

APPLICATION #: CFC-006

Date Submitted: 09/27/2019

Local Priority: 1

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1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

66 - Falls Church Multimodal Improvements

1.2: Secondary TransAction IDs

134 - Falls Church Enhanced Regional Bike Routes (W&OD)

334 - Falls Church Metro Station Access

335 - Falls Church Regional Bicycle Connections

1.3: What is the primary TransAction corridor segment in which this project is physically located?

6-3 I-66/US 29/US 50/Orange Silver Line - I-495 to Potomac River

1.4: What other TransAction corridor segments is this project physically located in?

1-4 Rt. 7/Dulles Toll Road/Silver Line - Tysons to US 1

1.5: Project Title

West Falls Church Access to Transit and Multimodal Connectivity

1.6: Project Subtitle

W&OD to West Falls Church Connectivity

1.7: Primary Supported Mode

Bike and Pedestrian

1.8: Secondary Supported Modes

Rail

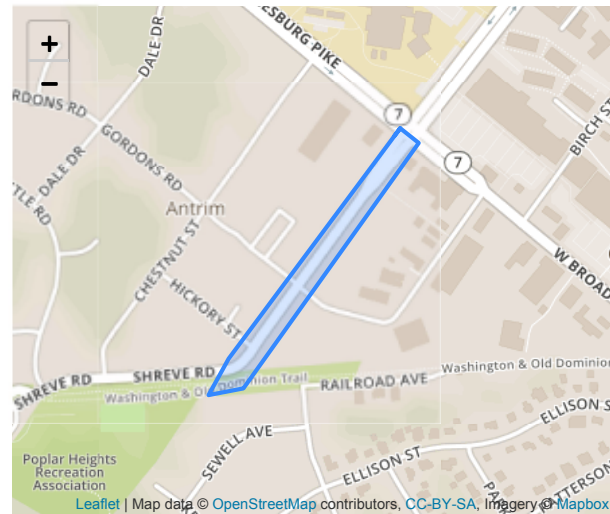
1.9: Project Description

Investing in multimodal transportation options helps to build an effective, fiscally sustainable transportation system that enhances quality of life and supports economic growth. 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. This project also addresses a safety need. A pedestrian fatality occurred on this stretch of Shreve Road earlier this year. The scope of this project includes professional and construction services for a new multi-use path to better connect the W&OD Trail with the West Falls Church Metrorail Station. The project is located on the East Side of Shreve Road between the W&OD Trail and the intersection of Route 7 and Shreve Road. The project includes a 10' shared use path, and 6' planting strip between the street edge and path. Acorn style lights will be installed underneath the utility lines. Utility work will be kept to a minimum. A crosswalk will be installed near the intersection of Shreve Road and Gordon Road. Benches will be installed near the entrance to the trail. The timing of project design and

1.10: Project Location Text

The project is located along the East Side of Shreve Road between the W&OD Trail and the intersection of Route 7 and Shreve Road.

1.11: Project Location Map



1.12: Local Priority

1

1.13: Does this project support Metro or VRE core capacity?

No

1.14: Project URL

construction will be coordinated with the Campus Redevelopment Project and the West Falls Church Transportation Project. City staff expects that design would begin in Fiscal Year (FY) 2024. This project will better connect ongoing and future development near the West Falls Church Metro Station and the western part of the City. The City is designated as a regional activity center and has recently been a focus of infill development. Adjacent to the project area, the City is planning for 9.45 acres of redevelopment, with an estimated Floor Area Ratio (FAR) of 3.7. This will result in approximately 1.42 million square feet of additional development. Without viable travel alternatives, new City residents, workers, and visitors 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. The project is located in both the City of Falls Church and Fairfax County, and will provide new facilities for City and County residents, as well as workers and visitors.

