Residential Sidewalk Policy & Program

CITY COUNCIL WORK SESSION

NOVEMBER 27, 2018

Presentation Outline

Residential Sidewalk Policy

- Pedestrian Mobility Goals
- Recommendations

Residential Sidewalk Program

- Current requests
- Recommendations

Requested Actions and Next Steps

Residential Sidewalk Program

City has received numerous requests for residential sidewalks, but has not funded them

Current policy does not describe a clear process for choosing which projects to fund

Proposed Updates

Revise Residential Sidewalk Policy

- Update process to submit a request
- Update process to evaluate projects

Establish a Residential Sidewalk Program to fund projects annually

- Allocate funding in CIP to provide predictable funding stream for program

Residential Sidewalk Policy

Policy describes:

- Purpose
- Process for initiating a project
- Criteria for evaluating potential projects
- Process for approving and adopting projects

Policy only pertains to new residential sidewalks in front of existing residences

- Does not address sidewalk maintenance
- Does not address sidewalks on non-residential streets
- Zoning code addresses sidewalk requirements for new or redeveloped properties
- Does not preclude sidewalk projects recommended for broad public benefits (e.g. on busier roads or transit corridors)

Staff recommends:

- **Minor updates to clarify process and criteria**
- **Development of an annual sidewalk program in the CIP to fund requests**

Pedestrian Goals

Multimodal Goal 2

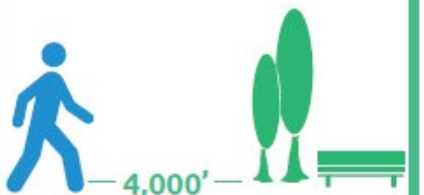
Provide viable and attractive mobility choices

In 2035, Fairfax is a City with…
options for residents to easily, safely and efficiently move within and between neighborhoods either by walking, bicycling, taking public transportation or driving.

100% of residents

15 min neighborhood

100% of residents



15 min walk

100% of residents

10 min walk

40% non-SOV mode share

MM OUTCOME 2.1:	Pedestrian safety is improved.
MM ACTION 2.1.1	Fill critical gaps in the pedestrian network. Develop and act on a prioritized list of sidewalk improvements in the commercial areas and provide sidewalks on at least one side of every residential street in neighborhoods that are in agreement.
MM ACTION 2.1.2	Ensure the pedestrian network is accessible to all and meets the requirements of the Americans with Disabilities Act (ADA).
MM ACTION 2.1.3	Enhance safe routes to school, safe routes to transit, and safe routes to community facilities, completing specific planning efforts as required.
MM ACTION 2.1.4	Improve pedestrian crosswalks. Crosswalks should be provided across all legs of all intersections.
MM ACTION 2.1.5	Expand the sidewalk network. Sidewalks should be provided with any significant street maintenance, rehabilitation, or reconstruction project and may be constructed independent of a street project.
MM ACTION 2.1.6	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail Station including:
2.1.6.1	Improve pedestrian connections from the Fairfax Circle area to the Metro station area.
MM ACTION 2.1.7	Expand safety education efforts to educate all road users on pedestrian awareness and safety. Educate residents on proper procedures for traveling as a pedestrian, interacting with pedestrians as a driver, and locating and using pedestrian facilities to increase comfort and safety and encourage more walking.

GOAL	METRIC	TARGET	CURRENT BENCHMARK (DATA SOURCE)
PLAN OVERALL	15-minute neighborhood (Within 4,000 feet of mixed-use district via street or trail network)	100% of residential units	44% (GIS Analysis)
	15-minute walk to nature (Within 4,000 feet of park or trail via street network)	100% of residential units	88% (GIS analysis)
	10-minute walk to transit (Within 2,500 feet of a transit stop via street or trail network)	100% of residential units	79% (GIS analysis)
	Non-drive alone mode share (commute mode choice, percent of working residents)	40%	28% (American Community Survey)
CONNECT TO THE REGION	Traffic on city arterials with neither origin nor destination in the city	Reduce	68,000 (MWCOG Model)
	Transit commute mode share	Increase	11% (American Community Survey)
PROVIDE A BALANCED SYSTEM	Miles of sidewalk (excluding trails)	Increase	126 miles (City of Fairfax)
	Miles of bicycle facilities (dedicated on-street facilities + trails)	Increase	10.6 miles (City of Fairfax)
	Pedestrian and bicyclist volumes on city trails	Increase	TBD (annual manual counts)
	Non-drive alone mode share by residents and workers	Decrease	28% (MWCOG model)
IMPROVE MAJOR CORRIDORS	Crashes on major and minor arterials involving pedestrians and bicycles	Decrease	--
	Crashes of all types on major and minor arterials	Decrease	837 (Virginia Police)
	CUE transit travel time reliability – on-time performance	90%	86% (avg of all routes) (CUE)
STRENGTHEN LOCAL ACTIVITY CENTERS	Pedestrian counts at key crossing locations	Increase	Reference 2012 movement counts at specific locations

Residential Sidewalk Policy Recommendations

Clarify petition process

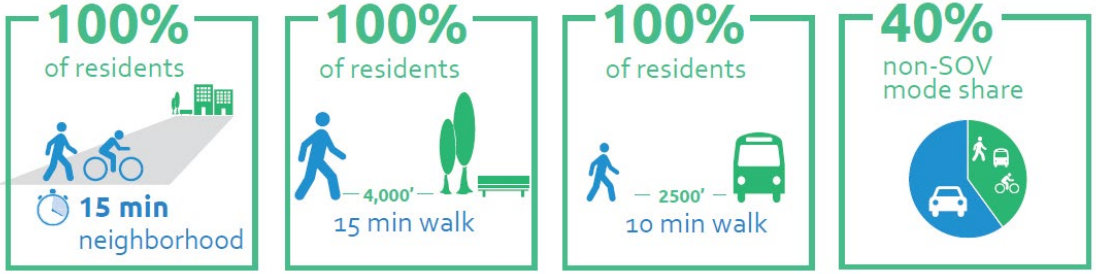
- Develop standardized petition process
- Develop timeline to align with annual budget adoption

Update evaluation criteria

- Utilize key factors to evaluate costs and benefits of proposed projects

Proposed Residential Sidewalk Evaluation Criteria

Recommended 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 directly impacted residents)
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)



