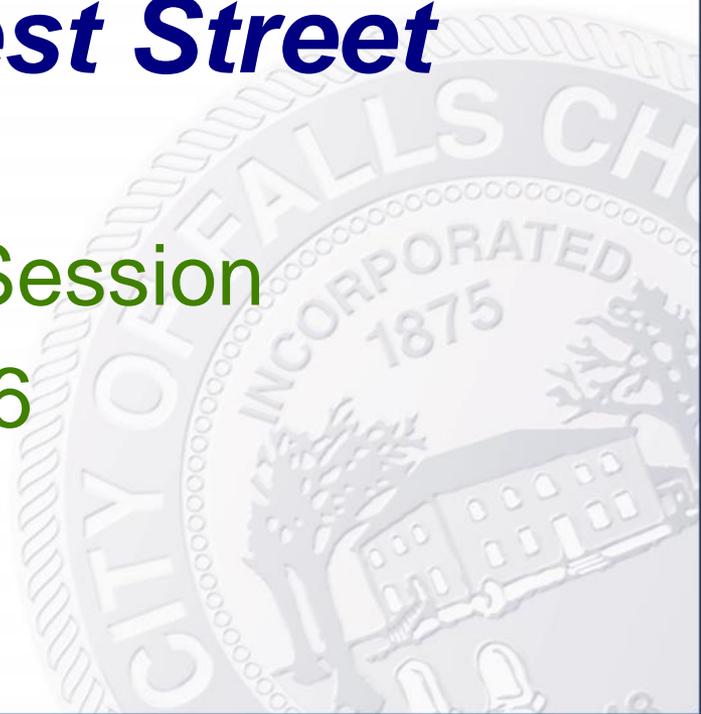




**W&OD Master Plan:
*The City's Greenest Street***

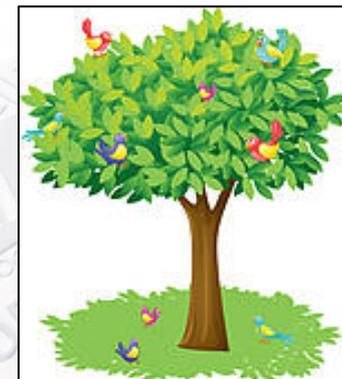
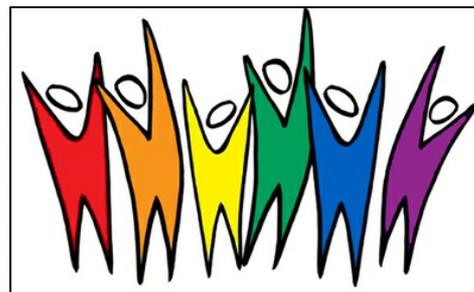
City Council Work Session