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study		
Design/Engineering/Environmental	FY2024	FY2024
ROW and Utilities	FY2025	FY2025
Construction	FY2026	FY2026
Asset Acquisition		

2.2: Potential Delay Risk Factors

None

2.3: For Design-Build project, estimated date for funding verification

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

Study				
FY2024	\$0	\$0	\$0	\$0
Design / Engineering / Environmental				
FY2024	\$1,380,000	\$0	\$0	\$1,380,000
ROW and Utilities				
FY2024	\$0	\$795,000	\$0	\$795,000
Construction				
FY2024	\$0	\$0	\$4,725,000	\$4,725,000
Asset Acquisition				
FY2024	\$0	\$0	\$0	\$0
Total				
FY2024	\$1,380,000	\$795,000	\$4,725,000	\$6,900,000

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Study			
FY2024	\$0	\$0	\$0
Design / Engineering / Environmental			
FY2024	\$1,380,000	\$0	\$0
ROW and Utilities			
FY2024	\$0	\$795,000	\$0
Construction			
FY2024	\$0	\$0	\$4,725,000
Asset Acquisition			
FY2024	\$0	\$0	\$0
Total			
FY2024	\$1,380,000	\$795,000	\$4,725,000

3.3: Other Secured Funding Sources

Study			
FY2024	\$0	\$0	\$0
Design/Engineering/Environmental			
FY2024	\$1,380,000	\$1,380,000	\$0
ROW and Utilities			
FY2024	\$795,000	\$795,000	\$0
Construction			
FY2024	\$4,725,000	\$4,725,000	\$0
Asset Acquisition			
FY2024	\$0	\$0	\$0
SUMS:			
FY2024	\$6,900,000	\$6,900,000	\$0

3.4: Other Sources Applied for But Not Yet Secured

Not applicable

3.5: Other Sources under consideration for applying for any gap remaining

Not applicable

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

The project will increase capacity on Shreve Road, which connects with Broad Street/Route 7, and the W&OD Trail. The TransAction vision statement calls for investments that manage both demand and capacity. Planning in the West Falls Church area is ongoing. By state code, a Floor Area Ratio (FAR) of at least 3.5 must be achievable in a Revitalization District. Assuming a typical residential/commercial split for City, a redevelopment project in the West Falls Church and Joint Campus Revitalization District could result in 13,500 additional daily trips or more. A multimodal transportation project in this area would help to reduce the impacts of these trips on West Broad Street/Route 7 and I-66 by increasing capacity for pedestrian, bicycle and transit trips. Pedestrian and bicycle

facilities are dramatically 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 pedestrians can accommodate 19,000 pedestrians per hour, and the same amount of space dedicated to bicycles can accommodate 14,000 bicycles per hour. Adding options for pedestrian and bicycle travel in addition to automobile travel increases transportation capacity.

4.2: What congestion problem does the project address and how will it reduce congestion?

The project will reduce congestion on Broad Street/Route 7, I-66, and the W&OD Trail. Current level of service at the West Broad Street/Route 7 and Haycock Road intersection is LOS E at both AM and PM peak. Targets for mode share in this area are available from recent transportation studies conducted in and around the City of Falls Church. Per a recent study of mobility and accessibility conducted in the project area by Nelson\Nygaard, and funded through the Washington Metropolitan Council of Governments (MWCOG) Transportation/Land-Use Connections Program (TLC), target mode share for commute trips in the West Falls Church are Walk & Bike (10%), Transit (40%), and Drive (50%). A 2013 study, titled, Transit-Oriented Design Within and Beyond the Quarter-Mile, conducted by Foursquare Integrated Transportation Planning, also funded by MWCOG, recommended a commute mode share of 50 percent non-single occupancy vehicle (SOV) by the year 2030 for City of Falls Church residents, and a commute mode share of 40 percent non-SOV by the year 2030 for City of Falls Church workers.

4.3: Provide current and forecasted traffic/ridership data with and without the project.

		COUNT	YEAR	SOURCE/EXPLANATION
Data For: New facility	Current	8	2017	Based on three day count period in October 2017
Data Type: Bike counts	Future Without Project	8	2026	No change to facility
Data Frequency: Daily	Future With Project	30	2026	Using bike counter data, WMATA data, research

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

The City of Falls Church is a designated Regional Activity Center and Urban Development Area (UDA). The project crosses jurisdictional boundaries and includes areas of both the City of Falls Church and Fairfax County. The West Falls Church Access to Transit and Multimodal Connectivity Project is adjacent to Route 7, I-66, and the West Falls Church Metrorail Station. The project improves access to the regional transit network and provides better connections with regional activity centers in Fairfax County, including Seven Corners, and Arlington County, including Columbia Pike, the Pentagon and Shirlington. Interstate 66 and Route 7, which are adjacent to the project area, also connect with regional activity centers in Fairfax and Arlington Counties. The project also provides improved connections to the regional Capital Bikeshare system, which is often used as a first mile/last mile connection for transit.

