

# Route 29 Improvement Strategy

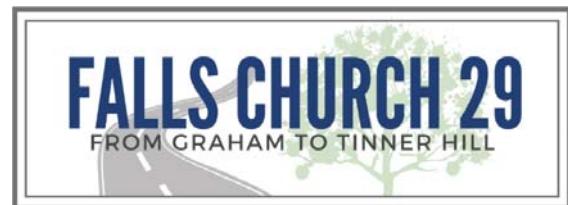
December 2019



Prepared by



Prepared For



## **Preface**

This report came about through a collaboration between a group of concerned citizens in the City of Falls Church and Fairfax County who live on both sides of Route 29 as it enters Falls Church from the west. The corridor is a major commuter route, and between Graham Road and Tinner Hill Road, in particular, drivers tend to exceed the speed limit and pedestrians are unsafe. The corridor has been studied several times, and plans have been prepared for its improvement, but by mid-2019 little progress had been made.

At the initiative of local citizens, a meeting was called to bring together representatives of the City of Falls Church and Virginia Tech to discuss opportunities for another study. This study was to lay the groundwork for cross-jurisdictional cooperation that would eventually lead to grants for street improvements. The idea was to initiate a process of citizen involvement that would strengthen the argument for corridor improvement. Virginia Tech's Land Use Planning class in the Masters of Urban Affairs and Planning (MURP) program, Arlington, Virginia, was enlisted to help organize two community meetings and prepare this preliminary report. The report will lead to further citizen involvement and a document that will support cross-jurisdictional grant applications to improve this stretch of Route 29.

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## Acknowledgements

Virginia Tech is especially grateful to members of the Falls Church 29 steering committee who helped organize the community meetings that helped shape this report. In particular, the individuals listed below were critical in this process:

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## I: BACKGROUND

This report focuses on the segment of South Washington Street/Lee Highway/Route 29 (“Route 29”) between Graham Road and Tinner Hill Road (the “Study Area”) in the City of Falls Church and Fairfax County, Virginia. The Study Area boundary extends between Graham Road in the west and Tinner Hill in the east, including the neighborhoods directly north and south of this active roadway.

The Study Area extends across the boundaries of the City of Falls Church and Fairfax County, with the border of these two jurisdictions running along the center of Route 29 for most of the Study Area length. Most of the north side of the Study Area is in the City of Falls Church and the south side is in Fairfax County. Within the Study Area, Route 29 is a busy five-lane roadway, mostly flanked by commercial businesses. However, just beyond the relative sliver of commercial businesses along Route 29 are residential neighborhoods extending to the north and south.

As evidenced by multiple public studies, the Study Area has generated considerable concern from residents on both sides of Route 29 for more than a decade. In 2008, the Metropolitan Washington Council of Governments, the National Capital Region Transportation Board, and the Transportation/Land Use Connect Program sponsored the City of Falls Church South Washington Street Corridor Study. While funding stalled, concerns regarding the Study Area continued, and in 2012, Virginia Tech students published a South Washington Street Study Area Land Use Concept Plan. More recently, the City of Falls Church has issued a series of studies and plans that include recommendations for the Study Area. These documents include the Traffic Analysis Technical Memorandum in 2014, the South Washington Street Multimodal Improvements study in 2015 and the City of Falls Church Bicycle Master Plan in 2015.

Furthermore, the Falls Church Transportation Plan calls for specific improvements along the South Washington Street Corridor, which includes the eastern portion of the Study Area. Intersection improvements were discussed and proposed in 2017, as shown in the City’s PowerPoint titled South Washington Street and South Maple Intersection Improvement Project.

These studies each call for improved sidewalks, improved streetscapes and improvements to facilitate multi-modal use. The studies also recognize that Route 29 is a major

regional artery with competing interests from commuters, businesses and residents. Importantly, each of the studies recognizes funding challenges due to the dual jurisdictional nature of the Study Area. However, despite these studies and plans, the Study Area itself occupies a gap in both the Fairfax County and City of Falls Church Comprehensive Plans.

Although the Study Area has been subject to multiple planning recommendations, the problems identified above persist and few improvements have occurred in recent years. Residents have become increasingly concerned about the safety issues posed by broken and disconnected sidewalks as well as speeding traffic. Further, the Study Area has relatively few traffic lights and long distances between crosswalks. The Study Area is not a pedestrian friendly setting.

Given these ongoing concerns, residents from the City of Falls Church and Fairfax County formed the Falls Church 29 steering committee and partnered with Virginia Tech students to conduct community outreach and develop an actionable plan to implement roadway improvements. This report summarizes these efforts.

Section II of this report provides a description of the Study Area's existing conditions, including demographic trends and projections as well as an analysis of current zoning restrictions and traffic/crash data. Section III of this report provides a detailed summary of the community meeting held in October 2019. Section IV presents recommendations for improvements based on the results of the community feedback. Section V concludes with potential sources of grant funding.

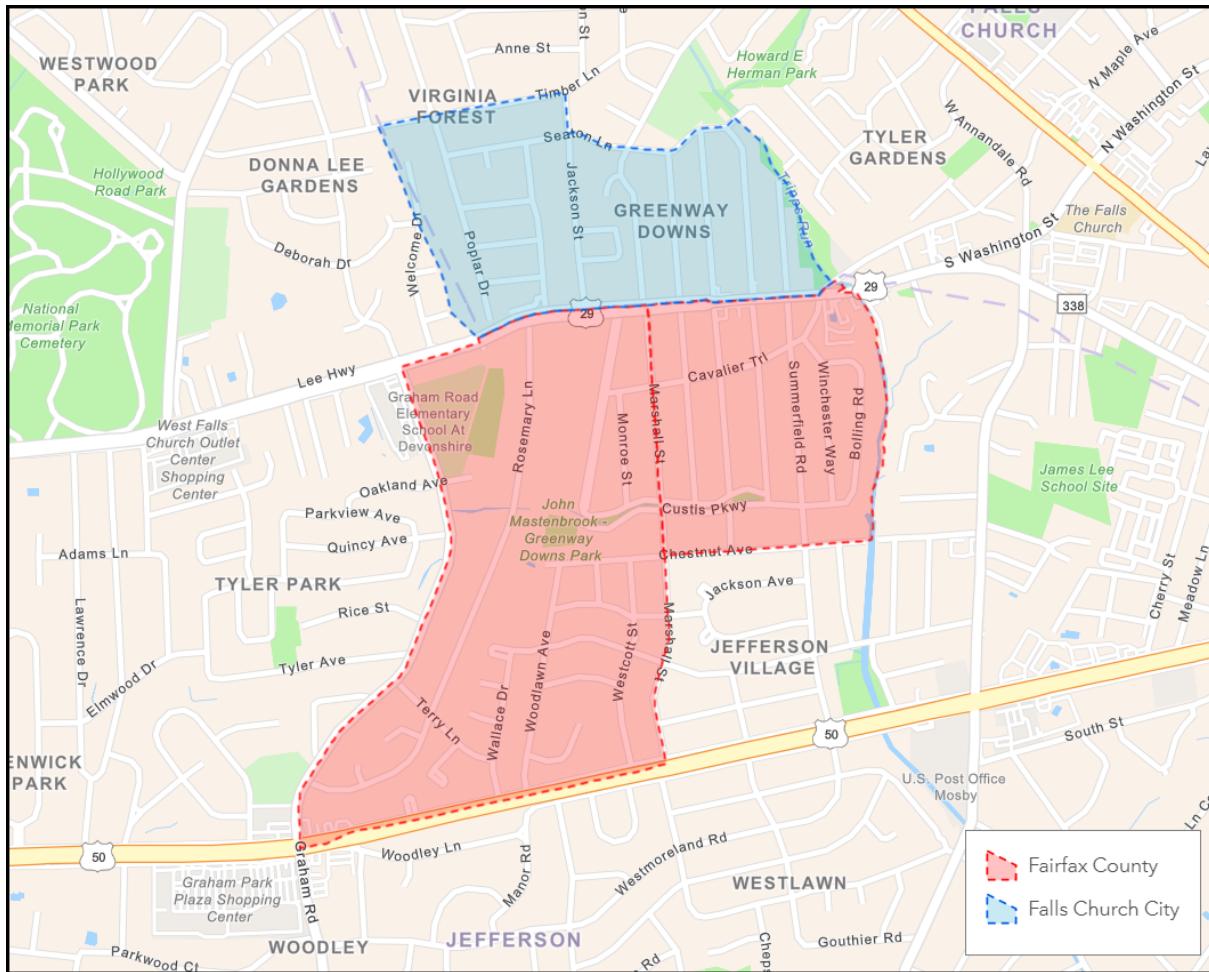
## **II. EXISTING STUDY AREA CONDITIONS**

### **Study Area Definition**

Map A shows the defined Study Area along the Route 29 corridor and represents the homes and businesses that are most directly impacted by this busy roadway. Although this report makes recommendations for improvements along Route 29 between Graham Road in the west and Tinner Hill Street in the east, the demographic analysis to follow will show demographic trends and projections only between Graham Road in the west and Tripps Run in the east. This delineation is due to the 2010 U.S. Census tract boundaries used to demarcate the Study Area.

As shown, the Study Area includes small portions of both the City of Falls Church and Fairfax County. Timber Lane and Seaton Lane mark the northern boundary of the Study Area, generally south of Thomas Jefferson Elementary School. Apart from primarily commercial developments fronting the north side of Route 29 in the eastern portion of the road segment, development within this portion of Falls Church consists almost entirely of single-family detached homes. This includes the neighborhoods of Greenway Downs, Devonshire, and the southern portions of Virginia Forest.

Development south of Route 29 shares a similar development pattern. Land uses along Route 29 are almost entirely commercial in the eastern portion of the road segment, as compared to areas south of this roadway that are nearly all composed of single-family detached homes. Neighborhoods within this portion of the Study Area include Greenway Downs and Devonshire Gardens. Non-residential developments within the Fairfax County segment of the Study Area include Graham Road Elementary School, at the southeastern intersection of Route 29 and Graham Road, as well as John Mastenbrook-Greenway Downs Park, along Woodlawn Avenue. Specifically, the southern boundary of the Study Area is US 50 toward the west and Chestnut Avenue toward the east. The irregular shape is due to Census tract boundaries.



**Map A - Route 29 Study Area**

### Demographic Trends and Projections

Table 1 illustrates the demographic trends and projections within the Study Area for the 2000 to 2025 period. Approximately 3,780 people lived in the Study Area in 2000. The local population increased modestly by 50 people during the 2000s and by only 36 people over the 2010 to 2018 period. That the Study Area is largely built out explains the slow pace of population growth over the past 18 years. Based on past trends and the limited availability of developable land, the Study Area population is projected to increase marginally by 30 to reach a total of 3,900 people by 2025.

