

1. Item\_0\_Agenda\_2020\_12\_02

Documents:

[ITEM\\_0\\_AGENDA\\_2020\\_12\\_02.PDF](#)

2. Item\_2\_CACT\_Draft\_Minutes\_For\_Jan\_15\_2020\_(2)\_(3)

Documents:

[ITEM\\_2\\_CACT\\_DRAFT\\_MINUTES\\_FOR\\_JAN\\_15\\_2020\\_\(2\)\\_\(3\).PDF](#)

3. Item\_5\_Action\_Items\_Tracking\_200115

Documents:

[ITEM\\_5\\_ACTION\\_ITEMS\\_TRACKING\\_200115.PDF](#)

4. Item\_6a\_2019\_CACT\_Annual\_Report\_Staff\_Report

Documents:

[ITEM\\_6A\\_2019\\_CACT\\_ANNUAL\\_REPORT\\_STAFF\\_REPORT.PDF](#)

5. Item\_6b\_2019\_CACT\_Annual\_Report\_To\_Council

Documents:

[ITEM\\_6B\\_2019\\_CACT\\_ANNUAL\\_REPORT\\_TO\\_COUNCIL.PDF](#)

6. Item\_6c\_Addendum\_To\_CACT\_Annual\_Report\_To\_Council

Documents:

[ITEM\\_6C\\_ADDENDUM\\_TO\\_CACT\\_ANNUAL\\_REPORT\\_TO\\_COUNCIL.PDF](#)

7. Item\_7\_ESC-CACT\_Joint\_Meeting

Documents:

[ITEM\\_7\\_ESC-CACT\\_JOINT\\_MEETING.PDF](#)

8. Item\_8\_Crashes\_2018

Documents:

[ITEM\\_8\\_CRASHES\\_2018.PDF](#)

9. Item\_11\_Queen\_Anne\_Greenways\_Tweet V2

Documents:

[ITEM\\_11\\_QUEEN\\_ANNE\\_GREENWAYS\\_TWEET V2.PDF](#)

10. Item\_12b\_Bus\_Transformation\_Staff\_Report\_0.Docx

Documents:

[ITEM\\_12B\\_BUS\\_TRANSFORMATION\\_STAFF\\_REPORT\\_0.DOCX.PDF](#)

11. Item\_12c\_Rt\_7\_BRT\_Presentation

Documents:

[ITEM\\_12C\\_RT\\_7\\_BRT\\_PRESENTATION.PDF](#)

12. Item\_12d\_Arlington\_County\_200\_Extra\_Speeding\_Fine

Documents:

[ITEM\\_12D\\_ARLINGTON\\_COUNTY\\_200\\_EXTRA\\_SPEEDING\\_FINE.PDF](#)

**AGENDA**  
**CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION**  
**Wednesday, February 12, 2020 - 7:00 PM**  
**City Hall-Dogwood Room**  
**300 Park Avenue, Falls Church, VA 22046**

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1. **Public Comment:**
2. **Action Item:** Approval of Minutes of the January 2020 Meeting (5 min)
3. **Committee Member Reports:** (15 min)
4. **Staff Reports:** (10 min)
5. **Information Item:** CACT 2019 Priority Tracking Sheet (5 min)
6. **Action Item:** Follow up from Annual CACT Report to Council (20 min)
7. **Discussion Item:** Planning for Joint Meeting with the ESC (15 min)
8. **Discussion Item:** Traffic Crash Reports (20 min)
9. **Discussion Item:** Leading Pedestrian Intervals and protected walk signals (20 min)
10. **Information Item:** Expedited NTC Project Update (10 min)
11. **Information Item:** Queen Anne Greenways Tweet (5 min)
12. **Attachments and Various Reports**
  - a. Joint meeting with ESC- email
  - b. Staff Report: Bus Transformation Project
  - c. Staff Report: Envision Route 7 BRT Phase III presentation
  - d. Arlington Co. Additional \$200 Speeding Fines Staff report
  - e. Final 2019 CACT Report to Council
  - f. Addendum to CACT Report to Council



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**Please Do Not Remove**  
**Posted February 7, 2020**



# Citizens Advisory Committee on Transportation

January 15, 2020 - 7:00 pm- 9:20 pm

300 Park Ave-Oak Room

## Draft Meeting Minutes

### Attendance

#### CACT Members

Member	Present
Andrea Caumont, Chair	Yes
Paul Baldino,	Yes
Bill Ackerman	No
Doug Devereaux	Yes
Addison Heard	Yes
Shaun Dakin	Yes
Dave Gustafson, Vice Chair	Yes

#### City Staff

Jeffrey Sikes  
Zak Bradley

#### Liaisons

Liaison	Present
David Snyder (City Council)	No
Melissa Teates (Planning Commission)	Yes
Sarah Fong (Youth Representative)	Yes

### Agenda

1. Public Comment
2. Action Item: Approval of October 2019 Minutes
3. Committee Member Reports
4. Staff Reports
5. Information Item: CACT 2019 Priority Tracking Sheet
6. Action Item: Election of Officers
7. Action Item: Annual CACT Report to Council
8. Discussion Item: CACT Mission Statement

## 9. Information Item: Expedited NTC Project Update

### **1. Public Comment:**

There was no public comment.

### **2. Action Item: Approval of Minutes for December 2019:**

The minutes for the December 2019 meeting were approved with minor corrections.

### **3. Committee Member Reports:**

Andrea reported she had met with the new chair of the ESC and there is interest in having a joint meeting, perhaps in March to talk about bike safety (see email attached from Andy Brown). She also mentioned a community meeting planned for April with FABB on community biking. On January 31 there will be a demonstration of an autonomous shuttle (where?).

Paul shared a flyer indicating there would be a Winter Bike to work day on February 14. There will be 4 pit stops in Arlington and one a Northside Social in the City of Falls Church. Paul also reported that the W&OD dual trails project was heard by the Planning commission on December 16. The Arlington county board approved approximately a two mile long dual W&OD trail project in Arlington between Roosevelt St and Wilson Blvd. Doug indicated he was to do a memo of support for the Letter on Biking and walking to the City manager and School Board from Susan Dimock.

### **4. Staff Reports:**

Jeff reported that the Council Meeting on January 27<sup>th</sup> will be filled with transportation topics. There will be a presentation on the recently completed Phase 3 of the Envision Route 7 BRT project by NVTC staff. There will also be a presentation of the findings of the Bus transformation Project being conducted by a consultant for WMATA.

The City is applying for a grant from the I-66 Commuter Choice Program to bring back the 28X Metrobus service. The route would be rush hour only and begin at the Spring Hill Metrorail Station and end at Mark Center. Through the City of Falls Church, it would mimic the proposed route of the Route 7 BRT project and include the East Falls Church Metrorail station. If awarded, the service could begin at the end of 2020, the same time as when the 3T bus service ends. The new 28X service would follow the same route as the 3T.

Also scheduled for Council consideration is a presentation by WMATA on the Orange Line station platform reconstruction planned from Memorial Day to Labor Day this summer.

## **5. Information Item: CACT 2019 Priority Tracking Sheet:**

The Priority tracking sheet was updated to reflect the January 15<sup>th</sup> discussion of the Walkability Recommendations.

## **6. Action Item: Election of Officers:**

Andrea Caumont was re-elected Chair and Dave Gustafson was re-elected Vice-chair of the CACT for calendar year 2020.

## **7. Action Item: Annual CACT Report to Council:**

Andrea and Paul had drafted the 2019 CACT Report to Council, and the draft was discussed and some minor additions made. It was decided to attach the Pedestrian Improvement Report as an addendum to the report. The Annual report to Council will be presented on February 10<sup>th</sup>.

## **8. Discussion Item: CACT Mission Statement:**

A committee member asked if there was a mission statement for the CACT. There is no official mission statement for the committee, however the CACT website does offer some information as to the Committee's duties. Jeff was able to work with the Clerk's Office to find the Council Resolution which created the CACT back in 1976 which was discussed at the January meeting. Since adoption in 1976, the Resolution has only been amended 2 times.

## **9. Information Item: Expedited NTC Project Update:**

Jeff provided an update of the progress being made on the expedited NTC projects. A team has been formed consisting of staff from Planning, DPW, City Manager's office and OCOM to guide the project. Staff has divided the project into 3 categories: active projects, projects in the "queue" and the Greenway Downs Streets. A budget amendment is proposed to fund the current projects and the streets in the queue, and will be considered by City council on February 10. The City Manager is recommending to Council to use \$400,000 in surplus funds for the NTC program. The BPSP grant will be used to fund the Greenway Downs Streets.

Construction will begin in the spring on the Annandale road/Gundry Drive Project and the summer for the Great Falls/Little Falls project. The CACT may be asked to become involved to help resolve differences of opinion on some measures to be recommended by staff.



