

1. Item\_0\_Agenda\_For\_10-14-2020

Documents:

[ITEM\\_0\\_AGENDA\\_FOR\\_10-14-2020.PDF](#)

2. Item\_5a\_Crash\_Report\_Elements\_201008

Documents:

[ITEM\\_5A\\_CRASH\\_REPORT\\_ELEMENTS\\_201008.PDF](#)

3. Item\_5b\_Crashes\_2019

Documents:

[ITEM\\_5B\\_CRASHES\\_2019.PDF](#)

4. Item\_6a\_Fairfax\_Residential\_Sidewalk\_Policy\_2019

Documents:

[ITEM\\_6A\\_FAIRFAX\\_RESIDENTIAL\\_SIDEWALK\\_POLICY\\_2019.PDF](#)

5. Item\_6b\_MC\_MD\_DOT\_Sidewalk\_Application

Documents:

[ITEM\\_6B\\_MC\\_MD\\_DOT\\_SIDEWALK\\_APPLICATION.PDF](#)

6. Item\_7\_School\_Safety\_Letter

Documents:

[ITEM\\_7\\_SCHOOL\\_SAFETY\\_LETTER.PDF](#)

7. Item\_9\_Action\_Items\_Tracking\_200922

Documents:

[ITEM\\_9\\_ACTION\\_ITEMS\\_TRACKING\\_200922.PDF](#)

8. Item\_11a\_Neighborhood\_Gateways\_Draft\_Mini-Plan

Documents:

[ITEM\\_11A\\_NEIGHBORHOOD\\_GATEWAYS\\_DRAFT\\_MINI-PLAN.PDF](#)

9. Item\_11b\_Project\_Sketch\_Of\_Rt\_29\_Plan

Documents:

[ITEM\\_11B\\_PROJECT\\_SKETCH\\_OF\\_RT\\_29\\_PLAN.PDF](#)

10. Item\_11c\_Study\_Sharrows\_Might\_Be\_More\_Dangerous\_No\_Bike\_Infrastructure\_  
Bloomberg

Documents:

ITEM\_11C\_STUDY\_  
SHARROWS\_MIGHT\_BE\_MORE\_DANGEROUS\_NO\_BIKE\_INFRASTRUCTURE\_  
BLOOMBERG.PDF



## Citizens Advisory Committee on Transportation Meeting Agenda

Wednesday, October 14, 2020 ❖ 7:00 PM

**Virtual Meeting:** <https://meet.lync.com/fallschurch-fallschurchva/jsikes/56G09NKZ>

**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 of the Citizens Advisory Committee on Transportation will be present at this meeting through electronic means. All members of the public may view this electronic meeting via the advertised meeting link.

Public comments may be submitted to [jsikes@fallschurchva.gov](mailto:jsikes@fallschurchva.gov) until 6:30 PM on October 14, 2020. 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 via Skype. If you do not already use Skype, you will be prompted to install it when clicking the meeting link, so please take some time ahead of the meeting to do so. **If needed, there are short instructions to download Skype following the meeting agenda.** Please email [jsikes@fallschurchva.gov](mailto:jsikes@fallschurchva.gov) if you need assistance with installation. During the meeting, staff will likely not be available to assist with installation.

1. **Call to Order**
2. **Reading of Virtual Meeting Notice**
3. **Roll Call**
4. **Public Comment**
5. **Discussion Item: Police Crash Data**
6. **Discussion Item: Sidewalk Program**
7. **Discussion Item: School Zone safety**
8. **Committee Reports**
9. **2020 CACT Tracking sheet**
10. **Staff Reports**
11. **Information Items: Neighborhood Gateways, Rt 29 Grant Project Sketch, Sidewalk Program Examples**

Citizens Advisory Committee on Transportation, Staff liaison: Jeff Sikes, 703-248-5296,  
[jsikes@fallschurchva.gov](mailto:jsikes@fallschurchva.gov)

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 703-248-5027, TTY711.

## Accessing Skype – New Users

**Smartphone:** If you plan to view the meeting on a smartphone, access your preferred app store to download the “Skype” app. You will have to allow Skype access to some features on your phone and accept their terms and conditions.

**PC/Windows:** If you plan to view the meeting on a personal computer, visit [www.skype.com](http://www.skype.com) to download and install the program. You will have to allow Skype access to some features on your computer and accept their terms and conditions.

### After downloading Skype:

- Click the advertised meeting link to join the Skype meeting.
- When the app opens, click ‘Join as Guest’ and enter your name. Click the blue arrow to continue.
- The meeting will start with your microphone and video features turned off. As an observer, you can view or listen to the meeting without these features. If you are a meeting participant, you should enable at least the microphone feature. Video is not required but may be useful. Depending on your role in the meeting, there may be restrictions on whether you can speak during the meeting.

# City of Falls Church

## Citizens Advisory Committee on Transportation

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**To:** Citizens Advisory Committee on Transportation  
**From:** Paul Baldino  
**Subject:** Traffic Crash Data Elements  
**Date:** October 8, 2020

### **Background**

At the February 12, 2020 meeting we reviewed a compilation of 2018 Falls Church traffic crash data from the Virginia DMV Traffic Records Electronic Data System (TRED) <https://www.treds.virginia.gov/Mapping/Map/CrashesByJurisdiction>. The purpose was to identify the most frequent locations and causes of vehicle crashes as a starting point for recommending safety improvements.

Following the meeting, I spoke with Captain Rau of the Police Department. He said the TRED list is not complete as it doesn't include crashes not entered into the DMV data base, including crashes on private property and crashes not reported to Police.

Captain Rau expressed his willingness to work with the CACT to produce meaningful crash reports if we specify:

1. Our objectives
2. The data elements that interest us.

Because subsequent CACT meetings were cancelled because of Covid-19, we have not pursued this opportunity.

TRED data is now available for 2019 and I have used it to compile the attached summary of Falls Church's Total Crashes, and Primary Streets and Intersections with three or more crashes.

## **TRED Data Elements**

Here is the complete list of data elements in the DMV Traffic Records Electronic Data System (TRED). You'll see that some of these are not relevant to Falls Church.

- Crash Date
- Crash Type (Injury or Property Damage)
- Jurisdiction
- Primary Street
- Intersecting Street
- # of Fatalities
- # of Injuries
- Alcohol Related
- Speed Related
- Unrestrained Person Involved
- Interstate Only
- Non-Interstate Only
- Pedestrian Involved
- Distraction Involved
- Driver Cell Phone Involved
- Driver Texting Involved
- Teen (15-19) Driver Involved
- Young (15-20) Driver Involved
- Mature (65+) Driver Involved
- Bicycle Involved
- Moped Involved
- Motorcycle Involved
- Large Truck Involved
- CMV (FMCSA-Reportable) [*Commercial Motor Vehicle (Federal Motor Carrier Safety Administration Reportable)*]
- School Zone Crashes
- Work Zone Crashes
- Deer Involved
- Train Involved

## **Next Steps**

For purposes of engaging with Captain Rau, following is a draft objective and list of data elements the CACT might consider most important. Please review and let's refine the list at the October meeting.

## **Objective**

To identify locations where crashes occur most frequently, particularly those that result in injuries. These locations can be investigated to identify conditions that can be modified to eliminate or reduce crashes and injuries.

## **Data Elements of Most Interest to CACT**

### Total Crashes

- Fatalities
- Crashes with Injuries
- Total Injuries
- Pedestrian Involved
- Bicycle Involved
- Large Truck Involved
- Primary Streets
- Intersections (Primary street and intersecting street)

### Crashes with Injuries

- By Primary Street
  - Number of Crashes with Injuries
  - Total Injuries
  - Pedestrian Involved
  - Bicycle Involved
- By Intersection
  - Number of Crashes with Injuries
  - Total Injuries
  - Pedestrian Involved
  - Bicycle Involved

Attachment: Summary of 2019 Falls Church Crashes in the DMV Traffic Records Electronic Data System

**City of Falls Church**  
**2019 Crashes**  
**Virginia DMV Traffic Records Electronic Data System (TRED)**

<u>Total Crashes</u>	121
Fatalities	0
Crashes with Injuries	88
Total Injuries	150
Pedestrian Involved	4
Bicycle Involved	4

Primary Streets - 3 or more crashes

Broad Street	44
Washington Street	21
Roosevelt Boulevard	8
Hillwood Avenue	7
Annandale Road	6
Wilson Boulevard	5
Maple Avenue	4
Lincoln Avenue	3

Intersections (Primary Street & Intersecting Street) - 3 or more crashes

Broad Street & Cherry Street	6
Broad Street & West Street	6
Broad Street and Spring Street	5
Washington Street & Broad Street	4
Roosevelt Boulevard & Wilson Boulevard	4
Broad Street & Little Falls Street	3
Hillwood Avenue & Annandale Road	3
Washington Street & Tanners Hill Road	3



# City of Fairfax

10455 Armstrong Street  
Fairfax, Virginia 22030

## Residential New Concrete Sidewalk Policy

### I. PURPOSE

The purpose of this policy is to outline 1) the procedure for residents to request a new residential concrete sidewalk and 2) the evaluation criteria the City will use to select projects. The City's goals for walkability, expressed in the Transportation Chapter of the Comprehensive Plan<sup>1</sup>, include increasing the miles of sidewalks on City roadways, providing sidewalks on at least one side of residential streets in neighborhoods that desire them, and improving pedestrian safety and access to schools, transit, and community destinations.