Other salient points in Table 1 are as follows:

- **Average Household Size.** The Study Area's average household size is 2.86, up from 2.85 in 2010 and 2.82 in 2000. This growth is inconsistent with state and national trends

in which average household sizes have declined over the past two decades. The expansion in average household size is likely due to the growth in families moving into the Study Area, particularly as they replace older homeowners who have moved. Based on recent trends, the Study Area's average household size is projected to increase slightly to 2.87 by 2025.

- **Households**. As of 2018, the Study Area had 1,350 households, or occupied housing units. This is essentially the same number of households as in 2000 and 2010. The total household count remained essentially unchanged during this period due to the expansion of household sizes. Thus, population growth since 2000 was not driven by many new occupied housing units, rather it was driven by larger households. These larger households were principally families with children. The Study Area is projected to follow past trends and add very few new households by 2025.
- **Tenure**. The majority of households in the Study Area are owner households, and this has been the case for several decades. Approximately 84 percent of households were homeowners in 2018, which is essentially unchanged from 2000 and 2010. Renter households, on the other hand, comprise less than 16 percent of households in the Study Area. Thus, the Study Area has a higher proportion of owner households compared to the state and country, where homeowners represent 65.9 percent and 63.1 percent of total households, respectively. Minimal growth among homeowners is projected for the 2018 to 2025 period. Renter occupancy is not anticipated to change.

**Table 1: Trends and Projections of Population and Households, Route 29 Corridor, 2000-2025 1/**

	<u>2000</u>	<u>2010</u>	<u>2018</u>	<u>2025</u>
Study Area Population 2/	3,784	3,834	3,870	3,900
Group Quarters Population	0	0	0	0
Household Population	3,784	3,834	3,870	3,900
Persons Per Household	2.82	2.85	2.86	2.87
Households	1,343	1,345	1,350	1,360
Owner-Occupied	1,142	1,133	1,140	1,150
Percent of Total Households	85.0%	84.2%	84.4%	84.6%
Renter-Occupied	201	212	210	210
Percent of Total Households	15.0%	15.8%	15.6%	15.4%

Notes: 1/ 2018 and 2025 estimate and projections based on past trends and development patterns.

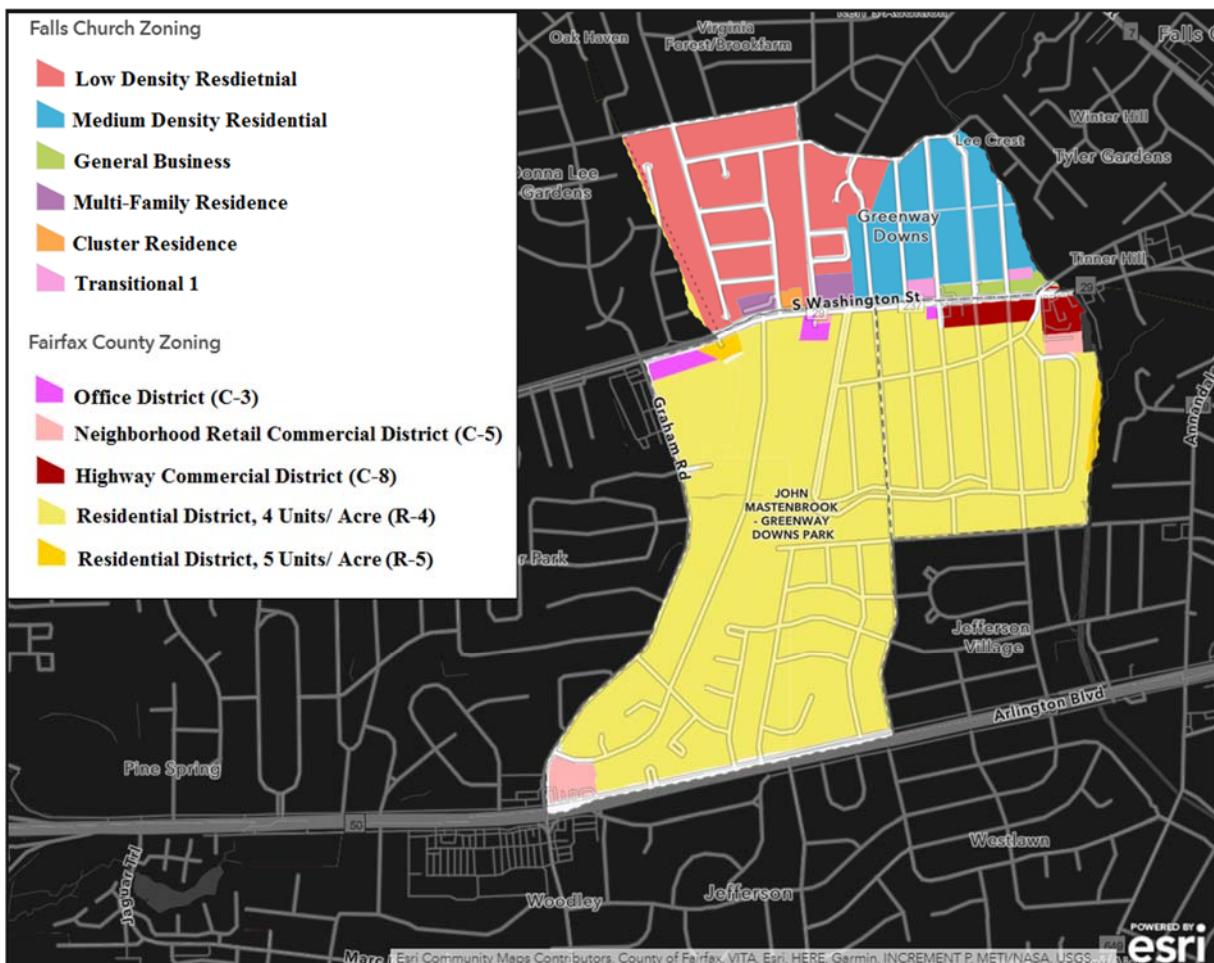
2/ Includes the following 2010 U.S. Census block groups in Falls Church City: 5002 BG 4. Includes the following 2010 U.S. Census block groups in Fairfax County: 4502 BG 2 and 4503 BG 1.

Source: U.S. Department of Commerce, Bureau of the Census

## Study Area Zoning Conditions

This subsection briefly details the existing zoning conditions within the City of Falls Church and Fairfax County, as they relate to the Study Area.

Map B shows the existing zoning restrictions within the Study Area. Most of the Study Area is composed of low-density residential land uses. The major exceptions are the developments flanking the northern and southern sides of Route 29, which contain a mix of land uses and represent the bulk of the commercial development in the Study Area.



Map B – Existing Zoning Restrictions

Within the City of Falls Church, zones immediately along Route 29 include a mix of general business and some transitional zones along with some cluster residence and multifamily residential located to west. Uses allowed by right in the general business zones include restaurants, museums, banks and hotels (among others), while one and two-family

dwellings, townhouses, and boarding, lodging or rooming houses (among others) are permitted by right in transitional zones. Uses permissible in both zones include business and professional offices, public facilities, schools and day care centers and community facilities.

Segments north of Route 29, in the area between Jackson Street and Welcome Drive, are zoned to permit low-density residential and transitions to medium density residential east of Welcome Drive.

The area where Tinner Hill intersects with South Maple Avenue and Route 29 is zoned for general business, with special exceptions. The northern portion of South Maple Avenue is zoned similarly, but it is overlain by the Mixed-Use Redevelopment land use category, where mixed uses including retail, office, and residential are permitted.

Existing zoning on the Fairfax County side of the Study Area is predominantly low-density residential, accompanied by two commercial and office zones, one industrial zone and two areas zoned for the highway commercial district.

Additionally, the entire corridor is overlain by the Highway Corridor Overlay District. The intent of this district is to promote public health and safety by preventing or reducing traffic congestion or dangerous street conditions by limiting uses of some automobile-oriented, fast service uses. The overlay district places restrictions on the following types of establishments: drive-in financial institutions, restaurants with drive-throughs, quick service food stores, service stations and mini-marts.

### **Study Area Comprehensive Plans**

The paragraphs to follow briefly detail the City of Falls Church and Fairfax County comprehensive plans, as they relate to the Study Area.

- **City of Falls Church.** The Study Area lies within the City of Falls Church's Planning Opportunity Area 6. The Comprehensive Plan states that the small commercial structures in this corridor are currently underutilized, with some buildings in need of improvement. It also states that there is an inefficient use of parking here.

The plan also acknowledges a potential for larger commercial redevelopment to be built along the Route 29 corridor and cites the area as a potential target for redevelopment, which could include façade treatments and new high-density projects.

However, the plan emphasizes that the primary challenge to implementing these projects is the jurisdictional boundary between the City of Falls Church and Fairfax County, which poses issues around streetscape design, building heights, and other design changes to the elements of the built environment.

Recommendations from the Comprehensive Plan relevant to the Study Area include the following:

- Analyze the existing parking to determine the feasibility of accommodating more business space. Structured parking should be utilized in redevelopment projects to create greater redevelopment capacity. Redevelopment at existing intensities will probably also require additional parking, landscaping and setbacks.
- Improve pedestrian accessibility with controlled crosswalks at various locations on South Washington Street in close coordination with Fairfax County.
- Create a consistent design, in terms of building height and design, streetscape improvements, and other aspects of the built environment in coordination with Fairfax County.
- **Fairfax County.** The southern portion of the Study Area, within Fairfax County, is located within the Jefferson Planning District and spans the Greenway Village Sector and Hillwood sector of the Fairfax County Comprehensive plan. These sectors are developed as stable residential neighborhoods. The comprehensive plan calls for only minor changes within the Study Area and identifies parcel consolidation as an important step in fostering redevelopment.

### Traffic and Crash Data

Table 2 details traffic volume estimates along the five major intersections in the City of Falls Church. The data was compiled from the Virginia Department of Transportation (VDOT) annual traffic data publications. VDOT releases Annual Average Daily Traffic Volume Estimates (AADT), a commonly used indicator, which are the total annual traffic estimates divided by the number of days in a year.

**Table 2: Annual Average Daily Traffic Volume Estimates**

Map C Key	2007 AADT	2014 AADT	2018 AADT	Street Intersection
1	29,000	31,000	30,000	West City Boundary at Broad St/Shreve Rd
2	25,000	22,000	21,000	Route 29/N Washington St & Route 7
3	25,000	25,000	24,000	Route 29/S Washington St & Marshall St
4	22,000	20,000	20,000	N Cherry St & E Broad St
5	24,000	25,000	24,000	Arlington County Line at Route 29

Source: VDOT

Five major intersections were compared over three time periods. For this report, Point 3 - Route 29 at Marshall Street - is most relevant. In 2018, it had the second highest volume of traffic of the five City intersections, with a daily average of 24,000± vehicles.

Map C illustrates the locations of each of the five areas studied for traffic volumes.



Data in Table 3 illustrate annual crashes along the same five major intersections between 2015 and 2018. Crashes at the intersection of Route 29 and Marshall Street increased from six to eight between during this period, though the intersection had only two crashes in 2017.

