

1. Item\_0\_CACT\_Agenda\_2016\_09\_11

Documents:

[ITEM\\_0\\_CACT\\_AGENDA\\_2016\\_09\\_11.PDF](#)

2. Item\_2a\_CACT\_Draft\_Minutes 2016\_13\_07 (2)

Documents:

[ITEM\\_2A\\_CACT\\_DRAFT\\_MINUTES 2016\\_13\\_07 \(2\).PDF](#)

3. Item\_2b\_CACT\_Draft\_Minutes\_2016\_10\_12

Documents:

[ITEM\\_2B\\_CACT\\_DRAFT\\_MINUTES\\_2016\\_10\\_12.PDF](#)

4. Item\_4\_Lincoln Ave. TC Request

Documents:

[ITEM\\_4\\_LINCOLN AVE. TC REQUEST.PDF](#)

5. Item\_5\_CACT\_2016\_Priorities\_Tracking\_Sheet

Documents:

[ITEM\\_5\\_CACT\\_2016\\_PRIORITIES\\_TRACKING\\_SHEET.PDF](#)

6. Item\_6\_2015 Annual Report 151215-2

Documents:

[ITEM\\_6\\_2015 ANNUAL REPORT 151215-2.PDF](#)

**AGENDA**  
**CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION**  
**Wednesday, November 9, 2016**  
**7:00 pm**  
**City Hall, Dogwood Training Room**  
**300 Park Avenue, Falls Church, VA 22046**

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1. **Public Comment** (7:00-7:05)
2. **ACTION ITEM:** Approval of July and October 2016 minutes (7:05-7:10)
3. **Committee Members Reports:** (7:10-7:30)
4. **Staff Report** (7:30-8:00)
  - Traffic Calming-Plan for managing expectations and using \$200K allocation
  - Lincoln Ave. issues-see email enclosed
  - Walkability Survey- responses so far
5. **DISCUSSION ITEM:** CACT 2016 Priorities-Tracking Sheet (8:00-8:10)
6. **DISCUSSION ITEM:** CACT Annual Report to Council for 2016 (8:10-8:20)
  - Recommendations
  - accomplishments
  - 2017 Priorities
7. **Traffic Calming Project Report:** (8:20-8:45)
  - a. Pennsylvania Ave.
  - b. N. Maple Avenue



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**Please Do Not Remove**  
**Posted November 4, 2016**

# Citizens Advisory Committee on Transportation

July 13, 2016- 7:00 pm- 9:40 pm

## Meeting Minutes

### Attendance

#### CACT Members

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

#### City Staff

1. Stephanie Rogers
2. Jack Trainor
3. Jeff Sikes

#### Liaisons

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

### Agenda

1. Public Comment
2. Minutes Approval- Action to approve minutes of the June 2016 CACT meeting
3. Committee Members Reports
4. Staff Reports
5. Discussion Item: CACT 2016 Priorities-tracking sheet
6. Action Item: Approval of Summer 2016 Bike Routes
7. Discussion Item: Walkability Survey-Final Edits to Survey Instrument
8. NTC Project Report:
  - a. Pennsylvania Ave.
  - b. N. Maple Ave.
9. Articles of Interest:
  - a. Transportation Survey

## **1. Public Comment:**

A resident of Grove Ave. inquired as to when their street would be selected for traffic calming now that Pennsylvania Ave was under construction.

## **2. Minutes Approval for the March 2016 Meeting:**

The minutes for the June 2016 CACT were approved with no changes by a vote of (5-0).

