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November 30, 2022

Mr. Alvaro Astorga, CIP Project Manager

Dept. of Public Works

300 Park Ave, Suite 215E

Falls Church, VA 22046

Dear Mr. Astorga,

The purpose of this letter is to further describe the transformation of Park Avenue from its current condition to one that can accommodate safe and efficient conditions for all users of the Right-of-Way, including pedestrian, cyclists, and people using motor vehicles.

Park Avenue from North Washington Street to North Virginia Avenue has been redesigned as an enhanced roadway and public space, accommodating multi-mobility, and improving quality of life for the residents of the City of Falls Church. The design involves a comprehensive approach to controlling traffic and improving safety conditions for pedestrians and people on bicycles, as well as promoting economic development. The redesign includes bulbouts along Park Avenue, Little Falls Street and North Maple Street; raised intersections at Park Avenue / North Virginia Avenue and Park Avenue / Little Falls Street; a reconfigured intersection at Park Avenue / North Maple Street; and a raised crosswalk on Park Avenue at the eastern gateway where Park Avenue connects with North Washington Street. Other improvements such as enhanced sidewalks and streetscape furnishings, undergrounding of overhead utility wires, better defined on-street parking areas, and the creation of small parkettes place an emphasis on pedestrians and neighborhood beautification. These design elements combined with a reduced speed from 25 mph to 20 mph will create an environment where drivers slow down, and vehicles and people on bicycles can more comfortably share the road. Enhanced shared lane pavement markings, known as "Super Sharrows", along Park Avenue and a wayfinding system within the project area will be integrated into the design to improve safety and visibility for cyclists. Many cities around the country have chosen to brand these types of roadway improvements as Neighborhood Greenways, Bike/Walk Streets, Bicycle Boulevards, and similar names.

A Bicycle Boulevard is typically a street with low motorized traffic volumes and speeds, as well as traffic calming measures, like those proposed for Park Avenue, to slow motor vehicle speeds and discourage cut through traffic. They are designated to encourage sharing of the travel lanes

Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts

and designed to improve quality of life for the local community. Traffic volumes collected for Park Avenue on June 16 of 2022 show volumes at 3,126 vehicles per day. Traffic volumes are expected to drop below 3,000 on Park Avenue due to the proposed design changes and the reduced speed to 20 mph. The combination of the proposed design elements for Park Avenue is consistent with nationally recognized guidelines for designation as a Bicycle Boulevard. The table in *Exhibit 1* shows how the combination of reduced speed and expected traffic volumes fits in with the selection process for a Share Lane or Bike Boulevard.

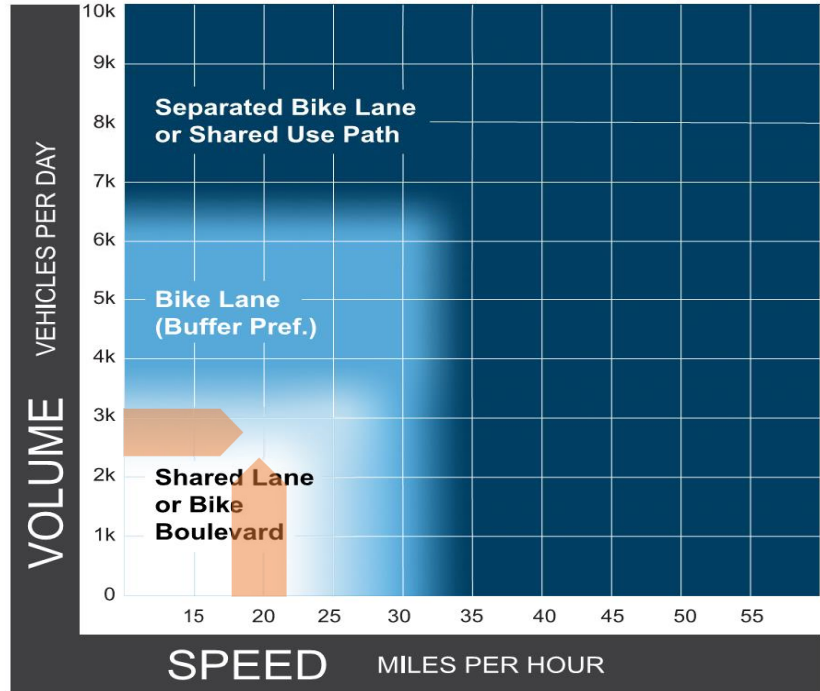


Exhibit 1: Table from the Bikeway Selection Guide (February 2019) issued by the US Department of Transportation – Federal Highway Administration

With these changes implemented, Park Avenue will become a comfortable and attractive place to walk and ride a bicycle. The expected low volumes and speeds of motor vehicles will reduce conflicts between motor vehicles, pedestrians, and people on bicycles – helping all users feel safer and more comfortable.

Due to these conditions, it is expected that the Bicycle Boulevard will attract cyclists of all ages and abilities to spend time on Park Avenue and Downtown Falls Church. In addition, it is likely that people not currently cycling will be encouraged to take frequent bicycle trips to the area. This may decrease local traffic congestion, expand bicycle facilities further, and help meet overall sustainability goals.

Thank you.

Oliver Boehm, PLA, ENV-SP, LEED-AP
Lead Landscape Architect for project design