



Vienna Regional Bikesharing

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

Project Description

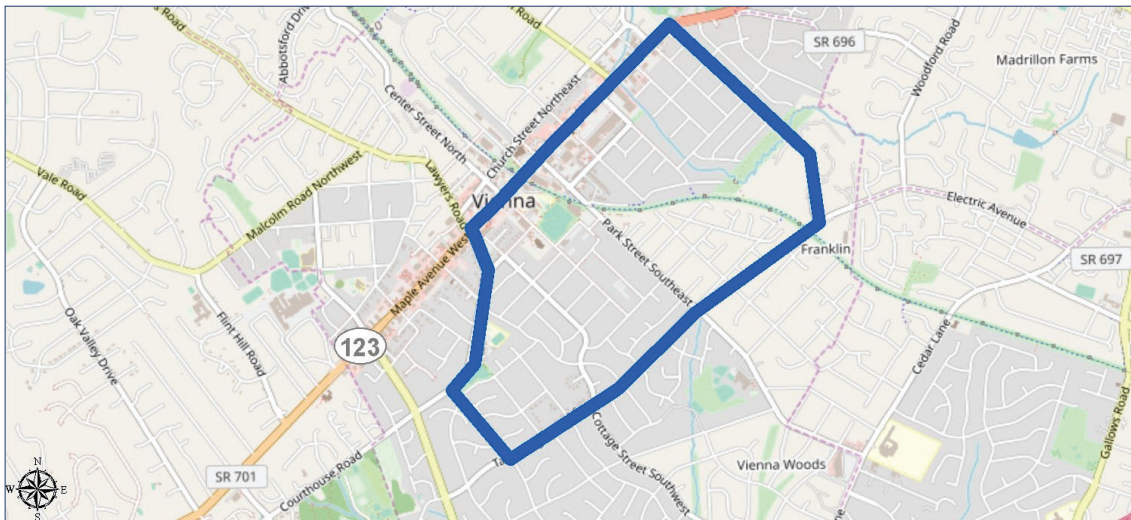
The Town Of Vienna, in coordination with Fairfax County, is proposing to install and operate an extension of the regional Capital Bikeshare system, connecting to residents to the planned extension of Capital Bikeshare at the Vienna Metrorail station. This Town implementation of the Capital Bikeshare system will connect residents and the surrounding community to transit and trail options in the I-66 corridor, including the Orange Metrorail line, planned commuter buses, the W&OD, and the planned I-66 trail. The proposed service area would extend between the southern town line (approximately the intersection of Virginia Center Boulevard and Nutley Street SW) and the eastern line (Electric Avenue at Navy Federal Credit Union), and would approximately follow the W&OD Trail corridor with connections to the surrounding neighborhoods. Other stations will serve residents along the proposed corridor through the Town, including residential neighborhoods and commercial hubs. It is assumed that additional stations at and around the Metrorail station are planned by Fairfax County (funded by the I-66 Commuter Choice program) which will aid in creating a robust network of stations, making this an attractive and convenient first- and last-mile option to connect to transit in the I-66 corridor. In partnership with the City of Fairfax, Fairfax County, and George Mason University the Town of Vienna is conducting a bikeshare feasibility study, and preliminary recommendations include expanding the Capital Bikeshare system generally along the W&OD Trail corridor with connections in Vienna. Capital Bikeshare is metro DC's primary bikeshare system, with more than 3,700 bikes available at more than 440 stations across the region, including stations in the Reston and Tysons areas of Fairfax County and planned expansions in the Vienna and Dunn Loring Metrorail station areas as part of the I-66 Commuter Choice program. Capital Bikeshare is ideal for short one-way trips such as first- and last-mile connections to transit, since bikes can be unlocked from one station and returned to any station throughout the regional system; further, the system is available 24 hours a day, 365 days a year, providing a convenient and reliable transit option year round.

Primary Mode(s)	Secondary Mode(s)
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Application Number	VIE-003
SPA Number	
TransAction ID Number	198
Submitting Jurisdiction/Agency	Town of Vienna
Location	Four locations throughout the Town.
Requested NVTA Funds	\$282,400
NVTA Funds Approved	
Previous NVTA Funds Received	\$0
Total Cost to Complete Project	\$282,400

Project Location



Project Milestone

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

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	\$50,000	\$0	\$0	\$0	\$50,000
Right of Way Acquisition	\$0	\$0	\$0	\$0	\$0
Construction	\$48,400	\$0	\$0	\$0	\$48,400
Capital Asset Acquisitions	\$184,000	\$0	\$0	\$0	\$184,000
TOTAL	\$282,400	\$0	\$0	\$0	\$282,400

The Town of Vienna has applied for VDOT Revenue Sharing

Project Analysis Highlights

	Rating	Rank
Congestion Reduction Relative to Cost (CRRC)	11.24	26
TransAction Project Performance	51.28	39
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)		0.00%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA		0.00%
Local Priority		2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)		1
NVTA-Funded Project(s) Nearby	Number	NVTA Funds Allocated
	1	\$2,300,000

Notes: None.