## **3. Committee Members Reports**

- Chairman Baldino indicated that he attended a public meeting on June 14<sup>th</sup> on the recommended alternative for the Rt. 7 Transit alternatives project being proposed by NVTC. The recommended alternative is Bus Rapid transit (BRT) and the alignment would run from the Spring Hill Metrorail Station at Tysons to the Mark Center in Alexandria with a connection to EFC Metro. He also said he attended the Visioning session on June 18 where he heard speakers such as Roger Lewis (architecture critic) and Bob Wolf of GMU talk about the strengths and weaknesses that Falls Church faces to secure sustainable development. The visioning effort is an attempt to determine what residents want the City to be like in 25 years. Paul also announced he had been appointed to the NOVA Parks Board. Finally, Paul distributed an article on bicycle roadway markings that found the sign “Bicycles May Use the Full Lane” were more effective than “Share the Road” signage.
- Andrea Caumont reported on the Play Streets event that took place on June 24<sup>th</sup> on Pine Street. She thanked Stephanie for her help with drafting Play Street guidelines and procedures. Stephanie showed the Play Streets banner that is displayed at Play Street events.
- Bill Ackerman commented on the Streetscape Task Force. He attended the second meeting on June 12<sup>th</sup> and indicated the Task Force seems to be taking a long time to become organized and may not meet its goal to complete its work in the fall. He also mentioned the super fines being pursued by the Treasurer’s office. The Treasurer has estimated that \$30,000 in extra fines could be realized if the ordinance is passed. He mentioned that the development project proposed for Broad and Spring Streets has been withdrawn. He also asked about the status of the re-establishing the 3T bus line.

## **4. Staff Report**

- Stephanie reported on the Spring Bike Routes project. With only around \$20K in available funding, the contractors estimate came in at \$80k. Staff will review the projects and select priority the routes that can be implemented with the amount of available funding.
- Stephanie also reported that she had attended a meeting with Arlington County staff on a proposal to elevate the W&OD trail over Lee Highway at Fairfax Drive. She also indicated that

work had begun to reconstruct and repave Roosevelt Boulevard from Wilson Boulevard to Roosevelt Street.

- Jeff reported that on June 27<sup>th</sup> Jack Evans, Chairman of the WMATA Board of Directors and Jack Requa, Acting WMATA COO made a presentation to City Council on the Metrorail safety projects and answered questions about WMATA. Several residents spoke about the loss of the 3T bus service as a direct connection to the EFC Metrorail station. As a result, the City has requested that this service be re-established and ask that it be put on the next Bus Route Hearing in the fall.
- Jeff reported that DPW Director Mike Collins is leaving the City in mid-August to go to work at the Arlington County Dept. of Environmental Services.
- Jeff reported that Bike Share will come to the City through a deal with Fairfax County. The County will advance \$2M in federal funds for the capital costs to implement Bike Share in the City. More details will follow, but securing funding is very good news for us as the project was not likely to be funded by NVTA as part of the I-66 Multimodal Inside the Beltway projects.

## **5. Discussion Item: CACT 2016 Priorities Tracking Sheet:**

The 2016 Priorities Tracking Sheet has been updated to reflect recent activities.

## **6. Action Item: Approval of Summer 2016 Bike Routes:**

The CACT was informed of the Summer Bike Routes on Hillwood Ave and Roosevelt Blvd by intern Jack Trainor and Stephanie Rogers. The CACT recommended that buffered bike lanes be installed on Hillwood Ave (W Annandale to Douglass) and bike lanes on Hillwood Ave (Douglass to Cherry St). On Roosevelt Blvd bike lanes would be added as part of the reconstruction and repaving project from Wilson Blvd to Roosevelt St. A public meeting on the Summer Bike Routes will be held on August 3.

## **7. Discussion Item: Walkability Survey-Final Edits to Survey**

### **Instrument:**

The CACT made final edits to the Walkability Survey instrument. Stephanie stated the survey deserved wide circulation and posting on the city's website. She offered a DPW intern to analyze and prepare the report. She plans to work with the City's Office of Communications on a press release and communications strategy for the survey.

## **8. Project Report: Traffic Calming Projects**

Jeff reported that construction had begun on the Pennsylvania Ave traffic calming project. Construction should be complete at the end of the month. For N Maple Ave, the survey to

determine support for the heavy solutions is being returned by residents. At this point, the survey is very close to reaching the required minimum of households to approve these measures. A final tally will be presented to the CACT at the August meeting.

# Citizens Advisory Committee on Transportation

October 12, 2016- 7:00 PM-10:30 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	Yes
Addison Heard	Yes
Steve Knight	Yes

#### City Staff

1. Stephanie Rogers
2. Kerri Oddenino

#### Liaisons

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

### Agenda

1. Public Comment
2. Administration
3. Committee Members Reports
4. Staff Reports
  - a. Walkability Survey
  - b. Bus Shelters
  - c. Bike Routes
  - d. Bike-share
  - e. Neighborhood Traffic Calming (NTC)
5. Discussion Item: CACT 2016 Priorities-Tracking Sheet
6. Action Item: Streetscape Update Referral

## **1. Public Comment:**

None.