<b>Table 3: City of Falls Church DMV Crashes Along Major Intersections</b>					
<b>Map C Key</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Street Intersection</b>
1	15	19	15	8	West City Boundary at Broad St/Shreve Rd
2	9	12	7	13	Route 29/N Washington St & Route 7
3	6	4	2	8	Route 29/S Washington St & Marshall St
4	1	3	3	7	N Cherry St & E Broad St
5	5	6	9	9	Arlington County Line at Route 29

Source: VDOT

Table 4 further analyzes the data in Table 3 by showing only speed-related accidents. It shows that speeding was a moderate source of crashes along Route 29.

<b>Table 4: City of Falls Church DMV Speed Related Crashes Along Major Intersections</b>					
<b>Map C Key</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Street Intersection</b>
1	3	6	5	0	West City Boundary at Broad St/Shreve Rd
2	1	1	1	1	Route 29/N Washington St & Route 7
3	1	1	0	2	Route 29/S Washington St & Marshall St
4	0	0	0	1	N Cherry St & E Broad St
5	2	1	0	0	Arlington County Line at Route 29

Source: VDOT

### **III: COMMUNITY MEETING FEEDBACK**

#### **Community Meeting Overview**

This section describes how Virginia Tech students structured the public engagement effort related to the **Study Area**. The Falls Church 29 steering committee, composed of community members from both Falls Church and Fairfax County, partnered with students from the Master's in Urban and Regional Planning (MURP) program at Virginia Tech. Together, the groups facilitated a community meeting to gather input on roadway and streetscape improvements. The Virginia Tech team chose specific engagement strategies designed to most effectively achieve these goals.

On October 24<sup>th</sup>, 2019, Virginia Tech organized a kick-off event with community members and business leaders at Thomas Jefferson Elementary School at 601 South Oak Street, in the City of Falls Church. In the weeks preceding this event, Falls Church 29 steering committee members publicized the meeting details on social media, posted flyers and canvassed the area. Falls Church 29 steering committee members engaged in door-to-door outreach efforts with most of the local businesses along Route 29.

When participants arrived at the kick-off event, they were asked to sign-in on registration sheets. Contact information was later used to update attendees on the status of the effort and provide them information about future community meetings. Virginia Tech students asked each attendee to self-identify an affiliation (resident, business-owner or government representative). Some attendees identified themselves as affiliates of multiple groups. In total, 58 adults attended the event: 48 homeowners or renters, nine government/community officials and three business owners. These participants generated a total of 117 documented comments during the nearly two-hour-long event.

The Falls Church 29 steering committee played a critical role in how Virginia Tech students designed and executed their engagement strategy. It quickly became evident that listening to and encouraging dialogue among neighbors was a top priority. As such, one of the main engagement strategies was to draw out citizens' concerns, ideas and stories about Route 29.



**Figure 1 – Virginia Tech Presenting at the Community Meeting**

Designed after a highly regarded civic engagement template from Arlington County (see Figure 2), Virginia Tech students established the most suitable level of engagement for the kick-off event to be “Communicate and Consult.” All presentations and facilitations were designed to keep community members informed about the effort’s history and trajectory, listen to community feedback and synthesize feedback into usable data for future analysis.

## Six-Step Approach for Public Engagement

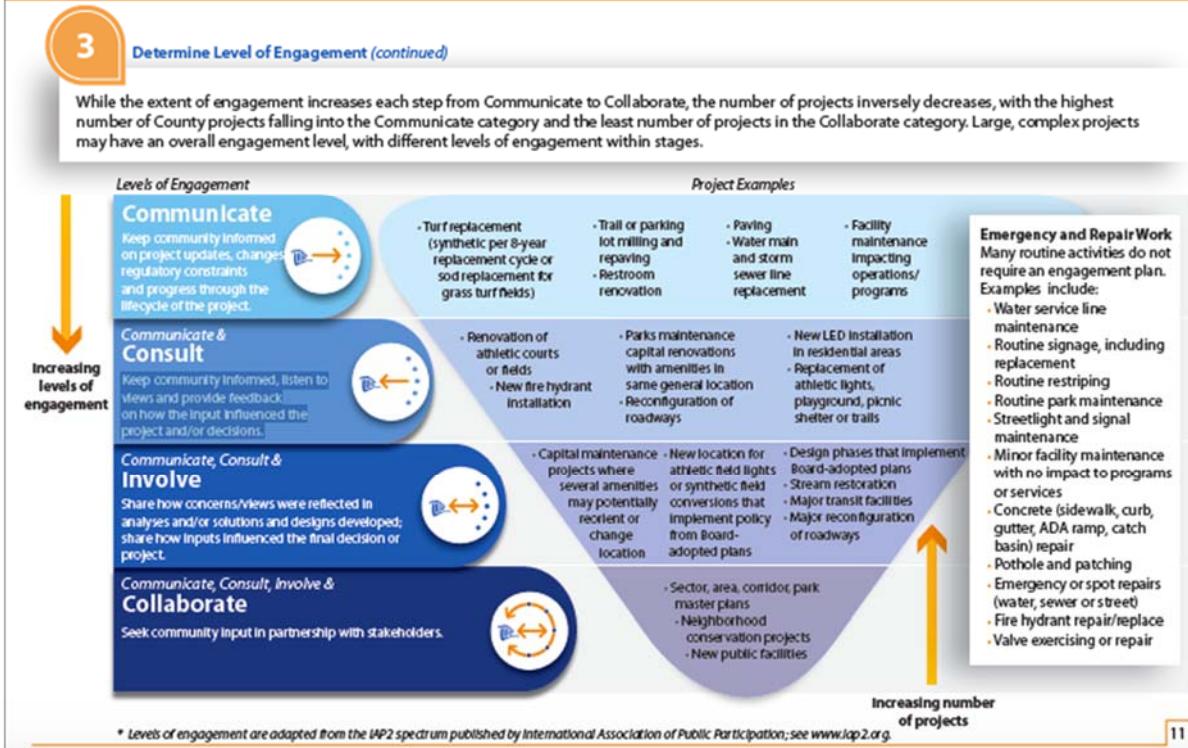


Figure 2 – Determining Level of Engagement, Arlington County, Virginia

### Meeting Summary

After a brief welcome and introduction to the project by the Falls Church 29 steering committee, Virginia Tech students presented a PowerPoint detailing the background and goals of the effort, providing some educational information on complete street concepts, and presenting recent case studies of other jurisdictions that have addressed similar issues.



Figure 3 - Community Meeting Welcome Slide

Following the presentation, Virginia Tech students led a breakout participatory mapping session. Participants were divided into six groups, each with one large aerial map of the Study Area laid out on a table. Participants were encouraged to intermingle with different attendees when forming groups by looking at the color-coded stickers on their nametags (blue sticker-resident, green sticker-business owner and red sticker-government representative). Once attendees formed equally numbered groups, Virginia Tech students instructed participants to place colored dot stickers on specific locations they felt needed improvements.



**Figure 4 – Participants Mapping Locations**

Participants were encouraged to utilize sticky notes to accompany the colored dot stickers and detail their specific recommendations. Handouts with photographs of traffic calming and streetscape improvement images from the PowerPoint presentation were used as references.



**Figure 5 – Study Area Map Used for Mapping Exercise**

Following the breakout session, all participants gathered for a group reporting session to share their ideas and listen to what other groups had brainstormed. In round-robin fashion, facilitators shared the three key suggestions for improvements that their group had identified. A meeting facilitator recorded these notes on a flip chart as group facilitators reported out. A summary of these suggestions is shown below in Table 5. Following the report-out, a brief discussion and Q&A session was held. Information on how to remain updated on the status of the project was also provided.

**Table 5: Primary Suggestions**

- |  |
|--|
| 1 1/ Crosswalks  |
| 2 1/ Lights (Tinner Hill & Marshall Street)                |
| 3 1/ Expanded Sidewalks                                    |
| 4 1/ Reduce Multiple Entryways (Curb Cuts) into Businesses |
| 5 Medians  |
| 6 Reduce and Improve Center Lane                           |
| 7 Increase Buffers   |
| 8 Pedestrian Bridge at Maple Avenue                        |
| 9 Street Amenities   |
| 10 Slow the Road   |
| 11 Bump-outs   |
| 12 Bike Lanes, On and Off                                  |
| 13 More Access for All (Multi-Modal)                       |

Note: 1/ Multiple groups provided these suggestions.

## **Data Collection Methodology**

Following the meeting, Virginia Tech students reviewed all maps and comments by entering them into a database for analysis. Each map was numbered, and all general comments on sticky notes that were not affiliated with a location-based improvement or concern were removed from the maps.



**Figure 6 – Students Evaluating Community Meeting Comments**

Next, a comment coding structure was applied, where the remaining sticky notes on the maps tied to a location (indicated by the dot sticker) were sequentially numbered, with the first number indicating the map number (1.1, 1.2, 1.3, etc.). Each comment was then evaluated and assigned a general type of issue or idea (such as a sidewalk, biking, median, etc.) and a location.

If a sticky note in one location had multiple types of issues, each issue was assigned a unique value (1.1a, 1.1b, 1.1c, etc.). Each comment was also coded to indicate whether the issue raised included a recommendation such as the addition of a treatment (such as a crosswalk) or whether it requested the removal of a structure (such as a center turning lane).

Figure 7 below provides an excerpt from the database and demonstrates how comments were organized. The full data set is available in Appendix A.

