

APPLICATION #: VIE-003

Date Submitted: 09/26/2019

Local Priority: 2

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1.1: Primary TransAction ID

198 - Vienna Regional Bikesharing

1.2: Secondary TransAction IDs

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

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

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

1.5: Project Title

Vienna Regional Bikesharing

1.6: Project Subtitle

1.7: Primary Supported Mode

Bike only

1.8: Secondary Supported Modes

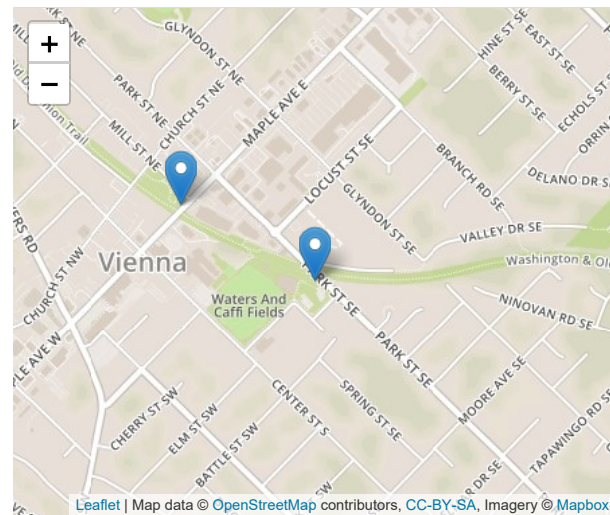
1.9: Project Description

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

1.10: Project Location Text

Various locations throughout Town

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

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.

2.1: Timeframes by Phase

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

2.2: Potential Delay Risk Factors

None.

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

3.1: Total Cost by Phase and Fiscal Year

Study		
FY2024	\$0	\$0
Design / Engineering / Environmental		
FY2024	\$50,000	\$0
ROW and Utilities		
FY2024	\$0	\$0
Construction		
FY2024	\$0	\$48,400
Asset Acquisition		
FY2024	\$0	\$184,000
Total		

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

Study		
	\$0	\$0

Design / Engineering / Environmental		
\$50,000		\$0
ROW and Utilities		
\$0		\$0
Construction		
\$0		\$48,400
Asset Acquisition		
\$0		\$184,000
Total		

3.3: Other Secured Funding Sources

Study		
\$0	\$0	\$0
Design/Engineering/Environmental		
\$50,000	\$50,000	\$0
ROW and Utilities		
\$0	\$0	\$0
Construction		
\$48,400	\$48,400	\$0
Asset Acquisition		
\$184,000	\$184,000	\$0
SUMS:		

3.4: Other Sources Applied for But Not Yet Secured

VDOT Revenue Sharing

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

None.



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

Bicycle ridership will increase and will potentially remove individual vehicle trips from the roadways improving traffic congestion and increase access to Metro Stations.

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

By offering multimodal travel options some vehicular trips will be reduces in the area.

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

COUNT	YEAR	SOURCE/EXPLANATION
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Data For: New facility	Current	7150	2016	2016 Metrorail Rider Survey
Data Type: Bike counts	Future Without Project	7150	2016	
Data Frequency: AM Peak	Future With Project	7222	2020	

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

Capital Bikeshare networks near Metrorail stations provide reliable first and last mile trips to Metrorail and to other transit including CUE, Fairfax Connector and Metrobus. Currently, there are on average approximately 7,150 peak AM trips from the Vienna Metrorail Station daily. Based on a 2016 WMATA study, approximately 1% of AM peak weekday trips (or 72 trips) at the Vienna Metrorail Station were made by people who came to the station via bike. The Town estimates that having bikeshare in the City and in the communities surrounding the Vienna Metrorail station will approximately double this figure and generate approximately 72 new weekday AM peak hour Metrorail trips. The bullets below explain the rationale for this estimated increase. • Bikeshare will provide an additional transportation option for commuters to access the Vienna Metrorail Station. Having a variety of options will give commuters choice and flexibility, which may decrease their reliance on driving. Transit's reach is expanded when users know there is a redundancy in options. • The FTA accepted bike-shed around a Metrorail station is 3 miles; the Town core is located 2 miles from the Vienna Metrorail station. • In areas of lower density, such as suburban Vienna, bikeshare users are inclined to use this type of service to access transit. • Approximately half of existing Capital Bikeshare members do not have a personal bicycle, which means that bikeshare attracts new

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

This project adds additional bicycle access to the Metrorail system

4.6: Is safety the primary purpose of this project?

No

4.7: How will the project improve safety?

N/A

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

The Town is also applying for a project to add 188 commuter spaces within the Town. Adding Bikeshare to the vicinity will help connect the first mile / last mile connection to nearby Metro Stations via bicycle.

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

The City of Fairfax is also applying for Bikeshare, as well as Fairfax County commitment to installing BikeShare at Metro Stations.

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

None.

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).

None.

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.

None.



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

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

5.5: Project DRPT Number, if existing



Attachments

File Name: Fairfax_final report_20190715_clean.pdf

Attachment Type: Planning study

Date Added: 09/26/2019

[View Attachment](#)



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: Michael Gallagher
Title: Director of Public Works
Email: mgallagher@viennava.gov
Phone: 703-255-6389

7.4: Digital Signature

Michael Gallagher

7.5: Date

09/26/2019

7.3: PIO Point of Contact

Name: Lynne Coan
Title: Communications and Marketing Manager
Email: lynne.coan@viennava.gov
Phone: 703-255-6330



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