



Downtown Falls Church Multimodal Improvements

NVTA FY2020-2025
SIX YEAR PROGRAM
Updated: 3/5/2020

Park Avenue, a "Great Street"

Project Description

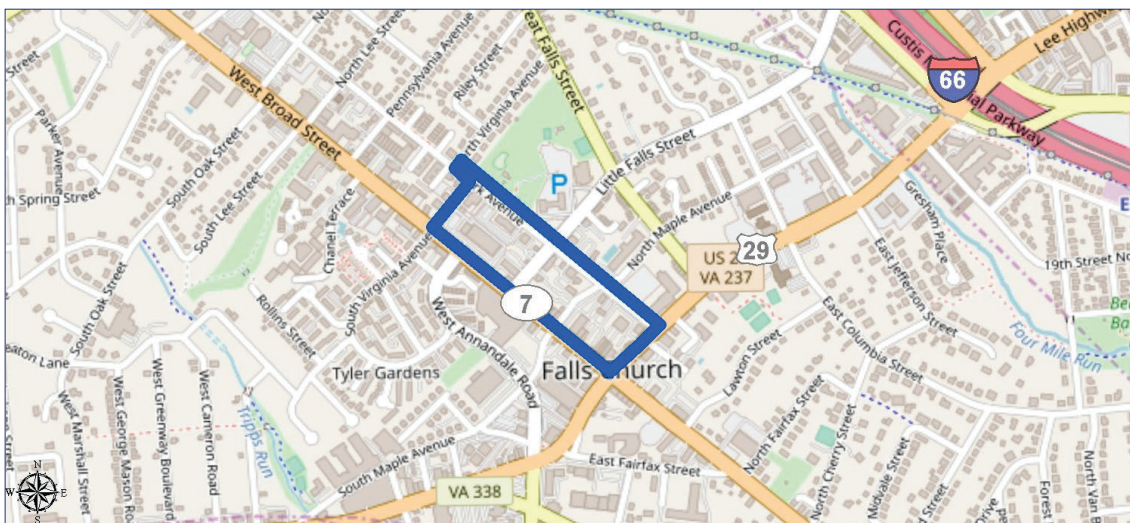
The objective of the Downtown Multimodal Improvements project is to increase accessibility and safety for pedestrians, bicyclists, and transit riders in two of the City's important revitalization areas; the West Broad Street Planning Opportunity Area (POA) corridor and the Downtown POA corridor. Within these two areas, the City has identified Park Avenue, one of the City's Great Streets, as an essential connection to the transportation network. Park Avenue connects to many of the City's civic, recreational, and cultural resources. These include the City's municipal campus, Courthouse and City Hall, Public Library, and Cherry Hill Park and historical farmhouse. Many of the City's regional attractions are located on Park Avenue. Mary Riley Styles Library has 32,314 registered card holders. Roughly 60% (19,593) of those are non-residents. Annually, Park Avenue is closed for the Falls Church City Memorial Day parade and festival, which draws an average 14,000 pedestrians and 90+ vendors. The Award-winning year-round Farmers Market attracts an average of 1,500 weekly. As the economic activity grows, enhancing multimodal networks is a viable solution to increased regional travel demand. Low cost and low maintenance bicycle and pedestrian infrastructure is a cost efficient strategy to support continuing economic development and mitigate congestion. The Downtown Falls Church Multimodal Improvements project will increase overall mode-share and transportation capacity by doing the following: Increase pedestrian accessibility with the installation and possible enhancement of 2 midblock crossings, sidewalk widening and removal of sidewalk obstructions (including utility lines), and redesign of intersection geometry; increase bicycle accessibility by accommodating bike routes from the City's adopted Bicycle Master Plan, and recently installed bikeshare facilities; reduce automobile congestion by increasing mode choice; improve safety of the transportation network by installing curb extensions and improving crosswalk accessibility and visibility at 6 total crossings/intersections; leverage the existing ped/bike infrastructure to increase integration between modes and promote first and last mile connections to nearby transit.

Primary Mode(s)	Secondary Mode(s)
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Application Number	CFC-005
SPA Number	
TransAction ID Number	66
Submitting Jurisdiction/Agency	City of Falls Church
Location	Park Ave.
Requested NVTA Funds	\$8,300,000
NVTA Funds Approved	
Previous NVTA Funds Received	\$0
Total Cost to Complete Project	\$10,540,000

Project Location



Project Milestone

	Earlier	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Beyond
Study									
Design, Engineering, Environmental Work		X							
Right of Way Acquisition				X	X				
Construction							X		
Capital Asset Acquisitions									

Project Funding

	Requested NVTA Funds	Previously Approved NVTA Funds	Other funding	Gap	Total Cost by Phase
Study	\$0	\$0	\$0	\$0	\$0
Design, Engineering, Environmental Work	\$0	\$0	\$1,250,000	\$0	\$1,250,000
Right of Way Acquisition	\$1,560,000	\$0	\$990,000	\$0	\$2,550,000
Construction	\$6,740,000	\$0	\$0	\$0	\$6,740,000
Capital Asset Acquisitions	\$0	\$0	\$0	\$0	\$0
TOTAL	\$8,300,000	\$0	\$2,240,000	\$0	\$10,540,000

This project includes NVTA 30% funding.

Project Analysis Highlights

	Rating	Rank
Congestion Reduction Relative to Cost (CRRC)	20.78	19
TransAction Project Performance	56.18	24
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2019)		Not applicable
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2019)		12.60%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA		21.00%
Local Priority		2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)		0
NVTA-Funded Project(s) Nearby	Number	NVTA Funds Allocated
	2	\$900,000

Notes: None.