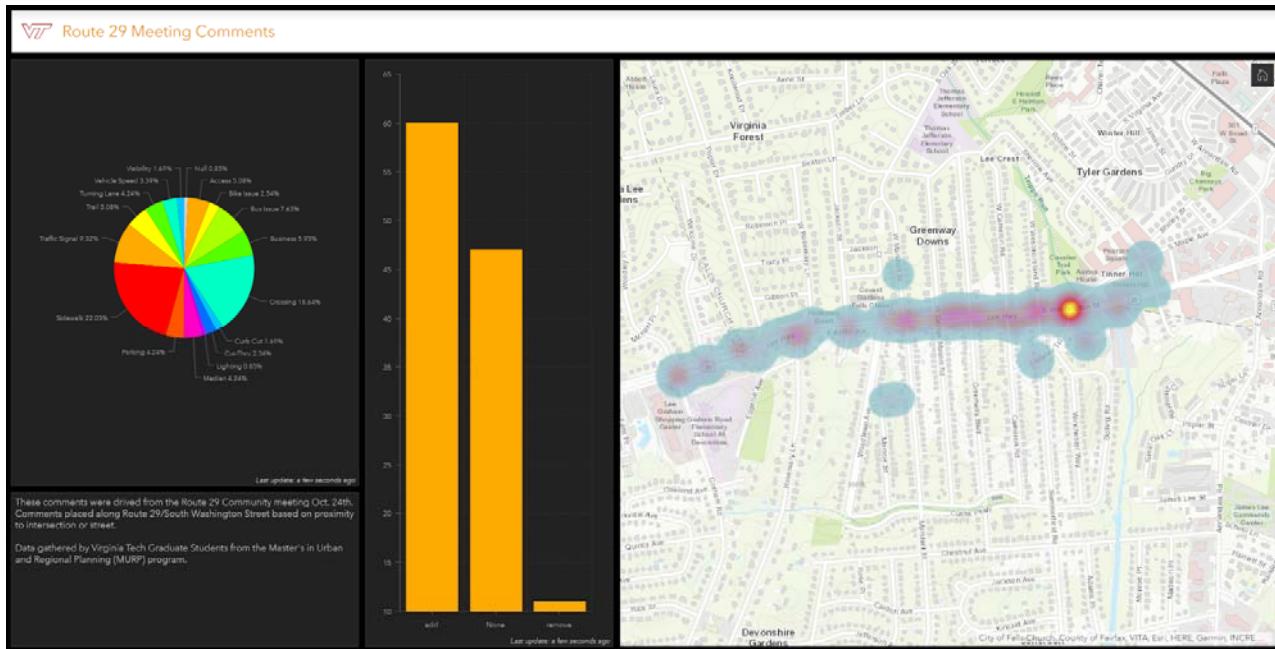
OBJECTID	Sticky Nun	COMMENT	LOCATION	ISSUE	Solution Type
1	4.09a	Green island in middle of road	29 and S maple st	Median	add
2	4.07	Fixed sidewalks - include greener	29 and S maple st	Sidewalk	add
3	4.08	Center turning lane from too many directions	29 and S maple st	Turning Lane	remove
4	4.09b	Green island in middle of road	29 and S maple st	Median	add

Figure 7 – Database Excerpt

Once all comments were entered into the database, they were analyzed according to issue type, solution type and location. Statistical analysis was performed in Microsoft Excel and spatial analysis was performed using ESRI's ArcGIS suite. Each comment was then placed as a record in a GIS feature class along the Study Area and based on the location logged in the spreadsheet. Comments were then symbolized as a heat map showing their concentrations along Route 29. An online GIS-based dashboard was configured for analysis with the ability to filter based on issue and solution type.

The top four issues in the comments were analyzed based on location through the filter on the heat map. Each issue was isolated to determine its most prevalent location, and this data was used to provide recommendations.

A snapshot of the dashboard is shown below in Figure 8. The dashboard can be accessed via this living hyperlink: [Comment Heat Map](#).



**Figure 8 – Snapshot of the Study Area Comment Dashboard**

## Data and Results

Table 6 details the data collected at the community meeting. As shown, data was analyzed according to the qualitative and geolocation methodology above. For the purposes of this report, only the top four reported issues were analyzed in greater detail.

The top four issues reported were “Sidewalk,” “Crossing,” “Traffic Signal” and “Bus,” accounting for just over 58 percent of the 117 responses collected. Many of the other issues were related to pedestrian safety and access. Others were varied and included concerns related to engineering changes to the street design, street furnishings, lighting, and business appearances, among others. All issues were given equal weight and consideration.

**Table 6: Community Engagement Responses**

<u>Issue</u>	<u>Total Responses</u>	<u>Percent of Total</u>
Sidewalk	26	22.2%
Crossing	22	18.8%
Traffic Signal	11	9.4%
Bus Issue	9	7.7%
Business	7	6.0%
Access	6	5.1%
Trail	6	5.1%
Median	5	4.3%
Parking	5	4.3%
Turning Lane	5	4.3%
Vehicle Speed	4	3.4%
Bike Issue	3	2.6%
Cut-Thru	3	2.6%
Curb Cut	2	1.7%
Visibility	2	1.7%
Lighting	1	0.9%
<b>Total</b>	<b>117</b>	<b>100.0%</b>

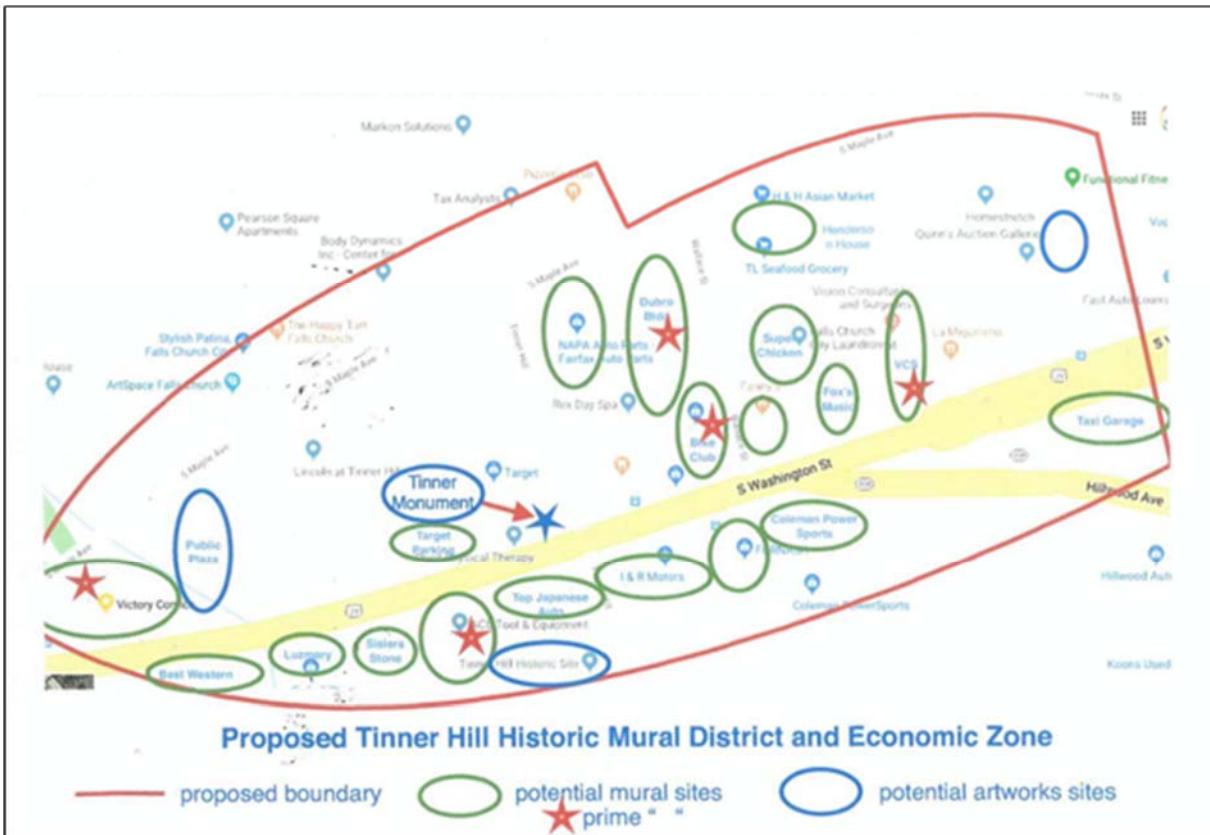
Source: Virginia Tech Community Engagement Survey

The paragraphs to follow summarize the four most prevalent comments and generalize the main topics within key issue areas that were found.

### **Sidewalk Issues**

Comments that mentioned “Sidewalk” principally identified narrow sidewalk widths as key points of concern. While there were comments flagging sidewalk issues throughout the entire [Study Area](#), there was a particular focus on its western section. The Falls Church side of the street generated more comments than the Fairfax County side.

Several participants recommended adding public art to improve the sidewalk experience along Route 29. Specifically, on the western portion of the [Study Area](#), a participant recommended that the cement retaining wall between Welcome Drive and Poplar Drive be painted with murals to establish a sense of place and enhance safety. Another participant representing the Tinner Hill Heritage Foundation recommended establishing an African American history mural district on the eastern end of the [Study Area](#) and submitted a map of proposed locations for these murals (Map D).



Map D - Proposed Mural District (East Portion of Study Area)

### Crossing Issues

There was a heavy concentration of “Crossing”-related comments at the intersection of South Maple Street and Route 29. The comments followed a general pattern of interest in adding more pedestrian crossings on the eastern end of the Study Area, closer to the commercial nodes. Responses also highlighted crossing issues at nearly every remaining intersection. Many comments recommended an upgraded crossing at the intersection of Marshall Street and Route 29, noting that the existing pedestrian signal makes crossing dangerous.

### Traffic Signals

Many participants expressed interest in adding a traffic signal to the intersection of South Maple Street and Route 29. This intersection seems to have a number of issues (visibility, speed, turning radius, etc.) that make it an important place for a traffic signal.

## **Bus Issues**

Of the nine total comments mentioning “Bus” concerns, many focused on the area between West George Mason Road and Greenway Boulevard. A few participants mentioned the desire for bus shelters in this part of the [Study Area](#). Comments often coupled bus stop improvements with street crossings, noting that accessing these bus stops from the opposite side of the street was an important concern.

## **Response Summary**

Data in Table 7 detail responses according to the additions community members recommended to address the aforementioned top issues. As expected, the top four reported issues corresponded directly with the top four recommendations for additions. They included “Add Crosswalk,” “Widen/Fix Sidewalk,” “Add Traffic Light,” and “Add Bus Shelter.” These recommendations were largely focused on pedestrian safety and crossing issues. The remaining recommendations for additions included a range of ideas to resolve different issues.

**Table 7: Community Engagement Recommendations for Additions**

<b>Issue</b>	<b>Total Responses</b>	<b>Percent of Total</b>
Add Crosswalk	11	18.3%
Widen/Fix Sidewalk	9	15.0%
Add Traffic Light	6	10.0%
Add Bus Shelter	5	8.3%
Improve Trail Access	4	6.7%
Add Pedestrian Signal	3	5.0%
Add Median	3	5.0%
Add Bike Lanes	3	5.0%
Narrow Sidewalk	2	3.3%
Built Pedestrian Bridge	2	3.3%
Build Roundabout	1	1.7%
Add Red Light Camera	1	1.7%
Add Parking	1	1.7%
Add Automobile Tunnel	1	1.7%
Landscape	1	1.7%
Move Bus Stop	1	1.7%
Public Art	1	1.7%
Rebuild Intersection	1	1.7%
Slow Traffic Signal	1	1.7%
Fix Wall	1	1.7%
Improve Lighting	1	1.7%
Add Turn Lane	1	1.7%
<b>Total</b>	<b>60</b>	<b>100.0%</b>

Source: Virginia Tech Community Engagement Survey

## **General Comments Received During the Study Period**

In addition to the input received from event attendees, community members who were unable to attend the kick-off event submitted comments online. While few comments were submitted to date, the ones received are worth noting as they introduced some issues that were not captured in the small group discussions. The paragraphs below briefly summarize these comments.

### **Snow Removal**

Several residents reported that snow routinely accumulates on sidewalks and is not adequately cleared during the winter, leaving the sidewalks unsafe. Residents reported that the bus stop at Greenway Boulevard in particular is difficult to access because of snow piling up from plowing Route 29. One resident submitted a photo, shown below for reference.