## Status of 2019 CACT Action Items

Updated: January 15, 2020

Action Item	Responsibility	Status
<p><b>Refine the Neighborhood Traffic Calming Program:</b> Continue review of the NTC Program and examination of alternatives to speed the delivery of effective and cost-efficient solutions.</p> <p>Source: Continuing</p>	<p>Staff All CACT</p>	<p><b>2017</b> Jan – CACT agreed to assign member as liaison to each neighborhood working group. Member will attend working group meetings and serve as liaison between group and committee. Mar - Bill is liaison to Great Falls/Little Falls group.</p> <p><b>2018</b> Jan – Jeff to lead review and discussion of potential improvements to the NTC program. Deferred until Spring. Sep 12 – Review and discussion of improvements deferred until 2019.</p> <p><b>2019</b> Jul – Jeff said this may be ready for discussion at the October CACT meeting. Oct 9 – Jeff presented City Manager’s report to Council on transportation projects and goals for advancing the NTC Program. Invited ideas from CACT members. Nov 14 – Jeff distributed draft proposing: -Use of currently available \$636K grant for: ---Construction of Annandale/Gundry with completion in Jan 20 ---Construction of Great Falls/Little Falls -Use of \$632K grant for bundle of Greenway Downs streets intersecting Rt. 29 -Use of approx. \$200K from Jan 2020 budget amendment for NTC queue streets: N. Oak, Noland, Jefferson, S. West, Lincoln, S. Lee Nov 21 – CACT letter to Council recommending use of surplus budget funds for traffic calming.</p>
<p><b>Neighborhood Pace Car Program</b></p> <p>Source: 2014 Annual Report</p>	<p>Staff Andrea Dave Shaun</p>	<p><b>2016</b> Jun – Staff received printing quote (500 decals for \$360) Oct – DPW agreed to fund printing</p> <p><b>2017</b> Feb – Staff advised that decal image received from WABA is not sufficiently sharp for printing - Goal is to start program in Fall 2017 with beginning of the school year. - Steve is coordinating contest to develop Falls Church-specific decal image and revise WABA brochure. - Stephanie is coordinating contest announcement. - Steve to coordinate implementation with GMHS and Andrea with FCEPTA. Apr 4 - Design-a-Decal contest announced. Closed Jun 1. Jul 12 - CACT reviewed alternative designs. Chose one and recommended modifications. Oct 11 – Steve presented final design of decal and accompanying flyer.</p>

Action Item	Responsibility	Status
		<p>Nov 8 – CACT discussed and approved flyer. Andrea, Dave &amp; Paul to identify typos and forward to Steve to modify flyer. Steve to provide final to Jeff. Jeff to advise CACT on printing options.</p> <p>Nov 13 – Steve sent revised flyer to Jeff.</p> <p>Dec 13 – Jeff said staff is exploring options for printing.</p> <p><b>2018</b></p> <p>Jan 10 -Jeff said funding available through TDM grant. Image can be reproduced on decal and/or magnet. Spring rollout planned.</p> <p>Mar 14 – Steve resent design of decal and flyer to Jeff for pricing.</p> <p>May 9 – Jeff reported that TDM grant cannot be used to fund decal. Staff is seeking another funding source.</p> <ul style="list-style-type: none"> <li>- Melissa suggested applying for a VPIS grant.</li> </ul> <p>Sep 13 – Steve will prepare application for VPIS grant.</p> <p>Nov 14 – Andrea reported VPIS had awarded \$500 grant for decals and pamphlets.</p> <ul style="list-style-type: none"> <li>- Jeff to check with Office of Communications re production.</li> </ul> <p>Dec 12 - Andrea to talk with VPIS re recognition on the pamphlet and/or decal.</p> <p><b>2019</b></p> <p>Feb 13 – VPIS wants to review design.</p> <ul style="list-style-type: none"> <li>- Jeff advised that since VPIS is funding materials, CACT can arrange printing and distribution without staff involvement.</li> <li>- Andrea to determine next steps.</li> </ul> <p>Oct 9 – Dave and Shaun volunteered to help complete project.</p> <p>Nov 14 – Andrea reported she and Shaun had received an estimate of \$2K to print pamphlet and stickers. Plan to reformat pamphlet and order magnets at \$1 each.</p> <p>Dec 11 – CACT commented on revised pamphlet, online pledge form, and sticker design. Andrea will make changes, and attempt to get sample stickers and magnets for committee review.</p>
<p><b>Street Lighting:</b> Analyze street lighting types in City. Review literature on effects of lighting on safety and walkability. Prepare report to Council with recommendations.</p> <p>Source: Doug’s Mar 7, 2018 email</p>	<p>Doug Dave Bill</p>	<p><b>2018</b></p> <p>Mar 14 – Adopted as project by CACT.</p> <ul style="list-style-type: none"> <li>- Paul S will request GIS street lighting map of City from staff.</li> </ul> <p>Apr 19 – Doug has received map. Its utility is limited because it does not show lighting types.</p> <p>May 9 – Doug plans to attend Arlington lighting tour and demonstrations.</p> <p>Nov 14 – Tara said Dominion has offered City options for replacement of existing lighting fixtures as they become unserviceable. City has not yet determined a preference.</p> <ul style="list-style-type: none"> <li>- Bill to research street lighting programs in other jurisdictions.</li> </ul> <p>Dec 12 – Bill obtained information from DC, Arlington, and Fairfax County on street light requirements for developers</p>

Action Item	Responsibility	Status
		<p>and plans for future lighting to include LEDs for cost savings, future lighting, and dark skies. Doug to prepare written summary.</p> <ul style="list-style-type: none"> <li>- Dave to contact Tara with possible test locations for new Dominion Energy light fixtures.</li> </ul> <p><b>2019</b> Feb 13 - Doug drafted memo summarizing collected information</p> <ul style="list-style-type: none"> <li>- Andrea to contact Environmental Sustainability Committee re potential for joint letter to Council on importance of street lighting program for aesthetics, safety, energy savings, reducing light pollution, etc.</li> </ul> <p>Mar 13 – Dave to edit Doug’s memo Oct 9 – Zak reported that Dominion Energy will replace bulbs with LED as current bulbs fail. City has chosen a “dark skies” pole for new fixtures. Approximately 800 light fixtures are owned by Dominion and 250 by the City. <b>COMPLETED</b></p>
<p><b>20 MPH Speed Limits:</b> Evaluate as traffic calming strategy. Identify possible test streets.</p> <p>Source: 2018 Council request (Sze) Nov 5, 2018</p>	Jeff	<p><b>2018</b> Nov 14 - Jeff to research other jurisdictions’ experience, including Portland, Oregon and Alexandria</p> <p><b>2019</b> Feb 13 – Jeff provided information on Seattle and Portland and memo summarizing issues including comments from the Police Department.</p> <ul style="list-style-type: none"> <li>- Committee discussed and decided 20 mph would likely have little benefit and incur costs for administrative time, engineering studies, and new signage.</li> <li>- Andrea to draft memo to Council recommending no action on 20 mph at this time.</li> </ul> <p>Mar 24 – Memo to Council <b>COMPLETED</b></p>
<p><b>Permit Parking</b> Study permit parking policies of other jurisdictions.</p> <p>Source: CACT meeting, Jan 9, 2019</p>	Addison Andrea Paul	<p><b>2019</b> Jul 10 - Paul presented memo summarizing research to CACT. <b>COMPLETED</b></p>
<p><b>Electric Scooters</b> Work with staff to develop policy. Consider policies developed by Arlington and other jurisdictions.</p> <p>Source: 2019 Council request (Hardi) Feb 25, 2019</p>		<p><b>2019</b> Sep 3 – Staff presented draft “Shared Mobility Devices Pilot Program” at Council Work Session. Oct 21 – Joint Council / CACT Work Session on scooters Nov 12 – Council approved pilot program Dec 9 – Council to vote on sidewalk riding ordinance. Nov 21- CACT letter to Council recommending approval of scooter use on sidewalks. <b>COMPLETED</b></p>

Action Item	Responsibility	Status
<p><b>Spot Improvement Recommendations</b>  Council invited CACT to recommend use of \$100,000 in FY 20 budget for short-term spot improvements to address pedestrian safety and walkability.</p> <p>Source: Spring 2019 Council request</p>		<p><b>2019</b>  Jul 10 – CACT discussed draft memo to Council listing general recommendations. Approved memo and sent to Council on Jul 12.  Jul–Aug – CACT members assembled list of specific recommendations.  Aug 26 – Sent draft memo with specific recommendations to Council.  Sep 3 - Council discussed CACT draft and staff recommendations at it Work Session.  <b>COMPLETED</b></p>
<p><b>Walkability Recommendations</b>  Prepare list of recommendations as addendum to annual report.</p> <p>Source: CACT meeting, Sep 11, 2019</p>	Paul	<p><b>2020</b>  Jan 15 – CACT discussed draft list.</p>

**Ideas**

- Family Cycling Event: Host an event like Kidical Mass Rides.
- Bike Rodeo / TOPS Event
- Volksmarch / Scavenger Hunt: Plan walking event using the City’s greenways.

