

MOBILITY FOR ALL MODES

Transportation Chapter of the City's Comprehensive Plan

Adopted May 27, 2014

Context and Vision

Why Automobiles Alone are not the Answer

Because the City of Falls Church is a single jurisdiction in a larger metropolitan region, transportation planning for the City must be done with an understanding of regional trends. Of particular importance to transportation planning are the expected changes in population and employment. According to projections from the Metropolitan Washington Council of Governments (MWCOG), the population in the Washington, D.C., region is expected to rise from 6,641,000 in 2010 to 8,107,000 in 2030. Employment is expected to increase, growing from 3,961,000 in 2010 to 5,111,000 in 2030. As the region's population and employment grow, the region's and the City's transportation network must adapt. As travel demand grows, it will become unsustainable to meet that demand with only automobile infrastructure. Instead, a balance of modes must be provided.



Figure 1: Automobile congestion detracts from quality of life.



Figure 2: Local retail and commerce increase opportunities for walking.

Increasing Potential to Walk and Bicycle to Local Destinations

Large portions of the region's population and employment growth will happen around and within the City of Falls Church. See Table 1. While these increases will bring increased demand for travel on the City's roadways, they will also bring more amenities and opportunities closer to and in the City, such as grocery stores, restaurants, shopping, and entertainment venues. This means that City residents will be able to travel shorter distances and retain access to all the things they enjoy today. This shortening of travel distances will make pedestrian and bicycle modes of travel more viable.

Using Transit to Travel to Regional Activity Centers

Across the region, jurisdictions are recognizing the economic, environmental, and quality-of-life benefits of concentrating development into “Activity Centers.” Activity Centers are concentrations of mixed use development, such as Clarendon, Shirlington, Old Town Alexandria, and the City of Falls Church. See Figure 3 for a map of nearby Activity Centers. By concentrating development in certain areas, communities can simultaneously accommodate population and employment growth while preserving residential neighborhoods and natural areas. Based on this trend, many travel destinations will soon be concentrated in regional activity centers. This concentration of activities will increase the effectiveness of transit.

Table 1: Population and Employment Projections, source MWCOG

Area	Population 2010	Population 2030	Employment 2010	Employment 2030
City of Falls Church	12,000	16,000	11,000	18,000
Tysons Corner	13,000	44,000	79,000	128,000
Merrifield	9,000	17,000	31,000	40,000
Seven Corners	5,000	5,000	6,000	6,000
East Falls Church in Arlington	5,000	7,000	1,000	1,000

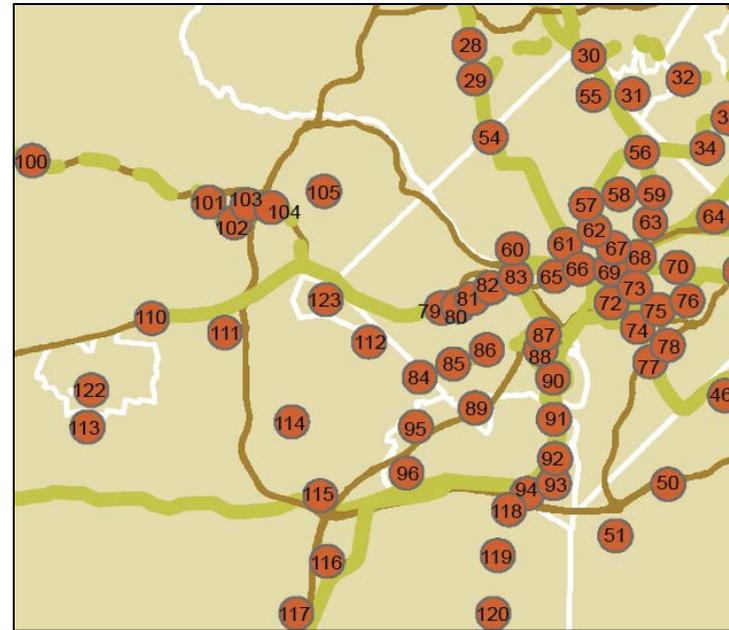


Figure 3: Nearby "Activity Centers"

Mobility for All Modes

Increases in population and employment both regionally and locally will increase the demand for travel. Meeting that demand by automobile alone will lead to increased congestion and detract from quality of life. Increases in nearby development will increase the potential for residents to walk and cycle to their destinations. Transit will serve a growing percentage of travel destinations as development concentrates in activity centers. Therefore, the City’s transportation network must focus on increasing travel choices to meet the growing demand for travel in and through the City.

Mode-Share refers to the percentage of trips taken by different modes of transportation. For example, according to the latest

Census data, 6,779 City residents are employed and 4,192 drove alone to work. Therefore, driving alone to work has a 62 percent mode-share for commuting trips among City residents.

According to travel data from MWCOG, approximately 39,425 trips take place in the City of Falls Church every day. This includes trips to work, shopping, dining, visiting friends, etc. Of those trips, 86 percent happen by car. The demand for travel is expected to increase by approximately 9 percent through 2030, to 42,973 total trips.

In order to meet that increased demand for travel by modes other than automobile, the City will need to decrease its automobile mode share to 79 percent. Another way of saying this is that the City will need to increase the mode share of non-auto trips from 14 percent to 21 percent.

A non-auto mode share of 21 percent should be very achievable for the City of Falls Church. This could be achieved today if every day one out of three City residents replaced one auto trip with a non-auto trip.

Table 2: Target Mode-Share for 2030

Travel Mode	2014	2030
Car Trips	86 % 33,905 trips	79 % 33,905 trips
Non-Car Trips	14 % 5,520 trips	21% 9,068 trips

A non-auto mode share of 21 percent is also achievable taking into account the fact that nationally 28 percent of all trips are 2 miles or

shorter and 39 percent of all trips are 3 miles or shorter (source 2009 National Household Travel Survey).

Other Benefits of Expanding Mode Choice

Expanding mode choices brings benefits beyond simply reducing or mitigating automobile congestion. Expanding mode choice brings the following benefits:

- Reduced Environmental Impacts: Reducing automobile usage also reduces automobile emissions. Limiting expansions of roadways also limits storm water runoff.
- Reduced Transportation Costs: According to AAA, the average yearly cost of operating and maintaining an automobile is \$9,000. There are more than 11,000 cars registered in the City. As a community, the City spends more than \$99,000,000 annually maintaining all of the private cars in the City. Increased mode choice makes it possible for households to reduce the number of cars that must be maintained.
- Increased Economic Activity: Studies from other cities have shown that streets and commercial areas that are pedestrian and bicycle friendly attract more commercial activity.
- Increased Equity and Access: Many people are not able to drive or would prefer not to. This can include people who cannot afford to drive as well as those who are not able to drive. Expanding mode choice ensures that everyone has the opportunity to be mobile.
- Improved Public Health: The Centers for Disease Control and Prevention recommends 2 hours and 30 minutes of

brisk walking every week. This equates to five 30-minute walks a week or one 15-minute walk to the store and back each weekday.

Vision Statement

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

The City's transportation vision statement (above) establishes the guiding principle, from which all goals, strategies, actions, and projects are derived.

Goals

The above vision statement is composed of the following goals:

1. Maintain or increase transportation safety.
2. Provide travelers with multiple options of travel modes, including pedestrian, bicycle, transit, and automobile.
3. Support economic activity by increasing access to City businesses and by increasing access to regional activity centers.
4. Mitigate environmental damage from transportation and play a role in achieving environmental goals.
5. Preserve the character of different neighborhoods throughout the City.
6. Provide equitable access in transportation options by considering the needs of all travelers, including those with

disabilities or limited mobility, those with limited or no English proficiency, and those unable or unwilling to drive.

7. Maintain the City's infrastructure in a state of good repair.

Chapter Organization

The remainder of this chapter describes the existing conditions and needs and planned changes for each mode of transportation in the City: pedestrian, bicycle, transit, and automobile. Together, these modes constitute the City's transportation network. Specific strategies, actions, and projects are provided for each mode.

How to Use This Plan

The Comprehensive Plan serves as the City's official policy guide for shaping the future of the City. It establishes priorities for transportation planning efforts and locations for transportation projects. This chapter also recognizes that implementation must remain flexible to changing conditions and that priorities will change. Therefore, this chapter should be used as a living-document.

This chapter should be used as a framework for scheduling projects and documenting completed projects. For example, this chapter calls for the creation of a City-wide bicycle network. However, this Plan does not define the streets the bicycle network should traverse, nor does it define the kinds of bicycle facilities that should be provided – be it shared lane markings or designated bicycle lanes. Those decisions warrant their own discussions and planning process. Thus, while this chapter sets out a vision and a list of priority projects for the City, it is not an implementation plan and it does not dictate the design of any future projects.



WORK IN PROGRESS

Figure 4: This chapter is a "living document" of City priorities.

Specific tasks in the Plan are scheduled in one of three timeframes: short term, medium term, and long term. Those terms refer to the following ranges:

Timeframe	Expected Completion
Short Term	2015 to 2017
Medium Term	2018 to 2020
Long Term	2021 or later

Additionally, specific tasks include cost estimates in both staff costs and dollar costs. Staff costs are computed in person-years. For example, a project that requires 1.0 Person-Years (PY) could be accomplished by 1 employee working fulltime on the project for one year, by 2 employees each working halftime on the project for one year, or by 1 employee working halftime on the project for two years.

Development Review

During development review, developers, staff, and boards and commissions should refer to the implementation plans that are

adopted pursuant to this chapter as well as any implementation plans that are included in the chapter by reference. All of these reference plans are part of the City's Comprehensive Plan and should be used to guide development of the City. A list of these plans is included in Appendix A. These plans will include specific projects and design standards for transportation elements throughout the City.

Pedestrian Facilities

In urban areas, pedestrian facilities, including sidewalks and safe crossings, are a significant component of the transportation network. Such facilities allow residents and visitors to move about freely and efficiently. When safe facilities are not available, travelers may be forced to risk a dangerous crossing or take an automobile trip just to cross a street.

In increasing numbers, people are recognizing the benefits of non-automobile travel. Traveling by foot is inexpensive, non-polluting, and available to people of all ages.

Existing Facilities

The City has approximately 36 miles of sidewalks along its 72 lane-miles of roadway. Although there are connected sidewalks along most of the major corridors in the City, including Broad and Washington Streets, there are many areas where the sidewalk network has significant gaps. Additionally, many intersections are difficult for pedestrians to cross, and along some sections of roadway, safe pedestrian crossings are far apart.

Existing Usage

In total, 21 percent of City residents use pedestrian facilities to get to work. This includes 2 percent who walk their entire trip and 18 percent who use public transportation and thus walk only a portion of their trip. These numbers do not include the many residents and visitors who use pedestrian facilities for shopping, dining, recreation, exercise, etc.



