

1. Item_0_CACT_Agenda_May_2022

Documents:

[ITEM_0_CACT_AGENDA_MAY_2022.PDF](#)

2. Item_A_CACT_Bike_Infrastructure_Lessons_Learned_April_2022

Documents:

[ITEM_A_CACT_BIKE_INFRASTRUCTURE_LESSONS_LEARNED_APRIL_2022.PDF](#)

3. Item_B_CACT_Memo_On_NTC_Funds_For_Pedestrian_Safety_042522

Documents:

[ITEM_B_CACT_MEMO_ON_NTC_FUNDS_FOR_PEDESTRIAN_SAFETY_042522.PDF](#)

4. Item_C_Falls_Church_Green_Vehicle_Fleet_Upgrade_And_Replacement_Support_Letter_April_2022

Documents:

[ITEM_C_FALLS_CHURCH_GREEN_VEHICLE_FLEET_UPGRADE_AND_REPLACEMENT_SUPPORT_LETTER_APRIL_2022.PDF](#)

5. Item_D_Falls_Church_Multimodal_Transportation_Infrastructure_Improvements_Support_Letter_April_2022

Documents:

[ITEM_D_FALLS_CHURCH_MULTIMODAL_TRANSPORTATION_INFRASTRUCTURE_IMPROVEMENTS_SUPPORT_LETTER_APRIL_2022.PDF](#)



Citizens Advisory Committee on Transportation Meeting Agenda

Wednesday, May 11, 2022 ❖ 7 p.m.

Virtual Meeting: https://teams.microsoft.com/l/meetup-join/19%3ameeting_NDA1ZjhhOGYtZjI2Ny00OWNhLTgyNzEtNDZiMjU1YzVhNDRh%40thread.v2/0?context=%7b%22Tid%22%3a%2273ba5b04-4ace-4ae3-a6b2-65cbc403418b%22%2c%22Oid%22%3a%22d21d8abe-3a0c-4875-ad5b-3986dbf20bf2%22%7d

NOTICE: This meeting will be held pursuant to and in compliance with the Virginia Freedom of Information Act, Section 2.2-3708.2 and state and local legislation adopted to allow for continued government operation during the COVID-19 declared emergency. All participating members will be present at this meeting through electronic means. All members of the public may view this electronic meeting via the meeting link listed above and in the City's website calendar.

Public comments may be submitted to jsikes@fallschurchva.gov until 6 p.m. on May 11. All comments will be provided to the Citizens Advisory Committee on Transportation members and comments received by the deadline will be read during the meeting.

PLEASE NOTE: This meeting will be conducted using Microsoft Teams. Don't have the Teams app? You can still join a Teams meeting. **See the instructions attached to this meeting agenda.** Please email jsikes@fallschurchva.gov if you need assistance. During the meeting, staff will likely not be available to assist with technical issues.

1. **Call to Order**
2. **Reading of Virtual Meeting Notice**
3. **Public Comment (up to 5 minutes per person)**
4. **City Council and Planning Commission Liaisons Updates**
5. **Neighborhood Traffic Calming updates and discussion**
6. **Discussion Item: Agenda Setting and 2022 Goals Check-in**
 - Collaborate with ESC and other stakeholders to host demonstration bike lane event on Park Avenue
 - Work with Council and staff to identify areas for improved pedestrian and cyclist safety, including sidewalks and building protected bike lanes
 - Administer and refine the Neighborhood Traffic Calming program
 - Update CACT's webpage on City website to help residents understand transportation issues
7. **Discussion Item: Ideas for [CACT Webpage](#)**
8. **Staff Report (Transportation Budget Highlights)**
9. **Member and Student Representative Reports**
10. **Future agenda items**
11. **Adjourn**

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 703-248-5297 TTY711.

Next scheduled meeting: Wednesday, June 8, 2022 ❖ 7 p.m.

Information Items

- Lessons Learned from Bike Infrastructure Discussion (attached)
- Green Vehicle Fleet Upgrade and Replacement support letter (attached)
- Multimodal Transportation Infrastructure Improvements support letter (attached)
- [Bike to Work Day](#): Friday, May 20
- Save the Date: VPIS Bike Lanes Discussion, June 5
- [Cities are Making Left Turns Safer with ‘Wedges’](#) (Streetsblog USA)
- [Riding a Bike in America Should Not Be This Dangerous](#) (NYT)
- [How Hoboken Eliminated Traffic Deaths](#) (NBC4)
- [How to Fix a Dangerous Street in 24 Hours or Less](#) (Strong Towns)
- [How to Calm a Street, Starting with Your Own Anger](#) (Strong Towns)
- [San Diego Mayor says he's committed to bike lanes, even when residents object](#) (KPBS)
- [The ridiculously simple way to make streets safer for pedestrians](#) (Fast Company)
- [Virginia Traffic Deaths Reach 14-Year High](#) (NBC4)
- [Why the pedestrian dignity movement should be your next accessibility cause](#) (Mashable)
- [Why ‘Vision Zero’ Hit a Wall](#) (CityLab)