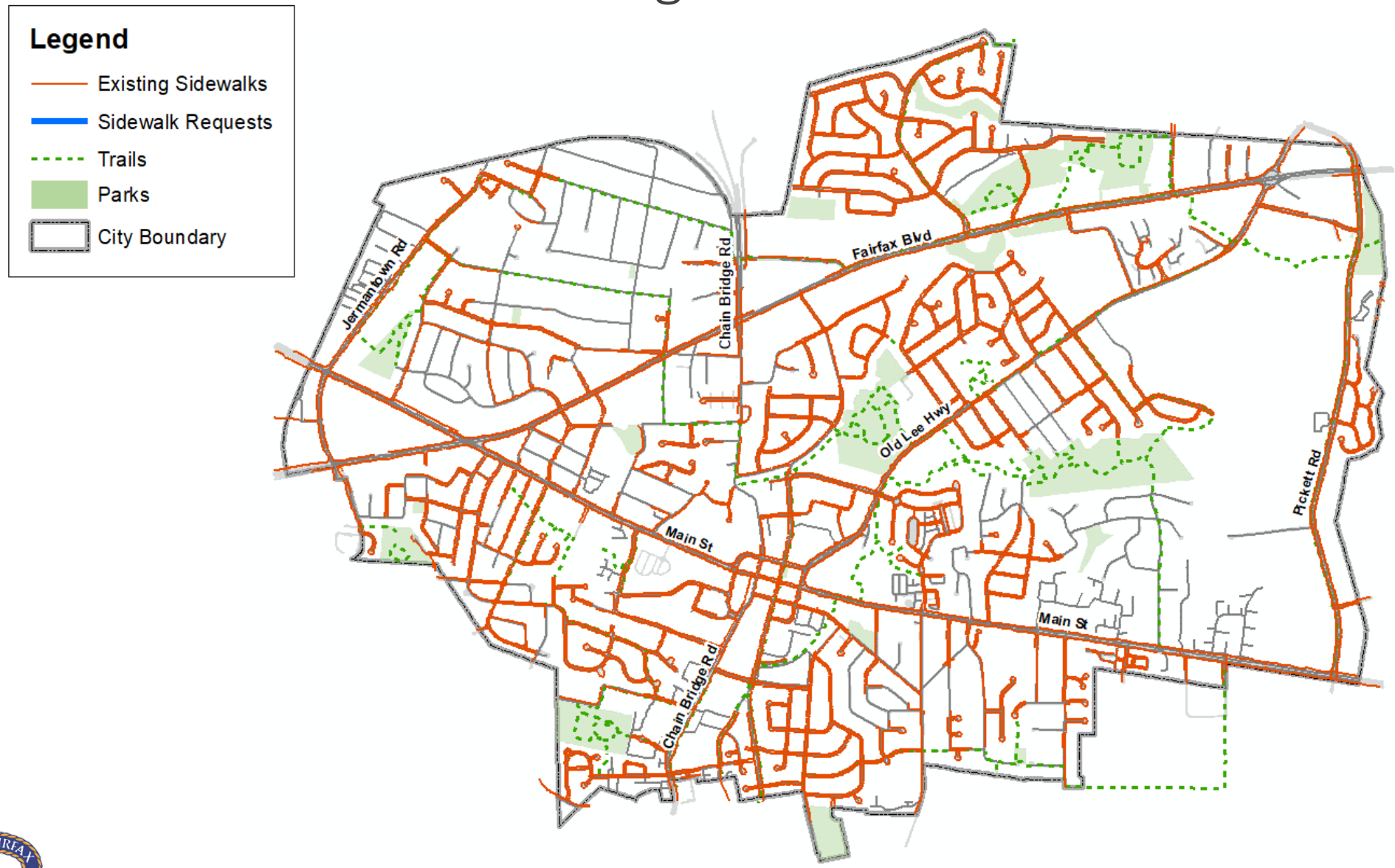
Proposed Residential Sidewalk Evaluation Criteria

Neighborhood Connectivity	Measurement: Low (0-1), Medium (2-3), High (4)
☐ Improves access to transit	Creates a continuous path within ¼ mile transit buffer (10 min walk)
☐ Improves access to trails	Creates a continuous path within ½ mile of a trail (15 min walk)
☐ Completes missing link on block	Completes a missing link on a block with partial sidewalks
☐ Completes missing link in neighborhood	Fills a gap in the neighborhood sidewalk network

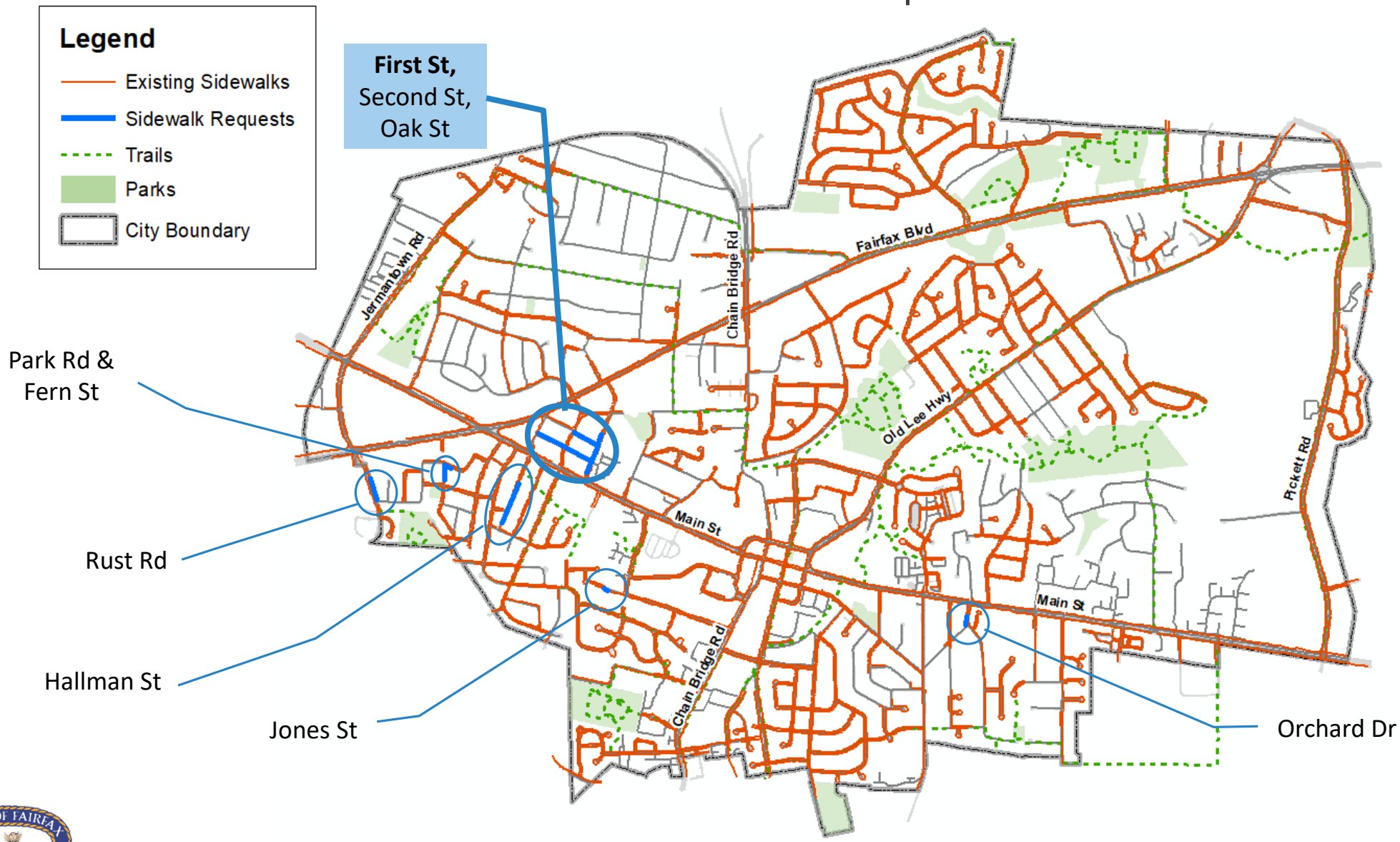
Access to Destinations	Measurement: Low (0-1), Medium (2-3), High (4)
☐ Improves access to activity centers / commercial areas	Creates a continuous path within ½ mile of AC/commercial area
☐ Improves access to schools / school bus stops	Creates a continuous path within ½ -1 mile of a school
☐ Improves access to parks	Creates a continuous path within ½ mile of a park (15 min walk)
☐ Improves access to other community destinations	Creates a continuous path within ½ mile of a community destination (i.e. community center, post office, community pool)

Resident Support	Measurement: Low (0), Medium (1), High (2)
☐ Majority of residents on block support	HHs on the block who signed the petition (more than 66%)
☐ Majority of impacted residents support	HHs directly impacted who signed the petition (more than 66%)

