

APPLICATION #: CFC-005

Date Submitted: 09/27/2019

Local Priority: 2

[View related applications](#)**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)

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

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

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

6-2 I-66/US 29/US 50/Orange Silver Line - Rt. 28 to I-495

1.5: Project Title

Downtown Falls Church Multimodal Improvements

1.6: Project Subtitle

Park Avenue Great Street

1.7: Primary Supported Mode

Bike and Pedestrian

1.8: Secondary Supported Modes

Bus

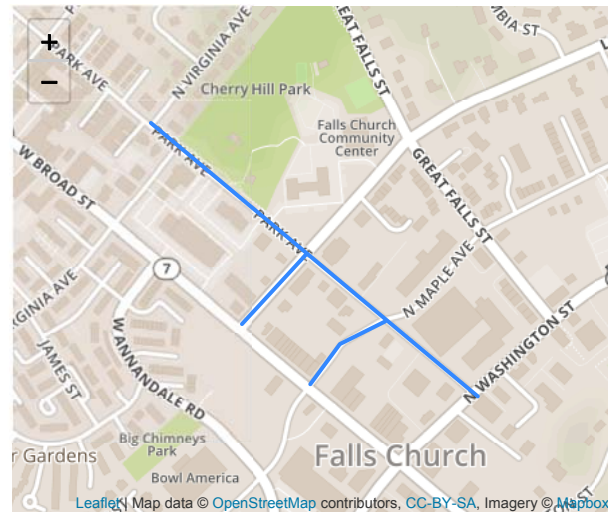
1.9: Project Description

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

1.10: Project Location Text

The project is located in Downtown Falls Church. It connects two Revitalization Districts: (1) N Washington Street, which follows Route 29 and (2) West Broad Street, which follows Route 7.

1.11: Project Location Map



1.12: Local Priority

2

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

No

1.14: Project URL

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.

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study		
Design/Engineering/Environmental	FY2021	FY2023
ROW and Utilities	FY2023	FY2026
Construction	FY2026	FY2028
Asset Acquisition		

2.2: Potential Delay Risk Factors

None, if fully funded

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
Study	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0			
Design / Engineering / Environmental						
FY2021	\$1,250,000	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$1,250,000			
ROW and Utilities						
FY2021	\$0	\$0	\$990,000	\$1,560,000	\$0	\$0
	\$0	\$0	\$2,550,000			
Construction						
FY2021	\$0	\$0	\$0	\$0	\$0	\$6,740,000
	\$0	\$0	\$6,740,000			
Asset Acquisition						
FY2021	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0			

Total						
FY2021	\$1,250,000	\$0	\$990,000	\$1,560,000	\$0	\$6,740,000
	\$0	\$0	\$10,540,000			

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

Study	\$0	\$0	\$0	\$0	\$0	\$0
Design / Engineering / Environmental	\$0	\$0	\$0	\$0	\$0	\$0
ROW and Utilities	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Construction	\$0	\$0	\$6,740,000	\$0	\$0	\$6,740,000
Asset Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,560,000	\$0	\$6,740,000	\$0	\$0	\$8,300,000

3.3: Other Secured Funding Sources

SmartScale NVTA 30% Local

Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design/Engineering/Environmental	\$1,250,000	\$0	\$2,000,000	\$85,300	\$154,700	\$2,240,000	-\$990,000
ROW and Utilities	\$2,550,000	\$1,560,000	\$0	\$0	\$0	\$0	\$990,000
Construction	\$6,740,000	\$6,740,000	\$0	\$0	\$0	\$0	\$0
Asset Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUMS:	\$10,540,000	\$8,300,000	\$2,000,000	\$85,300	\$154,700	\$2240000.00	\$0

3.4: Other Sources Applied for But Not Yet Secured

None

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

None

4: PROJECT IMPACTS

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

Pedestrian and bicycle facilities in the project area will experience increased capacity and access. The project area includes existing bicycle routes and on-street facilities, as shown in the City's Bicycle Master Plan. See attachment 6. Capital Bikeshare facilities will have increased access and similar projects have resulted in an increase in pedestrian traffic of up to 15 percent. Intersections with redesigned geometry and improved visibility will improve traffic flow. The project increases connectivity and access to transit facilities that service the area, including Metrobus routes 2A, 3A, 3T and 28A. The project reinforces and strengthens existing links in the pedestrian and bicycle network. See attachments 7 and 8.

