

Residential Sidewalk Program Recommendations and Proposed Neighborhood Connection Program

CITY COUNCIL WORK SESSION

OCTOBER 13, 2020



Overview

- Residential Sidewalk Program
 - Policy & Program Overview
 - Current Projects
 - Program Budget
 - Current Petitions
 - Program Recommendations
- Proposed Neighborhood Connection Program
 - Proposed Project
 - Proposed Program
- Next Steps



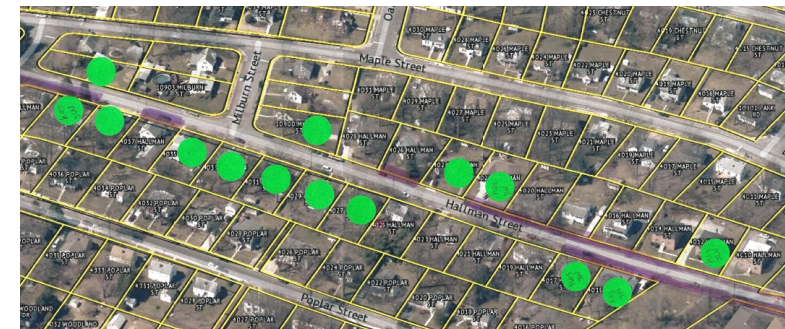
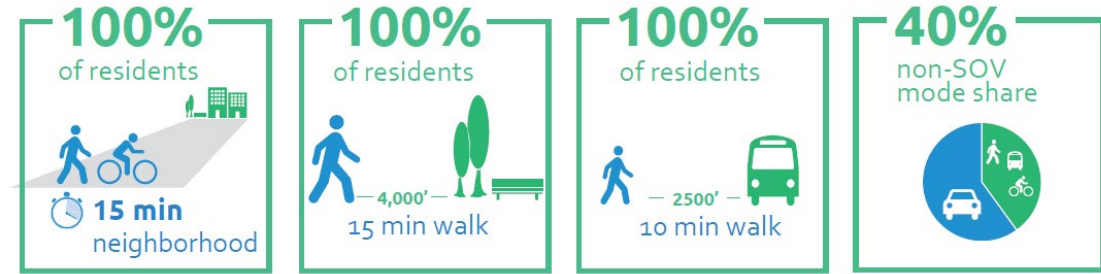
Sidewalk Policy & Program Background

- The City has had a residential sidewalk policy for many years but did not have a consistent approach to prioritizing and funding projects;
- January 2019: Adoption of revised residential sidewalk policy
- FY 2020 was the first CIP with the new evaluation framework
- Petitions may be submitted any time throughout the year, and are evaluated annually



Residential Sidewalk Evaluation Framework

- Evaluation Criteria**
- Neighborhood Connectivity** (access to transit, bike routes, trails, other sidewalks; completion of missing links)
- Access to Destinations** (proximity to activity centers or other commercial areas; proximity to schools, parks, community centers)
- Resident Support** (support from neighborhood and from residents adjacent to project)
- Traffic Volumes and Speeds** (average daily traffic volumes, average traffic speeds)
- Constructability and Cost** (requirements for ROW, drainage improvements, curb and gutter, utility relocation, retaining walls)

