

1. Item_0_CACT_Agenda_2017_08_02 01

Documents:

[ITEM_0_CACT_AGENDA_2017_08_02 01.PDF](#)

2. Item_5_ NeighborhoodTrafficCalming

Documents:

[ITEM_6A_10\(C\)\(5\)_1_DRPT_GRANT_APPLICATION_CONSENT.PDF](#)

3. Item_6a_10(C)(5)_1_DRPT_Grant_Application_Consent

Documents:

[ITEM_6A_10\(C\)\(5\)_1_DRPT_GRANT_APPLICATION_CONSENT.PDF](#)

4. Item_6a_10(C)(5)_2 DRPT_Grant_Application_Consent_Attachment_1

Documents:

[ITEM_6A_10\(C\)\(5\)_2 DRPT_GRANT_APPLICATION_CONSENT_ATTACHMENT_1.PDF](#)

5. Item_6c_CACT_Comments_To_Vision_And_Core_Values_Chapter_Of_Comprehensive_Plan_01_11

Documents:

[ITEM_6C_CACT_COMMENTS_TO_VISION_AND_CORE_VALUES_CHAPTER_OF_COMPREHENSIVE_PLAN_01_11.PDF](#)

6. Item_6d_Cottage_Hsng_Ord_170121

Documents:

[ITEM_6D_COTTAGE_HSNB_ORD_170121.PDF](#)

7. Item_6e_Operating_Assistance_Scope_Of_Work

Documents:

[ITEM_6E_OPERATING_ASSISTANCE_SCOPE_OF_WORK.PDF](#)

8. Item_6f_TMP_Scope_Of_Work.Final

Documents:

[ITEM_6F_TMP_SCOPE_OF_WORK.FINAL.PDF](#)

AGENDA
CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION
Wednesday, February 8, 2017
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 January 2017 Minutes –(Minutes to be distributed at meeting) (7:05-7:10)
3. **Committee Members Reports:** (7:10-7:30)
4. **Staff Report** (7:30-7:45)
5. **DISCUSSION ITEM:** Neighborhood Traffic Calming-Discussion of Council Work Session on January 17th (7:50-8:30)
6. **Correspondence and Information:**
 - a. DRPT Grant Application
 - b. Fiscal Year 2018-2023 Grant Application Schedule
 - c. CACT Comments on Vision Statement
 - d. CACT Comments on Cottage Housing Ordinance
 - e. Operating Assistance Scope of Work
 - f. Transportation Management Plan (TMP) Scope of Work



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 February 3, 2017

City of Falls Church

Meeting Date: 01-23-2017	Title: (TR17-05) RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH FISCAL YEAR 2018 APPLICATION FOR DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION GRANTS	Agenda No.: 10 (c) (5)	
Proposed Motion: MOVE to adopt (TR17-05).			
Originating Dept. Head: James B. Snyder JBS 1-18-2017 Director Planning & Development Services; 703.248.5182 Paul Stoddard, AICP PS 1-18-2017 Principal Planner; 703.248.5041 Kerri Oddenino KMO 1-18-17 Planner; 703.248.5477		Disposition by Council:	
City Manager: Wyatt Shields 703.248.5004 FWS 1-19-2017	City Attorney: Carol McCoskrie 703.248.5010 CWM 01-19-2017	CFO: Melissa Ryman 703.248.5120 MR 1-19-17	City Clerk: Celeste Heath 703.248.5014 CH 1-19-17

3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REQUEST: Staff requests that Council endorse by resolution applications for Department of Rail and Public Transportation grant funds. The total amount requested is \$200,000. The local share is \$50,000, which would be requested as part of the 2018 budget submission. The requested funds will be used to increase transportation mode choice in the City by supporting several Transportation Demand Management (TDM) activities.

RECOMMENDATION: Staff recommends Council adopt (TR17-05). Transportation Demand Management (TDM) refers broadly to strategies and tools used to improve mobility and travel efficiency by reducing the demand for travel in single occupancy vehicles. TDM strategies can include any or all of the following: (i) providing information about transit, carpool and vanpool programs, and local bike routes, (ii) providing physical infrastructure such as bicycle parking, shower facilities and shuttle or van accessible parking garages, (iii) providing incentives for transit or bicycle commuting, and/or (iv) monitoring site plans to ensure the implementation of transportation management programs (TMPs).