## **2. Administration:**

Committee agreed to delay approval of July 2016 CACT minutes.

## **3. Committee Members Reports**

- Chair Baldino reported on the Visioning Meeting he had attended on October 1, 2016.
- Chair Baldino reported on recent news from the NVRPA.

## **4. Staff Report**

- Stephanie shared correspondence and provided an update on the engineering and construction schedule for transportation projects in the approved FY 2017-2021 Capital Improvement Program (CIP).
- Stephanie reported on updates to the Walkability Survey. Stephanie reported that she had prepared a news release and blog post to promote the survey and that it would go live later in the week.
- Stephanie reported that six bus shelters had been installed and that funding for the Bus Shelter program was low.
- Kerri reported on recently installed Bike Routes and indicated that she would include information about bicycle laws in an upcoming news release about expanding mode choice in the City.
- Kerri reported on the Bike-Share program, providing information about cost, expected schedule, bike-share station siting guidelines and draft Bike-Share station locations. Kerri also reported on community outreach methods to be used as a part of the program.
- Stephanie reported on the Neighborhood Traffic Calming Program. Stephanie reported on active cases in the program, funding for the program, and reasons for using light solutions instead of medium or heavy solutions. Stephanie also reported on data collection methods for the program.

## **5. Discussion Item: CACT Priorities Tracking Sheet:**

- W&OD Trail projects are up to date for the moment.

- Funding is available for the Neighborhood Pace Car program from the Department of Public Works.
- The Play Streets Program events have been well attended. The Play Streets program could use text messages or News Flashes on the website to advertise upcoming events.
- The Bikeability Survey will be revisited at a later date.
- The CACT made revisions to the online and paper versions of the Walkability Survey in September. The Walkability Survey will be open later this week. New data will become available soon through VDOT from Apple phones that will help identify heaviest travelled pedestrian routes.

## **6. Action Item: Streetscape Update Referral**

The Committee reviewed the draft Streetscape Standards Update in response to a request from the Streetscape Taskforce for input from Boards and Commissions. The Committee discussed elements of the draft including the vision and goals, cross sections, street furniture, maintenance, and trees. It was decided that Steve Knight would prepare a memo with CACT comments to be sent to the Streetscape Taskforce.

## Jeffrey Sikes

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**From:** sarah.tarpgaard@cox.net  
**Sent:** Wednesday, November 02, 2016 12:27 PM  
**To:** Jeffrey Sikes  
**Subject:** Lincoln Avenue - Resubmittal of Traffic Calming Program Resident Request

Hello Mr. Sikes,

This email is to resubmit my application to the Neighborhood Traffic Calming Program for Lincoln Avenue in the area of Meridian. I emailed you (below) on January 20, 2016 with my initial application. In response, you referred me to Ms. Stephanie Rogers. After numerous emails with Ms. Rogers from January 2016 to September 2016, there remains no improvements on Lincoln Avenue, and your kind referral has proved not productive unfortunately. Therefore I am returning to you with my request for action to improve pedestrian safety and implement traffic calming on Lincoln Avenue in the area of Meridian. I request that the submittal date of my request be noted as January 20, 2016, since that's when I first applied. Further, I request that the Lincoln Avenue submittal be considered high priority due to the severity and danger of the situation.

Please see my original Jan 20th email below.

I look forward to your response and guidance on next steps. Thank you very much for your consideration.

Regards,

Sarah Tarpgaard  
417 Lincoln Avenue  
Falls Church, VA 22046  
cell 202-374-9814

---- Jeffrey Sikes <[jsikes@fallschurchva.gov](mailto:jsikes@fallschurchva.gov)> wrote:

=====  
Ms. Tarpgaard,

I received your message below regarding the crossing of Lincoln Ave. at Meridian Street and your request for a marked crosswalk. Requests of this nature are not handled by the Neighborhood Traffic Calming Program, but are evaluated and implemented by the Department of Public Works. I have forwarded your request to Stephanie Rogers, Transportation Engineering Supervisor for a response. She can be reached at [srogers@fallschurchva.gov](mailto:srogers@fallschurchva.gov).

