



TA Set-Aside Pre-Application

BikeShare Stations

Project Status: Pre-Screened In

Organization: Vienna Town
Project ID: 5994-Pre

General

1. Project Sponsor

Organization

Town of Vienna

Point of Contact

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Project Information

Project Title

BikeShare Stations

Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds. Should additional space be needed, please use the Upload Supporting Documents feature. Label the document “Project Description”.

The Town of Vienna proposes to install, and Fairfax County would operate, Capital Bikeshare within the Town. The goal of the project is to connect residents to transit and trail options in the I-66 corridor, including Metrorail, commuter buses, and the planned I-66 trail. The total amount of funding requested is \$558,000.00 for design and installation of up to 4 Bikeshare stations. This project would increase multimodal transportation options in the I-66 corridor and would improve connectivity to and throughout the corridor by providing bikeshare as an option to connect the Town of Vienna and the surrounding community directly to transit in the I-66 corridor (including Metrorail, express or commuter bus routes, and local bus). The primary connection would be to the Vienna Metrorail station where Fairfax County plans to expand their Capital Bikeshare program (thereby providing stations for connections from the Town). This project provides reliable and attractive first- and last-mile access throughout the community. The Vienna Metrorail station is approximately 1.5 miles (about a 10-minute bike ride) from where Maple Ave (Route 123) intersects with the W&OD Trail in the proposed project area, with several neighborhoods between these locations. Bicycling is an increasingly popular commute method with physical activity benefits and cost savings. Bikeshare also provides commuters with an option to enjoy a bike ride to transit with more flexibility, not being constrained by needing to store and retrieve their own bike on their return trip; it also opens up the bicycle commuting option to more people who may not own their own bicycle. Bikeshare is complementary with local transit service like the Fairfax Connector bus, which expands first- and last-mile options for commuters. It can be expected that bikeshare will offer an attractive first and last-mile option for accessing destinations the I-66 corridor.

Select primary category of eligibility even if other categories may apply.

Construction of bicycle and pedestrian facilities

Does this project qualify as a “Safe Routes to School” project based on this criteria below?

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary / middle school (K-8th)

No

\$ Funding

Project Funding

Do you plan to use third-party donations to meet all or part of the 20% local match requirement?

No

►► Project's Readiness to Proceed

Project's Readiness to Proceed

Has design work started?

No

The ability to secure right of way (including easements) needed for a project is critical to a project's success; which of the following best describes the right of way situation for this project:

All right of way required is publicly owned (local and/or state)

Supporting Documents

Current Attachments

Description	Attachment Type	File Name
Cost Estimate	Detailed Cost Estimate	Cost and Schedule_FY22-22 TA Bikeshare_2019-7-1.xlsx
Location Map	Project Sketch	BikeShare Locations Map.pdf



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