West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project

Project Description

Reference Number: 2018-051-0
TransAction ID: 334, 66
Submitting Jurisdiction/Agency: City of Falls Church
Location: See map below.
Requested NVTA Funds: $15,700,000
Total Cost to Complete Project: $15,700,000

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 West Falls Church Metrorail Station. The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. Signals will be installed or updated at or near the Chestnut Street & W Broad Street/Route 7 intersection, Haycock Road & W Broad Street/Route 7 intersection, and Haycock Road and Schools Access Road intersection. A high-intensity activated crosswalk (HAWK) signal will be installed on Haycock Road to allow better connectivity and access to the school's area campus. Pedestrian access improvements will be made at the above listed intersections as well as along West Broad Street between the Metro Station Exit and Haycock Road. Improvements will also be made along both sides of Haycock Road between W Broad Street/Route 7 and the City line. Utility relocation/undergrounding and bicycle access improvements will take place along Haycock/Shreve Road and along W Broad Street within the project boundary.

The City is designated as a regional activity center and has recently been a focus of infill development. Immediately adjacent to the project area, the City is planning for 10 acres of redevelopment, with a likely minimum Floor Area Ratio (FAR) of 3.5. This would result in a minimum of 1.5 million square feet of additional 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 highway network in the Route 7 Corridor and the I-66 Corridor. Expanding multimodal transportation options and extending the catchment area of the West Falls Church Metro Station will increase travel options and reduce pressure on the regional 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	$1,800,000		$1,800,000
Right of Way Acquisition	$600,000		$600,000
Construction	$10,600,000		$10,600,000
Other	$2,700,000		$2,700,000
TOTAL:	$15,700,000		$15,700,000

Note: Other funding includes contract administration expenses.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in $1000's): **5.01**

Congestion Reduction Relative to Cost Ratio Rank (Total Cost in $1000's): **48**

TransAction Project Rating: **52.57**

TransAction Project Rating Rank: **57**

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 economic growth.
- This project is expected to support an interconnected network.
- This project is expected to provide effective, cost-efficient transportation benefits.
- This project is expected to provide expanded travel choices.
- This project is expected to manage both demand and capacity.
- This project is expected to promote areas of concentrated growth.

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.