Thank you for bringing this important safety concern to our attention.

Sincerely,

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

-----Original Message-----

From: [sarah.tarpgaard@cox.net](mailto:sarah.tarpgaard@cox.net) [sarah.tarpgaard@cox.net]

Sent: Wednesday, January 20, 2016 11:44 AM

To: Plan

Subject: Traffic Calming Program Resident Request

Good Morning,

This email serves as my resident request under the Neighborhood Traffic Calming Program. I request review of the intersection of Lincoln Avenue and Meridian with respect to the safety of pedestrian crossing. The intersection is used heavily by pedestrians, especially families with young children, to cross Lincoln Avenue, yet NO safe crossing markings or stop sign exists to support a safe crossing. This intersection creates a high risk to pedestrians crossing Lincoln, and a high likelihood of a pedestrian suffering a severe injury or death from a motor vehicle crash.

As a resident of Falls Church City, I request action to improve the safety at the intersection for pedestrians crossing Lincoln Avenue. Many children and families cross Lincoln regularly at the intersection which is unsafe in the current state. There is a school bus stop at the intersection (in front of 419 Lincoln Avenue) and many children and families cross unsafely on a regular basis in order to get to the bus stop. The intersection is a pedestrian generator as families use the intersection regularly to cross Lincoln to visit each other and to walk to locations in the city such as the community center, library, bike trail, and school bus stop. There is no designated safe crossing location to cross at the intersection. Rather, pedestrians and children dart into the road to cross quickly, creating a very unsafe scenario.

Lincoln Avenue has significant traffic volume particularly during rush hour. The combination of the traffic volume, combined with the current situation of having no safe point to cross Lincoln at the intersection with Meridian, creates a high risk that a pedestrian will be injured crossing Lincoln at Meridian.

Please accept this resident request for increased pedestrian safety into the Neighborhood Traffic Calming program. I have discussed this topic with many neighbors at the intersection of Lincoln and Meridian, and all I have spoken to are in agreement that the intersection in its current state is a high risk to pedestrians crossing and is very unsafe.

I look forward to your response and guidance on next steps. Thank you very much for your consideration.

Regards,

Sarah Tarpgaard  
417 Lincoln Avenue  
Falls Church, VA 22046  
cell 202-374-9814

## Status of 2016 CACT Action Items

Updated: July 5, 2016

Action Item	Responsibility	Status
<p><b>Refine the Neighborhood Traffic Calming (NTC) Program:</b> 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><b>W&amp;OD Trail Projects</b> (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&amp;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 2015. This would involve installation of previously constructed, smaller versions of the City’s roadway signs. On April 11, Council adopted the W&amp;OD Master Plan with the stipulation that signs must say “Welcome to Falls Church”. The VPIS signs do not say “Welcome”..</p>
<p><b>Neighborhood Pace Car Program:</b> develop proposal</p>	<p>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. 5<sup>th</sup> CACT meeting-staff update April 2016-staff requesting quote to print decal May 2016-staff waiting for printing price quote June 2016-staff received printing quote (500 decals for \$360)- Need to find funding</p>
<p><b>Play Streets:</b> seek feedback from boards and commissions</p>	<p>Andrea/Stephanie</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>

		May 2016-Guidelines for Play Street applications developed by DPW; Play Street Pilot on May 14 <sup>th</sup> on N. Virginia Ave. and Riley Street. June 2016: Play Street on Pine Street on June 24 <sup>th</sup> .
<b>Development Plan Review-</b> 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.	CACT	
<b>Bikeability Survey</b> Survey the City's narrow 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.	Paul B.	
<b>Walkability Survey</b> 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.	Paul B. Steve	April 2016: First draft of the survey and instructions discussed. Revisions underway. Steve volunteered to convert the survey to an automated form. May 2016-CACT reviews and comments on Walkability Survey- CACT members to "survey" a block of Broad street and report results by end of May for discussion at June meeting. June 2016-CACT continued to refine Survey Instrument
<b>Joint Meeting with EDA to discuss options for increasing transit in the City.</b>	CACT	Met with the EDA on February 2 to discuss areas of common interest and opportunities for cooperation Complete!