Figure 5: Sidewalk obstructions and long crossing distances decrease pedestrian accessibility and safety.

Evaluation of Needs

With increased real estate development in the City's commercial areas, demand for pedestrian facilities is expected to increase. Improved pedestrian facilities will offer City residents and visitors additional travel choices. Particularly important are pedestrian connections in and around the commercial areas of the City and connections to transit facilities.



Figure 6: Curb extensions and adequate passage make South Maple Ave in front of the Pearson Square project inviting and safe for pedestrians.

Funding Sources

In addition to local funds, grant funding for pedestrian facilities is available from the following sources:

- Regional Surface Transportation Program (RSTP),
- Safe Routes to School (SRTS) Program,
- State Revenue Sharing,
- Virginia Department of Transportation (VDOT) Six-Year Improvement Program (SYIP), and
- Transportation Alternatives Program (TAP).

Strategies

Based on the Plan's transportation vision statement and its component goals, the following strategies shall guide the development of pedestrian facilities in the City.

1. Increase pedestrian safety and accessibility in both the commercial and residential areas of the City.
2. Maintain the City's existing pedestrian facilities.
3. As part of all publicly funded projects, evaluate pedestrian facilities adjacent to the project and modify them to comply with the City's design standards and ADA requirements.
4. As part of all privately funded projects, consider evaluating and changing adjacent pedestrian facilities to make them comply with the City's design standards.



Figure 7: Mid-block crosswalks in Wilmington, NC, offer pedestrians a safe place to cross the street.

Planned Policy Actions

Proposed Action	Staffing and Funding Needs
<p>Adopt Pedestrian-Friendly Design Standards: Include pedestrian-friendly street design standards in the City’s Public Facilities Manual, including narrowed road widths; wider sidewalks; curb extensions; pedestrian-scale lighting; street furniture, such as benches, drinking fountains, trash cans, and dispensers for dog waste bags; and landscaping, including well spaced street trees.</p>	<p>1.0 PY or 0.1 PY and \$200,000 for consulting fees</p>
<p>Adopt Pedestrian Wayfinding Standards: Adopt pedestrian wayfinding standards that highlight nearby restaurants and attractions and provide space to advertise upcoming cultural events.</p>	<p>0.5 PY or 0.1 PY and \$150,000 for consulting fees</p>
<p>Adopt Pedestrian Facilities Program and ADA Transition Plan: Develop a program for pedestrian facilities with the following elements: (1) a system for responding to requests for pedestrian safety and accessibility, such as crosswalks and signage; (2) a system by which residents can monitor individual requests, such as a tracking number; (3) annual funding for maintenance of pedestrian facilities; and (4) an ADA Transition Plan to address known ADA deficiencies in the pedestrian network. The Plan should also address sidewalk obstacles, both fixed obstacles such as utility boxes and moveable obstacles such as business day-signs. Include an action plan for achieving Walk-Friendly status.</p>	<p>1.0 PY and \$50,000 for consulting fees</p>

Proposed Action (Continued)	Staffing and Funding Needs
<p>Earn Recognition as a Walk Friendly Community: Earn recognition as a Walk Friendly Community http://www.walkfriendly.org/.</p>	<p>To Be Determined as part of Pedestrian Facilities Program</p>

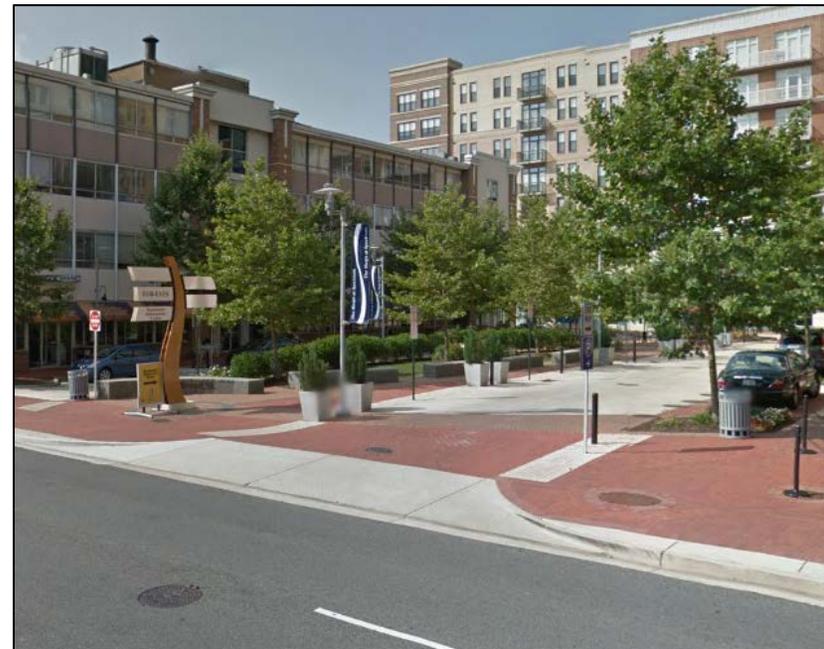
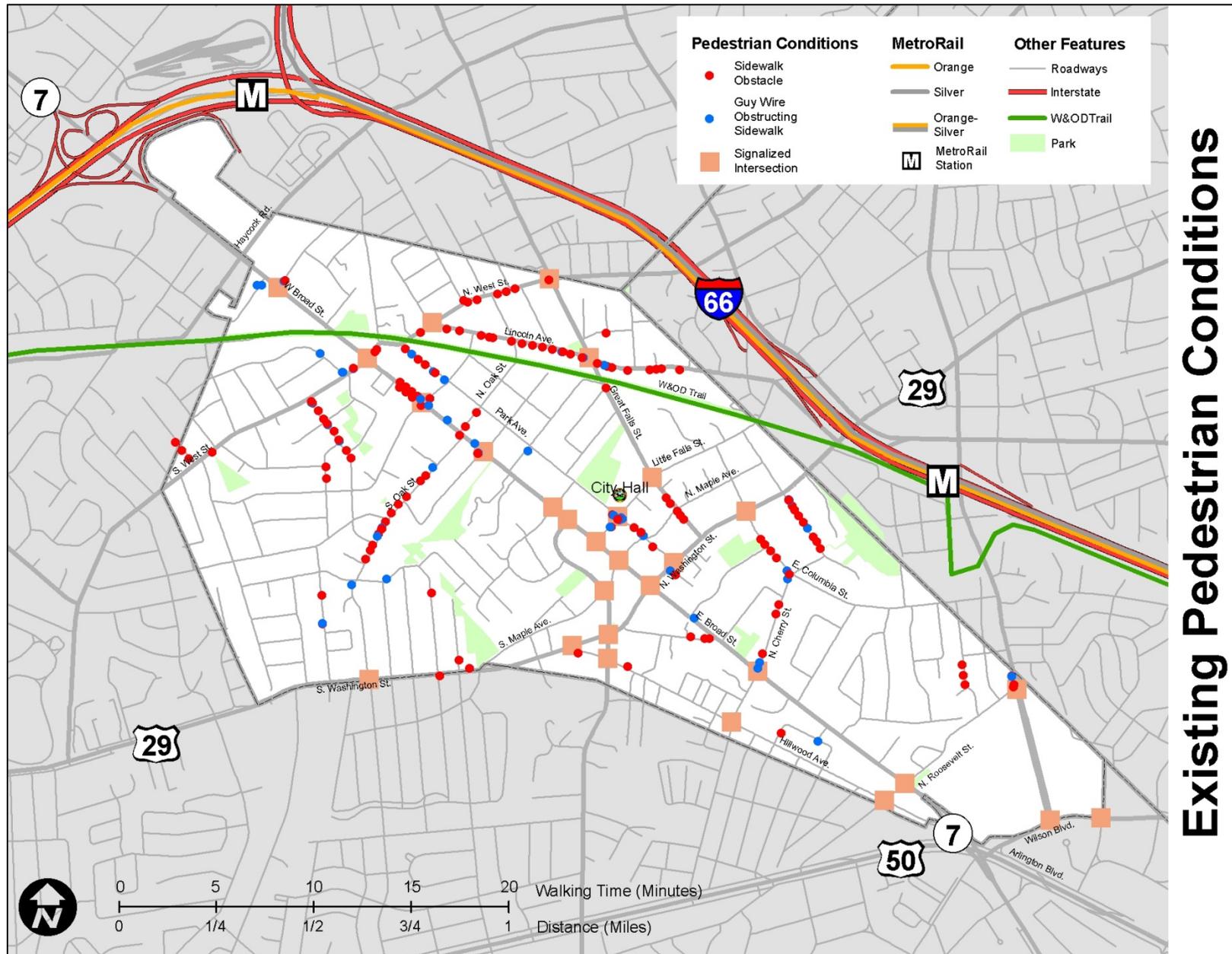


Figure 8: Pedestrian-scale design helps create a vibrant atmosphere around The Spectrum development.

Existing Conditions



Existing Pedestrian Conditions

Planned Project	Staffing and Funding Needs
<p>Increase Intersection Safety: Increase pedestrian safety through the use of lighting, painted crosswalks, caution signs, pedestrian-activated flashing lightings, and shortened crossing distances. Any changes should include non-visual information, such as audible and vibrotactile indicators, to better serve pedestrians who are blind or have low vision. Priority intersections are:</p> <ul style="list-style-type: none"> • E Broad Street & N Fairfax St • E Broad St & Berry St • W Broad St & Oak St 	<p>1.0 PY and \$600,000</p>
<p>Small Area Plan Projects: Implement projects describe in the City’s adopted small area plans, such as streetscape, including more landscaping, pedestrian-scale lighting, and undergrounding of utilities. Small area plans for the S Washington St and N Washington St Planning Opportunity Areas have been adopted. A plan for the Downtown area is under development.</p>	<p>1.0 PY and Approximately \$5,000,000 per area See small area plans for more detail</p>
<p>Increase Corridor Accessibility: Increase pedestrian accessibility along entire corridors through the use of curb extensions, painted crosswalks, and signage. Priority corridors are:</p> <ul style="list-style-type: none"> • N West St • Roosevelt St • S Washington St 	<p>2.0 PY and \$3,000,000</p>

Planned Project (continued)	Staffing and Funding Needs
<p>Great Streets, Commercial: Work long term to develop streetscapes along Broad St and Washington St that reflect community image and pride. Changes would include completion of adopted streetscape plans, undergrounding of utilities, and restoration of storefronts. As commercial streets, these would attract visitors and shoppers to the City as well as City residents. Note that Route 7 and Route 29 are both designated as National Highway System (NHS) routes. As such, changes along those streets need to be consistent with Federal Highway Administration (FHWA) and VDOT design standards. As an urban area, the City should use VDOT urban design standards.</p>	<p>Approximately \$5,000,000 per street</p>
<p>Great Streets, Civic: Work long term to develop streetscapes along Park Ave, Maple Ave, and the W&OD Trail that reflect community image and pride. Changes would include completion of adopted streetscape plans, undergrounding of utilities, and restoration of storefronts. As civic streets, these streets would cater to needs of City residents and serve as alternatives to the major commercial thoroughfares.</p>	<p>Approximately \$5,000,000 per street</p>
<p>Expand W&OD Trail Capacity: Work with the NVRPA and its ongoing efforts to expand capacity to the W&OD Trail between Columbia Pike and the Broad Street overpass by widening the existing Trail or adding a parallel paved pedestrian path.</p>	<p>To be funded through partnership with NVRPA and Arlington County</p>

Bicycle Facilities

Bicycling is growing in popularity across the region and the country. Bicycles are seen by many as a transportation tool that is economical, environmentally friendly, and healthy. Bicycling is an activity that is available to almost all age groups.



