

# Proposed Smart Scale Applications

July 7, 2020

City Council Work Session



# Project Timeline –

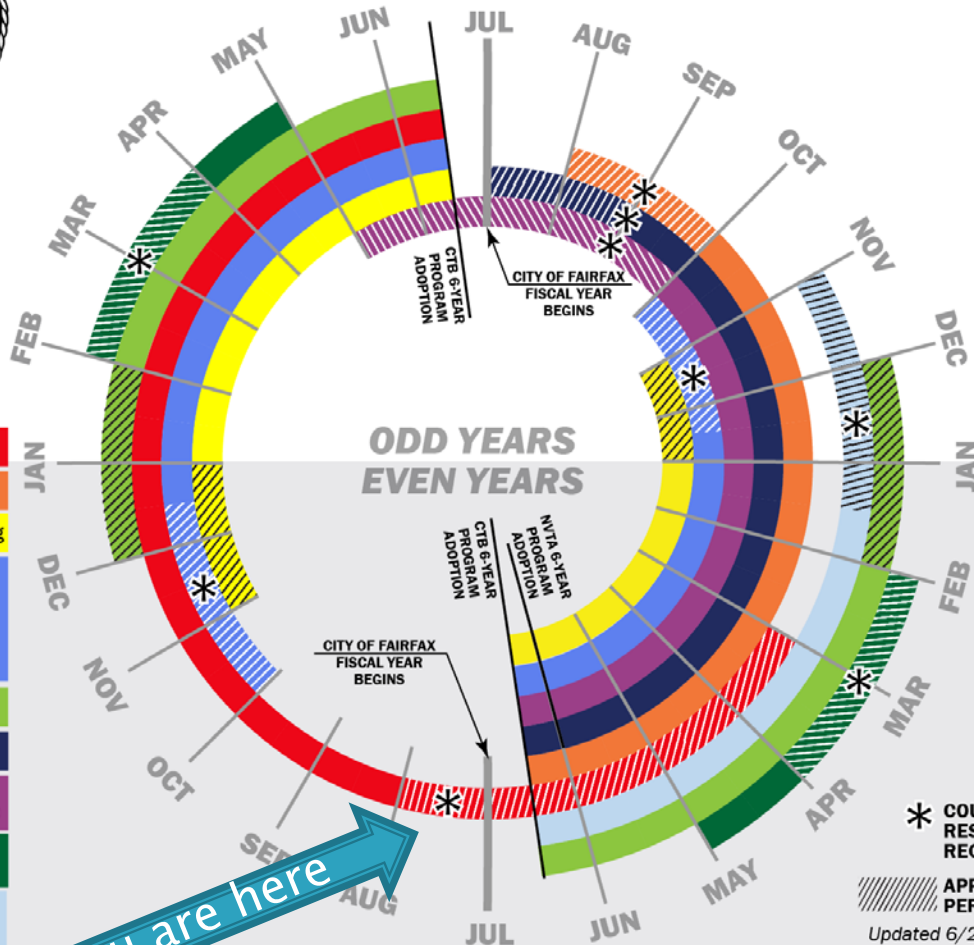
- April 23, 2019: Work session to discuss proposed Two Year Transportation Program projects
- June 25, 2019: Work session to review proposed Two Year Program
- September – December, 2019: Application endorsements for Revenue Sharing, Transportation Alternatives Program, CMAQ/RSTP, I-66 Commuter Choice and NVTA 70% funds
- July, 2020: Application endorsement for Smart Scale



# 2-YEAR TRANSPORTATION FUNDING TIMELINE

## LEGEND

- Smart Scale
- Revenue Sharing
- Primary Extension Paving
- Congestion Mitigation and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)
- Transit Assistance
- NVTA 70% Funds
- Transportation Alternatives Program (TAP)
- Transportation/Land-Use Connections (TLC)
- I-66 Inside the Beltway Toll Revenue



You are here

**\* COUNCIL RESOLUTION REQUIRED**

**//// APPLICATION PERIOD**

Updated 6/29/2020

# Performance Metrics

The Fairfax Multimodal Transportation Plan seeks to provide the framework for a system that serves the values of the community and achieves the key goals of the plan. Attainment of the overall vision will be measured against four key targets to be achieved by 2035:

Create a city of “**15-minute neighborhoods**” – ensure that 100% of residents can access a local activity center via a safe 15-minute walk from home (currently 44%).