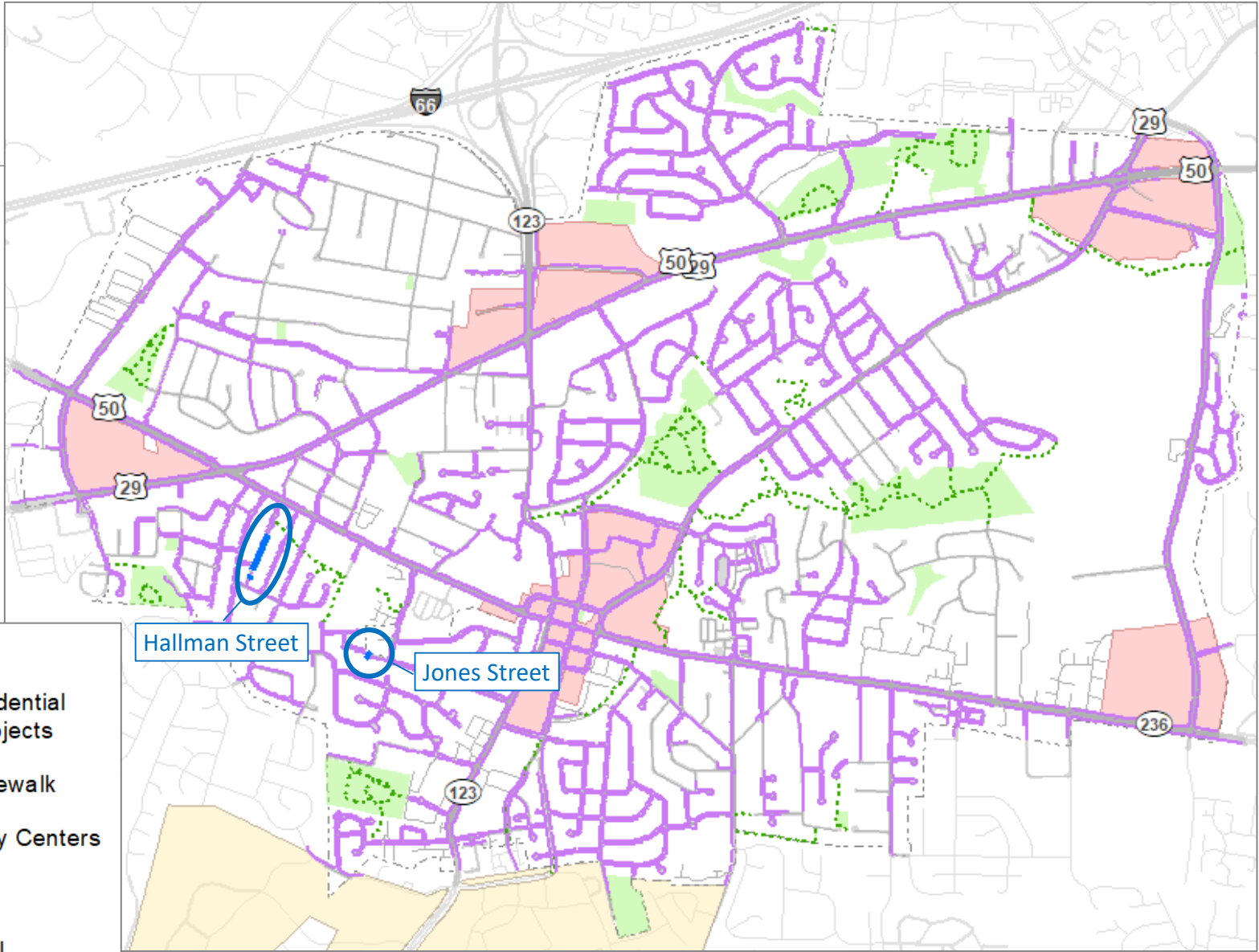


Current Projects

- Two residential sidewalks approved in FY 2020 evaluation
 - Jones Street
 - Hallman Street

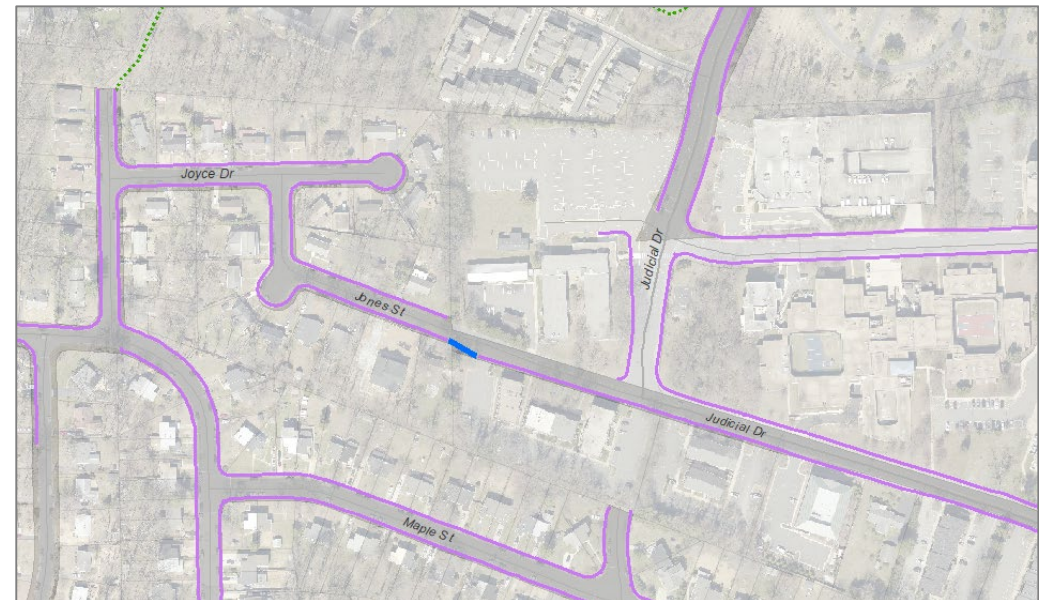
Legend

- Current residential sidewalk projects
- Existing Sidewalk
- Local Activity Centers
- Parks
- Existing Trail



Jones Street

- In-house design & construction – timeline TBD (coordinating with homeowner)
- \$30,000 construction estimate
- No ROW, but requires small retaining wall
- Appx. 65' long; completes missing link in front of one house between Judicial Drive & Westmore neighborhood



Hallman Street

- Currently in design – final design expected Spring 2021, construction start Fall 2021
- Total cost estimate \$340,000
- Curb and Gutter not required
- Appx. 850' long
- Completes missing links in front of 10 houses, connects to Judicial Drive Trail and to commercial and transit on Main Street



Residential Sidewalk Program Budget, FY19 - FY21

Adopted budget, FY19-FY21	\$700,000	<i>FY19: \$100,000 FY20: \$200,000 FY21: \$400,000</i>
Jones Street total estimate	(\$30,000)	
Hallman Street total estimate	(\$340,000)	
Hill Street (design only)*	(\$30,000)	
Budget Remaining, FY21	\$300,000	

Proposed budget for FY 2022: \$450,000 (C&I funding)