Figure 9: The W&OD Trail runs through the City, providing bicycle connections east to Arlington, Alexandria, and D.C., as well as to points west.

Existing Facilities

The City currently provides two designated bicycle facilities, the W&OD Trail and the City's designated bicycle route. The W&OD Trail is a mixed-use trail that runs from Alexandria, Virginia, to Purcellville, Virginia. The W&OD Trail runs for 1.4 miles through the City. The City's designated bicycle route traverses the City along its southern edge.

Existing Usage

Fewer than 2 percent of City residents commute by bicycle to work. However, more than 1,000 cyclists per day pass through the City using the W&OD Trail. Additionally, the East Falls Church Metro Station is one of the most biked-to stations in the entire Metrorail system.

Evaluation of Needs

Survey responses of W&OD Trail users conducted by the City's Citizens Advisory Committee on Transportation (CACT) in 2012 indicate a strong desire among Trail users for improved accessibility to City amenities, including shops, restaurants, and cultural attractions. Additionally, surrounding communities have installed bicycle facilities that approach the City's border and then stop abruptly. The City should focus on providing a network of facilities that connects the commercial areas of the City to the W&OD Trail, transit facilities, and bicycle facilities in neighboring jurisdictions.

Funding Sources

In addition to local funds, grant funding for bicycle facilities is available from the following sources:

- Regional Surface Transportation Program (RSTP),
- Safe Routes to School (SRTS) Program,
- Virginia Department of Conservation and Recreation (DCR) and
- Virginia Department of Transportation (VDOT) Six-Year Improvement Program (SYIP).



Figure 10: Sharrows help direct cyclists to operate outside the "door zone" of parked cars and increase driver awareness of bicycle traffic.

Strategies

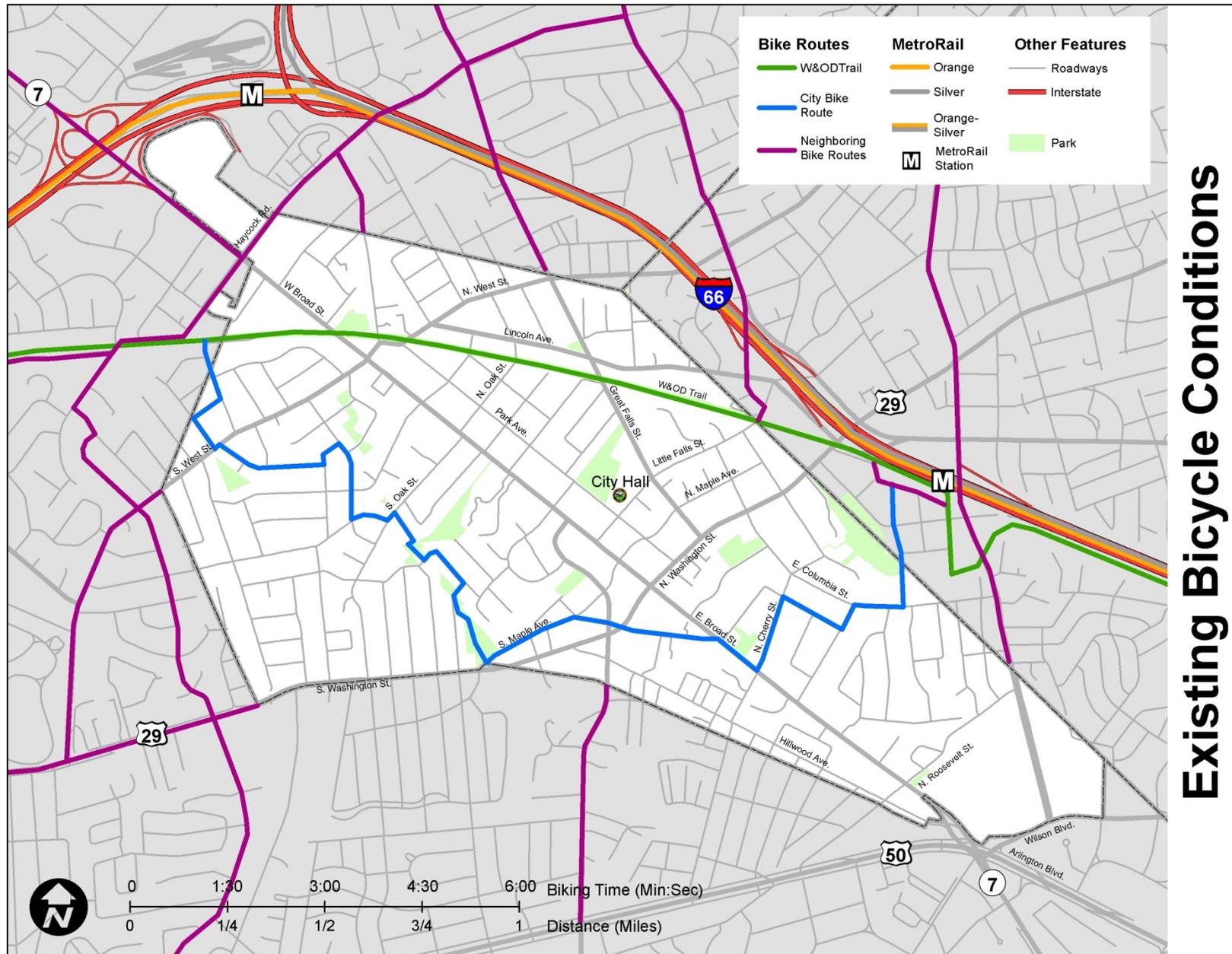
Based on the Plan's transportation vision statement and its component goals, the following strategies shall guide the development of bicycle facilities in the City.

1. Increase the safety and accessibility of bicycling.
2. Ensure that bicycle routes connect the City's commercial areas, transit facilities, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions.
3. Provide bicycle parking at all facilities generally open to the public and in all commercial areas of the City.

Planned Policy Actions

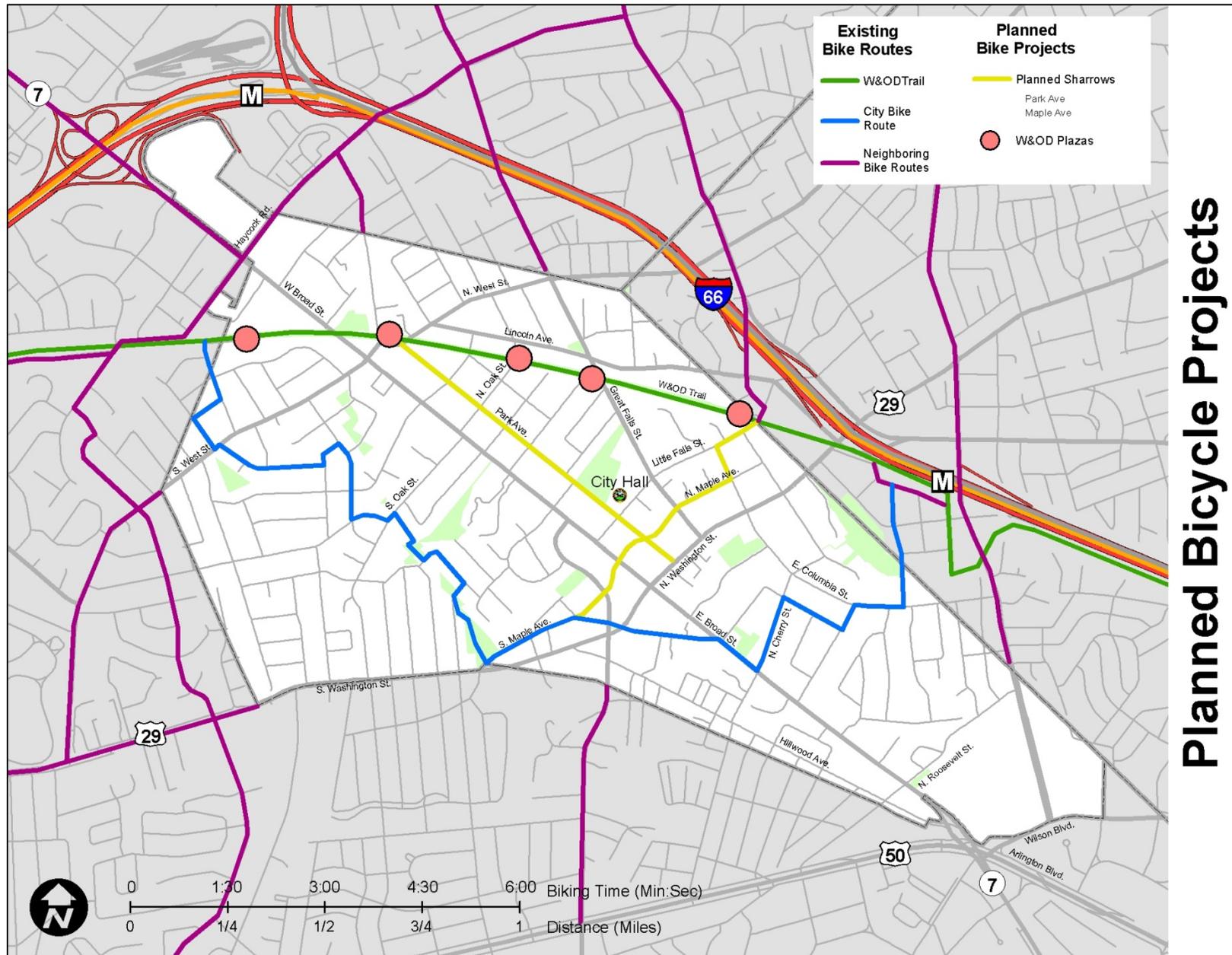
Proposed Action	Staffing and Funding Needs
Adopt Bicycle Facilities Master Plan: Develop a City-wide bicycle facilities plan to connect the City's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions. Include an action plan for achieving Bicycle Friendly status.	0.5 PY or 0.1 PY and \$150,000 for consulting fees
Capital Bikeshare Feasibility Study: Evaluate the costs, benefits, and feasibility of extending Capital Bikeshare into the City and report the results to the City Council and the Planning Commission.	0.1 PY and \$150,000 for consulting fees
Adopt "Request a Bicycle Rack" Program: Establish a "request a rack" program to allow city residents and workers to request installation of bicycle racks at specific locations.	0.25 PY
Adopt Bicycle Parking Requirements: Incorporate bicycle parking requirements into the City's Zoning Ordinance, including short-term visitor parking and long-term secure parking.	0.1 PY and \$150,000 for consulting fees
Earn Recognition as a Bicycle Friendly Community: Earn recognition as a Bicycle Friendly Community http://www.bikeleague.org/content/communities .	To Be Determined as part of Bicycle Facilities Master Plan

