CITY OF FALLS CHURCH

DATE: July 7, 2016

TO: Citizens Advisory Committee on Transportation (CACT)

FROM: Stephanie Rogers, Public Works Principal Engineer
Jack Trainor, Public Works Intern

SUBJECT: Summer 2016 Bike Routes

Introduction & Request

On July 13, 2015, City Council adopted the Bicycle Master Plan, which calls for the development of 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. This plan supports biking, which can reduce individual transport expenditures (which can amount to as much as $1,700 on fuel annually), provide health benefits and provide an environmentally sustainable alternative for those who are unable or unwilling to drive a vehicle.

The adopted plan encourages the City of Falls Church to evaluate roads which need to be re-marked after the completion of roadway projects for a more balanced pavement marking layout. Staff has performed this evaluation and intends to install new markings or update existing markings on two street segments in the City identified in this report.

This memo describes pavement marking options for these routes. **Staff requests that the CACT review and provide a recommendation on the pavement marking options for these roadways.**

Identified Routes

According to the 2012 National Survey on Bicyclist and Pedestrian Attitudes and Behaviors, being struck by a car accounts for 29% of all bicyclist injuries in the country. City data from 2004 - 2014 shows that Roosevelt Blvd is especially dangerous for bikers, as the Wilson Blvd to Roosevelt St corridor holds two of the top five locations in the City for both red light running and speeding citations for drivers. Chapter 7 of the Comprehensive Plan, titled *Mobility for all Modes*, calls for the City to adopt multimodal transportation policies that:

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 residents, workers, and visitors.

Both Hillwood Ave and Roosevelt Blvd connect the City to the Seven Corners interchange, where the speed limit is 15 MPH higher than in the City. To ensure bicyclist safety on these routes, staff has identified these roadways as two sites appropriate for new or updated street bicycle marking options. Options include:

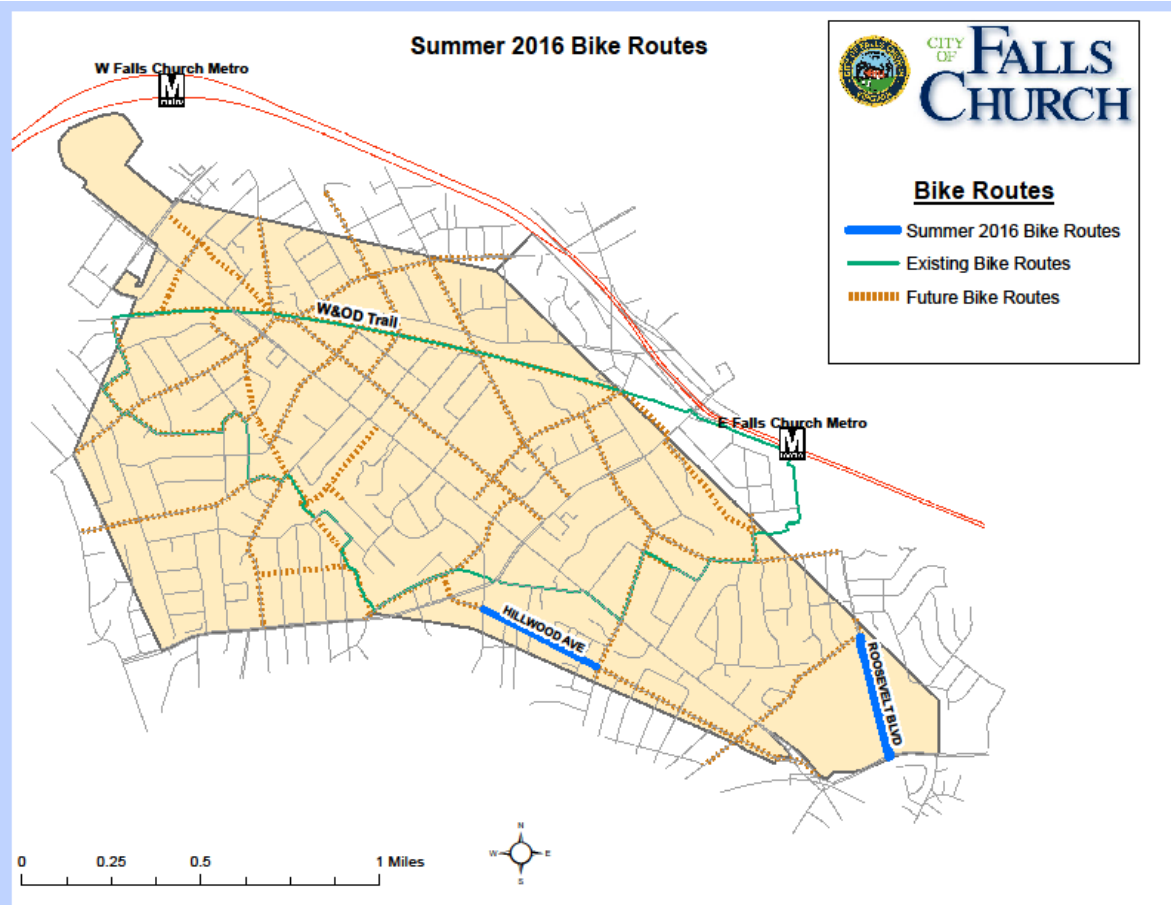
Roosevelt Blvd (N Roosevelt Street to Wilson Blvd)