# City of Falls Church

## Citizens Advisory Committee on Transportation

**DATE:** December 15, 2015

**TO:** Mayor Tarter and Members of the City Council

**FROM:** Citizens Advisory Committee on Transportation

**SUBJECT:** 2015 Annual Report of the Citizens Advisory Committee on Transportation

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### Introduction

This report summarizes the calendar year 2015 activities of the Citizens Advisory Committee on Transportation (CACT) and its priorities for 2016.

City Council established the CACT in 1976 to study and advise Council, the Planning Commission, and the City Manager on “matters related to the transportation of people.” In 2000, Council expanded the CACT’s responsibilities to include the Neighborhood Traffic Calming Program. This program authorizes the CACT to receive petitions from residents, conduct hearings, evaluate data, and recommend solutions to the City Manager to improve safety on residential streets.

The CACT has seven voting members and a youth representative appointed by Council. The members are: Paul Baldino, Chair; Hal Morgan, Vice-Chair; Bill Ackerman, Andrea Caumont; Doug Devereaux; Addison Heard; and Stephen Knight. Ian Reusch is the Youth Representative. The Committee’s Council Liaison is Karen Oliver. Russell Wodiska is the Planning Commission Liaison.

The CACT is supported by and works together with a City Interdisciplinary Team appointed by the City Manager. The members are Paul Stoddard and Jeff Sikes, Development Services; Mike Collins and Stephanie Rogers, Public Works; and Major Richard Campbell, Police.

### Recommendations to Council

#### 1. Neighborhood Traffic Calming

Fund a recurring Capital Improvement Program (CIP) line item of \$200,000 for Neighborhood Traffic Calming (NTC).

- The FY2016-2020 Adopted CIP included annual funding of \$200,000 for NTC. In FY16, this amount was funded from water sale proceeds. The next four years were marked as “Only if Grant/Revenue Offset.”
- Staff projects the expenditure of \$230,000 on traffic calming projects in FY16. This will be a mix of the \$100,000 budgeted specifically for Parker Avenue/Kent Street traffic

calming and the \$200,000 budgeted for the NTC Program. Spending per project is expected to be:

Parker Ave./Kent St.	\$110,000
Pennsylvania Ave.	\$60,000
North Maple Ave.	\$60,000
<b>Total:</b>	<b>\$230,000</b>

- In CY15 City residents submitted seven petitions for traffic calming. The CACT anticipates increasing demand for traffic calming on residential streets as development occurs in the commercial corridors.

## 2. W&OD Trail Improvements

Fund the FY17 \$40,000 local match portion of a grant for improvements to the W&OD Trail.

- Council, at its October 26, 2015 meeting, approved a grant application to the Federal Transportation Alternatives Program (TAP) to design and construct plazas and improved crossings at the six trail/street crossings within the City.
- The complete project is expected to cost \$900,000 with \$720,000 (80%) in grant funds and \$180,000 (20%) in local match.
- The first year request is \$200,000: \$160,000 in grant funds and \$40,000 in local match. This will fund improvements at Little Falls Street (Veterans Common) and Oak Street (Walter Mess Plaza). The Northern Virginia Regional Park Authority (NOVA Parks) provided \$30,000 for the design.

## 3. Americans with Disabilities Act Transition Plan

Begin funding Americans with Disabilities Act (ADA) pedestrian facility improvements by establishing a recurring CIP line item. Consider the use of proffers to accelerate the program.

- The “Mobility for All Modes” Transportation Chapter of the Comprehensive Plan includes a project to establish and implement an ADA Transition Plan to correct deficiencies in the pedestrian network. The Plan would address non-compliant crosswalks and signage, sidewalk obstructions, defective curb ramps and driveway slopes, and sidewalks with excessive level changes.
- Following investigations by the U.S. Department of Justice, both Arlington County and Fairfax County entered into consent decrees to correct ADA deficiencies.
- In 2011, City staff and consultants developed an inventory of improvements to meet ADA standards on City streets. The estimated cost at that time was \$6.3 million.
- Correction of pedestrian network deficiencies would benefit all pedestrians, not just those with disabilities, and further the goal of attaining the Walk-Friendly Community designation.

## 2015 Highlights

### 1. Additional Resources

The CACT appreciates Council’s actions in providing additional resources for transportation and traffic calming in 2015. In addition to traffic calming funding in the FY16 CIP, Council funded a transportation planner, transportation engineer, and grants administrator through a combination of CIP and General Funds.

