



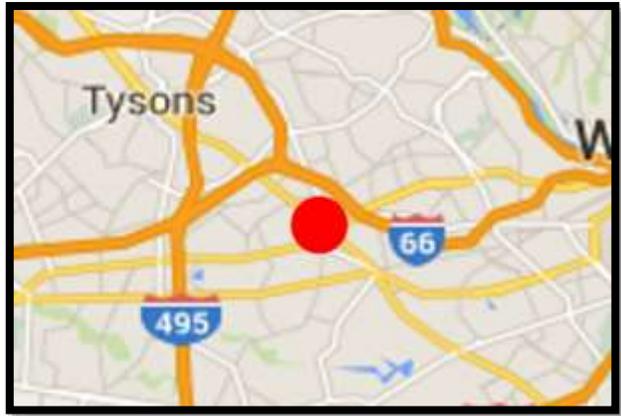
Project Description Form – 6W

Basic Project Information

Submitting Jurisdiction/Agency: City of Falls Church

Project Title: Bikeshare Connections to Orange and Silver Line Metrorail Stations

Project Location: City of Falls Church, North Washington Street, South Washington Street, West Broad Street, and W&OD Trail



Project Description: Bikeshare is becoming a commonly used form of transportation throughout the Washington, D.C., Metropolitan Region. As the regional bikeshare system expands, its utility increases exponentially. Bikeshare is an excellent first-mile / last-mile solution for rail transit, so adding bikeshare connectivity to specific stations increases the usefulness of bikeshare stations at all metrorail systems. This project will provide additional access to the East Falls Church Metrorail station by installing up to 16 bikeshare stations along N Washington Street and S Washington Street (Route 29), W Broad Street (Route 7), and the W&OD Trail in the City of Falls Church. With the opening of Silver Line service, the East Falls Church Metrorail station became a hub station for Metrorail. As a hub station, it allows for travel in three directions, including one-stop trips to Tysons Corner and the Rosslyn-Ballston Corridor. Additionally, the station is a connection point for commuter buses. A first-mile / last-mile solution, bikeshare in Falls Church will enable City of Falls Church residents to access the regional transit network. Bikeshare will also enable City of Falls Church workers to access the City using the regional transit network.

The City is designated as a regional activity center and has recently been a focus on infill development. Within the City, two projects under construction will deliver 500 new apartments to the City. Two recent proposals would add another 600 apartments if approved. 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. Expanding the regional bikeshare network and extending the catchment area of transit stations will increase travel options and reduce pressure on the regional highway system.

Project Analysis Summary*

NVTA Quantitative Score	47.66	Rank	12
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.36	hours saved/\$	Rank 9
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.36	hours saved/\$	Rank 5

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Milestones

Project Milestones by Project Phase:

- **Engineering:** 6/2016 through 12/2016
- **Environmental Work:** NA
- **Design:** 6/2016 through 12/2016
- **Right of Way Acquisition:** 1/2017 through 6/2018
- **Construction:** 1/2017 through 6/2018
- **Capital Asset Acquisitions:** 1/2017 through 6/2018
- **Other:**

Project Cost

Requested NVTA FY2017 Funds: \$2,000,000

Total Cost to Complete Project: \$2,000,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase (Fiscal Year 2017)
Engineering	\$200,000		\$200,000
Environmental Work			
Design	\$50,000		\$50,000
Right of Way Acquisition	\$200,000		\$200,000
Construction	\$450,000		\$450,000
Capital Asset Acquisitions	\$1,000,000		\$1,000,000
Other	\$100,000 (contingency)		\$100,000 (contingency)
TOTAL	\$2,000,000		\$2,000,000

Project Impacts

What regional benefit(s) does this project offer? The East Falls Church Metrorail station is a focal point within the regional transit network. The station provides access to the Orange Line and the Silver Line, which in turn provide access to Tysons Corner, the Rosslyn-Ballston Corridor, and Washington, D.C. The station is also a connection point for regional commuter buses.