1. Bike lanes
2. Sharrows

Hillwood Ave (Annandale Road to Cherry Street)

1. Buffered bike lanes
2. Bike lanes w/ flush median

Should new markings or bike lanes be approved on these roadways, bicycle wayfinding signs will be installed per the MUTCD and Spring 2016 Bicycle Routes recommendations.



Marking Options

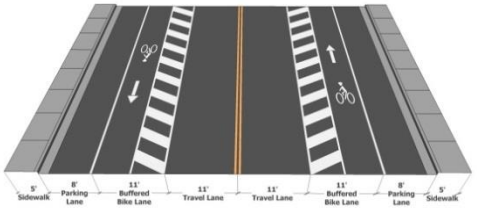
Hillwood Ave

W Annandale Rd to Douglass Ave

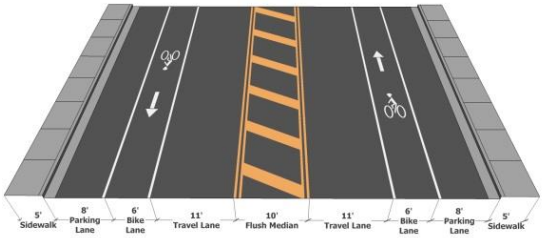
Street width: 60’ (curb to curb)

Hillwood Ave at W Annandale Rd is a high-volume signalized intersection, with W Annandale Rd connecting to US-50 (Arlington Boulevard) a little over half a mile south of the intersection and to US-29 (S Washington St) a block away. With the width of Hillwood Ave widening to 60 feet approaching Annandale Rd, staff recommends installing buffered bike lanes for added bicyclist protection. Adding both parking and buffered biking lanes will be a more efficient use of roadway space without sacrificing safety or capacity. These lanes would transition to the existing lane configuration of one left turn, one through, and one right turn lane for WB Hillwood Ave at W Annandale Rd.

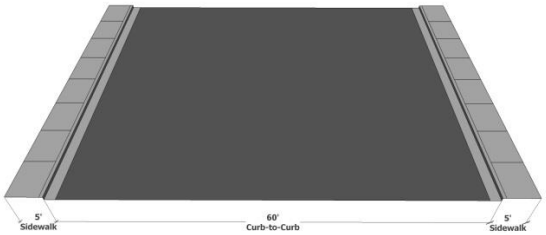
Option Name	Configuration
Buffered Bike Lanes	• 8’ parking lane • 11’ buffered bike lane • 11’ travel lane • 11’ travel lane • 11’ buffered bike lane • 8’ parking lane
Median & Bike Lanes	• 8’ parking lane • 6’ bike lane • 11’ travel lane • 10’ flush median • 11’ travel lane • 6’ bike lane • 8’ parking lane
No Build	