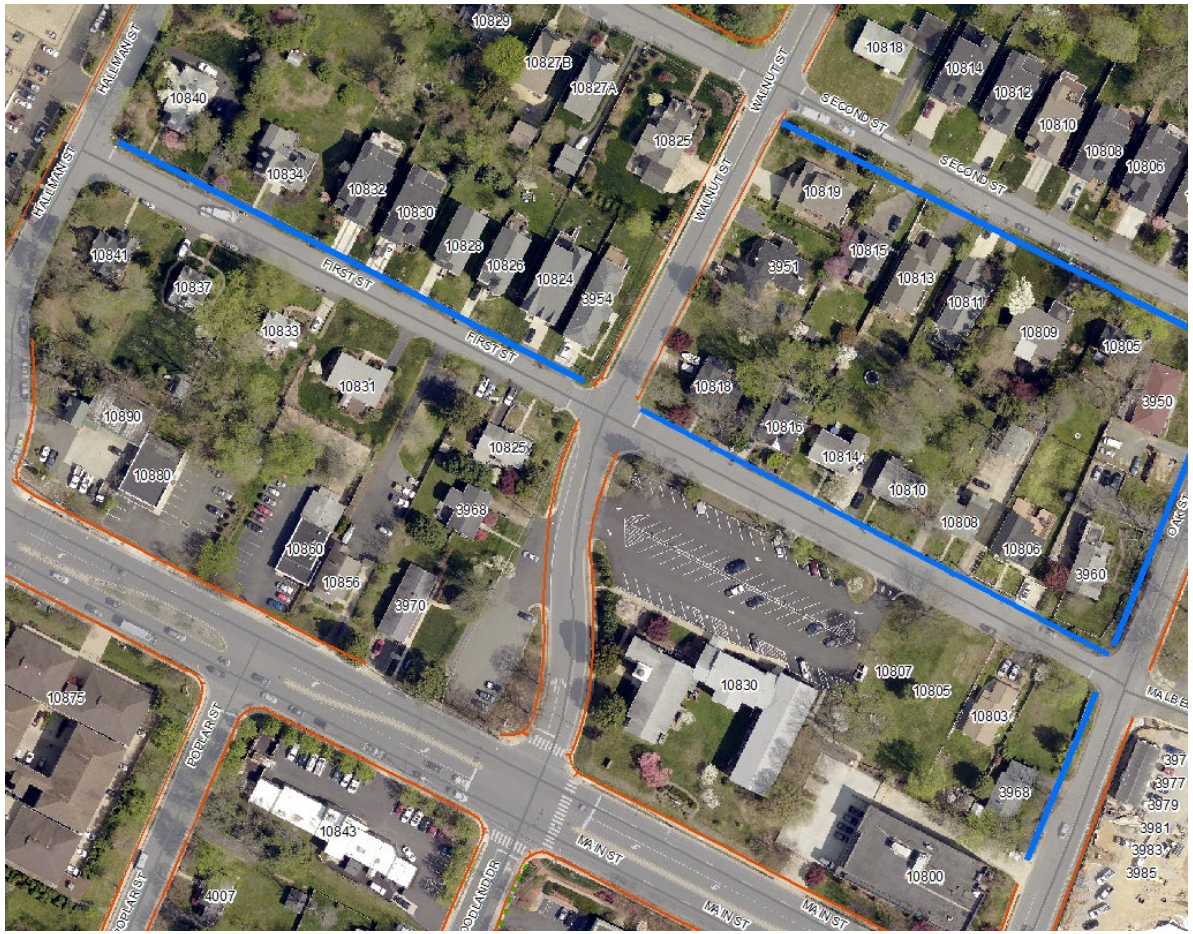
Existing Sidewalk Network



Sidewalk Requests



First Street Request: Description



Approx. New Linear Feet: 1,000

Number of Directly Impacted Residences: 15

First Street Request: 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

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

Resident Support: Low or Medium

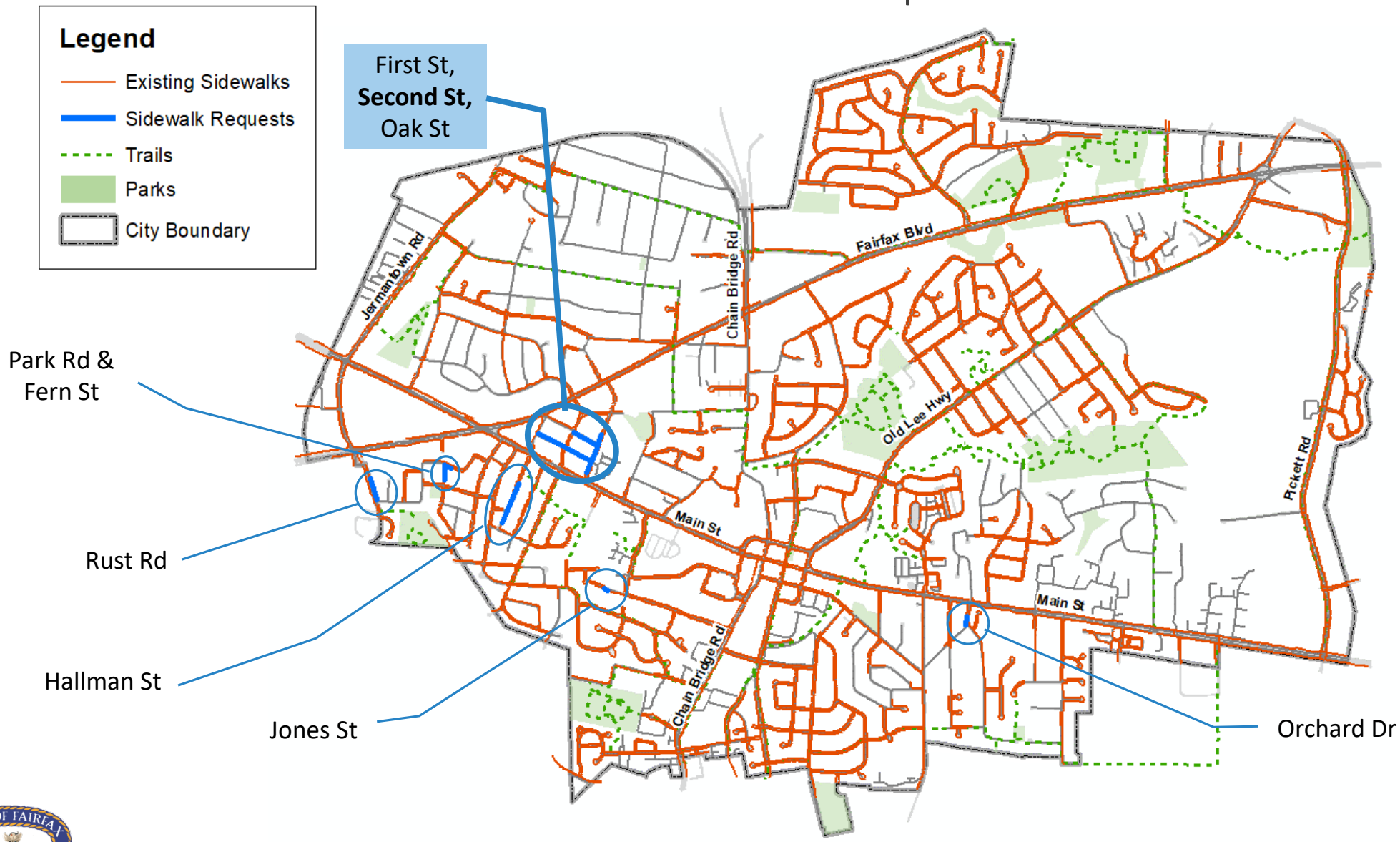
- ☐ Majority of residents on block support
- ☑ Majority of impacted residents support*

*Petition was for two blocks, but there is low resident support for the western block

Estimated Cost / Constructability Comments

- Approximately $500,000 (two blocks)
- Curb and gutter needed
- Drainage ditches and utility poles exist
- Likely less need for drainage improvement due to slope of street

