.5004 FWS 3-9-16	City Attorney: Carol McCoskrie 703.248.5010 CWM 03-09-2016	CFO: Richard LaCondre 703.248.5092 RAL 3-09-16

REQUEST: Staff requests that Council endorse by resolution applications for I-66 Inside the Beltway Multimodal Component Funds.

The requested funds will be used for the following purposes:

1. Bike-Share Operating: The requested operating funds will be used to support the stations applied for through NVTA 70% Regional funding. For reference, the City applied for funding for up to 16 stations.
2. Enhanced 2A Bus Service – The requested funds will support 15 minute all day service along the 2A route. The 2A runs along Route 29, connecting Dunn Loring Metro, Merrifield, the Washington Street Corridor, East Falls Church Metro, and Ballston.
3. Enhanced 28A Bus Service – The requested funds will support 15 minute all day service along the 28A route in and near the City. 28A service runs from Tysons to Alexandria. The expanded service would provide for 15 minute frequencies all day between Tysons and Seven Corners.
4. East Falls Church Second Entrance – Study funds would be used to advance planning for the East Falls Church Metro Western Entrance. The goal of the study would be to meaningfully advance the project to put the City in a position to apply for construction funds.

27 **RECOMMENDATION:** Staff recommends Council adopt Resolution (TR15-16). The
28 proposed list of projects will advance City policies of increasing mode choice and better
29 connecting the City’s commercial areas with the region’s transit network. The projects
30 are included in the City’s Mobility for all Modes Plan, the Transportation Chapter of the
31 Comprehensive Plan.

32
33 The projects meet the program’s eligibility criteria. Per the eligibility requirements,
34 projects must benefit toll paying users of I-66. The projects reduce the demand for
35 automobile trips on I-66 Inside the Beltway, which decreases congestion and increases
36 the capacity of the roadway, thereby benefiting toll paying users.

37
38 The project meet the program’s funding eligibility requirements – projects must benefit
39 toll paying users of I-66. The proposed projects achieve this by

40
41 **BACKGROUND, I-66 INSIDE THE BELTWAY STUDY:** In 2011, 2012, and 2013,
42 the Virginia Department of Transportation (VDOT) conducted a multimodal study of I-
43 66 Inside the Beltway ([http://www.virginiadot.org/projects/northernvirginia/i-
44 66-multimodal-study.asp](http://www.virginiadot.org/projects/northernvirginia/i-66-multimodal-study.asp)). In that study, VDOT evaluated several packages of projects
45 that would improve person capacity within the I-66 Corridor. The I-66 Corridor was
46 defined to include the parallel roads, including Route 29 and Route 50.

47
48 The final recommendation from the study was to advance a coordinated package of
49 peak period tolling and multimodal components. The study showed that delivering these
50 elements in combination would be the most cost-effective means of increasing person
51 capacity.

52
53 **BACKGROUND, I-66 INSIDE THE BELTWAY PROJECT:** In 2015, VDOT
54 began reaching out to local jurisdictions with plans to implement elements on the I-66
55 Inside the Beltway Study. VDOT was particularly interested in advancing the
56 recommended tolling portions of the study in order to provide a network of express/toll
57 lanes connecting Northern Virginia (496, I-66 Inside the Beltway, and I-66 Outside the
58 Beltway). Note that transportation studies of other toll projects have shown variable
59 tolling to be an effective, efficient, and equitable means of increasing transportation
60 capacity.

61
62 In combination with the tolling, VDOT made available some of the toll revenue to fund
63 the multimodal components suggested by the I-66 Inside the Beltway Study. VDOT
64 requested that the local jurisdictions develop a process for selecting the multimodal
65 components to be implemented.

66
67 **BACKGROUND, COMPONENT SELECTION:** The City of Falls Church,
68 Arlington County, and Fairfax County jointly recommended that the Northern Virginia
69 Transportation Commission (NVTC) administer the multimodal funds for the I-66
70 Inside the Beltway Project. NVTC has a history of successfully administering
71 multimodal funds for member jurisdictions.