4.5: How will the project improve integration between modes & systems?

Increasing pedestrian and bicycle capacity is an excellent first-mile / last-mile solution for rail transit. Increasing access to the West Falls Church Metrorail Station will enable City of Falls Church and Fairfax County residents, workers and visitors to better access the regional transit network. Given that the West Falls Church Station is an underutilized station for the Orange Line, the implementation of this project will increase connectivity for people traveling via Metrorail between Falls Church and every other station on the Orange Line. The W&OD Trail is a regional off-street pedestrian and bicycle trail located in the West Broad Street Revitalization Area. The W&OD trail crosses over West Broad Street/Route 7 just over a quarter of a mile east of the project area. The W&OD trail runs 45 miles from Loudoun County to the City of Alexandria and connects with a number of regional activity centers, and connects modes including pedestrian, bicycle, rail, bus, and automobile. The West Falls Church Access to Transit and Multimodal Connectivity Project also connects with Route 7, which connects pedestrian, bicycle, automobile, bus, and Metrorail transportation modes. Route 7 provides connections with Loudoun County, Fairfax County, the City of Falls Church, Arlington County and the City of Alexandria. It is also the location of the Envision Route 7 BRT project, which will provide significant transit improvements to the corridor.

4.6: Is safety the primary purpose of this project?

Yes

4.7: How will the project improve safety?

The West Falls Church Access to Transit and Multimodal Connectivity Project will improve safety for pedestrians and bicyclists. A 10-foot wide shared use path and 6-foot wide landscaping strip will be installed along Shreve Road to provide a separated facility for pedestrians and bicyclists to connect between W&OD Trail and the West Broad Street and Haycock Road intersection. The landscaping buffer will provide a barrier between automobile traffic and pedestrians and cyclists on the shared-use path, reducing the likelihood of collisions. Lighting improvements will increase the visibility of people travelling on foot or by bicycle, reducing the likelihood of travelers on the shared use path being struck by an automobile. A crosswalk near the intersection of Shreve Road and Gordon Road will increase the visibility of pedestrians and bicyclists. A pedestrian fatality occurred on this stretch of Shreve Road earlier this year, and both Fairfax County and City of Falls Church residents have requested improvements to address pedestrian and bicycle safety. Students, parents, teachers and other staff at George Mason High School and Mary Ellen Henderson Middle School have also shared safety concerns and requested better pedestrian and bicycle connections between the schools campus and the W&OD Trail.

4.8: What synergies exist between this project and other projects **your jurisdiction/agency** is applying for this SYP update cycle?

The City is also applying for funding for the Downtown Falls Church Multimodal Improvements Project. This project will improve pedestrian and bicycle safety and accessibility parallel to Route 7/West Broad Street and the City's downtown area. Taken together, these two projects will create synergy in reducing congestion, and increasing capacity for pedestrians and bicycles along the West Broad Street/Route 7 and I-66 corridors. Through these projects, the City is building a multimodal network, achieving mode share targets, focusing on activity centers, supporting economic development, and mitigating the impacts of future growth on congestion in the region.

4.9: What synergies exist between this project and other projects **other jurisdictions/agencies** is applying for this SYP update cycle?

Arlington County is applying for funding for the Arlington W&OD Trail Enhancements Project. This project is to replace the existing 12-foot wide shared-use trail with a 12-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median. The project extends 2 miles in Arlington County, beginning just adjacent to the City, from North Roosevelt Street to North Carlin Springs Road. With expanded capacity on the W&OD Trail in both Arlington County and the City of Falls Church, more demand will be created for better pedestrian and bicycle connections between the trail and destinations adjacent the trail. Expanding capacity for pedestrian and bicycle traffic between the W&OD Trail and the West Falls Church area will allow for synergy and better connections with West Broad Street/Route 7, and the West Falls Church Metrorail Station.

4.10: What synergies exist between this project and other projects **previously approved** for NVTA regional revenues?