Buffered Bike Lanes



Median & Bike Lanes



No Build

Hillwood Ave

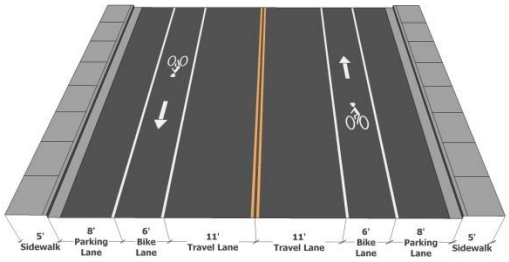
Douglass Ave to S Cherry St

Street Width: 50’ (curb to curb)

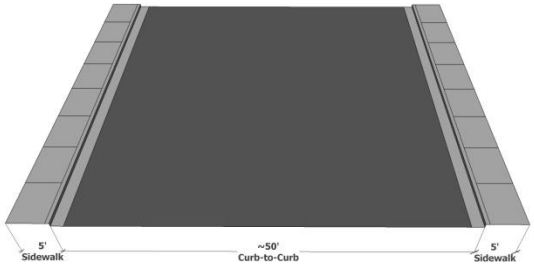
Hillwood Ave is densely parked in the residential section adjacent to the Whittier Park neighborhood. Traveling east from W Annandale Rd towards S Cherry St, there are long stretches of underused or prohibited parking, such as from Hunton Ave to Cherry St. Any installed bike lane markings would transition to the existing lane configuration of one left turn, one through, and one right turn lane for EB Hillwood Ave at S Cherry St.

Option Name	Configuration
Bike Lanes	• 8’ parking lane • 6’ bike lane • 11’ travel lane • 11’ travel lane • 6’ bike lane • 8’ parking lane
No Build	

Bike Lanes



No Build



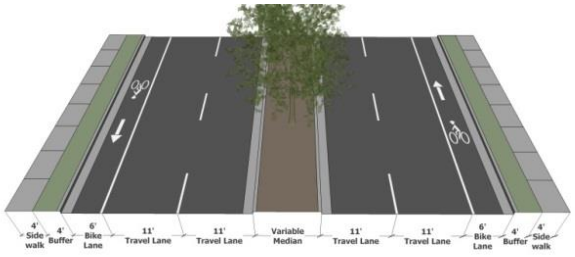
Roosevelt Blvd

Wilson Blvd to N Roosevelt St

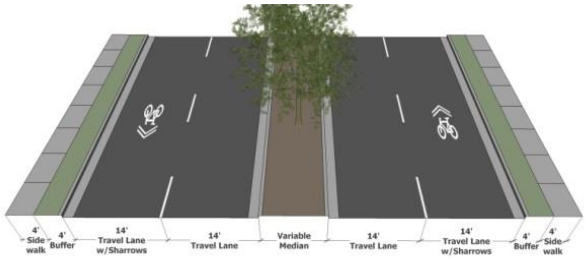
Street width: 28’ (curb to curb) or 35’ with left turn pocket

Roadway is a divided with a raised median and has two travel lanes in each direction. There is no on-street parking on Roosevelt Blvd in the subject segment. Providing bike lanes on Roosevelt Blvd would provide another modal choice for connection to the East Falls Church Metro station from Wilson Blvd. The portion of Roosevelt Blvd within Arlington County has sharrows and then bike lanes, and also connects to the W&OD Trail. Adding a facility within the City would connect to an existing established route.

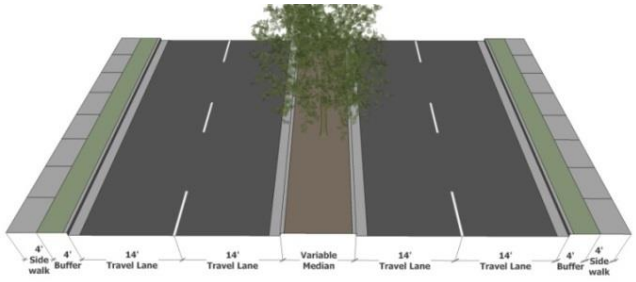
Option Name	Configuration
Bike Lanes	• 6’ bike lane • 11’ travel lane • 11’ travel lane
Sharrow	• 14’ inside lane • 14’ outside lane with sharrows
No Build	