March 7, 2016



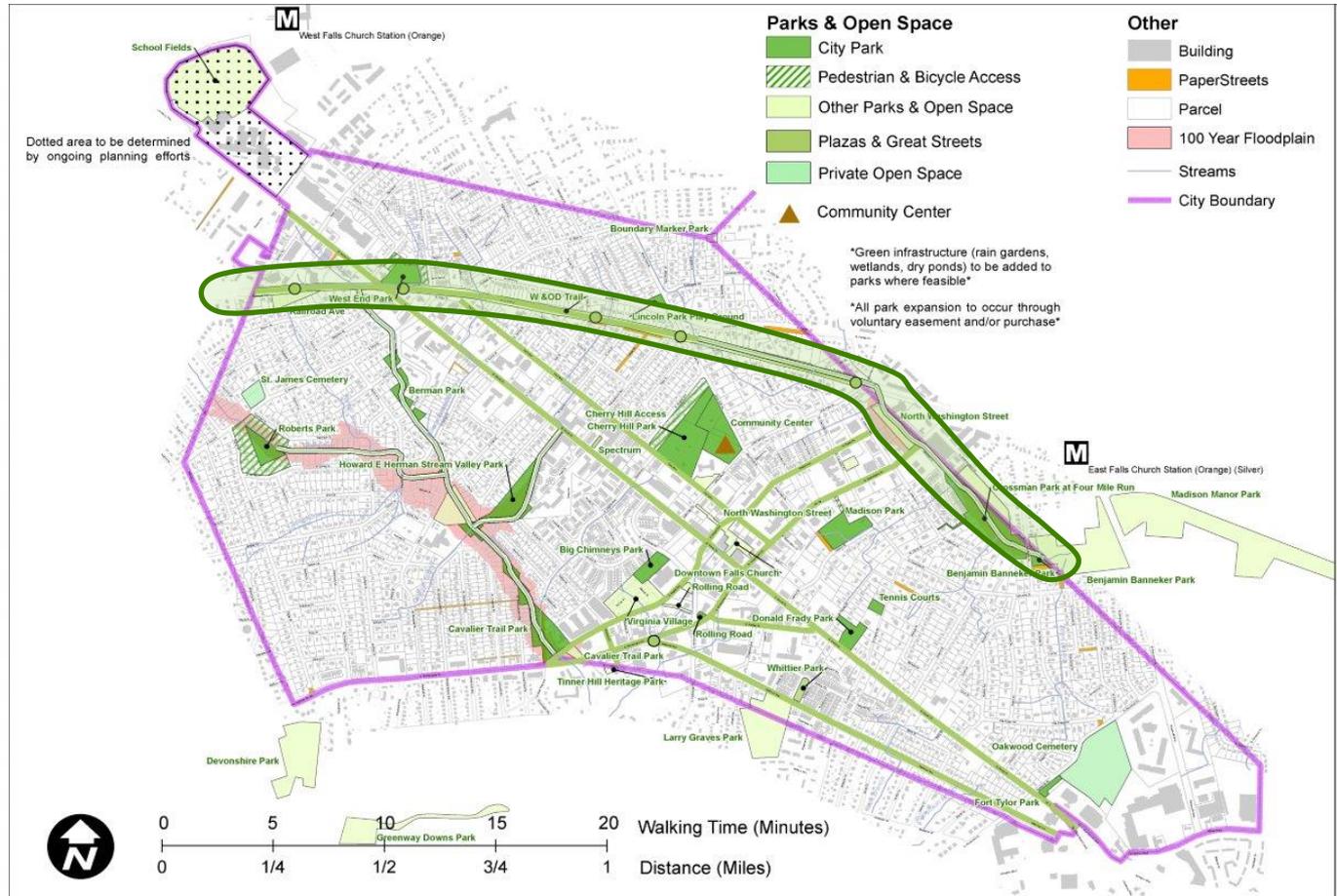
Why Parks?

- Social and Health Benefits
 - Social interaction
 - Exercise
- Environmental Benefits
 - Habitat
 - Storm-water mitigation
 - Air quality
- Economic Benefits
 - Business attraction
 - Labor attraction
 - Placemaking



Why the W&OD?