Sidewalk Requests



Second Street Request: Description

Approx. Linear Feet: 480

Number of Directly Impacted Residences: 7

Second Street Request: 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

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

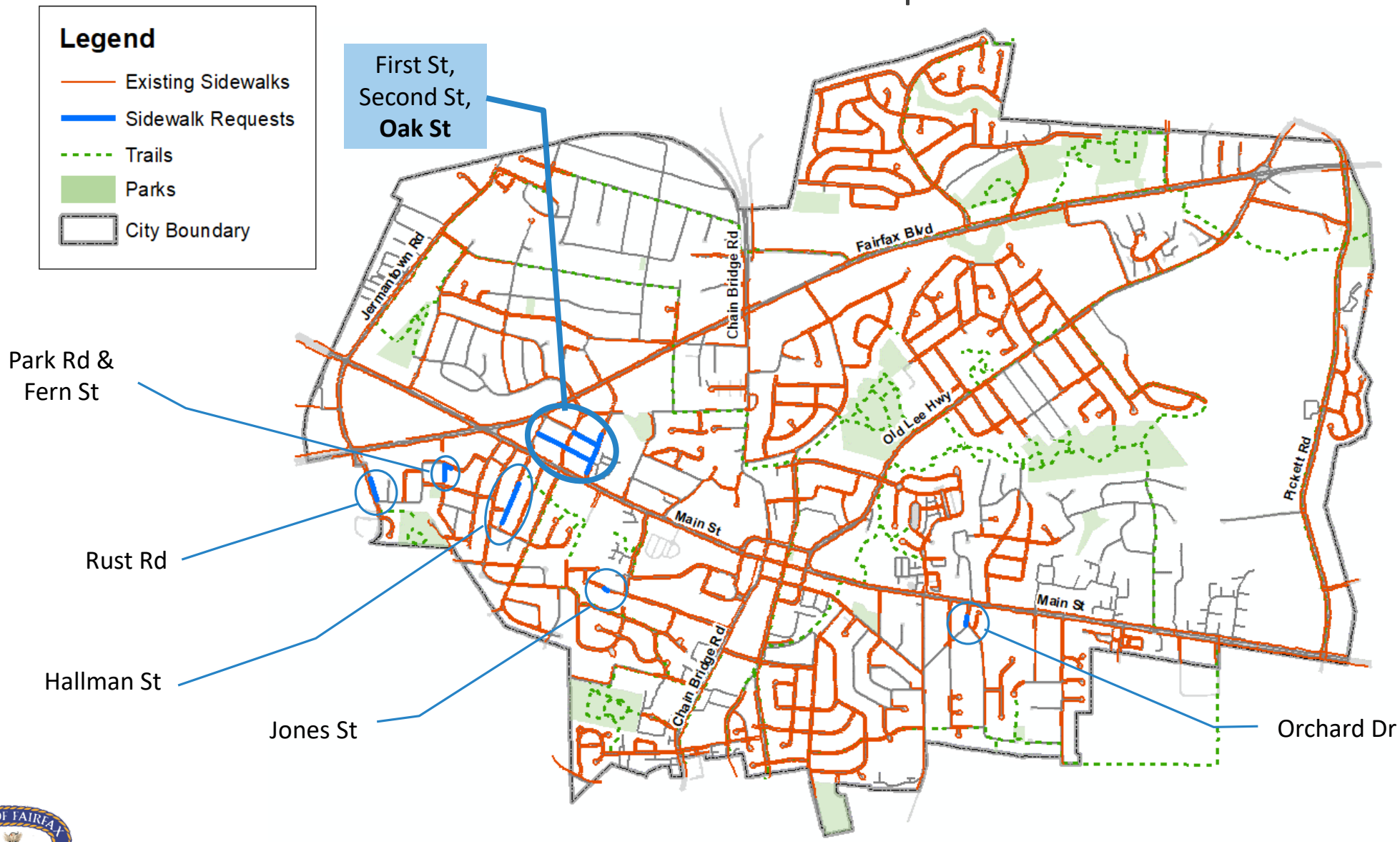
Resident Support: High

- ☑ Majority of residents on block support
- ☑ Majority of impacted residents support

Estimated Cost / Constructability Comments

- Approximately $320,000
- Curb and gutter needed
- Drainage ditches and utility poles

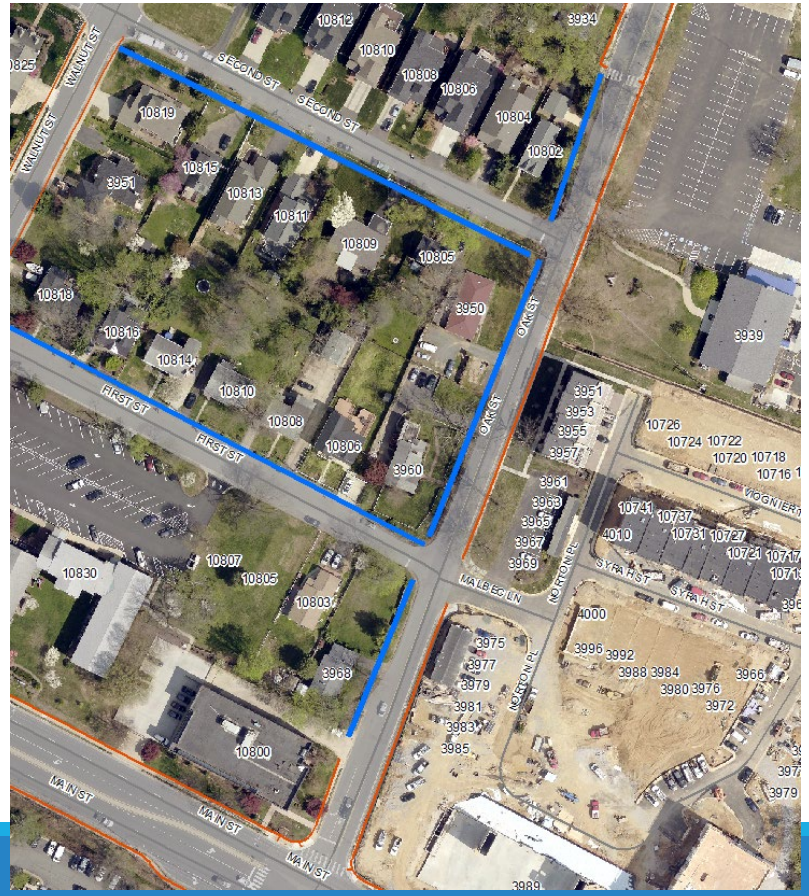
Sidewalk Requests



Oak St Request: Description

Approx. New Linear Feet: 660

Number of Directly Impacted Residences: 5



Oak St Request: 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

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

Resident Support: Low or Medium

- ☐ Majority of residents on block support – N/A*
- ☐ Majority of impacted residents support