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### City of Falls Church

Meeting Date: 02-10-20	Title: <b>2019 Citizens Advisory Committee on Transportation (CACT) Annual Report</b>	Agenda No.:
Proposed Motion: None.		
Originating Dept. Head: Paul Stoddard Planning Director	Staff: Jeffrey Sikes Transportation Planner	Disposition by Council:

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**REQUEST:** The Council is requested to review the Citizens Advisory Committee on Transportation’s (CACT) annual report and discuss the Committee’s priorities for the 2020 calendar year.

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**BACKGROUND:** The attached annual report highlights the activities and actions of the CACT during the 2019 calendar year. In addition, the annual report outlines the CACT’s priorities for 2020. As enumerated within the report, the CACT has identified the following priorities for this calendar year:

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1. Administer, evaluate and refine the NTC Program
2. Research Tactical Urbanism ped/bike projects in other jurisdictions for potential application to the City
3. Explore immediate options to improve walking and biking access to MEH and GMHS campus
4. Meet with Rec and Parks Advisory Board to discuss hosting an Open Streets event in Falls Church
5. Meet with the Environmental Sustainability Council (ESC) to discuss ways to promote walking and biking
6. Meet with the Police Department to discuss availability and use of crash data
7. Work with City staff to develop a neighborhood sidewalk program

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**ATTACHMENTS:**

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1. 2019 Citizens Advisory Committee on Transportation (CACT) Annual Report to Council

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2. Addendum to CACT Annual Report to Council



# CITY OF FALLS CHURCH

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**DATE:** January 15, 2020

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

**FROM:** Citizens Advisory Committee on Transportation (CACT)

**SUBJECT:** CACT 2019 Annual Report

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## Introduction

This report summarizes the calendar year 2019 activities of the Citizens Advisory Committee on Transportation (CACT) and its priorities for 2020. Members of the CACT include Andrea Caumont (Chair), Dave Gustafson (Vice-Chair), Paul Baldino, Addison Heard, Bill Ackerman, Doug Devereaux, and Shaun Dakin. The CACT is supported by Transportation Planner Jeff Sikes as well as the Department of Public Works' Tara Puzin, P.E., and Zak Bradley, P.E. We would like to thank them for their invaluable support. We would also like to thank our City Council liaison Dave Snyder and our Planning Commission liaison Melissa Teates for their guidance and support.

We appreciate the opportunity to serve the growing City of Falls Church by working with citizens and City staff to improve the safety and effectiveness of transportation in and around the City.

## Neighborhood Traffic Calming Program

The CACT continued to assist staff in implementing the Neighborhood Traffic Calming (NTC) program. Public interest in the program grew dramatically in 2019. Based on this increased interest, the CACT submitted a letter to Council recommending a significant portion of surplus local funds be designated to complete top-priority projects in the NTC program. Committee members also provided feedback to staff supporting the idea of amending the program to employ a more administrative approach, which could allow for larger projects to be completed. The CACT hopes to refine the NTC program in 2020.

## Dockless e-scooters

The CACT believes e-scooters will help expand mode choice in Falls Church. The committee provided feedback on the City's pilot program and submitted a letter to Council recommending the devices be permitted on City sidewalks at reduced speeds. Ensuring scooter riders feel safe is key to the success of the program. The CACT is looking forward to a successful launch of the e-scooter pilot program in 2020.

## **E-Bikes on W&OD Trail**

The CACT wrote a letter of support for NOVA Parks' proposal to allow e-bikes to operate on the W&OD trail. E-bikes provide a viable alternative to automobile use, reduce congestion and improve air quality. Importantly, e-bikes make transportation and recreational cycling available to people with physical limitations and those who may be deterred by the exertion of conventional cycling.

## **20 mph speed limit**

The CACT discussed the merits of instituting a lower speed limit in the City of Falls Church. Staff provided data from Seattle and Portland and comments from the FCC Police Department. Based on this information, the committee decided 20 mph would likely have little benefit and incur costs for administrative time, engineering studies, and new signage. The CACT sent a memo to Council recommending no action on 20mph at this time.

## **Permit Parking**

Committee member Paul Baldino researched the permit parking policies of neighboring jurisdictions and wrote a memo summarizing his findings. This memo was shared with the City Manager and members of City Council.

## **Improving walkability**

Council invited CACT to recommend the use of \$100,000 in FY20 budget for short-term spot improvements to address pedestrian safety and walkability. The CACT provided recommendations on various projects throughout the City. Additional recommendations are provided as an addendum to this memo.

## **Neighborhood Pace Car Program**

The CACT refined materials for the Neighborhood Pace Car Program. Under this program, which we plan to roll out in spring 2020, volunteers will sign a pledge to drive within the speed limit, stop for pedestrians, and drive courteously, thereby "setting the pace" for local traffic. Participants will display a Pace Car decal on their vehicles.

## **Development plan review**

The CACT continued to stay engaged with plans for two major development projects: Founders Row and West Falls Church. The committee attended the June 2019 Community Meeting on the West Falls Church Economic Development Project and received a special presentation by the developer on transportation issues. The CACT provided questions and comments on pedestrian facilities, amenities for cyclists, site circulation and traffic calming. A consistent concern of the CACT is adequate sidewalk width and clear areas for pedestrians to pass safely.

## **Bike to Work Day, Parking Day, Walk and Bike to School Day**

Committee members happily participated in various celebrations of biking, walking and reclaiming public space during 2019 which were organized by City staff. The CACT looks forward to supporting the City's continued participation in fun events that promote alternate forms of mobility and hopes to add a new event in coming years. One of the committee's goals for the year is to explore whether an Open Streets event could work for Falls Church.

## **Regional transportation projects**

The committee received presentations on plans for the Route 7 bus rapid transit (BRT) project and reviewed WMATA's bus transformation project report.

## **2020 Goals**

- Administer, evaluate and refine the Neighborhood Traffic Calming program
- Research Tactical Urbanism ped/bike projects in other jurisdictions for potential application to the City.
- Explore immediate options to improve walking and biking access to MEH and GMHS campus
- Meet with the Rec & Parks advisory board to discuss hosting an Open Streets event in Falls Church
- Meet with the Environmental Sustainability Council to discuss ways to promote walking and biking
- Meet with Police Department to discuss availability of crash data
- Work with City staff to develop a neighborhood sidewalk program

## Recommended Walkability Improvements

### Addendum to the 2019 Annual Report of the Citizens Advisory Committee on Transportation

The CACT recognizes there are many opportunities throughout the City to improve walkability by addressing missing, obstructed, broken, and uneven sidewalks; steeply inclined curb cuts; and confusing signage.

The committee has chosen the following as the best opportunities for pedestrian improvements. This list targets streets and pathways providing access to commercial areas, schools, parks, and public buildings. There are many more opportunities on residential streets and these can be considered in a Citywide Sidewalk Policy.

- West Broad, 412 (Bedo's) – The utility pole and block wall severely narrow the sidewalk and make it difficult for wheelchairs and strollers to pass.
  - This was one of the most frequently mentioned problem sites in the 2017 Citizen Survey.
- Falls Avenue, 100 block east side – Recommend that the City acquire access and improve the gravel path between West End Park and Falls Avenue.
  - Some students walking and biking to GMHS/MEHMS take the W&OD Trail to West End Park.
  - A paved path in the park connects to a rough gravel path on the northern edge of the Mr. Tire parking lot. Students use the gravel path to reach Falls Avenue. They turn right, then left on Offut, left on Birch, right into the Giant parking lot, and then use the service driveway behind Giant.
  - This may be the safest and most convenient route to the schools that keeps students off West Broad.
- Howard Herman Park / Tiger Trail – About 100 yards past Broad Street, continuing through to the asphalt trail paralleling TJES, the gravel trail is uneven and puddles after rainfall. Recommend regrading and regravelling where needed.
- Walkway between North Washington and North Maple, 100 block. The CACT supports the idea of a painted walkway running the length of the parking area between these two streets.
  - The new walkway will provide an additional pedestrian option to access Mr. Brown's Park and businesses on West Broad and Park. It may also spur development of a pedestrian mall.
- West Broad, 900 block north side (St. James Church) - Utility poles and the retaining wall constrict the sidewalk.
- North Cherry, 100 block west side. Only this side of Cherry has a sidewalk. The first few hundred feet from Broad are severely obstructed by utility poles and guide wires.
  - People pushing strollers, dog walkers, and others are forced to walk in the street.
  - This sidewalk connects the improved Broad and Cherry pedestrian crossings and Jessie Thackery Preschool.
- Irving and Kent – No sidewalk on either street. These are the access to Berman Park.

- Randolph and Lynn – No sidewalk on either street. These are the access to Roberts Park.
- East Fairfax, 200 block north side – The sidewalk that accesses The Falls Church and its Preschool is significantly obstructed by utility poles and guide wires.
- North West, 200-600 blocks west side – No sidewalk. This heavily- trafficked street is used by students walking to TJES bus stops and to GMHS/MEHMS during rush hour.
- South Lee, 200 block – No sidewalk on either side of the street. This block is perpendicular to South Oak and used by students traveling to TJES.