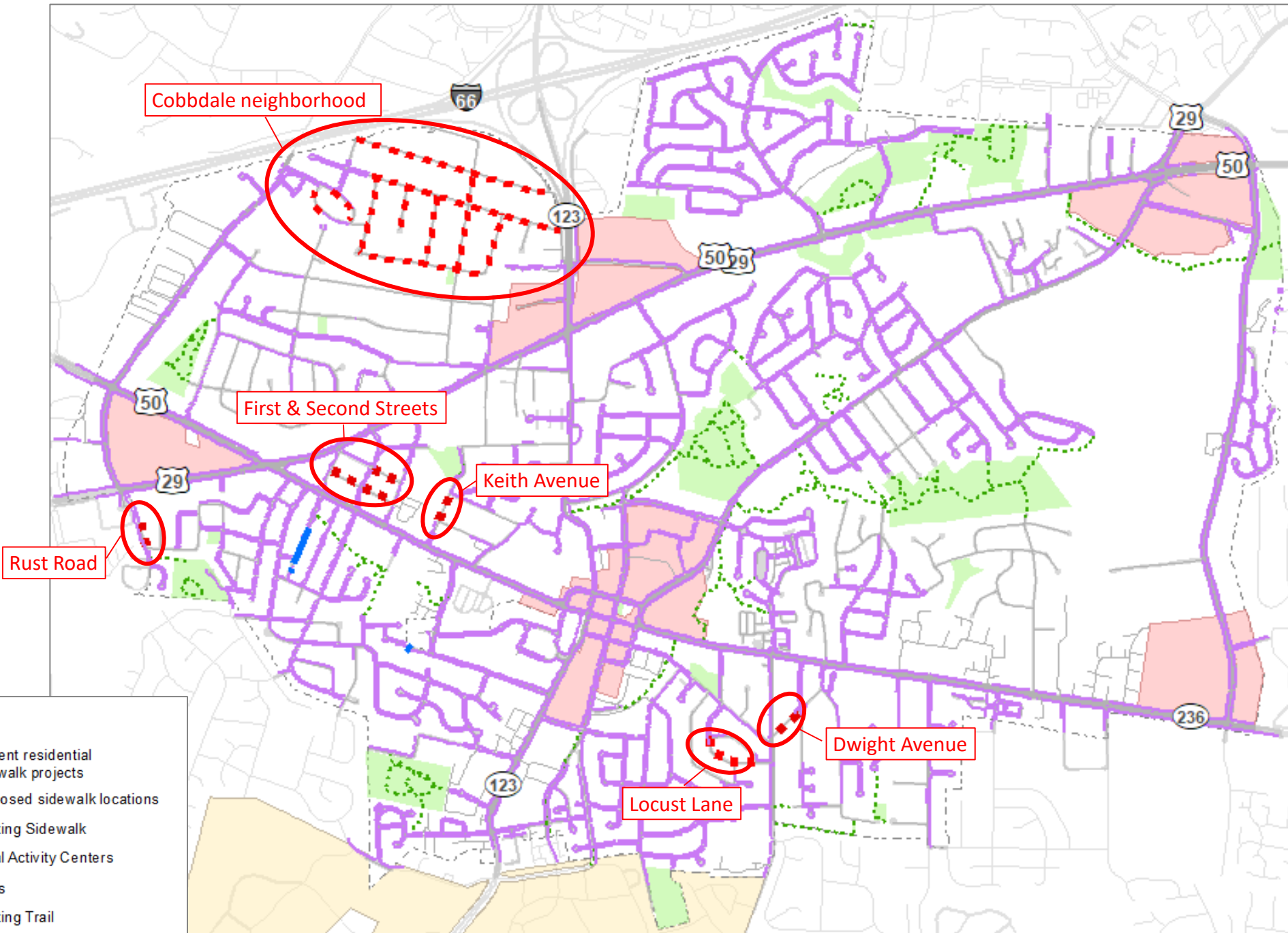
** Hill Street neighborhood connection design funded in the sidewalk program; recommend separate appropriation for Hill Street off-street connection*



Current Residential Sidewalk Petitions

- Existing petitions (carried forward):
 - First & Second Streets
 - Dwight Avenue
 - Rust Road
 - Locust Lane
- New petitions:
 - Keith Avenue
- Cobbdale neighborhood-wide petition submitted September 2020 – not yet evaluated, not considered for current round; noted as a preview for future interest





Summary of Project Benefit Ratings

Project Name	Year Petitioned	Neighborhood Connectivity	Access to Destinations	Traffic Speeds and Volumes	Resident Support
Rust Road	2017	Low or Medium	Medium	Medium	High
First & Second Streets	2018	Medium	Medium or High	Low or Medium	Medium or High
Dwight Ave	2018	High	Medium or High	Medium	Medium
Locust Ln	2019	High	Medium or High	Low	High
Keith Ave	2019	Medium	Medium or High	Medium	High