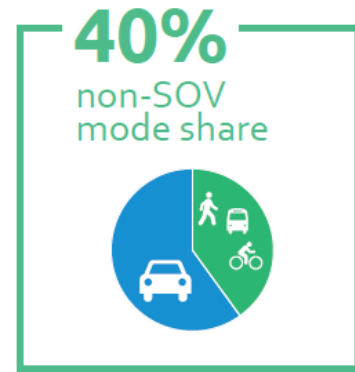
Ensure **100% of residents are connected to green space**, trails, or open space via a safe 15-minute walk of home (currently 88%).



Ensure **100% of residents have access to transit** by providing a transit stop within a safe 10-minute walk of each residence (currently 79%).




Increase **choice, reliability, and efficiency** in travel by achieving at least a 40% non-drive alone mode share for commute to work trips (currently 28%).



# Smart Scale

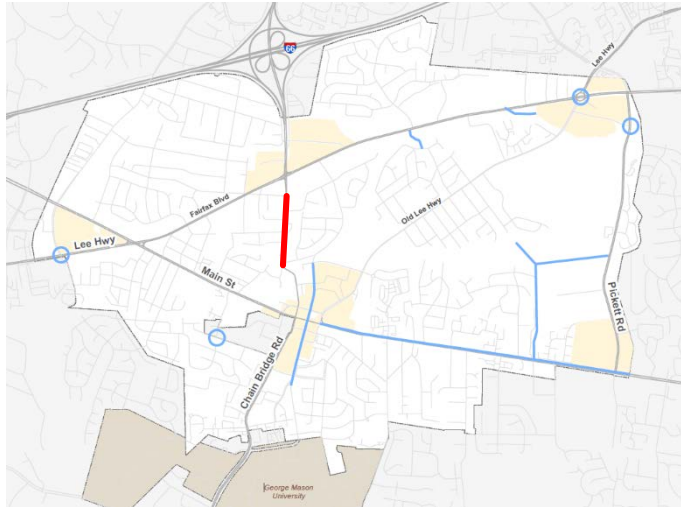
- ▶ Application timeline biannual, even years
- ▶ Funding available 6 and 7 years out
  - Funding available FY 26/27 if awarded
- ▶ Source of funds – Federal and State
- ▶ Applications include preliminary project details
- ▶ Competitive application
  - Congestion Mitigation                      Safety
  - Economic Development                      Environmental Quality
  - Accessibility                                      Land Use

# Smart Scale


- ▶ Applications for FY 26/27 opened in the Spring
  - ▶ City submitted pre-applications for two projects
    - Chain Bridge Road Sidewalk, Taba Cove to Fairfax Blvd
    - Fire Station/Country Club Commons Connector Trail
  - ▶ Prepared draft application materials with city's on-call engineering consultants
  - ▶ Final applications due August 1
  - ▶ Applications require Resolutions of Support
- 



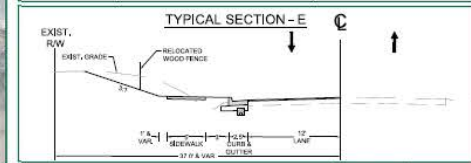
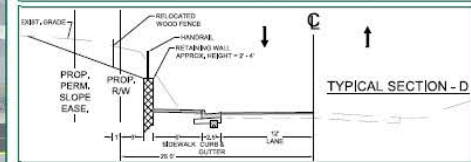
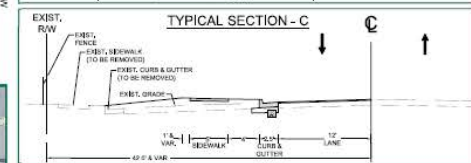
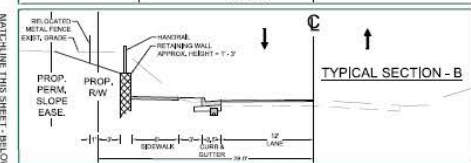
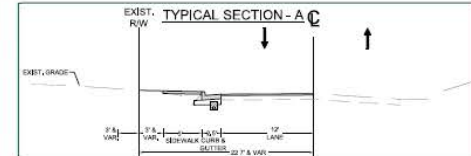
# Chain Bridge Rd Sidewalk, Taba Cove to Fairfax Blvd



# Project Description

- ▶ Provide last missing link on CBR between Northfax and Old Town
  - ▶ Construct 1,850 linear feet of new sidewalk
  - ▶ Improve the two existing bus stops
  - ▶ Provide curb & gutter, drainage improvements, lighting
  - ▶ Project estimate of \$6.6M
- 