72

73 Working with member jurisdictions, NVTC staff prepared component evaluation
74 criteria and application materials. At its March 3, 2016 meeting, the NVTC approved
75 the selection criteria and the call for components.
76

77 **BACKGROUND, CITY RECOMMENDED COMPONENTS:** In July 2015, the
78 City developed a list of priority efforts to pursue through the I-66 Inside the Beltway
79 project (letter attached). Those projects included

- 80 1. East Falls Church Second Entrance,
- 81 2. Expanded Transit along Route 29 and Route 7,
- 82 3. Bike-Share,
- 83 4. W&OD Trail, and
- 84 5. Close Route 7 to Truck Traffic inside the Beltway.

85
86 City staff recommends pursuing funding for the first three projects.
87

88 Funding for the W&OD Trail is being pursued through other grant programs for a
89 limited set of elements based on previously adopted policy guides. The application
90 includes the Walter Mess Plaza and Veterans Common and the adjacent crossings at
91 Oak St and Little Falls St respectively. Applications for a fuller W&OD implementation
92 are pending approval of the ongoing master planning effort.
93

94 Adjustments to trucking restrictions are being pursued through VDOT's East-West
95 Travelway effort, which recently kicked off at the staff level.
96

97 Given the short time since the call for components, City staff has not prepared complete
98 application packages. City staff is utilizing consultant support made available by VDOT
99 and the NVTC to prepare the application in time for submission. The below paragraphs
100 describe component scopes and cost. Note that cost estimates either come from previous
101 planning studies, consultant support helping to prepare the applications, or Arlington's
102 bike-share staff.
103

- 104 1. Bike-Share Operating: The City will request 3 years of operating costs for up to
105 16 bikeshare stations. This would be sufficient to fully fund the stations applied
106 for through NVTA funding for the first 3 years of operation.
107

108 The expected cost to operate the stations for three years is approximately
109 \$285,000. Note that cost recovery from user fees would reduce the need for
110 operating support.
111

- 112 2. Enhanced 2A Bus Service – The City will request 2 years of operating funds to
113 provide 15 minute all day service for the 2A line. The 2A currently runs at 15
114 minute frequencies during peak hours and 30 minute frequencies during
115 nonpeak hours. 15 minute service is a benchmark for transit service. At the 15
116 minute mark, bus travel becomes significantly more attractive because riders do
117 not have to risk waiting 30 minute for the next bus. Instead, the average wait
118 time is 7.5 minutes. Adding service in the off peak hours should improve peak

119 hour usage, because increased reliability throughout the day will mean people
120 can use the bus even if their schedule changes.

121
122 No capital funding is required as the existing bus fleet is sufficient to provide
123 this service. The expected increment in operating cost for two years of service is
124 approximately \$1.4 million. Staff will confirm whether this amount accounts for
125 federal and state operating assistance and fare box recovery.
126

- 127 3. Enhanced 28A Bus Service – The City will request 2 years of capital and
128 operating funds to provide 15 minute all day service for the 28A within and near
129 the City. The 28A currently runs at 20 minute frequencies throughout the day.
130 Because of the length of the service line, extending service frequency for the
131 entire 28A would require substantial coordination. Instead the service frequency
132 increment would be limited to the portion between Tysons Corner and the Seven
133 Corners Bus Transit Station. This increment would be effective in better
134 connecting the City to nearby transit stations and activity centers. Note that this
135 frequency increase would also help counterbalance the loss of service from the
136 rerouting of the 3T and 28X lines.
137

138 Capital funding for one additional bus is needed. The expected capital cost is
139 approximately \$600,000. The expected increment in operating cost for two years
140 of service is approximately \$1.2 million. Staff will confirm whether these
141 amount account for federal and state capital and operating assistance and fare
142 box recovery.
143