Summary of Project Cost Factors

Project Name	Appx. Length (LF)	Curb & Gutter	Other Constructability Factors	Cost Evaluation Category
Rust Road	410'	None	Potential tree removal, county partial ownership of ROW	Medium cost
First Street & Second Streets (1 to 3 blocks)	500-1,500'	Partial on one block	Drainage, utility poles	Medium or Higher cost
Dwight Ave (1 or 2 blocks)	470-830'	None	Potential tree removal, drainage, utility poles	Medium or Higher cost
Locust Ln (north or south block face)	880-1,060'	Existing	Utility poles	Medium cost
Keith Ave	420'	None	Utility poles	Medium cost



Staff Evaluation of Sidewalk Requests

	Higher Benefit	Medium Benefit	Lower Benefit
Lower Cost			
Medium Cost	<ul style="list-style-type: none">• Keith Avenue	<ul style="list-style-type: none">• Locust Lane• Rust Road	
Higher Cost	<ul style="list-style-type: none">• Dwight Avenue	<ul style="list-style-type: none">• First & Second Streets	



FY 2021 Residential Sidewalk Recommendations

- Recommend Adjustment to Program Approach
 - Prioritize Residential Sidewalk Program funding for smaller “in-fill” projects
 - Further evaluate larger project designs & costs for future development
- FY 2021 Project Recommendation:
 - Keith Avenue
- FY 2022 Project Development Recommendations:
 - First & Second Streets (neighborhood network)
 - Dwight Avenue (including intersection with Roberts Rd)



FY 2021 Project Recommendation: Keith Avenue

- Completes neighborhood network
 - Existing sidewalks north and south of this missing link
- No sidewalk on other side of street
- Narrow road with de-facto on-street parking and utility poles
- Moderate traffic volumes and speeds
- Appx. 420 new linear feet
- Number of abutting residences: 3
- Requires curb and gutter



Keith Avenue: Potential Benefits

Neighborhood Connectivity: Medium

- Improves access to transit
- Improves access to trails
- Completes missing link on block
- Completes missing link in neighborhood

Access to Destinations: Medium or High

- Improves access to activity centers / commercial areas
- Improves access to schools / school bus stops
- Improves access to parks
- Improves access to other community destinations

Traffic Safety: Medium

- Traffic Volumes: Medium (1,300 vpd, ADT)
- Traffic Speeds: Medium (30 mph, 85th%)

Resident Support: High

- Majority of residents on block support
- Majority of abutting residents support

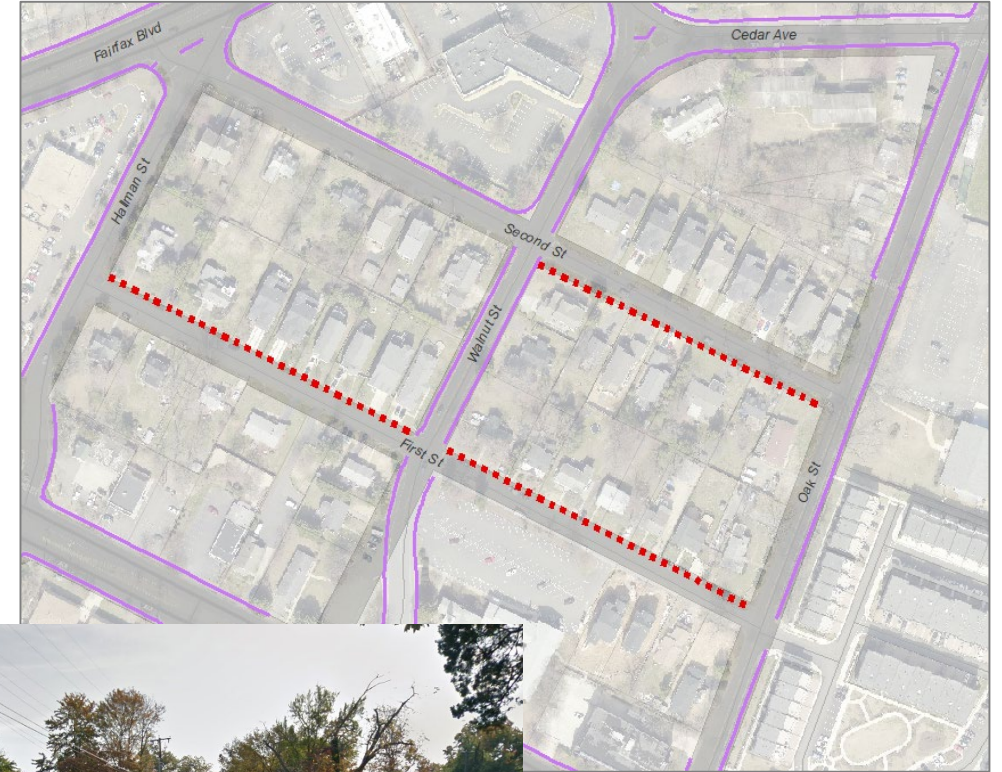
Constructability Factors and Other Notes

- Curb and gutter needed
- Some utilities, no ditch
- Narrow road, no shoulder
- Neighborhood connector street



FY 2022 Project Development Recommendation: First and Second Streets

- Currently low traffic volumes but significant nearby redevelopment
- Limited sidewalk network, staff recommends evaluating both streets together as a network
- Between 500 - 1,500 new linear feet, depending on side of street and number of blocks
- Number of abutting residents: 5-23
- Partial curb and gutter by church; drainage ditches, utility poles, and de-facto on-street parking
- Requires evaluation to determine optimal alignment and project constraints