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

By improving the safety of multimodal travel and increasing integration between modes, the project enables optimal use of the system. Nearby areas of activity that connect with the project and will experience capacity increase; West Broad Street/Route 7 Corridor, Falls Church Downtown area, and North Washington Street/Route 29 corridor. The project area on Park Avenue has an AADT of 4,300. West Broad Street/Route 7 is close to 30,000. Other major VDOT-identified routes that intersect or are in close proximity to the project area are Washington Street/Route 29 (21,000-22,000), and West Street (4,400-4,700). See attachment 9. The Downtown area is an important connection to some of the City's distressed traffic segments. This creates an opportunity to reduce regional congestion; expanding the pedestrian and bicycle capacity can improve connections to transit on Route 7 and 29. Regional traffic flow is improved by providing travel alternatives in the important local areas that connect to the network at large.

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

		COUNT	YEAR	SOURCE/EXPLANATION
Data For: Existing facility	Current	4300	2015	VDOT
Data Type: AADT	Future Without Project			
Data Frequency: Daily	Future With Project			

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

The City of Falls Church is an Urban Development Area (UDA) and a designated regional activity center. The project area connects to Route 7 and Route 29, which connect with regional activity centers across 6 other localities. Activity centers within 1 mile proximity to the project are Baileys Crossroads, Seven Corners, and Tysons. The project expands and enhances the pedestrian and bicycle facilities, thereby encouraging first mile/last mile connections to transit, and making access to other activity centers more convenient.

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

Park Avenue is an adopted bike route for the City's Bicycle Master Plan. In May of 2019, the City of Falls Church installed 10 bike sharing stations as part of the Capital Bikeshare network. Three of these stations are located on Park Avenue within the project limits. See attachment 7. There are 6 stations within 5 minute walking distance, or .25 miles, and 8 stations within 10 minute walking distance, or .5 miles. The Downtown Multimodal Improvements project will enhance first and last connections to transit in the area by using the existing bicycle facilities and improving pedestrian connectivity. Transit options within 1 mile include East Falls Church Metro station and Metrobus routes 26A, 28A, 3A, and 2A. This project will also connect travelers to the future route 7 BRT project and is within 1 mile proximity to multiple ongoing or previously approved W&OD trail projects.

4.6: Is safety the primary purpose of this project?

Yes

4.7: How will the project improve safety?

Project elements include the installation of midblock crossings, sidewalk widening and repairs, removal of sidewalk obstructions including utility lines, and redesign of intersection geometry. One new midblock crossing will be installed and one existing midblock crossing will be enhanced to increase pedestrian access. Sidewalk

widening and repairs enhance the walkability of the pedestrian network. The project addresses safety concerns at the intersection of Park Avenue and Maple Avenue. The redesign of the intersection geometry improves driver visibility and increases the safety and walkability of the crossings. See attachment 10. By extending the curbs at 6 crossings/intersections, the travel lanes will be narrowed to 11 feet to reduce pedestrian crossing distances. Curb extensions also restrict parking close to the intersection, thereby increasing sight distances.

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 West Falls Church Connectivity and Access to Transit: W&OD to West Falls Church Connectivity. Both projects improve the safety and accessibility of pedestrian and bicycle connections to transit. Together, they create synergy in reducing congestion, and increasing the 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. Both projects are consistent with City transportation priorities as laid out in adopted plans; see links attached.

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. The project replaces 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. Expanding capacity on the W&OD Trail creates more demand for improved bicycle and pedestrian connections between the trail and activity centers nearby. Improving the connections in the Falls Church Downtown and West Broad Street/Route 7 areas is synergistic to enhancing other pedestrian and bicycle facilities in the regional network, including the W&OD trail.