- 144 4. East Falls Church Second Entrance – In 2011, WMATA released the East Falls
145 Church Station Vision Plan
146 ([https://www.wmata.com/pdfs/planning/Station%20Access/EFC_station_vision](https://www.wmata.com/pdfs/planning/Station%20Access/EFC_station_vision_plan.pdf)
147 [_plan.pdf](https://www.wmata.com/pdfs/planning/Station%20Access/EFC_station_vision_plan.pdf)). That plan explored concepts for redeveloping the area around the
148 East Falls Church Metro and adding a western entrance (concepts begin on page
149 57). Adding a western entrance to the station would reduce the walking distance
150 to station from the City’s commercial areas by approximately 0.5 miles. A
151 typical walking speed is 3 miles per hour. So reducing travel distance by 0.5
152 miles equates to a 10 minute savings in travel time. From a time and distance
153 perspective, the East Falls Church Metro would in effect become much closer to
154 the City’s commercial areas. The second entrance would also increase the
155 feeling of connection to the Washington Street Corridor because transit
156 riders/pedestrians could enter the corridor directly; they would not have to first
157 travel through a single family residential neighborhood.
158

159 The 2011 study estimated the cost of the entrance to be approximately \$18
160 million. The requested funding would be used to advance the planning for the
161 entrance to prepare for application of construction funds. No estimate is
162 available at this time for the study. Staff is working with consultant support to
163 develop it.
164

165 **FISCAL IMPACT:** The I-66 Multimodal Component funds have no local match
166 requirement, so no City funds are required to access them. Additionally, all of the
167 proposed projects would be executed by other agencies or used to pay for anticipated
168 costs, so minimal staff time would be needed to support the projects.

169
170 **TIMING:** Immediate. The application deadline is 5:00 pm on Thursday, March 24.

171
172
173 **ATTACHMENTS:**

- 174 1. July 29, 2015 letter listing City's priority components.
175
176

177 (TR15-16)
178

179 **RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH**
180 **FISCAL YEAR 2017 APPLICATIONS FOR I-66 INSIDE THE**
181 **BELTWAY MULTIMODAL COMPONENT FUNDS**
182

183 **WHEREAS,** the City of Falls Church supports investment in transportation that
184 increases mode choice and increases connectivity to regional activity
185 centers, including the City of Falls Church; and
186

187 **WHEREAS,** the City of Falls Church believes that the proposed projects are
188 consistent with State policies adopted in the VTrans statewide
189 transportation plan and the Council of Governments Region Forward
190 plan; and
191

192 **WHEREAS,** the City of Falls Church believes that the proposed projects will achieve
193 the stated goals of the I-66 Inside the Beltway Multimodal Study; and
194

195 **WHEREAS,** the City of Falls Church believes that the proposed projects satisfy the
196 program's eligibility criteria because each of the projects will benefit toll
197 paying users by reducing the demand for automobile trips on I-66 Inside
198 the Beltway, which effectively increases the capacity of the roadway
199

200 **NOW, THEREFORE, BE IT RESOLVED THAT** the City Council of the City of Falls
201 Church hereby authorizes the City Manager to prepare and submit
202 applications to the Northern Virginia Transportation Commission for
203 funds to support bikeshare, expanded bus service, and study leading to
204 construction of a second entrance to the East Falls Church Metro station.
205

206
207 Reading:
208 Adoption:
209 (TR15-16)



CITY OF FALLS CHURCH

Play Streets Program Meeting #1 - Notes March 8, 2016 11:00 AM

Present: Mike Collins – Public Works Director
Mary Gavin – Chief of Police
Tom Polera – Fire Marshal & Emergency Manager
Stephanie Rogers – Public Works Transportation Engineer
Daniel Schlitt – Parks & Recreation Director

1. SAFETY CONCERNS

- Limited/delayed emergency response
- Residents with special needs requiring frequent emergency medical services
- Uncooperative or threatening actions from residents not in support of program
- Proper notification of authorities
- Conflict between alternate routes and construction work zones
- Blocking of fire hydrants with tables or other materials
- Extreme weather events

Conclusion: Events should require a Play Street Captain and Co-Captain who can ensure that the barricades (trash cans or otherwise) are supervised at all times and can be reached in case of an emergency. Access to hydrants will be kept clear. Similar to Block Parties, various stakeholders will be notified in advance and application review will consider adjacent construction projects and traffic restrictions. The City will have the right to revoke a permit or suspend all Play Street activities on a given day to ensure safety of the residents.