Existing Conditions



Existing Bicycle Conditions

Planned Infrastructure Projects



Planned Bicycle Projects

Planned Project	Staffing and Funding Needs
<p>Install Bicycle Wayfinding and Sharrows: Providing wayfinding signs and mark sharrows (shared-lane markings) along Park Avenue and Maple Avenue to guide W&OD Trail users to and from the commercial areas of the City. More information is available on the project webpage: http://www.fallschurchva.gov/Content/Government/Departments/DevelopmentServices/Planning/Documents/BicycleWayfinding/default.aspx</p>	<p>0.2 PY and \$16,000</p>
<p>Construct W&OD Trail Plazas: Convert five existing seating areas along the W&OD Trail into distinctive plazas, with pavers, landscaping, shaded seating, bike racks, and historical information displays.</p>	<p>0.5 PY and \$150,000</p>

Transit

Existing Facilities

The Washington Metropolitan Area Transit Authority (WMATA) operates the Metrorail system in the Washington, D.C., area. Two Metro stations, West Falls Church and East Falls Church, serve the City of Falls Church. Although the stations are located physically outside of the City limits, they are both within a one-half mile distance from the City boundary. Both stations are part of the Orange Line, which provides service westward to Vienna and eastward to the Rosslyn-Ballston Corridor in Arlington, downtown D.C., and beyond to the eastern suburbs of D.C.

Bus Access and Bus Frequency

Existing bus services run along Broad Street, Washington Street, and Roosevelt Boulevard. As a result, all commercial buildings are within 1/8 mile of bus service. Many homes are within 1/4 mile of bus service. See Table 3. In the City, distance to bus service is generally not a barrier to bus ridership.

While distance to bus service is not a barrier, bus frequency is. During rush hour, buses arrive approximately every 15 minutes. Outside of rush hour, buses arrive approximately every 30 minutes. This means that a rider can expect to wait 7.5 minutes for a bus during rush hour and 15 minutes for a bus outside of rush hour. This expected wait is a significant deterrent for potential bus riders. These relatively long waits make bus travel non-competitive with automobiles in terms of travel time.

Table 3: Homes and Population within Distance of Metrobus

Distance to Bus Stop	Homes within Distance	Population within Distance
1/8 mile	1,212 (22%)	2,456 (20%)
1/4 mile	3,734 (68%)	8,430 (68%)



Figure 11: Typical bus shelter described in the City's Bus Stop and Bus Shelter Master Plan add an attractive element to the City's streetscape

Existing Usage

Including both rail and bus, 18 percent of City residents commute to work by public transit. Every day, more than 14,000 Metrorail trips start in either the West Falls Church Metro Station or the East Falls Church Metro Station and 1,000 bus trips start within the City.



Figure 12: Several existing bus shelters in the City are outdated and do not reflect a positive image.

Evaluation of Needs

The Silver Line extension to the Metrorail system will provide service to Reston and Tysons Corners in 2014 and to Dulles Airport in 2018. It will connect to the Orange Line at the East Falls Church Metro Station. This additional service will make the East Falls Church Metro Station a ‘hub’ station, enabling travel in multiple directions.

The recently approved referendum on the sale of the City’s water system will extend the jurisdictional boundary of the City to include land near the West Falls Church Metro Station. Any development in this new area should give special attention to better connecting the City to the West Falls Church Metro Station.

As a means of reducing demand for automobile travel, the City must strengthen its pedestrian, bicycle, and bus service connections to the nearby Metro stations. Looking at Metrobus service, the City must increase the reliability, frequency, and comfort of bus service to attract additional riders.

Funding Sources

In addition to local funds, grant funding and operating and capital assistance are available from the following sources:

- Virginia Department of Rail and Public Transportation (DRPT) and
- Federal Transit Administration (FTA), and
- Transportation Alternatives Program (TAP).

Strategies

Based on the Plan’s transportation vision statement and its component goals, the following strategies shall guide the development of transit facilities in the City.

1. Continue providing financial support to WMATA. Like all transportation systems – pedestrian, bicycle, automobile, and transit – Metrorail and Metrobus require public subsidies to operate. WMATA is subsidized by federal, state, and local dollars. Because of the benefits WMATA provides, it is important that the City continue to pay its share of Metrorail expenses.
2. Reduce and simplify the number of bus routes running through the City and increase the frequency of bus service along the remaining routes. Fewer lines operating at higher frequency increase reliability and attract more riders while

maintaining or even reducing service hours and thereby have a net positive impact on the City’s budget.

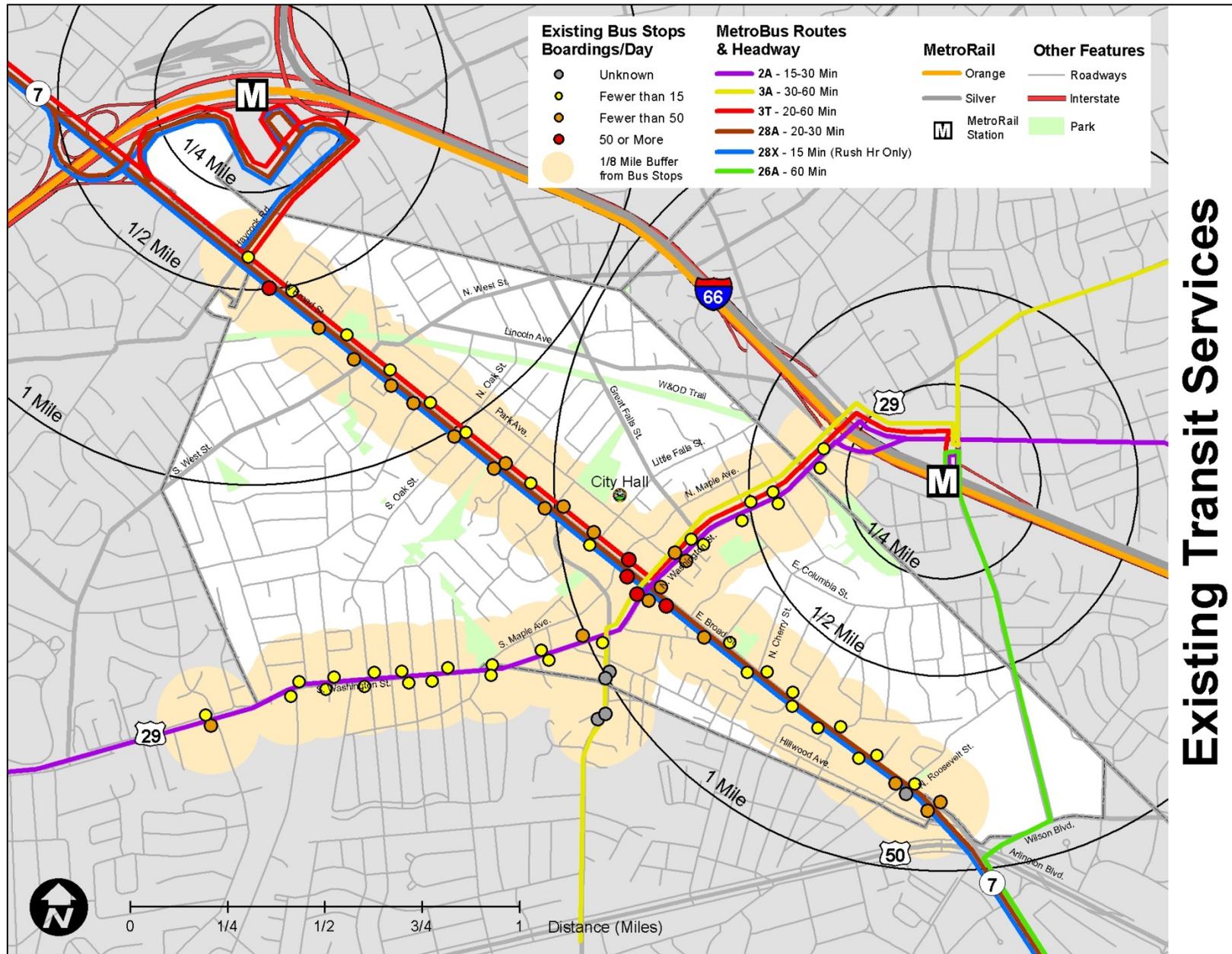
3. Continue providing mobility options for seniors and persons with disabilities. This includes continuing the City’s Fare Wheels program and participating with Metro Access. It could also include development of a “senior village” – a volunteer organization that can help people to age in place by providing transportation assistance.