This application is informed by a 2013 TDM study, titled *Transit-Oriented Design with and Beyond the Quarter Mile* performed for the City through the COG Transportation/Land-Use Connections (TLC) grant program. That study identified a range of tools and techniques to expand transportation mode choice, reduce reliance on single occupancy vehicles, and level the playing field of transportation incentives in the

26 City of Falls Church. The executive summary and full report of that effort are available
27 on the City's website.

28 Executive Summary: <http://www.fallschurchva.gov/DocumentCenter/View/3571>

29 Full Report: <http://www.fallschurchva.gov/DocumentCenter/View/3570>

30

31 This application is consistent with the City's slate of grant applications (attached for
32 reference). The slate of applications describes what grant vehicles the City is pursuing
33 to fund priority infrastructure and policy objectives.

34

35 **BACKGROUND, DRPT FUNDING:** The Department of Rail and Public
36 Transportation (DRPT) provides grants to local governments and other entities for
37 commuter programs and Transportation Demand Management (TDM) programs and
38 projects. Neighboring jurisdictions including Arlington County, Fairfax County, and
39 City of Alexandria regularly make use of these funds.

40

41 **APPLICATION:**

42 In 2014, the City adopted the *Mobility for all Modes* plan. That plan established a vision
43 of:

44

45 *Providing for the safe movement of people and goods within and through the*
46 *City via a transportation network that connects to the regional transportation*
47 *network, offers choices in travel modes, supports economic activity, is sensitive*
48 *to the environment, and provides equitable access for all City residents,*
workers, and visitors.

49

50 That plan calls for the development of a TDM Plan for the City. Through this
51 application, the City will seek funds to expand existing programs and to provide new
52 services to City residents, workers, and visitors. The following sections describe the
53 recommended application components. These efforts will contribute to development of
54 a more robust TDM Program in the City and help the City support transportation mode
55 choice.

55

56 1. TDM Monitoring

57 Total Request \$25,000 Local Share \$6,250

58

59 The application includes funding to monitor TDM agreements for recent redevelopment
60 projects. For example, the Mason Row project includes a voluntary concession to
61 develop a transportation management program that limits single occupancy vehicles and
62 peak hour vehicle volumes. Monitoring will involve working with the site-specific
63 transportation management coordinators, reviewing annual site surveys, and adjusting
64 plans as needed to achieve the agreed upon goals.

64

65 2. Fare Wheels

66 Total Request \$20,000 Local Share \$5,000

67

68 The grant funding will expand access to the City's Fare Wheels program by relaxing
69 (increasing) the income limit for Program participants. The current Fare Wheels
70 program allows City of Falls Church residents at least 62 years of age, or permanently
71 and totally disabled, with gross annual incomes not exceeding \$37,000, to stretch their
transportation dollars. Approved residents may receive \$40.00 each month in taxi coupons

72 for personal use, with a \$10 co-pay charged monthly. The grant will double the available
73 Fare Wheels program funding from \$20,000 to \$40,000.

74
75 3. Commercial District Shared Parking Leases

76 Total Request \$50,000 Local Share \$12,500

77 The application for TDM funding also includes the cost of leases and wayfinding for
78 shared parking districts. Commercial parking districts will make public parking
79 available in existing underutilized privately-owned parking lots in downtown
80 commercial areas. Providing adequate parking in central locations allows people to
81 “park once and walk.” This strategy reduces the amount of vehicles that are driving
82 around in search of parking.

83
84 4. Vanpool Study

85 Total Request \$22,500 Local Share \$5,625

86 The request for transit funding includes funding for a vanpool study. A vanpool is
87 simply a group of commuters who travel together in a van. The vanpool picks up and
88 drops off members to and from their homes or a prearranged meeting place. The
89 vanpool study will gauge the need for vanpool services for commuters travelling to and
90 from the City of Falls Church for work.

91
92 5. Shuttle Study

93 Total Request \$42,500 Local Share \$10,625

94 The application for transit funding includes a request for a shuttle study. The shuttle
95 study will look at ways to strengthen connections between the City’s residential and
96 commercial areas and nearby metro stations. The study will explore possibilities for
97 partnering with private shuttle services in the City, cab services, and transit service
98 provided by Fairfax County and Arlington County.