Notwithstanding the recommendations in this policy, new or redeveloped properties must construct sidewalks as required by the City's zoning code<sup>2</sup>. Otherwise, funding for new residential sidewalks will be provided by the City of Fairfax and will be programmed as part of the annual budget process.

### II. ELIGIBILITY

The City will accept requests for new sidewalks on residential streets classified by the Virginia Department of Transportation<sup>3</sup> as "local". Sidewalk projects on non-residential streets will not be evaluated according to this policy. Project requests may be made by citizens, staff, or elected or appointed Board members.

### III. APPLICATION PROCESS

Citizens who wish to apply for a sidewalk on their street must complete the residential sidewalk petition form and collect signatures from as many residences as possible on the block (both sides of the street) where a sidewalk is being requested. Project requests must be made in writing and petitions must contain original signatures.

Petition forms are due to the Transportation Division no later than **September 1** to be evaluated and considered for the Capital Improvement Program in the upcoming budget year. Petitions received after September 1 will be evaluated in the subsequent budget year.

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<sup>1</sup> <https://www.fairfaxva.gov/government/community-development-planning/planning>

<sup>2</sup> <https://www.fairfaxva.gov/government/city-clerk/city-code>

<sup>3</sup> [http://www.virginiadot.org/projects/fxn\\_class/maps.asp](http://www.virginiadot.org/projects/fxn_class/maps.asp)

#### IV. EVALUATION CRITERIA

Residential sidewalk project requests with valid petitions received by the deadline for each year will be evaluated on the criteria described below. During the evaluation process, staff may coordinate with the designated neighborhood point of contact to obtain more information if needed.

Criteria to be evaluated include the following:

1) Neighborhood Connectivity:

- a) Improves access to transit (within ¼ mile walk)
- b) Improves access to trails (within ½ mile walk)
- c) Completes a missing link on the block (i.e. completes a partial sidewalk on the block)
- d) Completes a missing link in the neighborhood (i.e. adds sidewalk on block where none exists and connects to sidewalks on adjacent blocks)

2) Access to Destinations:

- a) Improves access to activity centers or commercial areas (within ½ mile walk)
- b) Improves access to schools or school bus stops (within ½ to 1 mile walk)
- c) Improves access to parks (within ½ mile walk)
- d) Improves access to other community destinations (within ½ mile walk) (e.g. community center, community pool)

3) Safety Considerations:

- a) Average daily volume of traffic on the road
- b) 85<sup>th</sup> percentile speed of traffic on the road
- c) Paved roadway width
- d) Topographic, geometric, or other conditions that may constrain pedestrian safety

4) Resident Support: At least 66% of residents on the block (both sides of the street) support the project

5) Cost and Constructability:

- a) Sufficient existing public right of way to construct sidewalk
- b) Opportunities to coordinate with other improvements
- c) Overall cost to construct (including curb and gutter, vegetation removal, utility locations, grading, and other construction factors)

Based on the evaluation of the above criteria as well as any relevant case-specific information, staff will make a programming recommendation to City Council as part of the annual Capital Improvement Program.



# *City of Fairfax*

*10455 Armstrong Street  
Fairfax, Virginia 22030*

## **V. PROJECT SELECTION**

- 1) If a project is included in the proposed Capital Improvement Program, all affected property owners, civic associations and citizens that requested projects, if different than abutting residents, shall be notified prior to the date of the first Planning Commission public hearing on the Capital Improvement Program. Affected property owners are defined as those whose properties abut the proposed sidewalk.
- 2) The City Council has the authority to make the decision as to whether a project is included in the adopted Capital Improvement Program.
- 3) The final action to provide project funding is conducted when the City Council adopts the annual budget.
- 4) Upon Council approval of funding for a project, the staff will proceed with the design of the project in sufficient detail to present a preliminary design concept to affected residents at a citizen meeting.
- 5) Following preliminary design and the citizen meeting, if there are no substantial differences from the original project, staff will proceed with final design.

TO REQUEST A SIDEWALK INSTALLATION PLEASE COMPLETE AND PRINT THIS FORM AND SEND TO:

Division of Transportation Engineering Services  
100 Edison Park Drive, 4th Floor  
Gaithersburg, Maryland 20878  
Attn: Sidewalks Program

## REQUEST FORM FOR SIDEWALK INSTALLATION

Your Name:	
Address:	
Daytime Phone:	
Email Address:	
Where do you think a new sidewalk is needed? (Street name)	
What are the limits of the new sidewalk? (Street name or a description of the beginning and ending locations)	
On which side of the street should the sidewalk be constructed?	
Please check any of the following existing roadway conditions which support sidewalk installation	
<input type="checkbox"/>	provide access to walking schools
<input type="checkbox"/>	experience vehicular/pedestrian crashes
<input type="checkbox"/>	connect to an existing network of sidewalks
<input type="checkbox"/>	provide access for the disabled
<input type="checkbox"/>	show evidence of a worn path
<input type="checkbox"/>	provide access to pedestrian generators within a half mile radius, such as transit stops, libraries, parks, places of worship
<input type="checkbox"/>	are identified in the Area Master Plan for sidewalk installation
Other useful information?	

## Jeffrey Sikes

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**From:** Jessica Hegenbart <jessica.hegenbart@yahoo.com>  
**Sent:** Monday, October 5, 2020 2:30 PM  
**To:** Jeffrey Sikes; City Clerk  
**Cc:** Wyatt Shields; Zak Bradley; Peter Noonan; Mary Gavin, Chief (FCPD); Cindy Mester; Marty Gadell; Paul Swanson; charles plymire; Robert Goff; kathyallan@starpower.net; fcnp@fcnp.com; Kristen Michael; Adam Roy; Ross Litkenhous; Letty Hardi; ross.litkenhous@gmail.com  
**Subject:** Re: school zone safety concerns

**Attention: External E-mail – regardless if the sender is known DO NOT open any attachments or links unless you are expecting them from the sender**

Mr. Sikes,

I appreciate your response. We are still a ways off (a year?) from executing any construction for the Greenway Downs project. Why can't the City execute any "quick wins" to improve child safety immediately? Street paint is relatively inexpensive compared to concrete. Like I said before, I was told "the Operations budget doesn't have \$50,000 for street paint this year." It's not in the budget because our City leadership isn't prioritizing it.

(Jeff, I know you don't control the budget, so I'm not blaming you for that)

I've been thinking about and approaching the topics of the Greenway Downs NTC Project and the School Zone issue separately because the school is not physically located within the perimeter of the Greenway Downs project. This is the first I'm hearing that they will be connected. Will this include all of the roadways and intersections around the school and not just S Oak St? I hope so.

I'm concerned about the budget for the Greenway Downs Project with this added scope. That's a huge area to be covered by a grant size of approximately \$600,000. Is the City going to supplement the grant fund to make sure there's enough money to adequately address everything that needs to be addressed?

This is also the first time I'm hearing that changes to roadways around schools need to involve the School Board, school administration, Rec and Parks, and residents. This sounds like a lot of unnecessary bureaucracy. School zone safety issues should not have to fight through a web of red tape. What exactly does that "process" look like? I sure hope that these extra entities that need to be involved don't have the ability to vote against school safety solutions.

Thank you,  
Jess Hegenbart

On Friday, October 2, 2020, 05:14:40 PM EDT, Jeffrey Sikes <jsikes@fallschurchva.gov> wrote:

Ms. Hegenbart:

This is in response to your message below concerning traffic and pedestrian safety on the roadways adjacent to TJ Elementary School. You have made several suggestions for improvements to address these issues.

As you know, the City was awarded a grant for traffic calming that will be used to address traffic and pedestrian concerns on at least six Greenway Downs streets that intersect S Washington St (Route 29). Because of the proximity of this project to the school, we plan to fold all of your requests into the grant project, including the design and construction of sidewalks and roadway changes on streets around the school.

The design of roadway changes around the school will need to involve the School Board and school administration, Recreation and Parks, residents, as well as the City NTC team.

The approach to dealing with the issues you identify should take a holistic approach to include other traffic calming projects under development in the vicinity. For example, we are working with residents of nearby S Oak and S Lee Streets on a traffic calming project from W Broad to the bridge. The bridge will be replaced soon using pending State funds, and will include pedestrian improvements. These projects combined will address the entire "through" corridor between S Washington and W Broad Street.

As we have discussed, work will begin this fall on the grant funded project as staff completes work on other traffic calming projects. This work will include several engineering iterations, all involving community engagement. In the meantime, please be aware that City Council is likely to lift the hold on traffic calming funds at the October 5<sup>th</sup> Work Session to allow movement on other projects. The staff report is attached for your information.

Thank you for sharing your concerns with us on safety concerns around the school. We appreciate your community engagement and your neighborhood traffic survey.

