



Falls Church, VA

Award: Honorable Mention | Fall 2023

Award History: First-time applicant.

The 5 Es Category Scores	Falls Church	Max Score this round
Engineering	25.50%	79.3%
Education	1.88%	76.3%
Encouragement	22.16%	87.5%
Evaluation & Planning	34.92%	78.0%
Equity & Accessibility	9.55%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.4%

Male Commuter Ridership: 0.8%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 7

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Falls Church's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **1**

Virginia's Bicycle Friendly State Ranking: **#7**

Community Profile

Population: 14,493

Area: 2.05 square miles

Population Density: 7069.8 people/square mile

Land Classification:

Suburban

Poverty Rate: 2.5%*

Median Household Income: \$155,071*

Percent of the Population that Speaks a

Language Other Than English at Home: 19.7%*

Percent with Disability: 6.7%*

Percent of Households with No Vehicle Available: 2.4%*

*Source: https://data.census.gov/profile/Falls_Church_city,_Virginia?g=050XX00US51610

Falls Church's Bike Links

Bike Network Map, if available:

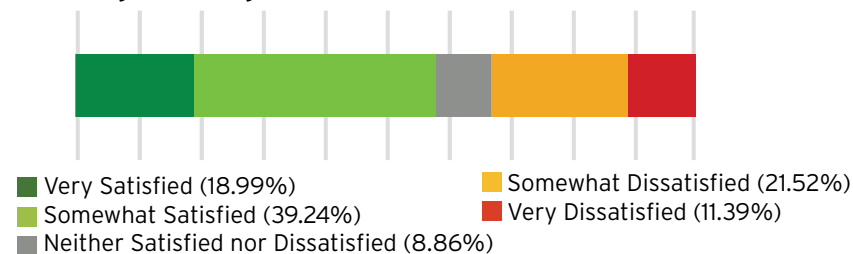
<https://www.fallschurchva.gov/1718/Bicycle-Routes-Implementation>

Bike Plan, if available:

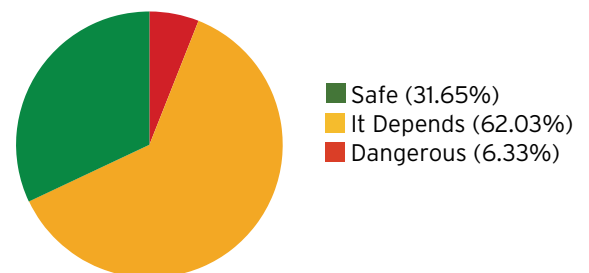
<https://www.fallschurchva.gov/1564/Bicycle-Master-Plan>

Fall 2023 BFC Public Survey Response Summary for Falls Church, VA

How satisfied are you with how this community is designed for making bike riding safe? (n = 79)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 79)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 79)

1. More bike lanes (24.05%)
2. Improve public decision-making processes for transportation improvements, including bicycling improvements (13.92%)
3. More bike paths (12.66%)
4. Improve existing bike lanes to protected bike lanes (11.39%)
5. Reduce speeds through traffic calming and/or road diets (10.13%)

About this Report Card

The following scores are based on the online application submitted by Falls Church in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Falls Church earned a weighted score of 25.50% in the Engineering Category. Below is the full breakdown of points that Falls Church earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Falls Church's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	2.4 / 41 pts
	End-of-Trip Facilities	2.5 / 44 pts
	Bicycle Network	27.7 / 128 pts
	Network Maintenance	2 / 32 pts
	Bicycle Access to Public Transportation	10.6 / 23 pts
	Bike Sharing	6.2 / 24 pts
	Other Bicycle-Related Amenities	0.3 / 6 pts
	Regional Coordination	1.3 / 23 pts
Engineering Bonus Points	0.5 / 10 pts	

EDUCATION	<i>Falls Church earned a weighted score of 1.88% in the Education Category. Below is the full breakdown of points that Falls Church earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Falls Church's Subcategory Points in Education
	Youth Bicycle Education	0.7 / 68 pts
	Adult Bicycle Education	1 / 47 pts
	Motorist Education	0 / 28 pts
	Bicycle Safety Education Resources	0.2 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	0.5 / 7 pts	

ENCOURAGEMENT	<i>Falls Church earned a weighted score of 22.16% in the Encouragement Category. Below is the full breakdown of points that Falls Church earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Falls Church's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	0.5 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	11.6 / 91 pts
	Access To Bicycle Equipment and Repair Services	5.8 / 35 pts
	Reducing Work-Related/Fleet VMT	3 / 11 pts
	Encouragement Bonus Points	2.5 / 7 pts

EVALUATION & PLANNING	<i>Falls Church earned a weighted score of 34.92% in the Evaluation & Planning Category. Below is the full breakdown of points that Falls Church earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Falls Church's Subcategory Points in Evaluation & Planning
	Staffing And Committees	5.3 / 35 pts
	Public Engagement for Bicycle Planning	6.5 / 35 pts
	Planning, Funding, And Implementation	7.9 / 46 pts
	Evaluating The Bicycle Network	6 / 25 pts
	Evaluating Ridership	0.3 / 20 pts
	Evaluating & Improving Safety Outcomes	17.5 / 42 pts
Evaluation & Planning Bonus Points	1.8 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Falls Church earned a weighted score of 9.55% in the Equity & Accessibility Category. Below is the full breakdown of points that Falls Church earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Falls Church's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5.5 / 24 pts
	Equity Data Collection & Goals	0 / 27 pts
	Equity & Accessibility Policies & Plans	1 / 21 pts
	Equity & Accessibility in Engineering	1.5 / 44 pts
	Equity & Accessibility in Education	0 / 52 pts
	Equity & Accessibility in Encouragement	0 / 42 pts
	Equity & Accessibility in Evaluation & Planning	5.5 / 51 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Falls Church's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...

- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Congratulations on recent policy changes to lower city street speed limits to 20mph on most roads. To ensure compliance with the new lower speed limits, introduce road diets and traffic calming to lower the designed speed of the road as well. Consider using temporary pop-up facilities to demonstrate and pilot new traffic calming and bike infrastructure and let residents experience it and provide feedback before it is finalized.
- » Improve your community's on- and off-street bikeway maintenance practices to ensure that all off-street bicycle facilities remain safe and usable year-round. Frequent sweeping, vegetation maintenance, snow and ice clearance, repainting, and surface repairs are important to maintaining these facilities in useable condition for the safety and convenience of your riders. Consider developing a regular maintenance schedule such as annual repainting of markings if necessary.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Your application indicated that your community is currently updating its 2015 Bicycle Master Plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » Develop new tools or systems to inform, consult, involve, collaborate with, and empower citizens to become more engaged in the bicycle planning process, particularly as your community works on its Bicycle Master Plan update. See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Falls Church. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>