



North Washington Street Multimodal Transportation Project

Project Description

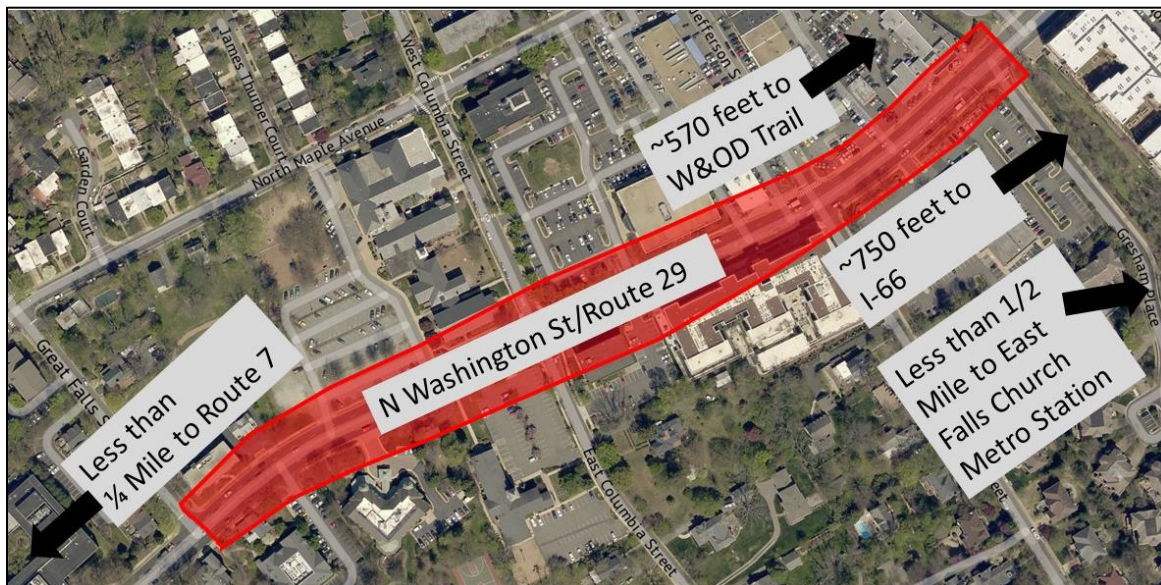


Increasingly, State, Regional and Local Plans are recognizing the effectiveness and cost efficiency of investing in multimodal transportation options. Multimodal options have been repeatedly shown to be the most cost-effective transportation investments. This project reflects that trend by investing in multimodal transportation options near the East Falls Church Metrorail Station. The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancements, traffic calming, and utility relocation/undergrounding.

Reference Number: 2018-052-0
TransAction ID: 334, 66
Submitting Jurisdiction/Agency: City of Falls Church
Location: See map below.
Requested NVTA Funds: \$14,500,000
Total Cost to Complete Project: \$14,500,000

The North Washington Street Multimodal Transportation project is included in the City's adopted Fiscal Year 2018-2022 Capital Improvements Program (CIP). The North Washington Street/Route 29 project will allow for improved safety between Great Falls Street and Gresham Place. Signal improvements will be made at the North Washington Street/Route 29 and Gresham Place intersection. A high-intensity activated crosswalk (HAWK) signal will be installed at or near the intersection of North Washington Street/Route 29 and East Jefferson Street to allow better connectivity and access to both the East Falls Church Metrorail Station and downtown Falls Church. Utility relocation/undergrounding will be undertaken throughout the project area, as will traffic calming improvements, pedestrian improvements and bicycle access improvements. The City is designated as a regional activity center and has recently been a focus of infill development. Without viable travel alternatives, new City residents and workers will have little choice but to add to the automobile congestion on the already crowded regional road and highway network in the I-66/29 Corridor. Expanding multimodal transportation options and extending the catchment area of the East Falls Church Metro Station will increase travel options and reduce pressure on the regional road and highway system.

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work						X		
Right of Way Acquisition						X		
Construction							X	X

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work	\$1,575,000		\$1,575,000
Right of Way Acquisition	\$500,000		\$500,000
Construction	\$9,945,000		\$9,945,000
Other	\$2,480,000		\$2,480,000
TOTAL:	\$14,500,000		\$14,500,000

Note: Other funding includes contract administration expenses.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	16.93
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	32
TransAction Project Rating:	50.69
TransAction Project Rating Rank:	59

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- This project is expected to support an interconnected network.
- This project is expected to support economic growth.
- This project is expected to promote areas of concentrated growth.
- This project is expected to manage both demand and capacity.
- This project is expected to provide expanded travel choices.
- This project is expected to provide effective, cost-efficient transportation benefits.
- This project is expected to enable optimal use of the transportation network and will leverage the existing network as well as other active investments.

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.