99
100 6. Outreach, Marketing, and Information

101 Total Request \$30,000 Local Share \$7,500

102 The application for TDM funding will increase information about commuting choices
103 and special events. The request includes marketing and promotion of TDM through
104 brochures, electronic, and other media. Special events to promote TDM strategies
105 include:

- 106 • Bike to Work Day
 - 107 ○ Pit stops are provided for bicycle commuters with food, music, games
 - 108 and prizes. Bike to Work day is an annual event held in the spring.
- 109 • PARK(ing) Day
 - 110 ○ Artists, designers and citizens transform parking spaces into temporary
 - 111 public parks on the third Friday in September.
- 112 • Cyclovia
 - 113 ○ Cyclovia temporarily closes certain streets to automobiles for bicyclists
 - 114 and pedestrians. Events include games, food, music and prizes.
- 115 • Walk Falls Church
 - 116 ○ Walk [Your City], <https://walkyourcity.org/>, involves providing
 - 117 temporary wayfinding and street signs with minutes to destinations and

118 events instead of distances. This is combined with other media
119 messaging to encourage people to spend part of their day out walking in
120 the City.

121
122 7. Incentives

123 Total Request \$10,000 Local Share \$2,500

124 The application for TDM funding includes a request for incentives. Many hidden
125 financial incentives encourage people to drive when they might otherwise choose other
126 modes. For example “free” parking is in many cases more expensive than the gas
127 needed to a fuel a car.¹ Providing incentives for other modes can help to balance the
128 transportation playing field. Incentives may include providing people with transit passes
129 and/or monthly reimbursements for vanpools, ridesharing, bicycling or walking to
130 work.

131
132 **FISCAL IMPACT:** The applications request a total of \$200,000. The local match
133 required to access the funding for all applications is \$50,000.

134
135 The amounts per project are shown below.

Project	Request	Local Share
(1) TDM Monitoring (Site Plans)	\$25,000	\$6,250
(2) Fare Wheels	\$20,000	\$5,000
(3) Parking District Leases	\$50,000	\$12,500
(4) Van Pool Study	\$22,500	\$5,625
(5) Shuttle Study	\$42,500	\$10,625
(6) Outreach, Marketing, Information	\$30,000	\$7,500
(7) Incentives	\$10,000	\$2,500
Total	\$200,000	\$50,000

136
137
138 **TIMING:** Immediate. The application deadline is February 1, 2017 and requires a
139 Council resolution.

140 If awarded, DRPT funds will be available in Fiscal Year 2018, which begins July 1,
141 2017, subject to a budget amendment approved by City Council.

142
143
144 **ATTACHMENTS:**

- 145 1. Slate of Grant Applications
146
147
148
149
150
151
152

¹ Donald C. Shoup, *The high cost of free parking* (Chicago: Planners Press, 2005).

153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179

(TR17-05)

RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH
FISCAL YEAR 2018 APPLICATIONS FOR DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION FUNDING

WHEREAS, the City of Falls Church is committed to expanding transportation choices; and,

WHEREAS, providing a transportation network that increases mobility and accessibility is identified as a transportation need within numerous City policy documents, including the City's Comprehensive Plan; and,

WHEREAS, the provision of TDM site plan monitoring, outreach and education, senior transportation and vanpool and shuttle studies in the City is strongly aligned with the policy objectives of DRPT grant programs.

NOW, THEREFORE, BE IT RESOLVED THAT the City of Falls Church City Council hereby authorizes the City Manager to execute and submit applications for up to \$200,000 in funding to the Department of Rail and Public Transportation.

Reading: 01-23-17
Adoption:
(TR17-05)

City of Falls Church

Meeting Date: 01-23-2017	Title: (TR17-05) RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH FISCAL YEAR 2018 APPLICATION FOR DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION GRANTS	Agenda No.: 10 (c) (5)	
Proposed Motion: MOVE to adopt (TR17-05).			
Originating Dept. Head: James B. Snyder JBS 1-18-2017 Director Planning & Development Services; 703.248.5182 Paul Stoddard, AICP PS 1-18-2017 Principal Planner; 703.248.5041 Kerri Oddenino KMO 1-18-17 Planner; 703.248.5477		Disposition by Council:	
City Manager: Wyatt Shields 703.248.5004 FWS 1-19-2017	City Attorney: Carol McCoskrie 703.248.5010 CWM 01-19-2017	CFO: Melissa Ryman 703.248.5120 MR 1-19-17	City Clerk: Celeste Heath 703.248.5014 CH 1-19-17

3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REQUEST: Staff requests that Council endorse by resolution applications for Department of Rail and Public Transportation grant funds. The total amount requested is \$200,000. The local share is \$50,000, which would be requested as part of the 2018 budget submission. The requested funds will be used to increase transportation mode choice in the City by supporting several Transportation Demand Management (TDM) activities.