In addition, the CACT encourages the City to pursue ***Walk-Friendly Community*** designation through the Highway Safety Research Center at the University of North Carolina. This national program requires a detailed assessment of the community's walkability and pedestrian safety policies and practices. A review team evaluates the strength of the applicant's walkability and advises on improvements. When successful, Falls Church would join Washington DC, Arlington, Alexandria, and Reston as local Walk-Friendly communities.

## Jeffrey Sikes

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**From:** Andrew Young <youngand@gmail.com>  
**Sent:** Tuesday, January 7, 2020 7:35 PM  
**To:** tinythings@gmail.com; davegustafson@gmail.com  
**Cc:** Joy Page; Kate Walker; Jeffrey Sikes  
**Subject:** Falls Church City ESC and CACT Collaboration

Notice: External E-mail.

Hi Andrea and Dave -

My name is Andy Young and I am the new chair of the Falls Church City Environmental Sustainability Council. During the ESC meeting in November, our staff liaison Kate Walker updated us on the participation in the Bike Share program, which spurred on an interesting discussion on bicycle ridership in the city more generally, along with maybe some ideas on how we can make some improvements. Kate suggested that I reach out to you to see what the CACT has already been doing and how we might be able to work together.

If you're interested and available to grab coffee on the weekend sometime, please let me know.

Best Regards,

Andy Young  
Chair, ESC

**City of Falls Church  
2018 Crashes Reported to VDOT**

<u>Total Crashes</u>	127
Fatalities	0
Crashes with Injuries	98
Total Injuries	154
Pedestrian Involved	6
Bicycle Involved	7

Primary Streets

Broad Street	46
Washington Street	33
Annandale Road	5
Great Falls Street	5
Wilson Boulevard	5

Intersections (Primary Street & Intersecting Street)

Washington Street & Columbia Street	6
Broad Street & Cherry Street	5
Washington Street & Broad Street	5
Broad Street & Pennsylvania Avenue	4
Broad Street & West Street	4



**Queen Anne Greenways**  
@QAGreenways



I call this a cul-de-trac. You can drop it in the middle of any neighborhood street for instant traffic calming, bike safety, and community space, while preserving vehicular access.



1:39 PM · Feb 3, 2020 · [Twitter Web App](#)

**160** Retweets **896** Likes



**Queen Anne Greenways** @QAGreenways · 18h



Replying to [@QAGreenways](#)

It is two mid-block culs-de-sac linked with a cycle track. Unlike a traditional suburban cul-de-sac, this approach creates public space and permits direct connectivity for people who walk, bike and roll.

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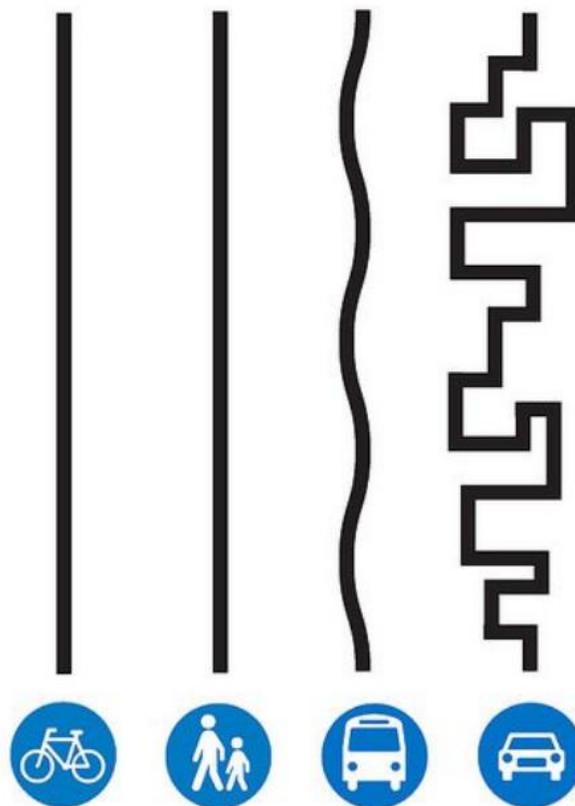




Queen Anne Greenways @QAGreenways · 17h

It essentially helps create the traffic pattern in this classic [@copenhagenizers](#) diagram.

## Traffic Planning for Liveable Cities



**COPEN  
HAGEN  
IZE  
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**Queen Anne Greenways** @QAGreenways · 13h

The trees and the angled cycle track maintain a clear visual corridor for bikes while creating a terminated vista for cars. One can imagine a range of possible designs.

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**Queen Anne Greenways** @QAGreenways · 13h

For narrower streets, you could experiment with a mountable sidewalk, protected by bollards and with appropriate parking restrictions, to accommodate three-point turns.

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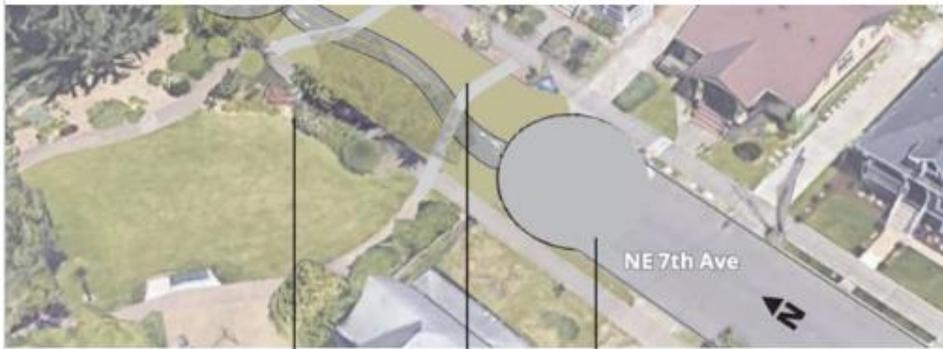




**Queen Anne Greenways** @QAGreenways · 9h  
Oh look. [twitter.com/coachbalto/sta...](https://twitter.com/coachbalto/status/1234567890)

**Sam Balto** @CoachBalto · Feb 2

I really think @PBOTinfo should still build this pocket park on NE 7th.  
[@BikePortland](#) [@bikeloudpdx](#) [@thestreettrust](#) [@OregonWalks](#)



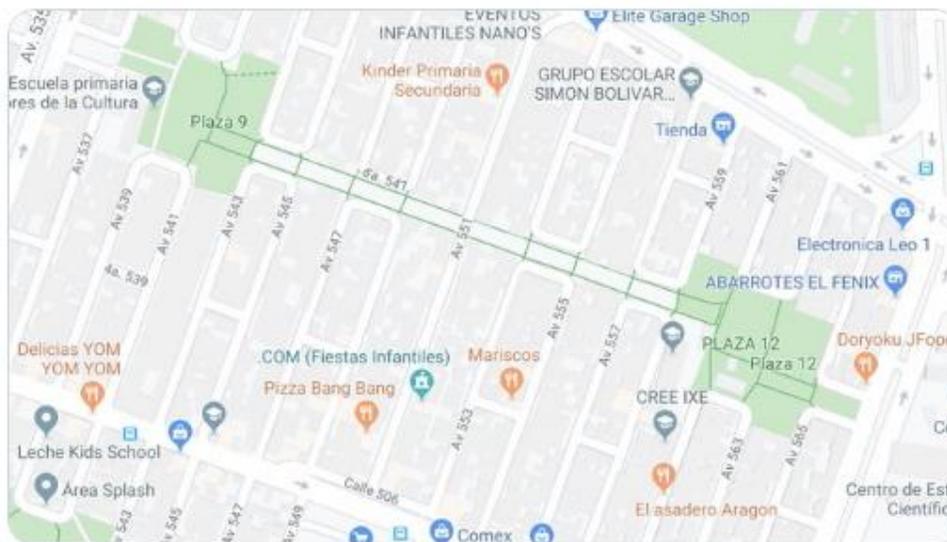
Extend Two Plum Park fully across NE 7th Ave.

Extend pedestrian and bicycle path connections through the larger Two Plum Park

Cul-de-sac allows vehicles to turn around.



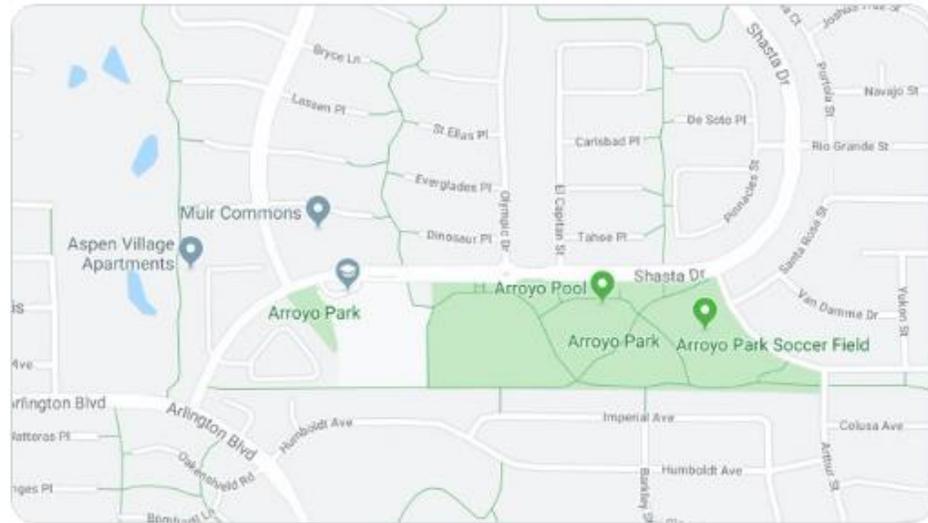
**Market Urbanism** @MarketUrbanism · 22h  
Replying to [@QAGreenways](#) and [@holz\\_bau](#)  
Mexico City has these





**Queen Anne Greenways** @QAGreenways · 22h

Yes Davis, CA has a version of it, too. Mine's a retrofit while theirs was purpose-built.