Sincerely,

Jeff Sikes

**From:** [jessica.hegenbart@yahoo.com](mailto:jessica.hegenbart@yahoo.com) <[jessica.hegenbart@yahoo.com](mailto:jessica.hegenbart@yahoo.com)>  
**Sent:** Friday, October 2, 2020 10:28 AM  
**To:** City Clerk <[CityClerk@fallschurchva.gov](mailto:CityClerk@fallschurchva.gov)>  
**Cc:** Wyatt Shields <[WShields@fallschurchva.gov](mailto:WShields@fallschurchva.gov)>; Jeffrey Sikes <[jsikes@fallschurchva.gov](mailto:jsikes@fallschurchva.gov)>; Peter Noonan <[pnoonan@fccps.org](mailto:pnoonan@fccps.org)>; Cindy Mester <[Cmester@fallschurchva.gov](mailto:Cmester@fallschurchva.gov)>; Kristen Michael <[kmichael@fccps.org](mailto:kmichael@fccps.org)>; Marty Gadell <[gadellm@fccps.org](mailto:gadellm@fccps.org)>; Paul Swanson <[pswanson@fccps.org](mailto:pswanson@fccps.org)>; Robert Goff <[rgoff@fallschurchva.gov](mailto:rgoff@fallschurchva.gov)>; [kathyallan@starpower.net](mailto:kathyallan@starpower.net); Zak Bradley <[zbradley@fallschurchva.gov](mailto:zbradley@fallschurchva.gov)>; Mary Gavin, Chief (FCPD) <[mgavin@fallschurchva.gov](mailto:mgavin@fallschurchva.gov)>; [fcnp@fcnp.com](mailto:fcnp@fcnp.com)  
**Subject:** school zone safety concerns

**Attention:** External E-mail – regardless if the sender is known DO NOT open any attachments or links unless you are expecting them from the sender

City Council Members and City Staff,

I understand the City Operations budget is approximately \$900,000 over-budget. I implore you to use this money towards school-zone traffic-calming and safety measures for TJES. I live just a few doors down from TJES and witness reckless motorists incident every single day. These reckless driving incidents are occurring at a pace right back to normal levels in the past few months, despite the pandemic. (Violations include: tail-gating other motorists; tail-gating cyclists; speeding; failing to stop at stop signs; texting while driving...and the most shocking: I witnessed a motorist pass another motorist right in front of my house.)

I've discussed possible solutions with City staff, but was told it "wasn't in the budget this year." For the life of me, I cannot comprehend how a couple hundred thousand dollars can't be found for school safety. I realize we have a "process" for other traffic calming measures. But school safety measures for our children should not be tied to bureaucratic nonsense.

Below is a list of my ideas, which I've discussed with Zak Bradley and Robert Goff who both agree they are valid measures to improve the safety of the school zone. These ideas are all based on my vantage approaching the school from the south. I'm sure more safety measures would be appropriate from all other approaches.

-parking lanes on both sides of S Oak St from Parker Ave to the Seaton Lane intersection. Narrowing the driving lane of this wide portion of the street will compel motorists to slow down.

-painted stripes in front of the school on the S Oak St, indicating where the school buses stop.

-flashing "School Zone" signs from all directions approaching the school. (One exists approaching from Broad St, but that's the only one)

-additional signage indicating approved drop-off areas AND non-appropriate drop-off areas. My neighbors and I witness many motorists drop off children at the S Oak/Seaton intersection adding to the already very busy intersection and causing undo safety risk.

-re-design the intersection at S Marshall/Seaton Ln/S Oak St. I think this is a perfect intersection for raised crosswalks. This intersection is dangerous and too big by today's engineering standards. The driving path must be narrowed via concrete bump-outs/chokers. This will also increase the likelihood of motorists coming to a complete stop at the stop signs.

We all know our City and surrounding area is plagued by aggressive motorists who have no regard for public safety and quality of life for residents who love the alleged "walkability" of our "Little City". We can't fix everything over-night, but these should be easy fixes.

It's been about a year since my son was almost hit by a motorist while crossing the street walking to school. You all have heard from me many times since then. To this day, the City has done nothing to improve the TJES school zone besides new light bulbs in one school zone sign. You all have told me that "walkability" and "safety" are important to you, but I'm not seeing any proof of that. Are you waiting for another child to get hit by a car before you act (as happened on West St)?

## Status of 2020 CACT Action Items

**Updated: September 22, 2020**

March – June Meetings canceled because of the COVID emergency.

Action Item	Responsibility	Status
<p><b>Refine the Neighborhood Traffic Calming Program:</b> Continue review of the NTC Program and examination of alternatives to speed the delivery of effective and cost-efficient solutions.</p> <p>Source: Continuing</p>	<p>Staff All CACT</p>	<p><b>2019 *</b> Oct 9 – Jeff presented City Manager’s report to Council on transportation projects and goals for advancing the NTC Program. Invited ideas from CACT members. Nov 14 – Jeff distributed draft proposing: -Use of currently available \$636K grant for: ---Construction of Annandale/Gundry with completion in Jan 20 ---Construction of Great Falls/Little Falls -Use of \$632K grant for bundle of Greenway Downs streets intersecting Rt. 29 -Use of approx. \$200K from Jan 2020 budget amendment for NTC queue streets: N. Oak, Noland, Jefferson, S. West, Lincoln, S. Lee Nov 21 – CACT letter to Council recommending use of surplus budget funds for traffic calming.</p> <p><b>2020</b> Feb 12- Council approved \$400,000 for traffic calming. Jul 21 – Jeff advised that \$350,000 has been put on hold until Council determines financial impact of the COVID emergency.</p>
<p><b>Neighborhood Pace Car Program</b></p> <p>Source: 2014 Annual Report</p>	<p>Staff Andrea Dave Shaun</p>	<p><b>2019 *</b> Feb 13 – Jeff advised that since VPIS is funding materials, CACT can arrange printing and distribution without staff involvement. - Andrea to determine next steps. Oct 9 – Dave and Shaun volunteered to help complete project. Nov 14 – Andrea reported she and Shaun received an estimate of \$2K to print pamphlet and stickers. Plan to reformat pamphlet and order magnets at \$1 each. Dec 11 – CACT commented on revised pamphlet, online pledge form, and sticker design. Andrea will make changes, and attempt to get sample stickers and magnets for committee review.</p> <p><b>2020</b> Feb 12 – Andrea distributed revised brochure for review. Sticker/magnet design should be ready in March. Jul 21 – Further action deferred until COVID emergency subsides.</p>
<p><b>Tactical Urbanism:</b> Research projects in other jurisdictions for potential application to the City.</p> <p>Source: 2019 Annual Report</p>	<p>Paul</p>	

Action Item	Responsibility	Status
<p><b>Walking and Biking Access to MEH and GMHS campus:</b> Explore immediate options for safer routes</p> <p>Source: 2019 Annual Report</p> <p>Nov 16, 2019 letter from the FCPS Health and Wellness Committee asking that the Superintendent and City Manager work together to establish safer walking and biking routes to MEH and GMHS.</p>	<p>Andrea Doug</p>	<p><b>2020</b> Feb 12 – CACT approved Doug’s and Andrea’s draft memo to Council supporting the Health and Welfare Committee letter and offering CACT assistance. Jul 21 – Further action deferred until COVID emergency subsidies.</p>
<p><b>Meet with Rec &amp; Parks Advisory Board to discuss hosting an Open Streets event.</b></p> <p>Source: 2019 Annual Report</p>	<p>Andrea</p>	<p>Jul 21 – Further action deferred until COVID emergency subsidies.</p>
<p><b>Meet with Environmental Sustainability Council to discuss ways to improve walking and biking.</b></p> <p>Source: 2019 Annual Report</p>	<p>Andrea</p>	<p><b>2020</b> Feb 12 – Discussed ESC request for meeting with CACT and possible elements of public meeting on what can be done to encourage biking. CACT/ESC meeting scheduled for March 11. Jul 21 – Further action deferred until COVID emergency subsidies.</p>
<p><b>Meet with Police Department to discuss availability of crash data.</b></p> <p>Source: 2019 Annual Report</p>	<p>Paul</p>	<p><b>2020</b> Feb 12 – Paul compiled 2018 Crash Report from online VDOT data. Spoke with Police Captain Rau who expressed willingness to assist if we identify objectives and data elements that interest us. Paul will prepare list of desired data elements for March meeting. When refined, these will be submitted to Police for discussion at a future CACT meeting. Jul 21 – Further action deferred until COVID emergency subsidies. Oct 8 – Paul compiled 2019 Crash Report and suggested objective and data elements for CACT discussion.</p>
<p><b>Work with staff to develop a Neighborhood Sidewalk Program.</b></p> <p>Source: 2019 Annual Report</p>	<p>Andrea Dave</p>	

\*Pre-2019 history of these items in the January 15, 2020 report.

**Ideas**

- Family Cycling Event: Host an event like Kidical Mass Rides.
- Bike Rodeo / TOPS Event
- Volksmarch / Scavenger Hunt: Plan walking event using the City’s greenways.