# CHAIN BRIDGE ROAD SIDEWALK AND BUS STOP IMPROVEMENTS

CITY OF FAIRFAX, VIRGINIA - APRIL 2020

## KEY LEGEND

- 1. STD. CURB CURB AND GUTTER
- 2. PROP. PAVED CONC. SIDEWALK
- 3. PROP. PAVED CONC. SIDEWALK
- 4. PROP. 3' BUFFER SPACE
- 5. PROP. 3' BUFFER SPACE
- 6. PROP. SOLID BR. P.E. RETAINING WALL W. HANDRAIL
- 7. PROP. CO-12 CURB RAMP W. DETECTABLE WARNING SURFACE
- 8. PROP. CO-9A ENTRANCE
- 9. PROP. REFUGE ISLAND
- 10. PROP. FENCE
- 11. PROP. HIGHWAYWAY
- 12. PROP. PERM. SLOPE EASE
- 13. PROP. TEMP. CONSTR. FENCE
- 14. PROP. BUS STOP SHELTER

## LEGEND

- GRASS / LANDSCAPE FEATURE
- CONCRETE SIDEWALK / CURB / CONCRETE MEDIAN
- NEW PAVEMENT / ASPHALT FEATURE
- EXISTING / CONSTRUCTION PLANNED 2020 (UPC 109573)
- RETAINING WALL
- SEWER / UTILITY DEMO - ROAD / BT SECTION
- BUS STOP IMPROVEMENTS



**TIMMONS GROUP**  
100% VISIBLE ACCOUNTED THROUGHOUT

# Chain Bridge Rd Sidewalk Survey

- ▶ Received 21 comments
- ▶ All positive responses

<b>Summary of Comment Responses</b>	
Positive Responses, in favor	<b>13</b>
Positive Responses, in favor, with comments	<b>8</b>
Negative Responses, not in favor	<b>0</b>

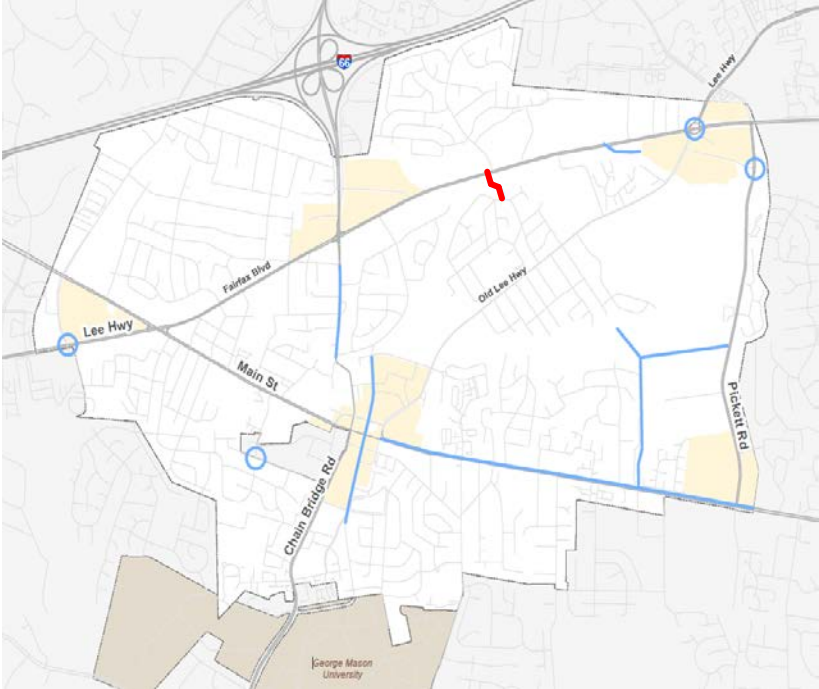
# Chain Bridge Rd Sidewalk Survey

<b>Response Common Themes</b>
"Provides much needed pedestrian access to Old Town..."
"Currently very dangerous, sidewalk will provide safety for pedestrians..."
"Badly needed improvements, we've been waiting for this..."
"An important North - South connection, Old Town to Northfax..."


<b>Comments &amp; Suggestions</b>
"Provide buffer strip throughout sidewalk corridor..."
"Provide bike lanes along the corridor..."
"Incorporate CUE real-time arrival information boards in the sheltered bus stops..."
"Reduce the speed limit in the corridor, increase enforcement..."
"Incorporate a pedestrian crosswalk at the Stratford Avenue Intersection..."
"Consider adding lamps/street lights, brick paver sidewalk and crosswalks..."