The City of Falls Church is a regional activity, will a relatively dense collection of population and employment, with a population of approximately 6,000 residents per square mile and employment of approximately 4,500 workers per square mile¹. The City has been a recent focus on redevelopment.

To avoid the status quo of more development leading to more congestion, the City is looking for ways to increase transportation options and provide access to alternatives to automobile travel. The City already has a non-Single Occupancy Vehicle Mode Share for work trips of 36%², which demonstrates a willingness to use alternatives to driving alone.

Expanding the regional bikeshare system into the City of Falls Church will provide several regional benefits. Providing bikeshare connections will reduce the impact of current and future City of Falls Church residents and workers on the regional road network. Two NVTA regional corridors pass through the City – the Route 7 Corridor and the I-66/Route 29 Corridor. Providing access to the regional bikeshare network and making connections to the regional transit network will replace car trips with bike trips, thereby relieving pressure on these regional corridors.

Providing bikeshare connections will also support regionally adopted goals of concentrating regional development in activity centers. As noted above the City of Falls Church is a regional activity center. Although streets within the City of Falls Church are nearing their capacity to carry additional automobile traffic, the street and sidewalk network still has the capacity to carry more people if more space-efficient modes of travel are used. Installation of bike-share will increase the transportation capacity for travel in and around the City of Falls Church, which is necessary to accommodate additional population and employment growth.

How will the project reduce congestion? The project will reduce congestion on N Washington Street (Route 29) and W Broad Street (Route 7). Both of these streets are recognized by TransAction 2040 as components of regional transportation corridors. Infill development in and around the City of Falls Church is increasing travel demand in and through the City. This project will provide transportation options and reduce the demand for automobile travel. The reduction in automobile travel will reduce congestion for those who still drive and reduce vehicle miles traveled.

¹ Census QuickFacts, City of Falls Church, <http://quickfacts.census.gov/qfd/states/51/51610.html>

² American Community Survey, 2009-2013, 5-Year Estimates, Means of Transportation to Work By Age, B08101

According to a recent report of bikeshare users in the region, access to bikeshare reduced vehicle trips of members by 12 percent and reduced vehicle miles traveled by 158 miles per year³.

How will the project increase capacity? The City of Falls Church is a dense, developed activity center. Any further expansion of roadways would necessitate demolition of buildings in the City's commercial corridors. Therefore, the City, like other urban areas, is trying to accommodate increased travel demand by providing more space efficient travel options.

Bicycle facilities are vastly more space efficient than automobile facilities. Where a typical highway lane can accommodate 2,000 vehicles per hour, the same amount of space dedicated to bicycles can accommodate 14,000 bicycles per hour. This is not to say that all automobile trips will become bicycle trips or that everyone should give up driving. Far from it. This merely makes the point that adding options for bicycle travel in addition to automobile travel will increase transportation capacity.

How will the project improve auto and pedestrian safety? As a bicycle-focused project, the project will include updates to bicycle routes along defined travel paths to the East Falls Church Metrorail Station.

How will the project improve regional connectivity? From a regional perspective, this project will serve as a first-mile / last-mile project, making important connections to the East Falls Church Metrorail station. Given that the East Falls Church Station is a hub station for the Orange and Silver Lines, the implementation of bike share will open increase connectivity for people traveling via Metrorail between Falls Church and every other station on the Orange and Silver Lines.

How will the project improve bicycle and pedestrian travel options? This project will improve bicycle travel options by installing up to 16 bike share stations. These stations will increase bike travel options by providing the following:

- Access to bicycles to people who do not own one
- Access to bicycles for people traveling by Metrorail. Current Metrorail policy prohibits carrying bicycles onto trains during rush hour service. So providing bike for the first and last mile of transit trips is important
- Access to bicycles whose trips involve a chain of destinations and modes

How will the project improve the management and operation of existing facilities through technology applications? This is not a technology project

Additional Information in Support of This Project

None.

³ Capital Bikeshare 2014 Member Survey Report, pages ii and 32, <http://www.capitalbikeshare.com/assets/pdf/cabi-2014surveyreport.pdf>