RECOMMENDATION: Staff recommends Council adopt (TR17-05). Transportation Demand Management (TDM) refers broadly to strategies and tools used to improve mobility and travel efficiency by reducing the demand for travel in single occupancy vehicles. TDM strategies can include any or all of the following: (i) providing information about transit, carpool and vanpool programs, and local bike routes, (ii) providing physical infrastructure such as bicycle parking, shower facilities and shuttle or van accessible parking garages, (iii) providing incentives for transit or bicycle commuting, and/or (iv) monitoring site plans to ensure the implementation of transportation management programs (TMPs).

This application is informed by a 2013 TDM study, titled *Transit-Oriented Design with and Beyond the Quarter Mile* performed for the City through the COG Transportation/Land-Use Connections (TLC) grant program. That study identified a range of tools and techniques to expand transportation mode choice, reduce reliance on single occupancy vehicles, and level the playing field of transportation incentives in the

26 City of Falls Church. The executive summary and full report of that effort are available
27 on the City's website.

28 Executive Summary: <http://www.fallschurchva.gov/DocumentCenter/View/3571>

29 Full Report: <http://www.fallschurchva.gov/DocumentCenter/View/3570>

30

31 This application is consistent with the City's slate of grant applications (attached for
32 reference). The slate of applications describes what grant vehicles the City is pursuing
33 to fund priority infrastructure and policy objectives.

34

35 **BACKGROUND, DRPT FUNDING:** The Department of Rail and Public
36 Transportation (DRPT) provides grants to local governments and other entities for
37 commuter programs and Transportation Demand Management (TDM) programs and
38 projects. Neighboring jurisdictions including Arlington County, Fairfax County, and
39 City of Alexandria regularly make use of these funds.

40

41 **APPLICATION:**

42 In 2014, the City adopted the *Mobility for all Modes* plan. That plan established a vision
43 of:

44

45 *Providing for the safe movement of people and goods within and through the*
46 *City via a transportation network that connects to the regional transportation*
47 *network, offers choices in travel modes, supports economic activity, is sensitive*
48 *to the environment, and provides equitable access for all City residents,*
workers, and visitors.

49

50 That plan calls for the development of a TDM Plan for the City. Through this
51 application, the City will seek funds to expand existing programs and to provide new
52 services to City residents, workers, and visitors. The following sections describe the
53 recommended application components. These efforts will contribute to development of
54 a more robust TDM Program in the City and help the City support transportation mode
55 choice.

55

56 1. TDM Monitoring

57 Total Request \$25,000 Local Share \$6,250

58

59 The application includes funding to monitor TDM agreements for recent redevelopment
60 projects. For example, the Mason Row project includes a voluntary concession to
61 develop a transportation management program that limits single occupancy vehicles and
62 peak hour vehicle volumes. Monitoring will involve working with the site-specific
63 transportation management coordinators, reviewing annual site surveys, and adjusting
64 plans as needed to achieve the agreed upon goals.

64

65 2. Fare Wheels

66 Total Request \$20,000 Local Share \$5,000

67

68 The grant funding will expand access to the City's Fare Wheels program by relaxing
69 (increasing) the income limit for Program participants. The current Fare Wheels
70 program allows City of Falls Church residents at least 62 years of age, or permanently
71 and totally disabled, with gross annual incomes not exceeding \$37,000, to stretch their
transportation dollars. Approved residents may receive \$40.00 each month in taxi coupons

72 for personal use, with a \$10 co-pay charged monthly. The grant will double the available
73 Fare Wheels program funding from \$20,000 to \$40,000.

74
75 3. Commercial District Shared Parking Leases

76 Total Request \$50,000 Local Share \$12,500

77 The application for TDM funding also includes the cost of leases and wayfinding for
78 shared parking districts. Commercial parking districts will make public parking
79 available in existing underutilized privately-owned parking lots in downtown
80 commercial areas. Providing adequate parking in central locations allows people to
81 “park once and walk.” This strategy reduces the amount of vehicles that are driving
82 around in search of parking.

83
84 4. Vanpool Study

85 Total Request \$22,500 Local Share \$5,625

86 The request for transit funding includes funding for a vanpool study. A vanpool is
87 simply a group of commuters who travel together in a van. The vanpool picks up and
88 drops off members to and from their homes or a prearranged meeting place. The
89 vanpool study will gauge the need for vanpool services for commuters travelling to and
90 from the City of Falls Church for work.

91
92 5. Shuttle Study

93 Total Request \$42,500 Local Share \$10,625

94 The application for transit funding includes a request for a shuttle study. The shuttle
95 study will look at ways to strengthen connections between the City’s residential and
96 commercial areas and nearby metro stations. The study will explore possibilities for
97 partnering with private shuttle services in the City, cab services, and transit service
98 provided by Fairfax County and Arlington County.