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

Previously approved projects in the immediate area are Falls Church Enhanced Regional Bike Routes (W&OD Dual Trails) and West Falls Church and Joint Campus Revitalization District Multimodal Improvements project. All of these projects aim to enhance the multimodal network in the region, provide safe and accessible alternatives to automobiles to mitigate regional congestion and improve traffic flow, and encourage an overall shift in traveler mode.

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

111667, 110335

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

5.5: Project DRPT Number, if existing

[CityofFallsChurchDowntownSmallAreaPlan:http://www.fallschurchva.gov/DocumentCenter/View/591](http://www.fallschurchva.gov/DocumentCenter/View/591)
[Downtown-Falls-Church-POA-Small-Area-Plan?bidId=](http://www.fallschurchva.gov/DocumentCenter/View/591)
[CityofFallsChurchWestBroadStreetSmallAreaPlan:](http://www.fallschurchva.gov/DocumentCenter/View/591)
<http://www.fallschurchva.gov/DocumentCenter/View/591>
[Broad-Street-POA-Small-Area-Plan_April-11-2016?bidId=](http://www.fallschurchva.gov/DocumentCenter/View/591)
[AdoptedBicycleMasterPlan:http://www.fallschurchva.gov/DocumentCenter/View/591](http://www.fallschurchva.gov/DocumentCenter/View/591)
[Master-Plan AdoptedComprehensivePlanChapter7](http://www.fallschurchva.gov/DocumentCenter/View/591)

["MobilityforAllModes":](https://www.fallschurchva.gov/DocumentCenter/View/21)
<https://www.fallschurchva.gov/DocumentCenter/View/21>
[bidId= AdoptedComprehensivePlanChapter4](https://www.fallschurchva.gov/DocumentCenter/View/21)

["RevitalizationAreas](#)

[SmallAreaPlans](#)

[andUrbanDevelopmentAreas":](#)
<http://www.fallschurchva.gov/DocumentCenter/View/92>
[Zones-and-Small-Area-Plans-Adopted?bidId=](http://www.fallschurchva.gov/DocumentCenter/View/92)

6: ATTACHMENTS

Attachments

File Name: 1.Downtown Multimodal Improvements Plan.pdf

Attachment Type: Site development plan

Date Added: 09/27/2019

[View Attachment](#)

File Name: 2.CFC Park Avenue Improvement Sketch.pdf

Attachment Type: Project sketch

Date Added: 09/27/2019

[View Attachment](#)

File Name: 3. POA Map.pdf

Attachment Type: Other

Date Added: 09/27/2019

[View Attachment](#)

File Name: 4.Final Downtown Multimodal Improvements Estimate (2).xlsx

Attachment Type: Detailed cost estimates

Date Added: 09/27/2019

[View Attachment](#)

File Name: 5.FUNDING SCHEDULE.xlsx

Attachment Type: Detailed cost estimates

Date Added: 09/27/2019

[View Attachment](#)

File Name:

6.FallsChurch_BicycleMasterPlan_ConnectingCommunities.pdf

Attachment Type: Comprehensive plan

Date Added: 09/27/2019

[View Attachment](#)

File Name: 7.ParkAveMultimodalProximityV4.pdf

Attachment Type: Other

Date Added: 09/27/2019

[View Attachment](#)

File Name: 8.Transportation in FC - Community Profile 2019.pdf

Attachment Type: Other

Date Added: 09/27/2019

[View Attachment](#)

File Name: 9.AADT_110_FallsChurch_2017.pdf

Attachment Type: Other

Date Added: 09/27/2019

[View Attachment](#)

File Name: 10.Park Maple.pdf

Attachment Type: Project sketch

Date Added: 09/27/2019

[View Attachment](#)

File Name:

11.Chapter_7_Transportation_Mobility_for_all_-_Modes.pdf

Attachment Type: Comprehensive plan

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: Caitlin Sobsey
Title: Grants Manager
Email: csobsey@fallschurchva.gov
Phone: 703-248-5467

7.4: Digital Signature

Caitlin Sobsey

7.5: Date

09/27/2019

7.3: PIO Point of Contact

Name: Susan Finarelli
Title: Director of Communications
Email: sfinarelli@fallschurchva.gov
Phone: 703-248-5467

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