- Connected network of parks
- Overlooked space, 16 acres
- Gateway to the City



Future Parks

The Planning Process

Motivating the Master Plan



Mobility for all Modes, May 2014

- Civic Great Street
- Trailside Plazas
- Expanded Trail



Parks for People, February 2015

- Connected park system
- Pavilions, community gardens, lighting



Bicycle Master Plan, July 2015

- Great Street
- Separate walking and biking trails
- Plazas
- Special crossings

The Planning Process

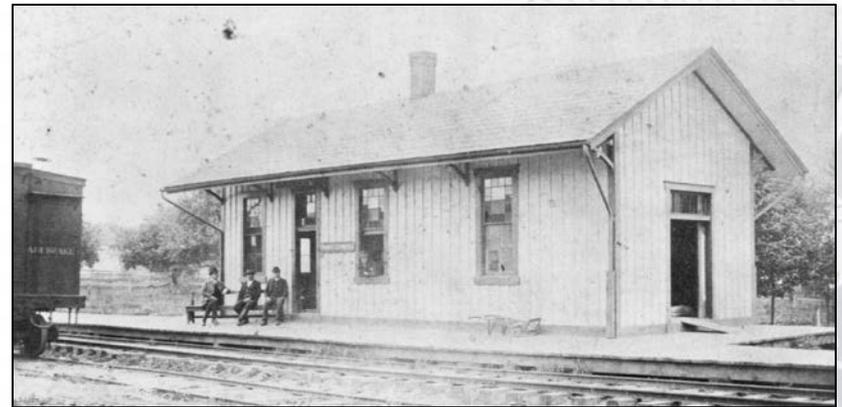
Developing the Master Plan

- August 3, 2015
- September 9, 2015
- October 7, 2015
- November 1, 2015
- November 18, 2015
- November 19, 2015
- November 19, 2015
- December 7, 2015
- January 30, 2016
- February 2, 2016
- February 3, 2016
- February 16, 2016
- March 2, 2016
- March 7, 2016
- March 28, 2016
- Planning Commission
- Citizens Advisory Committee on Transportation (CACT)
- Recreation & Parks Advisory Board
- Village Preservation and Improvement Society (VPIS)
- Tree Commission
- Environmental Services Council (ESC)
- Historical Commission
- Planning Commission
- Community Meeting
- CACT
- Recreation & Parks Advisory Board
- Planning Commission
- Recreation & Parks Advisory Board
- City Council
- City Council



History of the Park

- Operated as Washington & Old Dominion Railroad from 1859-1968
- Acquired and Developed by Northern Virginia Regional Park Authority
- Stretches 45 miles, from Shirlington to Purcellville
- First mile opened in the City of Falls Church September 7, 1974



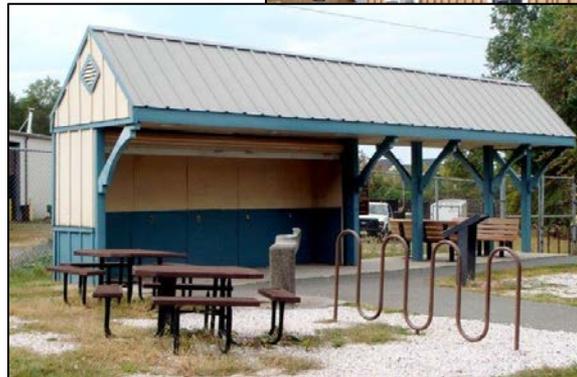
Along the Trail - Community

- Plazas for commemoration
- Gardens to reconnect with nature
- Restaurants for gatherings
- Public art for enjoyment



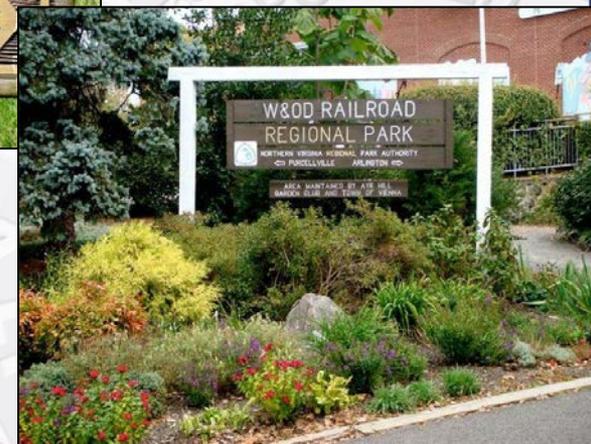
Along the Trail - History

- Stations and train cars tell the history of the park
- Station-like shelters provide shade and recall previous architecture



Along the Trial - Advertising

- Branding through signage and landscaping
- Wayfinding to area restaurants and services