99
100 6. Outreach, Marketing, and Information

101 Total Request \$30,000 Local Share \$7,500

102 The application for TDM funding will increase information about commuting choices
103 and special events. The request includes marketing and promotion of TDM through
104 brochures, electronic, and other media. Special events to promote TDM strategies
105 include:

- 106 • Bike to Work Day
 - 107 ○ Pit stops are provided for bicycle commuters with food, music, games
 - 108 and prizes. Bike to Work day is an annual event held in the spring.
- 109 • PARK(ing) Day
 - 110 ○ Artists, designers and citizens transform parking spaces into temporary
 - 111 public parks on the third Friday in September.
- 112 • Cyclovia
 - 113 ○ Cyclovia temporarily closes certain streets to automobiles for bicyclists
 - 114 and pedestrians. Events include games, food, music and prizes.
- 115 • Walk Falls Church
 - 116 ○ Walk [Your City], <https://walkyourcity.org/>, involves providing
 - 117 temporary wayfinding and street signs with minutes to destinations and

118 events instead of distances. This is combined with other media
119 messaging to encourage people to spend part of their day out walking in
120 the City.

121
122 7. Incentives

123 Total Request \$10,000 Local Share \$2,500

124 The application for TDM funding includes a request for incentives. Many hidden
125 financial incentives encourage people to drive when they might otherwise choose other
126 modes. For example “free” parking is in many cases more expensive than the gas
127 needed to a fuel a car.¹ Providing incentives for other modes can help to balance the
128 transportation playing field. Incentives may include providing people with transit passes
129 and/or monthly reimbursements for vanpools, ridesharing, bicycling or walking to
130 work.

131
132 **FISCAL IMPACT:** The applications request a total of \$200,000. The local match
133 required to access the funding for all applications is \$50,000.

134
135 The amounts per project are shown below.

Project	Request	Local Share
(1) TDM Monitoring (Site Plans)	\$25,000	\$6,250
(2) Fare Wheels	\$20,000	\$5,000
(3) Parking District Leases	\$50,000	\$12,500
(4) Van Pool Study	\$22,500	\$5,625
(5) Shuttle Study	\$42,500	\$10,625
(6) Outreach, Marketing, Information	\$30,000	\$7,500
(7) Incentives	\$10,000	\$2,500
Total	\$200,000	\$50,000

136
137
138 **TIMING:** Immediate. The application deadline is February 1, 2017 and requires a
139 Council resolution.

140 If awarded, DRPT funds will be available in Fiscal Year 2018, which begins July 1,
141 2017, subject to a budget amendment approved by City Council.

142
143
144 **ATTACHMENTS:**

145 1. Slate of Grant Applications
146
147
148
149
150
151
152

¹ Donald C. Shoup, *The high cost of free parking* (Chicago: Planners Press, 2005).

153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179

(TR17-05)

RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH
FISCAL YEAR 2018 APPLICATIONS FOR DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION FUNDING

WHEREAS, the City of Falls Church is committed to expanding transportation choices; and,

WHEREAS, providing a transportation network that increases mobility and accessibility is identified as a transportation need within numerous City policy documents, including the City's Comprehensive Plan; and,

WHEREAS, the provision of TDM site plan monitoring, outreach and education, senior transportation and vanpool and shuttle studies in the City is strongly aligned with the policy objectives of DRPT grant programs.

NOW, THEREFORE, BE IT RESOLVED THAT the City of Falls Church City Council hereby authorizes the City Manager to execute and submit applications for up to \$200,000 in funding to the Department of Rail and Public Transportation.

Reading: 01-23-17
Adoption:
(TR17-05)