CACT staff liaison: Jeff Sikes, 703-248-5296, jsikes@fallschurchva.gov

Instructions for joining a Microsoft Teams meeting

[Watch a video with instructions for joining a Teams meeting](#)

Join a Teams meeting on a phone or tablet

1. Click the meeting link provided.
2. **Download the Teams app for your device when prompted:**
 - Type in your name.
 - Choose the audio and video settings you want.
3. Select **Join now**.
4. Depending on meeting settings, you'll get in right away, or go to a lobby where someone in the meeting can admit you.

Join a Teams meeting on the web or through a web browser on a phone or tablet

Don't have the Teams app? You can still join a Teams meeting.

1. Click or copy and paste the meeting link provided.

2. You have two choices:
 - **Download the Windows app:** Download the Teams app.
 - **Join on the web instead:** Join a Teams meeting on the web.
3. Type in your name.
4. Choose the audio and video settings you want.
5. Select **Join now**.
6. Depending on meeting settings, you'll get in right away, or go to a lobby where someone in the meeting can admit you.



CITY OF FALLS CHURCH

Date: April 15, 2022
To: Falls Church City Council
From: Citizens' Advisory Committee on Transportation
Subject: Lessons Learned from Bike Infrastructure Discussion

On March 17, 2022, nearly 50 people attended a [joint meeting of the CACT and the Environmental Sustainability Council](#) to hear from local transportation professionals about their approaches to installing bike infrastructure. The CACT thanks the members of City Council, the Planning Commission, and other boards and commissions who attended, and the City staff who helped organize and host the event.

These are the most useful takeaways that CACT members learned (paraphrased for brevity):

Will Handsfield, bicycle program specialist, District Department of Transportation

Top lessons learned

- DDOT focuses on creating low-stress bike facilities wherever possible to attract/retain cyclists and meaningfully influence mode share in a positive way.
- Bike lanes make roads safer for drivers and pedestrians, too, by narrowing travel lanes and calming traffic.
- For transportation design, safety should be the first consideration, not vehicle capacity. If a road has a safety problem, fix that without focusing on vehicle capacity.
- Parking gets a lot of attention, but bike lanes have constituents whose needs should be met.
- DDOT plans for low-stress bike facilities that can be used by people ages 8-80.
- Parking spaces are public land, but they are often used for long-term storage of private vehicles, which is privatizing resources that would otherwise be public.
- Parking stops/curb blocks used in parking lot spaces are often laying around from other projects and can make good tactical barriers for separated bike lanes.
- Negotiating bulk purchases of bollards and other equipment within construction procurement contracts can make those purchases more cost-efficient.

More lessons and observations

- For sustainability, the [“food pyramid” for biking and walking](#) should be a vision of the future transportation diet. Currently, it’s the car-centric inverse in many places.
- Focus on safety as top priority in land use discussions. The 4-lane to 3-lane road diet is a great example of reducing conflicts with minimal impact to overall capacity. When looking at the tradeoffs at 10,000 feet vs. street-level, the discussions often change. The number of parking spaces that may need to be removed to finish a bike network may be small overall, but on the street that has the lane, they have a bigger impact. He advocates for refocusing the conversation on safety for all users over storing private vehicles on public right-of-way.
- About 8 miles of new bike facilities are expected to be finished this year.
- Economic development often follows multimodal developments.
- Bike projects range from trails to shared use paths to facilities that utilize excess road space and/or use portions of what were car lanes before.
- Grant Circle NW was a project that started with tactical urbanism techniques and transitioned to more permanent installations with flex posts.
- [“Advisory bike lanes”](#) have been tested as a way for all users to slow down and negotiate with others due to its narrow two-way vehicle configuration in one travel lane that enables vehicles to cross over the lines in low-volume situations.
- In the past, traffic engineers focused on squeezing in more traffic, but some designs cost lives, citing reversible lanes on Connecticut Avenue and Rock Creek Parkway as examples.
- By instituting a “road diet” to include bike lanes, you can often fit the same traffic capacity in a safer, more-inclusive design.
- DDOT has been more focused on bike lane installations, but its maintenance expertise is growing. For 90-95% of days, general maintenance has worked OK. It’s the 5% (mostly snow days) that require more effort, and are working on acquiring equipment to serve facilities with different widths, etc.
- Left turn conflicts can often be mitigated with signal phasing or design. Right turns are also a concern but are generally lower-speed and have better sightlines, which DDOT also focuses on improving wherever possible.