**Figure 9 – Snow-Covered Sidewalk along Route 29,  
(Submitted by Resident)**

### **Bus Stops**

A resident reported that it would be preferable if a bus stop were relocated to the corner of West George Mason Road, as the other side is at the corner of Route 29 and Greenway Boulevard (on the southern Fairfax County side).

### **Parking**

A resident expressed concerns that people are parking on residential roadways and blocking pedestrian access to certain homes, particularly those without sidewalk frontage.

### **Bike Lanes**

A resident observed heavy bicycle traffic on the sidewalk on the Fairfax County side of Route 29. The resident would like clarity if cyclists are permitted to use sidewalks, as this appears to be a hazard for pedestrians.

### **Speeding**

A resident reported that cars and trucks often speed as they round the curve along Route 29 coming from Graham Road as they approach Rosemary Lane. The resident recommended the installation of a traffic light and crossing lights at this intersection.

## **IV: RECOMMENDATIONS**

The Falls Church 29 steering committee should focus on increasing community awareness of the safety issues on Route 29 and work to obtain grant funding to implement traffic control and calming measures to influence driving behavior and installations to improve pedestrian safety. Continued collaboration between residents and businesses of both Fairfax County and the City of Falls Church is critical.

Cross-jurisdictional partnerships will strengthen the quality of all grant applications and impact the level of prioritization for any future funding efforts. Projects that have strong citizen support—from both residents and business owners and tenants—in the form of letters and attendance at public meetings are more likely to receive grant funding. Falls Church 29 steering committee members should encourage staff from both jurisdictions to cooperate on projects along the Study Area. This level of partnership is identified in the [Falls Church Comprehensive Plan](#) stating, “Close coordination with Fairfax County is necessary to assure consistency in design and implementation on both sides of South Washington Street.”

The name of Route 29 should also be addressed. Multiple names (Lee Highway, South Washington Street and Route 29) generate persistent confusion for visitors, commuters and retail customers trying to navigate the road. Either a single street name should be adopted for this stretch of roadway or secondary street names should be made visible to reduce confusion.



**Figure 10 – Example of Multiple Street Names**

Although the Falls Church 29 steering committee should continue to focus on short-term efforts to calm and control traffic, it should also create a larger vision for the Study Area. Identifying this vision will help prioritize projects and ensure that these projects work toward a common goal.

The Falls Church 29 steering committee should also review the following existing documents, as they will provide important context to the long-range plans that have been adopted in the area, and many offer specific recommendations for roadway improvement:

- [Falls Church Traffic Calming Program](#)
- [Falls Church Bus Stop Master Plan](#)
- [South Washington Street Corridor Study](#)
- [Pedestrian, Bicycle, and Traffic Calming: Strategic Implementation Plan](#)
- [Falls Church Small Area Plan](#)
- 2012 Virginia Tech S. Washington Street Study Area Land Use Concept Plan

Additional recommendations are detailed in the paragraph below. These recommendations focus on short-term, relatively easy-to-implement approaches to improving roadway safety.

### **Sidewalks**

Sidewalks in the Study Area are discontinuous; many are non-ADA compliant, have impediments, and/or merge with existing parking lots and curb cuts. Although sidewalk improvements, particularly as they relate to increased widths, are desired throughout the Study Area, the western portion of the Study Area raised the most concerns.



**Figure 11 – Existing Sidewalks**

To improve the pedestrian experience, public art should be considered. It is recommended that, at a minimum, the concrete retaining wall between Welcome Drive and Poplar Drive be painted. This wall is located within the western portion of the Study Area (to the north), which is adjacent to the existing Falls Church welcome sign. Painting this wall would be a quick placemaking “win” for the City and would bolster the experience for everyone entering the area, whether by walking or driving. It also aligns with Falls Church’s vision in the South Washington Streetspace design for enhancing Route 29 as a gateway road to the City, and would provide this roadway with more distinct qualities, enhancing sense of place and reminding drivers that they are entering a neighborhood.

Public art throughout the entire Study Area should also be explored as echoed by several participants, including the east end of the Study Area where there may be an opportunity to establish an integrated mural district focused on African American heritage.



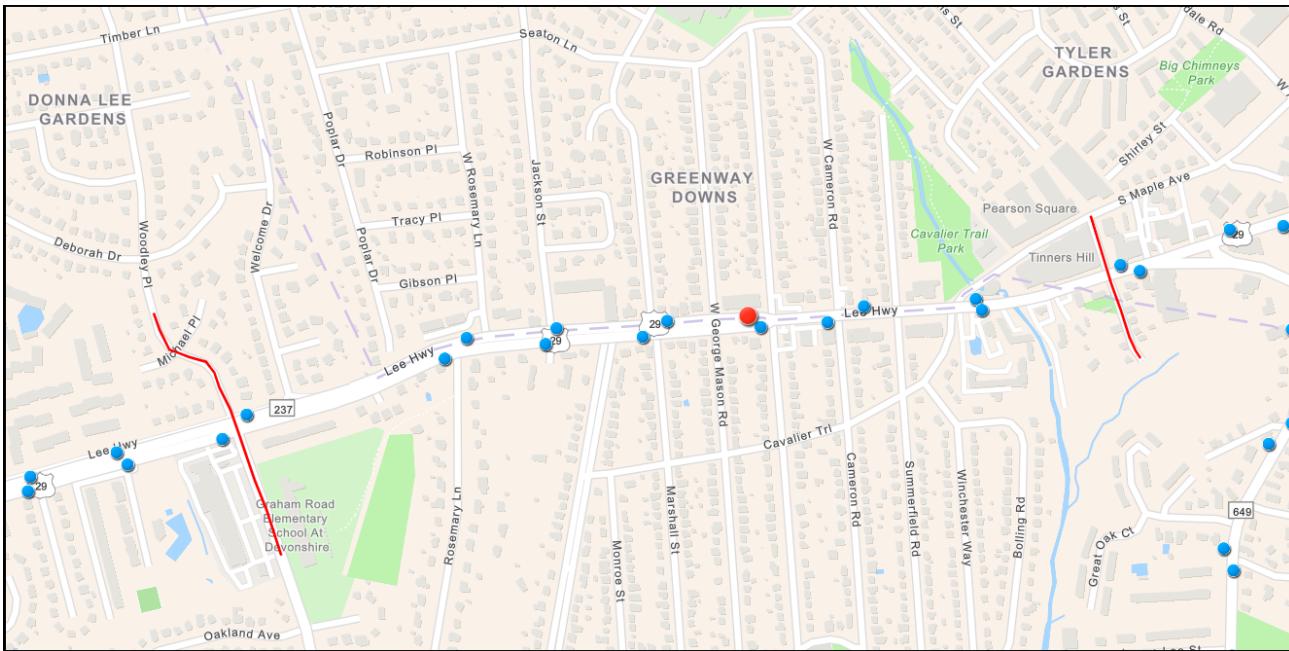
**Figure 12 – Retaining Wall Between Welcome Drive and Poplar Drive on Route 29  
(Potential Public Art Opportunity)**

### **Bus Stops and Bus Shelters**

Meeting participants focused on the location of bus stops, particularly with regard to their accessibility. Comments also included mention of the need for bus shelters as obvious enhancements to the corridor.

The locations of existing bus stops should be assessed, as changes may need to be made based on ridership, safety and crossing locations. The stop in front of the Falls Church Healthcare Center should be moved to decrease congestion and improve pedestrian safety. Potential locations for bus shelters on both sides of the roadway should be assessed.

Map E below shows the locations of existing bus stops within the Study Area. Existing bus stops along Route 29 are shown in blue. The bus stop fronting the Falls Church Healthcare Center is shown in red.



Map E – Study Area Bus Stops

[The Falls Church Bus Stop Master Plan](#) offers detailed recommendations to consider when adding, moving, or eliminating a stop. The Falls Church 29 steering committee should also communicate with the Washington Metropolitan Area Transit Authority, as that agency operates bus transit in this area. All bus stop locations should be coordinated with new crossings to increase safety for pedestrians and decrease the distance a person must walk to access a stop.

### Pedestrian Crossings

A detailed cross-jurisdictional plan is vital when creating, relocating or improving pedestrian crossings. [The Falls Church Comprehensive Plan](#) specifically calls for an improvement to “pedestrian accessibility with controlled crosswalks at various locations on South Washington Street.” New or relocated crossings should follow the recommendations laid out in the [South Washington Street Corridor study](#). This would ensure continuity across jurisdictions. These recommendations include curb extensions and, when appropriate, pedestrian crossing refuges in the center of the road.

The pedestrian crossing at Marshall Street should be improved and further discussions should occur related to the median and “suicide lanes” in the middle of Route 29. There was

considerable disagreement regarding “suicide lanes” among participants at October’s meeting, so there is no recommendation here about keeping them or removing them.

Further research should also be conducted to identify: 1) successful examples of similar roads in the region that may or may not have suicide lanes; and, 2) traffic engineering recommendations for roads with similar levels of traffic, speed and lane widths.

### **Traffic Signals**

The existing traffic signal at the intersection of Route 29 and Marshall Street should be studied, as meeting participants said the length of the signal to walk is not long enough.

Already underway are plans to improve pedestrian accessibility at the intersection of South Maple Street and Route 29. Improvements will include a new traffic signal, ADA curb ramps, crosswalks and pedestrian push buttons. These improvements, based on recommendations from [Falls Church Small Area Plan](#), are currently in the design phase, with construction scheduled to begin in the spring of 2020 and be completed by the summer of 2020. The Falls Church 29 steering committee should get involved now to ensure that the signal addresses the major concerns residents have about that area.

A rendering of the proposed changes, as currently envisioned, is shown in Figure 13 below.



**Figure 13 – Proposed Improvements to S Maple Street/ Route 29 Intersection**  
(Source: [VDOT](#))

### **Non-Intrusive Device Recommendations**

VDOT recommends installing non-intrusive devices when implementing traffic calming measures on roads that serve as bus routes, such as Route 29. A non-intrusive device would not “constrain vehicle maneuvers,” according to VDOT’s [Traffic Calming Guide for Neighborhood Streets report](#). These are measures designed to slow the speed of traffic without interfering with the operation of major vehicles involved in public transportation or maintenance of roads, such as a bus or snowplow. Two of these devices, which would work particularly well for the Study Area, include installing a community gateway sign and/or structure at the western end of the Study Area and installing speed display signs along Route 29.

Defining a community gateway typically involves the construction of a sign, landscaping, and monuments or textured pavements indicating to drivers that they are entering a community and should be aware of pedestrians along the road. They are designed to create a sense of place that pulls the driver’s attention back to the road. According to the

[Federal Highway Administration](#), community gateways can reduce average driving speeds by approximately two miles per hour. This is a near seven percent speed decrease in a 30-mile-per-hour zone.



**Figure 14 – A Community Gateway with an Elevated Sign and Textured Pavers  
(Source: [VDOT](#))**

Currently, there is a sign identifying the entrance to Falls Church in the median of Route 29 as drivers move from west to east, but it is small, difficult to read, and obscured by vegetation. Additionally, several residents recommended implementing a mural along the west side of the Study Area along an existing retaining wall. This effort could be implemented in conjunction with a new sign and landscaping to be a part of the community gateway.