2. ELIGIBILITY

- Map and list of eligible streets to be provided to the public
- Exclude Snow Emergency Routes and main routes for Fire Department
- Exclude all arterials and consider block length and terrain (e.g., discourage steep hills)
- Add petition to the application; require 75% approval of block residents
- Establish timing and frequency guidelines

3. PROGRAM ADMINISTRATION

- No City Dept can afford to staff these – must be resident-led
- DPW will approve and deny applications and issue signs or flags
- Parks will coordinate with Program Manager (TBD) for instructor-led events
- OCOM and CMO will be approached to create webpage and calendar
- CACT should offer continuing support to the program for the life of its existence



CITY OF FALLS CHURCH

4. COSTS

- Application should be free, similar to block parties
- Template for sign/flag needs to be developed to ensure consistent messaging
 - If costs are negligible (i.e., Zoning and Fire can provide free sign stands), Parks will purchase signs for residents
 - If costs are not negligible, Play Street Captain will be expected to purchase approved materials to designate area as an official Play Street

5. NEXT STEPS – DRAFT TIMELINE (to be finalized by City Manager’s Office)

March 9	CACT reviews meeting notes, discusses Program Manager role
March 23	Draft program guidelines and application distributed
March 30	Program Meeting #2 with CMO and OCOM
April 6	Draft sign template and eligibility map distributed
April 13	CACT reviews documents, nominates pilot street
April 27	Program Meeting #3 to finalize documents and website information
May 4	Final application, guidelines, etc. distributed
May 11	CACT makes final comments on materials
May 14	Advertise program at Farmer’s Market
May 21	Pilot Play Street event during Farmer’s Market (rain date – June 4)
May 23	City starts accepting applications

Note: All who attended the first meeting are invited to subsequent Program Meetings and encouraged to review distributed documents. I will reach out to specific staff members to help reach other milestones as needed.

Play Streets are Coming to Falls Church!

Did you ever wish your kids could ride bikes and play in the street without worrying about traffic? Then we have great news for you! The City of Falls Church is rolling out a brand new program called Play Streets that will allow residents to temporarily close streets to create safe, *car-free* places for kids to play.

What do kids do during a Play Street event? They ride bikes, scoot, roller skate, play street games, jump rope, do chalk art, and meet new friends. And best of all, they don't worry about cars!

The Citizens Advisory Committee on Transportation is looking for volunteers to help out at a pilot Play Streets event later this spring. If you are interested in volunteering or would like to learn more about the program, please contact Andrea Caumont at tinythings@gmail.com.

More info: [Play Streets Seattle](#), [Playing Out](#) (UK)

Media options for inclusion in email:

<https://vimeo.com/136183455>

<http://cosgreenspace.wpengine.netdna-cdn.com/wp-content/uploads/2014/06/AlkiSummerStreets2014.jpg>

<http://www.seattle.gov/transportation/images/playstreets1.jpg>

From the Falls Church Elementary PTA Post Electronic Newsletter
April 1, 2016



Play Streets are Coming to Falls Church! Did you ever wish your kids could ride bikes and play in the street without worrying about traffic? Then we have great news for you! The City of Falls Church is rolling out a brand new program called Play Streets that will allow residents to temporarily close streets to create safe, *car-free* places for kids to play.

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CITY OF FALLS CHURCH

April 1, 2016

Mr. Lamont B. Cobb
Transportation and Land Use Connection Program
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

Dear Mr. Cobb,

The City of Falls Church is pleased to submit its application to the Transportation Planning Board's Transportation/Land Use Connections (TLC) Program.

The City's proposed planning effort will support multimodal transportation planning for planned redevelopment of 34.62 acres of land adjacent to the West Falls Church Metro Station. This proposed planning effort represents an opportunity to apply the policies of MWCOG's Region Forward plan to local transportation and land use planning. Specifically, the City seeks to reduce reliance on automobiles by expanding transportation mode choice, take advantage of existing transportation infrastructure, and develop a mix of land uses.

The proposed project supports the Transportation Planning Board's vision to achieve better inter-jurisdictional coordination of transportation planning. Because of the location of the site, the City expects to coordinate with Fairfax County, VDOT, and WMATA throughout the planning process.