Fiscal Year 2018-2023 Application Schedule

Application Due Date	Grant Program	Local Match Requirement	Program	Project	Application Amount	Local Share	Grant Share	Application Year	Funding Available
July 22	Recreational Trails Program	20%	W&OD Park	Crossings	\$360 K	\$72 K	\$288 K	<u>FY 2017</u>	FY 2018
August 1, draft ideas November 1, application	HSIP	0%	Neighborhood Traffic Calming	TBD	\$600 K	\$0	\$600 K	<u>FY 2017</u>	FY 2020
August 15, notice of intent to apply September 30, application	Smart Scale (formerly HB2)	0%	W Broad POA	Broad St Streetscape and Utility Undergrounding	\$3 M	\$0	\$3 M	<u>FY 2017</u>	FY 2020
			W Broad POA	Park Ave Streetscape and Utility Undergrounding	\$2 M	\$0	\$2 M	<u>FY 2017</u>	FY 2020
August 31	UDA Planning Grant	0%	Schools Area Planning	Urban Design	\$65 K	\$0	\$65 K	<u>FY 2017</u>	FY 2018
October	VDOT, Revenue Sharing	50%	S Washington POA	S Maple Ave Redesign and Reconstruction	\$1.2 M	\$600 K	\$600 K	<u>FY 2017</u>	FY 2018
			S Washington POA	S Washington St & Annandale Rd Intersection	\$300 K	\$150 K	\$150 K	FY 2018	FY 2019
			Street Paving and Reconstruction	Roadbed Reconstruction	\$1.2 M	\$600 K	\$600 K	FY 2018	FY 2019
			Traffic Signals	S Maple Avenue & Annandale Road	\$600 K	\$300 K	\$300 K	FY 2019	FY 2020
			Traffic Signals	Great Falls Street & Lincoln Avenue	\$600 K	\$300 K	\$300 K	FY 2020	FY 2021

Application Due Date	Grant Program	Local Match Requirement	Program	Project	Application Amount	Local Share	Grant Share	Application Year	Funding Available
November	TAP	20%	W&OD Park	Two Trails, Lighting, Plazas	\$3.5 M	\$0.7M	\$2.8 M	<u>FY 2017</u>	FY 2018 through FY 2020
December	RSTP	0%	Varies	Pedestrian Bicycle, Bridge, and Traffic Calming Improvements	\$550 K	\$0	\$550 K	<u>FY 2017</u>	FY 2023
January	DRPT, special programs	20%	Pedestrian Accessibility and Safety	TDM and Ped/Bike Project Manager	1 FTE			<u>FY 2017</u>	FY 2018
March	VDOT, Primary Extension Paving	0%	Street Paving and Reconstruction	Primary Extension Paving	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
March	VDOT, State of Good Repair	0%	Bridges	Oak Street Bridge	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
			Bridges	N Van Buren	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
May	COG, TLC	0%	Advance Planning	TBD	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018

Vision and Core Values

The Vision Statement for the City Falls Church is as follows:

In the year 2040, the City of Falls Church is a vibrant, walkable, safe, small city in Northern Virginia. Falls Church keeps pace with regional growth, while strengthening its identity as a special place. The City invests in its schools, neighborhoods, and natural environment. The City celebrates its history, community character, and cultural diversity. A growing economy and the continual rejuvenation of commercial areas support the City's high quality of life.

Inherent in this Vision Statement is a set of core values that embody what the City of Falls Church is striving to achieve over the next 20 years. These values include:

Efficient Transportation

- High accessibility across City
- Public and private transportation alternatives
- Linkage via public transit, paths, and bikeways
- Pedestrian and bike-friendly sidewalks and streets
- Improved air quality
- Regional cooperation and regional solutions

Public Health and Safety

- Ample opportunities for physical activity
- Access to fresh, local foods
- Low crime rates
- Community oriented police force
- Access to quality health care

Community Indicators

Community Indicators track progress against adopted goals. Regular Community Indicators reports allow the City to periodically revisit its adopted goals and assess progress against them.

The following indicators will be used to track progress against the City's vision principles. City staff will prepare a report every 2 years. Staff will present the report to the City Council and the Planning Commission and post it on the City's website.

Community Character/Urban Form

- Mixed use development (%)
- Dedicated City funding for the arts
- Attendance at arts/cultural events
- Historic buildings rehabilitated
- Percent of streetscape matching design guidelines

Economic Sustainability

- Job/housing balance (ratio of jobs to people)
- Employment rate
- Commercial tax revenue
- Net number of companies moving to the City
- New businesses started (per capita)

Education

- High school graduation rate

- Standardized test scores
- Performance of ESL/minority students
- Residents with undergraduate and graduate degrees (%)

Efficient Transportation

- Transit ridership (Journey to Work or COG data)
- Vehicle, bicycle and pedestrian counts at key locations. Staff can decide appropriate locations- perhaps Broad Street and Washington Street, measured at or near the intersection of the two streets.
- Neighborhood calming request-completed and pending.
- Percent of bicycle network completed
- Sidewalks (linear miles)
- Number of BikeShare stations

City of Falls Church Citizens Advisory Committee on Transportation

DATE: January 21, 2017

TO: Carley Aubrey
Department of Development Services - Planning

FROM: Citizens Advisory Committee on Transportation

SUBJECT: Comments on Draft Cottage Housing Ordinance

The Citizens Advisory Committee on Transportation (CACT) reviewed and discussed the draft Cottage Housing Ordinance at its meeting of January 11, 2017.