Pole-mounted speed display signs are another traffic calming measure that should be considered. These devices show both a standard speed display sign and a dynamic speed display. Like community gateways, they are designed to bring the driver's attention back to the road. They can also be configured to be portable and moved throughout their lifespan. Based on [VDOT guidelines](#), they require 200 feet of visibility, which is possible along the straight segment of Route 29 between West Rosemary Lane and South Maple Street. These signs reduce operating speed by an average of five miles per hour. This is a near 17 percent speed decrease in a 30-mile-per-hour zone.



**Figure 15 – Speed Limit Sign with a Speed Display**  
(Source: [VDOT](#))

Rectangular rapid-flashing beacons (RRFB) are non-intrusive devices that could also be installed in the Study Area. RRFBs used in conjunction with pedestrian warning signs provide a high-visibility warning to drivers when pedestrians use a crosswalk. They flash in a strobe pattern when pedestrians press a pushbutton or can be automated to flash when pedestrians are present with motion detection or infrared cameras. These devices could be installed at any new crosswalk along the eastern portion of the Study Area to increase visibility of pedestrians.

Of note is that VDOT recently approved their use in nearby Herndon and Reston, both in Fairfax County.



**Figure 16 – Rectangular Rapid-Flashing Beacon**  
(Source: [Carol Kachodorrian](#))

### **Summary of Recommendations**

In summary, we recommend that the Route 29 steering committee continue to build public awareness and support for corridor road improvements; become involved in the design of the traffic signal and crosswalks at South Maple Street and Route 29; and work with the City of Falls Church and Fairfax County to pursue grant funding for the following actions in the Study Area:

- Improve sidewalks: widen where feasible, repave as appropriate; remove or relocate obstacles to walking;
- Introduce crosswalks at appropriate locations along the corridor, preferably with rectangular rapid-flashing beacons;
- Install speed indicator signs at appropriate locations along the corridor, particularly between Graham Road and Marshall Street;

- Lengthen the traffic signal at Marshall Street and install rectangular rapid-flashing beacon at the crosswalk;
- Assess the current location of bus stops and relocate the one in front of the Healthcare Center;
- Assess potential locations for bus shelters;
- Introduce gateway entrance features in the median as drivers enter Falls Church from the west and paint the retaining wall there with mural(s); and
- Introduce other public art through the corridor, perhaps including the Civil Rights murals near the Tinner Hill end of the corridor.

All the above actions will need to be coordinated with and approved by the City of Falls Church, Fairfax County, and VDOT.

Finally, we recommend that the Route 29 steering committee continue to develop a long-range vision for the corridor from Graham Road to Tinner Hill that involves enhanced land uses and architecture; reduced curb cuts; and streetscape beautification through trees, plantings, baskets, banners, and the like.

## **V: POTENTIAL SOURCES OF GRANT FUNDING**

Grant funding from federal, state and local agencies is an indispensable source of assistance for projects aimed at delivering public benefits like those sought for along Route 29. The grants identified in this section can be used for a broad range of activities including consulting services (planning and engineering), road improvements, and other engineering requirements for proposed projects.

This list is not exhaustive but represents relevant grants that the Route 29 steering committee, working alongside the City of Falls Church and Fairfax County, might apply for.

See Appendix B for a more extensive list of grant opportunities.

### **1. Transportation Land-Use Connections Program**

**Agency:** Metropolitan Washington Council of Governments

**Amount:** The program provides consultant assistance of \$30,000 to \$60,000 for planning projects, and up to \$80,000 for design or preliminary engineering projects.

**Purpose:** The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives.

**Example Projects:** Fairfax County - Bike/Ped Spot Improvement Projects - Trail to the Van Dorn Metrorail Station

<https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/>

### **2. HSIP - Highway Safety Programs: Highway Safety Program (HSP) and Bicycle and Pedestrian Safety Program (BPSP)**

**Agency:** Virginia Department of Transportation

**Amount:** The funding cycle runs every year with approximately \$60 million available per year. Applications are accepted August through October.

**Purpose:** This federal transportation program is structured and funded to identify and improve locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries and to implement strategies to attain Virginia's Towards Zero Deaths vision.

Projects that involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:

- Be relevant to the program purpose of reducing severe crashes or risk to transportation users.
- Address hazardous situations through good safety planning and identified by safety data driven network screening.
- Demonstrate compliance with the appropriate VDOT design guideline and standards.

**Example Projects:** ADA sidewalk ramps in the Northern Virginia District. The purpose of this project is to retrofit, repair, replace or install sidewalk ramps within VDOT right-of-way throughout Northern Virginia in order to comply with the federal Americans with Disabilities Act (ADA).

[http://www.virginiadot.org/business/ted\\_app\\_pro.asp](http://www.virginiadot.org/business/ted_app_pro.asp)

### 3. Transportation Alternatives Set Aside

**Agency:** Virginia Department of Transportation

**Amount:** Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application). The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match.

**Purpose:** This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

- Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses and canals
- Vegetation management practices in transportation rights-of-way
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment

**Example Projects:** Sidewalk and trail improvements in Vienna, Fair Lakes, and Mason Neck

[http://www.virginiadot.org/business/resources/local\\_assistance/FY19\\_and\\_FY20\\_TA\\_P\\_Allocations\\_Funding\\_Breakdown.pdf](http://www.virginiadot.org/business/resources/local_assistance/FY19_and_FY20_TA_P_Allocations_Funding_Breakdown.pdf)

<http://www.virginiadot.org/business/penhancegrants.asp>

#### 4. Revenue Sharing

**Agency:** Virginia Department of Transportation

**Amount:** This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain highway systems. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

A locality may apply for a maximum of \$5 million in matching allocations per fiscal year (\$10 million per biennial cycle) and the maximum lifetime matching allocation per project is limited to \$10 million in matching allocations. This limitation includes any allocations transferred to the project. The Revenue Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy.

**Purpose:** The program may be used to finance eligible work, including sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network. The program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered, provided the locality identifies any additional funding needed to implement the project.

**Example Projects:** Albemarle County Berkmar Drive Bicycle and Pedestrian Improvements  
Intersection Improvement South Arlington Ridge Road at South Lynn Street

[https://www.virginiadot.org/business/resources/local\\_assistance/Fiscal\\_ Year\\_2019-2020\\_Revenue\\_Sharing\\_allocations.pdf](https://www.virginiadot.org/business/resources/local_assistance/Fiscal_Year_2019-2020_Revenue_Sharing_allocations.pdf)

[https://www.virginiadot.org/business/resources/local\\_assistance/Revenue\\_Sharing\\_Program\\_Guidelines.pdf](https://www.virginiadot.org/business/resources/local_assistance/Revenue_Sharing_Program_Guidelines.pdf)

## 5. CDBG Community Improvement Grants

**Agency:** Virginia Department of Housing and Community Development

**Amount:** \$1.25 million cap on open CDBG projects

**Purpose:** CDBG Community Improvement Grants aid localities in implementing projects that will most directly impact the greatest needs of the community.

Street improvements will be eligible for CDBG assistance where:

- Specific street sections are targeted for improvement;
- The targeted sections are not built to VDOT or community standards and are not part of a current public maintenance system;
- All higher priority community needs will be addressed using CDBG or other funding; and,
- The applicant locality can provide documentation that no other funding is available to address these improvements.

<https://www.dhcd.virginia.gov/cdbg-community-improvement-grants>

## APPENDIX A: COMMUNITY RESPONSES

<b>STICKY NUMBER</b>	<b>COMMENT</b>	<b>LOCATION</b>	<b>ISSUE</b>	<b>SOLUTION TYPE</b>
4.16	Steep Exit/enter to apartment community	Goodwin Court	Access	none
1.04	One-way down Rush hour	Greenway & Washington	Access	Remove
1.03	No cut through traffic (No trucks!)	Marshall St	Access	Remove
4.19	cut through to school would protect students if properly developed	Rosemary Ln and Rt 29	Access	none
4.26a	Service Road creates confusing in turns/traffic	Service road and woodley	Access	none
4.26b	People don't let you out	Service road and woodley	Access	none
3.25	Creat Bike Lane out of one auto Lane	Along South Washington	Bike Issue	Add
6.16b	Bike Lane	Between Marshall and Greenway	Bike Issue	Add
3.04	Bikeshare station hard to access from Fairfax Side	Between Tinner Hill and South Maple (Comic Bo	Bike Issue	None
4.29	add bus shelter	Goodwin Court and Route 29	Bus Issue	add
3.17	This bus stop should be moved 1 block east for better location	Greenway and Cameron	Bus Issue	None
3.18	Safer Crossing for people accessing Bus Stops	Greenway and Cameron	Bus Issue	None
4.14b	no visual appear and no bus shelter	Greenway Blvd and W George Mason Rd. (Rt 29	Bus Issue	add
6.13b	Bus Shelters	Lee Hwy FFX side	Bus Issue	Add
4.18	Cross St to access bus	Rosemary Ln and Rt 29	Bus Issue	none
4.1	Proper Bus shelters	Summerfield Rd. and 29	Bus Issue	add
2.02	move bus stop to corner	W greenway blvd and rt 29	Bus Issue	add
3.24	Popular bus routes connect to metro, better bus stops	Woodlawn Ave	Bus Issue	Add
3.02	Extend Tinner Hill historic memorial district. Attract Visitors Economic	Between Tinner and South Maple	Business	None
6.1	Businesses on Fairfax Side look cruddy	Fairfax Side	Business	None
6.12	Galleria Florist good curb appeal plus custom stonescaping	Galleria Florist	Business	None
3.06	Hotels are ripe for revitalization	Hotel Area	Business	None
6.05	Quarry In Very Seedy	Motel	Business	None
4.03	Please keep Industrial business	Rental/Stone Quarry	Business	None
3.03	Sislers Work Truck park on sidewalk, many turning vehicles	Stone store	Business	None
4.3	add crossing walk	Between Westmoreland Rd and W Cameron Rd	Crossing	add
5.04	Flashing beacon crossing with middle landing pad area	Cameron & Washington	Crossing	Add
5.09	Crosswalk	Cavalier Trail Rd & Washington	Crossing	Add
4.27	The graham and lee interestion is very hard to cross	Graham and Lee	Crossing	none
6.2	Better separate cars and pedestrians. Service road makes intersection very cor	Graham Road	Crossing	None
5.12	Crosswalk	Greenway & Washington	Crossing	Add
3.19	Need Crosswalk	Greenway Blvd	Crossing	Add
4.05	Rebuild intersection to 90 Degrees	Intersection of Rt. 29 and S Maple	Crossing	Add
5.14	Crosswalk	Jackson & Washington	Crossing	Add
6.06	Please - Crosswalk with either light or pedestrian activated flashing light. Dang	Maple & Washington	Crossing	Add
6.07	Crosswalk visibility when on Maple Turning South on Lee	Maple & Washington	Crossing	None