* No petition submitted; discussion with residents

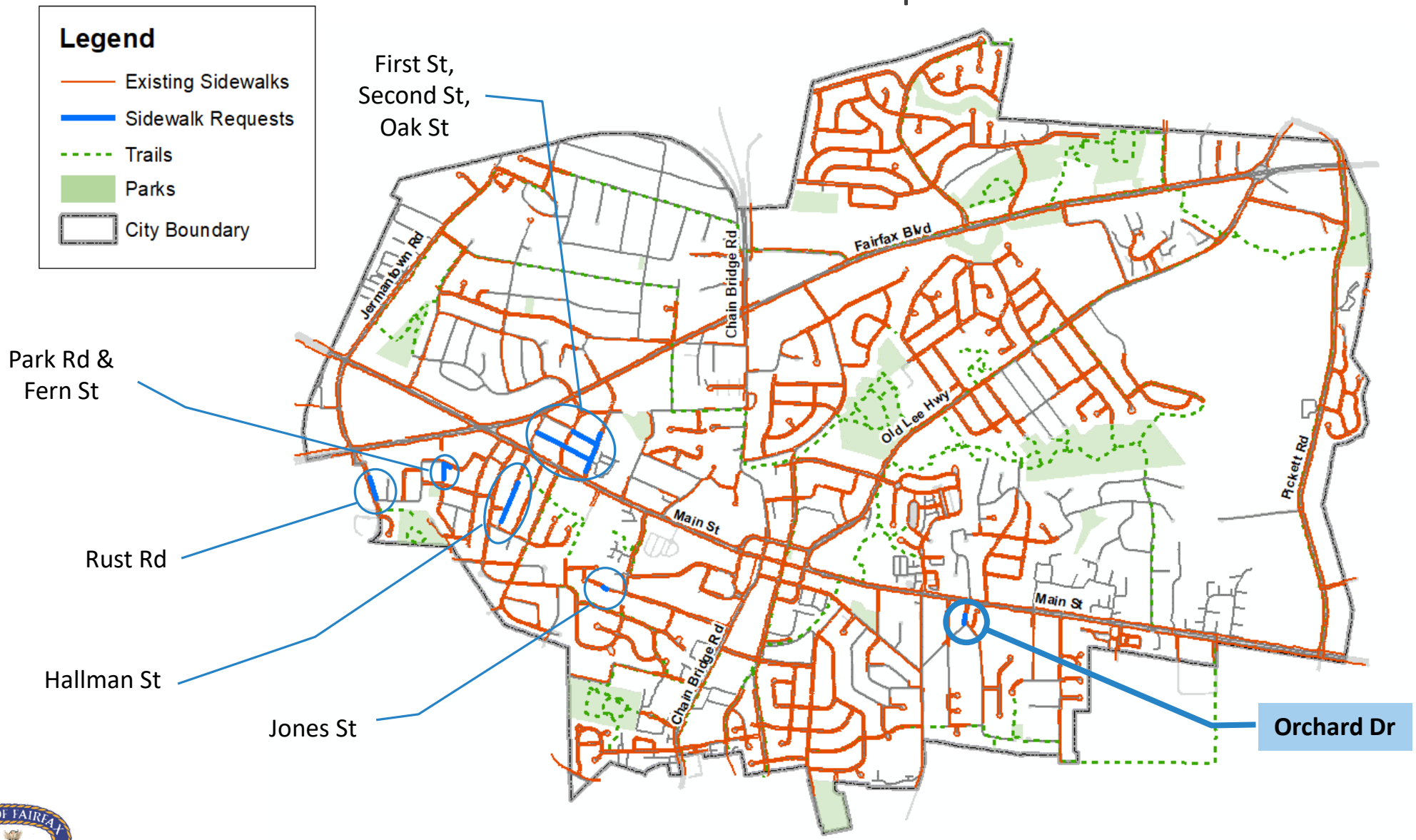
Estimated Cost / Constructability Comments

- Approximately $390,000
- May require some drainage improvements
- Limited design effort likely required (draft design developed)

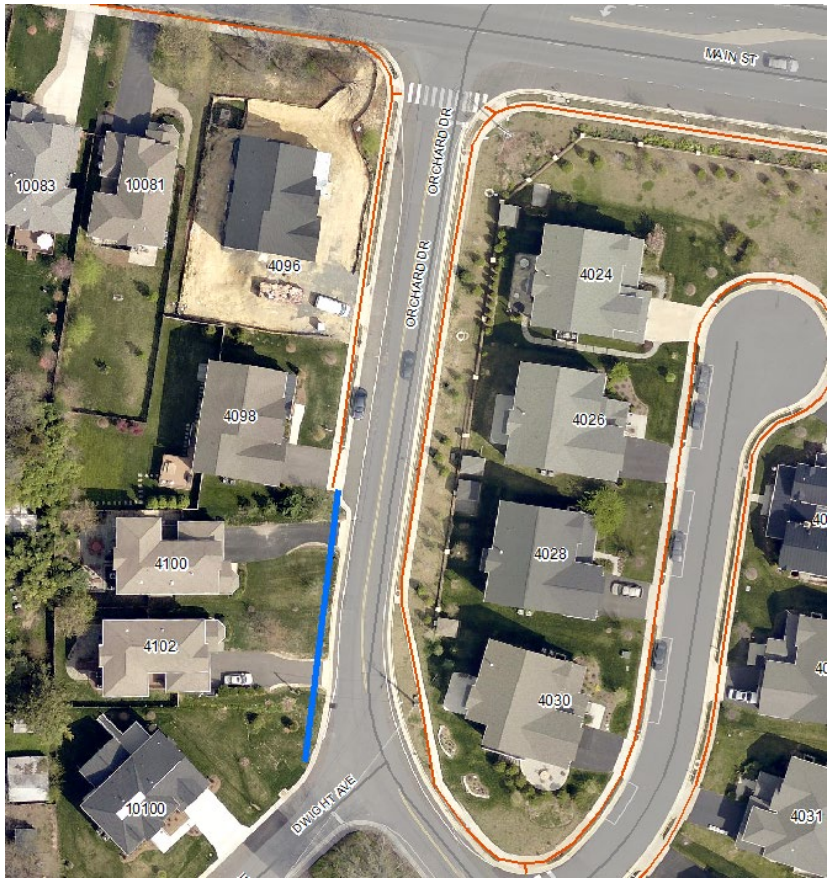
Notes

- Access benefits considered in context of traffic and road type

Sidewalk Requests



Orchard Drive Request: Description



Approx. New Linear Feet of Sidewalk: 140

Number of Directly Impacted Residences: 3

Orchard Drive Request: 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: 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

Resident Support: Low or Medium

- ☐ Majority of residents on block support*
- ☐ Majority of impacted residents support

* No petition submitted; discussion with residents

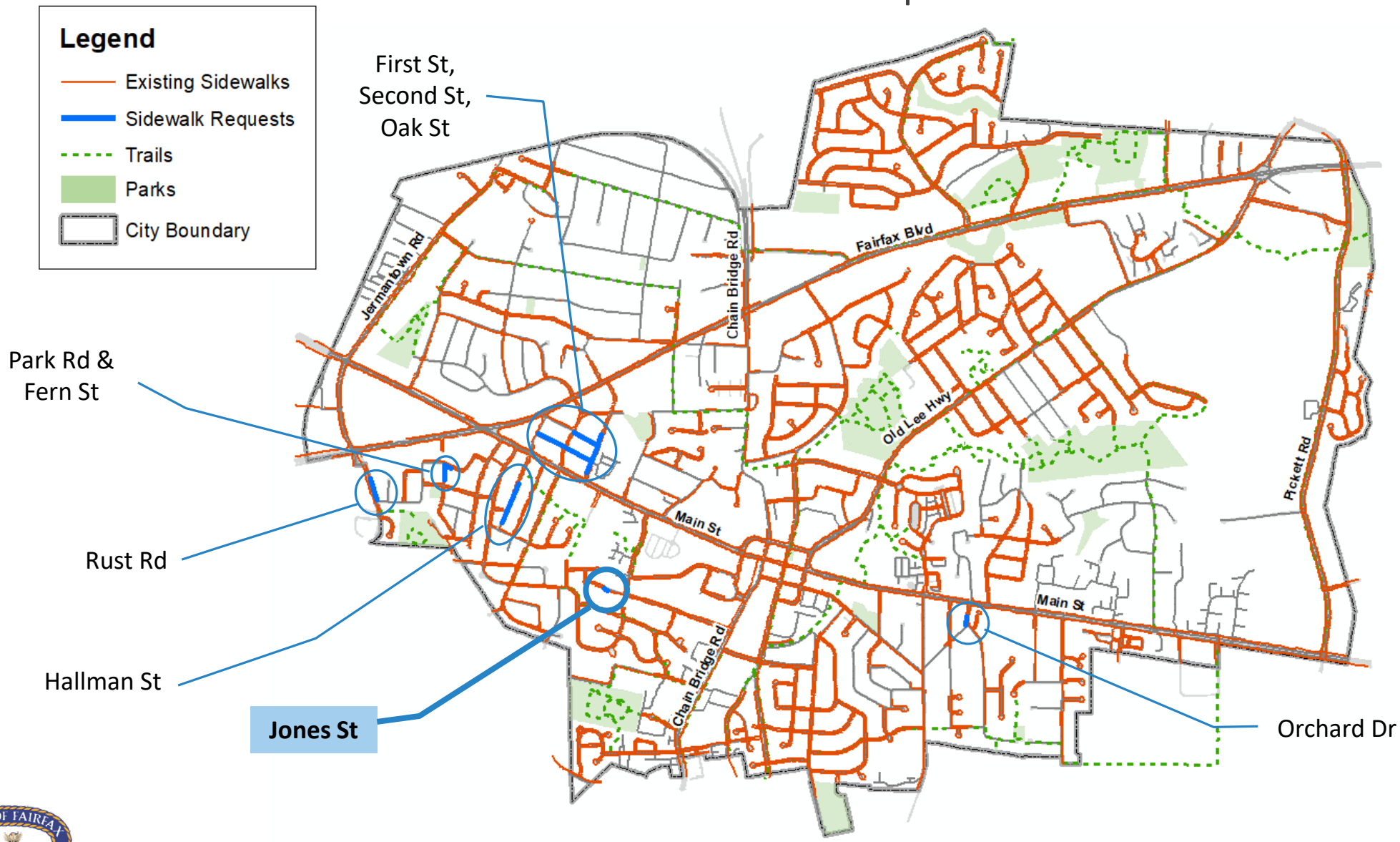
Estimated Cost / Constructability Comments