Bike Lanes

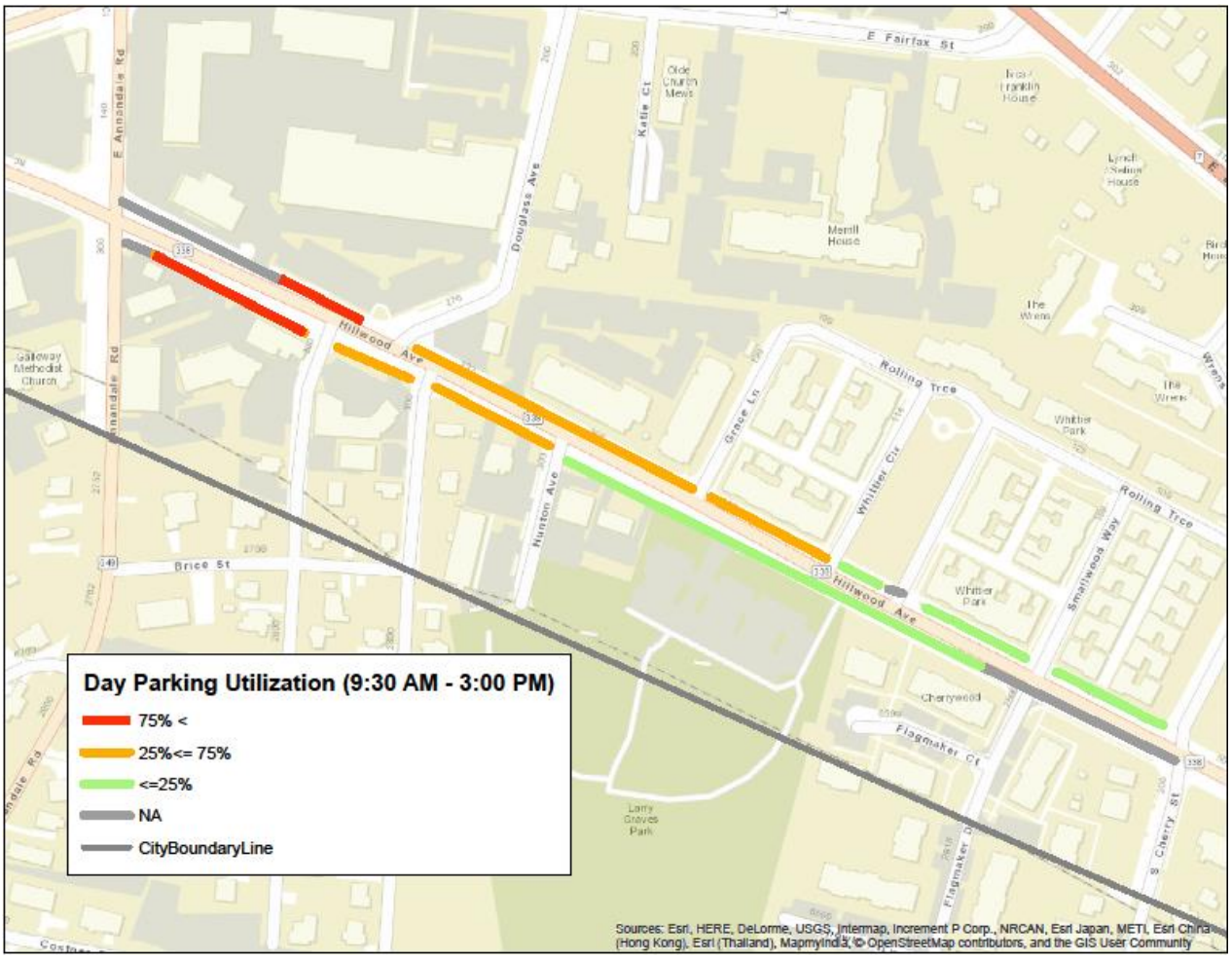


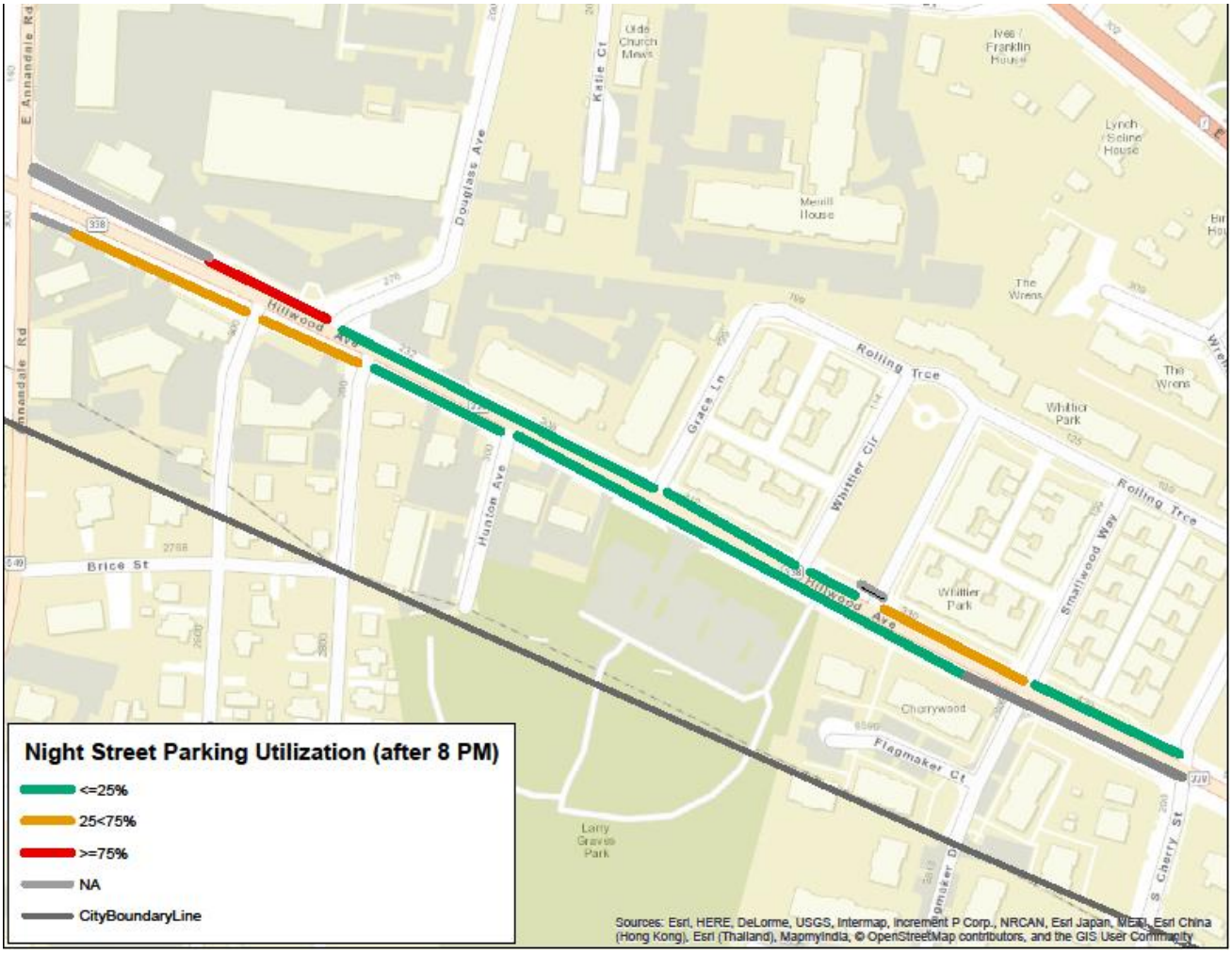
Sharrows



No Build

Existing Conditions - Parking Utilization and Street Widths on Hillwood Avenue




Night Street Parking Utilization (after 8 PM)
<=25%
25<75%
>=75%
NA
CityBoundaryLine
Hillwood Ave
Brice St
Rolling Trce
Whittier Park
Flagmaker Ct
Larry Graves Park
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, MEAI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community