NEIGHBORHOOD GATEWAYS:  
WELCOME TO FALLS CHURCH

## The Value of City and Neighborhood Gateways

Gateways provide a welcoming transition and a clear identity to the city and neighborhoods within. Gateways commonly include a mix of elements, including signs, lighting, landscaping, public art and monuments, benches or other furniture, and special paving. Gateways help to instill a sense of community by creating a sense of place.

Gateways also help to show off the charm of a city and its various neighborhoods to residents and visitors. As the population of the City of Falls Church continues to grow and land redevelops, neighborhood gateways can play a vital role in supporting and celebrating existing neighborhoods.



Pictured above is the West Falls Church Gateway.

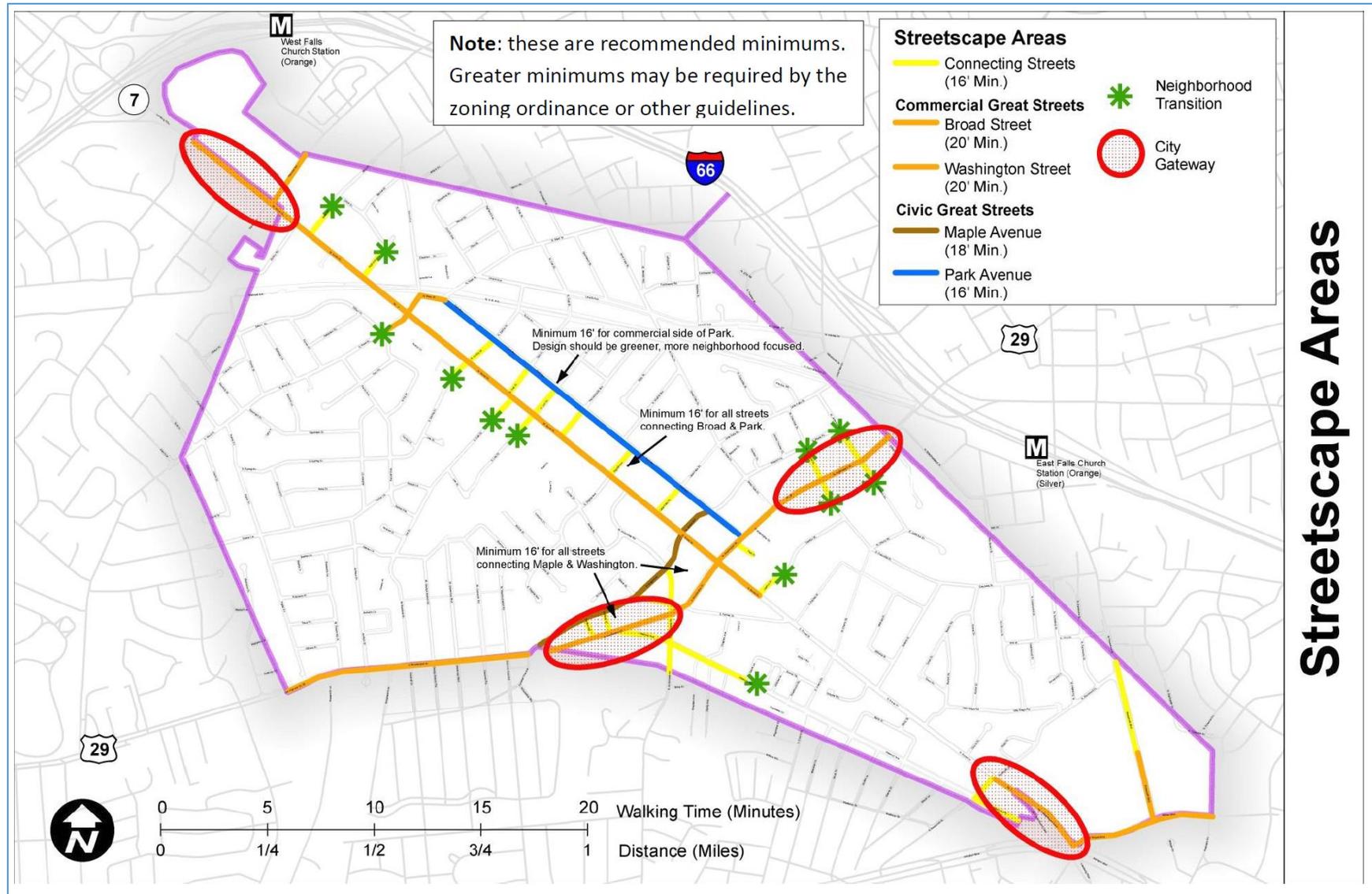
## Gateway Locations

The City's adopted Streetscape Standards (2017) identify desired city and neighborhood gateways. The same locations are identified in other documents as well, including the City's Adopted Streetscape Plan for West Broad Street (1987) and various small area plans.



## City Gateways

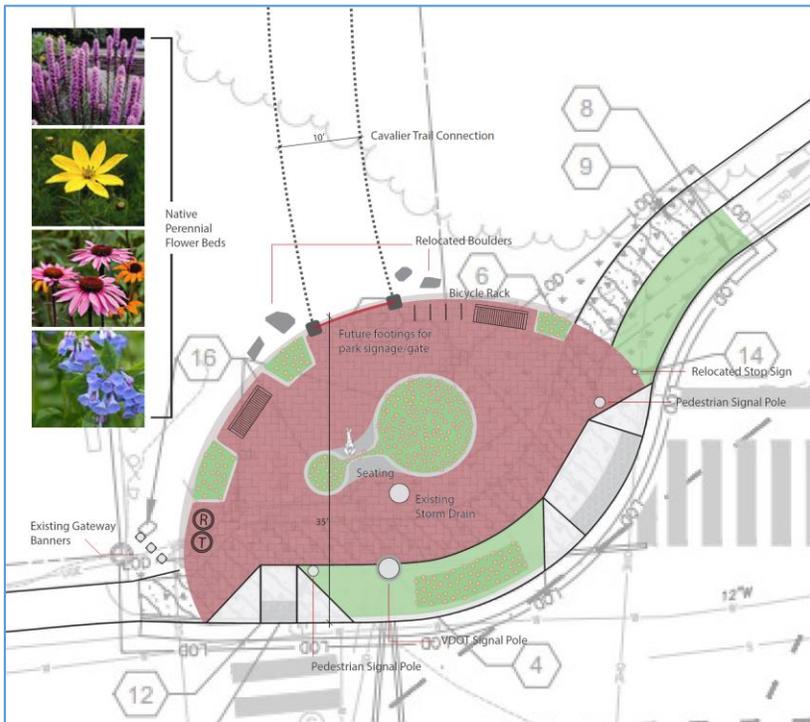
The following plans and sketches include ideas for enhancing the city gateways identified in the city's streetscape standards. The concepts bring together signs, landscaping, lighting, and special materials to make it clear to travelers that they are entering a special place.



# Streetscape Areas

## Commercial Area Gateways

Commercial area gateways are located along major travel ways in the city, including Washington Street and Broad Street. The concepts below include a mix of greenery and other landscaping, special materials, connections to nearby commercial activity and parks, and also help highlight the major watersheds in the city – Tripps Run and Four Mile Run.



Plaza sketch for South Washington Street & South Maple Avenue that knits together South Washington Street, South Maple Avenue, and Cavalier Trail Park.



Illustrations of a gateway and greenspace for North Washington Street adjacent to Four Mile Run

## Residential Neighborhood Gateways

Residential neighborhood gateways support a good transition from more vibrant commercial areas to quieter residential areas. The concepts below use trees, signs, and street design to make an obvious transition between the city's commercial and residential areas.



Above is a conceptual illustration of a gateway at redesigned South West Street & Ellison Street with a neighborhood sign in the foreground. The design serves to calm automobile traffic and increase pedestrian access and safety.



The illustrations above are conceptual renderings of an entry to South Lee Street. They introduce narrowed travel lanes and greenery to create a feeling of entry/exit.

## Implementation

These gateway concepts could be created in many ways, including standalone projects or as part of ongoing efforts. Depending on the size and complexity of the gateway, costs could range from as low as \$10,000 to as much as \$100,000.