The CACT:

- Agrees with the draft ordinance's goal of diversifying the City's housing stock and providing more affordable housing options for seniors in small, clustered developments compatible with adjoining neighborhoods. Well-designed developments with sidewalks and ready access to commercial areas and transit can improve the City's vitality and walkability.
- Believes that the size and number of cottage developments should be limited to avoid altering the overall residential character of the City.
 - The ordinance should set a maximum number of units, perhaps 20, for each cottage development.
 - The ordinance should set a minimum distance, perhaps ½ mile, between developments.
- Concurs with the proposed criteria of clustered parking and proximity to transit services.
- Recognizes that increased density means increased automotive traffic. However, this may be mitigated by seniors' preference to avoid driving during peak traffic hours and, in the longer term, by efficiencies from widespread availability of autonomous vehicles.

Thank you for the opportunity to comment.

City of Falls Church, VA

Operating Assistance Scope of Work

Operating Assistance

Fare Wheels is a supplemental transportation program that allows City of Falls Church residents to stretch their transportation dollars.

Program Elements

The grant funding will expand access to the City's Fare Wheels program by relaxing (increasing) the income limit for Program participants. The current Fare Wheels program allows City of Falls Church residents at least 62 years of age, or permanently and totally disabled, with gross annual incomes not exceeding \$37,000, to stretch their transportation dollars. Approved residents may receive \$40.00 each month in taxi coupons for personal use, with a \$10 co-pay charged monthly. The grant will double the available Fare Wheels program funding from \$20,000 to \$40,000.

With this application, the City is looking to deliver the following:

Program Element: Fare Wheels	
Description	Taxi voucher program
Statement of Need	The grant funding will expand access to the City's Fare Wheels program by relaxing (increasing) the income limit for Program participants.
Cost of Program Element	\$20,000
Schedule	07/01/2017 – 06/30/2018
How will success of project/program be measured and evaluated?	Number of residents provided with taxi coupons

INCOME	
Operating Assistance Grant	\$20,000
TOTAL INCOME	\$20,000
EXPENSES	
Cost	
Taxi coupons	\$ 20,000
TOTAL	\$ 20,000

TOTAL FY 18 EXPENSES	\$ 20,000
Surplus/Deficit	\$ -

City of Falls Church, VA

Transportation Management Program

Scope of Work

TMP Program

The City of Falls Church sits at the historical crossroads of Route 7 and Route 29 in Northern Virginia. Falls Church is a regional activity surrounded by urban development, including Tysons, the Rosslyn-Ballston Corridor, Seven Corners, and the Mosaic District.

The City's Comprehensive Plan calls for the development and implementation of TDM strategies. Managing travel demand and expanding mode choice are critical to providing a high quality of life, reducing travel congestion, and supporting continued economic growth.

Program Elements

The City is working to develop a holistic mix of travel options and information to expand mode choice. With this application, the City is looking to deliver the following TDM elements:

Program Element: TDM Start Up	
Description	Monitor TDM agreements for recent development projects
Statement of Need	<p>Monitoring will involve working with the site-specific transportation management coordinators, reviewing annual site surveys, and adjusting plans as needed to achieve the agreed upon goals.</p> <ul style="list-style-type: none"> • Voluntary concessions obligate new development projects to provide a transportation management program that limits single occupancy vehicles and peak hour vehicle volumes. • TDM start-up money is needed to work with site managers and calibrate TDM Plans. In future fiscal years, this coordination would be transferred to ongoing staff support. • The City's Comprehensive Plan calls for the development and implementation of a transportation Demand Management Plan. Establishing a TDM Start Up program will help the City work towards that goal.

	<ul style="list-style-type: none"> In a 2009 constituent survey of City of Falls Church residents as well as neighboring residents in parts of Fairfax County, conducted by Delegate Jim Scott, 72 percent of the 600 respondents listed traffic congestion as one of the top two issues facing the area. The use of TDM strategies has been shown to reduce site specific vehicle trips by 8 to 27 percent (FHWA, 2015).
Cost of Program Element	\$50,000
Schedule	07/01/2017 – 06/30/2018
Number of FTE	2/5
How will success of project/program be measured and evaluated?	<p>Recently approved projects have offered to meet mode share and vehicle volume goals.</p> <ul style="list-style-type: none"> Success will be measured on the number of multifamily residential or commercial buildings working with the City of Falls Church TDM Program. Success will also be measured on the extent to which projects meet these goals. Percentage of zero or one car households in the City of Falls Church is another performance measure that could be used.