In the City – Scattered Amenities

- Shaded seating and benches are placed inconsistently along the trail
- Historical signs and markers are not coordinated with other features



In the City – Incomplete Plazas

- Plazas created through citizen effort would benefit from City partnership
- Existing features provide opportunities



In the City – Lack of Identity

- Signage in disrepair and unappealing
- Gateways inconsistent with signage and landscaping at roadway gateways



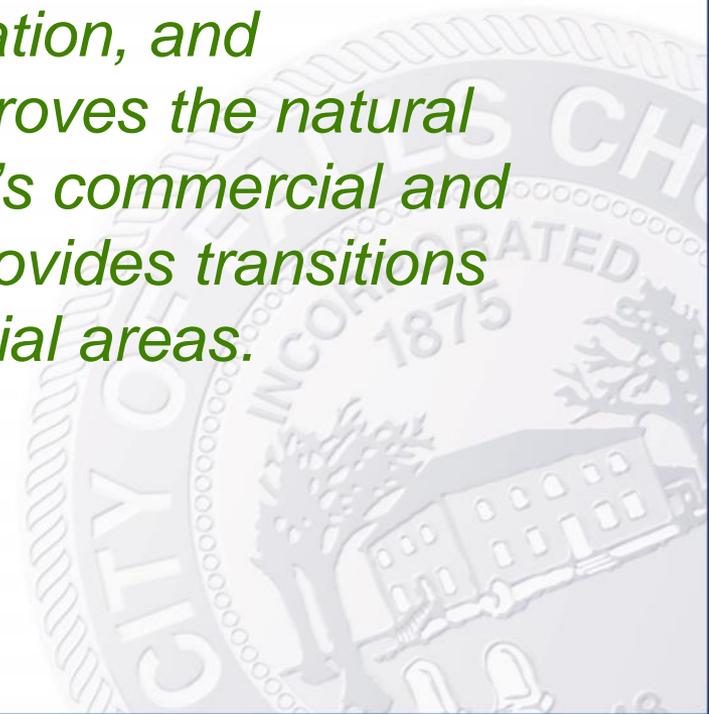
In the City – Split by Street

- Six at-grade crossings divide the trail
- Confusing and frustrating for park users and street users