Pat Shepherd, capital projects manager/bikeways coordinator, Montgomery County Department of Transportation

Top lessons learned

- Piggybacking on regularly scheduled road resurfacing projects can help economize and expedite bike lane projects.
- Adding bike infrastructure more than tripled number of bike users on a street by manually measuring similar time periods from 2013 to 2018.
- An education program was launched for all road users about new pavement markings that may be unfamiliar.
- Custom 16-foot bike lane dividers improve experience for passengers stepping out of vehicles while lowering chances that a car door will extend into a bike lane.

More lessons and observations

- Looking at the distance between two sidewalks, consider a road diet and the best way to divide up the distance between pedestrians, bikes, motor vehicles, trees, stormwater, etc.
- A 2015 master plan focused on making connections to what was a disjointed bike network.
- Annual bike infrastructure budget has grown from \$500,000 to \$1.5 million.
- Drivers are not accustomed to configurations where the bike lane is between parking spaces and the sidewalk, so custom signage may be needed for such designs.
- Floating bus stops have also been used to keep bikes and buses separated and to improve access for users with a disability.
- Protected bike lane network has grown from 0.3 miles to 4 miles, and MCDOT tries to add to it every year.
- Digital bike counters can help measure impact.
- Neighborhood greenway pilot projects are a good start on low-traffic neighborhood streets.
- You will never please everyone but do your best to safely serve various constituent groups.
- They use a Complete Streets design guide that considers safety, sustainability, vitality, streetscape, and more.
- When exploring options, consider changing motor vehicle traffic from two-way to one-way.

Garrett Hennigan, organizing manager, Washington Area Bicyclist Association

Top lessons learned

- With bike projects, try to connect something or fill a gap in your transportation network. Ask, “What are we trying to solve?”
- Look for ways to build quickly through pilot projects and tactical urbanism and figure out how you can make the infrastructure permanent if it’s a success.
- Start from a blank slate on a street and define priorities around access and safety first, rather than starting negotiations from the existing condition and trying to just squeeze in bike infrastructure on the edges. Is on-street parking critical that street? Or is it an option we’re choosing to include over other priorities?

More lessons and observations

- When you’re piloting a project, identify what you like, what should change, and define what success looks like, and what you should do in the future.
- There’s always a bias against change.
- Don’t commit to concrete in a design unless you have to.
- Don’t think, “Should we add this bike project?” Instead think: “How should we add this?”
- Ask maintenance crews to take care of bike lanes too, not just motor vehicle lanes.

CC:

City Manager’s Office, CPEDS, DPW, EDA, Recreation & Parks, ESC, Police Department, OCOM, FCCPS Transportation, VPIS, CBC, Chamber of Commerce, and Bike Falls Church



CITY OF FALLS CHURCH

Date: April 25, 2022
To: Zak Bradley, director, Department of Public Works (DPW)
From: Citizens' Advisory Committee on Transportation (CACT)
Subject: CACT Action on Pedestrian Safety Near Lincoln Park

Responding to a request from City Manager Wyatt Shields, presented by Senior Planner Jeff Sikes at the CACT's April 13 meeting, to consider allocating Neighborhood Traffic Calming (NTC) funds for solutions to improve pedestrian safety on Great Falls Street and Lincoln Avenue near Lincoln Park, CACT voted to:

1. **(Near term) Approve a request to City staff to develop tactical urbanism-style solutions to improve pedestrian safety that can be installed within 2 months** for the Great Falls Street and Dorchester Road pedestrian crossing, the Lincoln Park pedestrian crossing across Lincoln Avenue, and the Great Falls Street and N. Virginia Avenue crossing.
2. **(Longer term) Approve transferring up to \$125,000 of NTC funds to DPW to procure and install Rectangular Rapid Flashing Beacons (RRFBs)** at the Great Falls Street at Dorchester Road pedestrian crossing with these conditions:
 - a. The Bicycle Master Plan be followed regarding bicycle safety on Great Falls Street since it is identified for a future on-street bicycle facility, and with respect to the public comment process on design options (See Bicycle Master Plan, Section 4: Implementation).
 - b. The final design of the curb extensions and RRFBs, plus detailed cost estimates, are presented to CACT for discussion and a second vote before construction begins.