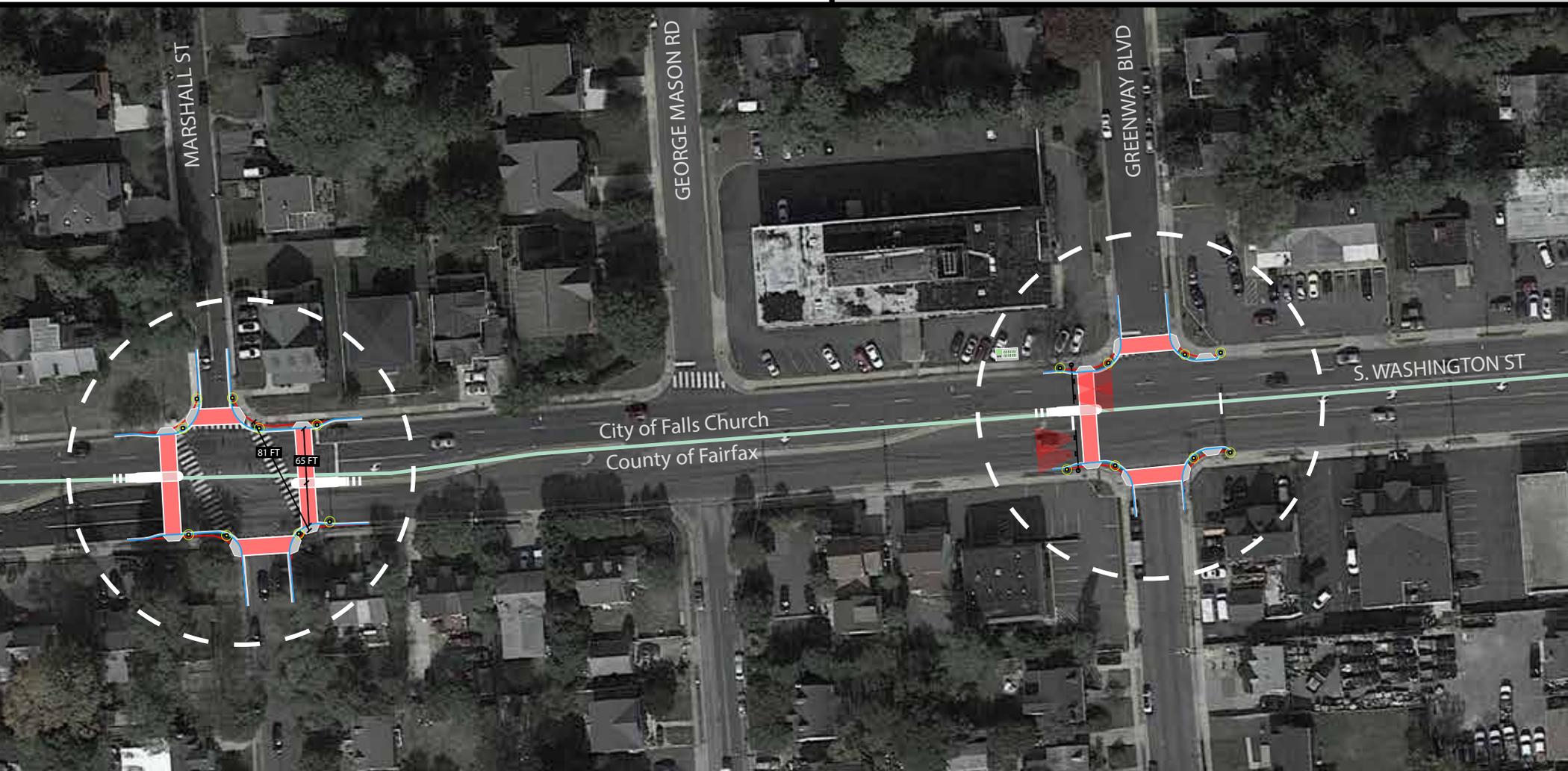
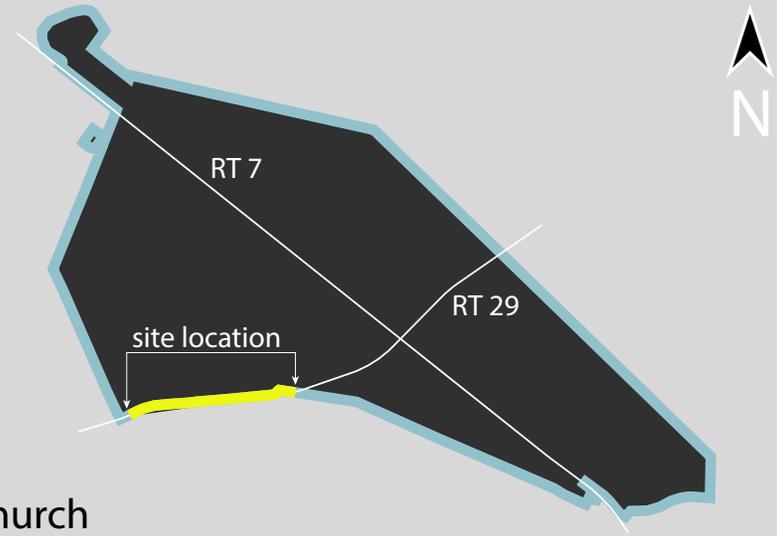
Potential project partners include ongoing private and public reinvestment. For private redevelopment in the commercial areas, gateway features could be included as part of the site design. For public reinvestments, especially Capital Project, plazas could be included as part of the project scope.

# South Washington Bus Stop Expansion & Access to Transit

## Project Goals

- Increase Pedestrian Safety
- Improve Transit Access
- Enhance Pedestrian and Bus Rider Experience
- Maintain or Increase Business Access
- Reinforce Neighborhood Gateway

City of  
Falls Church



# S. Washington St Bus Stop Expansion & Relocations

**Goals Met:** Improve Transit Access; Enhance Ped & Bus Rider Experience; Maintain Business Access

Existing Bus Stop	Adjacent Use	Lot Adjacent	Position	Relocation	Bike Rack
● S Wash St - Westmoreland Rd	Commercial	No	Mid-Block	Recommended	No
● S Wash St - Cameron Rd	Commercial	Yes	Near-Side	No	Yes
● S Wash St - Greenway Blvd	Business	Yes	Far-Side	No	Yes
● Lee Hwy - Greenway Blvd	Office	Yes	Near-Side	No	Yes
● S Wash St - Jackson St	Multi-Fam Res	Yes	Near-Side	No	Yes
● Lee Hwy - Goodwin Ct	Commercial	Yes	Mid-Block	Recommended	Yes





## General Bus Shelter Guidelines

### Amenities

- 30' of clear space to allow access to both bus doors
- Bus Stop signs placed 2 feet behind face of curb
- All other bus features placed 4 feet behind curb
- All stops include trash & recycling
- Bike racks 3 feet from shelter

### Location

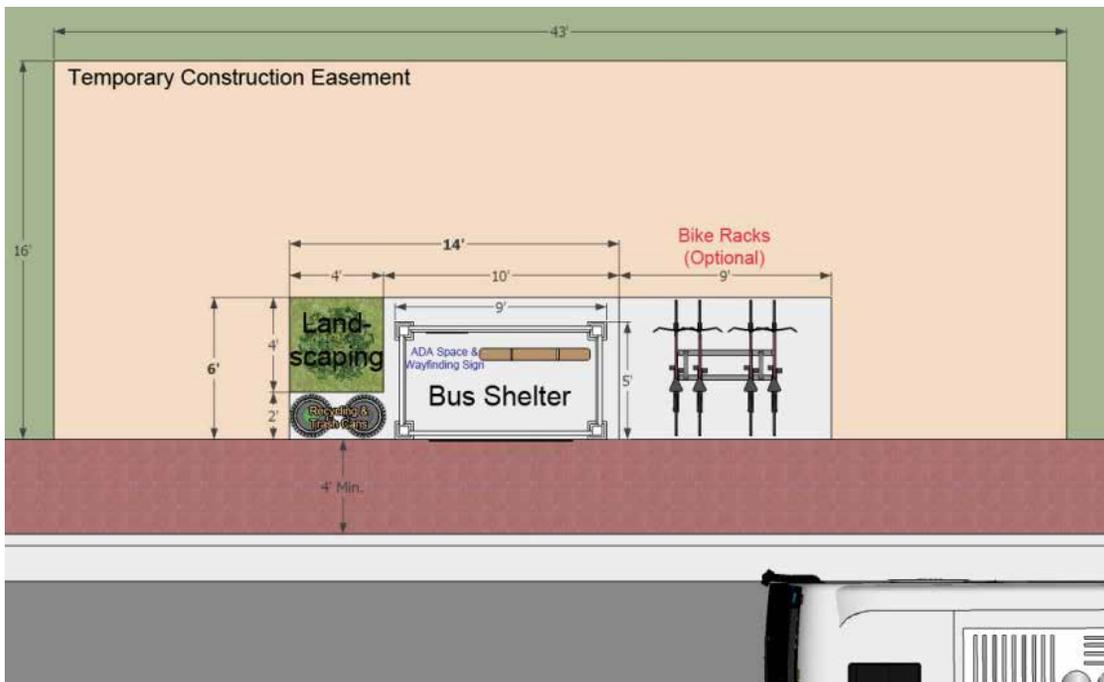
- Encouraged stops near control panels
- Nearside: before light --or-- farside: after the light  
Stops on farside are preferred
- Nearside: stops should be 5-15 feet from end of curb radius
- Farside stops should be 50-60 feet from the intersection

### Frequency

- 4-5 stops per mile; about one stop every 1,000-1,200 feet.
- Stops should not be more than 1200 feet apart
- There should not be more than 6 stops in any 1-mile stretch