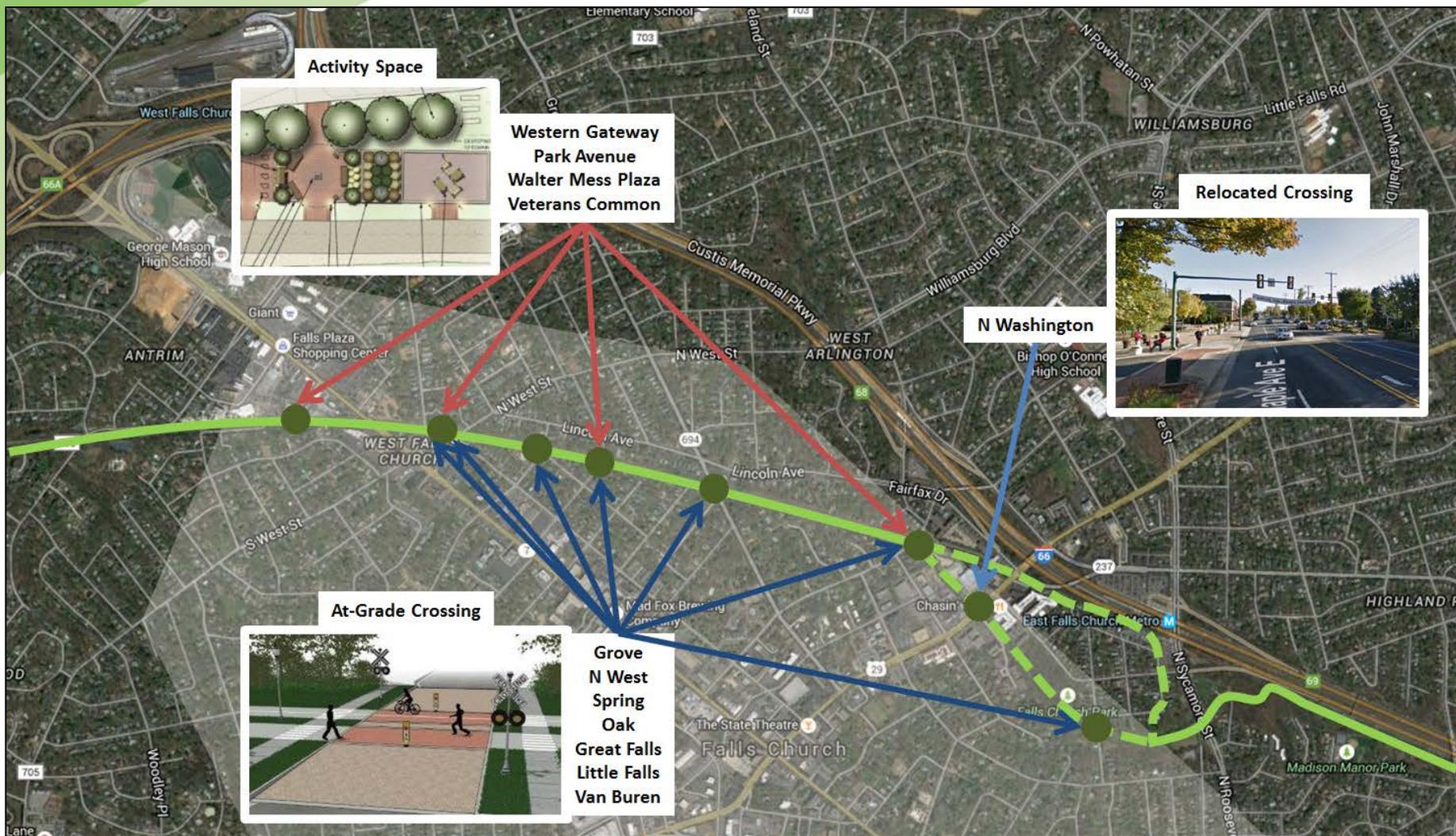


Vision for the Park

Develop the W&OD Park as a Great Street and greenway within the City, a place that provides opportunities for recreation, relaxation, and transportation; preserves and improves the natural environment; connects to the City's commercial and residential neighborhoods; and provides transitions between commercial and residential areas.



