

Bicycle Master Plan Implementation Spring 2016 Routes Community Workshop May 7, 2016 Meeting Notes

Introduction

On May 7, 2016, City staff hosted a workshop to solicit feedback on options for implementing a set of bicycle routes during the spring of 2016. The meeting was advertised through multiple channels, including the City website and other electronic means, the Falls Church News Press, and yard signs posted along the proposed routes.

Approximately 35 people attended the meeting, including two members of City Council, one member of the Citizens Advisory Committee on Transportation (CACT), and two members of the Economic Development Authority (EDA).

During the workshop, the conversation of the meeting participants covered numerous topics. Some of the conversation related to the specifics of the spring 2016 routes, but more of it discussed biking in general.

The following sections describe the points of discussion that were raised. The points presented were raised by one or more participants and unless otherwise noted are not representative of the group.

General Comments

Facility Design

- **Speed Bumps:** Gaps should be provided in speed bumps to accommodate bicycle traffic.
- **Right Turn on Red:** Would installation of bike boxes mean eliminating right turns on red for motorists?
- **Bike Racks:** Bike racks should leave sufficient space for pedestrian access along sidewalks. The new green bike racks are not attractive.
- **Bike Lanes:** Sharrows are insufficient, fully separated bike lanes should be provided to increase safety.

Additional Routes

- **Broad Street:** Bicycle facilities are needed along Broad Street to accommodate bicycle travel in the commercial areas.
- **East Falls Church Metro:** More bicycle facilities are needed near the East Falls Church Metro to provide better connections to transit.
- **Columbia Street:** The route along Columbia Street could be completed across N Washington Street to increase connectivity.

Education, Licensing, and Enforcement

- **Education:** A public information campaign should be developed to educate motorists about how to share the road. A similar campaign should inform bicyclists of their responsibilities under the law.
- **Licensing and Enforcement:** Bicycles should be licensed in the same way cars are and laws should be enforced equally for people driving or biking.

Outreach and Communication

- **Stakeholders:** More outreach should be conducted to solicit feedback from people directly impacted by changes, including residents along bike routes and biking groups like the George Mason High School bike club and Bikenetic.

Methodology

- **Parking Utilization:** The parking utilization counts should be expanded to include multiple days of the week and different times of year to better understand tradeoffs of alternative configurations.

Policies and Funding

- **Complete Streets:** The City should adopt a “Complete Streets” policy to clarify its intent to make streets safe for all users and all modes.
- **State Funding:** The City should better utilize available state funds.

Other

- **Traffic Signals:** Traffic signals in the City are poorly timed, leading to unnecessary delay.
- **Trash and Recycle Cans:** Trash and recycle cans should always be paired. Some places have too many cans. Other places have too few.
- **W&OD Safety:** Separate walking and biking trails should be provided along the W&OD to increase pedestrian safety.

Route Specific Comments, Maple & Little Falls

Overall, participants supported the following configurations:

- **Bike Box:** Bike box at the intersection of Little Falls St and Great Falls St to increase safety for bicyclists.
- **Sharrows:** Sharrows along Little Falls Street to maintain on-street parking.
- **Bike Lanes:** Addition of bike lanes along S Maple Ave to better utilize available roadway space.

Specific comments relating to the route included the following:

- Bike boxes would help people biking accommodate the hill on Little Falls St leading up to the intersection with Great Falls St. At the same time, concern was raised that the bike box and the associated climbing lane would eliminate three parking spaces that are regularly used during the Saturday farmers market and prohibit right turns on red for people driving.
- A bike box was suggested for Little Falls St at the intersection with W Broad St. Concern was raised with the Little Falls route terminating at W Broad St without additional facilities.
- A bike box and climbing lane were suggested for S Maple Ave at the intersection with W Broad St to increase safety for people biking.
- The City should coordinate with Fairfax County to increase safety for people trying to cross S Washington St at the intersection of S Washington St & S Maple Ave.

Route Specific Comments, Cherry & Columbia

Both Cherry Street and Columbia Street have limited right of way, which reduces the possible options. There was limited conversation about this route. Participants generally supported the installation of sharrows.

Route Specific Comments, Park Ave

Park Ave has limited right of way, which reduces the possible options. There was limited conversation about this route. Participants generally supported the installation of sharrows.