## 2. Revision of the Neighborhood Traffic Calming Program

Council adopted a major revision of the Neighborhood Traffic Calming (NTC) Program on February 23, 2015. The revised program was developed in collaboration with staff through a nearly yearlong process that included a study of the best practices of Walk-Friendly jurisdictions and work sessions with Council and the Planning Commission. The new program provides for:

- Greater neighborhood engagement in identifying traffic calming problems and solutions
- Expansion of eligibility to all residential streets
- Consideration of traffic volume, roadway design deficiencies, and proximity to pedestrian generators in addition to traffic speed
- A mechanism for prioritizing requests based on estimated risk
- A system for balancing input from different kinds of property owners - single-family residential, multi-family residential, retail, and commercial
- Identification of traffic control solutions, such as traffic signals and signs, that can be implemented by the Department of Public Works without community engagement
- Classification of traffic calming solutions as “light” (e.g., narrowing travel lanes with pavement marking or installing speed feedback signs) that are less expensive and can be implemented relatively quickly or “heavy” (physical obstructions such as speed tables and curb extensions) that require more time and greater community engagement

## 3. Administration of the Neighborhood Traffic Calming Program

### a. Parker Avenue & Kent Street Intersection

This project was completed in October 2015 with the construction of curb extensions and painting of crosswalks.

Staff plans an after-action report in Spring 2016 to assess the effectiveness of the intermediate actions taken in 2014 (pedestrian crossing signs, striping, and painted crosswalks) and the subsequent construction of curb extensions. The report will review the process and identify improvement opportunities for future projects.



Figure 1: Parker Ave. & Kent St.

## b. Pennsylvania Avenue

Centerline and edge lines were painted and advisory speed limit signs installed in August 2015 in advance of the opening of schools. Construction of permanent traffic calming measures is planned for Spring 2016.

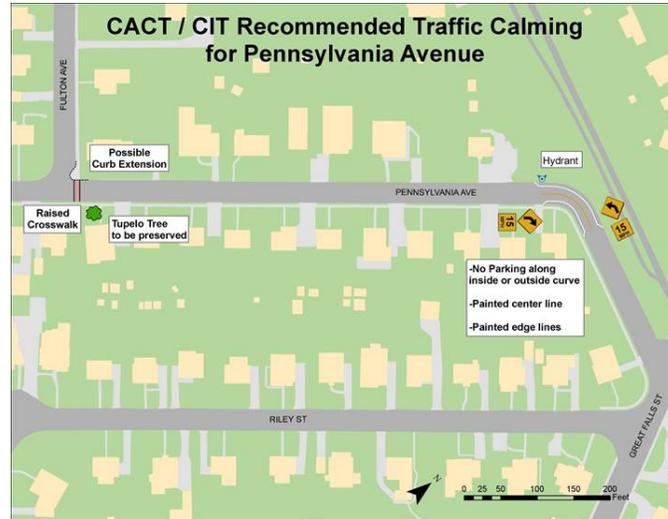


Figure 2: Pennsylvania Ave.

## c. Pending Cases

Seven petitions were submitted under the revised NTC Program in CY15 – North Cherry Street, North Maple Avenue, Little Falls Street, South West Street, South Spring Street, Grove Avenue and West Marshall Street.

- Data collection was completed for North Cherry, North Maple, and Little Falls Streets in June 2015. At its October 14, 2015 meeting, the CACT evaluated these cases and selected North Maple Avenue as the next NTC project. Staff began meetings with a neighborhood working group in November 2015.
- Data collection for Grove Avenue and Great Falls Street occurred in December 2015. South Spring and West Marshall Streets have not yet obtained the required number of signatures to advance to the data collection phase.
- South West Street has completed its petition but data collection has been deferred until after the completion of the road construction project. Data will be collected in the Spring 2016.

## 4. Progress on Last Year's Action Items

In its 2014 Annual Report, the CACT identified several priorities for 2015. One of these, the revision and implementation of the NTC Program, was completed as reported above. Following is the current status of the other items:

### a. W&OD Trail Projects

Construct at least one plaza at a trail/street intersection and replace the welcome signs at the eastern and western trail entrances to the City.