The West Falls Church Access to Transit and Multimodal Connectivity Project will increase capacity and safety for pedestrians and bicyclists who wish to travel from the W&OD Trail to the West Falls Church area. The project will connect directly with the West Falls Church and Joint Campus Revitalization District Multimodal Improvements Project, which provides better connections for pedestrians and bicycles along Haycock Road and West Broad Street/Route 7, including the Haycock Road and West Broad Street/Route 7 intersection. The West Falls Church and Joint Campus Revitalization District Multimodal Improvements Project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. The W&OD Dual Trails Project is to replace the existing 10-foot wide shared-use trail with an 11-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median. The length of the project is 1.2 miles in the City of Falls Church, extending from Broad Street (Route 7) to east of Little Falls Street. Improved capacity along the W&OD Trail as a result of the nearby W&OD Dual Trails Project will result in more trips to destinations adjacent the W&OD Trail, and a need for facilities adjacent the trail.

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

This project does not include traffic signal enhancements.

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

This project does not include transit signal priority.

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?

No

5.6: Is this project included in the current TIP?

No

5.2: Title of the project in CLRP

5.7: Title of the project in TIP?

5.3: CLRP ID

5.8: TIP ID

5.4: Project VDOT UPC Number, if existing

Not applicable

5.9: List internet links to any additional information in support of this project

5.5: Project DRPT Number, if existing

Not applicable

<http://www.fallschurchva.gov/DocumentCenter/View/92>

[Falls-Church-Transportation-Study?bidId=](http://www.fallschurchva.gov/DocumentCenter/View/92)

<https://www.fallschurchva.gov/DocumentCenter/View/21>

[bidId=](https://www.fallschurchva.gov/DocumentCenter/View/21)

<https://www.fallschurchva.gov/DocumentCenter/View/35>

[bidId=](https://www.fallschurchva.gov/DocumentCenter/View/35)

<http://www.fallschurchva.gov/DocumentCenter/View/92>

[Streetscape-Standards?bidId=](http://www.fallschurchva.gov/DocumentCenter/View/92)

<https://www.fairfaxcounty.gov/transportation/sites/trans>

[20projects](https://www.fairfaxcounty.gov/transportation/sites/trans)

[%20studies%20and%20plans/countywide%](https://www.fairfaxcounty.gov/transportation/sites/trans)

[20bicycle%20master%](https://www.fairfaxcounty.gov/transportation/sites/trans)

[20plan/bicycle_master_plan_draft-final.pdf](https://www.fairfaxcounty.gov/transportation/sites/trans)

6: ATTACHMENTS

Attachments

File Name: Map of Project Area.pdf

Attachment Type: Project sketch

Date Added: 09/26/2019

[View Attachment](#)

File Name: West Falls Church Transportation Study.pdf

Attachment Type: Planning study

Date Added: 09/26/2019

[View Attachment](#)

File Name: Chapter 7 Transportation -- Mobility for all Modes.pdf

Attachment Type: Comprehensive plan

Date Added: 09/26/2019

[View Attachment](#)

File Name: Current Condition.pdf

Attachment Type: Other

Date Added: 09/26/2019

[View Attachment](#)

File Name: Fairfax County Recommended Bicycle Network.pdf

Attachment Type: Other

Date Added: 09/26/2019

[View Attachment](#)

File Name: Fairfax County Comprehensive Plan Jefferson Page 70.pdf

Attachment Type: Comprehensive plan

Date Added: 09/26/2019

[View Attachment](#)

File Name: Ridership Estimates Shreve Road Improvements.xlsx

Attachment Type: Other

Date Added: 09/26/2019

[View Attachment](#)

File Name: Cost Estimates v5.xlsx

Attachment Type: Detailed cost estimates

Date Added: 09/27/2019

[View Attachment](#)

7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

- ✓ Commit all necessary operations/maintenance funds

- ✓ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.

- ✓ Provide a monthly status report on project progress to NVTA staff

- ✓ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;

- ✓ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included

- ✓ Provide NVTA with appropriate insurance certification and keep the certificates up to date

Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing

Coordinate with NVTA staff before finalizing any third party administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);

Adhere to all relevant NVTA Policies.

7.2: Staff Point of Contact

Name: Kerri Oddenino

Title: Senior Planner

Email: koddenino@fallschurchva.gov

Phone: 703-248-5477

7.4: Digital Signature

Kerri Oddenino

7.5: Date

09/27/2019

7.3: PIO Point of Contact

Name: Susan Finarelli

Title: Director of Communications

Email: sfinarelli@fallschurchva.gov

Phone: 703-980-6103

RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

[ADD RESOLUTIONS](#)

Supporting - Signed copy of Board/Council resolution in support of the application