Vision for the Park



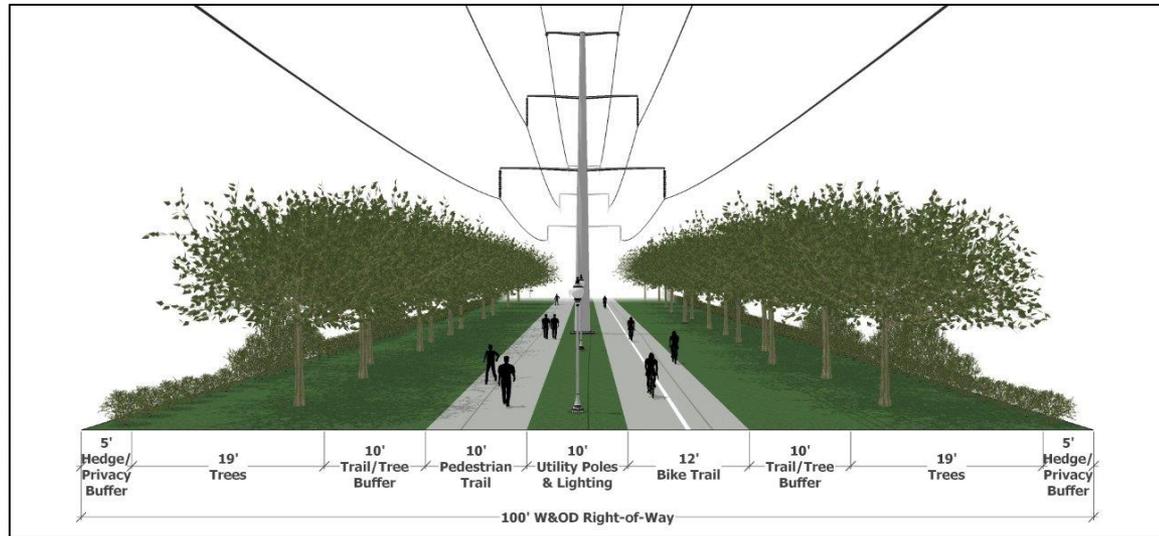
Enhance the Trail

- Provide separate walking and biking trails
- Provide lighting between 5:00 am and 9:00 pm for safety and consistency



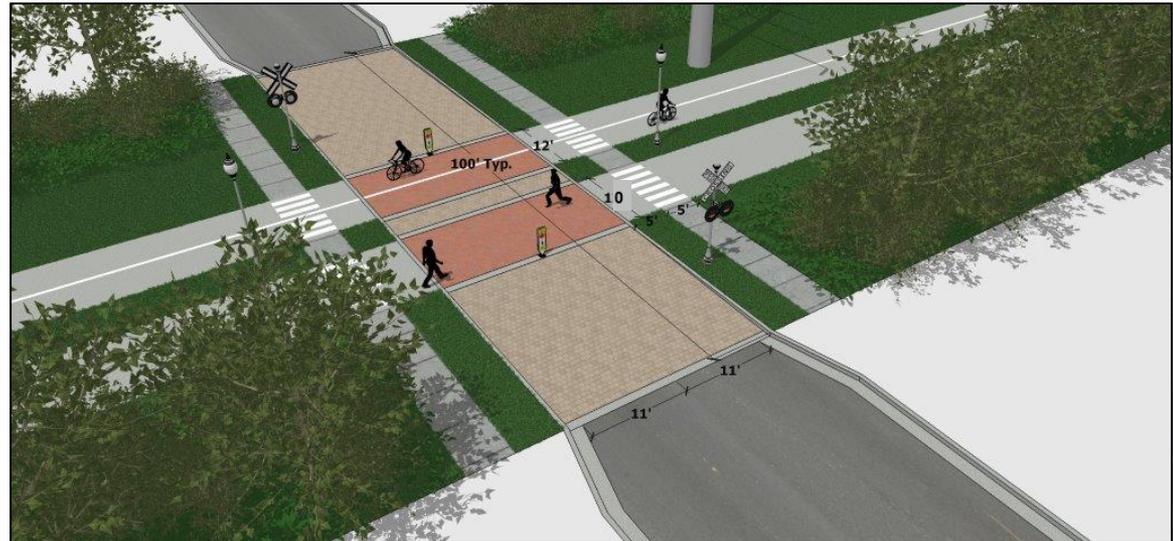
Use the Entire Park

- Provide more tree canopy
- Define the boundary between public and private space
- Create areas for activity