- The Planning Commission proposed CIP funding for plaza construction but it was not included in the FY16 Adopted Budget.

- Council approved a grant application to construct plazas and improvements at the six trail/street crossings within the City. Improvements will include raised crossings, access to restrooms, a bicycle repair stand, and historical and wayfinding information.
- Staff is currently developing a W&OD Master Plan to provide a vision for the trail and policy guidance for future grant applications. This is scheduled for presentation to the Planning Commission and Council in Spring 2016.
- VPIS approved funding for trail welcome signs in the style of the City's roadway welcome signs. These are planned for installation in 2016 and will replace the dilapidated signs now marking the eastern and western trail entrances to the City.



Figure 3 Veterans Common



Figure 4 Walter Mess Place

## b. Transportation Demand Management Template

Develop a model Transportation Demand Management (TDM) template.

- With a grant from the Metropolitan Washington Council of Governments (COG), the City contracted with a consultant (Foursquare Integrated Transportation Planning) to develop a set of TDM policies, strategies, and tools specifically designed for conditions in the City. The goal is to utilize TDM in the development process to increase transportation alternatives to driving alone in the City.
  - The 2013 report of the Foursquare study, "Transit-Oriented Design Within and Beyond the Quarter-Mile," includes a TDM framework for site plans in the Washington and Broad Street corridors.

- The framework is differentiated for the land use type and size of a proposed development with separate thresholds for office, retail, industrial, residential, and mixed-use.
- Drawing from this framework, staff now provides developers a specific set of TDM requirements tailored to each development proposal in the Washington Street and Broad Street corridors. Attachment 1 is an example of the TDM and Parking Management guidelines provided to the developer of a proposed project.

### **c. City-Wide Bicycle Facilities Plan**

Develop a plan to connect commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and bicycle routes in neighboring jurisdictions.

- Council adopted the Bicycle Master Plan on July 13, 2015.

### **d. Paper Streets**

Review the City's paper streets and develop recommendations for those that appear suited for pedestrian and bicycle travel.

- CACT members visited the paper streets and identified four that appear suitable for this purpose:
  - The grassy alleyway that runs from West Marshall Street to West Westmoreland Street
  - The gravel road connecting to the west side of South Spring Street, south of the West Broad Street intersection
  - The paved trail between North Cherry Street and Midvale Street
  - The grassy area on Cedar Street between Fulton Avenue and the W&OD Trail

The CACT reported this to Council in a December 2015 memorandum.

### **e. Neighborhood Pace Car Program**

Develop a proposal for this program that currently operates in dozens of U.S. cities. Pace Car volunteers sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car sticker on their vehicles, thereby "setting the pace" and acting as mobile "speed bumps."

- The CACT learned that the District of Columbia, in partnership with the Washington Area Bicyclists Association, operates the program. Staff has obtained permission to modify the District's program brochure (Attachment 2) and sticker for use by Falls Church.
- In many jurisdictions, Parent Teacher Associations have been instrumental in the rollout of the program. As a first step, the incoming President of the Falls Church Elementary Parent Teacher Association (FCEPTA) has agreed to present the program to her board in January 2016. If sufficient support is built within the Schools, the CACT will present a proposal to Council in 2016 for program implementation.

### **f. Play Streets**

Seek input from other City boards and committees on the establishment of "Play Streets," the temporary closing of a street to traffic to create an area where kids can play freely.

- The CACT made presentations on the program at meetings of the Recreation & Parks Advisory Board in November, the Planning Commission in December, and to the President-Elect of the FCEPTA in December. All expressed interest and support.

- The CACT will submit a proposal to Council in 2016 for implementation of the Play Streets Program.

### **g. Walk Friendly Community**

Develop an action plan for recognition of the City as a “Walk Friendly Community,” a program that certifies communities based on the evaluation of conditions related to walking including safety, mobility, access, and comfort.

- The CACT and staff researched the requirements to obtain the Walk Friendly designation and contacted staff at Arlington County, a designated community.
- Staff advised that completion of the application would require in excess of 200 hours and that resources would be better employed in developing Pedestrian Friendly Design Standards and a Pedestrian Facilities Manual and implementing pedestrian projects. The CACT reported this to Council in a September 2015 memorandum.