### Dimensions

- 6x14 without bike rack
- 6x23 with bike rack
- Min 4 feet from curb



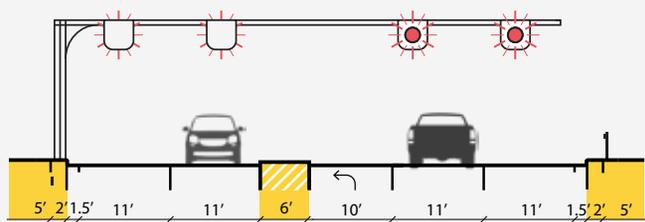
# GREENWAY BLVD INTERSECTION

## Goals Met:

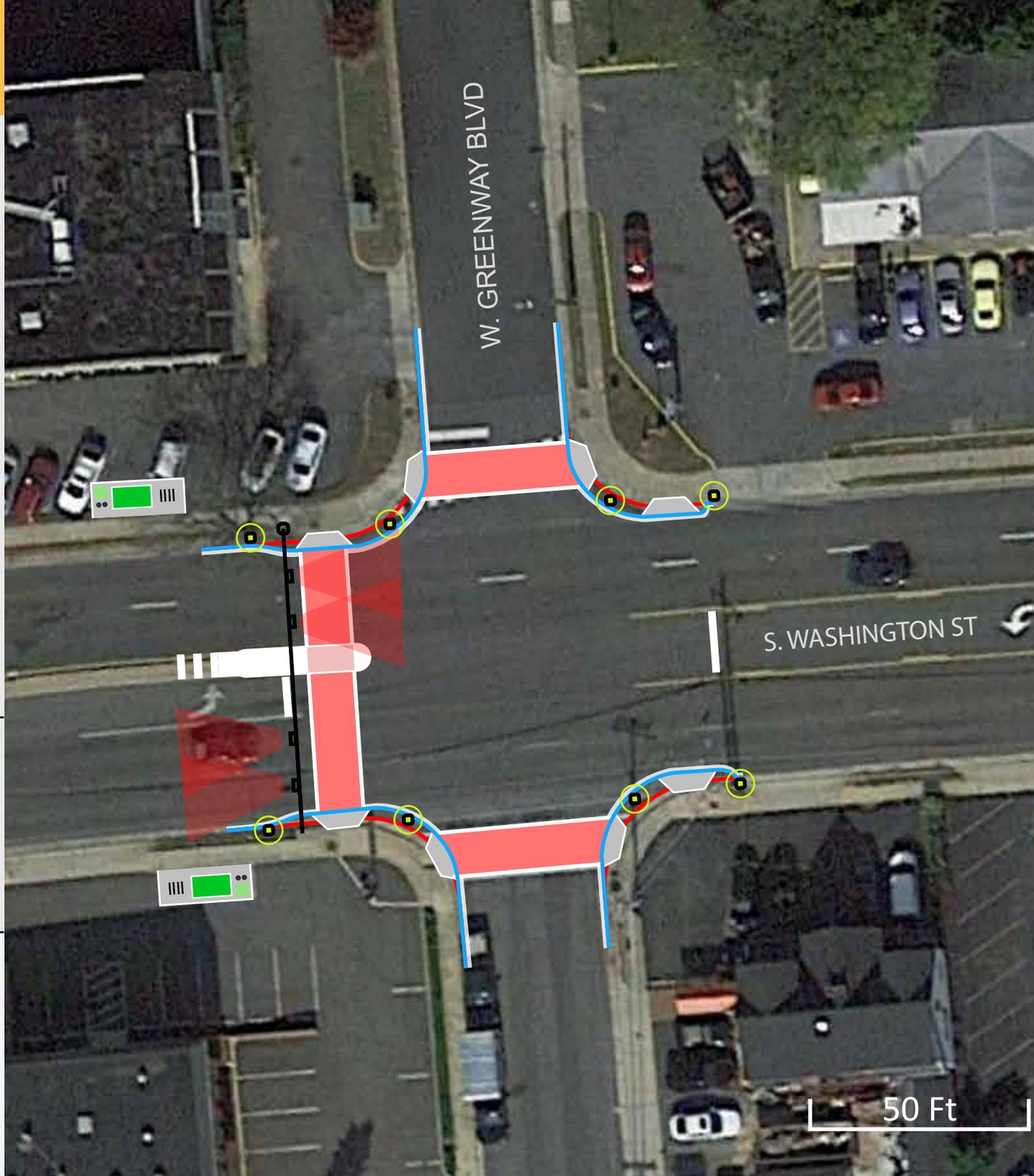
- Increase Pedestrian Safety**  
 Decrease S Wash Lane Width 12>11ft  
 Pedestrian Island Mid-Crossing  
 HAWK Signal
- Improve Transit Access**  
 Relocating bus stops  
 Shorter crossings to nearest Bus Stops
- Enhance Pedestrian & Bus Rider Experience**  
 Replace bus stops with bus shelters  
 Install pedestrian streetlights
- Maintain or Increase Business Access**  
 Maintain curb cut access
- Reinforce Neighborhood Gateway**  
 Enhancing street with red brick crossing

## KEY

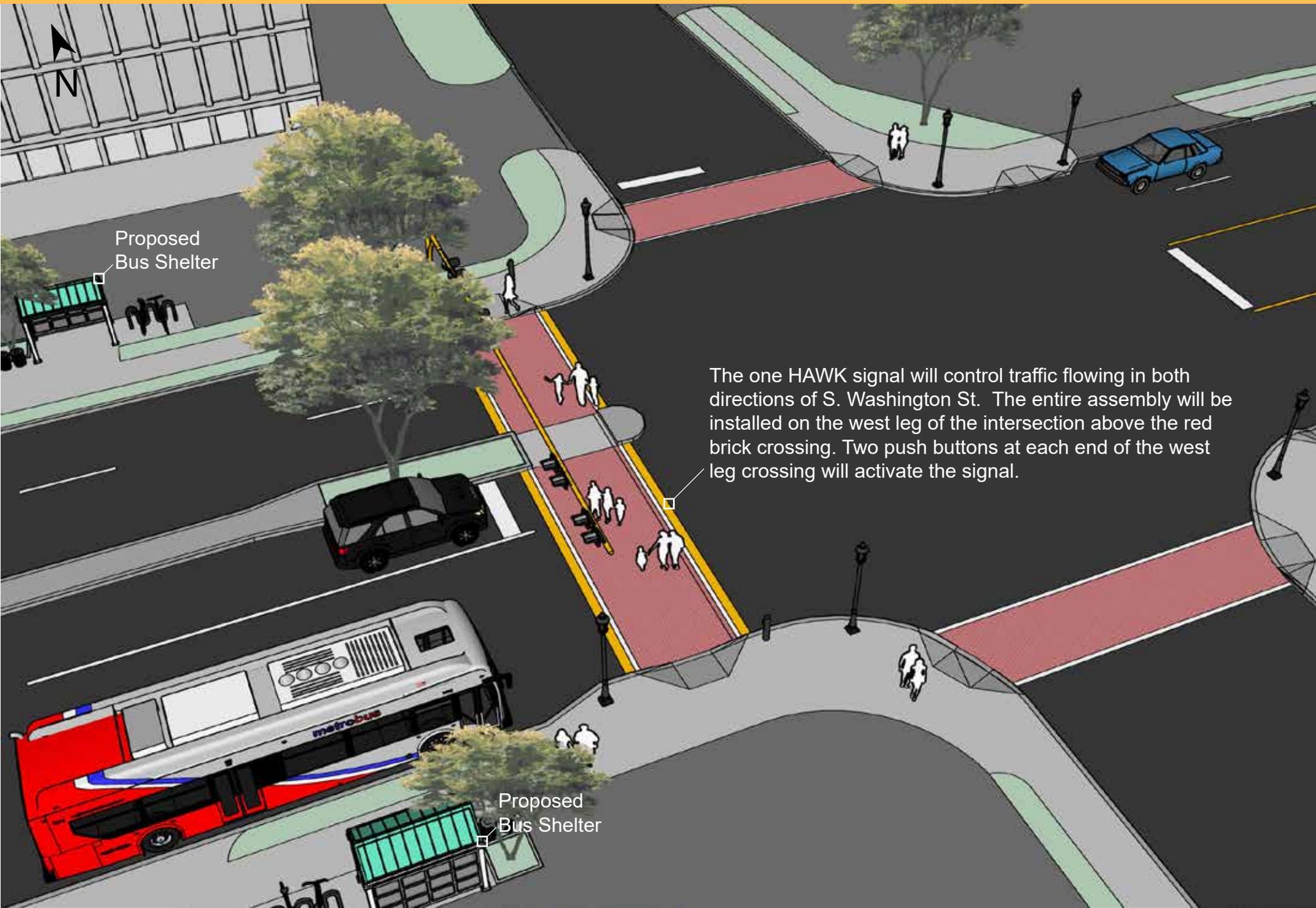
- Existing Curb
- Proposed Bump Out
- Curb & Gutter
- Red Brick Crosswalk
- HAWK Signal
- Pedestrian Street Lights
- Proposed Bus Shelter
- Curb Ramp



HAWK CROSSING SECTION



# GREENWAY BLVD INTERSECTION RENDER



Proposed  
Bus Shelter

The one HAWK signal will control traffic flowing in both directions of S. Washington St. The entire assembly will be installed on the west leg of the intersection above the red brick crossing. Two push buttons at each end of the west leg crossing will activate the signal.