5.02a	Consider Pedestrian only signal.	Maple & Washington	Crossing	Add
5.03	Instead of Pedestrian Bridge, Make an automobile tunnel at intersection.	Maple & Washington	Crossing	Add
5.08	Crosswalk	Maple & Washington	Crossing	Add
1.06a	Pedestrian Bridge (no crossing)	Maple & Washington	Crossing	Add
1.07b	Pedestrian Bridge to access shops and bus stops	Maple & Washington	Crossing	Add
5.06	Existing light, but crosswalks are long and diagonal with no islands	Marshall & Lee	Crossing	None
4.28	add lights and crosswalk	Route 29, Goodwin Court and Jackson St	Crossing	add
3.07	Need Crosswalk	South Maple and Washington	Crossing	Add
3.01	Elevations Obscure Crosswalks	Tinner's Hill and South Washington	Crossing	None
4.25a	Crossing safely	Welcome Dr and waldorf ln	Crossing	add
3.08	Would like right turn only from Maple onto Lee Highway, but also add pedestrian bush, button crosswalk, or straighten out road	Crossing	Crossing	Add
3.16	Too many driveways across sidewalk	Cameron and South Washington	Curb Cut	None
6.09b	Too curb cuts for shopping centers on Lee Highway	Three blocks from South Maple	Curb Cut	None
3.11	Cut Through streets Summerfield, Marshall, Rosemary	Arterial roads	Cut-Thru	None
3.23	Cut Thru traffic on West Marshall Street	West Marshall	Cut-Thru	None
3.13	People think this (westmorland) is a Thru Street, Its NOT!! There have been ma	Westmorland	Cut-Thru	None
6.03	More Lighting, espically next to the murder motel	Motel	Lighting	Add
4.09a	Green island in middle of road	29 and S maple st	Median	add
4.09b	Green island in middle of road	29 and S maple st	Median	add
6.16a	Median poses a potential safety hazard. Residents would like the median remo	Between Marshall and Greenway	Median	Remove
6.19	Love the trees in the middle	Poplar Drive	Median	None
1.05	Medians/islands for turning space	South Washington & Cameron	Median	Add
5.01	Cavalier Trail Road VERY narrow. Should only allow parking on one side or none	Cavalier Trail Road	Parking	None
4.01	no one understands how to use the one way parking lot	Elevation Burger	Parking	None
3.1	Should have diagonal parking and 1 way driving and pedestrian median	Summerfield Fairfax Side	Parking	Add
3.2b	Remove ability to park on both sides of street at corner of West George Mason	West George Mason	Parking	Remove
4.12	too many businesses pouring out parking onto Route 29	Westmoreland Rd. and S Washington St	Parking	remove
4.07	Fixed sidewalks - include greener	29 and S maple st	Sidewalk	add
6.15	Abortion Clinic Dangerous because people protest and cars honk. Signs block v Abortion Clinic		Sidewalk	None
3.21	Protestors block sidewalk and make it hard to go left from West George Masor	Abortion Clinic	Sidewalk	None
3.09	Park auto trucks on median	Between Summerfield and Winchester	Sidewalk	None
5.11	Landscape	Between Summerfield, Cameron & South Washi	Sidewalk	Add
5.1	Trees	Cavalier Trail Rd & Washington	Sidewalk	Add
4.14a	Narrow Sidewalk	Greenway Blvd and W George Mason Rd. (Rt 29	Sidewalk	add
6.14	Sidewalks should be wider, safer for pedestrians	Lee Hwy Falls Church Side	Sidewalk	Add
6.11	Sidewalks are not ADA compliant. Curb cuts for wheelchairs and strollers are in Lee Hwy FFX side		Sidewalk	None
6.13a	Sidewalks are unwalkable. Bigger, wider sidewalks are a HUGE priority.	Lee Hwy FFX side	Sidewalk	None

1.06c	Improved Sidewalks along Lee Highway	Maple & Washington	Sidewalk	Add
3.3	Need to paint Cement Wall or mural project	Mural wall	Sidewalk	Add
4.21b	Wall is unkempt	poplar dr and welcome dr along rt 29	Sidewalk	add
6.02	Trucks coming out of Sisters and hanging in driveway so people can't walk by	Quarry	Sidewalk	None
3.27	Buffer too narrow between Sidewalk and Road	Rosemary (Fairfax)	Sidewalk	Add
3.26	Wider Sidewalks	Rosemary (Falls Church Side)	Sidewalk	Add
3.28	Increase Sidewalk or enforce property owners to cut rush so pedestrians dont	Rosemary and Poplar (between)	Sidewalk	Add
1.01	Sidewalk - on Rosemary! Help students use trail to walk trail	Rosemary Lane	Sidewalk	Add
6.01	This is where people want to go	South Maple and Tinner Hill	Sidewalk	None
3.15	Sidewalk is too narrow here	Summerfield and Cameron Road (Fairfax Side)	Sidewalk	None
4.02	the sidewalk at the target complex are great	Target	Sidewalk	None
6.09a	When it snows the sidewalks are unusable	Three blocks from South Maple	Sidewalk	None
4.15	Narrow Sidewalk	W Marshall and Jackson Street along Rt. 29	Sidewalk	add
4.23	Mural District - safety priority, sense of place, brick issues	Welcome Dr and Poplar Dr	Sidewalk	Add
4.25b	Walking Safely	Welcome Dr and waldorf In	Sidewalk	Add
3.12	Sidewalks are too narrow and commercial vehicles block so you cannot exit str	Westmorland and Washington	Sidewalk	None
5.13	New Light	Greenway & Washington	Traffic Signal	Add
5.02b	Businesses in Italian Cafe Shopping Center butted heads with Fairfax in the pas	Italian Cafe	Traffic Signal	None
5.07	Light	Maple & Washington	Traffic Signal	None
1.07a	South Maple Ave intersection traffic circle for cars	Maple & Washington	Traffic Signal	Add
3.05	Need to be a stop light!!	Maple and South Washington	Traffic Signal	Add
4.06	Full traffic light installed	Maple St	Traffic Signal	add
4.13	No traffic lights between marshall and tinner hill	Marshall and Tinner hill	Traffic Signal	add
2.01	traffic light, falls church is planning on adding on	south maple ave and rt 29	Traffic Signal	add
2.04	marhsall light cycling to quickly	W Marshall st and Marshall St along Rt 29	Traffic Signal	add
3.2a	Would like a red light at West George Mason and South Washington	West George Mason and Lee	Traffic Signal	Add
3.22	Difficult to see this light heading west at evening rush hour so pedestrians can	West Marshall	Traffic Signal	None
6.08	Need better bike and ped access through here from other part of Neighborhoc	Cavalier Trail North	Trail	Add
6.04	Contiue off-road ped paths into Fairfax County	Cavalier Trail South	Trail	Add
3.31	Access - There is already an unpaved trail from Rosemary	Edgehill Ave	Trail	None
3.32	Safer Bike Path - Bike Pedestrian access to school	Graham road	Trail	Add
3.29	Better trail to access Graham Road Elementary	Rosemary Lane	Trail	Add
3.14	Park Entrance off West Westmorland	Westmorland	Trail	None
4.08	Center turning lane from too many directions	29 and S maple st	Turning Lane	remove
1.06b	Turn Lane	Maple & Washington	Turning Lane	Add
1.07c	No Left turns off South Maple onto 29	Maple & Washington	Turning Lane	Remove
1.02	No Left turns during rush hour	Marshall St	Turning Lane	Remove

4.17	Pro-level left turn	W Rosemary Ln	Turning Lane	none
6.18	People go very fast in this area	Rosemary Lane	Vehicle Speed	None
2.03	red light camera	W marshall st and marshall st, crossing rt 29	Vehicle Speed	add
4.24	Free right encourages speeding in the neighborhood	Welcome Dr and Route 29	Vehicle Speed	remove
4.11	Need rectangular rapid flashing beacon	Westmoreland Rd. and S Washington St	Vehicle Speed	add
4.21a	Narrow overgrown sidewalk	poplar dr and welcome dr along rt 29	Visibility	remove
4.22	can't see past median plantings	Rt 29 near edgehill ave	Visibility	remove
4.04	Civil Rights History Mural District	Tinner Hill - South Maple		None

## APPENDIX B: GRANT OPPORTUNITIES

Grant Title	Agency	Amount	Description	Match Requirement	Examples of Funding	Link
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	The funding cycle is annual. Approximately \$60 million is available per year.	<p>The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety with a focus on performance.</p> <p>Projects involve the identification of high crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:</p> <ul style="list-style-type: none"> <li>▪ Be relevant to the program purpose of reducing severe crashes or risk to transportation users.</li> <li>▪ Address hazardous situations through good safety planning and identified by safety data driven network screening.</li> <li>▪ Demonstrate compliance with the appropriate VDOT design guideline and standards.</li> </ul>		<p>Under construction: ADA sidewalk ramps in the Northern Virginia District. The purpose of this project is to retrofit, repair, replace or install sidewalk ramps within VDOT right-of-way in order to comply with the federal Americans with Disabilities Act (ADA).</p>	<a href="https://safety.fhwa.dot.gov/hsip/">https://safety.fhwa.dot.gov/hsip/</a>
Buses and Bus Facilities Discretionary Funding	Federal Transit Administration		<p>The purpose of the Grants for Buses and Bus Facilities Program is to assist in financing buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.</p>	<p>The federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage.</p>		<a href="https://www.transit.dot.gov/funding/applying/notices-funding/buses-and-bus-facilities-program-fy-2019-notice-funding">https://www.transit.dot.gov/funding/applying/notices-funding/buses-and-bus-facilities-program-fy-2019-notice-funding</a>
Building Blocks for Sustainable Communities	Federal Transit Administration		<p>The Federal Transit Administration (FTA) provides technical assistance for community engagement and bicycle planning.</p> <p>Building Blocks for Sustainable Communities provides quick, targeted technical assistance to selected communities using a variety of tools that have demonstrated results and widespread application.</p>		<p>Green and Complete Streets: Norfolk, Virginia; Creating a Green Streets Strategy: Lynchburg, Virginia;</p>	<a href="https://www.epa.gov/smartgrowth/building-blocks-sustainable-communities">https://www.epa.gov/smartgrowth/building-blocks-sustainable-communities</a>
Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation Program (RSTP)	<u>FHWA</u> – <u>Northern Virginia Transportation Authority</u>	\$200,000 - \$300M	<p>The program is administered by the Commonwealth Transportation Board (CTB) and the Northern Virginia Transportation Authority (NVTA). The City's combined share of funding from these two programs is approximately \$350,000 per year.</p>		<p>Arlington County - Columbia Pike Multimodal Street Improvements – East</p> <p>City of Falls Church -Funding for Bus Shelters</p>	<a href="https://thenovaauthORITY.org/programming/cmaq-rstp/">https://thenovaauthORITY.org/programming/cmaq-rstp/</a>
Urbanized Area Formula Grants	Federal Transit Administration		<p>The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas</p>	<p>The federal share is not to exceed 80 percent of the net project cost for capital</p>		<a href="https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307">https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</a>