First & Second Streets: Potential Benefits

Neighborhood Connectivity: Medium

- Improves access to transit
- Improves access to trails
- Completes missing link on block
- Completes missing link in neighborhood

Access to Destinations: Medium or High

- Improves access to activity centers / commercial areas
- Improves access to schools / school bus stops
- Improves access to parks
- Improves access to other community destinations

Traffic Safety: Low or Medium

- Traffic Volumes: Low (160-260 vpd, ADT)
- Traffic Speeds: Medium (30 mph, 85th%)

Resident Support: Medium

- ◊ Majority of residents on block support
- ◊ Majority of abutting residents support

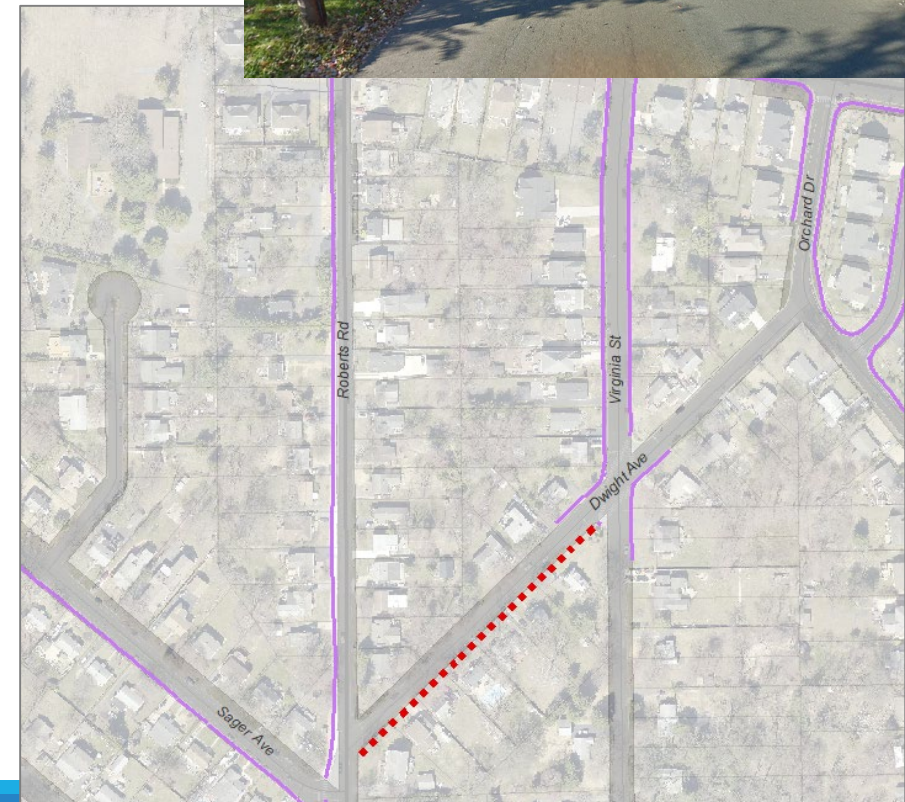
Constructability Factors and Other Notes

- Curb and gutter needed
- Utilities, drainage ditch
- Significant redevelopment in surrounding neighborhood



FY 2022 Project Development Recommendation: Dwight Avenue

- Narrow road with utility poles, large trees, and de facto on-street parking
- Challenging intersection at Roberts
- Petition submitted for one block, but staff recommends consideration of additional block to complete network
- Relatively high traffic volumes
- Appx. 480-830 new linear feet, depending on side of street and number of blocks
- Directly abutting residences: 5 - 11
- Curb and gutter needed; drainage issues noted by residents



Dwight Avenue: Potential Benefits

Neighborhood Connectivity: High

- ☑ Improves access to transit
- ☑ Improves access to trails
- ☑ Completes missing link on block
- ☑ Completes missing link in neighborhood

Access to Destinations: Medium or High

- ☑ Improves access to activity centers / commercial areas
- ◊ Improves access to schools / school bus stops
- ☑ Improves access to parks
- ☑ Improves access to other community destinations

Traffic Safety: Medium

- Traffic Volumes: High (3,700 vpd, ADT)
- Traffic Speeds: Low (24 mph, 85th%)

Resident Support: Medium

- ◊ Majority of residents on block support
- ◊ Majority of abutting residents support

Constructability Factors and Other Notes

- Curb and gutter needed
- Utilities, drainage issues, large trees
- Narrow road, de-facto on-street parking
- Neighborhood circulator street



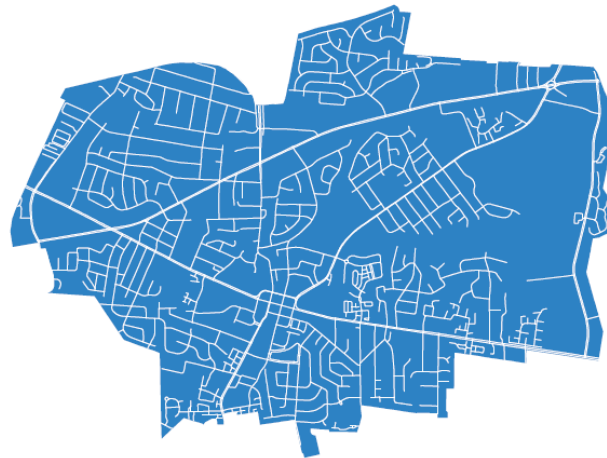
Residential Sidewalk Program: Questions and Discussion