- Approximately $130,000
- Limited design effort likely required (curb and gutter existing)

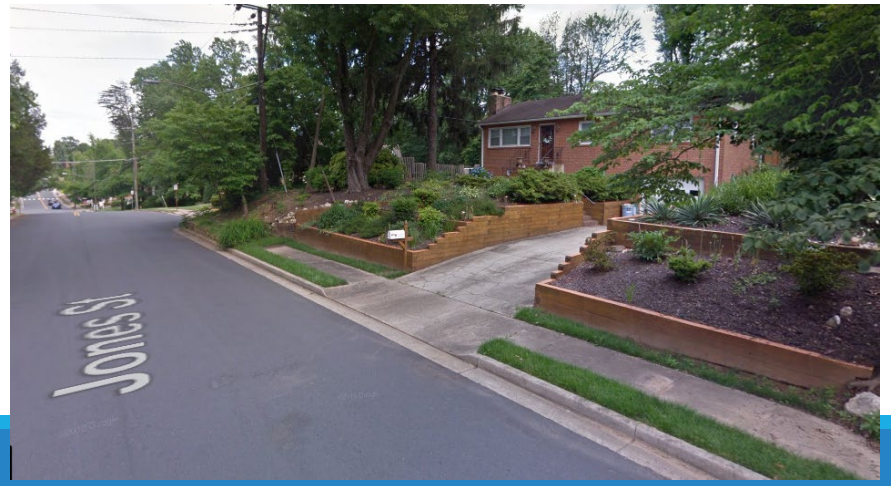
Notes

- Residents in the area requested this missing link to facilitate access to the school bus stop on Orchard

Sidewalk Requests

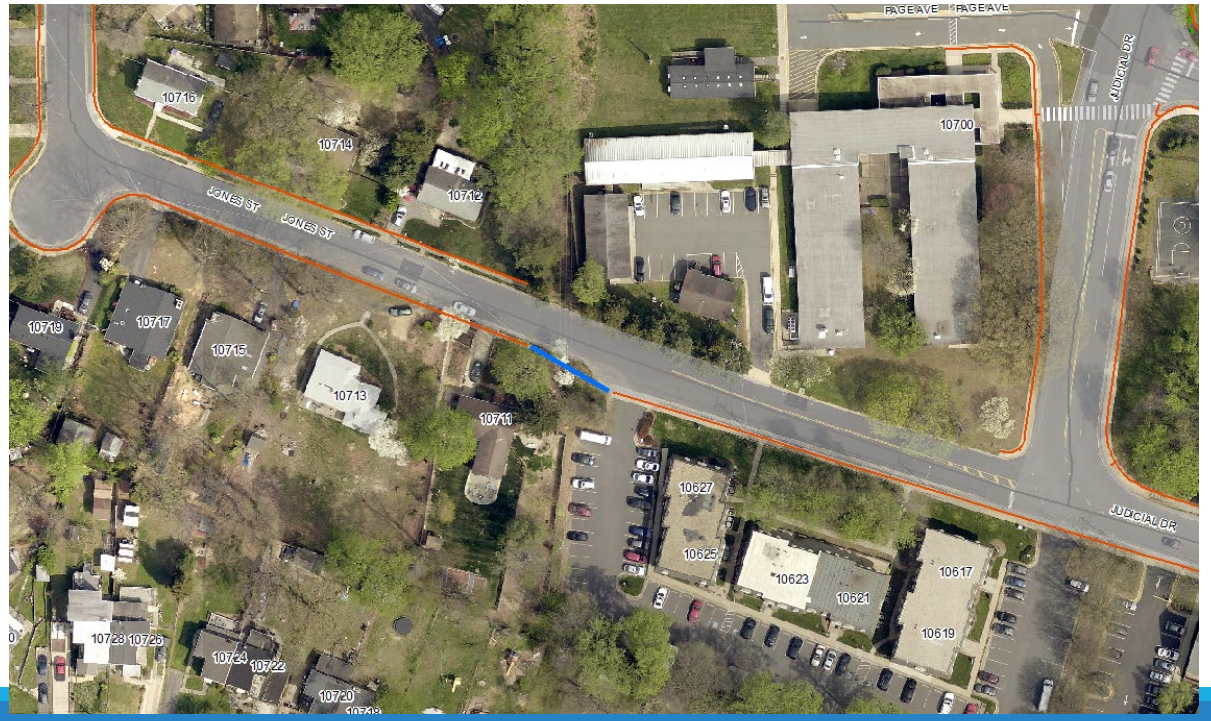


Jones Street Request: Description



Approx. New Linear Feet of Sidewalk: 80

Number of Directly Impacted Residences: 1



Jones Street Request: 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

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

Resident Support: Medium

- ☐ Majority of residents on block support – N/A*
- ☑ Majority of impacted residents support