2

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23



3 more replies



**Dave Roberts** @davesonoma · 20h

Replying to @QAGreenways

In addition to your great idea, I see lots of great backyards perfectly sized for ADUs.

2



5



**Queen Anne Greenways** @QAGreenways · 20h

More neighbors make it work even better.



3



**VeloBusDriver** @VeloBusDriver · 22h

Replying to @QAGreenways

Clarification: Can cars proceed through the track middle part near benches (?) or is this effectively two dead ends for cars? Also: Can fire trucks get through?

2



4



2 more replies



**jon** @kapitensosro · 3h

Replying to @QAGreenways

sadly, it's definitely gonna be used by motorcyclists here in indonesia

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**Queen Anne Greenways** @QAGreenways · 1h  
True. We have far fewer motorcycles in the U.S.



**Demian Godon** @dgodon · 20h  
Replying to @QAGreenways

Would it potentially block driveway access for the houses next to cul-de-sac? Perhaps a worthwhile price for the benefits.



**Queen Anne Greenways** @QAGreenways · 20h  
Yes. It wouldn't work adjacent to an active driveway.



1 more reply



**Gregory Quetin** @grquetin · 22h  
Replying to @QAGreenways

This is too reasonable to be viable.



**Gregory Quetin** @grquetin · 22h  
Though I love it. There is a lot of this kind of thing in Palo Alto residential areas for some reason, seems to work pretty well. Turns out through car traffic is really awful.



3 more replies



**Zane Sloan, P.Eng.** @zanesloanbc · 10h  
Replying to @QAGreenways

I'm afraid this can't be categorized as a traffic calming measure. With respect to automobile traffic, such a measure would render it a dead-end street, effectively turning the street into a shared driveway. Which is fine if that's the goal.



**Zane Sloan, P.Eng.** @zanesloanbc · 10h  
But if you move the street blockage to lie diagonally across an intersection, then you're in business. Automobiles can still flow, forced to turn onto the next street while cyclists and pedestrians can continue down the street. Such traffic calming measures are relatively common.





**jean beaudoin** @jeanbeaudoin\_ · 15h

Replying to @QAGreenways

It keeps too much road surface as it doubles car lanes. No?



**Queen Anne Greenways** @QAGreenways · 15h

?



[4 more replies](#)



**Lars Fischer** @lpfischer · 21h

Replying to @QAGreenways

Super simple version with bollards. Common in Copenhagen.



**Lars Fischer** @lpfischer · 21h

More elaborate version, to be used tactically for calming a district.





**Patrick Traughber** @ptroughber · 22h

Replying to @QAGreenways

@D4GordonMar ^ good idea for the streets in the Sunset.



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12



**Andrew** @covrter · 21h

🙏 yes, please



4



**Patrick Johnstone** @PJNewWest · 21h

Replying to @QAGreenways and @martynschmoll

hey #NewWest what do you think? 7th ave between 4th and 2nd? Would really help make that section of the Crosstown Greenway and safe-route-to-school calmer and safer for cyclists.



9



16



7 more replies



**Matt White** @F\_WRLCK · 22h

Replying to @QAGreenways

The NE 68th greenway needs this or something like it to be successful.



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6



**Andrew Sang** @\_AndrewSang · 22h

Same with 39th but it was already like moving heaven and earth to get those speed bumps



2



3



1 more reply



**Richard Lewis** @cyclisethecity · 9h

Replying to @QAGreenways and @CityInfinityUK

We call them 'modal filters' and, collectively, 'filtered permeability' - screens out the modes you don't want. Also applies to bus gates.



1



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**Mr. Baseball (1992) starring Tom Selleck** @kundun\_likedit · 20h

Replying to @QAGreenways

not quite the same thing, but there's something similar-ish on Willow and 46th in Rainier Valley



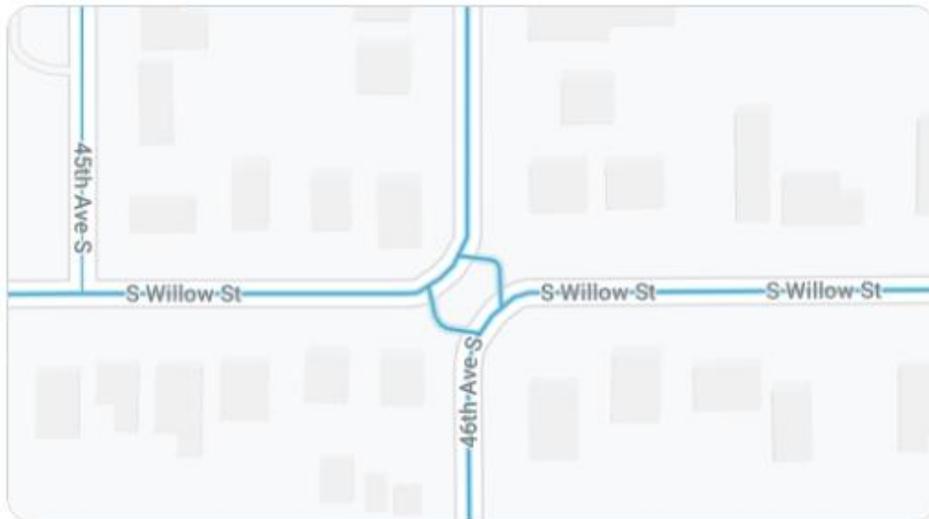
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5



**Mr. Baseball (1992) starring Tom Selleck** @kundun\_likedit · 20h



2



**Andrea Learned** @AndreaLearned · 22h

Replying to @QAGreenways

Dreamy. Wow, do we need that on a lot of streets in my neighborhood.



7





**BanCars** 🌹 @DY\_MAX\_ION · 21h

Replying to @QAGreenways

There was a proposal to do this in Manhattan, forget by who.



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**John Maier** 🚲 🚲 @jam14063 · 14h

The @NYCComptroller proposed adding playgrounds and parks to NYC streets this way.



4



**Ryan Carson** @rycarson · 21h

Replying to @QAGreenways and @holz\_bau

I'd love this on our street. We're one block from an arterial, so people drive through our block to avoid the light and cut back onto the arterial.



3



**Devin Brady** @bradyhunch · 20h

Replying to @QAGreenways

I agree that this is a great design and would instantly improve most American suburban streets. Brooklyn has several, but they need stronger defenses from cars:



Scott Stringer Channels Robert F. Kennedy in Vision for Mid-Block Playg...

A back-to-the-future plan to turn through streets into cul-de-sacs with playgrounds in the middle (and FedEx on the sidewalk).

[nyc.streetsblog.org](http://nyc.streetsblog.org)



3



**importcircle.co.nz** @importcircle · 17h

Replying to @QAGreenways and @jdeheij

Looks great, simple and cheap to implement ( plants in wooden containers on a standard pallets + some benches for parents ? )