Proposed  
Bus Shelter

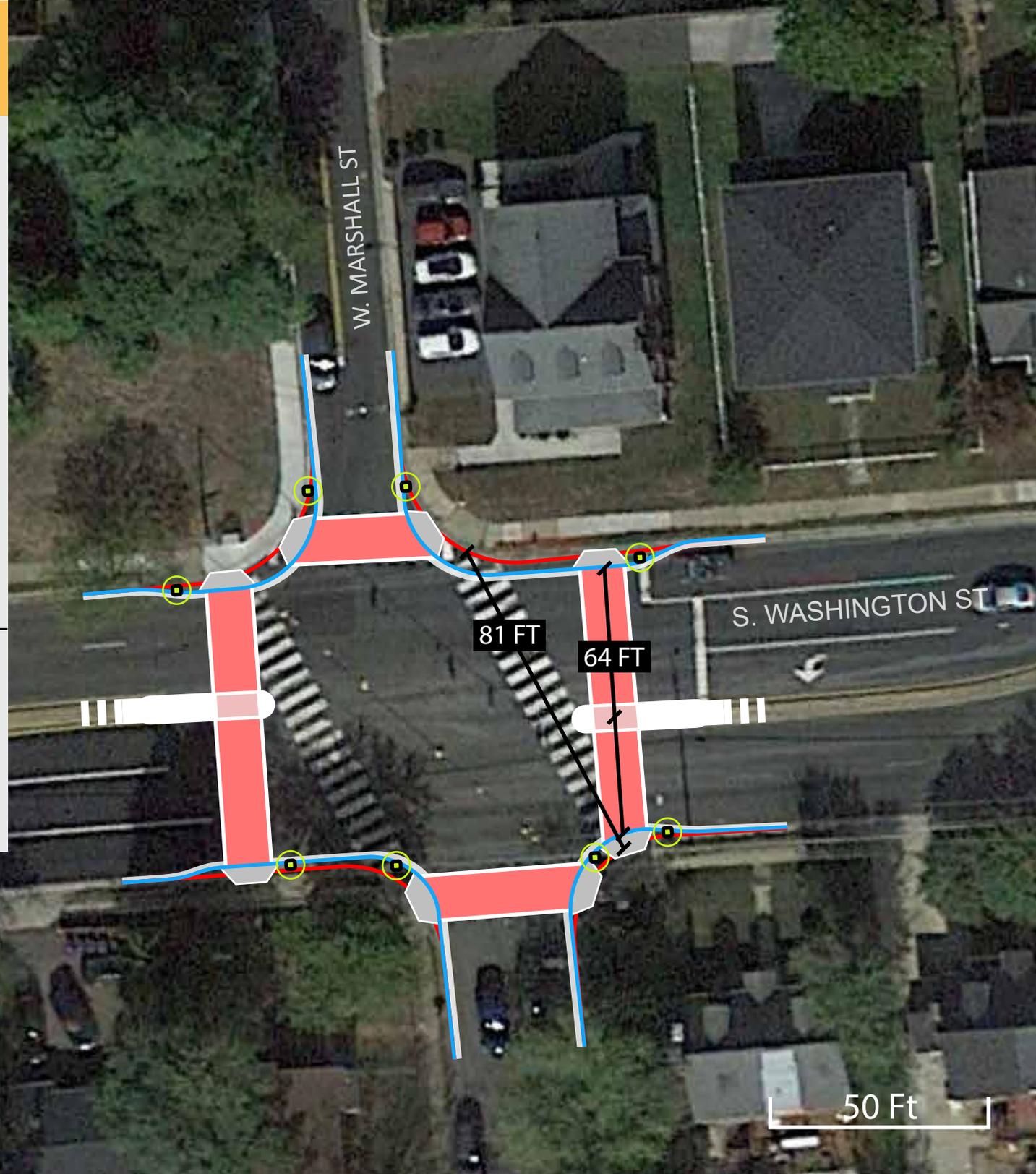
# MARSHALL ST INTERSECTION

## Goals Met:

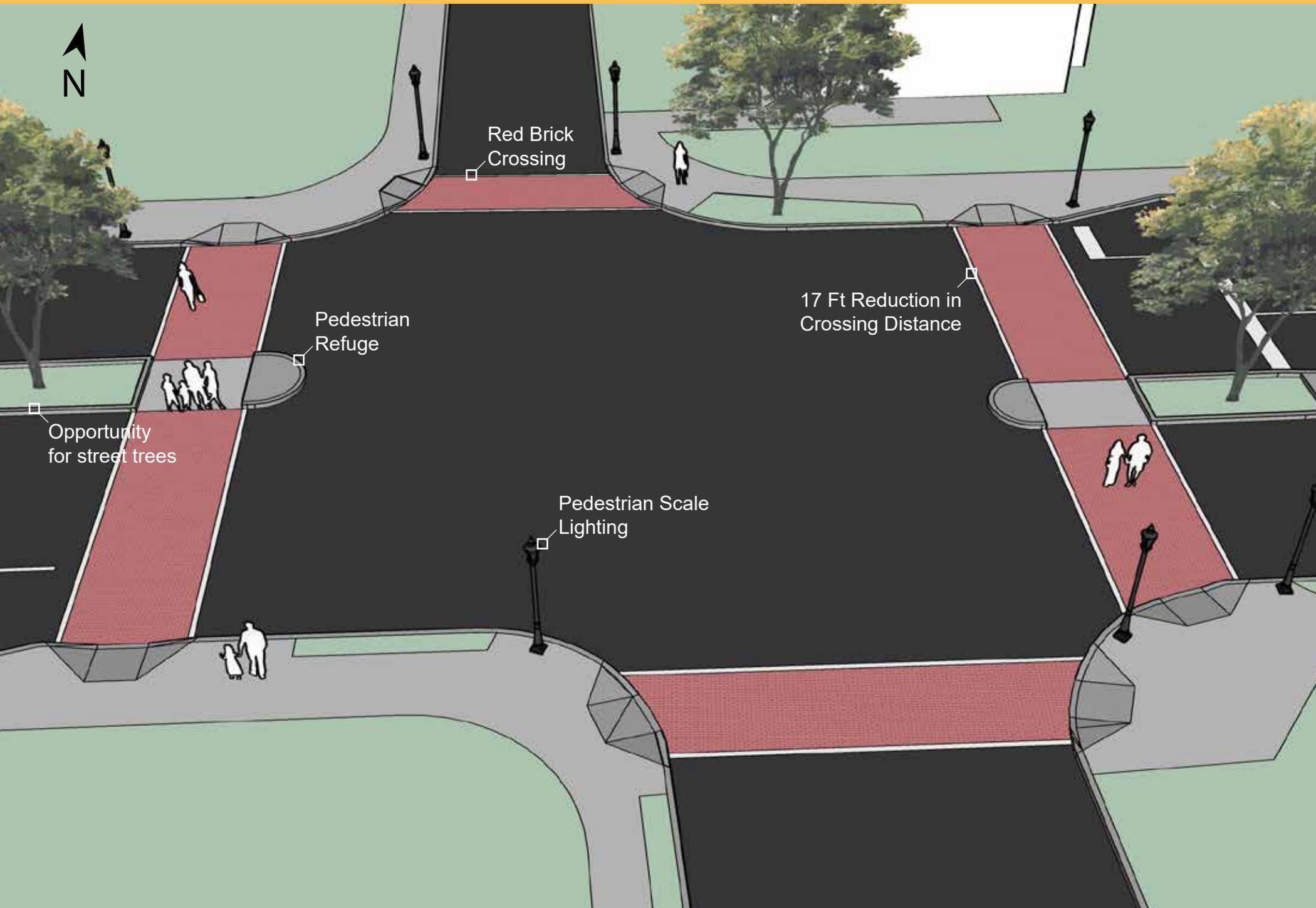
- **Increase Pedestrian Safety**  
Decrease S Wash Lane Width 12>11ft  
Pedestrian Island Mid-Crossing
- **Improve Transit Access**  
Shorter Crossings to nearest Bus Stops
- **Enhance Pedestrian & Bus Rider Experience**  
Install pedestrian streetlights
- **Maintain or Increase Business Access**  
Maintain curb cut access
- **Reinforce Neighborhood Gateway**  
Enhancing street with red brick crossing

## KEY

- |   |  |
|---|--|
|  Existing Curb         |  Pedestrian Street Lights |
|  Proposed Bump Out    |  Proposed Bus Shelter    |
|  Curb & Gutter       |  Curb Ramp              |
|  Red Brick Crosswalk |  |
|  HAWK Signal         |  |



# MARSHALL ST INTERSECTION RENDER



Red Brick Crossing

17 Ft Reduction in Crossing Distance

Pedestrian Refuge

Opportunity for street trees

Pedestrian Scale Lighting

## Example of Gateway Feature (Columbus, Ohio)



## Bus Shelter Wayfinding Tools (Ongoing City Project)



## Example of Streetscape Amenities



## Streetscape & Wayfinding Improvements

### Core Streetscape Amenities

- Street Furniture (benches)
- Street Lights (decorative pole and globe at ped scale)
- Trash & Recycling
- Bicycle Parking
- Bus Shelters

### City Gateway

- Through design create a sense of arrival
- Transition from Fairfax County into Falls Church
- Expanded and enhanced landscaping and streetscape along S. Washington St. Reinforce gateway experience with branding, public art, unique signage and cohesive architectural elements on building facades, rooftops, and facades.