Program Element: Commercial District Shared Parking Leases	
Description	Lease and wayfinding for commercial parking district
Statement of Need	<p>This element includes the cost of leases and wayfinding for shared parking districts. Commercial parking districts will make public parking available in existing underutilized privately-owned parking lots in downtown commercial areas. Providing adequate parking in central locations allows people to “park once and walk.” This strategy reduces the amount of vehicles that are driving around in search of parking.</p> <ul style="list-style-type: none"> As much as 30% of traffic congestion in urban areas is caused by drivers cruising for parking (Shoup, 2006). Utilizing existing private parking lots in the City’s Revitalization Areas instead of building additional parking garages will allow for additional infill development.

	Fewer parking spaces could be required of those new developments.
Cost of Program Element	\$50,000
Schedule	07/01/2017 – 06/30/2018
Number of FTE	1/5
How will success of project/program be measured and evaluated?	<ul style="list-style-type: none"> • Signed lease agreements from private parking lots near City Hall • Installation of wayfinding • Utilization of shared parking lots

Program Element: Outreach, Marketing and Information	
Description	Marketing and Promotion of TDM Strategies
Statement of Need	<p>The application for TDM funding will increase information about commuting choices and special events. The request includes marketing and promotion of TDM through brochures, electronic, and other media. Special events to promote TDM strategies include:</p> <ul style="list-style-type: none"> • Bike to Work Day Pit stops are provided for bicycle commuters with food, music, games and prizes. Bike to Work day is an annual event held in the spring. • PARK(ing) Day Artists, designers and citizens transform parking spaces into temporary public parks on the third Friday in September. • Cyclovia Cyclovia temporarily closes certain streets to automobiles for bicyclists and pedestrians. Events include games, food, music and prizes. • Walk Falls Church Walk [Your City], https://walkyourcity.org/, involves providing temporary wayfinding and street signs with minutes to destinations and events instead of distances. This is combined with other media messaging to encourage people to spend part of their day out walking in the City. • The City's Comprehensive Plan calls for the development and implementation of a Transportation Demand Management Plan. Starting up a TDM Outreach, Marketing and Education program will help the City work towards that goal. • The study <i>Transit Oriented Design Within and Beyond the Quarter Mile</i>, conducted by Foursquare Integrated Transportation Planning

	in 2013, recommends marketing as part of a TDM Strategies Toolbox.
Cost of Program Element	40,000
Schedule	07/01/2017 – 06/30/2018
Number of FTE	1/5
How will success of project/program be measured and evaluated?	<ul style="list-style-type: none"> • Number of event participants. • Public support for transportation alternatives. • Number of external partners working with Falls Church TDM Program.

Program Element: Incentives	
Description	Incentives for transit, ridesharing, vanpool, bicycling or walking.
Statement of Need	<p>Many hidden financial incentives encourage people to drive when they might otherwise choose other modes. For example “free” parking is in many cases more expensive than the gas needed to fuel a car.¹ Providing incentives for other modes can help to balance the transportation playing field. Incentives may include providing people with transit passes and/or monthly reimbursements for vanpools, ridesharing, bicycling or walking to work.</p> <ul style="list-style-type: none"> • The study <i>Transit Oriented Design Within and Beyond the Quarter Mile</i>, conducted by Foursquare Integrated Transportation Planning in 2013, recommends incentives for vanpool, carpool and transit as part of a TDM Strategies Toolbox.
Cost of Program Element	\$40,000
Schedule	07/01/2017 – 06/30/2018
Number of FTE	1/5
How will success of project/program be measured and evaluated?	Number of participants in incentive programs.

INCOME	
TMP Assistance Grant	\$180,000
TOTAL INCOME	\$180,000

¹ Donald C. Shoup, *The high cost of free parking* (Chicago: Planners Press, 2005).

EXPENSES	
Personnel (if applicable)	
Paul Stoddard	\$25,000
Kerri Oddenino	\$70,000
Jeffrey Sikes	\$10,000
Karin Battle	\$10,000
Jina Freiberg	\$10,000
TOTAL PERSONNEL	\$125,000
Cost	
TDM Start Up	\$ 0
Parking District Leases	\$25,000
Outreach, Marketing, Information	\$15,000
Incentives	\$15,000
TOTAL COST	\$55,000
TOTAL FY 18 EXPENSES	\$180,000
Surplus/Deficit	\$ -