# Country Club Commons Connector Trail



# Project Description

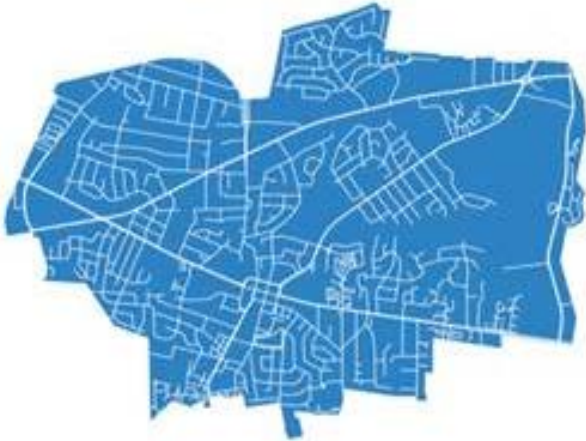
- ▶ Construct 650 foot new trail
    - Boardwalk/elevated walkway for 625 feet
    - Asphalt for 25 feet at Country Club Commons
    - 10 foot wide path
    - 1 proposed bridge
  - ▶ Project estimate of \$3.2M
- 

# Country Club Commons Connector Trail

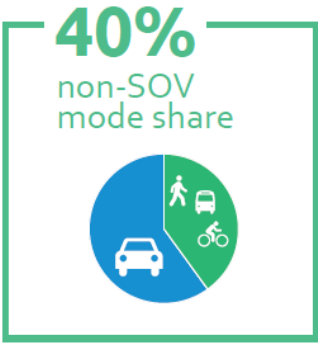
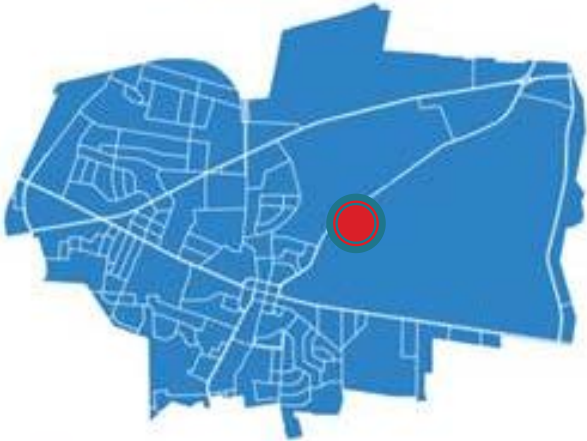
- ▶ Improve access to Old Town & Fairfax Blvd for residents north and south of Fairfax Blvd
  - Without connection, 1.4 miles to same points
- ▶ Utilizes existing crossing at Plantation Parkway
- ▶ Connects to regional transit
- ▶ Creates new off-road connection
  - Important to include both on and off-road connections in the overall network
- ▶ Proximity to Fire Station – “eyes on the trail”

# Country Club Commons Connector Trail

TOTAL STREET GRID

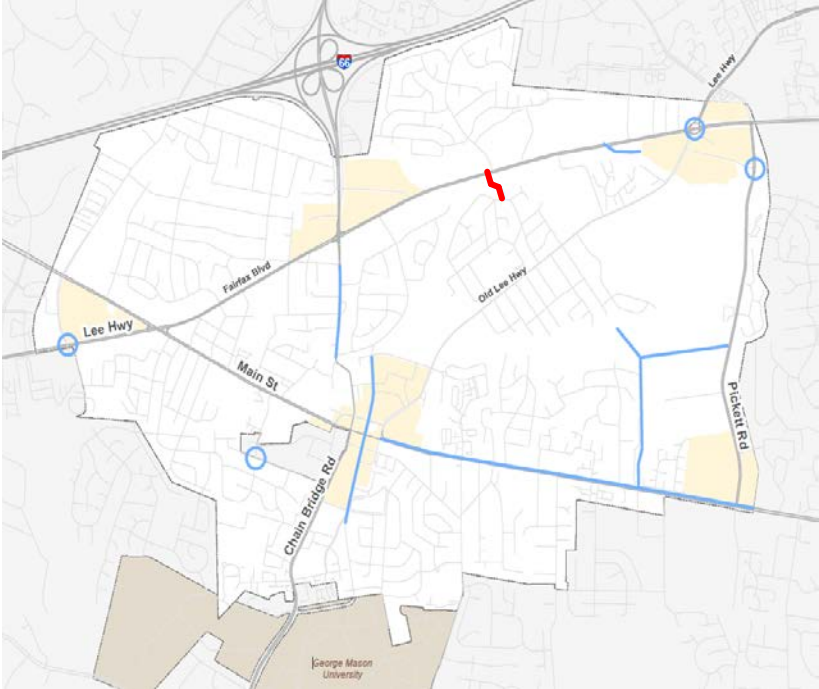


FUNCTIONAL STREET GRID





# Country Club Commons Connector Trail





CITY OF FAIRFAX

DEPARTMENT OF PUBLIC WORKS

Transportation Division  
10405 Ardrosson St., Room 200A  
Fairfax, VA 22030  
Phone: 703-385-7889