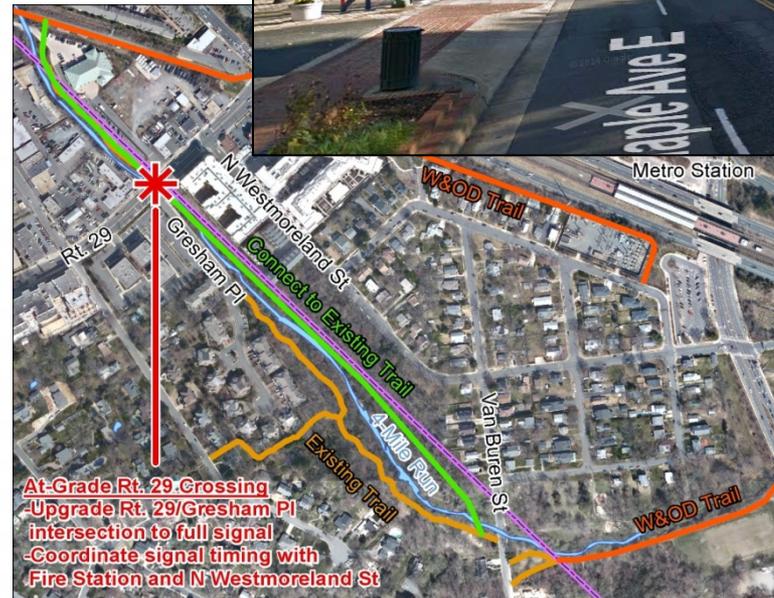
Improve the Crossings

- Focus on the park, not the street
- Used a raised crossing to calm street traffic
- Provide sidewalks for better access



Reroute Crossing at 29

- Mimic at-grade crossing in downtown Vienna
- Increase pedestrian and bicycle safety and comfort
- Coordinate signals in the vicinity



Create Activity Spaces

- Tell the story of the Park and of Falls Church
- Brand the City as the special place that it is



Veterans Common

- Bike-Share
- Bicycle Parking
- Lighting
- Information
- Seating
- Paving
- Landscaping
- Gateway Sign



Walter Mess Plaza

- Bicycle Parking
- Lighting
- Information
- Seating
- Paving
- Landscaping
- Interpretive Signage
- Road Crossing



Park Avenue

- Bicycle Parking
- Lighting
- Information
- Seating
- Paving
- Landscaping
- Optional Shelter



Western Gateway

- Bicycle Parking
- Lighting
- Information
- Seating
- Paving
- Landscaping
- Interpretive Signage
- Gateway Sign

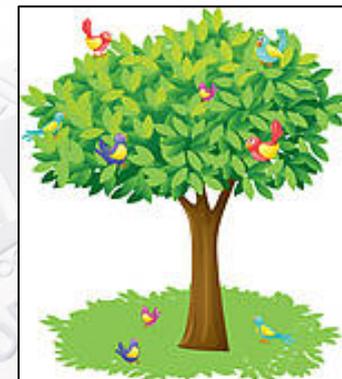
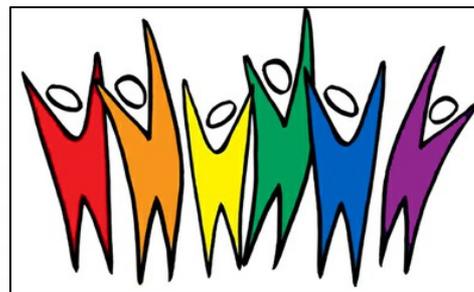


Cost Estimates

Plan Element	W&OD	Crossman
Plazas	\$300,000	\$0
At-Grade Crossings	\$300,000	\$0
At-Grade Crossing with N Washington St	\$0	\$600,000
Trail Expansion	\$1,400,000	\$600,000
Lighting	\$630,000	\$225,000
Landscaping	\$350,000	\$0
<i>Total</i>	<i>\$3,000,000</i>	<i>\$1,425,000</i>
<i>Expected Grant Funding (80%)</i>	<i>\$2,400,000</i>	<i>\$1,140,000</i>
<i>Local Share (20%)</i>	<i>\$600,000</i>	<i>\$285,000</i>
Combined Total	\$4,425,000	
Combined Local Share	\$885,000	