## **5. Project Reviews**

The CACT provided input on the following plans:

- “Parks for People,” the Parks, Open Space and Recreation Chapter of the Comprehensive Plan
- West Broad Street Small Area Plan
- Bicycle Master Plan
- W&OD Master Plan
- Mason Row

## **6. Bike-to-Work Day**

Over 450 cyclists visited the City’s Pit Stop at Grove Avenue on May 15<sup>th</sup> for t-shirts, food, games, and prizes.



## **7. Other Activities**

CACT members participated in:

- I-66 Inside the Beltway Public Information Meetings
- Route 7 Transit Alternatives Study Meetings
- League of Women Voters’ Route 7 Corridor Forum
- Falls Church City Schools Visioning Stakeholder Interviews

- West Broad Street Small Area Plan Meetings

## 2016 Action Items

The CACT's priorities for 2016 are:

### 1. Refine the Neighborhood Traffic Calming Program

Demand for NTC reached a new high in 2015 with seven petitions from residential streets:

- The first project selection under the new program (North Maple Avenue) occurred in October 2015 and staff began meeting with the neighborhood working group in November to identify alternative solutions.
- 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-effectively as possible.

### 2. Development Plan Review

The CACT recognizes that transportation, including public transit, walking, and cycling as well as automobile travel, is essential to the City's quality of life and success of future developments.

The CACT plans to:

- Increase members' attendance at local and regional transportation meetings to better understand the context of City transportation issues.
- Intensify committee review of development plans, seeking more comprehensive Transportation Demand Management strategies and coordination with the Citywide transportation network.

### 3. Joint Meeting with the Economic Development Authority

- At the October 19, 2015 Council Work Session, the Economic Development Authority (EDA) presented a list of action items developed at its annual retreat in September. Three of the ten items were transportation issues - parking, a Metro shuttle, and biking/walking improvements.
- The EDA may share interest in some CACT issues such as Traffic Calming, Transportation Demand Management, W&OD Trail Projects, Play Streets, the Pace Car Program, and Walkability and Bikeability Surveys.
- The CACT and EDA plan a joint meeting in February to discuss areas of common interest and opportunities for cooperation.

### 4. Neighborhood Pace Car Program and Play Streets

The CACT, with staff assistance, is completing research and assembling proposals for the implementation of the Neighborhood Pace Car and Play Streets Programs. These are planned for presentation to Council in 2016.

### 5. Walkability Survey

Conduct a survey of the commercial areas of Broad and Washington Streets using the Walkability Checklist of the Pedestrian and Bicycle Information Center of the University of North Carolina's Highway Safety Research Center (Attachment 3) and the Sidewalks and Streets Survey of the AARP Livable Communities Program (Attachment 4).

- These surveys are designed for use by citizens to assess and score the walkability of a street or neighborhood 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.
- The CACT will summarize its findings and recommendations in a report to Council, the Planning Commission, other City boards and committees, and staff to provide an on-the-ground, citizen-oriented perspective on the pedestrian strengths and needs of the City.

## 6. Bikeability Survey

Conduct a survey of the City's sharrow-marked streets (Park Avenue, Maple Avenue, and West Street) and the segment of the W&OD Trail within the City limits using the Bikeability Checklist of the Pedestrian and Bicycle Information Center of the University of North Carolina's Highway Safety Research Center (Attachment 5).

- The checklist is designed for use by citizen cyclists to assess and score the cycling routes on factors such as sharing the road with automobiles, condition of road surfaces, cycling route continuity and connections, intersection navigation, driver behavior, and comfort and appeal of cycling.
- The CACT will summarize its findings and recommendations in a report to Council, the Planning Commission, other City boards and committees, and staff to provide an on-the-ground, citizen-oriented perspective on the cycling strengths and needs of the City.

CACT members appreciate the opportunity to serve our City by improving the safety and effectiveness of the transportation network. We look forward to assisting Council, the Planning Commission, and the City Manager in creatively addressing the challenges of increasing population and travel demand.

### Attachments:

1. Transportation Demand Management and Parking Management Plan Example
2. Neighborhood Pace Car Program Brochure
3. Pedestrian and Bicycle Information Center's Walkability Checklist
4. AARP Livable Communities Sidewalk and Streets Survey
5. Pedestrian and Bicycle Information Center's Bikeability Checklist