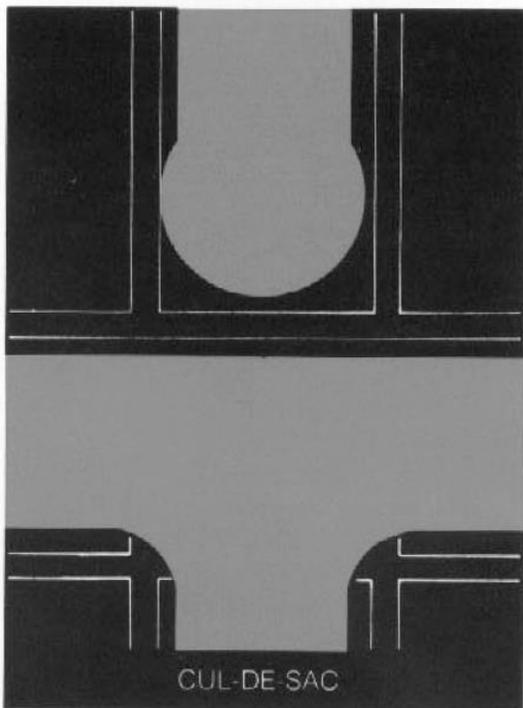
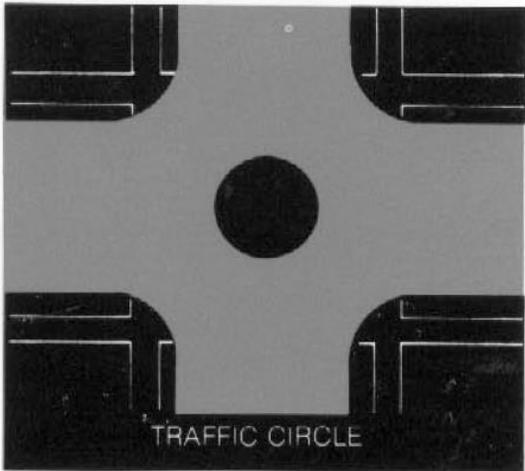
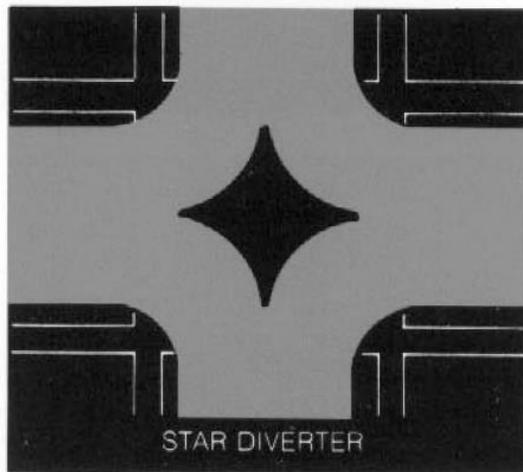
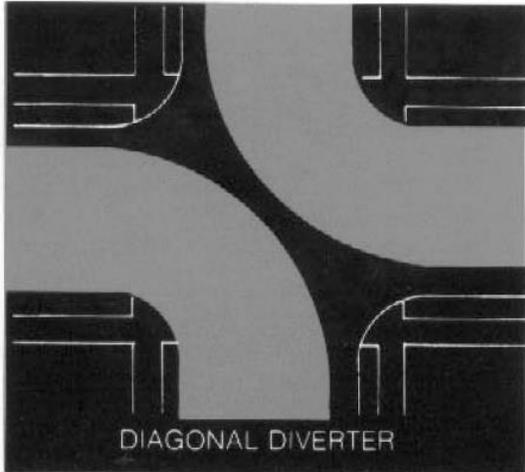
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**Kenneth L** @kethl88 · 16h  
Replying to @QAGreenways

This was one of four tools Seattle explored in early experiments with traffic calming in Stevens neighborhood in 1971. You can see one that was implemented at 17th & Mercer...there are others around town. Sidewalks do need to be narrowed at the bulb to allow the turn-around.



**Figure 1. Traffic Diversion Device**





**Stormin' Norman** 🇺🇸 🇳🇱 @menorman · 12h

Replying to @QAGreenways

this is a big part of the "mini Hollands" program in London & how the Dutch created a lot of their bike networks.



**Janet Joy Wilson** @jsquaredink · 3h

Replying to @QAGreenways

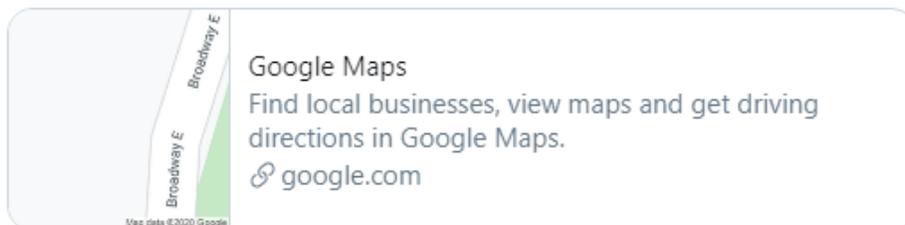
I saw many cul-de-tracts in Vancouver for walking & cycling within along with open quiet street spots for people to sit where it would have been a busy loud intersection with vehicle traffic 🚗



**Seth Geiser** @sgeisers · 22h

Replying to @QAGreenways

In case some engineers are worried about the arrangement, this version seems to perform just fine





-  **curtislarsh** 🇪🇺 📈 🚲 🚆 🚊 @curtislarsh · 22h  
Replying to @QAGreenways  
Mic DROP.
-  **Kirk Hovenkotter** @khoven · 21h  
Replying to @QAGreenways  
cc @LeoniaBatlan
-  **Trent** @trent\_hauck · 18h  
Replying to @QAGreenways  
These are all over the East Bay and it's great.
-  **Dice** @diceo · 17h  
Replying to @QAGreenways and @travis\_robert  
Trees, nature's bollards. @WorldBollard
-  **Ian Buehler** @ianbuehler · 15h  
Replying to @QAGreenways  
@BRCAssociation .... 4th Ave NE please ... everyone drives so fast even though it is residential.
-  **Parents Community of Shoreditch Park Prim...** @parents\_spps · 10h  
Replying to @QAGreenways and @swatson\_bham  
What a brilliant idea! We need many of this traffic stops in our Shoreditch



**Get around. Safely.** @GetAroundSafely · 10h

Replying to @QAGreenways

Yes! This is really the only sane way to do "greenways" using neighborhood streets. No cut thru car traffic.



1



**Peak Xoomer** @BriguyHFX · 5h

Replying to @QAGreenways

Omg, so many two-way residential "shortcuts" would benefit from this in Halifax. Some of those streets already have "no access to XXX street" signs on them, but lack a design that actually prevents short-cutting.



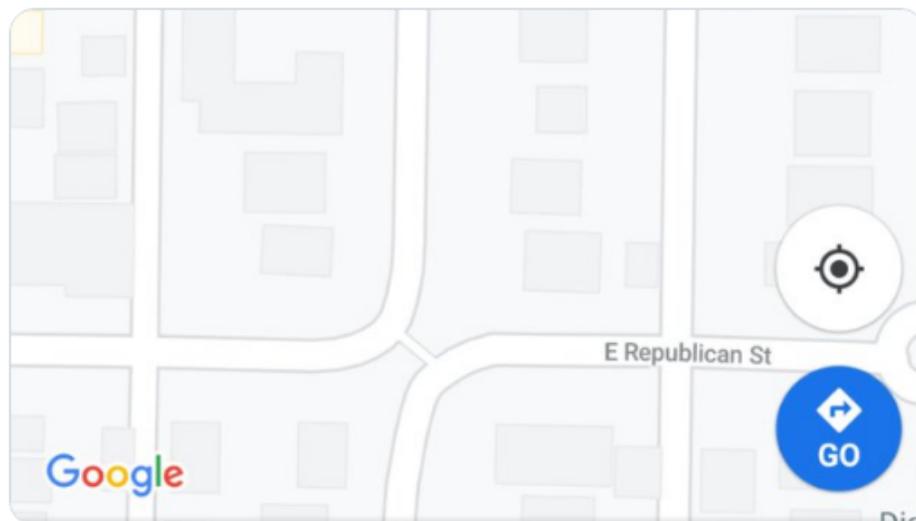
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**Jacob** 🌹 🍏 @jacobmovingfwd · 2h

Replying to @QAGreenways

It's similar to the corners we have in the North cap Hill area. So we know the city has done it, just need to convince them to do it again.



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**ira** @irapolis · 1h

Replying to @QAGreenways

My dad grew up in a postwar subdivision in Maryland that has these.



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**Peter Armstrong** @peteretepeter · 32m

Replying to @QAGreenways

Have been tempted to put one outside my door using traffic cones to see what happens



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**Jimmy+** @jimmylittle · 14h

Replying to @QAGreenways

I like the idea, but retrofitting is impossible.

A standard residential street is much narrower than a cul-de-sac. Vehicles (esp. trucks) wouldn't be able to turn around.



2



**Matt Davis** @aestheticmonk · 4h

Or the residents turn around in their driveway (or a driveway). Even a smallish delivery truck could do a three point turn at a leisurely pace because there's no opposing traffic.



1



**Appbeza Duckface** @Appbeza · 17h

Replying to @QAGreenways and @jdeheij

Lol, maybe push for laws requiring a whole bunch of these along new and old sharrow routes? A simple modal filter made of bollards will do.



**Slow Moving Planet** @irisitis · 13h

Replying to @QAGreenways

In Gothenburg, we have this but with locked removable stanchions or fobbed gates. Because if a driver can a driver will



**yupa** @yupamint · 12h

Replying to @QAGreenways

Pertama kali kenal istilah culdesac gegara papirus ~



**Kuya XL** @416cyclestyle · 4h

Replying to @QAGreenways

I live on one.



**Bike Washoe** @BikeWashoe · 1h

Replying to @QAGreenways

I saw a question in here about emergency vehicle access, but I don't think I saw a response. I'm confident we would get pushback about that if we proposed something like this here in Reno.



 **S. Michael Brooks** @SMichaelBrooks · 29m  
Replying to @QAGreenways and @michaelgeller  
Very cool re cul de sac. I dont see any driveways or cars. Is this normally with on street parking? Or is there a rear drive not in the photos? This could work well on selected grid pattern streets...if the residents would ever agree to it.