Planned Policy Actions

Proposed Action	Staffing and Funding Needs
<p>Participate in Route 7 Transit Study: Actively participate in the Route 7 Transit Alternatives study, seeking the optimal route alignment and travel mode (e.g., light rail, streetcar, bus rapid transit) to serve residents, enhance the City’s commercial areas, and reduce personal vehicle traffic. As part of the study, consider the potential to leverage the planned streetcar along Columbia Pike that will terminate at Skyline Plaza in Baileys Crossroads.</p>	<p>0.1 PY</p>

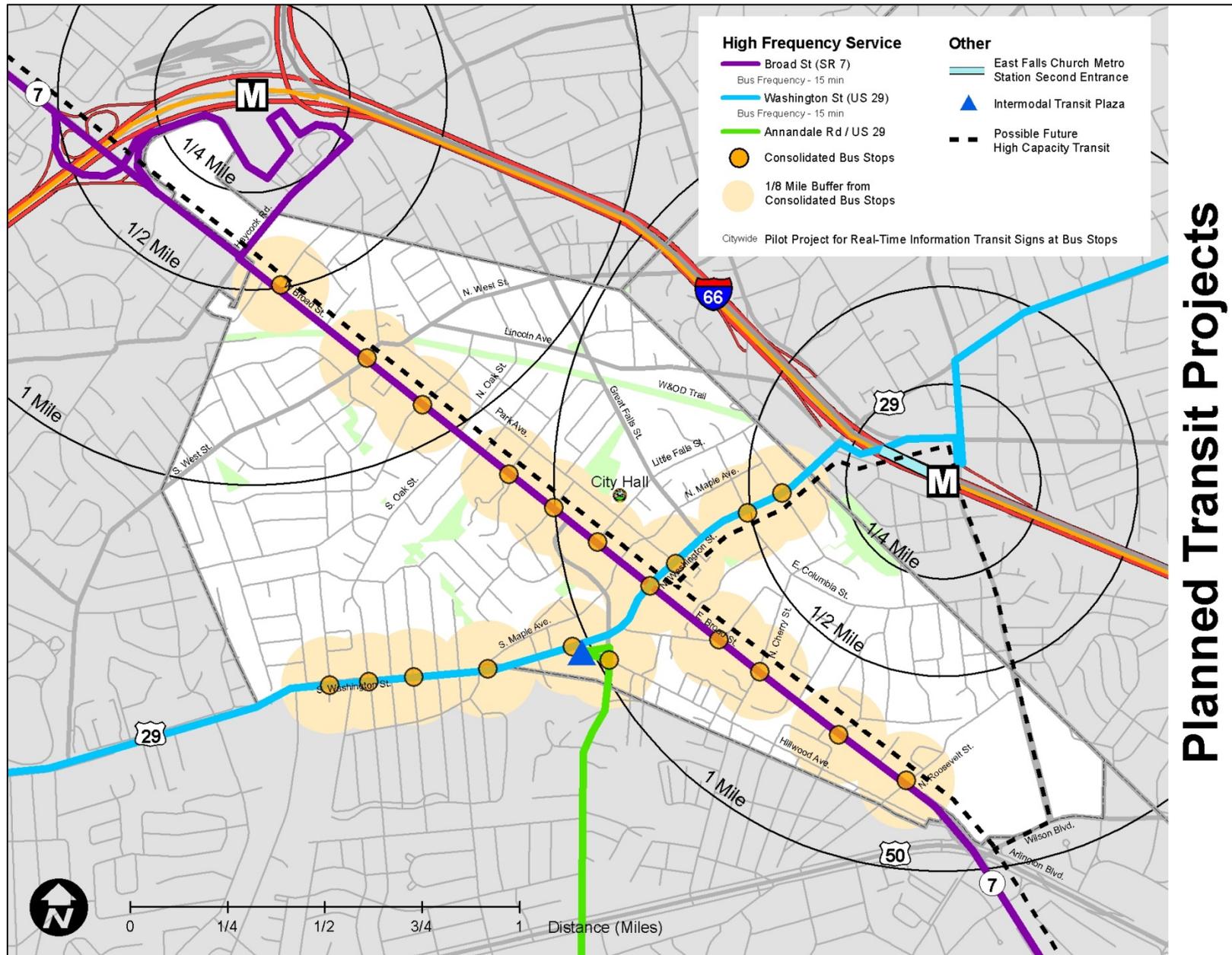
Proposed Action (continued)	Staffing and Funding Needs
<p>Shuttle Bus Feasibility Study: Explore the reestablishment of a City shuttle bus system, whether operated as an independent system or as an extension of existing ART or Fairfax Connector routes. Provide a report to City Council and the Planning Commission concerning these findings. The report should include the following: (1) a fiscal analysis including cost per rider; (2) information on the potential to partner with either Arlington County or Fairfax County to provide a similar service at a lower cost; and (3) information on the potential to partner with the local business community in funding and branding shuttle service.</p>	<p>0.1 PY and \$300,000 for consulting fees</p>
<p>Explore Taxi Stands: Explore ways to provide taxi stands throughout the City. This could include fixed taxi stands with vehicles waiting on-site to pick up passengers. It could also include installation of taxi “call buttons” that place calls with local taxi providers. Provide this information in a report to City Council and the Planning Commission.</p>	<p>0.5 PY</p>

Existing Conditions



Existing Transit Services

Planned Infrastructure Projects



Planned Transit Projects

Planned Project	Staffing and Funding Needs
<p>Provide High Frequency Service: Work long term to develop high frequency service, either bus or streetcar, along major corridors in the City. For purposes of this project, high-frequency service means vehicles arrive every 15 minutes throughout the entire day.</p>	To Be Determined
<p>Install Bus Shelters and Consolidate Bus Stop: Implement the City’s Bus Stop and Bus Shelter Master Plan by installing bus shelters at high usage bus stops and by consolidated bus stops that are too close together. Consistent with the Master Plan, upgraded stops should be ADA compliant and no stops should be consolidated without first confirming that no accessibility hardships would be created by the removal of a stop. More information is available through the project webpage: http://www.fallschurchva.gov/Content/Government/Departments/DevelopmentServices/Planning/Documents/BusStopPlan/default.aspx</p>	2.0 PY and \$700,000
<p>Install Real-time Information Signs at Bus Shelters Install real-time information signs at bus shelters that display information regarding bus arrival times. Alternative information formats should be explored to serve riders who are blind or have low vision.</p>	0.1 PY and \$10,000 per shelter

Planned Project (continued)	Staffing and Funding Needs
<p>Construct Second Entrance to the East Falls Church Metro Station Work with WMATA and neighboring jurisdictions to construct a second entrance to the East Falls Church Metro Station. A second entrance would effectively bring the station closer to the City and expand transit options for City residents, workers, and visitors.</p>	To be funded in partnership with WMATA and Arlington County

Automobile

Existing Facilities

The City maintains an extensive network of roads and streets open to automobile travel. They are classified by automobile travel volumes and intended use. The classification system is described in the table below. The application of the classification system to the City's roads and streets is shown in Appendix E.

Classification	Daily Automobile Volume	Intended Use
Residential	0 to 5,000	Provide for neighborhood travel to individual homes and businesses.
Collector	0 to 10,000	Provide for travel through neighborhoods.
Minor Arterial	10,000 to 15,000	Provide for travel through the City.
Major Arterial	15,000 to 40,000	Connect to regional travel destinations.

Existing Usage

Historical traffic counts of the last ten years are available for Broad Street, Washington Street, and Hillwood Avenue. See the following tables. The data show that automobile counts have not changed substantially over the last decade. Automobile traffic along Broad Street has increased on a few segments while automobile traffic along Washington Street has decreased on most segments.

Automobile Counts on Broad Street

Segment	2002	2007	2012
City Line to West St	33,000	24,000	35,000
West St to Washington St	27,000	28,000	29,000
Washington St to Cherry St	23,000	22,000	23,000
Cherry St to City Line	23,000	22,000	23,000

Source: VDOT

Automobile Counts on Washington Street

Segment	2002	2007	2012
City Line to Maple Ave	27,000	28,000	25,000
Maple Ave to Hillwood Ave	24,000	23,000	24,000
Hillwood Ave to Broad St	19,000	19,000	14,000
Broad St to Great Falls St	26,000	24,000	25,000
Great Falls St to City Line	25,000	24,000	24,000

Source: VDOT

Automobile Counts on Hillwood Avenue

Segment	2002	2007	2012
Washington St to Annandale Rd	10,000	11,000	10,000
Annandale Rd to Cherry St	10,000	11,000	10,000
Cherry St to Roosevelt St	9,100	9,600	9,200

Source: VDOT



Figure 13: Mini-roundabouts and curb extensions help slow automobile traffic along residential Key Boulevard in Arlington, VA

Evaluation of Needs

Cut-through traffic is a growing concern of many City residents. In 2013 alone, City staff received requests for traffic calming along six different City streets. In addition to increasing automobile traffic volumes, the number of young children in the City is also increasing. This combination of factors is leading to growing concerns about safety among City residents and a growing demand for traffic calming measures.

While there is concern over rising traffic volumes, there is still a desire to maintain easy accessibility by automobile. Drivers want access to convenient parking and they do not want to be towed for parking once and visiting multiple shops. Business owners similarly

want to maintain a sufficient supply of parking to accommodate customers arriving by automobile.

Moving forward, the City will need to maintain and, to the extent possible, increase accessibility for travel by automobile in the commercial areas of the City. At the same time, the City needs to manage traffic volumes and speeds in residential areas of the City.



Figure 14: Shared parking facilities in Shirlington, VA, create more commercial and retail space along the main street.

Funding Sources

In addition to local funds, grant funding is available from the following sources:

- Regional Surface Transportation Program (RSTP),

- State Revenue Sharing, and
- Virginia Department of Transportation (VDOT) Six-Year Improvement Program (SYIP).

Strategies

Based on the Plan’s transportation vision statement and its component goals, the following strategies shall guide the development of automobile facilities in the City.

1. Fund traffic calming at a consistent level each fiscal year and install traffic-calming measures in response to requests from neighborhoods according to solutions designed through a collaborative process.
2. To the extent possible, meet increased travel demand within, from, and through the City via non-automobile modes.
3. When roadways are being constructed or repaired, adjust lane widths and turning radii to be as small as possible according to the City’s design guidelines.