Thank you for your consideration. I look forward to working with the Council of Governments on this effort. If you have any questions about the application, please contact Paul Stoddard, Principal Planner, at (703) 248-5041 or PStoddard@FallsChurchVa.gov.

Sincerely,

Wyatt Shields
City Manager

West Falls Church Transportation Study

TLC FY17 Description

City of Falls Church, VA

Context and Location

The City of Falls Church is a designated MWCOG Activity Center located between Fairfax County and Arlington County in Northern Virginia, approximately six miles from Washington, D.C. On November 5, 2013 the citizens of Falls Church voted to accept a final agreement that ended years of litigation between the City and Fairfax County. As part of this agreement, the City acquired 34.62 acres of land adjacent to the West Falls Church Metro Station. The land encompasses three parcels occupied by the City's Mary Ellen Henderson Middle School and George Mason High School which had previously been owned by the City but within Fairfax County. The agreement brings the land under the jurisdiction of the City of Falls Church. Under the stipulations of the agreement, up to 30% (10.39 acres) of this land may be redeveloped for economic development purposes over the next 50 years, while the remainder is to be used for school-related purposes.

The boundary adjustment area is in a strategic location bordered by Fairfax County and centrally located between Arlington County and Tysons Corner at the crossroads of State Route 7, Interstate 66, the Dulles Access Road, the W&OD Trail, and the West Falls Church Metro Station. In addition to these transportation opportunities, the Northern Virginia Transportation Commission has undertaken the Route 7 Transit Alternatives Study to examine and make recommendations for public transit improvements along State Route 7 that could include Bus Rapid Transit or Light Rail. The City government has been working to bring bike share to the City, particularly the areas closest to Metro and the commercial corridors, which would work with existing and planned bicycle routes. The Virginia Department of Transportation is currently implementing widening of I-66 just north of the City. There are also direct-access ramps from I-66 to the West Falls Church Metro Station just east of the boundary adjustment area.

The City is currently undergoing a planning process and seeking a developer for the land available for redevelopment within the boundary adjustment area. The current concept calls for a new high school and high density redevelopment. This area is also adjacent to other commercial areas that the City has planned for high density commercial redevelopment. It will be important to provide connections between the boundary adjustment area and these other commercial redevelopment areas. The Small Area Planning process, during which the City develops land use, transportation, and mobility goals for the commercial corridors, is ongoing. The boundary adjustment area is

scheduled for a formal public kickoff meeting in June 2016. The West Falls Church Transportation Study, among other studies such as the previous ULI TAP in October 2014, will be used to inform land use, zoning, and transportation suggestions in the plan. These studies are especially important for the City of Falls Church because, due to the small size and limited budget of the City, the majority of planning work is done in-house without the help of outside consultants.

Deliverable

Project Benefits

The substantive deliverable will be a conceptual transportation plan that includes the following:

1. Mode share goals for mixed-use redevelopment and public facilities in the area.
2. Location or relocation of I-66 access ramps.
3. Data informed design recommendations for a new street grid with smaller, interconnected blocks that would provide connections within the area.
4. An automobile circulation plan.
5. A transit access plan that includes bus, Metro, and the Route 7 Alternatives Analysis Study.
6. A bicycle access plan that includes bike-share locations and bicycle connections to the W&OD Trail.
7. A pedestrian access plan that includes additional crossings on Route 7 on either side of Haycock Road.

Collaboration

The procedural deliverable would include a study that would provide a strategy for convening the multiple stakeholders for transportation changes in the area, including:

1. City of Falls Church
2. Fairfax County
3. WMATA
4. VDOT
5. Virginia Tech/UVA
6. Community Groups/Citizens

Connections to Region Forward Plan

Through this proposed study and redevelopment of the site, the City expects to directly advance several of the goals in the Region Forward plan, including:

1. Increasing mode choice and reducing reliance upon single occupancy automobiles,
2. Increasing walkability and community connectivity,
3. Supporting infill development, and
4. Supporting transit-oriented, mixed-use development.