The above actions are intended to accomplish the following:

1. Address pedestrian safety concerns as quickly as possible with tactical, low-cost solutions
2. Allow RRFBs procurement to proceed without delay
3. Ensure the final design of the curb extensions and RRFBs adheres to the intent of the Bicycle Master Plan and its implementation guidelines, including public comment
4. Help CACT understand the actual cost of the proposed design and what funds may remain for other NTC projects, given that the requested amount for one pedestrian crossing exceeds the typical annual NTC budget.

CACT thanks the City manager and staff for their efforts to quickly address the pedestrian safety concerns that neighbors and CACT have raised about these areas in the past year.



CITY OF FALLS CHURCH

Citizens' Advisory Committee on Transportation
c/o City of Falls Church
300 Park Ave.
Falls Church, VA 22046

April 27, 2022

The Honorable Don Beyer
U.S. House of Representatives
c/o District Office
1901 N. Moore St., Suite 1108
Arlington, VA 22209

Dear Congressman Beyer,

I respectfully ask for you to support the City of Falls Church's Green Vehicle Fleet Upgrade and Replacement request.

From my volunteer work on transportation safety and flooding issues in Falls Church, I've become keenly aware just how much the hard-working employees of the City's Department of Public Works depend on their vehicles to maintain Falls Church's streets, sanitary sewers, stormwater facilities, and other critical infrastructure in a variety of challenging situations.

Replacing less-efficient City vehicles and adding electric vehicle chargers at the busy Robert L. Goff Property Yard will provide environmental and economic benefits for decades. Public works employees often work around running engines, alongside busy roads, and face other physically demanding situations. Cleaner vehicles would also offer them a healthier work environment.

I fully support the City's strategic efforts to transition toward all-electric and hybrid vehicles to further efforts to cut greenhouse gas emissions, reduce air pollution, and help fulfill the City's [green fleet policy set in 2008](#). On a related note, I was pleased with the [2021 announcement](#) that Falls Church was starting to replace diesel school buses with new electric buses — especially given the health problems that diesel fuel emissions can create for children's developing brains.

I respectfully ask you that the City of Falls Church's request for Green Vehicle Fleet Upgrade and Replacement be fully funded.

Very much appreciated,

Dave Gustafson
Chair, Citizens' Advisory Committee on Transportation
davegustafson@gmail.com



CITY OF FALLS CHURCH

Citizens' Advisory Committee on Transportation
c/o City of Falls Church
300 Park Ave.
Falls Church, VA 22046

April 27, 2022

The Honorable Don Beyer
U.S. House of Representatives
c/o District Office
1901 N. Moore St., Suite 1108
Arlington, VA 22209

Dear Congressman Beyer,

I respectfully ask for your support of the City of Falls Church's much-needed Multimodal Transportation Infrastructure Improvements request.

Falls Church is a wonderful place to live and visit. However, our City needs significant financial investments to expedite efforts to create a safe, equitable, and sustainable transportation network for pedestrians, bicyclists, people with disabilities, public transportation riders, and all citizens.

In a January presentation to City Council, Police Chief Mary Gavin shared some disturbing transportation trends that her department has identified in Falls Church:

- In fiscal year 2021, 13 percent of motor vehicle crashes injured someone compared to about 8 percent in 2020 and 2019 crashes — an increase of more than 50 percent.
- During the pandemic, police have witnessed drivers exceeding 70 mph in a City where the maximum speed limit is 25 mph. Chief Gavin noted her officers see much more reckless driver behavior nowadays, putting other vulnerable users of public space at increased risk.
- The number of crashes involving pedestrians and bicyclists nearly doubled from 2020 to 2021, and those numbers are projected to worsen in 2022.

Chief Gavin noted that many injuries to pedestrians and bicyclists occur around the W&OD trail. Unfortunately, the routes many people take to access the newly widened W&OD Dual Trails lack adequate pedestrian and bicycle infrastructure.

With its population skyrocketing more than 40 percent since 2000, Falls Church needs more multimodal infrastructure investments to help larger numbers of residents and visitors of all ages and abilities to safely navigate the City in a variety of ways for decades to come.



As someone who closely follows transportation safety and flooding issues in Falls Church, the Greening of Lincoln Avenue proposal is a tremendous opportunity to create a win-win-win situation that would improve pedestrian safety, stormwater management, and park access, while reconnecting a neighborhood that has long been separated by a busy, overly wide road.

These multimodal investments would help make Falls Church's business districts and neighborhoods more accessible, connected, and vibrant for all residents and visitors.

I respectfully ask you that the City of Falls Church's request for Multimodal Transportation Infrastructure Improvements be fully funded.

Very much appreciated,

Dave Gustafson
Chair, Citizens' Advisory Committee on Transportation
davegustafson@gmail.com