Planned Policy Actions

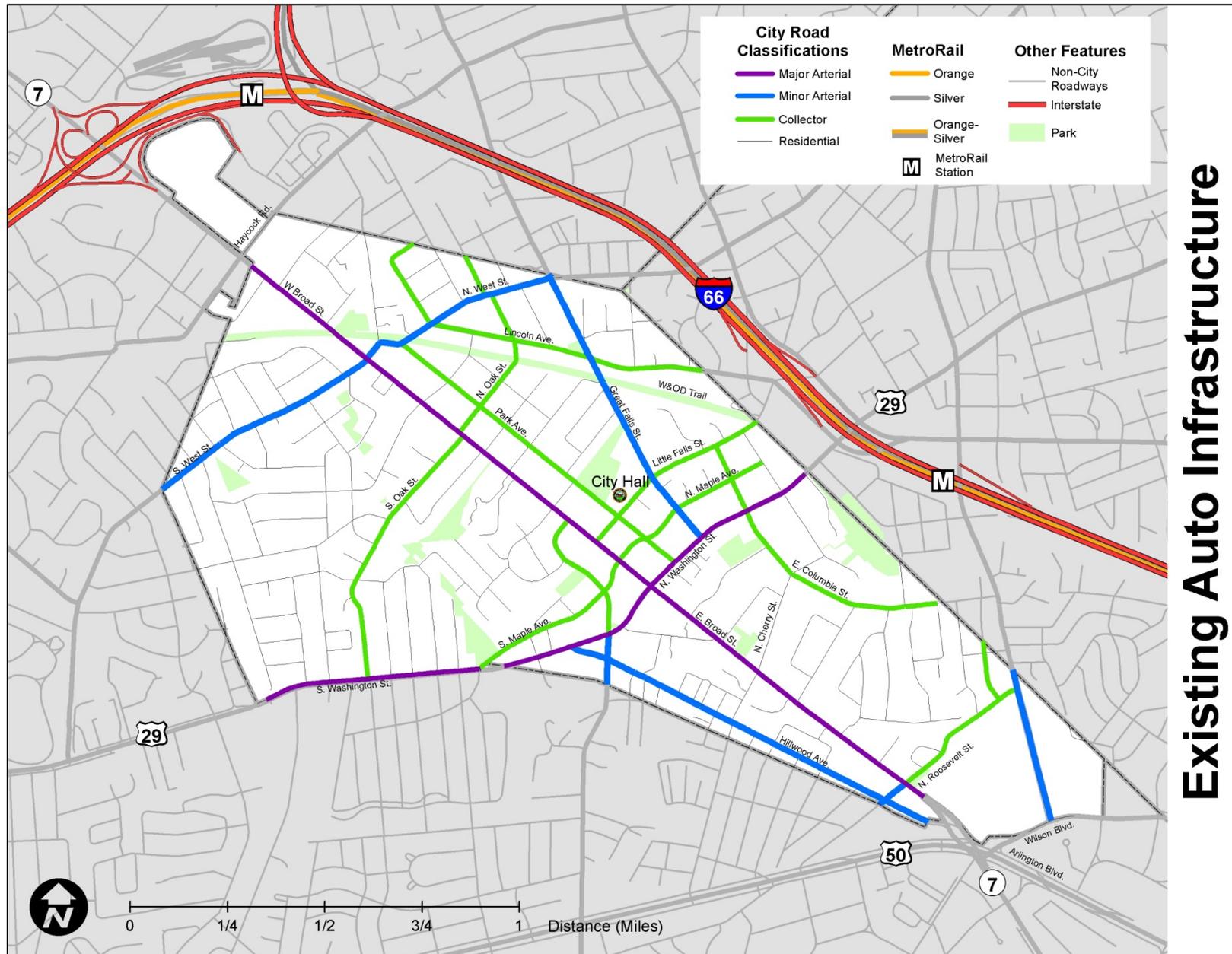
Proposed Action	Staffing and Funding Needs
<p>Update Neighborhood Traffic Calming Program: Update the existing Neighborhood Traffic Calming Program to better respond to traffic calming concerns in residential neighborhoods. The program should be similar to the Arlington County Neighborhood Conservation Program in that it is applied at a neighborhood scale, projects are generated by citizen request, and projects are selected through a competitive process that ensures high priority projects are accommodated first. As part of the update, include program funding requirements and staffing requirements in order to set expectations for the Program. Through the program update, consolidate existing programs for street signs requests and parking restrictions. Expand the program beyond its current restrictions to “residential” streets to include “collector” streets and “minor arterials”. Delineate between staff responsibilities and CACT responsibilities regarding program implementation.</p>	0.5 PY
<p>Bridge Master Plan The City’s bridge network is aging and in need of maintenance and repair. Assess the state of the City’s bridges and develop an action plan for addressing maintenance needs, including project priorities and cost estimates.</p>	0.1 PY and \$300,000 for consulting fees

Proposed Action (continued)	Staffing and Funding Needs
<p>Traffic Light Master Plan Many of the City’s traffic lights are on poles owned by Dominion Power and need to be relocated. Assess the state of the City’s traffic lights and develop an action plan for relocating the City’s traffic lights as necessary.</p>	0.1 PY and \$50,000 for consulting fees
<p>Street Paving Master Plan Develop a standard for repaving the City’s roads on a regular schedule and budget sufficient funding to meet that schedule.</p>	0.1 PY and \$50,000 for consulting fees
<p>Metered Parking Feasibility Study: Evaluate the costs, benefits, and feasibility of metering on-street parking in and adjacent to the City’s commercial areas and provide a report to City Council and to the Planning Commission.</p>	0.1 PY and \$300,000 for consulting fees
<p>Update Residential Neighborhood Parking Restrictions: Review and update the City’s parking restrictions to respond to growing concerns about overflow parking adjacent to commercial areas. Any restrictions should consider accessibility needs, such as accommodating vehicles that are transporting people with disabilities.</p>	0.5 PY

Proposed Action (continued)	Staffing and Funding Needs
<p>Update Automobile Parking Requirements: Update the City’s parking requirements in the Zoning Ordinance to reflect the growing use of non-automobile modes of transportation. In particular, the study should explore parking in the Downtown Planning Opportunity Area and how to accommodate infill development and expansion of existing businesses in places where onsite parking cannot be provided. Consider parking for mopeds and motorcycles.</p>	0.5 PY or 0.1 PY and \$150,000 for consulting fees
<p>Adopt Transportation Demand Management Plan: Establish a Transportation Demand Management (TDM) Plan to ensure facilities for all modes of transportation are provided as part of redevelopment projects. The Plan should be based on the TDM study completed by Foursquare in October 2013. That planning effort was funded by MWCOG and identified specific TDM strategies that would be effective in the City.</p>	1.0 PY or 0.1 PY and \$300,000 for consulting fees
<p>Update Traffic Impact Analysis: Update the Traffic Impact Analysis (TIA) process used during development review to include analysis of all modes of transportation.</p>	0.1 PY and \$300,000 for consulting fees
<p>Car-sharing Feasibility Study: Explore the feasibility of partnering with a car-sharing service such as Zipcar to provide access to shared vehicles throughout the City. The feasibility study should include a section regarding insurance issues related to car-sharing services. Provide a report to City Council and to the Planning Commission.</p>	0.1 PY and \$150,000 for consulting fees

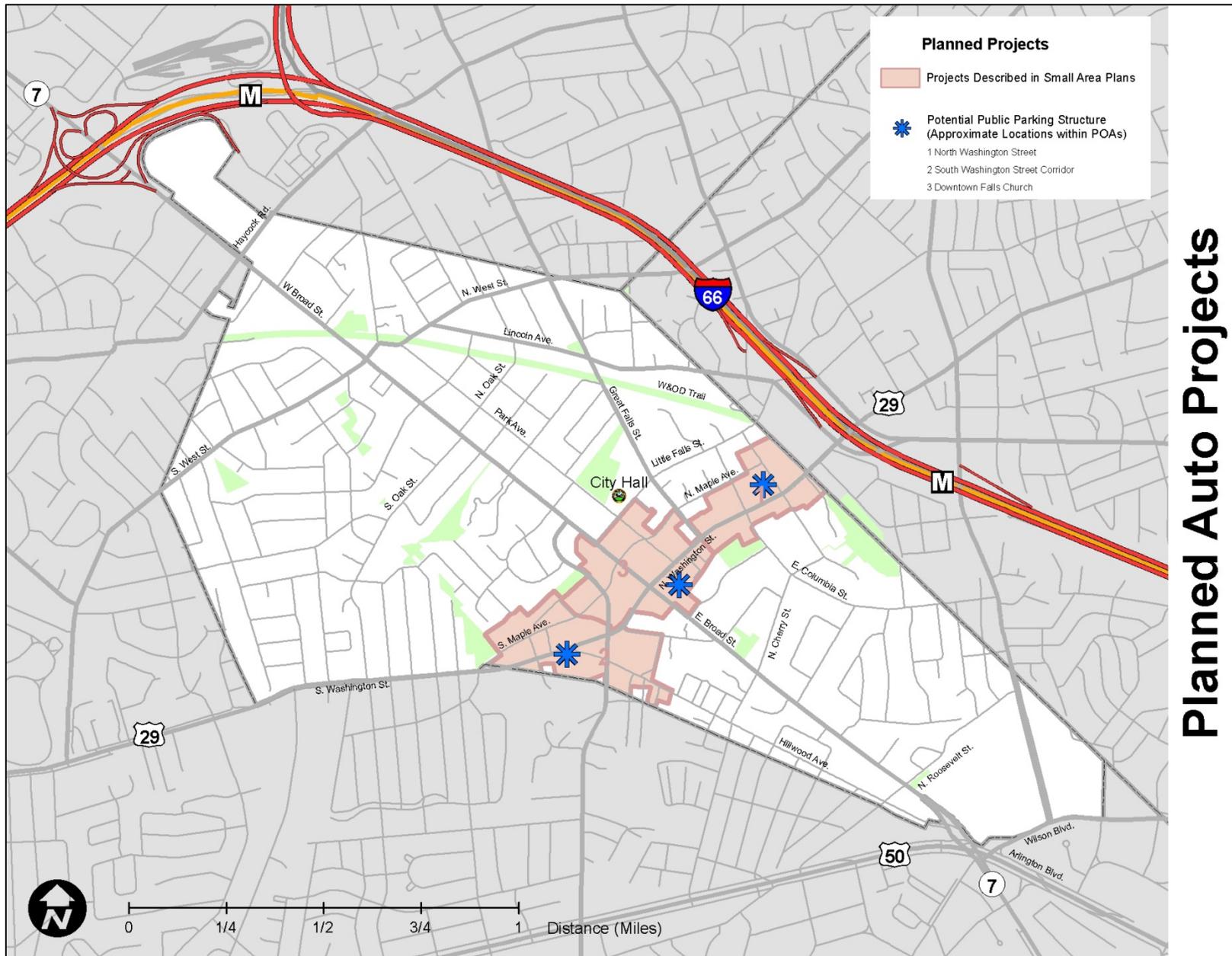
Proposed Action (continued)	Staffing and Funding Needs
<p>Adopt Shared-parking Measures: Adopt measures that encourage adjacent property and business owners to share their available parking.</p>	1.0 PY
<p>Adopt In-lieu Parking Fees: Establish in-lieu fees for businesses to contribute to shared city parking facilities rather than providing private parking lots.</p>	1.0 PY
<p>Future Technologies Report Provide a report on how the City can take advantage of and accommodate future technologies. For example, include electric vehicle charging stations in development projects and configure parking facilities for adaptive reuse if demand for automobile parking decreases over time.</p>	0.1 PY and \$150,000 for consulting fees

Existing Conditions



Existing Auto Infrastructure

Planned Infrastructure Projects



Planned Auto Projects

Planned Project	Estimated Project Cost
<p>Projects Described in the Small Area Plans: Implement projects described in the City’s adopted small area plans, such as reconfiguration of intersections and streetscape. Small area plans for the S Washington St and N Washington St Planning Opportunity Areas have been adopted. A plan for the Downtown area is under development.</p>	<p>1.0 PY and \$5,000,000 per Planning Opportunity Area</p>
<p>Public Parking Structure: Construct one or more public parking structures in the downtown areas of the City. Such structures should facilitate smaller scale, infill development by consolidating parking in fewer locations instead of providing parking for each office, shop, or restaurant individually. Any new structures should include sufficient numbers of accessible parking spaces. Based on demographics, this could mean including more accessible spaces than required under ADA.</p>	<p>\$5,000,000 per Garage.</p>

Policy Action and Infrastructure Project Priorities

This Plan sets out a long-term vision for the City’s transportation network. Some of the policy actions and infrastructure projects will be decades in the making. To ensure the City addresses the highest priority needs first, this section details the priorities of different projects. The priorities are split into three levels – short term, medium term, and long term. Policy and project priorities were determined through the public engagement process and by estimating staffing and funding availability.