---

 **Appbeza Duckface** @Appbeza · 17h  
Replying to @QAGreenways and @jdeheij  
I call it cul-de-sac 2.0. Comes in two versions: the above, and via retrofitting shortcuts into existing cul-de-sacs.

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 [1 more reply](#)

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 **Randy Jacobson** @jacobson\_randy · 12h  
Replying to @QAGreenways  
If the street has an alley you can expand that green area in the middle by about 5 houses in each direction.

   1 

From: <https://twitter.com/QAGreenways/status/1224401922070695936>

1

### City of Falls Church

Meeting Date: 01-27-20	Title: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) BUS TRANSFORMATION PROJECT PRESENTATION	Agenda No.: 9 (b)
Proposed Motion: None. For information and discussion.		
Originating Dept. Head: Paul Stoddard, AICP Planning Director 703-248-5040 PS 1-23-20	Lead Staff: Jeffrey Sikes, Transportation Planner 703.248.5296 JPS 01/23/20	Disposition by Council:

2

**REQUEST:** Council’s feedback is requested on WMATA’s Bus Transformation Project and the associated Action Plan. Feedback is particularly needed on key elements that are applicable to the City and on coordination items to focus on during annual budget discussions, state of good operations service updates, and ad-hoc opportunities for transit service planning.

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**RECOMMENDATION:** As travel options continue to evolve and expand, bus service remains an important part of the region’s transportation network. Well-planned and operated bus service can deliver effective, cost-efficient, and equitable travel options. As shown in the diagram from the National Association of City Transportation Officials (NACTO), bus service expands roadway capacity by making more efficient use of available roadway space. Bus service will continue to play an important part of the City’s transportation goals (adopted in Mobility for all Modes) of meeting increasing travel demand without increasing automobile volume.

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**BACKGROUND:** In September 2018, WMATA, partner jurisdictions, and local transit agencies launched the Bus Transformation Project, with the goal of creating a bold new vision and collaborative action plan for future of bus service in the region. The need for a new vision was motivated by recent trends of increasing service costs and decreasing bus usage.

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The Bus Transformation Project was organized as an independent assessment of the region’s bus system to gain regional consensus on a vision and collaborative action plan for the future of bus service in the region and the role of Metrobus within the bus system.

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The Bus Transformation Strategy was released in September 2019 and contains four key recommendations:

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1. Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity and economic growth.
2. Give buses priority on roadways to efficiently move people quickly and reliably.
3. Create an excellent customer experience and increase ridership.
4. Empower a publicly appointed task force to transform bus and lead the implementation of truly integrated regional system.

37 The Bus Transformation Action Plan was released in December 2019 and contains  
38 detailed actions and timelines for delivering on the Bus Transformation Strategy.

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40 **FISCAL IMPACT:** City staff engages with WMATA annually in budgeting decisions.  
41 Fiscal impacts are considered within the context of the City’s operating and capital  
42 budget development.

43

44 **TIMING:**

- 45 1. September 2018, project kickoff
- 46 2. September 2019, strategies released
- 47 3. December 2019, action plan released
- 48 4. January 2020, WMATA Board endorses vision and goals

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50 **ATTACHMENTS:**

- 51 1. Bus Transformation Strategies
- 52 2. Bus Transformation Strategies Summary
- 53 3. Bus Transformation Action Plan
- 54 4. Bus Transformation Action Plan Summary
- 55 5. NACTO Transit Design Page 18
- 56 6. Mobility for all Modes Comprehensive Plan Chapter

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### City of Falls Church

Meeting Date:  01-27-20	Title: NORTHERN VIRGINIA TRANSPORTATION COMMISSION ENVISION ROUTE 7 BUS RAPID TRANSIT (BRT) PROJECT-PHASE III PRESENTATION	Agenda No.:  9 (a)
Proposed Motion: None. For information and discussion.		
Originating Dept. Head: Paul Stoddard, AICP Planning Director 703-248-5040 PS 1-23-20	Lead Staff: Jeffrey Sikes, Senior Planner 703.248.5296 JPS 01/23/20	Disposition by Council:

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**REQUEST:** Council is requested to review materials from the Phase III Route 7 BRT project and provide direction to staff on a list of key items to be addressed in the planned Phase IV study.

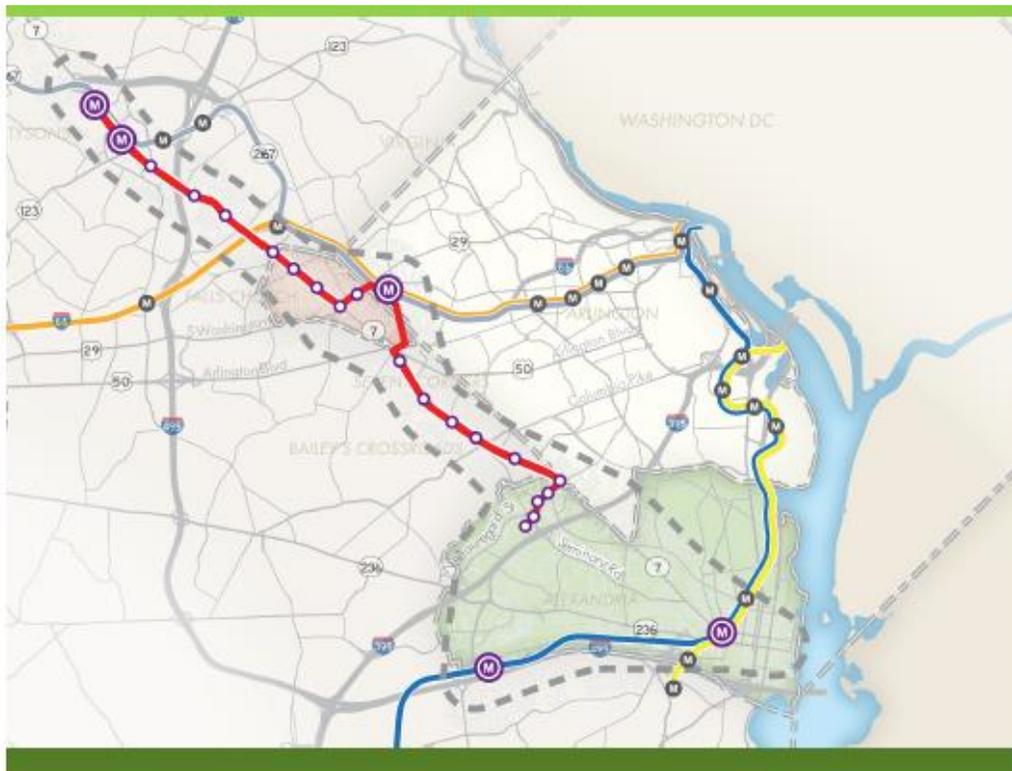
**RECOMMENDATION:** To support coordination and planning for BRT in Falls Church, staff recommends the following elements or questions be considered as part of the Phase IV study:

1. **Ridership Estimates** Provide ridership estimates specific to the City of Falls Church, including the number of riders starting a trip (boarding) within the City and the number of riders ending a trip (alighting) with the City. Also, provide destinations and origins (respectively) for these trips.
2. **Turning Movements** The Phase III study shows a lane configuration in which the outside lane is used as a Business Access and Transit Lane (BAT Lane). Explore how this configuration will accommodate traffic operations (especially left turns) at intersections in the city that do not have dedicated left turn lanes.
3. **Lane Configuration** Understanding that the BAT lane is designed to promote transit use for the purposes of efficiently using the available roadway, evaluate reconfiguring the outside lane from a BAT Lane to a BAT and High Occupancy Vehicle (HOV) Lane to avoid a situation on having a potentially underutilized travel lane.
4. **West Falls Church** Evaluate the opportunity for a direct connection to the West Falls Church Metrorail station, especially in light of potential redevelopment and reconfiguration of the street network surrounding the station.
5. **Seven Corners** Continue coordination with Fairfax County and planned redevelopment in Seven Corners.
6. **Station Design** Consider a station design that can utilize existing curb heights and bus shelters to avoid the need for separate BRT shelters.
7. **Station Locations** Continue to evaluate station locations relative to ongoing and planned redevelopment.

**BACKGROUND:** The Transportation Element of the City’s Comprehensive Plan, “Mobility for All Modes” identifies transit goals for the City to encourage transit ridership and access to transit. It states that the City should strengthen the pedestrian,

bike, and bus service connections to nearby Metrorail stations. It also calls for increasing reliability, frequency, and comfort of bus service to attract new riders.

The Envision Route 7 project is an evaluation of the benefits and costs of operating BRT service along Route 7 beginning at the Spring Hill Metrorail station in Tysons and following Route 7 through the City with a connection to the East Falls Church Metrorail station, then terminating at the Mark Center in Alexandria.. The proposed route would connect four jurisdictions – Fairfax County, City of Falls Church, Arlington County, and City of Alexandria. It would run through several regional activity centers such as the City, Seven Corners and Bailey’s Crossroads. The proposed service would be a significant improvement over currently available transit service. Currently, the only corridor-long service is the 28A, which runs on 20 minute frequencies. Commonly 10 or 15 minute frequencies is considered the minimum for high frequency transit.