**Kimley»Horn**

12100 KIMLEY-HORN AND ASSOCIATES, INC.  
11100 Commerce Park Drive  
Suite 400  
Arlington, Virginia  
22204  
Phone: 703-674-3300  
Fax: 703-674-1332

Soil:

Revisions      Date

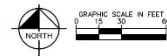
DESIGNED BY: CK  
DRAWN BY: CK  
CHECKED BY: CK

CITY OF FAIRFAX, VIRGINIA  
DEPARTMENT OF PUBLIC WORKS

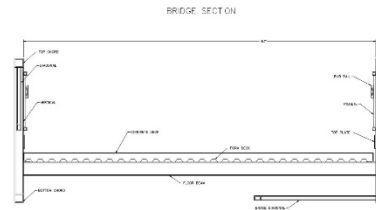
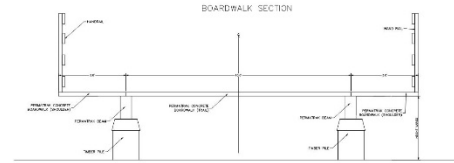
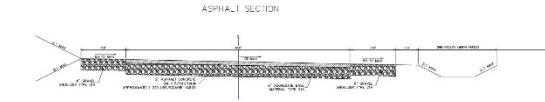
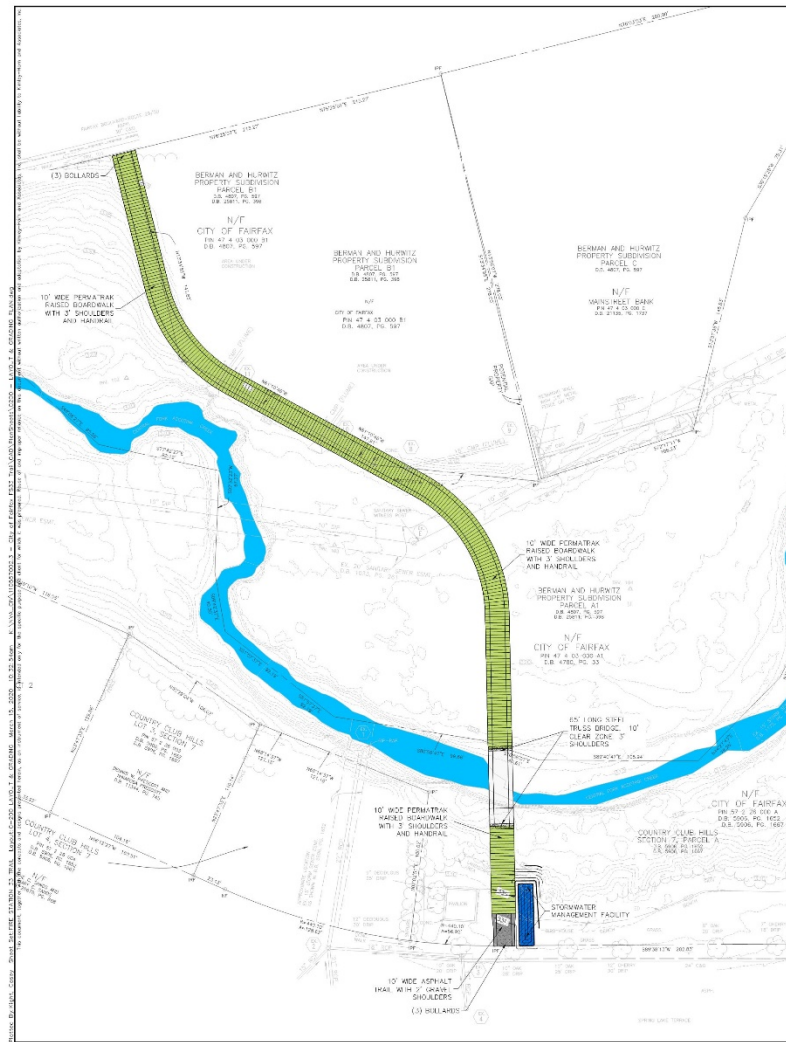
COUNTRY CLUB HILLS COMMONS  
CONNECTOR TRAIL  
(ALONG ACCOTINK CREEK)