* No petition submitted; discussion with homeowner

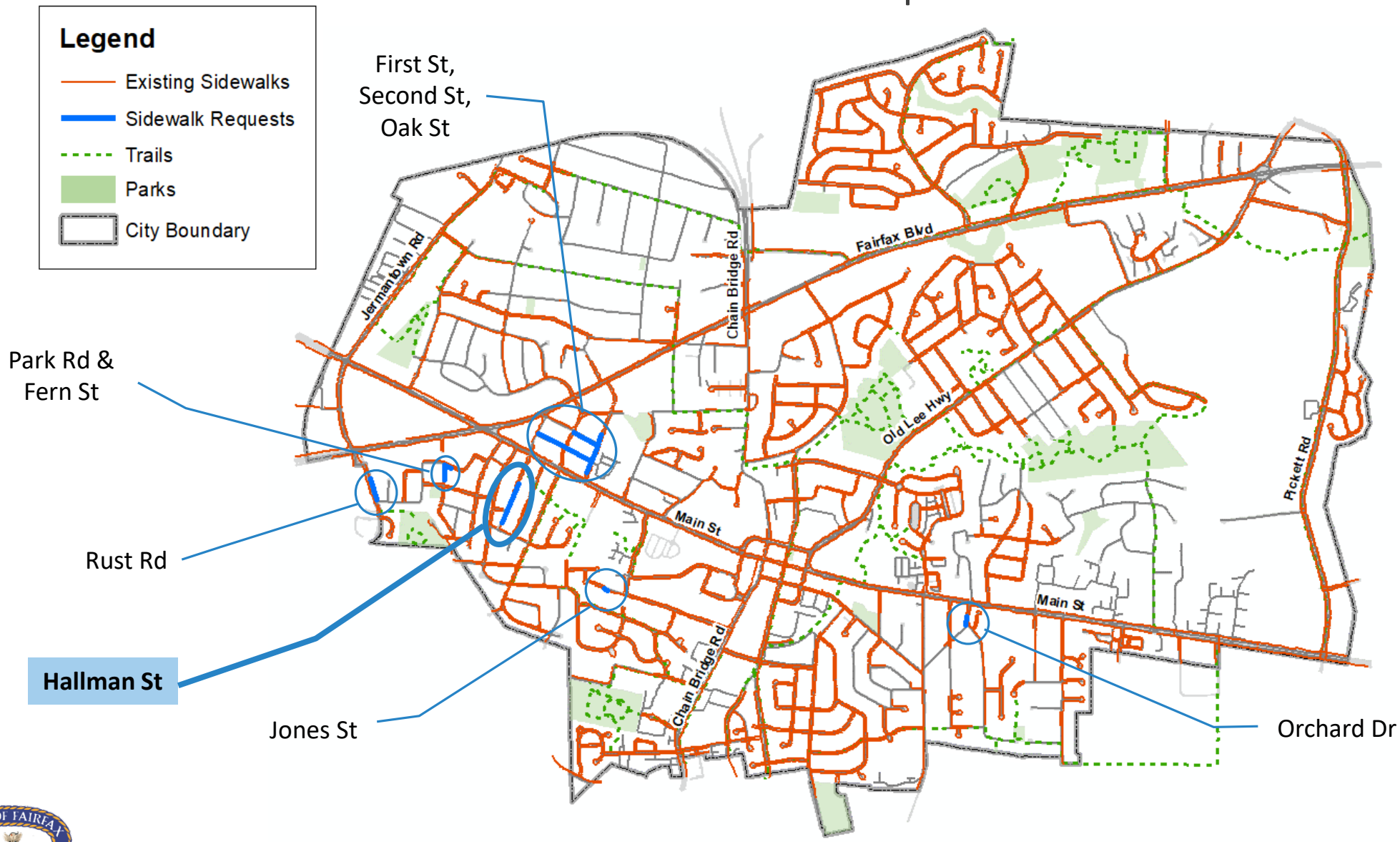
Estimated Cost / Constructability Comments

- Approximately $120,000
- May require some grading and small tree removal

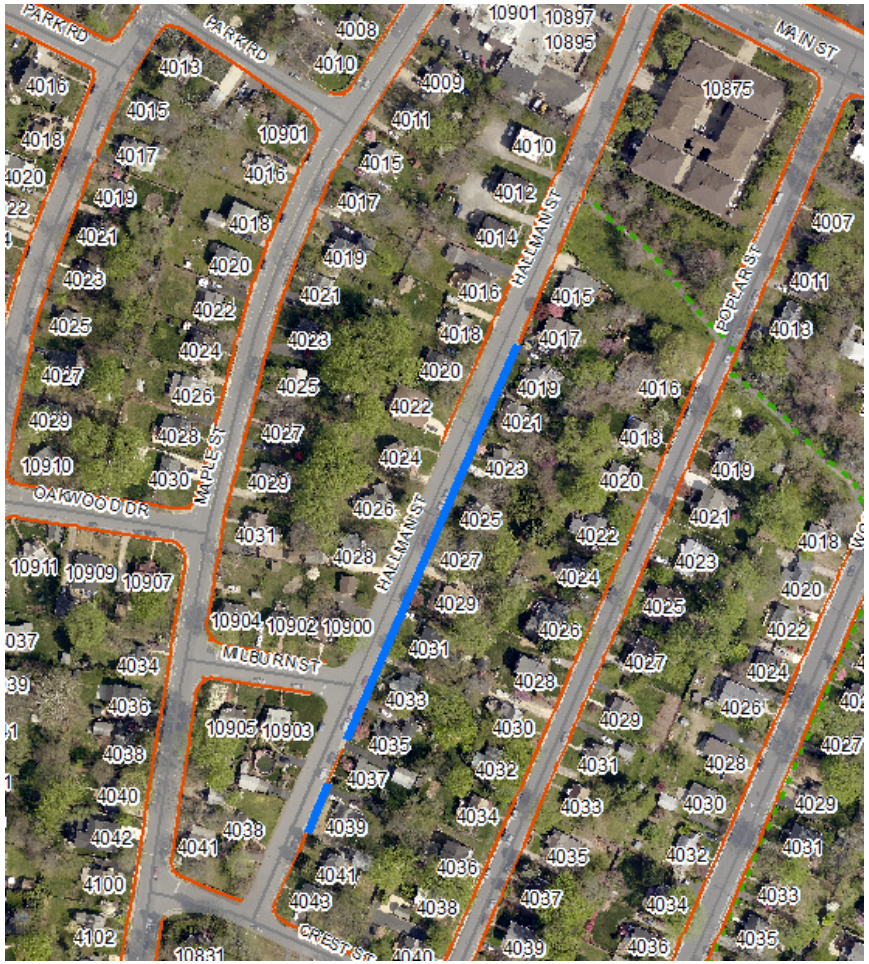
Notes

- Completes a sidewalk network for a neighborhood

Sidewalk Requests



Hallman Street Request: Description



Approx. Linear Feet: 680

Number of Directly Impacted Residences: 10

Hallman Street Request: 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: 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

Resident Support: High

- ☑ Majority of residents on block support
- ☑ Majority of impacted residents support

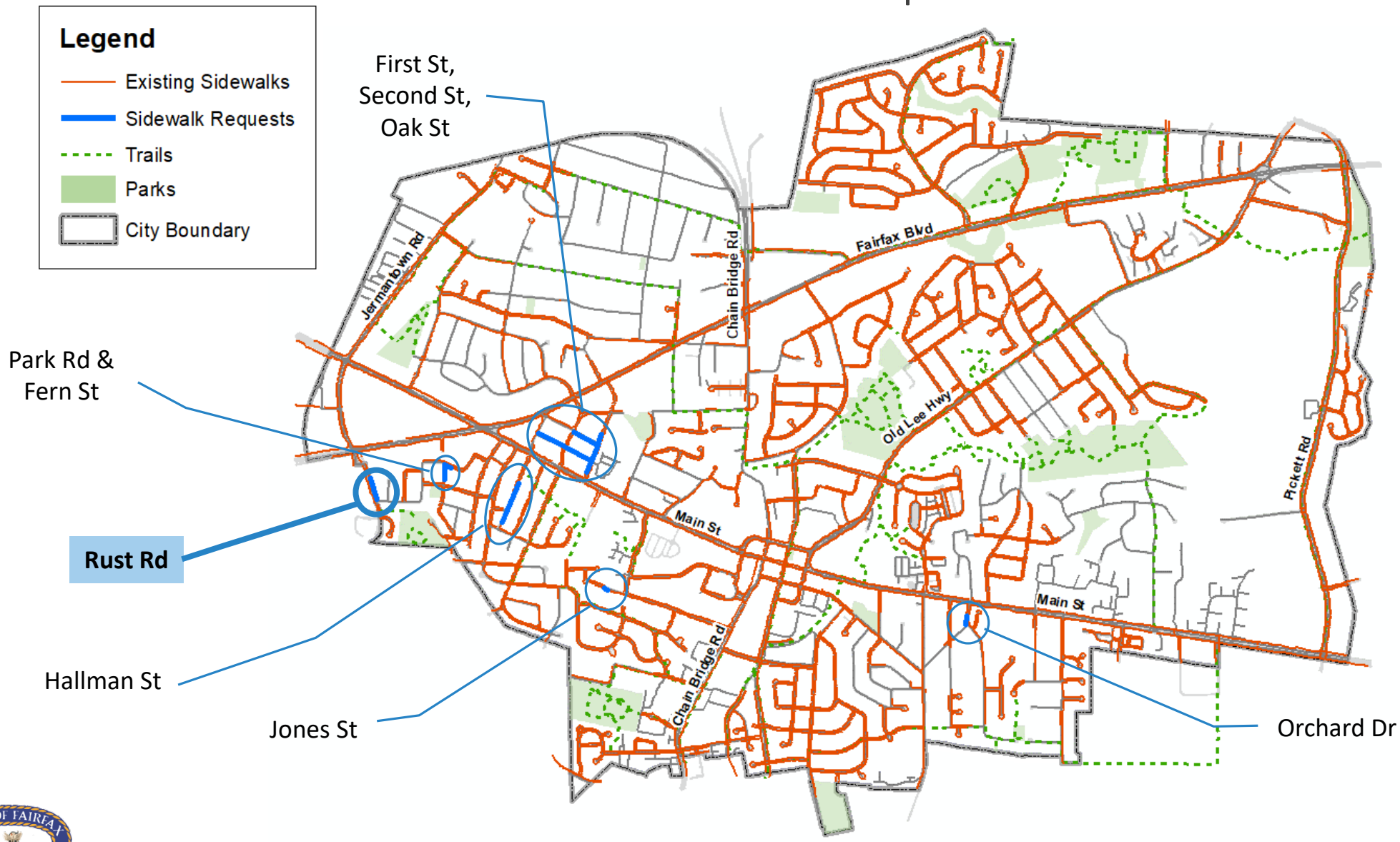
Estimated Cost / Constructability Comments