Short Term Policy Actions and Infrastructure Projects: To Be Completed in Calendar Years 2015 to 2017

Currently, the City has one transportation planner and two transportation engineers on staff. After subtracting time spent administering and maintaining existing programs and infrastructure, among the three transportation staff, the City has approximately 0.2 FTEs for transportation planning and 1.0 FTEs for project implementation. This equates to a total of 1.2 FTEs for planning and implementation of new projects. If the City does not increase staffing levels, the current level of staffing will be able to accomplish approximately 3.6 PY worth of projects over the next three years.

The projects identified as short term require a total investment of approximately 6.5 PY and \$7.5 million over three years. The City will need to increase staffing levels by 1.0 FTE per year to accomplish all of the projects identified as short-term projects.

Short Term Policy Actions					
Action	Pedestrian	Bicycle	Transit	Automobile	Action Completion Date
Update Neighborhood Traffic Calming Program	X	X		X	February 2015
Adopt Pedestrian Friendly Design Standards	X				
Adopt Pedestrian Facilities Program and ADA Transition Plan	X				
Participate in Route 7 Transit Study			X		
Shuttle Bus Feasibility Study			X		
Bridge Master Plan	X			X	
Traffic Light Master Plan	X		X	X	
Street Paving Master Plan		X	X	X	
Update Automobile Parking Requirements				X	February 2016

Short Term Infrastructure Projects					
Project	Pedestrian	Bicycle	Transit	Automobile	Project Completion Date
Increase Corridor Accessibility Roosevelt Street	X				
Install Bicycle Wayfinding and Sharrows Park Avenue Maple Avenue		X			September 2014
Install Bus Shelters and Consolidate Bus Stops Stops identified as 2014 and 2015 priorities in the Bus Stop and Bus Shelter Master Plan			X		
Small Area Plan Projects – South Washington Street Including intermodal plaza and intersection changes along S Washington Street and Hillwood Avenue within the South Washington Street Planning Opportunity Area	X	X	X	X	

Medium Term Policy Actions and Infrastructure Projects – To Be Completed in Calendar Years 2018 to 2020

The projects identified as medium term require a total investment of approximately 7.0 PY and \$8.0 million over three years. The City will need to increase staffing levels by 0.2 FTE per year to accomplish all of the projects identified as medium-term projects. This increase is in addition to the increased staffing needed to accomplish the short-term projects.

Medium Term Policy Actions					
Action	Pedestrian	Bicycle	Transit	Automobile	Action Completion Date
Adopt Pedestrian Wayfinding Standards	X				
Earn Recognition as a “Walk Friendly Community”	X				
Adopt Bicycle Facilities Master Plan		X			July 2015
Capital Bike-Share Feasibility Study		X			
Adopt Shared-parking Measures				X	
Adopt Transportation Demand Management (TDM) Plan	X	X	X	X	

Medium Term Infrastructure Projects					
Project	Pedestrian	Bicycle	Transit	Automobile	Project Completion Date
Increase Intersection Safety E Broad Street & N Fairfax Street E Broad Street & Berry Street W Broad Street & Oak Street	X				
High Frequency Transit Service Route 7, Broad Street Route 29, Washington Street			X		
Install Real-Time information Signs at Bus Shelters			X		
Construct W&OD Trail Plazas	X	X			
Small Area Plan Projects – Downtown Small Area Plan	X	X	X	X	

Long Term Policy Actions and Infrastructure Projects – To Be Completed in Calendar Years 2021 and Beyond

The long term projects have an open ended timeframe, so additional staff needs are not estimated. To complete all of the projects would require an investment of over \$30 million and at current staffing levels would require more than 10 years to complete.

Long Term Policy Actions					
Action	Pedestrian	Bicycle	Transit	Automobile	Action Completion Date
Adopt Bicycle Parking Requirements		X			February 2016
Adopt “Request a Bicycle Rack” Program		X			
Earn Recognition as a “Bicycle Friendly Community”		X			
Explore Taxi Stands			X		
Metered Parking Feasibility Study				X	
Update Residential Neighborhood Parking Restrictions				X	
Adopt In-lieu Fees Parking Fees				X	
Car-sharing Feasibility Study				X	
Update Traffic Impact Analysis (TIA)	X	X	X	X	
Future Technologies Report	X	X	X	X	

Long Term Infrastructure Projects					
Project	Pedestrian	Bicycle	Transit	Automobile	Project Completion Date
Increase Corridor Accessibility North West Street	X				
Increase Corridor Accessibility South Washington Street	X				
Expand W&OD Trail Capacity	X	X			
Construct Second Entrance to the East Falls Church Metro			X		
Public Parking Structure				X	
Great Streets, Commercial Broad Street Washington Street	X	X	X	X	
Great Streets, Civic Park Avenue Maple Avenue	X	X	X	X	
Projects Described in North Washington Street Small Area Plan	X			X	

Appendix A: Related Plans

The City's Comprehensive Plan is a family of documents. The Comprehensive Plan includes specific elements, like this transportation chapter. It also includes specific functional plans, like the Bus Stop and Bus Shelter Master Plan. The below tables include a list of functional plans that are also part of the Comprehensive Plan or that will become part of the Comprehensive Plan upon adoption.

City Wide Plans

Plan	Date Adopted
Design Guidelines	December, 2001
Safe Routes to School Plan	April, 2011
Bus Stop and Bus Shelter Master Plan	October, 2013
Public Facilities Manual	Under Development

Small Area Plans

Plan	Date Adopted
North Washington Street Small Area Plan	June 2012
South Washington Street Small Area Plan	October 2013
Downtown Small Area Plan	Under Development

Appendix B: Great Streets

Great streets are lively, attractive roadways that accommodate all modes of transportation while promoting social interaction, civic activity, and/or commerce. They are part of the public realm that people want to travel and be in, because they are vibrant, pleasant, and safe.

Great Streets are good for the community because they make travel enjoyable and safe; enhance social interaction; promote economic activity; and increase quality of life.

Features of Great Streets include many of the following:

- Inclusion of auto, transit, bicycle, and pedestrian mobility
- Parking that doesn't overwhelm the street or prohibit non-automobile travel
- Architecturally interesting buildings facing and close to the street
- Wide sidewalks that allow pedestrian flow as well as occasional outdoor furniture
- Generous landscaping with trees, planters, flower beds, rain gardens, and/or planting strips
- Design elements such as unique pavement, signage, awnings, benches, and street lights that enhance the street's visual interest
- Space for outdoor festivals, markets, parades, and other forms of celebration and commerce
- Arresting views, natural features, or unique cultural elements

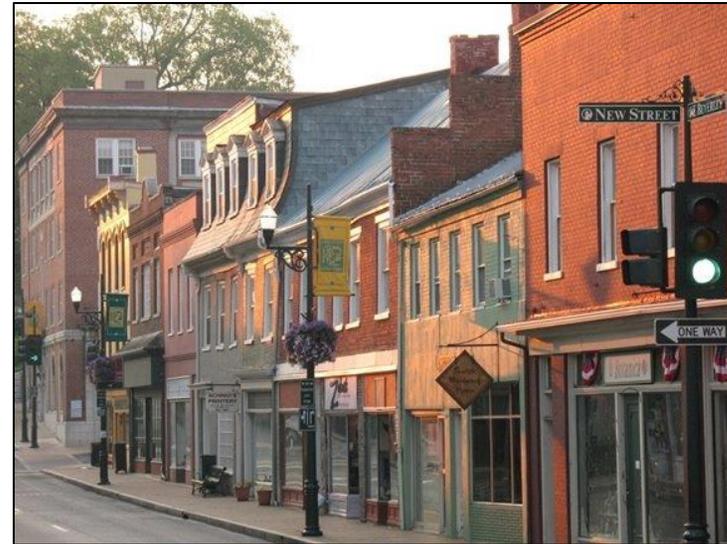


Figure 15: Beverly Street in Staunton, Virginia, features attractive storefronts and pedestrian-scale lighting. Photo credit, Kathy Frazier, Frazier & Associates.



Figure 16: Commonwealth Avenue in Boston, Massachusetts, with landscaping and historic homes.

Appendix C: Walk Friendly and Bicycle Friendly Communities

Walk Friendly Communities

The Walk Friendly Community program is sponsored by the Federal Highway Administration and Fed Ex and is maintained by the UNC Highway Safety Research Center. The program designates communities that show a commitment to improving walkability and pedestrian safety through comprehensive plans, programs, and policies. Recognition comes in the form of a Bronze, Silver, Gold, or Platinum designation.

The benefits of a Walk Friendly Community designation include national recognition and specific suggestions and resources on how to make changes for pedestrian safety. An assessment tool would help the City identify areas of needed improvement.

Examples of Walk Friendly Communities in Virginia include Alexandria, Arlington, and Charlottesville.

More information is available here:
<http://www.walkfriendly.org/index.cfm>

Policies, Program, and Infrastructure

The City would need to implement new policies, maintain new programs, and construct new infrastructure to become a Walk Friendly Community. The specific policies, programs, and infrastructure should be the subject of an action plan developed as part of a Pedestrian Facilities Master Plan. Some examples include the following.

Policies

- Adopt a pedestrian facilities master plan
- Adopt a Complete Street Policy
- Adopt shared-parking standards and price public parking
- Adopt pedestrian friendly design standards, including buffer space between the sidewalk, narrowed travel lanes, and shortened crossing distances

Programs

- Dedicate a staff member as a the “Pedestrian Program Manager”
- Form a Pedestrian Advisory Committee
- Incorporate pedestrian safety education into driver education programs
- Implement the City’s Safe Routes to School Plan

Infrastructure

- Provide sidewalks throughout City
- Provide safe crossing points both at intersections and mid-block
- Install wayfinding signs

Bicycle Friendly Communities

The League of American Bicyclists sponsors the Bike Friendly Communities program. The program designates communities that welcome cyclists with trails, bike lanes, share-the-road campaigns, organized rides, Bike-to-Work Day events, and the like. Recognition comes in the form of Bronze, Gold, Silver, or Platinum designation.

The benefits of a Bike Friendly Community designation include customized feedback and technical assistance as a result of a thorough community assessment. Designation brings national recognition, an award and two highway-quality road signs that are presented at a local ceremony.

Examples of Bike Friendly Communities in Virginia include Alexandria, Arlington, Charlottesville, Harrisonburg, Reston, Richmond, Roanoke, and Williamsburg.