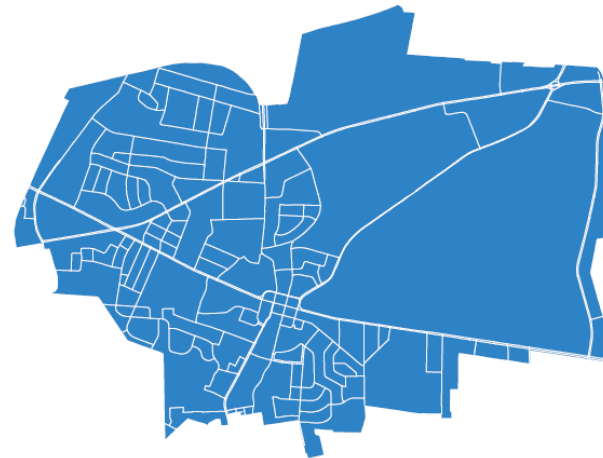
Proposed Neighborhood Connection Program

- Opportunities exist to expand the functional street grid through construction of short “cut-through” paths, many of which already exist informally.
- Neighborhood Connection Program will identify, evaluate and construct neighborhood connections
- These are small projects, approximately \$100,000

TOTAL STREET GRID



FUNCTIONAL STREET GRID

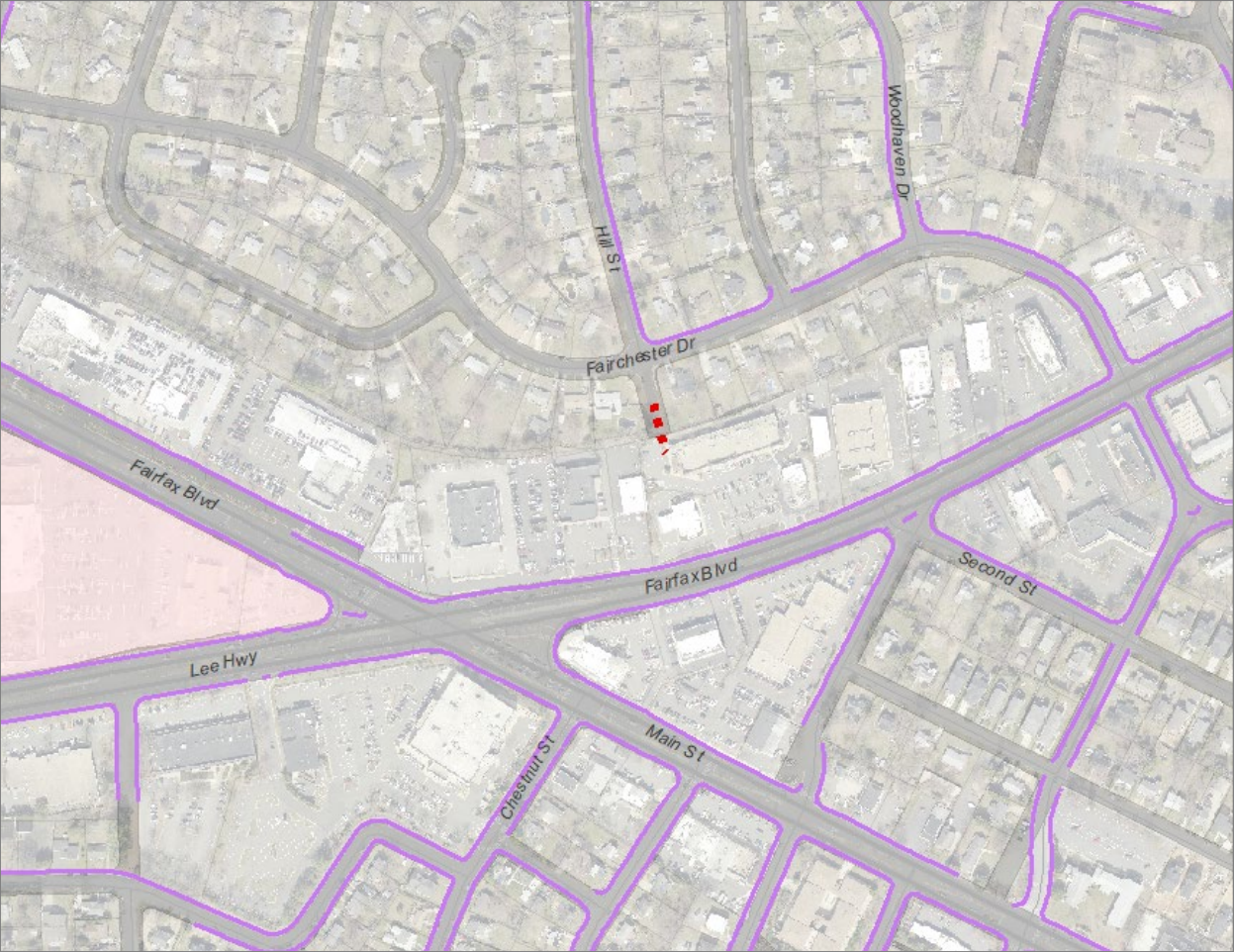


Hill Street Pilot Project

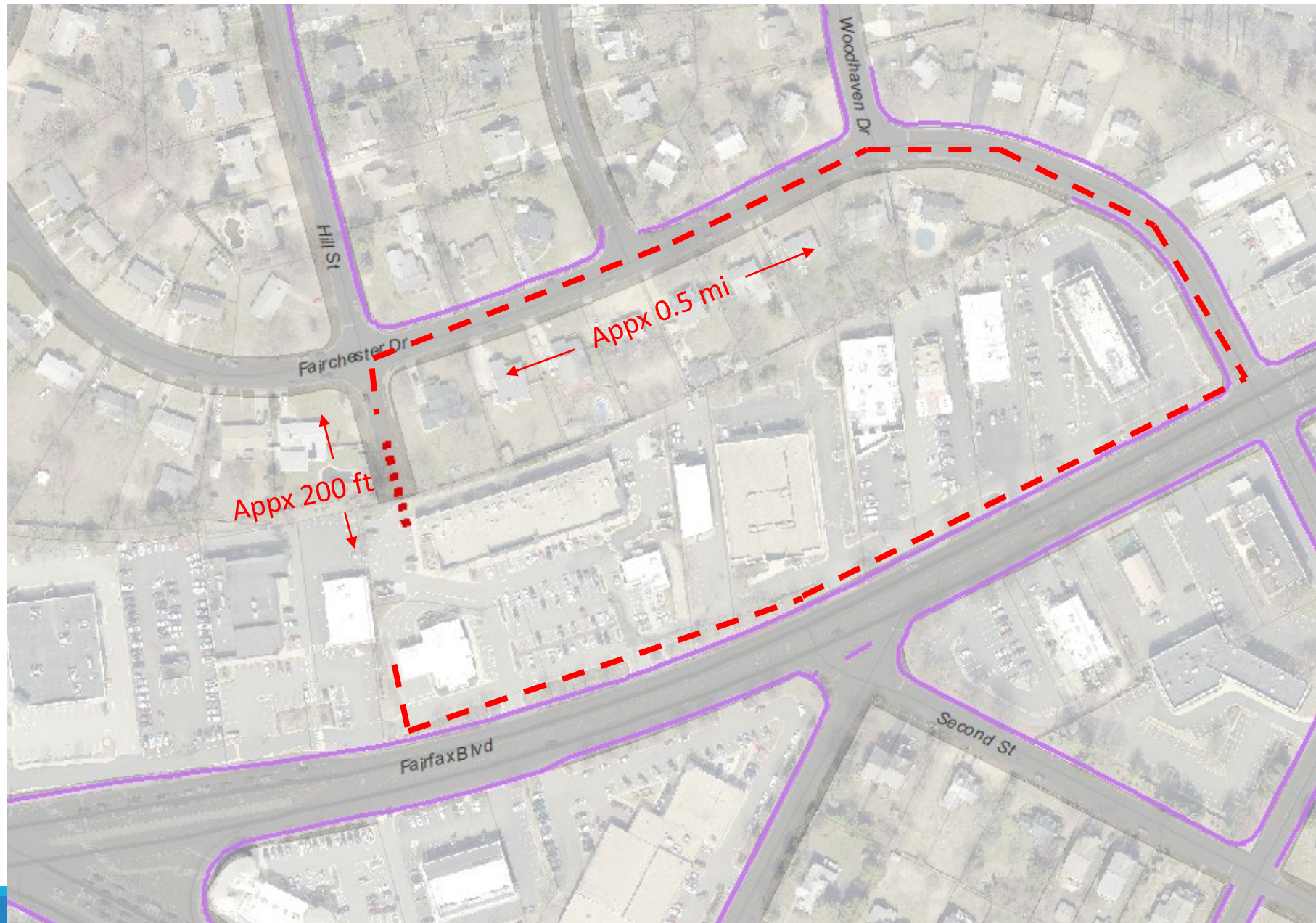
- Create an off-street pedestrian “short-cut” between the Fairchester Woods neighborhood and the Fairfax Marketplace Shopping Center
- Pedestrian path would eliminate a 0.5 mile detour allowing more residents to walk to local shops and restaurants
- Project initiated by neighborhood suggestion, coordination with shopping center owner ongoing
- Concept design developed, with consideration of safety, security, accessibility, and aesthetics
 - Provides safe pedestrian access to commercial destinations
 - Converts a dead-end street to an attractive mini-park as an asset to the neighborhood