			<p>and to governors for transit capital and operating assistance and for transportation-related planning in urbanized areas.</p> <p>Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.</p>	<p>expenditures. The federal share may not exceed 50 percent of the net project cost of operating assistance.</p>		
Transportation Land-Use Connections Program	Metropolitan Washington Council of Governments	The program provides consultant assistance of \$30,000 to \$60,000 for planning projects, and up to \$80,000 for design or preliminary engineering projects.	<p>The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. In addition to providing <u>technical assistance</u>, the TLC Program includes a <u>Peer Exchange Network</u> and provides support for the TPB's project selection role under the federal <u>Transportation Alternatives Set Aside (TAP)</u>.</p> <p>Funding Priorities:</p> <ul style="list-style-type: none"> <li>▪ Ped/Bike Access Improvements to Transit</li> <li>▪ Multimodal transportation options:</li> <li>▪ Completion of the National Capital Trail</li> <li>▪ Cross-jurisdictional projects</li> </ul>	<p>Recipients receive short-term consultant services. Recipients do not receive direct financial assistance.</p>	<p>Fairfax County - Bike/Ped Spot Improvement Projects - Trail to the Van Dorn Metrorail Station</p>	<a href="https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/">https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/</a>
QuickStart Mini-Grants, Safe Routes to School	VDOT	Up to \$1,000	<p>The Virginia Department of Transportation (VDOT) makes available grants for bike racks, safety equipment, educational materials, and training in support of biking to school.</p>	None	<p>Belle View Elementary School - Bike racks and bike safety assembly, bike rodeo</p>	<a href="http://www.virginiadot.org/programs/srsm_quick_start_mini-grant_program.asp">http://www.virginiadot.org/programs/srsm_quick_start_mini-grant_program.asp</a>
CDBG Community Improvement Grants	Virginia DHCD	\$1.25 million cap on open CDBG projects	<p>CDBG Community Improvement Grants aid eligible localities in implementing projects that will most directly impact the greatest needs of the community.</p> <p>Street improvements will be eligible for CDBG assistance where:</p> <ul style="list-style-type: none"> <li>▪ Specific street sections are targeted for improvement;</li> <li>▪ The targeted sections are not built to VDOT or community standards and are not part of a current public maintenance system;</li> <li>▪ All higher priority community needs will be addressed using CDBG or other funding; and,</li> <li>▪ The applicant locality can provide documentation that no other</li> </ul>			<a href="https://www.dhcd.virginia.gov/cdbg-community-improvement-grants">https://www.dhcd.virginia.gov/cdbg-community-improvement-grants</a>

			funding is available to address these improvements.			
CDBG Planning Grants	Virginia DHCD	\$1 million cap on open CDBG projects	<p>Virginia's CDBG Planning Grant program is designed to aid in developing clearly articulated strategies for addressing communities' greatest community development needs following meaningful citizen participation.</p> <p>There are six categories of Planning Grants</p> <ul style="list-style-type: none"> <li>▪ Community Organizing Planning Grants;</li> <li>▪ Community Needs Assessment / Economic Assessment Planning Grants;</li> <li>▪ CDBG Project Planning Grants;</li> <li>▪ Business District Revitalization Planning Grants;</li> <li>▪ Regional Project Planning Grants; and</li> <li>▪ Telecommunications Planning Grants</li> </ul>	Although there is no requirement for local match, Planning Grants may or may not cover the full cost of all planning activities for future projects.		<a href="https://www.dhcd.virginia.gov/sites/default/files/Docx/cdbg/2019-cdbg-program-design.pdf">https://www.dhcd.virginia.gov/sites/default/files/Docx/cdbg/2019-cdbg-program-design.pdf</a>
State of Good Repair (SGR)	VDOT		<p>The program provides funding for deteriorated pavements and structurally deficient bridges maintained/owned by the Virginia Department of Transportation (VDOT) and/or localities, as approved by the Commonwealth Transportation Board (CTB). Can be used for customer facilities:</p> <ul style="list-style-type: none"> <li>▪ Bus shelters</li> <li>▪ Bus stop accessibility</li> <li>▪ Bus Route signage</li> </ul>	Each district will receive between 5.5 percent and 17.5 percent of the total available SGR funds in any given year based on the SGR needs as described above.	<p>E Broad St. Falls Church - Northern Virginia submitted by Caitlin Sobsey \$52,315</p> <p><a href="http://www.ctb.virginia.gov/resources/2019/may/reso/6.pdf">http://www.ctb.virginia.gov/resources/2019/may/reso/6.pdf</a></p>	<a href="https://www.virginiadot.org/projects/state_of_good_repair.asp">https://www.virginiadot.org/projects/state_of_good_repair.asp</a>
Call for Regional Transportation Projects	Northern Virginia Transportation Authority	\$5.4M - \$120M	On July 1, 2019, the Northern Virginia Transportation Authority posted a Call for Regional Transportation Projects for FY2024 and FY2025 regional revenue consideration as part of the FY2020-2025 Six Year Program Update. The Authority expects to allocate at least \$400 million towards projects across Northern Virginia when the Six Year Program Update is adopted in June 2020.		The City of Frederick MD Golden Mile Multimodal Access Enhancement Plan was first selected as a TLC project in 2014. The project was aimed to improve transit access, identify pedestrian, and bicycle connections, and encourage using alternate forms of transportation.	<a href="https://thenovaauthority.org/fy2024-2025-six-year-program-update/">https://thenovaauthority.org/fy2024-2025-six-year-program-update/</a>
I-66 Commuter Choice Program	Northern Virginia Transportation Commission		The I-66 Commuter Choice Program is a multimodal transportation improvement funding program. The purpose of the program is to identify and fund projects that benefit toll payers and move more people through the I-66 corridor, inside the Beltway.	None	Improving access to and comfort at CUE bus stops and providing real-time transit arrival information at high ridership stops in the City of Fairfax.	<a href="http://www.novatransit.org/i66commuterchoice/">http://www.novatransit.org/i66commuterchoice/</a>
Transportation Alternatives Set Aside	VDOT	Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application).	This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience. It focuses on providing pedestrian and bicycle facilities and other community improvements.	The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match.		<a href="http://www.virginiadot.org/business/prenhancegrants.asp">http://www.virginiadot.org/business/prenhancegrants.asp</a>
Revenue Sharing	VDOT	A locality may apply for a maximum of \$5 million	This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain highway systems.	The Revenue Sharing program will match, dollar for dollar, eligible project costs up to	Albermarle County Berkmar Drive Bicycle and Pedestrian Improvements Intersection Improvement South	<a href="https://www.virginiadot.org/business/resources/local_assistance/Revenue_Sharing_Program_Guidelines.pdf">https://www.virginiadot.org/business/resources/local_assistance/Revenue_Sharing_Program_Guidelines.pdf</a>

		matching allocations per fiscal year (\$10 million per biennial cycle) and the maximum lifetime matching allocation per project is limited to \$10 million in matching allocations.	The Revenue Sharing Program may be used for sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network.	limitations specified in CTB Policy	Arlington Ridge Road at South Lynn Street.	
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**NOTE:**

Neighborhood traffic calming in the City of Falls Church is funded by the Highway Safety Improvement Program (HSIP). The City applies for funds through VDOT, which oversees project development, construction and finance to ensure compliance with the federal guidelines of the grant.

Similar federal programs which the City is participating in now, or has used before are:

Regional Surface Transportation Program (RSTP) - previously used for bridges, infrastructure improvements and maintenance, ped/bike improvements

Transportation Alternatives Program (TAP) - non-auto based projects like trail improvements & ped/bike projects

Non-federal programs the City has participated in, which are administered through VDOT or regional transportation agencies are:

State of Good Repair (SGR) - bridges and paving, roadbed reconstruction

Revenue Sharing - a 50/50 match program used for signals, intersections, paving projects and other infrastructure

NVTA 70% funds

NVTC I-66 Commuter Choice program

### **Six-Year Improvement Program**

The Six-Year Improvement Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years.

The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the succeeding five fiscal years. The CTB allocates funds for the first fiscal year of the SYIP, but the remaining five years are estimates of future allocations. Fiscal years start July 1 and end June 30.

The CTB updates the SYIP each year as revenue estimates are updated, priorities are revised, and project schedules and costs change. Throughout the SYIP development process, there are various points of coordination with regional, metropolitan, and local groups, as well as opportunities for public participation. Development of the SYIP begins in the Fall and the CTB hosts a series of meetings seeking public comment on transportation projects and priorities. The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) carry out various project selection processes and projects are recommended for funding in the Draft SYIP presented to the CTB in the Spring. The CTB hosts a series of public hearings to receive feedback on proposed projects and recommends adjustments to the Draft SYIP as necessary. A Final SYIP is presented to the CTB for adoption in June.

The SYIP contains projects selected for funding through the statewide prioritization process, as well as projects funded through other programs including bridge, paving, safety, and other special federal and state programs. The SYIP also includes projects that are funded by others but administered by VDOT. Candidate projects can be submitted for consideration through the SMART Portal". Individual projects are selected for funding and included in the SYIP, which is adopted by July 1 of each year.

In general, it is the intent of the CTB that projects included in the SYIP are to be fully funded through construction and delivered according to the established budget and schedule. If a locality or metropolitan planning organization requests the termination of a project or fails to advance a project to the next phase, then the locality or localities within the metropolitan planning organization may be required to reimburse the Department for all funds expended on the project.

Allocations available in the following funding programs will be programmed in the SYIP annually:

- State of Good Repair Program pursuant to §33.2-369
- Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to 23 U.S.C. §133
- Congestion Mitigation Air Quality funds pursuant to 23 U.S.C. §149
- Highway Safety Improvement Program pursuant to 23 U.S.C. §148 and §154
- Allocations available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:
- High Priority Projects Program pursuant to §33.2-370

- Highway Construction District Grants Program pursuant to §33.2-371
- Allocations available in the first and second year of the SYIP under development for the following funding programs will be programmed in odd-numbered fiscal year SYIP updates:
- Revenue Sharing Program pursuant to §33.2-357
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to 23 U.S.C. §133, excluding sub-allocated funds controlled by metropolitan planning organizations

Click [here](#) for a summary of various VDOT transportation funding programs and the [biennial programming schedule](#).

Subject to the provisions governing each of these programs, the CTB may adjust the timing of funds programmed to projects from previously adopted programs to meet the cash flow needs of the individual projects, maximize the use of federal funds, or to address revised revenue projections and project priorities. As part of the annual SYIP update, funds no longer needed for the delivery of a project will be reallocated consistent with Board's priorities for programming funds and federal/state eligibility requirements.

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)

<http://www.drpt.virginia.gov/media/2603/draft-fy-2020-grant-application-guidance.pdf>