Addressing Recommendations

The transportation study funded by this grant money will be used to inform City planning documents for the area. A planning level follow-up will be pursued by City staff to incorporate the transportation plan deliverable into the City's ongoing Comprehensive Plan update and Small Area Plan for the area.

Transportation Demand Management policies regarding future redevelopment of the area will incorporate the mode share goals and other information provided in the transportation study deliverable.

Implementation of the transportation study findings and suggestions will be sought as part of redevelopment efforts in the area. Grant applications will be submitted by the City to construct some of the transportation elements recommended in the plan. Other elements of the plan may be constructed by private developer(s) as a condition for redeveloping the property. Given that the land in question is currently city-owned, the City government and policymakers have strong influence on the composition and structure of development that will occur on this property. The proposed West Falls Church Transportation Study will be used to create a framework for redevelopment and provide guiding principles during the redevelopment process.

Lessons Learned

The West Falls Church Transportation Study will have an effect on transportation and land use planning that will be evident in City policy and planning documents. It will play a part in setting land use goals such as function, floor area ratio, and urban design guidelines, and be used to refine the City's Future Land Use Plan. The transportation study will be used to inform City policy regarding regional transportation efforts such as Metro access, I-66, and the Route 7 Alternatives Analysis Study. And, it will be used to coordinate real estate and public facility development with the implementation of transportation goals.

The West Falls Church Transportation Study would also be used to foster inter-jurisdictional and interagency coordination. It will give the City the opportunity to work regionally when planning this economically important and strategically located area. City staff will be able to network with other stakeholders to develop professional relationships that allow future cooperation for work beyond the scope of the West Falls Church Transportation Study, such as the ongoing Small Area Plan for the boundary adjustment area. The West Falls Church Transportation Study will be one important piece of a larger planning effort that involves many stakeholders helping to plan an area made available for redevelopment do to an historic boundary adjustment in the Commonwealth of Virginia.

Paul Baldino
103 Noland Street
Falls Church, VA 22046
paulbaldino@gmail.com

Via Mail and Email

April 4, 2016

Mayor and Council
c/o City Clerk
City of Falls Church
300 Park Avenue
Falls Church, VA 22046

Re: Neighborhood Traffic Calming Program

Dear Mayor and Council Members,

I am writing as Chair of the Citizens Advisory Committee on Transportation (CACT) to reiterate the committee's request for recurring funding of the Neighborhood Traffic Calming (NTC) program in the FY2017-2021 Capital Improvement Program Budget.

We recognize the many difficult choices Council faces in finalizing the FY2017 budget and appreciate the opportunity we were afforded to address the April 4th Work Session.

Please consider the benefit Council receives from the Neighborhood Traffic Calming program. The program provides a participatory process for citizens to address concerns about traffic safety and a methodology for measuring risk, prioritizing requests, and gaining neighborhood agreement on solutions. Without the Neighborhood Traffic Calming program, citizens would submit traffic safety requests directly to Council.

Demand for traffic calming on residential streets has accelerated with increases in the child population and development in commercial corridors. Currently, there are nine pending traffic calming requests in various stages - N. Maple Ave., N. Cherry St., Little Falls St., Grove Ave., Great Falls St., S. West St., S. Spring St., W. Marshall St., and N. Virginia Ave. Construction of traffic calming measures on Pennsylvania Ave. is expected to be complete in FY2016.

Neighborhood Traffic Calming Program
April 5, 2016
Page 2 of 2

The CACT is attempting to speed implementation and reduce the costs of traffic calming projects. At the committee's urging, Council adopted a major revision of the Neighborhood Traffic Calming program in 2015. The new program is designed to increase neighborhood engagement, expedite projects, and lower costs through the encouragement of "light" solutions, e.g., installing signs and narrowing travel lanes with pavement marking. The first projects under the new program are in the queue and we are working with staff to assure the program achieves its objectives.

The CACT thanks Council for your past support of the Neighborhood Traffic Calming program. We look forward to continuing our efforts to improve the safety of Falls Church's streets.

Respectfully,

[/ Signed /](#)

Paul Baldino
Chair, Citizens Advisory Committee on Transportation

cc: CACT Members