PROJECT # 110557002.3

SCALE



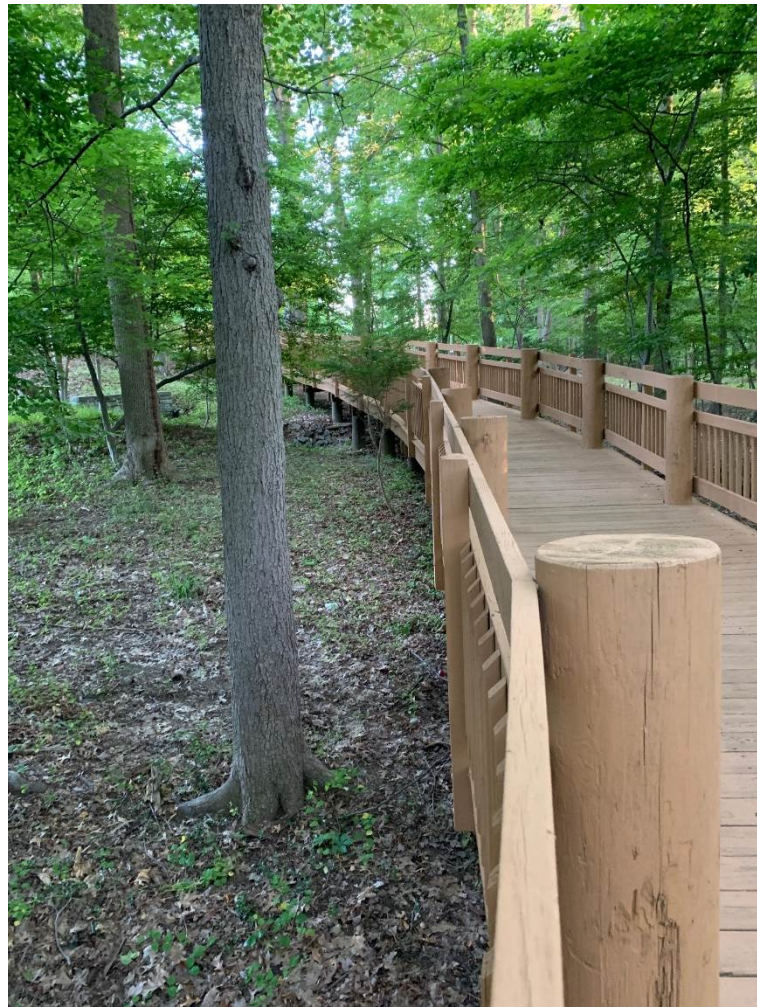
SHEET  
SITE LAYOUT &  
GRADING PLAN  
C-200