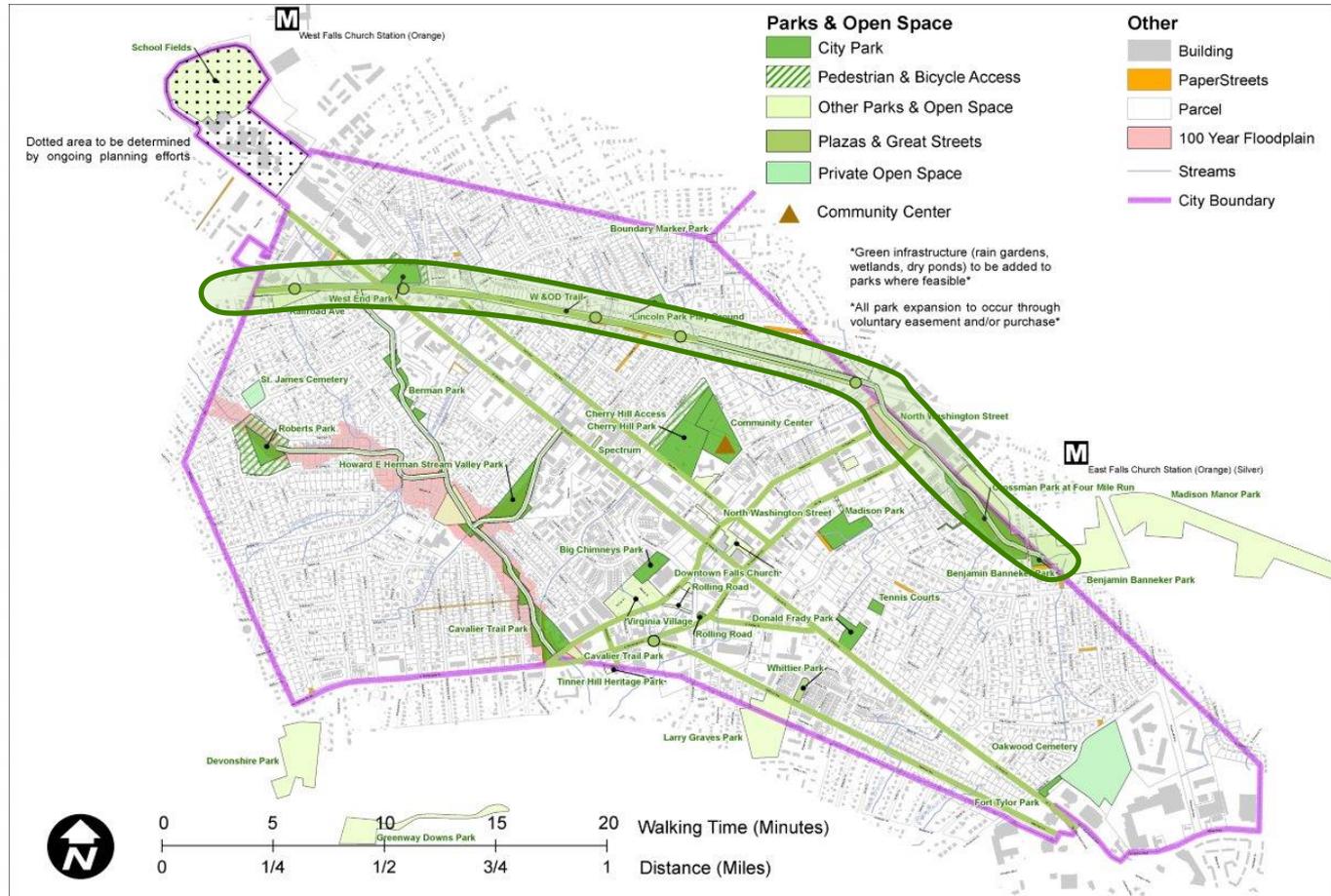
Why Parks?

- Social and Health Benefits
 - Social interaction
 - Exercise
- Environmental Benefits
 - Habitat
 - Storm-water mitigation
 - Air quality
- Economic Benefits
 - Business attraction
 - Labor attraction
 - Placemaking



Why the W&OD?

- Connected network of parks
- Overlooked space, 16 acres
- Gateway to the City



Future Parks

Vision for the Park