Envision Route 7 is being developed by NVTC with consultant assistance. The project was initiated in 2012. Three phases have been completed to date. The dates of the three project phase are given below:

- Phase I-completed 2013
- Phase II-completed January 2017
- Phase III-completed November 2019

Phase I of the Envision Route 7 Bus Rapid Transit project identified the need for high quality transit in the corridor from Tysons to Alexandria based on land use, population and future employment.

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Phase II of the Envision Route 7 Buss Rapid Transit Project identified the recommended alternative (Bus Rapid Transit) after the evaluation of several transit options including light rail.. Phase II also identified the alignment of the BRT project which include a connection to the East Falls Church Metrorail station.

Phase III of the Envision Route 7 Bus Rapid Transit (BRT) Project focused on a conceptual engineering analysis of the project to determine where right of way will be needed, where stations are located and the route alignment. The study also addressed roadway cross-sections which will determine travel lane configuration. Phase IV of the project will likely begin later this year and will focus on traffic analysis between I-66 and Seven Corners.

**FISCAL IMPACT:** City contributions to completed study phases were included in previous Fiscal Year budgets. The City’s expected contribution to Phase IV is approximately \$50,000 and can be included in the City’s Fiscal Year 22 budget. The current project estimate is \$506.8 Million (2030 dollars). No funding has been identified for the project.

**TIMING:**

- Phase I-completed 2013
- Phase II-completed January 2017
- Phase III-completed November 2019
- Phase IV –expected start date Summer 2020.

**ATTACHMENTS:**

1. Phase III Final Report for Envision Route 7 Bus Rapid Transit Project
2. Phase III Final Report Executive Summary



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of January 25, 2020**

**DATE:** January 16, 2020

**SUBJECT:** An ordinance to amend, reenact, and recodify Chapter 14.2 (Motor Vehicles and Traffic) of the Code of Arlington County, Virginia, To Amend Section 14.2-12 to include a \$200 additional speeding fine zone on applicable road segments in compliance with Va Code Section 46.2-878.2.

**C. M. RECOMMENDATION:**

Enact the attached Ordinance to Amend, Reenact and Recodify Chapter 14.2 (Motor Vehicles and Traffic) Section 14.2-12 of the Code of Arlington County, Virginia to allow establishment of a \$200 Additional Speeding Fine Zone on applicable road segments in compliance with Virginia Code Section 46.2-878.2.

**ISSUES:** County Board approval after a public hearing is needed to amend the Code of Arlington County, Virginia. There are no known outstanding issues as of the date of this report.

**SUMMARY:** Arlington County seeks to address speeding concerns through designation of a "\$200 Additional Speeding Fine Zone" on applicable road segments in compliance with VA Code section 46.2-878.2. The "\$200 Additional Speeding Fine Zone" is an addition to the County's full transportation safety toolbox and the Vision Zero initiative and does not replace the consideration and implementation of any other suitable tools.

**BACKGROUND:** The Code of Virginia allows localities to post signs for and enforce an additional \$200 fine for speeding on residential streets which meet a certain criterion as stated below. Arlington County residents have asked for staff to implement these additional fines for multiple neighborhood street segments.

The above section of the Virginia State Code is referred to as a "\$200 Additional Speeding Fine Zone" in this document.

County Manager:

*MJS / MLC*

County Attorney:

*[Signature]*      *[Signature]*

Staff: Valerie Lee, Department of Environmental Services

29.

**DISCUSSION:** To establish a “\$200 Additional Speeding Fine Zone” for a roadway segment in Arlington County, Department of Environmental Services(DES) staff will conduct a “\$200 Additional Speeding Fine Zone” evaluation. Such evaluations may be initiated:

- Through evaluation of existing traffic data
- In response to speeding complaints

A road segment within Arlington Right-Of-Way (ROW) qualifies for a “\$200 Additional Speeding Fine Zone” consideration if all of the following are true:

- The road segment is located within a "residence district" as defined in VA Code section § 46.2-100. "Residence district" is defined as the territory contiguous to a highway, not comprising a business district, where 75% or more of the property abutting such highway, on either side of the highway, for a distance of 300 feet or more along the highway consists of land improved for dwelling purposes, or is occupied by dwellings, or consists of land or buildings in use for business purposes, or consists of territory zoned residential. (See the Reference section below.)
- The road segment is classified as a neighborhood principal, minor arterial, or major arterial street, according to the Arlington County road classification map.
- The road segment has a “documented speeding issue” as defined in the next section.

“Documented Speeding Issues” are defined as meeting one of the following scenarios:

- The County has speed data, collected within five (5) years from the day of the “\$200 Additional Speeding Fine Zone” evaluation in question, showing speeding on the segment;
- There is a recorded traffic evaluation, produced within five (5) years from the day of the “\$200 Additional Speeding Fine Zone” evaluation, that includes speeding as one of the issues;
- The County has written confirmation from the Police Department that speeding has been observed through enforcement activities.

Once the evaluation concludes that a road segment is suitable for implementation of the “\$200 Additional Speeding Fine Zone,” a “\$200 Additional Speeding Fine” sign will be attached to the speed limit signs along the road segment to alert drivers of the posted speed limit and the additional penalty for speeding. A speeding citation issued within a “\$200 Additional Speeding Fine Zone” is subject to this additional penalty as stated in VA Code § 46.2-878.2.

Potential Impact Context:

The “\$200 Additional Speeding Fine Zone” targets Arlington County’s residential streets that carry relatively higher traffic volumes and have documented speeding issues. Arlington has approximately 88 centerline miles of arterial streets and neighborhood principal streets. They account for about 20% of total centerline miles owned by Arlington County. However, since data-supported speeding confirmation is required by the proposed criteria of this ordinance, the actual impact is expected to be less than 20% of County-owned streets.

**PUBLIC ENGAGEMENT:**

*Level of Engagement:* The “\$200 Additional Speeding Fine Zones” have been requested by Arlington County citizens through the Customer Care & Communication (C3) portal and verbal comments to staff.

*Outreach Methods:* Public notice was given in accordance with the Code of Virginia by publishing the notice twice on December 31, 2019, and January 7, 2020, in *The Washington Times* prior to the County Board meeting on January 25, 2020.

*Community Feedback:* Community feedback will be heard at the January 25, 2020, Arlington County Board Meeting.

**FISCAL IMPACT:** The cost of installing “\$200 Additional Speeding Fine” signs to reflect these changes will cost approximately \$250 per roadway segment. Staff anticipates a maximum of 60 new locations per year, for a total expenditure amount not to exceed \$15,000 per year. These additional costs will be covered by the Department of Environmental Services Transportation Engineering and Operations Division. Any additional revenue generated from this will be added to the Fiscal Year (FY) 2021 budget. Any significant revenue changes in FY 2020 will be addressed at mid-year.

\*\*\*

Attachment 1

Amendment to Chapter 14.2-12 of the Arlington County Code to include a "\$200 Additional Speeding Fine Zone" on applicable road segments in compliance with VA Code section § 46.2-878.2.

**BE IT ORDAINED** by the County Board of Arlington County, Virginia that Chapter 14.2, Section 14.2-12 (H), of the Arlington County Code is amended, reenacted and recodified, effective January 25, 2020, to read in pertinent part, as follows:

Chapter 14.2 Motor Vehicles and Traffic

§ 14.2-12. Maximum and Minimum Speed Limits

H. The County Manager or his designee may establish a "\$200 Additional Speeding Fine Zone" within Arlington County Right-of-Way (ROW) if all of the following are true:

1. The road segment is located within a "residence district" as defined in VA Code section § 46.2-100;
2. The road segment is classified as a neighborhood principal, minor arterial, or major arterial street, according to the Arlington County road classification map; and
3. The road segment has a "documented speeding issue." "Documented Speeding Issues" are defined as meeting one of the following scenarios:
  - a. The County has speed data, collected within five (5) years from the day of the "\$200 Additional Speeding Fine Zone" evaluation in question, showing speeding on the segment;
  - b. There is a recorded traffic evaluation, produced within five (5) years from the day of the "\$200 Additional Speeding Fine Zone" evaluation, that includes speeding as one of the issues; or
  - c. The County has written confirmation from the Police Department that speeding has been observed through enforcement activities.

Upon a conclusion by the County Manager or designee that a road segment is suitable for implementation of the "\$200 Zone," a "\$200 Additional Speeding Fine" sign may be attached to the speed limit signs along the road segment to alert drivers of the posted speed limit and the additional penalty for speeding. A speeding citation issued within a "\$200 Additional Speeding Fine Zone" is subject to this additional penalty as stated in VA Code § 46.2-878.2.

**BE IT FURTHER ORDAINED** that all provisions of Chapter 14.2 of the Code shall remain as previously enacted.