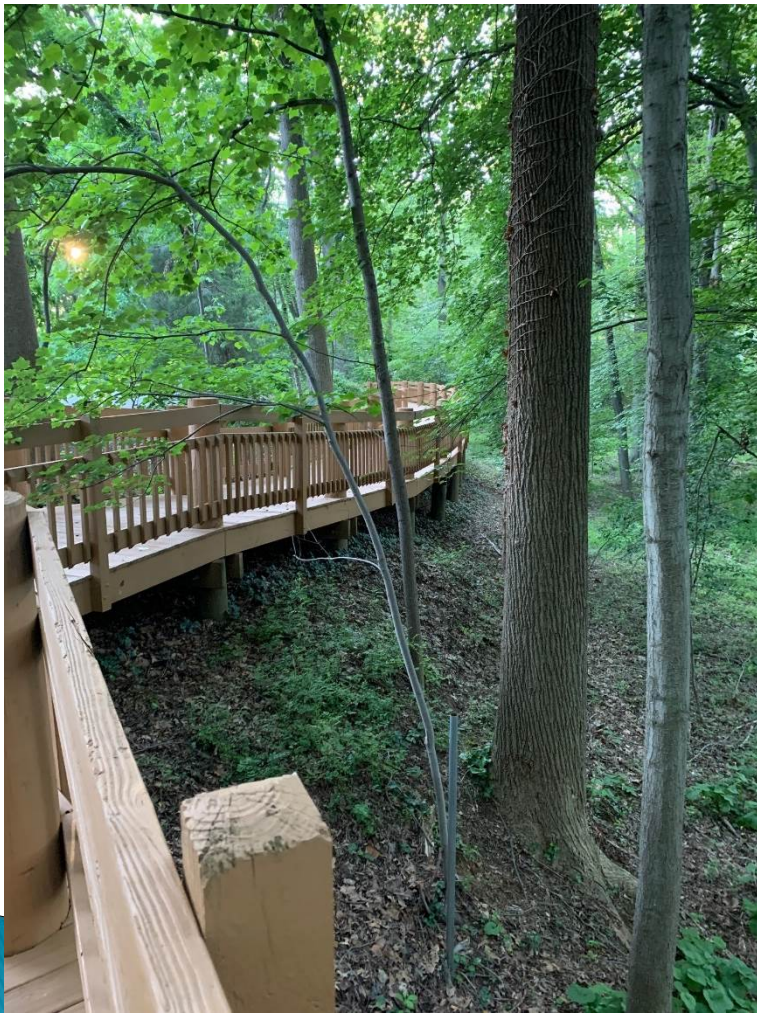
LEGEND

- ASPHALT TRAIL
- PERMEABLE BOARDWALK
- STEEL TRUSS BRIDGE
- STORMWATER MANAGEMENT
- ACCOTINK CREEK










- ▶ Trail can meander between trees
- ▶ Strategically place piers to minimize impacts
- ▶ Majority of construction can be done without heavy machinery
- ▶ Bridge can be pre-fabricated

# Landscaping Impacts

- ▶ City will perform analysis to determine location of invasive vs non-invasive plants
  - ▶ Construction path will be designed to impact invasive species as much as possible, and any re-vegetation would be with native plants
- 

# Lighting

- ▶ Trail will not be lit
- ▶ No angle from neighborhood where you would be able to see from one end of the trail to the other
- ▶ Buffer/view will remain





# Crime and Safety

- ▶ Studies show that bike/ped paths do not bring crime into the neighborhoods in which they are located
- ▶ Conversely, trail presence can lower crime rates due to watchful eyes
- ▶ Reported negative effects were litter, noise, unleashed pets

## A NORTH ADAMS BICYCLE/PEDESTRIAN PATH: QUESTIONS, CONCERNS, FACTS AND ANSWERS

August 2013

### COMMON BENEFITS

As noted consistently in surveys conducted across the country, the creative and greenways benefit the communities in which they are located. They accommodate most users, including families, seniors and wheelchair users; provide open green space and include public space; people out of their homes, offering a place to exercise; to socialize with neighbors; and to walk their dogs. Studies consistently show that once bike/ped paths or walking trails are in place, residents living near them use them, many daily or weekly, consistently for walking or other moderate physical exercise. The convenience of being a short distance from their homes is the dominant factor as their use is demonstrated on the Ashworth Brook Rail Trail, where 86% of survey respondents reported that the most important benefit of the Trail is that it provides a safe opportunity for their household. All but a few respondents noted that household members within the past 12 months, with almost half stating that they used it once or more per week. The convenience of establishing a bike/ped trail is even more important in a city like North Adams where a significant percentage of its residents own a vehicle.

### COMMON CONCERNS

Residents across the county have expressed concerns about the potential for increased crime in areas adjacent to the path, leading to increased tax revenue. These paths also transportation routes for those who wish to bike to work or to run errands without owning a vehicle.

### Studies of Existing Trails and Shared Use Paths:

#### Studies on Shared Use Paths and Safety:

Trails and greenways implemented across the country over the past few decades have demonstrated positive impacts on the communities where they have been installed. Studies and surveys in multiple contexts have shown paths can benefit communities by providing exercise and recreation opportunities, transportation choices, a sense of community, increased property values, and lower crime rates. There are many misconceptions about the value of bicycle paths/trails and their relationship to property values and crime rates. Below is a collection of excerpts from various resources that provide information on the often-misunderstood issues.

#### Misconceptions: Are Trails Safe?

In this article, *Rail-Tracks and Safe Communities* addresses some misconceptions concerning trails and the overall crime rate in the regions in which they are located. The authors note that although there were differences reported in crime rates compared to 17 years before when, collection, and related to facilities with more users, there were no significant changes in crime rates. The authors note that the design of trails, such as the location of trails, the location of trails, and the location of trails, can be designed to be safe and secure. The authors note that the design of trails, such as the location of trails, the location of trails, and the location of trails, can be designed to be safe and secure.

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Katz  
1/2012

## The Correlation of Nature Trails and Crime

### RAIL-TRAILS AND SAFE COMMUNITIES



THE EXPERIENCE ON 372 TRAILS

<sup>1</sup> Davis, Tammy and Hugh Morris. *Rail-Tracks and Safe Communities*.  
<sup>2</sup> Housman, B.J. Manager of Planning & Construction, U.S. Department of the Interior, Bureau of Land Management, and Office of Planning, Bureau of Land Management.  
<sup>3</sup> The report of the study is a book of the same name and the Trails and Conservation Assistance Program, National Park Service.





# Crime and Safety

The study of 372 trails representing a diverse set of trail types, length and geographic locations from 38 states “revealed that crime rates are lower on trail networks than the overall crime rate for the region in which they are located.”