Hill Street Connection to Fairfax Marketplace - Location & Context



Hill Street Connection to Fairfax Marketplace - Detour



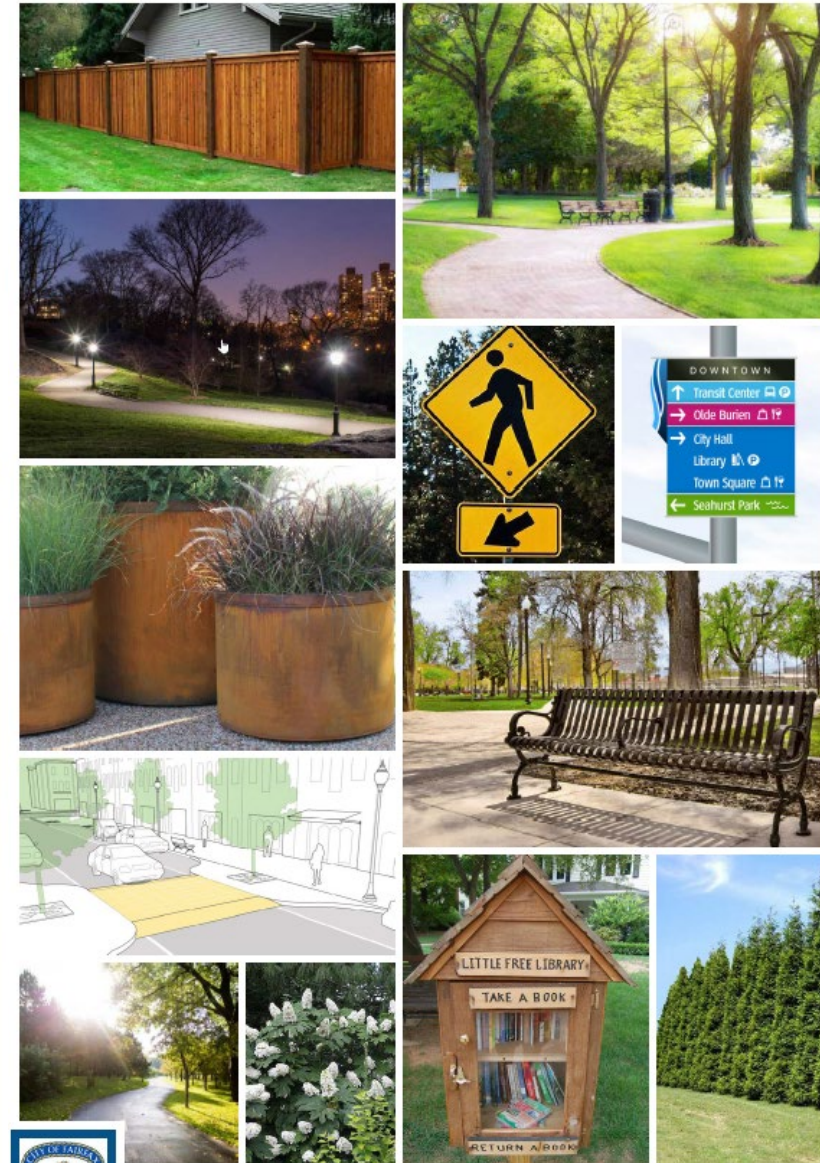
Hill Street Concept

- Proposed concept includes:
 - Accessible pedestrian path and crossing improvements
 - Landscaping
 - Screening for neighbors
 - Amenities such as seating and garbage cans
- Amenities such as lighting could be added later
- Coordinating with shopping center owner for private improvements
- Estimate: \$112,000



- REVISED CONCEPT KEY NOTES**
- City of Fairfax Standard Sidewalk, Curb Ramp & Detectable Warning Surface
 - City of Fairfax Standard Crosswalk Striping (at grade)
 - Existing Curb Ramp to Remain
 - BASE: Turf Grass Seed
ALTERNATE DESIGN: Sod
 - Concrete Pathway (or Asphalt)
6' minimum, 13' maximum width
 - City of Fairfax Standard Curb & Gutter
 - BASE: Privacy Screening (Evergreen Trees)
ALTERNATE DESIGN: Wood Privacy Fence
 - Turf Grass Swale
 - New Traffic Sign: Pedestrian Crossing Warning
 - Little Free Neighborhood Library
 - BASE: 6' Bench w/ End & Middle Arm Rests (1 Location)
ALTERNATE DESIGN: 2 Locations
 - BASE: Retractable Bollard - provide 6' minimum clear width on one side to maintain ADA compliance
ALTERNATE DESIGN: Heavy Planted Pots
 - Wayfinding Signage ("To Fairchamber Drive" / "To Shopping Center")
 - Protect Existing Tree
 - BASE: Trash & Recycling Receptacles (1 Location)
ALTERNATE DESIGN: 2 Locations
 - Shade/Canopy Tree
 - Underslurry/Ornamental Tree

- POTENTIAL ADDITIONS**
- LED Pedestrian Lighting, Spaced Approximately 30' O.C.
 - Step Stones in High Foot Traffic Zones
 - Potential Future Walkway Connection
 - Raised Table for Traffic Calming & Pedestrian Prioritization (Requires Drainage Bypass)
 - Detectable Warning Surface & Concrete Repair



City Council Next Steps

- Confirm recommendation for the Residential Sidewalk Program
 - Keith Ave funded through Residential Sidewalk Program
 - Concepts for Dwight Ave and First/Second Streets through Project Development CIP Project
- Approve supplemental for Hill Street Pilot Project



Questions and Discussion