More information is available here: <http://www.bikeleague.org/bfa>

Policies, Program, and Infrastructure

The City would need to implement new policies, maintain new programs, and construct new infrastructure to become a Bike Friendly Community. The specific policies, programs, and infrastructure should be the subject of an action plan developed as part of a Bicycle Facilities Master Plan. Some examples include the following.

Policies

- Adopt a bicycle facilities master plan
- Adopt a Complete Street Policy
- Develop streetscape design standards that facilitate bicycle travel

- Incorporate bicycle parking requirements into the zoning ordinance

Programs

- Dedicate a staff member as a the “Bicycle Program Manager”
- Form a Bicycle Advisory Committee
- Offer bicycle education courses for children and adults
- Incorporate bicycle safety education into driver education programs
- Organize bicycling events, such as Bike-to-Work Day

Infrastructure

- Provide on-street bicycle parking
- Provide bicycle-sharing programs, such as Capital Bikeshare
- Provide on-street bicycle routes

Appendix D: Connections to Commonwealth Transportation Board (CTB) and Virginia Department of Transportation (VDOT) Plans

Several projects in CTB and VDOT plans interact with the City's transportation network. This appendix speaks to those projects.

Road Widening of Route 7 and Route 29

The VDOT Six Year Improvement Program (SYIP) calls for widening Route 7 to 6 lanes both east and west of the City. The VDOT Six Year Improvement Program (SYIP) calls for widening Route 29 to 6 lanes south of the City.

It is not feasible to make a similar change along Route 7 (Broad Street) and Route 29 (Washington Street) inside the City. There is insufficient right of way to conduct a road widening, and many homes and businesses are located close to the street, so acquiring additional right-of-way would have significant community impacts.

The City is participating in a transit alternatives analysis for high capacity transit along Route 7 from Tysons Corner to Alexandria. Additionally, the City is planning to add additional pedestrian and transit capacity along the Route 7 and Route 29 corridors.

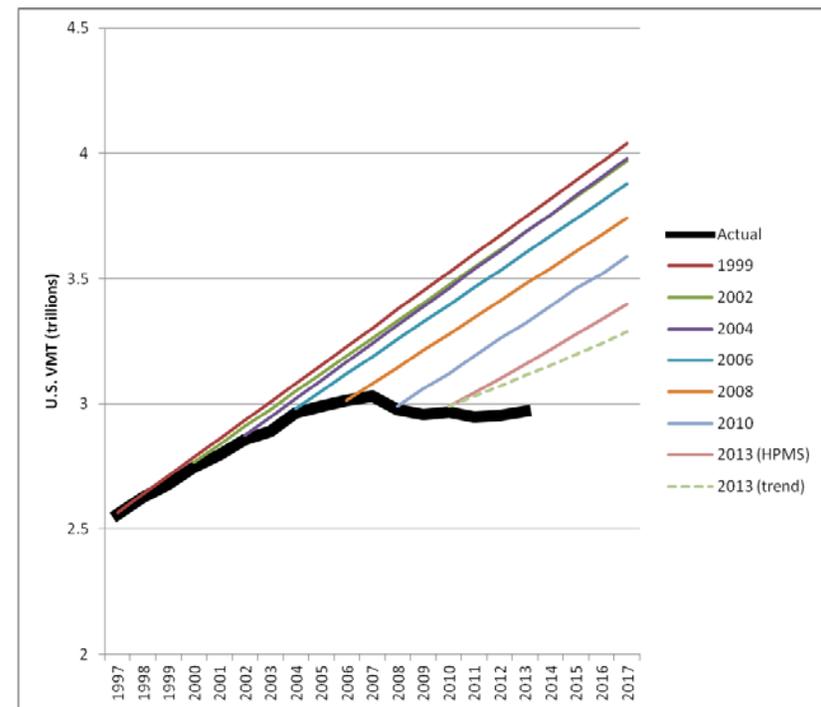
The City expects to meet increased travel demand through expansion of other transportation modes – such as pedestrian, bicycle, and transit.

Trends in Automobile Use

National trends in automobile use show that total vehicle miles traveled (VMT) has held approximately constant since 2003 (see figure 18). This is consistent with vehicle counts in the City along

Broad Street, Washington Street, and Hillwood Avenue, which have held constant since 2002. Despite this trend, industry experts continue to predict increases in VMT. The City will respond to increasing demand for automobile travel, but based on recent data, it does not appear that additional travel lanes are warranted at this time.

Figure 17: Comparison of Actual VMT against Projected VMT



Source: Todd Litman, USDOT Conditions and Performance report, FHWA Travel Volume Trends.

Appendix E: Existing Right-of-Way on Collector and Arterial Streets

Major Arterial Streets

Street	Existing Right of Way
East and West Broad Street	60 to 65 feet
North and South Washington Street	60 to 65 feet

Minor Arterial Streets

Street	Existing Right of Way
Great Falls Street	40 to 50 feet
North West Street	45 to 50 feet
South West Street	50 feet
Hillwood Avenue	60 to 80 feet
Roosevelt Boulevard	85 feet
Annandale Road between South Washington Street and City Line	45 feet

Collector Streets

Street	Existing Right of Way
Lincoln Avenue	50 to 80 feet
North Oak Street	50 feet
South Oak Street	40 feet
Little Falls Street	30 to 50 feet
Annandale Road between West Broad Street and South Washington Street	50 to 60 feet
South Maple Avenue from West Broad Street to Annandale Road	60 feet
East Columbia Street	40 to 60 feet
North Cherry Street	25 feet
South Cherry Street	50 feet
Roosevelt Street	50 feet
Sycamore Street between North 11 th Street and Roosevelt Street	50 feet

Appendix F: Glossary of Acronyms

CACT – Citizens Advisory Committee on Transportation

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CTB – Virginia Commonwealth Transportation Board

DCR – Virginia Department of Conservation and Recreation

DRPT – Virginia Department of Rail and Public Transportation

FHWA – Federal Highway Administration

MWCOG – Metropolitan Washington Council of Governments

NVTA – Northern Virginia Transportation Authority

NVTC – Northern Virginia Transportation Commission

PY – Person-Year

RSTP – Regional Surface Transportation Program

SYIP – Virginia Six Year Improvement Program

TDM – Transportation Demand Management

VDOT – Virginia Department of Transportation

VMT – Vehicle Miles Traveled

WMATA – Washington Metropolitan Area Transit Authority

Appendix G: Planning Process and Public Engagement

This chapter was developed with significant public input and collaboration. Regular announcements regarding the planning effort were posted to the City’s eFocus tool, on the City’s website, and in *The Falls Church News-Press*. The plan was developed and refined with community input during the public meetings listed in table to the right.

Information outreach was conducted using the following tools:

- Announcements about community meetings using
 - eFocus , the City’s electronic newsletter
 - City website homepage
 - City’s Facebook account
 - City’s Twitter account
 - Commonplace
 - *Falls Church News-Press*
- Regular updates of project status and materials
 - on the project webpage

Event	Date
Staff evaluation against goals and objectives in existing chapter	September 2013
Planning Commission work session	September 16, 2013
Citizens Advisory Committee on Transportation (CACT) work session	October 9, 2013
Joint Planning Commission and CACT work session	November 4, 2013
City Council work session	November 18, 2013
Joint Planning Commission and CACT work session	December 11, 2013
Community Meeting	January 11, 2013
Joint City Council and Planning Commission work session	January 21, 2014
Virginia Department of Transportation (VDOT) Review	January 2014 through May 2014
Environmental Services Council (ESC) and Tree Commission	February 20, 2014
Chamber of Commerce	February 25, 2014
Economic Development Authority (EDA)	March 4, 2014
Online Survey	March 13, 2014 through April 14, 2014
Community Meeting	March 15, 2014
Village Preservation and Improvement Society (VPIS)	March 18, 2014
CACT meeting and endorsement	April 9, 2014
Human Services Advisory Council (HSAC)	April 17
Planning Commission public hearing and meeting	April 21, 2014
City Council work session	May 5, 2014
Planning Commission public hearing and adoption	May 19, 2014

Appendix H: Plan Approval

Planning Commission Approval and Recommendation

Resolution adopting the Mobility for all Modes Plan as an update and replacement of the Transportation Chapter of the 2005 Comprehensive Plan and recommending final approval of the Mobility for all Modes Plan by City Council

WHEREAS, Section 17.04 of the City Code makes the Planning Commission responsible for the creation and adoption of a Comprehensive Plan that describes the development of the City, including the transportation network, and Section 17.06 of the City Code enables the Planning Commission to adopt functional subdivisions of the Comprehensive Plan; and

WHEREAS, Section 15.2-2223 of the State Code makes the Planning Commission responsible for preparation and recommendation of a Comprehensive Plan for the physical development of the City, including the transportation network, and Section 15.2-2225 enables the Planning Commission to recommend updates to parts of the Comprehensive Plan; and

WHEREAS, expected population and employment growth in the Washington, D.C., region will increase the demand for travel to, from, and through the City; and

WHEREAS, travel preferences among City residents, workers, and visitors have changed to include a broader mix of travel choices; and

WHEREAS, the Mobility for all Modes Plan establishes a vision for a multimodal transportation network in the City that is safe, provides travelers with a range of transportation choices, and is accessible to everyone in the City; and

WHEREAS, the Mobility for all Modes Plan was developed with significant public input and reflects the stated desired of the community;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Falls Church, Virginia, hereby adopts the Mobility for all Modes Plan as an update and replacement of the Transportation Chapter of the 2005 Comprehensive Plan and recommends that the City Council approve the same.

The above resolution passed unanimously by a vote of 5-0 on May 19, 2014.

City Council Approval

Resolution approving the Mobility for all Modes Plan as an update and replacement of the transportation chapter of the 2005 Comprehensive Plan

WHEREAS, Section 17.06 gives the City Council the authority to grant final approval to Comprehensive Plan changes previously approved by the Planning Commission; and

WHEREAS, Section 15.2-2228 of the State Code also gives the City Council the authority to grant final approval to Comprehensive Plan changes previously approved by the Planning Commission; and

WHEREAS, expected population and employment growth in the Washington, D.C. region will increase the demand for travel to, from, and through the City; and

WHEREAS, travel preferences among City residents, workers, and visitors have changed to include a broader mix of travel choices; and

WHEREAS, the draft Mobility for all Modes Plan establishes a vision for a multimodal transportation network in the City that is safe, provides travelers with a range of transportation choices, and is accessible to everyone in the City; and

WHEREAS, the draft Plan was developed with significant public input and reflects the stated desires of the community; and

WHEREAS, the draft Plan was properly advertised for a public hearing, discussed and adopted by the Planning Commission at its meeting on May 19, 2014. Further the Planning Commission recommended that the City Council approve the draft Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church, Virginia that the Mobility for all Modes Plan is hereby approved as an update and replacement for the Transportation Chapter of the Comprehensive Plan.

The above resolution passed unanimously by a vote of 7-0 on May 27, 2014.