“An important component of security is “eyes”...the more people present the less likelihood of criminal activity.

## A NORTH ADAMS BICYCLE/PEDESTRIAN PATH: QUESTIONS, CONCERNS, FACTS AND ANSWERS

August 2013

### COMMON BENEFITS

As noted consistently in surveys conducted across the country, the creation and greenways benefit the communities in which they are located. They accommodate most users, including families, seniors and wheelchair users. They provide a safe, open green space and include public space. Studies consistently show that once bike/ped paths or walking trails are in place, residents living near them use them, many daily or weekly, usually as walking or other moderate physical exercise. The convenience of being a short distance from their home is the dominant factor as their use is demonstrated on the Ashworth Road Trail, where 86% of survey respondents reported that the most important benefit of the Trail is that it provides a safe opportunity to exercise within the past 12 months, with almost half stating that they used it once or more frequently. All but a few respondents noted that household members within the past 12 months, with almost half stating that they used it once or more frequently. The convenience of establishing a bike/ped trail is an important factor in a city like North Adams where a significant percentage of residents own a vehicle.

Bike/ped paths have dependably provided economic benefits to the communities in which they are located. Visitors to the path frequent local businesses and often spend money in the area. Both residential and commercial property values increase in proximity to the path, leading to increased tax revenues. These paths also provide transportation routes for those who wish to bike to work or to run errands without the expense of owning a vehicle.

### COMMON CONCERNS

Residents across the country have expressed concerns about bike/ped paths. These concerns include: safety, property values, and noise. This document addresses these concerns and provides information on how to address them.

### Studies of Existing Trails and Shared Use Paths:

#### Exercise on Shared Use Paths and Safety:

Trails and greenways implemented around the country over the past few decades have demonstrated positive impacts on the communities where they have been installed. Studies and surveys in multiple contexts have shown paths can benefit communities by providing exercise and recreation opportunities, transportation choices, a sense of community, increased property values, and lower crime rates. There are many misconceptions about the value of bicycle paths, trails, and their relationship to property values and crime rates. Below is a collection of excerpts from various resources that provide information on the value of trails.

#### Misconceptions about Trails Benefits:

In this article, *Rail-Trails and Safe Communities* addresses many misconceptions concerning trails and crime rates. The authors document that in many cases the trails have lowered crime rates, not increased them. It is important to note that although there were differences in crime rates compared to 177 between urban, suburban, and rural areas, the authors note that the design of urban trails is important. The authors note that the design of urban trails is important. The authors note that the design of urban trails is important.

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## The Correlation of Nature Trails and Crime

Kati  
1/2012

### RAIL-TRAILS AND SAFE COMMUNITIES



THE EXPERIENCE  
ON 372 TRAILS



# Crime and Safety

- ▶ Informal survey of City PD commanders and patrol supervisors
  - Current crime associate with trails and paths includes drug use complaints and larcenies from unlocked vehicles
  - Homeless typically not located where there are formal trails and instead prefer dense wooded areas

# Country Club Commons Trail Survey

- ▶ Received 85 comments
- ▶ Majority support project, but many residents in CCH not in favor

Summary of Comment Responses	
Positive Responses, in favor	0
Positive Responses, in favor, with comments	54
Negative Responses, not in favor	26
Not in favor, Not Opposed	5

13 in CCH  
39 not in CCH  
2 unknown

26 in CCH

2 in CCH  
2 not in CCH  
1 unknown

# Country Club Commons Trail Survey

<b>Response Common Themes</b>
"Provides needed connection to Vienna Metro..."
"Provides important connection to Route 50 Commercial corridor..."
"Promotes walking/riding over driving..."
"I love this idea. Do it now..."
"I do not support construction of a trail..." in this location
"This trail will require a lot of tree removal..."
"This will open up the neighborhood for increased crime, light pollution, noise pollution..."
"We are concerned about the stream degradation and environmental impact..."

<b>Comments &amp; Suggestions</b>
"...create a sitting area or lookout area in the middle of trail..."
"...be sensitive to the environment and nature when designing and constructing this..."
"...incorporate trash receptacles..."
"...be sensitive to tree removal and revegetate as much as you can..."
"...address potential crime, light and noise pollution issues..."

# Next Steps

- ▶ **July 7: City Council work session**
  - Discussion of project, public input, next steps
- ▶ **July 14: City Council meeting**
  - Consideration of Resolution to support application
- ▶ **August 1: Application due to VDOT**
- ▶ **June 2021: VDOT award of FY 26/27 money**