# Some Bike Infrastructure Is Worse Than None at All

It's time to put the sharrow to rest.

By [Eric Jaffe](#)

February 5, 2016, 9:27 AM EST



*Mission Bicycle Company / Flickr*

Denver gave rise to the sharrow in the early 1990s, and now two researchers there offer a compelling case to put the lowly form of bike infrastructure to rest.

You've seen a sharrow painted on city streets: it's that image of a cyclist below two arrows in the middle of a lane that—you guessed it—is meant to be shared by bikes and cars. The Federal Highway Administration gave sharrows its official blessing in 2009, and the symbol is now ubiquitous across urban America. It's also arguably the least-loved nod to cycling, a low-cost way

for cities to say they're doing something about safety and street design without really doing much at all.

ADVERTISING



But far from giving cyclists a safer ride, or even doing nothing at all, sharrows might actually be doing some harm by tugging bikes into moving traffic. Some research has found they do reduce dooring (when the door of a parked car hits a cyclist). But only one study to date looked at whether or not sharrows had any impact on overall car-bike collisions—and that study found they could be *increasing* the risk of injury.

Recently civil engineering scholars Nicholas Ferenchak and Wesley Marshall of the University of Colorado at Denver decided to take a closer look at the sharrow safety question. They gathered data on more than 2,000 blocks of Chicago in 2000 and 2010, cataloguing where sharrows were painted during this time, where bike lanes were installed, or where no cycling infrastructure emerged. Then they layered on statistics about bike commuting and street collisions.

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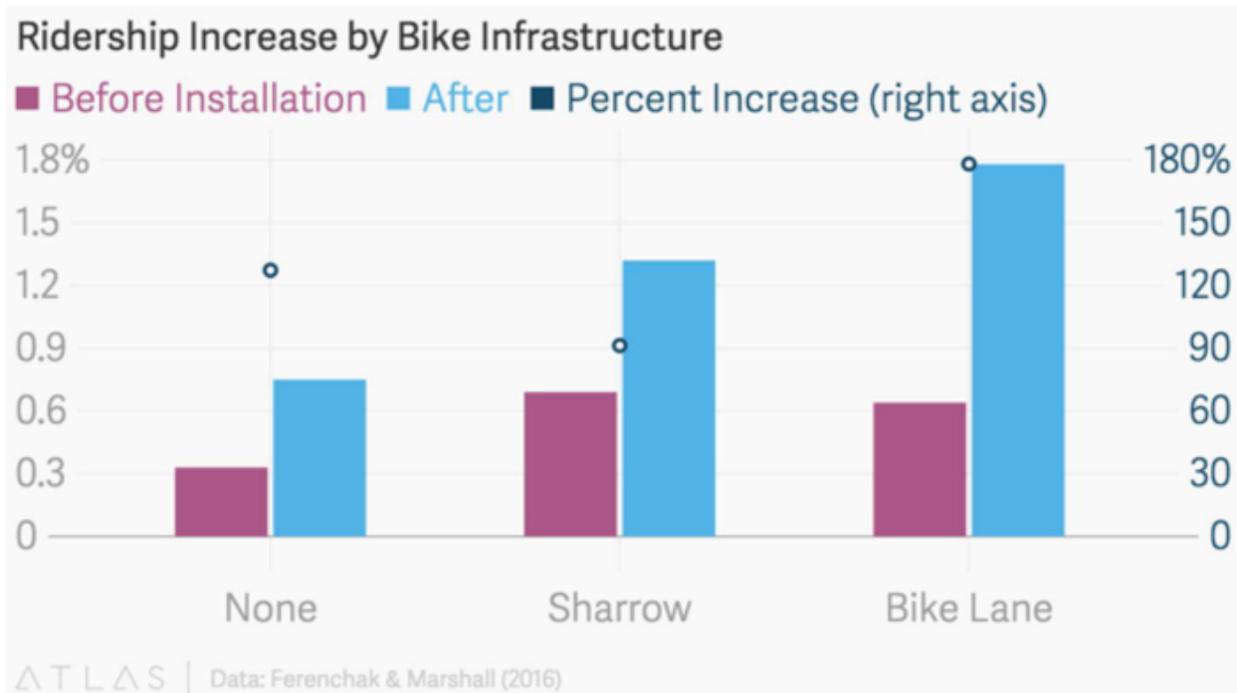
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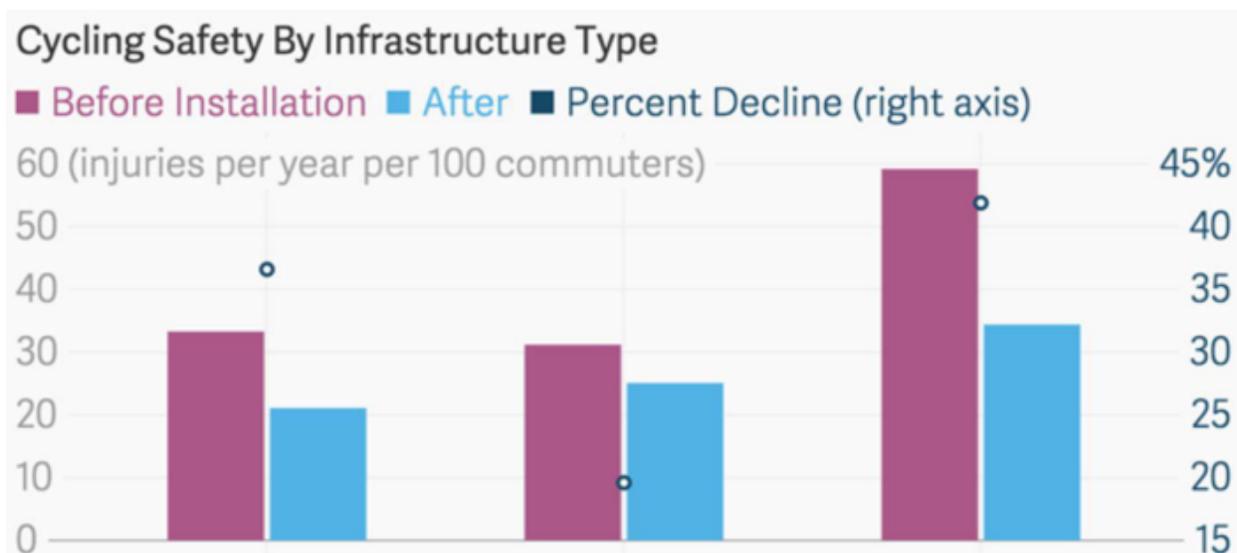
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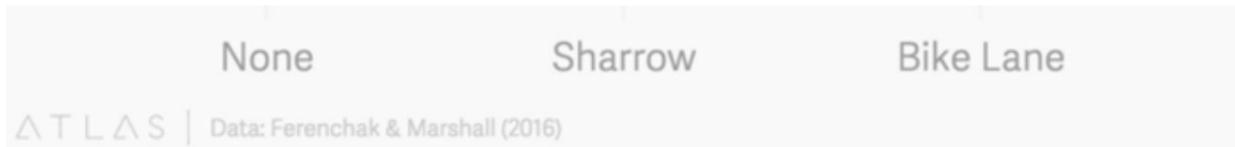
**Sign Up**

The analysis revealed two clear messages. The first was that bike lanes were far more effective than sharrows when it came to encouraging more cyclists to a given block; sharrows, in turn, had only “slightly larger” increases in bike commuting than places where no infrastructure was built, as well as the smallest percent change, according to Ferenchak and Marshall. That’s a bad sign since cycling is known to show safety in numbers, likely because drivers become more aware of riders.



The more direct safety measure was equally discouraging. The number of injuries that occurred per 100 cyclists in a given year decreased the most in areas that installed bike lanes, nearly 42 percent. That’s not too surprising, but Ferenchak and Marshall also found that injuries in blocks with sharrows only declined about 20 percent—*less* of a decrease than occurred in Chicago blocks where no bike infrastructure was created at all, nearly 37 percent.





Just why sharrows increase injury risks is unclear; they might give riders a false sense of security, especially inexperienced ones. What is clear in the Vision Zero era is that truly prioritizing bike safety means building separated bike lanes. The results should be confirmed in other cities for good measure, but they certainly seem to suggest that sharrows are poor substitutes for bike lanes at best and “more dangerous than doing nothing” at worst, write Ferenchak and Marshall.



Paid Post

## Ensuring Resilience Through Innovation

Yokogawa

They conclude, in a working paper recently presented at TRB 2016, with some harsh words:

As sharrows do not provide designated space for bicyclists and do not enhance the overall bicycle network, all cities should (as many already have) begin to consider sharrows simply as signage as opposed to actual infrastructure. It is time that sharrows are exposed for what they really are, a cheap alternative that not only fails to solve a pressing safety issue, but actually makes the issue worse through a sense of false security.

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