- Approximately $240,000
- May need grading or retaining wall by one HH
- Limited design effort likely required (curb and gutter existing)
- Utility poles

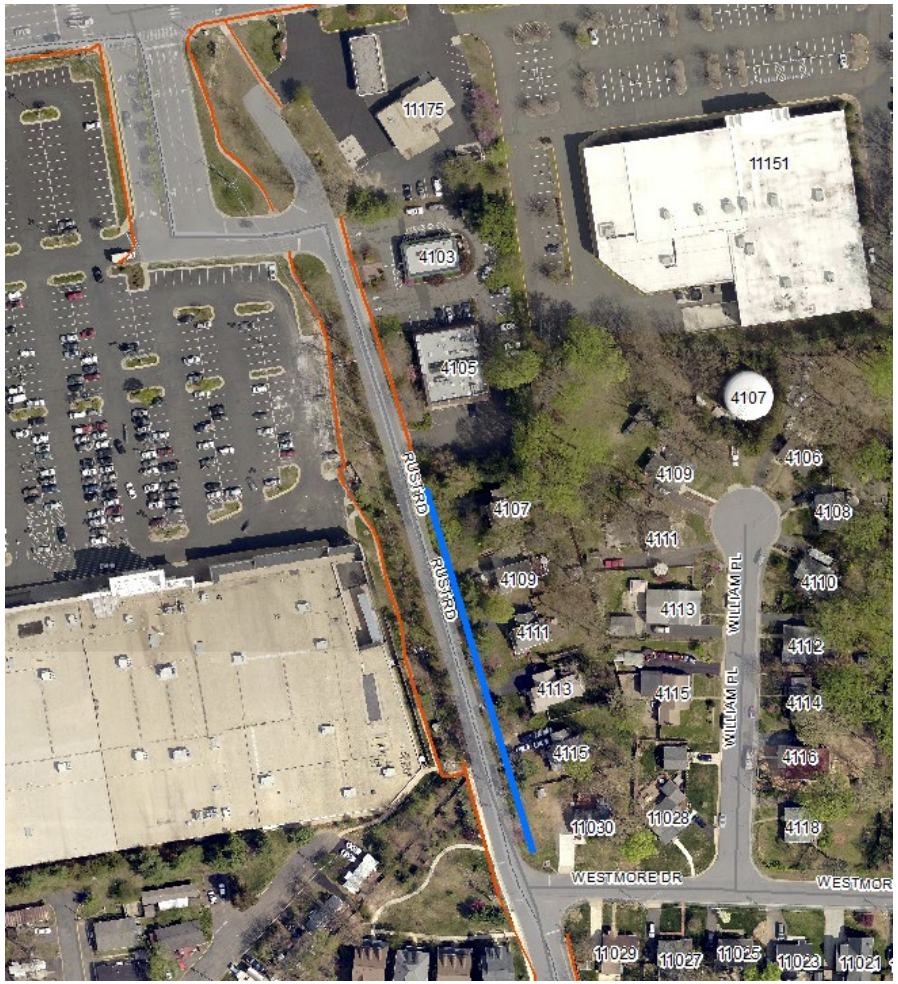
Notes

- Preliminary recommendation for sidewalk on east side of roadway

Sidewalk Requests



Rust Road Request: Description



Approx. Linear Feet: 410

Number of Directly Impacted Residences: 6

Rust Road Request: Potential Benefits

Neighborhood Connectivity: Medium

- ☑ Improves access to transit
- ☐ Improves access to trails
- ☑ Completes missing link on block
- ☐ Links to other sidewalks in neighborhood

Access to Destinations: Medium

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

Resident Support: High

- ☑ Majority of residents on block support
- ☑ Majority of impacted residents support

Estimated Cost / Constructability Comments

- Approximately $290,000
- Narrow road, west side in county
- Curb and gutter needed
- Likely requires some tree removal

Notes

- Sidewalk available on other side of street; improves access for small number of HHs on Rust
- Residents concerned about narrow road, safety of getting to mailboxes

Sidewalk Requests

Park Rd & Fern St Request: Description

Approx. Linear Feet: 400

Number of Directly Impacted Residences: 3

Park Rd & Fern St Request: Potential Benefits

Neighborhood Connectivity: Medium

- ☑ Improves access to transit
- ☐ Improves access to trails
- ☑ Completes missing link on block
- ☐ Links to other sidewalks in neighborhood

Access to Destinations: Medium

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

Resident Support: Low or Medium

- ☐ Majority of residents on block support – N/A*
- ☐ Majority of impacted residents support

* No petition submitted; discussion with residents

Estimated Cost / Constructability Comments

- $290,000
- Curb and gutter needed
- Limited design effort likely required (draft design developed)

Notes

- Improves access for small number of HHs on Fern; sidewalk exists on other side of Park and on Oakwood

Summary of Project Benefits

Project Name	Year Requested (Appx.)	Neighborhood Connectivity	Access to Destinations	Resident Support	Project Cost Est.
First Street (2 blocks)	2018	Medium	Medium	Low or Medium	$500,000
Second Street	2018	Medium	Medium	High	$320,000
Oak St (3 blocks)	2007	Medium	Medium or High	Low or Medium	$390,000
Orchard Drive	2015	Medium	High	Medium	$130,000
Jones Street	2016	High	Medium	Medium	$120,000
Hallman Street	2017	High	High	High	$240,000
Rust Road	2017	Medium	Medium	High	$300,000
Park Rd & Fern St	2011	Medium	Medium	Low or Medium	$290,000

Draft Staff Evaluation of Sidewalk Requests

	High Benefit	Medium Benefit	Low Benefit
Low Cost (< $200K)		• Orchard Drive • Jones Street	
Medium Cost ($200 - $400K)	• Hallman Street	• Second Street • Rust Road	• Park and Fern
High Cost (> $400K)		• Oak Street • First Street	

Residential Sidewalk Program Funding

- In FY 2019 $100,000 in C&I funds was adopted. This funding has not been spent yet.
- Requesting annual appropriation of funds to design and construct residential sidewalk projects
- Design and/or construct one or two sidewalk projects per year (depending on cost)
- “Bank” unused funds for larger residential sidewalk projects
- Perform annual evaluation to re-prioritize remaining and new requests
- Requesting $200,000 annually starting in FY 20

Non-Residential and/or sidewalk projects with broad public benefit may be funded separately

Next Steps

Incorporate Council feedback on evaluation criteria

Draft policy revisions

Present policy revisions for a Council Resolution of approval

Incorporate residential sidewalk program into Capital Improvement Program

Questions?